

**2021**

**THE LEGISLATIVE ASSEMBLY FOR THE  
AUSTRALIAN CAPITAL TERRITORY**

**VARIATION TO THE TERRITORY PLAN 376  
Demonstration Housing Co-Housing – Ainslie Section 25 Block 6**

**Mr Mick Gentleman MLA  
Minister for Planning and Land Management  
November 2021**



Australian Capital Territory

# Planning and Development (Plan Variation 376) Approval 2021

Notifiable instrument NI2021-654

made under the

**Planning and Development Act 2007, s 76 (Minister's powers in relation to draft plan variations)**

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## 1 Name of instrument

This instrument is the *Planning and Development (Plan Variation 376) Approval 2021*.

## 2 Commencement

This instrument commences on the day after its notification day.

## 3 Approval of draft plan variation

(1) I approve under section 76 (2) (a) of the *Planning and Development Act 2007* the plan variation 376 to the Territory Plan.

(2) In this section:

*plan variation 376 to the Territory Plan* means the plan variation in the schedule.

Mick Gentleman MLA  
Minister for Planning and Land Management  
5 November 2021



**ACT**  
Government

Environment, Planning and  
Sustainable Development

**Schedule (See section 3(2))**

*Planning and Development Act 2007*

# **Variation to the Territory Plan 376**

Demonstration Housing  
Co-housing  
Ainslie section 25 block 6

Final variation prepared under s76 of the  
*Planning and Development Act 2007*

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# **1. EXPLANATORY STATEMENT**

## **1.1 Background**

The Demonstration Housing Project was established to test and showcase how the ACT can best deliver a compact, sustainable, accessible and active city through innovative planning, design and delivery.

The Demonstration Housing Project responds to an ACT Legislative Assembly resolution passed in June 2017, which asked the ACT Government to engage with the community and industry stakeholders on how to deliver demonstration housing proposals that showcase best-practice in one or more of the following areas:

- excellence in construction and design quality
- carbon neutral buildings
- medium density infill
- innovative planning and engagement approaches
- innovative housing products and typologies
- close partnership with industry bodies
- options for public and affordable housing

Demonstration Housing offers a 'hands on' opportunity to test the effectiveness of different housing types through real examples and future review through post-occupancy assessment. The experience gained from Demonstration Housing will inform future government policy and Territory Plan changes, to encourage and support improved housing choice and housing quality in Canberra.

Each proponent has gone through a rigorous two-stage evaluation process. The evaluation criteria included an assessment against the demonstration housing concept, design quality and build quality. Proponents were also required to present and receive endorsement from the National Capital Design Review Panel and undertake design refinement. Community consultation in accordance with an approved engagement strategy was also undertaken.

## **1.2 Summary of the Proposal**

Demonstration Housing is closely aligned with the ACT Government's Housing Choices policy project. Housing Choices investigates ways in which the housing needs of residents can be better met now and in the future. Its aim is to introduce more flexibility into the planning system to enable more housing choice and encourage the kind of quality residential buildings that the community wants.

Extensive community engagement was undertaken as part of the Housing Choices project. The community indicated that it wants more housing diversity including options to age in place, better construction quality, better housing design, more affordable housing, and infill development that reflects Canberra's garden city principles.

Demonstration Housing is intended to deliver different housing types that are not currently available in Canberra and that support high quality design, build quality, housing choice, environmental sustainability and medium density infill.

Demonstration Housing projects aim to build, showcase and test different housing types which will help inform housing choice policy development.

This Demonstration Housing Project, known as Stellulata, is for a small co-housing model, consisting of 3 modest dwellings and 1 common area to be shared amongst the residents. The common area will be a shared space, allowing residents to gather, enjoy shared meals, entertain, or to house a guest. The grounds will have a communal vegetable garden and barbeque area, together with private open space for each dwelling. A private shared electric vehicle system means the development is only proposing two car spaces.

To support Demonstration Housing, this variation amends the Ainslie Precinct Map and Code to add 'co-housing' as an additional merit assessable development at Ainslie section 25 block 6.

### **1.3 The National Capital Plan**

The *Australian Capital Territory (Planning and Land Management) Act 1988* established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (NCP) and to keep the NCP under constant review and to propose amendments to it when necessary.

The NCP, which was published in the Commonwealth Gazette on 21 January 1990 is required to ensure that Canberra and the Territory are planned and developed in accordance with their national significance. The Planning and Land Management Act 1988 also required that the Territory Plan is not inconsistent with the NCP.

In accordance with section 10 of the *Australian Capital Territory (Planning and Land Management) Act 1988*, the NCP defines the planning principles and policies for Canberra and the Territory, for giving effect to the object of the NCP and sets out the general policies to be implemented throughout the Territory, including the range and nature of permitted land uses.

It also sets out the detailed conditions of planning, design and development for areas that have special significance to the National Capital known as designated areas and identifies special requirements for the development of some other areas.

## 1.4 Site Description

The subject site is Ainslie section 25 block 6 and is zoned Residential RZ1 Suburban. The block is flat and rectangular shaped, with an area of 1090m<sup>2</sup> and a frontage of approximately 22m to Angas Street. The site possesses unimpeded northern exposure, no significant trees in the construction zone and a driveway in the south-western corner. The block is close to local shops, community facilities, and public transport options including walking distance to the MacArthur Avenue light rail stop. The block currently contains a single storey residential dwelling.



Figure 1 Location map

## 1.5 Current Territory Plan Provisions

The Territory Plan map for the area subject to this variation is shown in Figure 2.

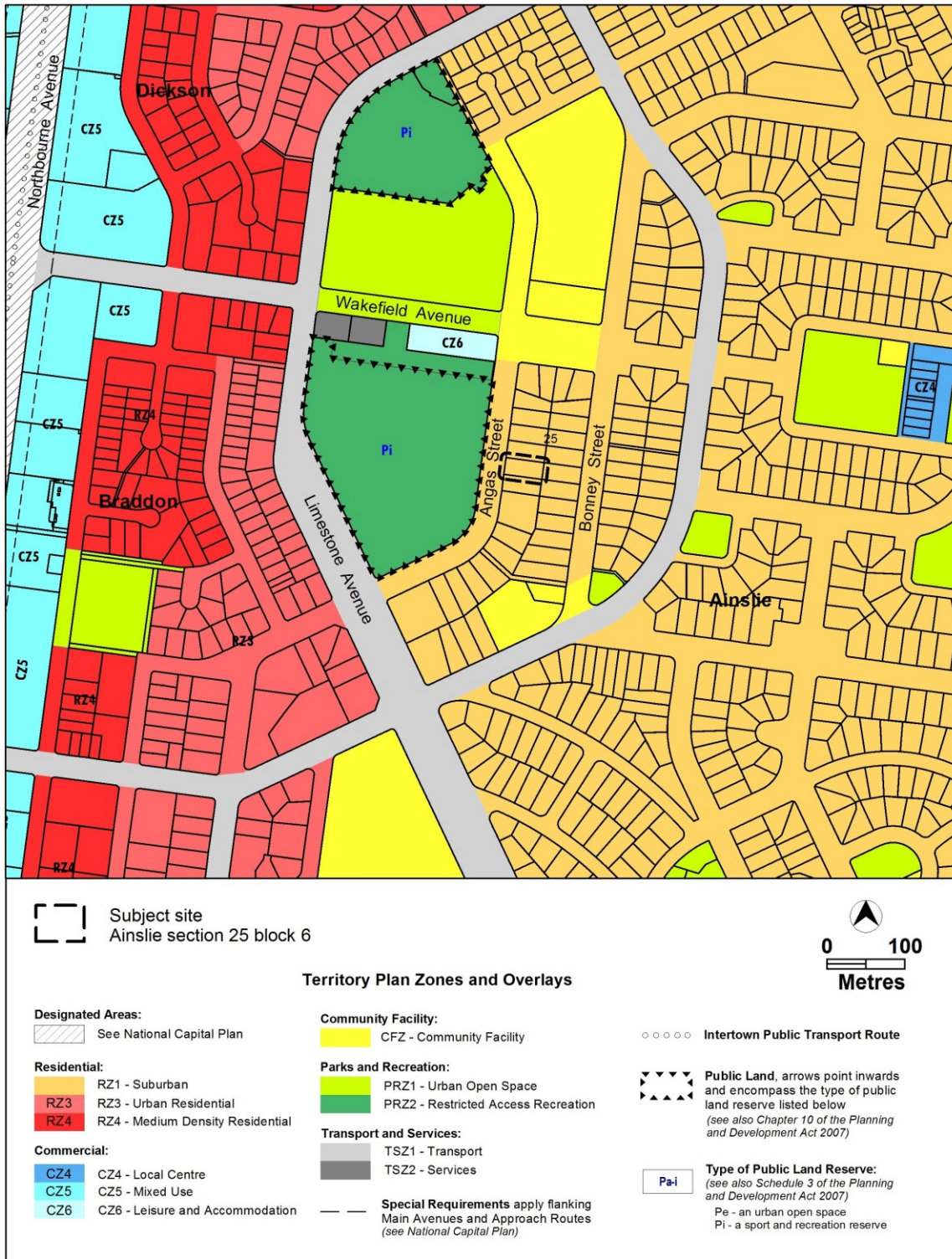


Figure 2 Territory Plan Zones Map

## **1.6 Changes to the Territory Plan**

Detailed changes to the Territory Plan are noted in section 2 of this document.

## **1.7 Consultation on the Draft Variation**

The draft variation was released for public comment between 19 February 2021 and 16 April 2021. A consultation notice under section 63 of the *Planning and Development Act 2007* (P&D Act) was published on the ACT Legislation Register on 18 February 2021. A public notice was placed on the ACT Government public notices website on 22 February 2021.

A total of 14 written submissions were received, which included 13 submissions from individuals and one from a community group.

The main matters raised by submitters included:

- support for the draft variation
- concerns about:
  - the proposed 'modest' size of units and limited individual and community storage space
  - the long-term viability of the development
  - varying the Territory Plan to permit the development
  - the proposed number of carparking spaces being inadequate

The above issues were considered and are detailed in a report on consultation.

A change to the draft variation was informed by the issues raised during consultation. The outcomes of consultation were considered by the Minister responsible for planning prior to approval of this variation.

## **1.8 Revisions to the Draft Variation Recommended to the Minister**

No changes have been made to the draft variation following the referral of the recommended version to the Minister responsible for planning.

## 2. VARIATION

The Territory Plan is varied in all of the following ways:

### 2.1 Variation to the Territory Plan

#### Variation to the Multi Unit Housing Development Code

- |   |
|---|
| <b>1. Part A General controls, Element 3: Building and site controls,<br/>3.1 Dwelling replacement – standard blocks, rule R5, first sentence</b> |
|---|

*Substitute*

This rule applies to *standard blocks* in all residential zones that are proposed to be redeveloped for *multi unit housing*, but does not apply to *supportive housing* and *co-housing*.

#### Variation to the Ainslie Precinct Map and Code

- |   |
|---|
| <b>2. Ainslie Precinct Map and Code</b> |
|---|

*Substitute with Appendix A*

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TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
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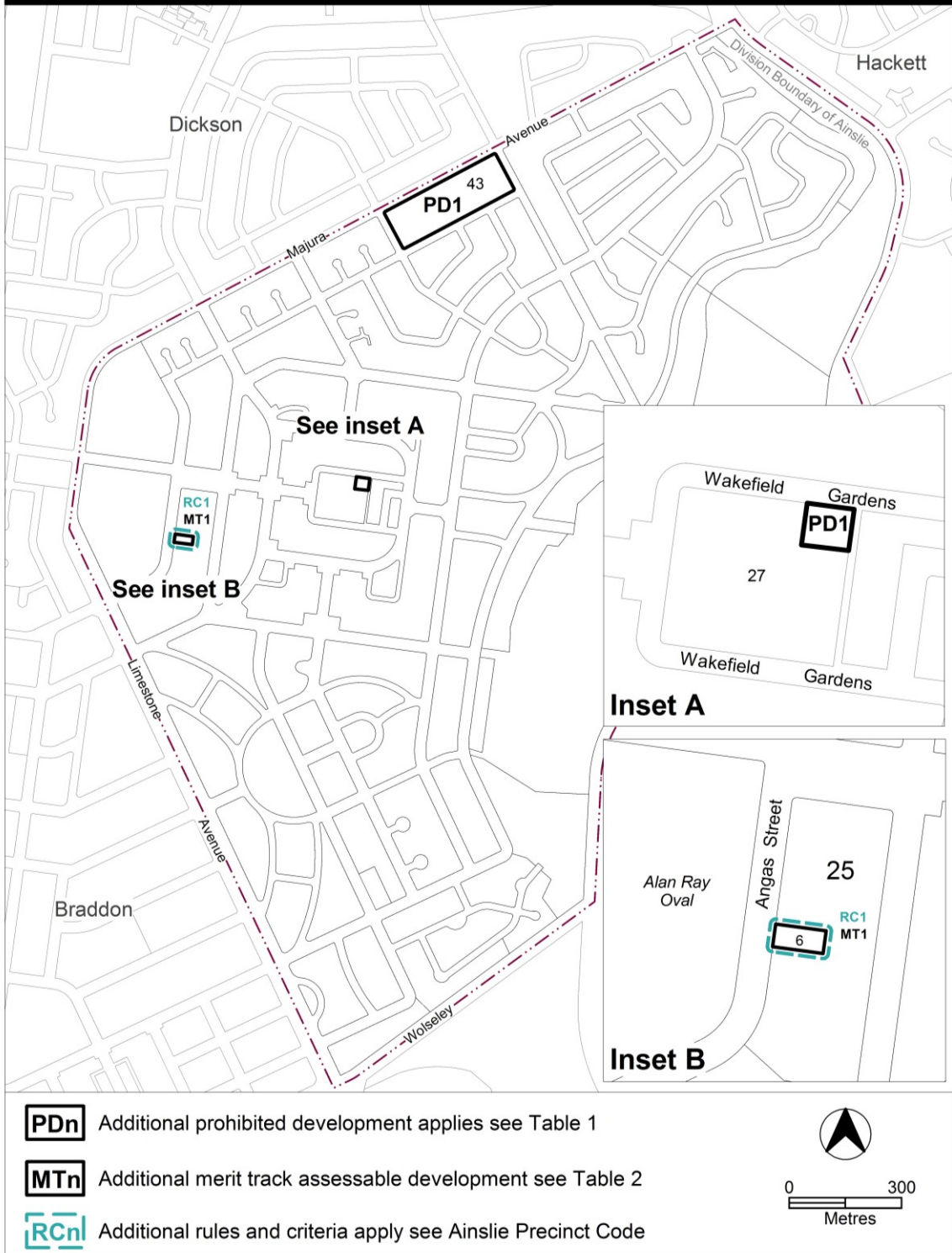


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# Ainslie Precinct Map and Code

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# Ainslie Precinct Map



# Assessment Tracks

The following tables identify the additional prohibited development and additional merit track development for blocks and parcels shown in the Ainslie Precinct Map (identified as PDn or MTn). Development that is exempt from requiring development approval, other prohibited development and the minimum assessment track applicable to each development proposal is set out in the relevant zone development table.

The following tables constitutes part of the relevant zone development table.

**Table 1 – Additional prohibited development**

Additional prohibited development		
Suburb precinct map label	Zone	Development
PD1	CFZ	<i>retirement village supportive housing</i>

**Table 2 – Additional merit track development**

Additional merit track development		
Suburb precinct map label	Zone	Development
MT1	RZ1	<i>co-housing</i>

# Ainslie Precinct Code

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# Introduction

## Name

The name of this code is the **Ainslie Precinct Code**.

## Application

The code applies to the Division of Ainslie.

## Purpose

This code provides additional planning, design and environmental controls for specific areas or blocks and may also contain references to provisions in other codes.

In conjunction with other relevant codes it will be used by the *Authority* to assess development applications and offer guidance to intending applicants in designing development proposals and preparing development applications.

## Structure

This code contains additional rules and/or criteria for particular blocks or parcels identified as areas RCn on the precinct map, to be read in conjunction with the relevant development code. It may also contain sub-parts.

Each element has one or more rules and, unless the respective rule is mandatory, each rule has an associated criterion. Rules provide quantitative, or definitive, controls. By contrast, criteria are chiefly qualitative in nature.

In some instances rules are mandatory. Such rules are accompanied by the words “This is a mandatory requirement. There is no applicable criterion.” Non-compliance with a mandatory rule will result in the refusal of the development application. Conversely, the words “There is no applicable rule” are found where a criterion only is applicable.

## Code hierarchy

Under the *Planning and Development Act 2007*, where more than one type of code applies to a development, the order of precedence if there is inconsistency of provisions between codes is: precinct code, development code and general code.

If more than one precinct code applies to the site, the most recent precinct code takes precedence to the extent of any inconsistency.

## Definitions

Defined terms, references to legislation and other documents are italicised.

Definitions of terms used in this code are listed in part 13 of the Territory Plan or, for terms applicable only to this code, listed below.

**Co-housing** means a development with separate dwellings or private living areas, with some common/shared indoor components which may include kitchens, living areas, and laundries. Individual dwellings must each contain a minimum of one bedroom, one bathroom and may contain a kitchenette.

**Acronyms**

- EPA            ACT Environment Protection Authority
- ESA            ACT Emergency Services Agency
- EPSDD        ACT Environment, Planning and Sustainable Development Directorate
- NCA            National Capital Authority
- P&D Act        Planning and Development Act 2007
- TCCS           ACT Transport Canberra and City Services

## Additional rules and criteria

This part applies to blocks and parcels identified in the Ainslie Precinct Map (RCn). It should be read in conjunction with the relevant zone development code and related codes.

### RC1 – Demonstration housing

This part applies to blocks and parcels identified in area RC1 shown on the Ainslie Precinct Map.

#### Element 1: Use

Rules	Criteria
<b>1.1 Demonstration housing</b>	
<p>R1</p> <p><i>Co-housing</i> development can only be undertaken by the Demonstration Housing Project lessee(s) identified on a register published on an ACT Government website.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

#### Element 2: Building and site controls

Rules	Criteria
<b>2.1 Plot ratio</b>	
<p>R2</p> <p><i>Plot ratio</i> is not more than 50%.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>2.2 Number of dwellings</b>	
<p>R3</p> <p>The maximum number of <i>dwellings</i> is 3.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>2.3 Subdivision</b>	
<p>R4</p> <p><i>Subdivision</i> under the <i>Unit Titles Act 2001</i> of a <i>co-housing</i> development is permitted.</p> <p>A maximum of 3 <i>dwellings</i> can be unit titled.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>2.4 Parking</b>	
<p>R5</p> <p><i>Co-housing</i> development complies with all of the following:</p> <ul style="list-style-type: none"> <li>a) does not increase in the number of verge crossings</li> <li>b) car parking spaces are provided in a single combined parking area screened from public view.</li> </ul>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
<b>2.5 Parking spaces</b>	
<p>R6</p> <p>A minimum of 2 car parking spaces are to be provided.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

## Planning Report

### Block 6 Section 25 Ainslie 24 Angas Street Ainslie ACT 2602

12 June 2020

Under instruction from  
**ACT Government - Strategic Projects and Infrastructure  
Environment, Planning and Sustainable Development Directorate**  
For the purpose of  
**Informing a Proposed Territory Plan Variation**



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**Project Number**      **J-116102 – Site 1 V3**

Quality Management			
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## 1. Executive Summary

Increased housing choice is an integral part of the ACT Government's priority of urban renewal that creates viable, safe and attractive communities. The proposed development at Ainslie forms part of the ACT Government's Demonstration Housing Project that aims to showcase how the ACT can deliver a compact and active city through innovative planning, design and delivery. How the strategic planning policy context contributes toward justifying the change is expanded in part four.

Knight Frank Town Planning has prepared this planning report to support the proposal by Stellulata Pty Ltd for a residential development at Block 6 of Section 25 Ainslie. This report is to inform consideration by the Planning and Land Authority on preparing a Territory Plan variation. The requirements associated with varying the Territory Plan are set out in Part 5.3 of the Planning and Development Act 2007 (the Act). This Planning Report forms part of the documentation required under the Act and will become a 'background paper' that will support the Territory Plan Variation.

The scope followed in this report has been guided by a 'scope for a planning report' document as provided by EPSDD.

This planning report supports changes to the Territory Plan to allow for the proposed development on Block 6 Section 25 Ainslie which are detailed at part two of this report.

The Territory Plan controls development of multi-unit housing on standard and RZ1 blocks to ensure suburbs such as Ainslie generally retain a low-density suburban form and character. The need for the proposed policy change is driven by a range of factors, such as changing housing preferences, changing lifestyle choices, the impacts of climate change and improved housing choice and design. The need for the proposed policy change is expanded in part three of this report.

This Planning Report provides a balanced assessment of the net impacts of the proposed plan variation and suitability of the block for this development in part six. An accompanying Traffic Assessment Report can be found at Attachment C and draft Residential Travel Plan at Attachment A.

Public consultation has been undertaken by the proponent and the inputs from this process are included at Attachment B.

## 1.1 Title Details and Relevant Lease Clauses

### Current Registered Crown Lessee

Stellulata Pty Ltd

### Title Description

Block 6 of Section 25 Ainslie

### Lease Commenced

14 July 1994

### Relevant Lease Clauses

2(c)	<i>To use the land for residential purposes only;</i>
2(d)	<i>That the building erected on the land shall be used only as: (i) a single unit private dwelling; and (ii) where permitted by the Territory Plan a second single unit private dwelling</i>

## 1.2 Town Planning Details

### Local Government Area and Planning Scheme

ACT Government – ACT Territory Plan 2008

### Principal Land Use Zoning

RZ1: Suburban

### Precinct Code

Ainslie Precinct Map and Code

### Zone Development Codes

Residential Zones Development Code

Multi-Unit Housing Development Code

### General Codes

Parking and Vehicular Access General Code

## 2. Description of the Proposed Territory Plan Variation

Cohousing commonly refers to communities where people have their own residences but have communal spaces such as gardens, common rooms and other spaces for gatherings.

Cohousing first originated in Denmark, with people looking for an environment with more 'community' than was being offered in suburban neighbourhoods at the time. Cohousing then spread to other countries such as the Netherlands, Great Britain and Italy. The second phase occurred in North America starting in the late 1980's with a third phase occurring in Australia, New Zealand and Japan.

Cohousing residents usually take part in each aspect of the community's development including:

- Participating in the physical design process
- Collectively managing the sites
- Sharing common facilities, including the financial funds that are needed to maintain the shared facilities

Most cohousing developments have been privately financed, but there are instances of state funded developments in Europe.

The Housing Choices Project and the Collaboration Hub highlighted value that people place on increased diversity of housing products and more affordable housing options. The ACT Government has already acted to bring in greater housing diversity through Draft Territory Plan Variation No 365 which includes provisions that allow cohousing developments in Residential Zone RZ2 to RZ5. Specific provisions on minimum block sizes, unit titling and reduced driveways and car parking are also included.

Stellulata comprises a group of friends who wish to downsize and age in place. The development will consist of three dwellings and one common house to be shared by the residents. There will be a communal garden area a barbeque space as well as private open space areas for each house

The co-housing typology as exemplified by the Stellulata proposal is not common in Canberra due to various planning restrictions. The proposed variation approach will limit this type of development to Block 6 Section 25 Ainslie.

Definition, subdivision, use, building and site controls, and parking and vehicular access would need to be addressed within a Territory Plan Variation.

Variations can take between 12–18 months from preparation until they become a part of the Territory Plan. Division 5.3.1 within the *Planning and Development Act* describes how variations other than technical amendments or special variations must be affected in the Territory Plan.

To allow this proposal to act as a demonstration, variations will be required to the following two sections of the Territory Plan:

1. Ainslie Precinct Map and Code > Ainslie Precinct Map, amendment to add RC1 to Block 6 Section 25
2. Ainslie Precinct Map and Code > Assessment Tracks, additional RC1 chapter describing rules and criteria

## 2.1 The site and local context

Ainslie is an established Inner North suburb within the ACT exhibiting garden city principles. The suburb is bounded by Limestone Avenue and Majura Avenue to the west and north, Phillip Avenue to the north-east, Mount Ainslie Nature Reserve to the east and Quick Street to the south.

*Figure 1 Site within the context of Ainslie - ACTMAPi*



Ainslie is within walking distance of the City, the nature trails of Mount Ainslie, the Australian War Memorial and the many restaurants of Dickson. It has many attractions: a central location, easy access to the CBD, the abundance of charming early twentieth-century, heritage-listed houses; mature deciduous street trees and general leafiness.

Figure 2 Site within the local context - ACTMAPi



The Ainslie Local Centre is a popular shopping area hosting an IGA supermarket, chemist, dry cleaners, takeaway and dine-in restaurants, amongst other shops and facilities. Dickson Group Centre to the north and Civic City Centre to the south are the primary commercial centres for the North Canberra catchment. The character of residential areas in Ainslie reflects the garden city principles. There is relatively little diversity in housing with properties in Ainslie dominated by the detached housing typology. The Australian Bureau of Statistics 2016 census found separate houses made up 70.7% of dwelling structures and flats or apartments made up 10.3% in Ainslie. This proposal seeks to add to the stock of medium density dwellings, which was only 17.5% of Ainslie’s total housing stock in 2016. This proposal aims to increase diversity in housing typologies.

Block 6 Section 25 (24 Angas Street) Ainslie is in the western part of the suburb opposite the Alan Ray Oval, refer figure 2. MacArthur Avenue light rail stop is 850m or an 11-minute walk, and Cowper street bus stop is 350m or a 5-minute walk. The city centre is a 10-minute bike ride. The block is flat and rectangular shaped, with an area of 1090m<sup>2</sup> and a frontage of approximately 22m to Angas Street to the west. The site possesses a long unimpeded northern exposure, no significant trees in the construction zone and a driveway in the south-western corner. The block is close to local shops, community facilities, and public transport options including walking distance to the MacArthur Avenue light rail stop. The block currently contains a single storey residential single dwelling house. The block comprises leased Territory land zoned RZ1 Suburban.

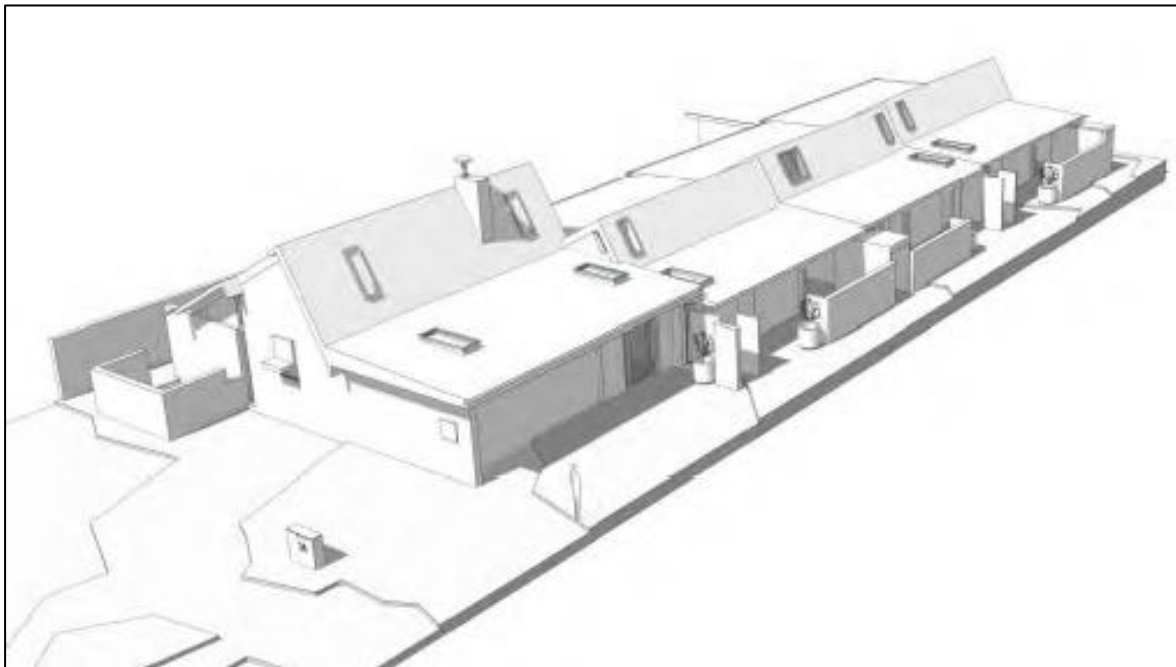
## 2.2 The proposal, intended development and use

Stellulata Pty Ltd was formed to design, build and manage the project, and ultimately live in the development. They have purchased Block 6 Section 25 Ainslie for the purpose of delivering their Demonstration Housing Project proposal.

The Territory Plan does not currently contemplate housing options other than traditional types. The proposal is part of the Demonstration Housing Project which is designed to determine suitable additional types of housing by constructing and testing a variety of innovative housing proposals.

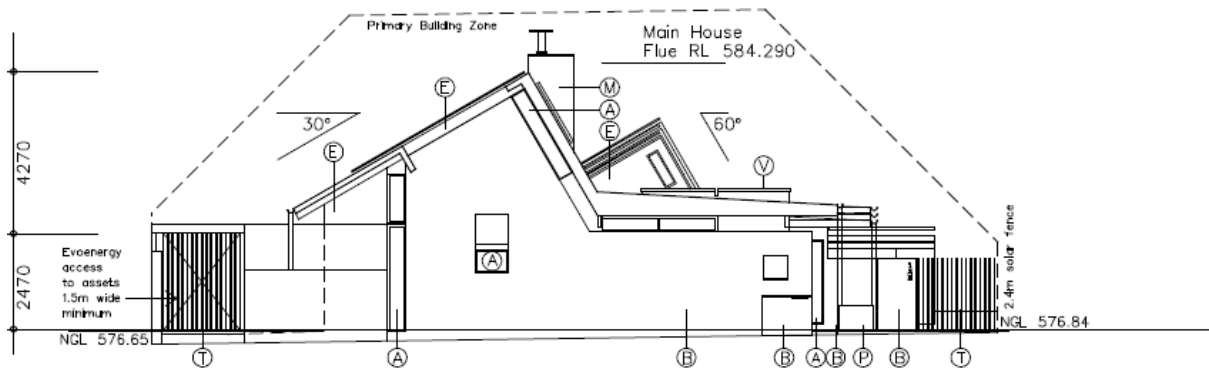
Stellulata is proposing a small-scale co-housing development. The development is in the style of a low-rise terrace-house consisting of three private dwellings and one building containing shared facilities. The proposal embraces garden city principles and is consistent with established street character, setbacks, scale, built form, street presentation and integrated landscape. The character of the development is respectful of street frontage (with a single address) and set within the building envelope and solar fence, with a gross floor area of 461m<sup>2</sup>.

*Figure 3 Stellulata Co-housing Model View*



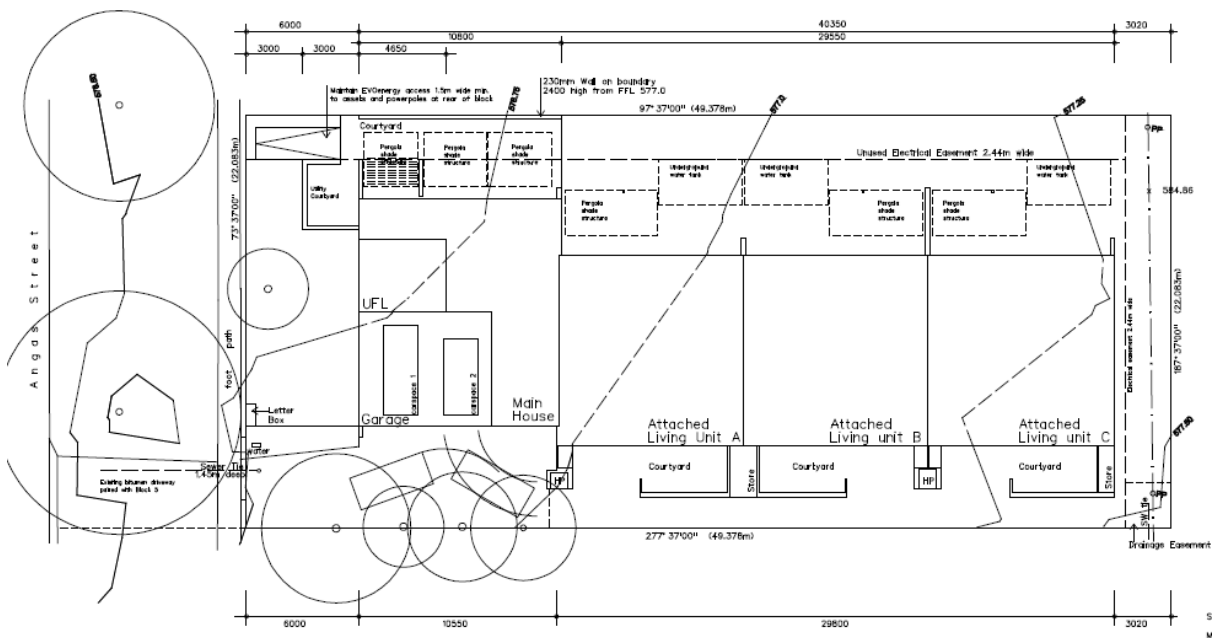
Access is proposed by the existing verge crossing and walkways along the southern boundary with individual entrances to each dwelling. While the number of dwellings is increased, the footprint remains a low 43% of the site area so the development can retain the appropriate character of a low rise, low density residential development.

Figure 4 Stellulata Cohousing West Elevation - Brett Lowe Architect



The shared building is located closest to the front boundary with the three two-bedroom private dwellings located behind in a linear arrangement. The shared facilities comprise one third of the total development in Stellulata’s proposal and include garage, laundry, clothes-drying area, storage, kitchen and common spaces. Solar power infrastructure, services and waste management are also shared.

Figure 5 Site plan - Brett Lowe Architect



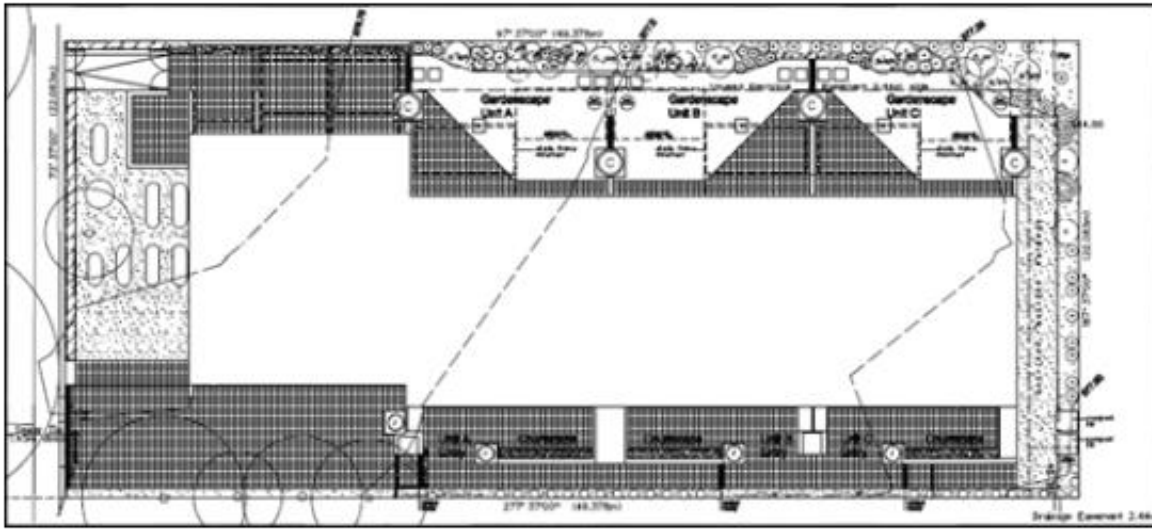
Shared garden areas along the side boundary to the north of the structure will allow for movement along the length of the building, access to the main shared area and each of the individual dwellings. The proposal seeks to demonstrate how valuable garden space, often under-utilised or fallow in single residences, can be better utilised to serve three dwellings and help build a sense of community within the development.

Driveway surface area and space dedicated to car movement is kept to an absolute minimum and where possible paving is porous to allow water to penetrate the soil and minimise stormwater run-off.

The proposal incorporates several sustainability features and forms a key part of the overall design. This includes making use of principles of thermal mass to reduce temperature fluctuations and passive ventilation to regulate air temperature without consuming energy. The proposal includes provision of solar powered hot water system and photovoltaic panels networked to a battery to reduce grid consumption during on and off-peak periods as well as rainwater harvesting. The design deliberately avoids thermal bridging in the concrete slab, between the walls and floor, around doors and windows and through conduit spaces.

The proposal incorporates 1m<sup>2</sup> of garden area for every 1m<sup>2</sup> of dwelling floor area.

Figure 6 Landscape Plan extract - Brett Lowe Architect



This proposal is designed to serve the objective of the Demonstration Housing Project by demonstrating the potential for this typology to be compatible, legitimate, sensible and sensitive for the suburban zone (RZ1) in general. The proponents aspire to allow prospective home builders in the ACT to be inspired to undertake their own co-housing projects which may serve people in various life stages.

## 2.3 Current Planning Policy

Applications for development are assessed under the Planning and Development Act. As it currently stands, the Territory Plan would prohibit the proposed development because it does not meet the requirements of various rules and criteria. The following sections of this report addresses the current policy conflicts within the Territory Plan in relation to the development as proposed.

- RZ1 Suburban Zone Objectives and Development Table,
- the Residential Zone Development Code,
- Multi-unit Housing Development Code,
- Parking and Vehicular Access General Code and
- Lease Variation General Code.

### 2.3.1 RZ1 Suburban Zone

#### Zone Objectives

Objective	Response
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<p>Provide for the establishment and maintenance of residential areas where the housing is low rise and predominantly single dwelling and low density in character.</p>	<p>Neighbouring development on Block 26 Section 25 Ainslie has seven dwellings, which is a higher density than most blocks located in Section 25 Ainslie. The proposed development for three dwellings on the subject block represents substantially lower density than is currently accepted in Section 25. The development proposal is single storey and low density in character</p>
<p>Protect the character of established single dwelling housing areas by limiting the extent of change that can occur particularly with regard to the original pattern of subdivision and the density of dwellings</p>	<p>There are examples of multi-unit dwelling and two-storey housing at Blocks 11 and 26 within Section 25 and Block 17 within Section 24 Ainslie, representing change to the established single dwelling housing as originally developed. The proposal is of equal lower density residential character to these neighbouring developments. The proposed development has a low-impact built form and mass which is in keeping with the single-dwelling scale.</p>
<p>Provide for a wide range of affordable and sustainable housing choices that meet changing household and community needs</p>	<p>The proposal appears to contribute to the achievement of Objective c) without exception. This co-housing development will offer a housing choice that is not common in Canberra, and will respond to the changing needs of people, such as ageing in place, young people, downsizers or people who want to live in a community and sustainability focused environment.</p>
<p>Ensure development respects valued features of the neighbourhood and landscape character of the area and does not have unreasonable negative impacts on neighbouring properties</p>	<p>The character of the neighbourhood illustrates a shared value of front gardens containing trees and shrubs with building fronts setback approximately 10 metres from the boundary. Stellulata's L1 plant schedule drawing illustrates protection of verge trees and proposes tree distribution of a scale that is consistent with the extant characteristics of Angas Street and the neighbourhood more broadly.</p>
<p>Provide opportunities for home-based employment consistent with residential amenity</p>	<p>Stellulata's A03 drawing shows units A, B and C are 100m<sup>2</sup> and a living area of 50m<sup>2</sup>. There is opportunity for these spaces and the shared area to be utilised for home-based employment.</p>

Provide for a limited range of small-scale facilities to meet local needs consistent with residential amenity	This development will not impact the range of small-scale facilities available to meet local needs. The development will contribute to residential amenity by adding both the common house area and shared garden area as facilities for residents and their guests to meet.
Promote good solar access	The northern roof is well-utilised for placement of photovoltaic panels and the design provides residents with excellent solar access.
Promote energy efficiency and conservation	This development promotes energy efficiency and conservation.
Promote sustainable water use	The use of permeable paving and underground water storage tanks promotes sustainable water use.
Promote active living and active travel	<p>The siting of this development enables and encourages active travel while the design characteristics promote a generally active lifestyle.</p> <ul style="list-style-type: none"> <li>• Ipima and Wise Street bus stop is a 500m / 7-minute walk</li> <li>• Macarthur Avenue Light Rail stop is an 850m / 11-minute walk</li> <li>• Ipima Street Light Rail stop is a 1km / 12-minute walk</li> <li>• The City (Alinga St and Northbourne intersection) is a 2.3km / 8-minute bike ride.</li> </ul>

#### *Development table*

Of the developments identified within the RZ1 Suburban zone development table, none contemplate co-housing.

### **2.3.2 Residential Zones Development Code**

#### *Part B – Other forms of residential development*

*Elements 3– 7* Provide design and siting, subdivision, distribution and parking provisions where relevant for other forms of residential development within the Territory. While co-housing development is not a defined term within the Territory Plan, the Code provides an example of the type of policy provisions used to control design and siting, subdivision, distribution and parking provisions of special types of housing developments within the ACT.

#### *Part D – Subdivision and consolidation*

*Element 9 – Subdivision and consolidation*

Rule 35: Prohibits subdivision or consolidation unless all the dwellings on the land are lawfully constructed, the proposed development is part of an integrated housing development and it is demonstrated that any building on a consequent lease is, or can be designed, in accordance with the relevant sections of the Residential Zones Development Code. This rule must be included in a variation to enable unit titling, should it be required.

Rule 38: Requires no subdivision (including subdivision under the Unit Titles Act) for dwellings which did not submit or acquire DA or construct before 1 September 2003.

This current policy is a blockage to allowing appropriate unit titling of a co-housing model.

### **2.3.3 Multi Unit Housing Development Code**

#### *Part A – General Controls*

##### *Element 3 – Building and site controls*

Rule 5: Dwelling replacement – standard blocks. The current policy applicable requires that a minimum of one replacement dwelling with equivalent bedrooms to the existing development being removed is provided in any new development.

This does not accommodate the co-housing development as proposed.

Rule 10: Requires that no more than 2 dwellings be allowed on a standard block.

This does not accommodate the co-housing development as proposed.

Rule 47: Requires that all building facades facing a public space have at least one window into a habitable room that is not screened by a courtyard wall and has at least one door element such as a verandah or *balcony*.

Criterion 47: Requires that buildings achieve passive surveillance of adjoining streets and public open spaces.

This rule does not accommodate the co-housing development as proposed.

Rule 73: Requires that internal driveways be set back from block boundaries by not less than 1m.

Criterion 73: Requires that internal driveways achieve sufficient space for planting along property boundaries, between internal driveways and buildings, reduction of intrusion of light and noise into habitable rooms and clear differentiation between driveway and parking spaces.

This rule does not accommodate the co-housing development as proposed.

##### *Element 7 – Parking and vehicular access*

Rule 77: Requires that one car space per dwelling is roofed and located behind the front zone. This co-housing proposal seeks to incorporate a community of sharing of resources across likeminded co-habitants that have a significantly reduced reliance on private car ownership.

This current policy does not accommodate the co-housing development as proposed.

### **2.3.4 Parking and Vehicular Access General Code**

#### *3.1.5 Schedules of parking provision rates for residential zones*

Attached housing developments must be provided two (2) parking spaces per two-bedroom dwelling.

This current policy does not accommodate the co-housing development as proposed.

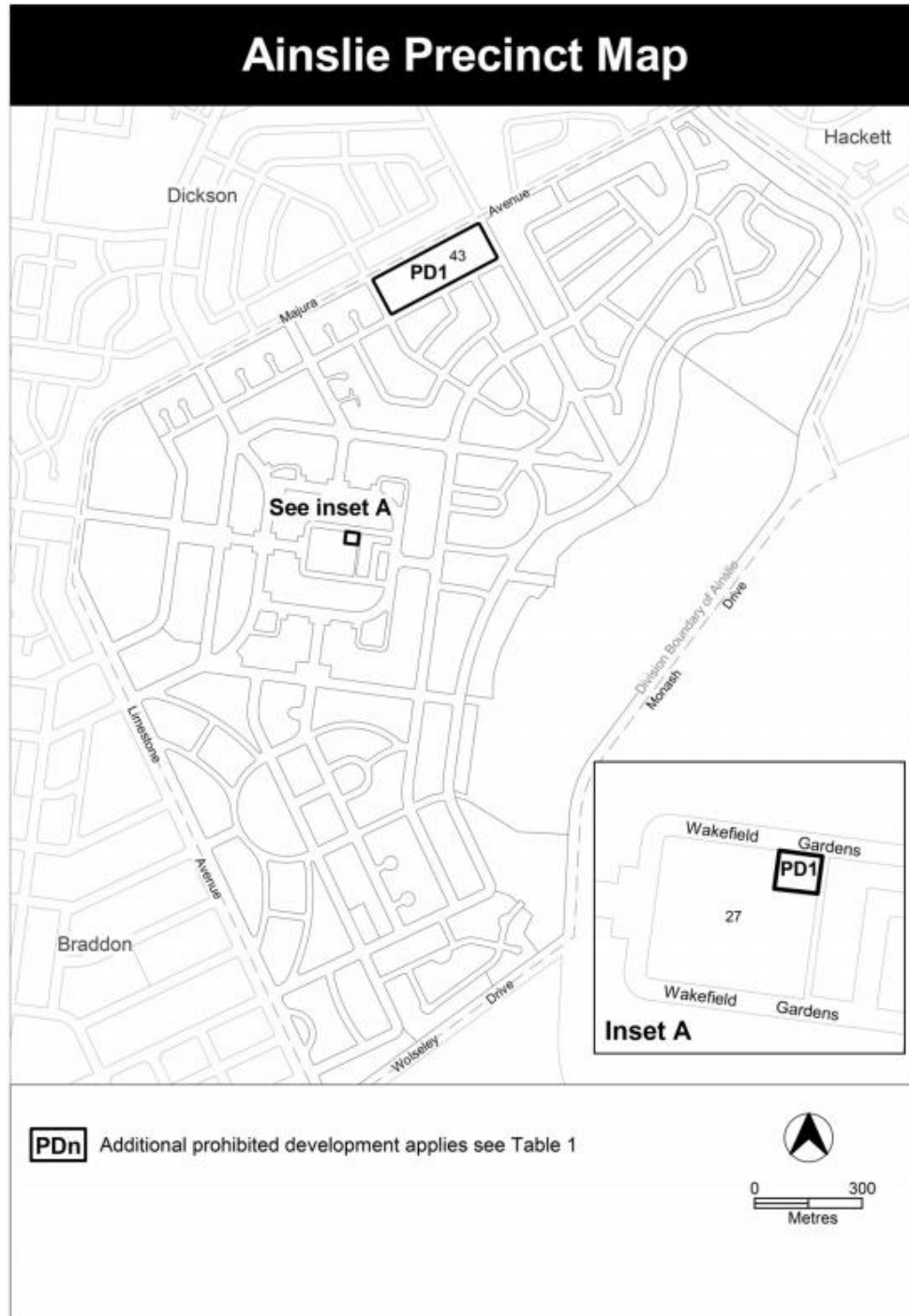
## **2.4 Proposed Changes to the Territory Plan**

### **2.4.1 The Ainslie Precinct Map and Code.**

The existing Ainslie Precinct Map illustrates two areas within Ainslie in which additional developments are prohibited. Other Precinct Maps throughout the Territory Plan contain specified areas in which certain developments are permitted in addition to those stipulated in the relevant zone development code, labelled 'RC' for rules and criteria, indicating alternate rules and criteria must be used to assess development applications on land within the area depicted. Where a precinct code differs from another code within the Territory Plan, the stipulations of the precinct code take precedence.

The existing Ainslie Precinct Map does not illustrate any areas in which development applications may be assessed by any rules and criteria described within the precinct code.

Figure 7 Ainslie Precinct Map, Territory Plan 2008



To allow the proposed development on Block 6 Section 25 Ainslie, we propose a replacement Ainslie Precinct Map. We suggest inserting a replacement Ainslie Precinct Map, amended to include the addition of an outline surrounding Block 6 Section 25 Ainslie, articulated via an additional Inset (B) and labelled 'RC1'.

The attached legend will contain a new line indicating that additional rules and criteria that apply to the block.

We recommend the Ainslie Precinct Code section containing the additional rules and criteria be introduced in the conventional form used in other precinct codes currently approaching additional rules and criteria this way. We recommend the following information be inserted:

#### **2.4.2 Additional rules and criteria**

We propose varying the Territory Plan to include a new part titled 'RC7 – Demonstration Housing Block' within the Ainslie Precinct Map and Code.

To address the current non-conformances of the proposed Demonstration Housing Project for this site and provide exemptions and specific provisions to relevant rules and criteria we suggest a brief paragraph outlining the purpose of Demonstration Housing and highlighting the highly localised nature of these exceptions. All the new rules should apply only to Block 6 Section 25 as outlined below:

1. The standard introductory commentary should be inserted after the map within the Ainslie Precinct Code. This commentary includes notes on the application, purpose, structure, code hierarchy and definitions.
2. Rule 35 of the Residential Zones Development Code should not apply to the block identified.
3. Rule 38 of the Residential Zones Development Code should not apply to the block identified.
4. Rule 5 of the Multi-unit housing development code should not apply to the block identified.
5. Rule 10 of the Multi-unit housing development code should not apply to the block identified.
6. Rule 47 of the Multi-unit housing development code should not apply to the block identified.
7. Rule 73 of the Multi-unit housing development code should not apply to the block identified.
8. Rule 77 of the Multi-unit housing development code should not apply to the block identified.
9. Table 3.1.5 of the Parking and Vehicular Access General Code should not apply to the block identified.

Introduce a Demonstration Housing-specific Co-housing definition into the Ainslie Precinct Code. The definition may be worded as follows:

“Co-housing consists of separate dwellings with some common or shared facilities, such as kitchens, living areas, bedrooms and laundries. Co-housing will only be permitted on residential blocks of at least 1,050m<sup>2</sup>. Unit titling of co-housing will be allowed.”

### 3. Justification for Policy Change

A discussion of changes in the economic, social, natural and physical environment that have necessitated these changes has been broken down into individual consideration of the Demonstration Housing Project, Stellulata's proposal in particular, the concept of co-housing and the broader planning initiative taking place in other jurisdictions that support compact city planning, increased use of urban infrastructure and addressing climate change.

#### 3.1 Benefits of the Demonstration Housing Project

The ACT Government is aiming to ensure housing is designed and delivered to best serve people in various life stages and diverse household groups. This social driver is complemented by the parallel intention to deliver density and design in residential development that contributes to meeting the zero net emissions target by 2045. Demonstration Housing Projects must showcase one or more of the seven goals passed in the June 2017 ACT Legislative Assembly resolution:

1. Excellence in design quality.
2. Carbon neutral buildings.
3. Medium density infill.
4. Innovative planning and engagement approaches.
5. Innovative housing products and typologies.
6. Close partnership with industry bodies; and
7. Options for public and affordable housing.

Canberra possesses generally green and suburban outer edges, with increasingly high-rise housing types closer to the centre. This combination is precipitating the emergence of a gap between single, detached suburban dwellings and small apartments in the town centres. Increased housing choice is an integral part of the ACT Government's priority of urban renewal that creates viable, safe and attractive communities. Development in the past 20 years has largely focused on the stand-alone house and apartments. While this meets the expectations of a large proportion of society, there are an increasing number of people searching for alternative living typologies. Duplexes, dual occupancies, terrace housing and manor houses are all suitable options for our city, yet planning regulations restrict these to a small portion of land in our suburbs. Designed well, these dwelling types can be inserted into the existing streetscape without impacting on the character or landscape qualities of a suburb.<sup>1</sup>

This proposed variation is the outcome of the ACT Government's strategic response to a trend in housing demand showing a potentially inadequate supply of housing types other than the typical models. Variation of the Territory Plan to allow this development would therefore constitute an advantage in responding to this perceived trend.

The Demonstration Housing Project presents an opportunity to test the effectiveness of alternative housing designs over time, illustrating how design can best achieve infill. The

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<sup>1</sup> Henry, Rob President ACT AIA *Sydney Morning Herald*. 24 March 2018.

argument of housing better responding to demographic needs, needs to be supported by effective community engagement if broader urban renewal is to be achieved.

### **3.2 The Stellulata Project**

Stellulata is a group of recently retired friends wishing to age in their neighbourhood in North Canberra who have planned a small co-housing community. The ACT Government has selected Stellulata as a Demonstration Housing Project to demonstrate the suitability of a co-housing housing typology for the Canberra community.

As part of the Demonstration Housing Project, the proposed co-housing design will grant the ACT the ability to understand and demonstrate the utility and capacity for integration of non-traditional housing types, thereby informing the strategic approach to supplying desirable and amenable housing to the ACT in future. The Stellulata proposal aims to contribute to showcasing how innovative planning, design and delivery can benefit Canberra's current and future residences and support a more sustainable, inclusive, compact and active city.

To allow development, the Territory Plan must be amended to consider this type of housing.

The existing use of Block 6 Section 25 for a single-dwelling residential home is known to be viable, and the performance of this use on the site suggests viability of the similar use which is the subject of Stellulata's proposal. The current planning provisions relating to this site and RZ1 Suburban zoning greatly limit other potential uses to residential development, which still maintains a low-density suburban character whilst offering different housing types and options for Canberrans.

The neighbourhood character will be complemented by the proposed development. The scale and built form of the design are generally consistent with adjacent buildings and those that occupy other blocks within the same section.

### **3.3 Benefits of the Co-housing Concept**

The proponent, Stellulata, has planned a small co-housing community to support each other as they age in their community by sharing resources. They are motivated by a desire to avoid being forced to occupy and maintain a house and block designed to accommodate families or larger numbers of people and to live in a way that is more environmentally sustainable. Stellulata is aware of the potentially isolating effects of aging in housing that is too large, difficult to maintain and not near core amenities such as shops and health facilities, and not having friends and family nearby. The proposed co-housing model offers a solution to all these issues. The group also hope to minimise their impact on the environment by sharing resources and space and make their current, larger, homes available for younger families.

### **3.4 Opportunity costs**

Without these proposed variations, the provisions as they currently stand limit the opportunity for this site to a relatively narrow range of low-density residential development, which could be said to characterise the current use. As such, there is a reasonably low loss of opportunity on this site.

## 4. Strategic planning policy context

### 4.1 ACT Planning Strategy 2018

The 2018 ACT Planning Strategy identified goals relating to housing the forecast growth in population. The Strategy stated that in 2018 Canberra had the second lowest population density of the major Australian capital cities. According to the strategy, population density was approximately 1,062 people/km<sup>2</sup>, about three quarters of Adelaide's density of 1,400 people/km<sup>2</sup>. The Strategy discussed the 'ACT Housing Attitudes and Intentions Survey 2016' from Winton Sustainable Research Strategies survey findings that of 170,000 private homes, 63% of housing was low density dwellings, with 18% medium density and 19% higher density.

The strategy described ACT Government interaction with residents to inform goal setting and the resulting information:

*Liveable cities offer diverse housing options that are accessible to all. Canberra has added approximately 65,000 new dwellings in the last 25 years and will need to almost double that with more than 100,000 new dwellings over the next 25 years. Single detached dwellings make up approximately 65% of our existing housing stock. Historically Canberra has been dominated by detached housing on large blocks of land. More recently, there has been a consistent supply of multi-level apartment buildings; however, there has been limited supply in medium density housing options.*

*People are living in smaller family units, with growing numbers of one and two-person households. While the ACT has benefited from a strong economy, rising house prices are making it increasingly difficult for young people to obtain home ownership. Increasing the supply of well-located and designed medium density housing to the housing mix will help respond to changing demographic and community needs.*

*The Housing Choices project and the Collaboration Hub consultation undertaken in 2018 provided a comprehensive body of information about what is important to people. It highlighted the importance of achieving balance in keeping the things we value while providing an increased diversity of products and more affordable housing options. The consultation indicated the need to investigate the changing needs of the community, including a range of medium density and dual occupancy housing.*

*For Canberra to remain desirable as a city of choice for living and working in, we need an expanded diversity of housing in the right locations that is affordable and reflects the changing needs of our community.*

*The community has clearly articulated that our future housing must be:*

- 1 diverse—offering choice in location and housing type*
- 2 respectful of our landscape and existing neighbourhood character*
- 3 affordable to the whole community*
- 4 of high-quality design and construction*

## 5 *working to minimise our ecological footprint.*

The Demonstration Housing Project also responds to the recommendations from the Housing Choices Collaboration Hub. The Collaboration Hub members helped to develop the assessment criteria for the Demonstration Housing proposals.

The ACT Government has selected Stellulata's proposal as a Demonstration Housing Project to test whether their *co-housing* model and medium density infill will be suitable in a traditionally single dwelling neighbourhood and the Canberra community more generally. As the first project within the Demonstration Housing Project, Stellulata's proposed development of Block 6 Section 25 Ainslie offers an opportunity to pave the way for other members of the community who wish to achieve a similar housing form.

## 4.2 Statement of Strategic Directions

The Governance chapter of the Territory Plan indicates that variations are guided by the Statement of Strategic Directions. A response to each of these directions is provided below.

### 4.2.1 Principles for Sustainable Development

#### *General Principles*

The variation proposed in this planning report represents an opportunity to contribute toward greater community wellbeing and environmental quality. The community has been consulted and engaged with the motives, reasoning ideas and aspirations of the proponent, Stellulata. The Demonstration Housing Project is of metropolitan significance. This variation would enable the first project within the Demonstration Housing Project to begin, providing a key contribution to the realisation of the project that aims to address gaps in the housing market for emergent demand of alternative housing typologies.

Should the proposed variation be approved, the Territory's strategic pursuit of sustainable social and environmental objectives will be greatly assisted. The project of which this development is a part of is designed to improve the housing choices of future generations and employs design principles that contribute to the conservation of the environment.

#### *Environmental sustainability*

The proposed variation to the Territory Plan will allow greater diversity in housing development and assist to contain urban expansion and increase active travel and making greater use of public transport. The proposed variation is limited in scope and are not forecast to have an adverse impact on the ability of the Territory Plan to guarantee environmental sustainability.

#### *Economic sustainability*

The proposed variation is unlikely to have a significant impact on the future Territory Plan approach to economic sustainability. Should co-housing be introduced into the Territory Plan more broadly, in the future it would contribute to achieving objectives associated with the ease of getting around the city and the vibrancy of centres.

### *Social sustainability*

The variation will contribute towards facilitating development which promotes active living through preserving open space, encouraging mixed land use and density, providing supportive infrastructure that encourages regular physical activity and ensuring environments promote social inclusion, and are equitable. It will also contribute to providing more housing around existing sporting and community facilities, and strengthen Canberra as an inclusive, diverse, resilient and inclusive city.

These provisions also contribute directly to the provision of more affordable housing throughout the city, as well as modification or redevelopment of existing stock to meet emerging social needs. These provisions would further facilitate development which promotes community vitality and safety.

## **4.2.2 Spatial planning and urban design principles**

### *Urban areas*

The proposed variation allows for the development, within a controlled distribution, of a wider range of housing proposals at slightly higher density aim to maintain Canberra's character as a series of discrete urban areas within a landscape setting of hills, ridges and other open spaces. The variation will directly assist in supporting the delivery of housing diversity across Canberra, that is convenient, has, linked access prioritising active travel to centres, community facilities and open space.

The strategic directions of the Territory Plan includes the objective of ensuring a wide range of housing types will be permitted in identified residential areas close to centres and major transport routes to increase choice; maximise opportunities for affordable housing; and secure some intensification of development consistent with maintaining residential amenity. The variation will contribute directly to this strategic priority without detracting from the typically low density, garden city principles exhibited by Canberra's suburban areas.

The variation, if adopted, would promote and enable development that encourages use of public transport, walking and cycling, including commuter cycling.

### *Urban Design*

The variation proposes provisions that will directly promote high quality, innovative, creative design of residential development with the aim that it will encourage these desirable features throughout the Territory. These provisions will allow for developments with high-amenity, quality design outcomes within residential areas.

There are no applicable Structure or Concept plans.

There is no need for an Environmental Impact Statement referral under the Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth), approval of a tree protection plan, heritage or contamination investigations to achieve the interim or long-term variation approaches.

There may be a requirement for a Crown lease variation.

## 5. Public Consultation

Public consultation has been carried out by Stellulata Pty Ltd. Their public consultation report is attached. Many attendees at public consultation meetings were interested in the concept of cooperative living and supportive of Stellulata's proposed development.

Issues raised include ease of access, use of shared rooms, reflectivity of external finishes and unit title. Some community members raised suggestions for design modifications that improved the proposed development and have been introduced into the proposal.

One concern of note was that the covered parking spaces were designed with the transport preferences of the currently known tenants in mind and that future tenants may have the need for a higher rate of vehicle use per resident, leading to greater on-street parking. To mitigate this risk, Stellulata intend to formalise their resident community management policies in coming months to increase confidence that their desirable transport policy can be maintained.

A Residential Travel Plan forms part of Stellulata's resident community management policies and includes a site analysis and options for active/public transport routes to key destinations (Attachment A). The Residential Travel Plan will be finalised at DA-stage, when Stellulata have greater certainty of who will be living in the development and what their travel patterns are like. The purpose of this plan is to inform and support residents to use more sustainable modes of transport to travel from home to various destinations, and to reduce their reliance on private vehicle use.

The main objectives of a Residential Travel Plan are to:

- Reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the travel plan.
- Promote healthy lifestyles and sustainable, vibrant local communities.
- Encourage good urban design principles and infrastructure (onsite and the wider neighbourhood) to support walking and cycling, over private car usage.

Each Residential Travel Plan will include/consider:

- A site audit and data collection of existing conditions such as public transport services, car share, safety and accessibility etc.
- Likely travel patterns of future residents
- Objectives and targets - The targets, monitoring and management arrangements to ensure that the objectives of the travel plan are achieved and is sustainable over the longer term.
- Actions – what strategies will be employed to create incentives for residents to use sustainable transport modes. It will also identify suitable travel modes and routes to key destinations.
- Monitoring - It is expected that regular monitoring occurs to ensure that targets are being met and to understand if the Residential Travel Plan is delivering the outcomes as set at the outset.

Residential Travel Plans have been implemented in other Australian jurisdictions such as City of Sydney, and overseas such as the Department of Transport (UK), and is being trialled in the ACT via the Demonstration Housing Project.

A second significant concern was that the changes made to the Territory Plan to allow this development would inadvertently permit developments of an undesirable character to be constructed throughout other RZ1 areas. The approach to varying the Territory Plan outlined in this report will eliminate this risk by isolating the increased permissions to Block 6 Section 25 only. The attached public consultation report comments on the consultation with the community in detail.

## 6. Impact Assessment

An impact is a positive or negative effect of a development on a given area and/or resource that has been identified as important and significant. The proposed variation will limit the subdivision, distribution and parking associated with of *co-housing* developments by specifying that this development may only take place on the demonstration block.

### 6.1 Impacts on physical features

The suitability of Block 6 of Section 25 Ainslie for this scale and form of residential development is evidenced by the dominant existing housing type in Ainslie and Section 25 specifically. The capability of the land to accommodate this low-rise residential built form is evidenced by similar buildings occupying the site and adjacent blocks currently. Comparable blocks throughout Ainslie contain residential development of similar and greater scale.

The proposed development will require minimal excavation to allow for foundations and services, though this will be highly localised and restricted in depth as no basement level is proposed. The impacts are minimal, resulting in a low risk rating. Some trees on site will be impacted by the proposed development, but largely they will be retained - the landscape plan shows retention of existing trees to enable consistency with the street character. The risk of negatively impacting the vegetation is therefore also considered low. It is reasonable to assume that soils on Block 6 may readily be removed using conventional earthmoving equipment. Methods for cutting, excavation and removal of soil from the site may be considered and conditioned in the assessment of the development. It is considered unlikely that the proposal will affect ground water hydrology. Any impacts would be minimal, being limited to the site boundaries. This aspect therefore has a negligible risk rating.

The proposals will be subject to design and siting development applications which will allow the Authority to fully consider the impact of anticipated development on local topography. Any mitigation such as landscaping will be considered at that time.

### 6.2. Impacts on physical infrastructure

Sewerage, water, gas, electricity, stormwater and telecommunications infrastructure at Block 6 currently serves an area containing residential density that is equal to or greater than that proposed. Nearby Block 26 contains seven dwellings, with three and four dwellings each located within the boundaries of blocks within 3% size difference of Block 6. Block 17 contains ten dwellings, with one for every 369m<sup>2</sup>, comparable to the one dwelling for every 363m<sup>2</sup> proposed for Block 6. We believe that the replacement of one dwelling with three dwellings will not have a significant increased overall load on infrastructure. Detailed assessments of this infrastructure and its capacity to serve additional dwellings will be sought from appropriately qualified engineers and will be considered at the site servicing design phase.

### **6.3. Potential hazards**

The site is located within the existing urban boundary and has not been declared a designated bushfire prone area. The site is also remote from identified 'ember zones' as defined by the ESA's Strategic Bushfire Management Plan for the ACT (2009) and has been identified by the same document as having a low likelihood of bushfires starting and spreading.

Within this context the likelihood of impact is remote. For bushfire to affect the subject site, it would have also affected the rest of the suburb and the broader surrounding area. However, should bushfire eventuate at this scale, the consequence could be catastrophic. This results in a medium risk rating. Opportunities for mitigation should this situation occur are limited and are generally reliant on the ACT Government's implementation of the Strategic Bushfire Management Plan for the ACT. The development will be constructed to all relevant statutory requirements, including those within the Building Code of Australia.

Regarding flooding, the site sits within the existing urban boundary and is relatively level with a slight fall across the site. The site sits within the Sullivan's Creek Catchment, there are no known surface waterways either on or in the vicinity of the site. Within this context the likelihood of a flood event occurring is remote to unlikely, and the consequence for the site minor, resulting in a very low to negligible risk.

### **6.4. Impacts arising from built form**

Impacts arising from built form must be considered within the context of the existing surrounds. Existing development within Ainslie is characterised by low level, small scale residential development. Two storey development is present in the immediate vicinity of the site.

The development will not introduce new built forms into the locality. The proposed development will not alter the character of the site because the use and scale are the scale as that of multiple blocks within the same section and throughout inner Ainslie.

The local street scene is strongly influenced by garden city principles. The proposal's on-site landscaping which includes a vegetable front garden, create a park-like environment that encourage people to be part of the community. Impacts on these values will be negligible as the height and scale of buildings and the retention of existing trees. Elevational treatments, setback and articulation combine to break up the mass and reduce the apparent scale, ensuring that street scene values are maintained along the frontage.

### **6.5. Impacts on local amenity**

#### **6.5.1 Noise**

The site sits within a suburban context and is remote from noise producing activities. Noise will be generated from both construction and operational sources. Construction noise is a

feature of development, will be temporary and localised, and will be managed relative to Environment Protection Authority legislative requirements.

The more intensive use of the site will generate a higher ambient noise level. Operational noise generated by the proposed residential development will be broadly commensurate with existing surrounding residential activities. Internally generated noise may be mitigated by appropriate noise attenuation measures integrated into the design.

### **6.5.2 Odour**

The site sits within a suburban context with no known odour issues.

Odour may be generated by construction activities but will be temporary and localised.

Odour associated with the longer-term operation of the site will be commensurate with the residential activities proposed on Block 6. Odour is proposed to be managed by design, and the appropriate placement and treatment of waste receptacles illustrated in the site plan. No odour impacts are anticipated arising from the proposed variation of the Ainslie Precinct Code.

### **6.5.3 Light spill impacts**

Light spill in the locality is minimal and highly localised, reflecting its suburban context and the residential character of surrounding activities. Light spill will emanate from the dwelling consistent with the spill generated by existing residential development on Angas Street. The setback and screening by vegetation of the house will reduce light spill impact and maintain amenity of the street.

### **6.5.4 Safety**

The proposal will marginally increase the local population. An increased population in this location will provide increased surveillance and is therefore likely to have a net positive impact on safety. The development application will consider and respond to the Territory's Crime Prevention through Environmental Design General Code. The landscape plan illustrates the inclusion of native vegetation planting planned for the private open spaces along the northern boundary.

## **6.6. Natural values**

### **6.6.1 Ecological values**

The site is set within an established suburban context. Vegetation to be removed is predominantly exotic and has no significant ecological value. The impact of the proposal will therefore be certain, but extremely localised and with minimal impacts. While numerous common fauna species are likely to periodically occur on the site, the site does not support habitat which has the potential to be of significance for any of the flora or fauna species listed as threatened pursuant to either the EPBC Act or the Nature Conservation Act 2014,. Therefore, the proposed development of the site is considered highly unlikely to impact upon any ecological values of currently legislatively recognised conservation significance.

### **6.6.2 Air quality**

The proposed residential development is unlikely to have any material impact on air quality of the existing residential area and there are no existing uses in the suburb of Ainslie that are likely to impact on the proposal.

## **6.7. Social and cultural impacts**

Community values and priorities which have been expressed through prior consultation are discussed in Stellulata's community consultation report at Attachment B. There are no cultural, ethnic or religious communities that will be impacted by the proposed development. This variation will allow a development which will form one part of the Demonstration Housing Project which aim to have a net positive impact on the Canberra community by providing a starting point for innovative solutions to housing families of different sizes and means.

The subject site is not registered under Section 41 of the Heritage Act 2004.

## **6.8 Traffic Assessment Report**

A Traffic Assessment Report has been prepared by AECOM and accompanies this report at Attachment C. Traffic volumes are considered in the design, with common housing elements specifically aimed at decreasing car dependency and cooperation thereby decreasing the impact of the proposal on the traffic in the locality. The assessment provided relates solely to the proposed development of Block 6 and is based on a number of assumptions regarding the residential yield and housing typology delivered on the site.

AECOM found that the impact on traffic of the proposed development would be within tolerance of local infrastructure capacity.

AECOM's analysis led to the following conclusions:

1. The on-site supply of 2 spaces is expected to be adequate for the proposed development noting the type of dwellings and ability for additional uncovered on-site parking within the property boundary.
2. The site has an expected traffic generation of approximately 1-2 vehicles in the peak periods which is not expected to have an effect on the surrounding network.
3. There is adequate capacity in the surrounding existing road network to accommodate the traffic generated by the proposed development.

Provision is made for all access arrangements to operate safely and efficiently in compliance with AS2890.1

**ATTACHMENT A**  
**Residential Travel Plan**

# Block 6, Section 25 Ainslie

## Residential Travel Plan

## Block 6, Section 25 Ainslie

### Residential Travel Plan

Client: Environment, Planning and Sustainable Development Directorate

ABN: 31 432 729 493

#### Prepared by

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29-Jun-2020

Job No.: 60625024

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## Quality Information

Document      Block 6, Section 25 Ainslie


Ref              60625024

Date            29-Jun-2020

Prepared by   Nethmei Senarath

Reviewed by   Brendan Hogan

### Revision History

Rev	Revision Date	Details	Authorised	
			Name/Position	Signature
0	30-Jan-2020	Draft		
1	29-Jun-2020	Final	Brendan Hogan Transport Advisory Lead - Canberra	

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## 1.0 Introduction

### 1.1 Background

The ACT Government Environment, Planning and Sustainable Development Directorate (EPSDD) (ABN 31 432 729 493) have engaged AECOM Australia Pty Ltd (ABN 20 093 846 925) to develop Residential Travel Plans (RTPs) for two sites in Canberra. These sites include the site in Lyneham on Block 24 & 25, Section 38 and Block 6, Section 25 Ainslie.

A Residential Travel Plan is a site-specific plan which outline a range of actions and incentives to reduce the dependency on single occupancy car trips and increase uptake of public transport, active travel modes and car sharing. Ultimately, the travel plan seeks to reduce impact of the development on the road network, reduce parking demand, increase travel efficiency and provide wider sustainable benefits. The Residential Travel Plans to be developed for the Demonstration Housing Project will be the first to be prepared for the ACT Government and will also be a trial for a wider Transport Canberra and City Services (TCCS) initiative.

This report has been prepared specifically for the site on Block 6, Section 25 Ainslie.

### 1.2 Purpose of this Report

This report sets out an assessment of sustainable transport modes for the proposed developed including considerations of the following:

- existing traffic and parking conditions surrounding the site;
- pedestrian and bicycle facilities
- road safety
- public transport routes
- outline of sustainable transport mode initiatives and actions

### 1.3 References

- an inspection of the site and its surrounds
- ACT Territory Plan
- ACT Road Hierarchy Map
- ACT Active Travel Infrastructure Practitioner's Tool
- traffic and car parking observations undertaken and as referenced in the context of this report
- other documents and data as referenced in this report.

## 2.0 Existing Conditions

### 2.1 The Site

The subject site is located on the existing Block 6, Section 25 Ainslie. The site frontage is on Angas Street which connects to Limestone Avenue to the south-west and Wakefield Avenue to the north.



Figure 1 Site location

(Source: ACTMapi, 2020)

## 2.2 Road Network

### 2.2.1 Surrounding Roads

#### 2.2.1.1 Angas Street

Angas Street is a local access road with a default speed limit of 50 km/h. It is a two-way road with one lane in either direction sitting on a 30.5 m wide road reserve. There is no marked on-road cycling along the road. However, the wide lanes and low traffic volumes allow for cyclists.

#### 2.2.1.2 Limestone Avenue

Limestone Avenue is an arterial road with a posted speed limit of 60 km/h. It is a two-way road with two lanes in either direction, separated by a 33 m wide median within the vicinity of the site. As per the Active Travel Infrastructure Practitioner's Tool Guide<sup>1</sup>, Limestone Avenue is a main on-road cycling route from the intersection at Wakefield Avenue through to Fairbairn Avenue.

<sup>1</sup> <https://activeinfrastructure.net.au/>

### 2.2.1.3 Wakefield Avenue

Wakefield Avenue is an arterial road to the west of the intersection at Angas Street and a minor collector to the east of the intersection. It is mostly configured as a two-way road with one lane in either direction, with a posted speed limit of 60 km/h. The arterial length of Wakefield Avenue is a main on-road cycling route as per the Active Travel Infrastructure Practitioner's Tool Guide.

### 2.2.1.4 Bonney Street

Bonney Street is a local access street with a default speed limit of 50 km/h. It connects to Wakefield Avenue to the north and Cowper Street to the south. It is a two-way road with a single lane in either direction, sitting within a 31 m wide road verge.

## 2.3 Existing Site Access

The existing access to the site is through a shared driveway from Angas Street (Figure 2).



Figure 2 Existing site access

(Source: Google Earth, 2019)

## 2.4 Car Parking

The existing car park is contained within the site. Currently, there are no restrictions for on-street parking along Angas Street, except near intersections.

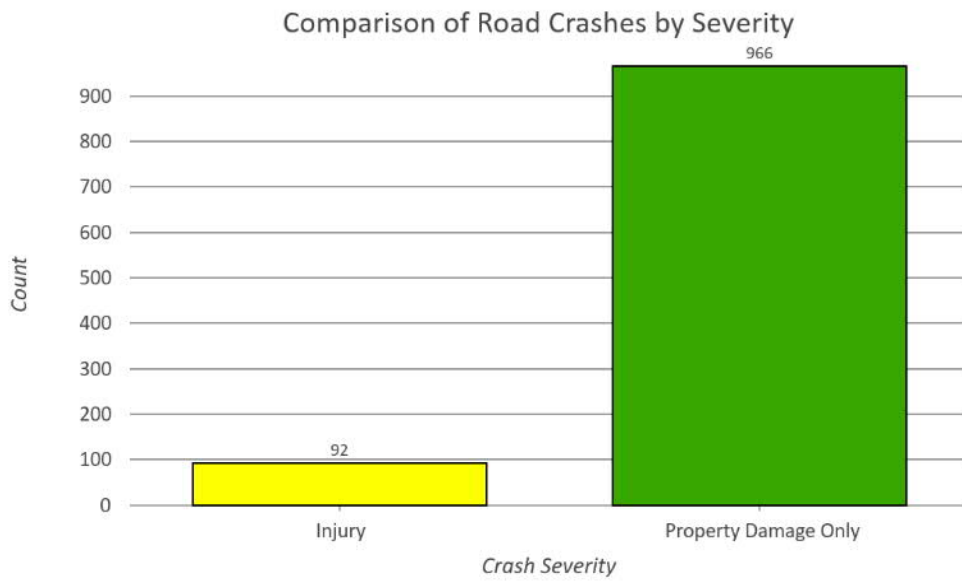
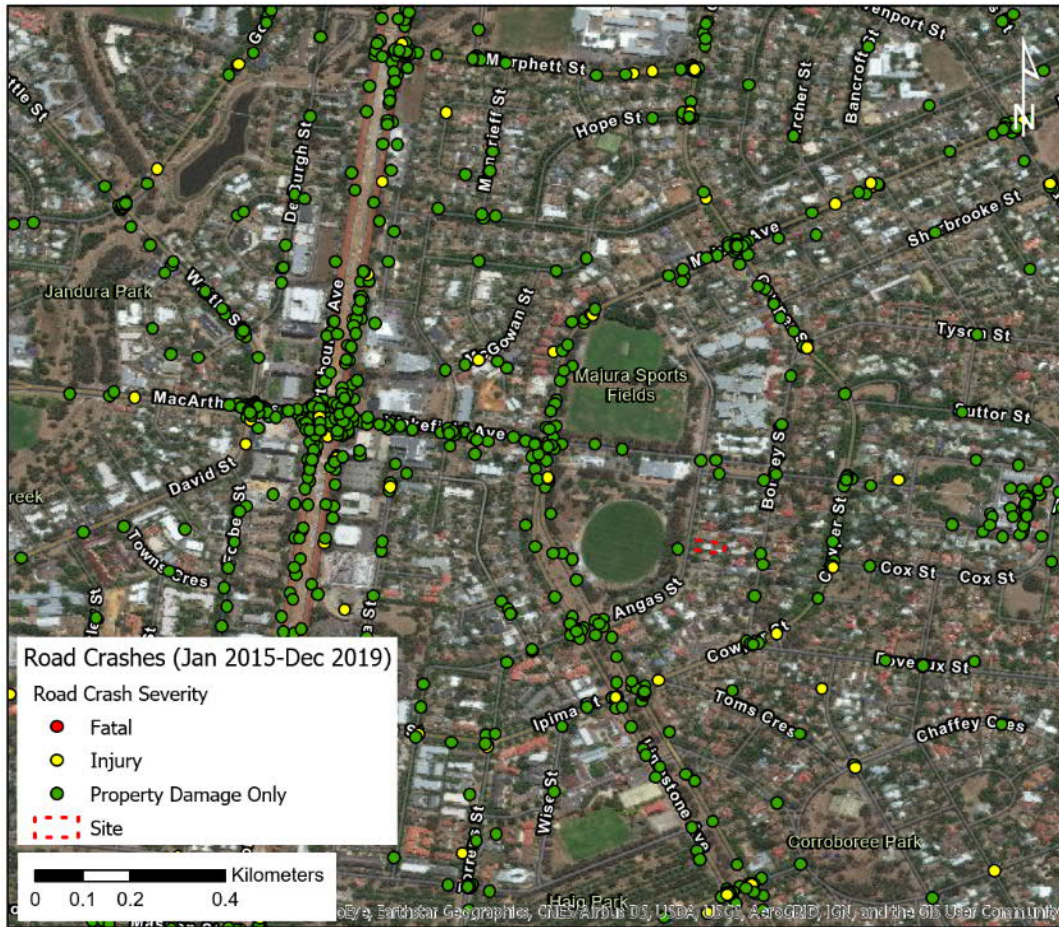
## 2.5 Road Safety

### 2.5.1 Road Crashes

Figure 3 shows the most recent five-year period of road crash data recorded from 1<sup>st</sup> January 2015 to 31<sup>st</sup> December 2019. Analysis of the crash diagram shows that most of the crashes are clustered along Northbourne Avenue and major intersections such as at Northbourne Avenue / Wakefield Avenue and Wakefield Avenue / Limestone Avenue.

There was one crash recorded along Angas Street which was a property damage only level crash. Similarly, there was one recorded property damage only crash near the intersection of Angas Street / Wakefield Avenue. At the intersection of Angas Street / Limestone Avenue, there were 25 recorded crashes of which one was an injury level crash.

Along Edgar Street near the Ainslie shops there is a cluster of property damage only level crashes. This can be mostly attributed to vehicles manoeuvring in and out of the car parks.



**Figure 3 Road Crashes (Jan 2015-Dec 2019)**

### 2.5.2 Pedestrian Crashes

Figure 4 shows the most recent five-year period of pedestrian crash data recorded from 1<sup>st</sup> January 2015 to 31<sup>st</sup> December 2019. Most of the recorded pedestrian crashes occurred along major roads such as Northbourne Avenue and Limestone Avenue. The closest pedestrian crash to the site was at the intersection of Limestone Avenue / Cowper Street which was a property damage only level crash. There was also one property damage only severity level crash near the Ainslie shops.

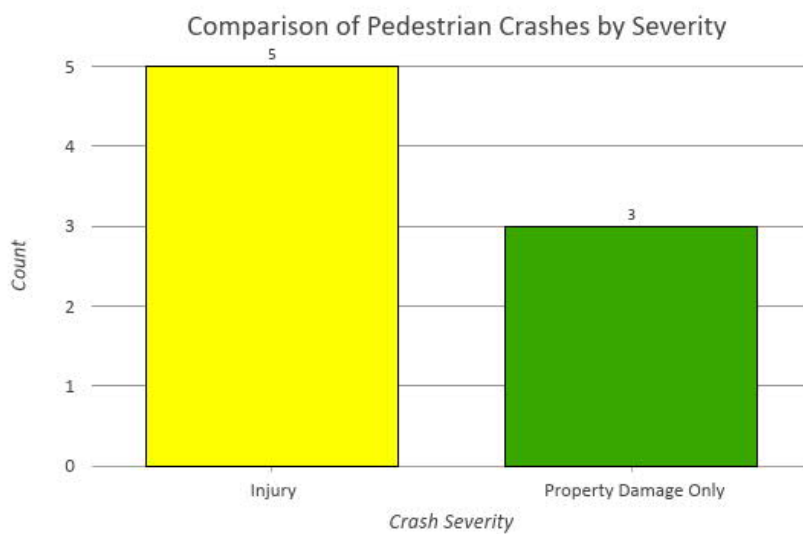
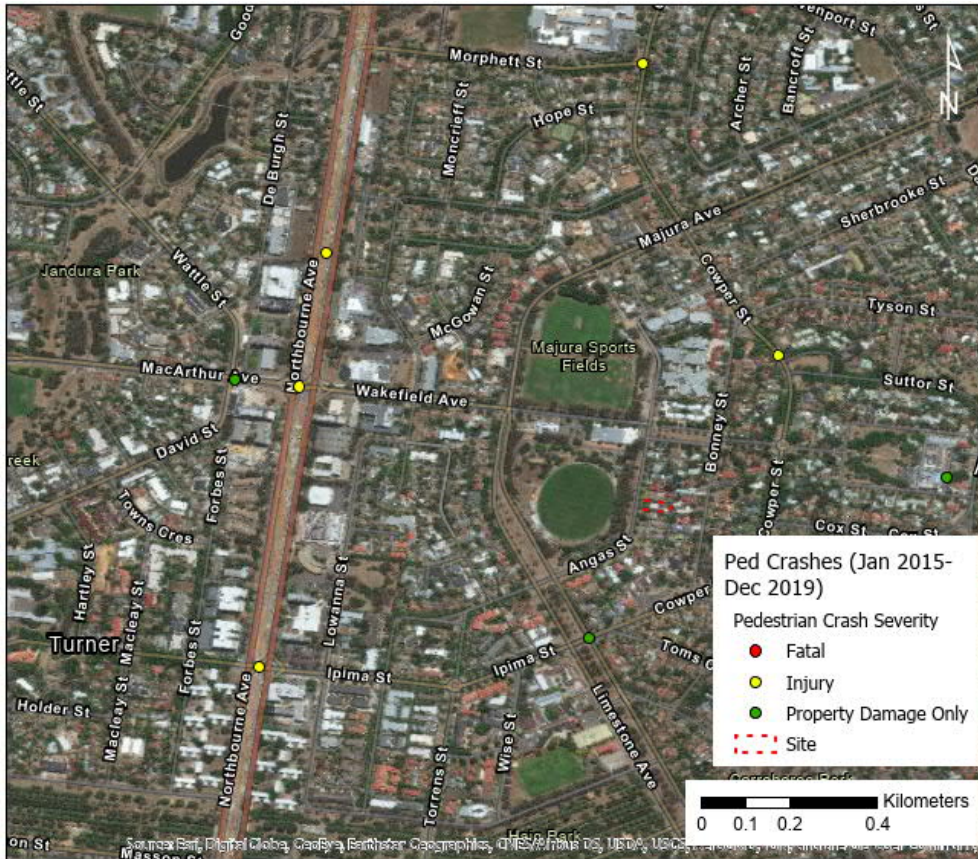
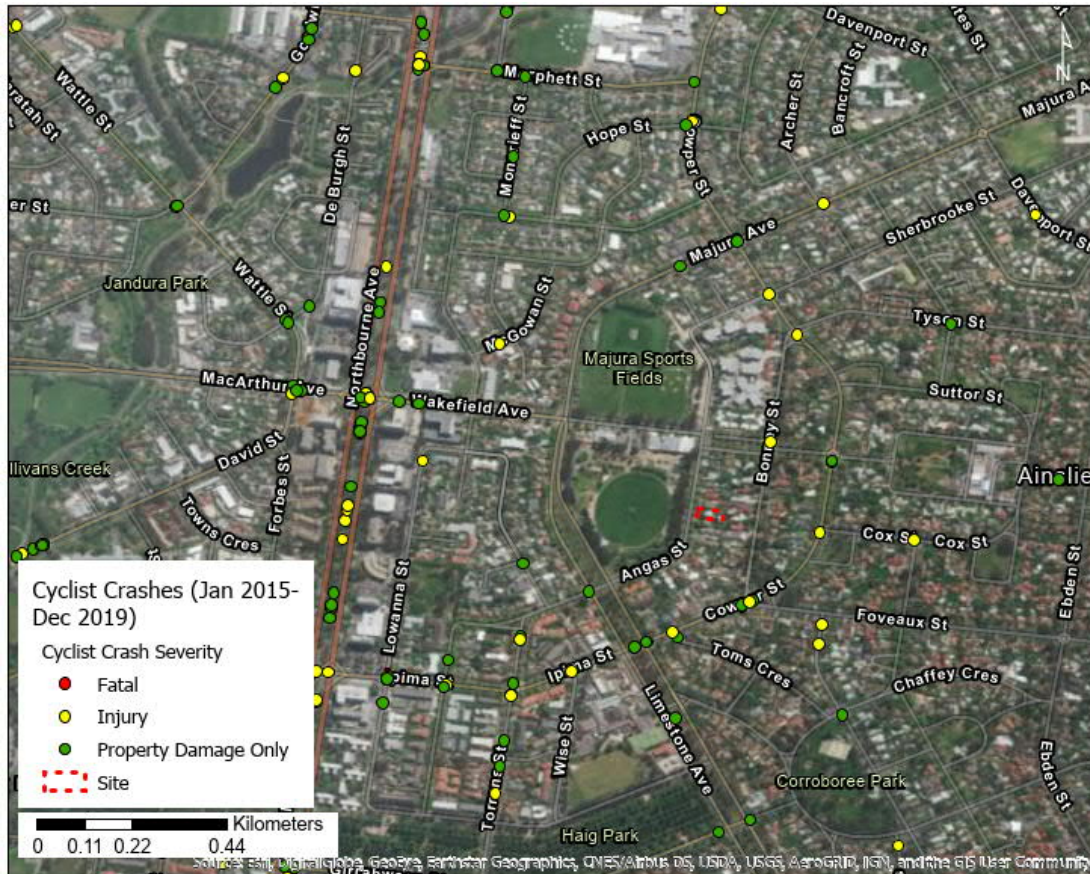


Figure 4 Pedestrian Crashes (Jan 2015-Dec 2019)

### 2.5.3 Cyclist Crashes

Figure 5 shows the most recent five-year period of cyclist crash data recorded from 1<sup>st</sup> January 2015 to 31<sup>st</sup> December 2019. There are a significant number of cyclist crashes along Northbourne Avenue as well as along Cowper Street through to Ipima Street. Near the site, there was an injury level cyclist crash at the intersection of Wakefield Avenue / Bonney Street. In addition, a property damage only severity level crash was recorded at the intersection of Ijong Street / Limestone Avenue, opposite the Angas Street / Limestone Avenue intersection.



Comparison of Cyclist Crashes by Severity

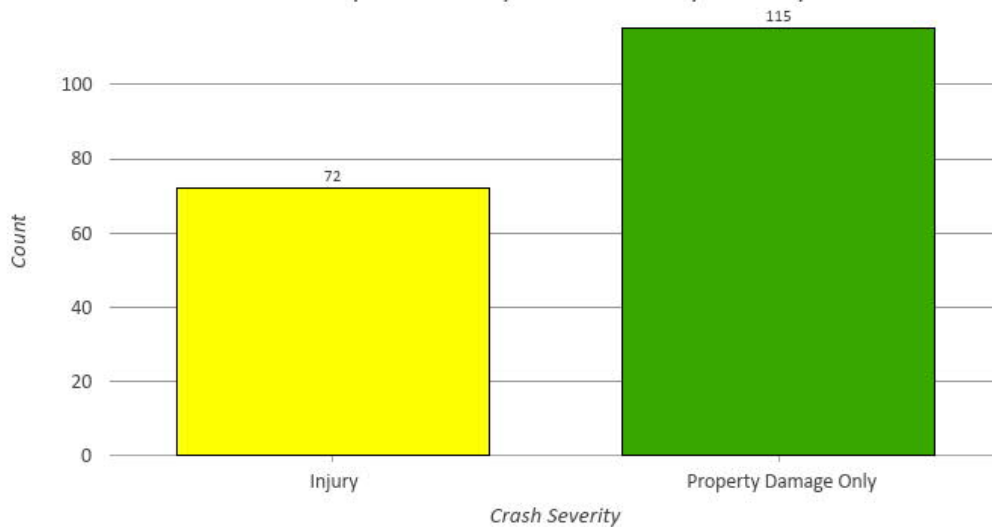


Figure 5 Cyclist crashes (Jan 2015-Dec 2019)

## 2.6 Public Transport

As shown in Figure 7 below, the Macarthur Avenue light rail stop is approximately 850 m from the site. This is a high frequency service which currently connects northside suburbs to the Canberra CBD. The service operates every 6 minutes during peak periods and every 15 minutes during the off-peak. The light rail service also connects to the buses at the Gungahlin Place Bus Interchange, Dickson Bus Interchange and City Bus Interchange which operate services throughout Canberra.

Figure 7 also shows a number of bus stops mainly along Cowper Street. These stops are services by bus route number 31 which connect city bus interchange and inner north suburbs to Belconnen. This service operates every 30 minutes throughout the day from 6.00AM to 11.00PM.

### 2.6.1 Availability of Public Transport Information

Public transport timetables and route maps are available through the Transport Canberra website. In addition, the *NXTBUS* app is available for download on both Android and iOS, which gives real time information on the location of Transport Canberra buses.

*Google Maps* also has a journey planner, showing available public transport routes from a certain location to a destination.

### 2.6.2 Public Transport Fares

Table 1 and Table 2 outlines the cash fares and MyWay pass fares<sup>2</sup> for Transport Canberra services.

**Table 1 Cash fares**

Cash Fares	
Adult Single	\$5.00
Adult Daily	\$9.60
Concession Single	\$2.50
Concession Daily	\$4.80

**Table 2 MyWay fares**

MyWay Fares	
MyWay Card Purchase	
Adult	\$5.00
Concession and Student	\$2.50
MyWay Seniors	No fee
MyWay Adult	
Peak	\$3.22
Off-peak	\$2.55
Weekday Cap	\$9.60
Weekend/Public Holiday Cap	\$5.87
MyWay Concession	
Peak	\$1.61
Off-peak	\$0.00
Weekday Cap	\$4.80
Weekend/Public Holiday Cap	\$2.17
MyWay Student	

<sup>2</sup> Based on fares from <https://www.transport.act.gov.au/tickets-and-myway/fares>

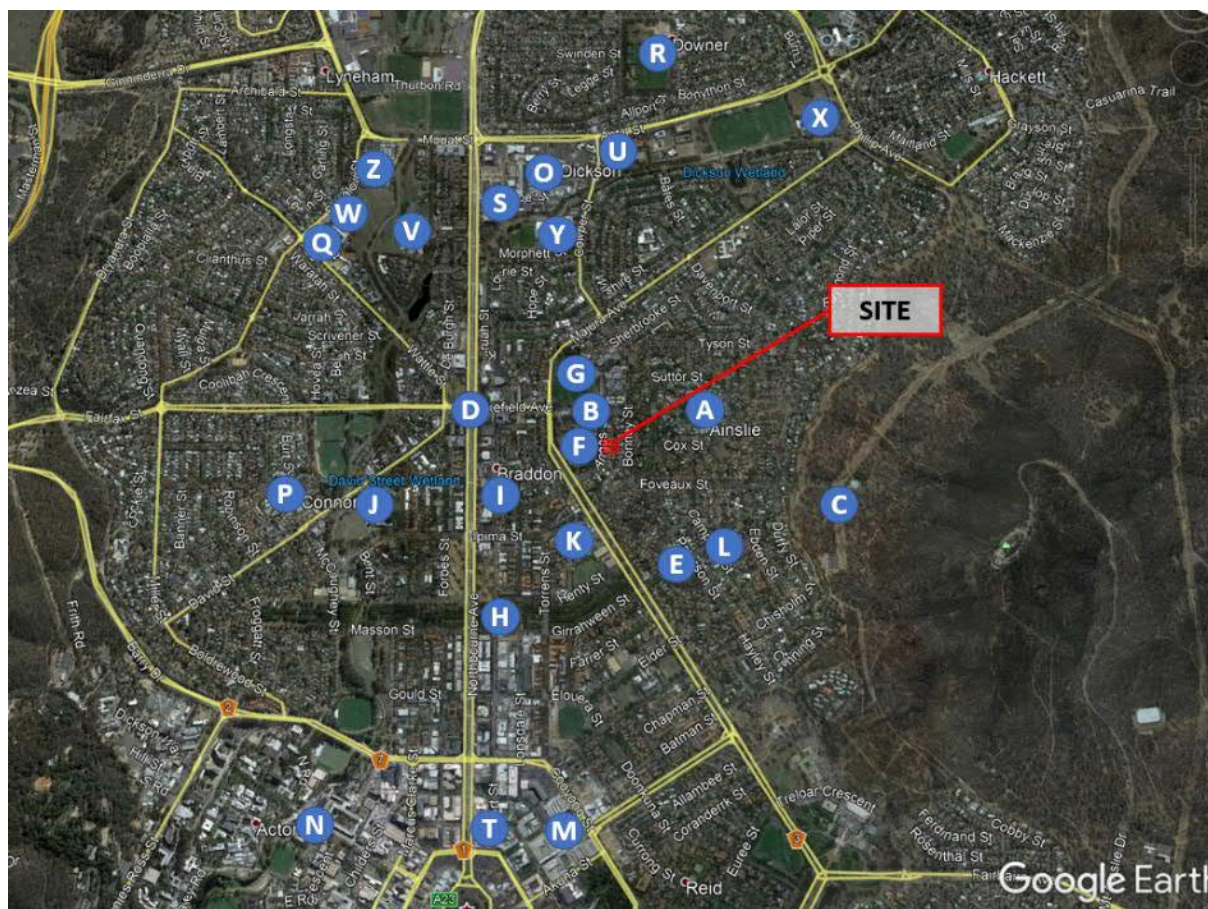
<b>MyWay Fares</b>	
Tertiary Student	\$1.61
School Student – School Days	\$1.22
School Student – Non School Days	\$1.61
Weekday Cap	\$4.80
Weekend/Public Holiday Cap	\$2.17

## 2.7 Key Destinations

### 2.7.1 Attractors

Figure 6 below shows the key attractors that are within 2 km radial distance from the site. The attractors are based on the main trip generating land uses in the area as well as data based on a travel survey from future residents of the proposed site. These include:

- |                                      |                             |
|--------------------------------------|-----------------------------|
| A – Ainslie Shops                    | N – The ANU                 |
| B – Ainslie Football Club            | O – Dickson Shops           |
| C – Ainslie Walking Trails           | P – O'Connor Shops          |
| D – Macarthur Avenue Light Rail Stop | Q – Lyneham Shops           |
| E – Events in Corroboree Park        | R – Downer Shops            |
| M – Ipima Street Light Rail Stop     | S – Dickson Bus Interchange |
| F – Events in Alan Ray Oval          | T – City Bus Interchange    |
| G – Majura Sports Field              | U – Dickson Pool            |
| H – Haig Park                        | V – Lyneham High School     |
| I – Ainslie Liquor and Grocery Store | W – Lyneham Primary School  |
| J – Turner Primary School            | X – Dickson College         |
| K – Merici College                   | Y – Daramalan College       |
| L – Baker Gardens Pre-school         | Z – Brindabella College     |
| M – Canberra Centre                  |                             |



**Figure 6 Key attractors**

(Source: Google Earth, 2019)

As Ainslie is a residential area, pedestrian traffic in the area around the site is low. During the site visit undertaken on 28<sup>th</sup> January 2020, it was observed that many cyclist commuters use Angas Street to access the major routes on Limestone Avenue and Northbourne Avenue.

Most of the key attractors in the area are a mix of recreational and social activities. These are more likely to generate activity during the weekends or after work. Notably, the Macarthur Avenue light rail stop is around an 11 minute walk from the site or 850 m in distance from the site. This is a high frequency services that connects surrounding residents to the north towards Gungahlin as well as the city centre and further south through connected bus services.

Ainslie shops, which is another key attractor is a 10 minute walk from the site. This can be accessed from the connected footpaths from the site to the shops.

### 2.7.2 Travel Times

Travel times to key attractors shown in Figure 6 above and other attractors listed on the travel survey from future residents of the proposed site are shown in Table 3. Travel times are based on *Google Map* journey time data.

As seen in Table 3, travel times to most major attractors are generally low for cyclists. For public transport, travel times are generally larger due to passenger wait times and the walking distance from the service stops to the destination.

Table 3 Travel times to key destinations from the site

Destination from site	Public Transport	Walking	Cycling	Car
Ainslie Shops	N/A	11-13 minutes	3-4 minutes	2 minutes
Ainslie Football Club	N/A	2-3 minutes	1-2 minutes	1 minute
Ainslie Walking Trails	<ul style="list-style-type: none"> <li>Walk – 13 to 17 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 3 minutes</li> <li>Total Travel Time – 16 to 50 minutes</li> </ul>	19-21 minutes	7-8 minutes	4 minutes
Macarthur Avenue Light Rail Stop	N/A	9-13 minutes	3-4 minutes	4-5 minutes
Corroborree Park	N/A	10-12 minutes	3-4 minutes	2-3 minutes
Alan Ray Oval	N/A	0.5-1 minute	0.5-1 minute	1 minute
Majura Sports Field	N/A	3-5 minutes	1-2 minutes	1 minute
Haig Park	<ul style="list-style-type: none"> <li>Walk – 5 to 8 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 4 minutes</li> <li>Total Travel Time via Bus – 9 to 42 minutes</li> <li>Walk – 11 to 15 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 3 minutes</li> <li>Total Travel Time via Light Rail – 14 to 33 minutes</li> </ul>	11-14 minutes	4-5 minutes	2 minutes
Braddon Liquor and Grocery Store	N/A	7-11 minutes	3-4 minutes	3 minutes
Turner Primary School	N/A	18-23 minutes	6-8 minutes	4-5 minutes
Merici College	N/A	8-12 minutes	3-4 minutes	3-4 minutes
Baker Gardens Pre-School	N/A	13-17 minutes	3-4 minutes	3-4 minutes
Canberra Centre	<ul style="list-style-type: none"> <li>Walk – 13 to 19 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 11 minutes</li> <li>Total Travel Time via Bus – 24 to 60 minutes</li> <li>Walk – 13 to 19 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 5 minutes</li> <li>Total Travel Time via Light Rail – 18 to 39 minutes</li> </ul>	24-28 minutes	8-9 minutes	4-8 minutes

Destination from site	Public Transport	Walking	Cycling	Car
The ANU	<ul style="list-style-type: none"> <li>Walk – 13 to 19 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 11 minutes</li> </ul> <p>Total Travel Time via Bus – 24 to 60 minutes</p> <ul style="list-style-type: none"> <li>Walk – 9 to 13 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Light Rail – 11 minutes</li> </ul> <p>Total Travel Time via Light Rail – 20 to 54 minutes</p>	28-33 minutes	9-12 minutes	6-16 minutes
Dickson Shops	<ul style="list-style-type: none"> <li>Walk – 3 to 7 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 6 minutes</li> </ul> <p>Total Travel Time via Bus – 9 to 43 minutes</p> <ul style="list-style-type: none"> <li>Walk – 22 to 28 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 1 minute</li> </ul> <p>Total Travel Time via Light Rail – 23 to 44 minutes</p>	22-28 minutes	5-7 minutes	4-6 minutes
O'Connor Shops	N/A	25-30 minutes	7-9 minutes	5-6 minutes
Lyneham Shops	<ul style="list-style-type: none"> <li>Walk – 12 to 16 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 6 minutes</li> </ul> <p>Total Travel Time via Bus – 18 to 59 minutes</p>	25-30 minutes	8-10 minutes	6-7 minutes
Downer Shops	<ul style="list-style-type: none"> <li>Walk – 15 to 19 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 6 minutes</li> </ul> <p>Total Travel Time via Bus – 9 to 43 minutes</p> <ul style="list-style-type: none"> <li>Walk – 27 to 31 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 3 minutes</li> </ul> <p>Total Travel Time via Light Rail – 30 to 49 minutes</p>	30-40 minutes	7-9 minutes	6-8 minutes

Destination from site	Public Transport	Walking	Cycling	Car
Dickson Bus Interchange	<ul style="list-style-type: none"> <li>Walk – 3 to 5 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 8 minutes</li> </ul> <p>Total Travel Time via Bus – 8 to 43 minutes</p> <ul style="list-style-type: none"> <li>Walk – 12 to 18 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 1 minute</li> </ul> <p>Total Travel Time via Light Rail – 13 to 34 minutes</p>	20-25 minutes	5-6 minutes	4-5 minutes
City Bus Interchange	<ul style="list-style-type: none"> <li>Walk – 4 to 8 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 12 minutes</li> </ul> <p>Total Travel Time via Bus – 16 to 50 minutes</p> <ul style="list-style-type: none"> <li>Walk – 10 to 14 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 1 minute</li> </ul> <p>Total Travel Time via Light Rail – 11 to 30 minutes</p>	25-30 minutes	8-9 minutes	6-7 minutes
Dickson Pool	<ul style="list-style-type: none"> <li>Walk – 3 to 7 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 6 minutes</li> </ul> <p>Total Travel Time via Bus – 9 to 43 minutes</p> <ul style="list-style-type: none"> <li>Walk – 22 to 28 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 1 minute</li> </ul> <p>Total Travel Time via Light Rail – 23 to 44 minutes</p>	20-25 minutes	5-6 minutes	4-5 minutes

Destination from site	Public Transport	Walking	Cycling	Car
Lyneham High School	<ul style="list-style-type: none"> <li>Walk – 9 to 13 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 8 minutes</li> </ul> <p>Total Travel Time via Bus – 17 to 51 minutes</p> <ul style="list-style-type: none"> <li>Walk – 16 to 20 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 1 minute</li> </ul> <p>Total Travel Time via Light Rail – 17 to 36 minutes</p>	20-25 minutes	6-8 minutes	5-6 minutes
Lyneham Primary School	<ul style="list-style-type: none"> <li>Walk – 11 to 15 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 13 minutes</li> </ul> <p>Total Travel Time via Bus – 24 to 58 minutes</p>	30-40 minutes	9-11 minutes	6-7 minutes
Dickson College	<ul style="list-style-type: none"> <li>Walk – 12 to 16 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 5 minutes</li> </ul> <p>Total Travel Time via Bus – 17 to 51 minutes</p>	30-40 minutes	9-11 minutes	6-7 minutes
Daramalan College	<ul style="list-style-type: none"> <li>Walk – 4 to 8 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 4 minutes</li> </ul> <p>Total Travel Time via Bus – 8 to 42 minutes</p> <ul style="list-style-type: none"> <li>Walk – 20 to 25 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 1 minute</li> </ul> <p>Total Travel Time via Light Rail – 21 to 41 minutes</p>	13-17 minutes	4-5 minutes	2-3 minutes
Brindabella College	<ul style="list-style-type: none"> <li>Walk – 9 to 13 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 13 minutes</li> </ul> <p>Total Travel Time via Bus – 22 to 56 minutes</p>	30-40 minutes	9-11 minutes	6-7 minutes

Destination from site	Public Transport	Walking	Cycling	Car
New Acton Precinct	<ul style="list-style-type: none"> <li>Walk – 20 to 25 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 12 minutes</li> </ul> <p>Total Travel Time via Bus – 32 to 67 minutes</p> <ul style="list-style-type: none"> <li>Walk – 20 to 25 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 5 minutes</li> </ul> <p>Total Travel Time via Light Rail – 25 to 45 minutes</p>	40-50 minutes	11-12 minutes	9-10 minutes
Belconnen Shops	<ul style="list-style-type: none"> <li>Walk – 5 to 9 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 31 minutes</li> </ul> <p>Total Travel Time via Bus – 36 to 70 minutes</p>	N/A	30-40 minutes	13-15 minutes
Gungahlin Shops	<ul style="list-style-type: none"> <li>Walk – 13 to 17 minutes</li> <li>Maximum wait time – 15 minutes</li> <li>Light Rail – 19 minutes</li> </ul> <p>Total Travel Time via Light Rail – 32 to 51 minutes</p>	N/A	40-50 minutes	15-17 minutes
Commonwealth Park	<ul style="list-style-type: none"> <li>Walk – 22 to 26 minutes</li> <li>Maximum wait time – 30 minutes</li> <li>Bus – 10 minutes</li> </ul> <p>Total Travel Time via Bus – 32 to 66 minutes</p>	45-55 minutes	11-15 minutes	7-8 minutes
Kingston Precinct	<ul style="list-style-type: none"> <li>Walk – 13 to 17 minutes</li> <li>Maximum wait time – 35 minutes</li> <li>Light Rail – 5 minutes</li> <li>Bus – 16 minutes</li> </ul> <p>Total Travel Time via Public Transport – 34 to 73 minutes</p>	N/A	25-30 minutes	12-14 minutes

## 2.8 Pedestrian and Cyclist Facilities

### 2.8.1 Pedestrian and Cyclists Routes

Figure 7 shows the pedestrian and cyclists facilities as per the ACT Government Open Data Portal. Public footpaths are generally in good condition and follow the verges of most streets, allowing access for both pedestrians and cyclists. On-road cycling facilities are mainly along Northbourne Avenue and Ipima Street. Limestone Avenue has no dedicated on-road cycling lanes even though it is a main on-road cycling route as per the Active Travel Infrastructure Practitioner’s Tool<sup>3</sup>. The area around the site is a well vegetated and generally well-lit, enhancing the amenity and safety of pedestrians and cyclists.



Figure 7 Pedestrian and cyclist facilities

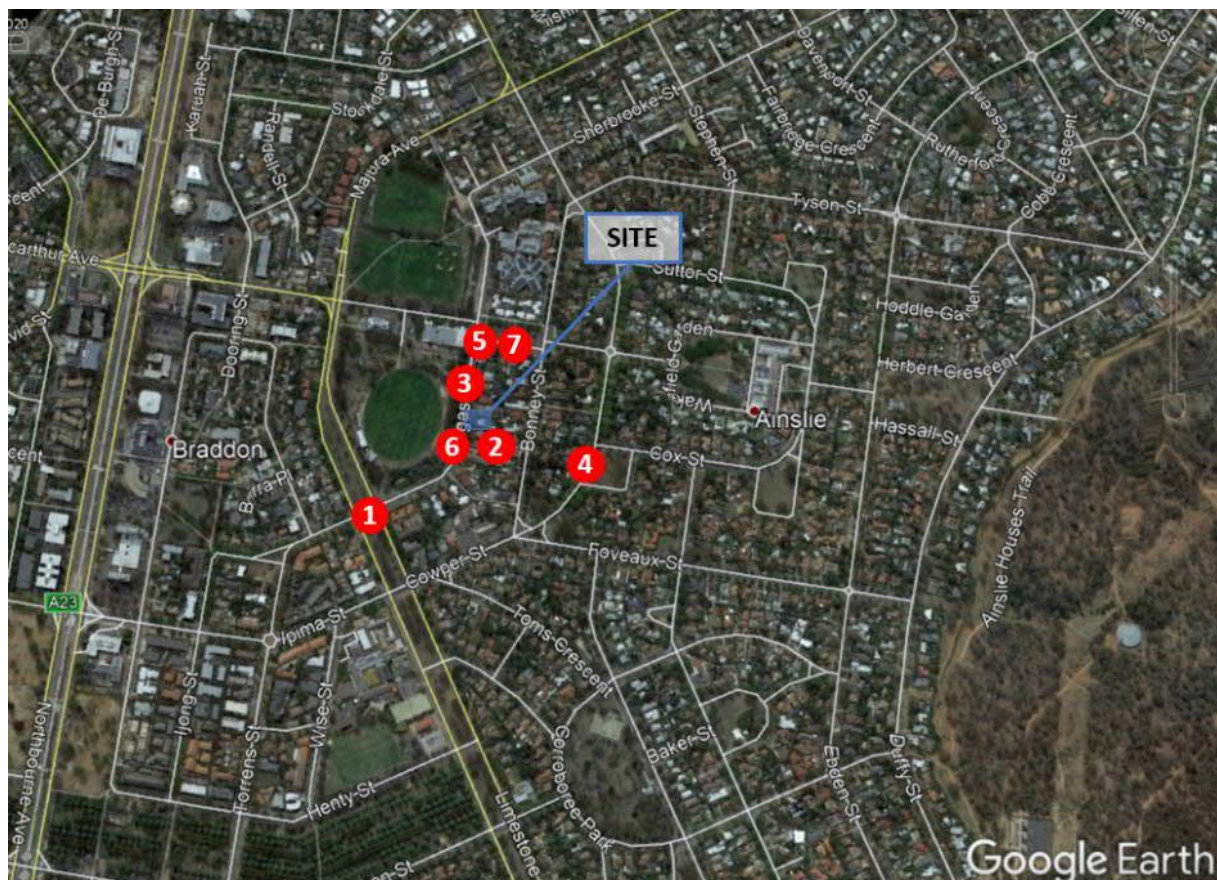
<sup>3</sup> <https://activeinfrastructure.net.au/>

### 2.8.2 Walkability Score

Angas Street has a walkability score of 67 out of 100<sup>4</sup>. Scores between 50-69 outline a “somewhat walkable” area where some errands can be accomplished on foot. Points are awarded based on the distance to amenities in the following categories: dining and drinking, groceries, shopping, errands, parks, schools and culture and entertainment. Amenities within a 5 minute walk are given maximum points. A decay function is used to give points to more distant amenities, with no points given after a 30 minute walk. Walk Score also measures pedestrian friendliness by analysing population density and road metrics such as block length and intersection density.

### 2.8.3 Gap Analysis

AECOM undertook a site visit on 28 January 2019. The following are the identified constraints, the locations of which are marked with their corresponding numbers in Figure 8.



**Figure 8** Ainslie gap analysis

1 – The intersection at Limestones Avenue/Angas Street is unsignalised. This constraint is only minimal since there are low traffic volumes along Angas Street. In addition, there is a median cross-over which allows to store vehicles (Figure 9). Limestone crossings which cater for key east-west desire lines are catered for by signals at Ipima / Cowper Street and at Wakefield Avenue which are immediately adjacent Angas Street.

2 – The bollard removed along walkway between and Angas Street and Bonney Street could enable vehicular traffic (Figure 10).

3 – There is no clear crossing along Angas Street

<sup>4</sup> Based on data from [www.walkscore.com](http://www.walkscore.com)

4- The crossing to the bus stop on Cowper Street is from a driveway and there is no matching kerb ramp on the side of the road (Figure 11).

5- There is a missing footpath connection across Angas Street towards the Ainslie Football Club meaning people need to cross Wakefield Avenue first (Figure 12).

6 – There is no connection from the walkway between Angas Street and Bonney Street to the other side of Angas Street where there is a kerb ramp and path (Figure 13).

7 – There is a hedge obstructing the footpath along Wakefield Avenue (Figure 14). This is common in more established suburbs and should be monitored.



**Figure 9 Limestone Avenue/Angas Street intersection**

(Source: Google Maps, 2020)



**Figure 10** Missing bollard



**Figure 11** Driveway crossing to bus stop

(Source: Google Maps, 2020)



**Figure 12** Missing footpath connection to the Ainslie Football Club



**Figure 13** Missing footpath connection to Angas Street



**Figure 14 Hedge obstructing footpath**

### 3.0 Development Proposal

#### 3.1 Proposed Development

The proposed development of Block 6, Section 25 Ainslie is a small-scale cohousing typology consisting of three 2-bedroom dwellings and one common dwelling. Common areas include kitchen, entertainment space and laundry (Figure 15).

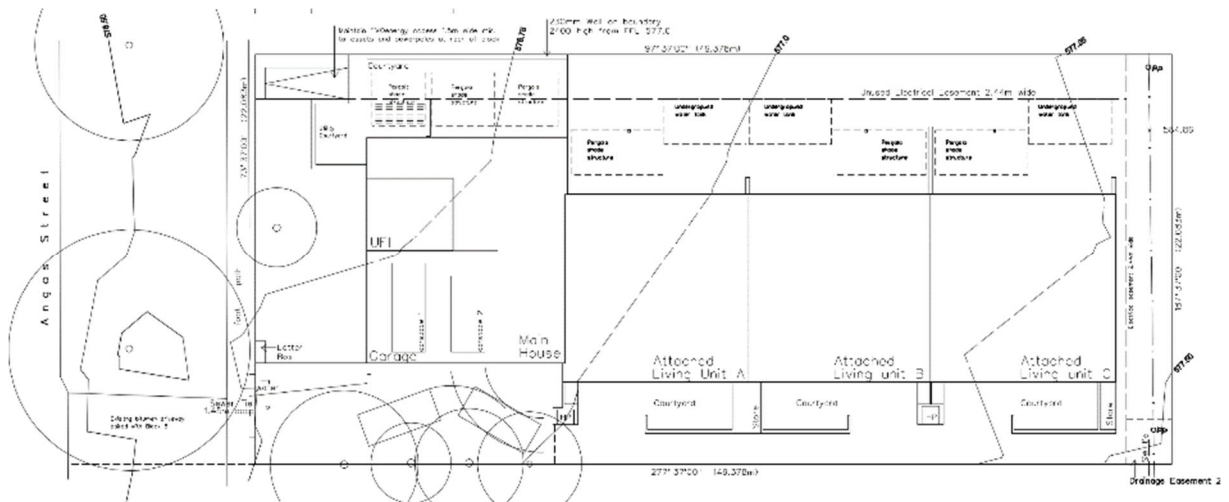


Figure 15 Site plan

#### 3.2 Vehicle Access

The site access proposed utilises the existing bitumen driveway to service the site minimizing the changes.

## 4.0 Residential Travel Plan

### 4.1 Objectives

As outlined in Section 1.1, a Residential Travel Plan is a site-specific plan which outline a range of actions and incentives to reduce the dependency on single occupancy car trips and increase uptake of public transport, active travel modes and car sharing to help promote the following:

- provide information on convenient access to the public transport network
- increase safety for pedestrians and cyclists;
- decrease car parking demand; and
- maximise the efficient use of end trip facilities on site.

### 4.2 Residential Travel Plan Initiatives and Actions

#### 4.2.1 Public Transport

The use of public transport could be enhanced by providing detailed information on services and how to access the information through an Information Pack.

As shown in Table 2 above, the MyWay peak adult fare is \$3.22 for a single trip or \$6.44 for a round trip. Research undertaken by *Budget Direct* indicated that in 2019, the average weekly car running cost in Canberra was \$319.03<sup>5</sup>. Hence, increase in the use of public transport will also result in greater cost savings for commuters.

#### ***Public Transport Action 1 – Provide Transport Canberra (MyWay) passes***

To encourage the initial uptake of public transport, residents can be provided with pre-loaded Transport Canberra (MyWay) passes. This could help initiate public transport use and promote the continued use given the ease of access to the light rail route and nearby bus services.

#### ***Public Transport Action 2 – NXTBUS app download***

Real time information on buses services can be accessed through the *NXTBUS app*. Information on bus location looks 90 minutes ahead and is updated every 30 seconds. The app also informs users if the bus has a bike rack, if the service has been delayed and about the ease of access.

In addition to the *NXTBUS app*, *Google Maps* provides information on public transport routes from an initial location to a destination. Commuters can also filter by the time they would like to arrive or depart at. *Google Maps* also provides real-time information on congested roads and alternate routes.

#### ***Public Transport Action 3 – Information on public transport maps and timetables***

Information from Transport Canberra on the public transport maps and service timetables in the area can be displayed in the common areas of the housing unit. This allows residents to plan their trips ahead and give a visual aid of the services offered by Transport Canberra.

#### 4.2.2 Walking

The willingness to walk can be dependent on multiple factors such as weather conditions, distance and accessibility to walking routes and general mobility. As outlined in Section 2.8.1, the site is situated in a leafy suburb and is well serviced by an extensive footpath network with well-lit paths.

#### ***Walking Action 1 – Provide information on walking routes***

Residents should be provided a map with footpath network available around the site as well as information on major attractors that are within a walking distance from the site (approximately 800 m).

---

<sup>5</sup> Based on data from <https://www.budgetdirect.com.au/car-insurance/research/car-owner-cost-statistics.html>

### 4.2.3 Cycling

Similar to walking, the willingness to cycle can be dependent on multiple factors which include perceived level of fitness, weather conditions, distance and available cycle routes.

#### ***Cycling Action 1 – Provide bicycles and safety gear for residents***

To encourage the uptake of cycling, residents could be provided with bicycles and safety gear. This will help promote active lifestyles and less reliance on vehicles.

#### ***Cycling Action 2 – Provide bicycle parking on site***

In addition to Cycling Action 1 above, secure bicycle parking should be provided on site. The parking area should be easily accessible and away from common recreational and entertainment areas. Preventing the need to go up and down stairs or carry over objects is desirable.

#### ***Cycling Action 3 – Provide information on cycling routes***

To encourage cycling, residents should be provided with a map of the cycling routes in the area including recreational routes to encourage the uptake of cycling. Given the location of site in the inner city area, the cycling routes are well-established and close to a number of key destinations as outlined in Section 2.7.

Residents could also be given information on neighbourhood cycling associations or groups to encourage cycling and wider social activities. Involvement in these types of associations means that people can also advocate for stronger bike programs for Canberra and raise issues important to cyclists.

### 4.2.4 Car Share

Car sharing has a number of benefits including less traffic congestion, reduced maintenance cost and parking fees. In Canberra, car sharing services such as *GoGet* and *Popcar* are available with the nearest pods from the site for both services located on Challis Street in Dickson near the Cape Street carpark.

Currently, there are 7 *GoGet* cars available in Canberra which can be booked by the hour of the day. *Popcar* has 4 cars available in Canberra which can also be booked by the hour or the day. Membership plans for the services are based on the frequency of use.

While not a specific action for this travel plan the government could utilise similar travel plans to help advocate for more car share schemes in the territory.

#### ***Car Share Action 1 – Provide information on car share services***

Residents should be provided information on car share services available near the site. This includes links to websites and contact details for the services.

#### ***Car Share Action 2 – Provide car share service membership***

Nearby car share services should be reviewed and the most appropriate membership could be provided to residents. This can further help encourage uptake and familiarity with the services.

## 4.3 Residential Travel Plan Implementation, Monitoring and Review

### 4.3.1 Implementation

Implementation of the travel plan should first be initiated through providing an information pack based on the actions outlined above in Section 4.2. In order to further tailor the travel plan to residents, an initial travel behaviour survey needs to be undertaken by the residents. This will help build an understanding of the interest of the initiatives and provide ideas for other initiatives.

These links could be extended to cover items relevant to the people living there and not only include locations of local shops but also things like schools, churches, community groups, day care, volunteer centres, clubs and any other facilities that may be of interest to the residents. This is where a personalised travel plan can add value and consider things like safest links, gradients, or DDA compliant links rather than just shortest distance.

#### **4.3.2 Monitoring and Review**

Continuous monitoring and review of the travel plan should be undertaken through subsequent questionnaires. The first review period should be 6 months after implementation of the travel plan to gain feedback and identify potential improvements. The travel plan should be reviewed annually thereafter to allow residents to provide additional feedback and measures of the initiatives and adapt to different stages and life changes. A key part of this follow up to re-align pole to the plan and reminding them of the opportunities and benefits assisting with continued reduced dependency on private motor vehicle uses age. Possible survey questionnaires can be found in Appendix A.

# Appendix A

## Survey Questionnaire

## Appendix A Survey Questionnaire

**Initial Questionnaire**

1. Please indicate how far you travel each week for work and/or recreational activities

a) Work: \_\_\_\_\_

b) Recreational Activities: \_\_\_\_\_

2. Please tick the transport modes you take to work and/or recreational activities

	Work	Recreational Activities
Car (as driver)	<input type="checkbox"/>	<input type="checkbox"/>
Car (as passenger)	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>	<input type="checkbox"/>
Public Transport	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>

3. If you typically travel in car either as a driver or a passenger, what would encourage you to uptake more sustainable transport options?

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4. Please indicate if you would consider any of the following transport options:

Car sharing	<input type="checkbox"/>
Public Transport	<input type="checkbox"/>
Walking	<input type="checkbox"/>
Cycling	<input type="checkbox"/>

If not, why? \_\_\_\_\_

Thank-you for your participation in this survey.

**6 Month Review Questionnaire**

1. Please indicate how far you travel each week for work and/or recreational activities

a) Work: \_\_\_\_\_

b) Recreational Activities: \_\_\_\_\_

2. Please tick the transport modes you take to work and/or recreational activities

	Work	Recreational Activities
Car (as driver)	<input type="checkbox"/>	<input type="checkbox"/>
Car (as passenger)	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>	<input type="checkbox"/>
Public Transport	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>

3. If you typically travel in car either as a driver or a passenger, what would encourage you to uptake more sustainable transport options?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Please indicate if you would consider any of the following transport options:

- Car sharing
- Public Transport
- Walking
- Cycling

If not, why? \_\_\_\_\_

4. Has your travel behaviour changed based on the travel initiatives in the Residential Travel Plan? If so, how? If not, what could be improved?

\_\_\_\_\_  
\_\_\_\_\_

5. Given your travel behaviour, is there adequate car parking on the site? In addition, do you believe the car parking provision on site needs to be increased, decreased or maintained?

\_\_\_\_\_  
\_\_\_\_\_

Thank-you for your participation in this survey.

**Annual Review Questionnaire**

1. Please indicate how far you travel each week for work and/or recreational activities

a) Work: \_\_\_\_\_

b) Recreational Activities: \_\_\_\_\_

2. Please tick the transport modes you take to work and/or recreational activities

	Work	Recreational Activities
Car (as driver)	<input type="checkbox"/>	<input type="checkbox"/>
Car (as passenger)	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>	<input type="checkbox"/>
Public Transport	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>

3. If you typically travel in car either as a driver or a passenger, what would encourage you to uptake more sustainable transport options?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Please indicate if you would consider any of the following transport options:

- Car sharing
- Public Transport
- Walking
- Cycling

If not, why? \_\_\_\_\_

4. Has your travel behaviour changed based on the travel initiatives in the Residential Travel Plan? If so, how? If not, what could be improved?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. Please provide additional feedback on the implementation of the initiatives

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank-you for your participation in this survey.

**ATTACHMENT B**  
**Public consultation**

# Stellulata Cohousing

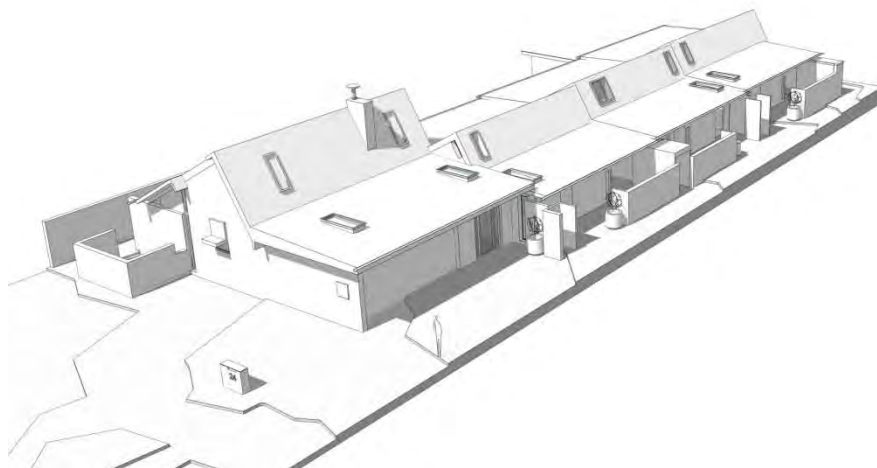
## Community Consultation Report

**Block 6 Section 25**  
**Division Ainslie**

3 December 2019

(Summary tables in Section 3 inserted in May 2020)

For the purpose of a  
development application  
for a demonstration housing project  
at 24 Angas Street Ainslie  
by Stellulata Pty Ltd  
requiring variation to the territory plan



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## 1. Purpose

This report details all pre-application community consultation activity that has informed the development of the proposal.

## 2. Site Particulars

### 2.1. Site Description and Location

#### Site Address

24 Angas Street Ainslie

#### Site Area

1090 m<sup>2</sup>

#### Site Description

Block 6 of Section 25 Ainslie is a large flat rectangular block with a 22 metre frontage to Angas Street which rises only one metre to the back boundary 49 metres to the east.

#### Surrounding and Adjoining Development

Alan Ray Oval occupies the western side of Angas Street opposite Section 25. The nearby blocks in Section 25 are zoned as RZ1 so are mostly single dwellings of various ages and designs on large blocks. However Block 26 (formed by an earlier amalgamation of blocks 3 and 4) contains 7 dwellings and Block 11 is dual occupancy. In neighbouring Section 24 on nearby Limestone Avenue Blocks 17 and 18 contain 10 and 6 dwellings respectively and Block 13 is dual occupancy.

#### Road System & Access

Angas Street has a wide verge with no dwellings on the western side opposite Section 25. It does not have a high traffic volume despite its connection to Limestone Avenue and Wakefield Avenue.

#### Services and Amenities

Public Transport – the Cowper Street bus stop is 350m or a 5 minute walk; the Macarthur Street light rail stop is 850m or an 11 minute walk.

Community Facilities – Ainslie Football Club is 240m or a 3 minute walk; All Saints Anglican Church is 400m or a 5 minute walk.

Retail – the Ainslie shops are 800m or a 10 minute walk; Dickson shops are 1.8km or a 22 minute walk, 5 minute cycle/drive.

# Stellulata Cohousing



Figure 1 Block 6 Section 25 Ainslie – site location



Figure 2 Block 6 Section 25 Ainslie – satellite view

### 3. Pre-DA Consultation Guidelines

The ACT Government Demonstration Housing program requires each project to undertake significant community consultation so that innovative ideas are explained and refined in response to public reaction.




The Stellulata Cohousing project, like most of the Demonstration Housing projects, is not large enough to formally require all the consultation and documentation specified in the "Pre-DA Community Consultation Guidelines For Prescribed Developments", but those guidelines assisted in framing the process.

Below is a brief summary of activities and documents as they relate to the Guidelines.

#### 3.1. Minimum Consultation Requirements

Minimum Requirements	Response	Check
<b>1. Notify how consultation will occur for the proposal on the ACT Government's community consultation web page.</b>	The Demonstration Housing program did not require Stellulata Housing and other projects to provide prior public notification of their submitted Consultation Plans. The Demonstration Housing website <a href="http://www.planning.act.gov.au/urban-renewal/demonstration-housing-project">www.planning.act.gov.au/urban-renewal/demonstration-housing-project</a> and the Your Say website on Housing Choices <a href="http://www.yoursay.act.gov.au/housing-choices">www.yoursay.act.gov.au/housing-choices</a> did explain the projects and did provide links to the Stellulata website <a href="http://www.stellulata.com.au/">www.stellulata.com.au/</a> and associated Facebook page.	✓
<b>2. Ensure people living in areas immediately surrounding the development and the wider community (as appropriate) are informed of the intended consultation process and consulted on the proposal.</b>	Section 4 of this report on Community Consultation describes how <ul style="list-style-type: none"> <li>Local Ainslie residents were consulted through doorknocking and neighbourhood meetings.</li> <li>Northside stakeholders were engaged through a presentation to the Northside Community Council.</li> <li>The wider community was informed through the website <a href="http://www.stellulata.com.au/">www.stellulata.com.au/</a>, the Facebook page Stellulata Cohousing <a href="http://www.facebook.com/stellulata/">www.facebook.com/stellulata/</a> and an electronic mailing list. Some postings on the Facebook page were promoted to the North Canberra Community.</li> </ul>	✓
<b>3. Ensure people from a diverse demographic (age, gender, race, religion and/or physical abilities as appropriate) have the opportunity to view and make comment on the proposal.</b>	While unable to detect religious and ability profiles, we encountered diversity in terms of age, race and gender at our face-to-face events.	✓
<b>4. Conduct face-to-face engagement sessions that are accessible to a diverse cross-section of the community.</b>	The venues for our face to face sessions (Downer Community Centre and Ainslie All-Saints Church) were accessible to all in terms of adjacent parking and building access. Sessions were held in the daytime although the neighbourhood meeting was repeated in the evening so as to be available to people who worked during the day.	✓

## Stellulata Cohousing

<p><b>5. Make available to the community conceptual drawings with appropriate dimensions/measurements including, at minimum:</b></p> <ul style="list-style-type: none"> <li>&gt; a site plan (showing parking areas, access and egress, waste areas and communal spaces)</li> <li>&gt; indicative floor plans</li> <li>&gt; elevations</li> <li>&gt; shadow diagrams if there are likely to be shadow impacts</li> <li>&gt; perspectives</li> <li>&gt; landscaping plans</li> <li>&gt; proposed materials and finishes</li> </ul>	<p>All the relevant drawings were presented at the consultation sessions and are presented on the website <a href="http://www.stellulata.com.au/">www.stellulata.com.au/</a>. A particularly popular element is our 3D model.</p>	
<p><b>6. Make available to the community a plain English statement explaining the proposal, including any departures from the Territory Plan, a response to the zone objectives and key design elements of the proposal.</b></p>	<p>Section 7 - Attached Documentation includes copies of the written statements supplied and discussed with the community during doorknocking and public events. The website and Facebook page contain similar plain English explanations of the Design and the Process.</p>	
<p><b>7. Make the documentation required by points 5 and 6 available for the public to view online on the proponent's website or another appropriate location</b></p>	<p>The documentation is available on the website as outlined above.</p>	
<p><b>8. For development applications to remove the concessional status of a Crown lease, the proponent should make available to the community details of any future development or redevelopment proposals or possible change of use of the site (if available).</b></p>	<p>Not Applicable</p>	<p><b>N/A</b></p>

**3.2. Minimum Documentation Requirements:**

Minimum Requirements	Response	Check
<b>1. Attaches the approved form declaring that consultation was undertaken in accordance with these guidelines and that the proposal was notified on the ACT Government's pre-DA community consultation website prior to the start of consultation and for the entire consultation period.</b>	Demonstration Housing projects are not required to publish on the ACT Government's pre-DA community consultation website.	<b>N/A</b>
<b>2. Provides accurate details of the nature and extent of consultation undertaken.</b>	See Section 4 of this report - Community Consultation.	✓
<b>3. Demonstrates that the consultation process targeted a diverse demographic (age, gender, race, religion and/or physical abilities as appropriate), including how these demographics were targeted.</b>		✓
<b>4. Provides copies of what the community was shown during the consultation process.</b>	See Section 7 of this report - Attached Documentation.	✓
<b>5. Provides a summary of how the community responded to the proposal and the main comments.</b>	See Section 5 of this report – Matters Raised.	✓
<b>6. Details how the submitted design responds to the community's concerns and, in particular, the main issues raised, with meaningful changes highlighted.</b>	See the Response column of Section 5.3 – Matters Raised During Consultation and also Section 6 - Conclusion.	✓
<b>7. States whether the proposal submitted to the planning and land authority for assessment is substantially the same as that shown to the community. If not, provides detailed reasons for how and why the proposal is different. Where there are significant changes that do not respond to community feedback, further pre-DA consultation is recommended and may be required.</b>	Some changes made at the Detailed Design stage were informed by the community feedback as described in Section 6 – Conclusion. and also by the advice received from the National Capital Design Review Panel.	✓
<b>8. For development applications to remove the concessional status of a Crown lease, the consultation report must encompass the requirements of the Social Impact Assessment Guidelines.</b>	Not Applicable	<b>N/A</b>

## 4. Community Consultation

### 4.1. North Canberra Community Council

On Wednesday 19 June 2019, the Stellulata team explained our proposal to the monthly general meeting of the North Canberra Community Council (NCCC). The Council is the peak body for residents groups in the inner northern suburbs of Canberra. The meeting was attended by approximately 25 community members.

The ACT Government presented their Demonstration Housing Project as an introduction to Stellulata (one of six projects selected so far).

A slideshow and scale model of the preliminary design was used to explain the project and an information page and feedback form were distributed. See "Q & A" and "Tell us what you think" in the "Attached Documentation" section below.

The presentations and question time were recorded on video. Link to Stellulata presentation – [https://www.youtube.com/watch?v=ovQHw\\_oNxms&t=840s](https://www.youtube.com/watch?v=ovQHw_oNxms&t=840s)

Feedback was received on the night (in writing and orally) and also by email later. Specific comments are recorded in "Matters Raised" section below.

### 4.2. Neighbourhood doorknocking

On Saturday 22 June 2019, the Stellulata team visited 60 properties in the vicinity of 24 Angas Street to issue invitations to our neighbourhood meetings on the following Wednesday (see below). This included most residences in the area enclosed by Angas Street, Wakefield Avenue and Cowper Street.

Face-to-face conversations with 25 people included 19 people who expressed an interest in the project or attending the meeting. There were no overt negative comments during the discussions. Specific comments are recorded in "Matters Raised" section below.

### 4.3. Invitations to events and online information

A total of 60 copies of the "Invitation to a Neighbourhood Meeting" were left in letter boxes or with residents. (See the "Attached Documentation" section below.)

The invitation included an email address so that non-attendees could join our mailing list or ask questions. This led to one additional conversation not initiated otherwise.

In addition, meeting invitations were emailed to immediate neighbours of 24 Angas Street or their family members whom we had met previously.

Small paper invitations to view our website and Facebook page were distributed to acquaintances when the opportunity arose. (See the "Attached Documentation" section below.)

### 4.4. Consultation Events (morning and evening)

**When:** 11:00 am and 7:30 pm on Wednesday 26 June 2019

**Location:** All Saints Anglican Church Small Hall Cowper Street Ainslie

**Set-up:** The neighbourhood meetings consisted of a 30 minute presentation over tea, coffee and cake followed by a question and answer session.

A scale model of the preliminary design was used to explain the project, and parts of our NCCC presentation were displayed on paper. The "Q & A" and "Tell us what you think" pages were distributed, updated to include the new website, Facebook and email addresses.

**Feedback:** The morning consultation event was attended by 11 community members and nine people came to the evening meeting.

## Stellulata Cohousing

All participants were interested and most were explicitly supportive. Specific comments are recorded in "Matters Raised" section below.

### 4.5. Online Publication

On 11 June 2019, Stellulata Cohousing established a temporary email address [stellulata.cohousing@iinet.net.au](mailto:stellulata.cohousing@iinet.net.au) and upgraded to our own domain name on 25 June with website <http://www.stellulata.com.au> and email [cohousing@stellulata.com.au](mailto:cohousing@stellulata.com.au).

The Facebook page <https://www.facebook.com/stellulata/> was launched on 2 July which also brought the first traffic to the website.

The Stellulata Cohousing website, <http://www.stellulata.com.au>:

- explains the purpose of our group and our intention to establish a cooperative community at 24 Angas Street Ainslie
- describes the physical design of our development using preliminary sketch plans and photos of models (later updated to detailed design plans)
- explains the approval process we are engaged in
- offers the opportunity to engage with us about the project, and
- will include the process for commenting formally on the proposal.

Snapshots of part of the homepage (as at July and November) are included in the "Attached Documentation" section below.

Our Facebook page, mailing list and paper documents include most of the same components. The first message to subscribers to our mailing list was sent on 6 July 2019. (See the "Attached Documentation" section below.)

Four messages have been sent to the mailing list and nine posts have been placed on the Facebook page, most highlighting new information on the website.

An information message was also sent to subscribers to the Cohousing Canberra mailing list. (See the "Attached Documentation" section below.)

### 4.6. Online Engagement Statistics

As at 1 December 2019,

- 91 visitors have viewed the video of the 19 June presentation to the North Canberra Community Council meeting
- 103 Facebook users have "liked" Stellulata Cohousing
- 79 Facebook users watched at least one minute of our 2-minute promotional video
- 59 Facebook users engaged with (liked, reacted, clicked links, commented or shared) the post about our detailed design
- there are 32 subscribers to the Stellulata Cohousing mailing list
- 1008 unique visitors have viewed our website (829 from Australia)
- 75 visitors viewed the 4-minute version of our video on the website (31 watched it through to the end)

### 4.7. Online Engagement

The Stellulata team has responded to emails from 11 people about the project and have exchanged messages in the Facebook environment with about 15 people. Matters raised are described below, although most are grouped with similar questions raised in other forums.

## 5. Matters Raised

### 5.1. Summary of Matters Raised During Consultation

Most people who attended presentations or otherwise engaged with the Stellulata Cohousing team were interested in the concept of cooperative living and supportive of the project.

Many had suggestions, or questions that implied suggestions, for improving the design or the sustainability aspects. Many were pleased to see an acceptable housing option for the “missing middle” between standalone houses and apartments and some would seriously consider downsizing into a shared townhouse configuration like ours.

Two matters of concern were raised by multiple people – parking and the planning precedents.

1. Community members understood and accepted our decision to share only two cars between the three households in the Stellulata Cohousing community and our intention to walk and cycle and use public transport whenever possible.

There was doubt from some people however, about our ability to maintain this policy into the future as membership of the community changed in coming generations. This led to fears of increased demand for on-street parking if our request for only two undercover car spaces is approved.

We intend to formalise our community management policies in coming months to increase confidence that our desirable transport policy can be maintained.

2. While virtually no one was opposed to our request for three dwellings plus shared facilities at 24 Angas Street, there was unease about the precedent this might set for other places in the RZ1 zone.

This was often expressed as the fear that developers might exploit any generalisation of our approval, to construct higher density developments that did not include the desirable aspects of the Stellulata proposal, that is to say,

- a cooperative community, sharing resources;
- a low impact, moderate footprint design; and
- high levels of sustainable design and technology.

We intend to work with the ACT Government’s Demonstration Housing Team to ensure that the Stellulata Cohousing design and any related variations to the Territory Plan are justified using a clear explanation of cohousing as a new, separate category of housing.

## Stellulata Cohousing

### 5.2. Positive Feedback During Consultation

SOURCE	FEEDBACK
<b>NORTH CANBERRA COMMUNITY COUNCIL MEETING 19 JUNE 2019</b>	<ol style="list-style-type: none"> <li>1. "Great model for being able to live close but not on top of people you share an interest/lifestyle choice with."</li> <li>2. "Makes great sense to share and thereby limit the resources necessary to run a household."</li> <li>3. "I think this kind of development would be very popular in my neighbourhood"</li> <li>4. "I also admire that the development utilises the latest in technology to make it as sustainable as is possible."</li> <li>5. "Very informative"</li> <li>6. "Good decision to use hydronic heating"</li> <li>7. "A really exciting proposal. Congratulations."</li> </ol>
<b>AINSLIE NEIGHBOURHOOD MEETINGS 26 JUNE 2019</b>	<ol style="list-style-type: none"> <li>8. "Downsizing in a gentle way"</li> <li>9. "Great proposal - totally support!"</li> <li>10. "Really great idea. There is not enough flexibility in housing – either big mansions or little boxes, nothing else"</li> <li>11. "Really good idea"</li> </ol>
<b>ONLINE ENGAGEMENT JULY-NOVEMBER 2019</b>	<ol style="list-style-type: none"> <li>12. "Really interesting idea"</li> <li>13. "Wishing you all well with this exciting initiative! Hoping it will inspire others including government to facilitate such projects!"</li> <li>14. "This is an interesting project."</li> <li>15. "Lovely concept"</li> <li>16. "An interesting concept"</li> <li>17. "Fantastic concept. I really love what you are doing and hope we get to see lots more housing projects like this in Canberra. It is a great model."</li> <li>18. "Look forward to hearing more as this project progresses. Fantastic design and initiative."</li> <li>19. "We definitely would like to live in a co-housing development in the future."</li> <li>20. "My partner and I are interested"</li> <li>21. "What a terrific concept and design. I especially like the idea of the communal space extending an invitation to neighbours and the surrounding community."</li> <li>22. "Excited for you all and would like to follow progress."</li> <li>23. "We think it's a great concept and wish you the best with the development."</li> <li>24. "Your project looks fantastic!"</li> <li>25. "A very interesting concept and I hope more thought is given to co-housing."</li> <li>26. "Your shared garden and encouragement of community sound wonderful! Thank you for putting it out there and allowing others to see what you are doing."</li> </ol>

**5.3. Matters Raised During Consultation**

SOURCE	FEEDBACK	RESPONSE
<p><b>NORTH CANBERRA COMMUNITY COUNCIL MEETING 19 JUNE 2019</b></p>	<ol style="list-style-type: none"> <li>1. How do you deal with a falling out between any of the parties?</li> <li>2. What happens when someone leaves or dies?</li> <li>3. What sort of ownership arrangement do the parties have?"</li> <li>4. We are interested in the project. We wonder about legal issues and selection of other residents</li> </ol>	<p>We are managing the project through a company structure and have a shareholders agreement to manage some key issues.</p> <p>Other guidelines and rules are being drafted and may become part of a shareholders' agreement under company structure, or body corporate rules if we are permitted (and opt to) separately title the units.</p> <p>As we are living in a cooperative community, purchasers (new residents) must be approved by the remaining shareholders (existing residents).</p> <p>Decision making is by consensus and the exact process is being refined.</p>
	<ol style="list-style-type: none"> <li>5. Why don't you have basement car-parking? You could have underground water storage.</li> </ol>	<p>Basement parking would dramatically increase the project cost, and would use valuable land area for ramps. We have already designed underground water storage for the garden (under the northern garden).</p>
	<ol style="list-style-type: none"> <li>6. How do I find my way to and enter the units? Is there a covered way to each unit?</li> </ol>	<p>We are in the process of reconsidering this issue after comments from the expert architects at the National Capital Design Review Panel. <i>(We subsequently revised the pedestrian access to make it clearer and a little easier, but we decided against a covered way.)</i></p>
	<ol style="list-style-type: none"> <li>7. How has your experience been dealing with the 'boffins'?</li> </ol>	<p>We have worked very, very well with our architect, Brett Lowe and the process has been fine with the Demonstration Housing Team. We understand that everyone has to be cautious when you are asking for variations to the Territory Plan so it takes time.</p>

## Stellulata Cohousing

	<p>8. How is the main house used?</p> <p>9. Given this is ageing in place, could the main dwelling be used to house a carer?</p>	<p>Yes, we have considered that the main house could be used by a carer. However, a lot of aged support comes in during the day rather than overnight. Secondly, it is also possible that a carer would stay in the second bedroom of the patient's own unit.</p> <p>We expect that the main house will primarily be used as shared space for all of us to meet and eat together and host book clubs etc. It will also be available to others in our neighbourhood.</p> <p>Our design does not assume that it is only for ageing and it would be great if we had a mixed age group community.</p>
	<p>10. Can this development be taken as it is and placed on an RZ2 block?</p>	<p>The project has been designed to suit this block so any other location would require a new consideration of the size, shape and orientation. The underlying concepts could certainly be applied anywhere. Our team could not have bought land in RZ2 for this type of project because we would likely have been bidding against developers with larger projects in mind. We also want to demonstrate that this style of development is very suitable in RZ1, a zone that covers something like 80% of Canberra.</p>
	<p>11. There are other knock-down rebuilds nearby that have constructed McMansions, so what is the problem with your project in this area?</p>	<p>That's what we say! RZ1 already permits large blocky structures that can take 50% of the land. Our design is a low-rise, sustainable, garden-city style that uses about 40% of the land.</p>
	<p>12. Can you ask the government to reserve a car-share parking space outside the development?</p>	<p>Car share parking spaces are probably more cost effective in busier parts of Canberra. Angas Street is very broad and quiet with a low parking load.</p>
	<p>13. If you want the occupants to ride bicycles rather than drive cars, why not make them as accessible as the cars - i.e. store them on the street side of the residences?</p>	<p>We have reviewed the location of our bicycle storage and moved it to the front of the property as suggested.</p>

## Stellulata Cohousing

	14. Reconsider the hydronic heating system. My nephew built hydronic heating into his very thermally efficient straw bale house with tightly controlled ventilation and imported triple-glazed windows. Without the heating, the house didn't go below 20 degrees even in May. He is beginning to realise that the hydronic heating system was an unnecessary expense!	We have reconsidered the hydronic heating, prompted by this comment and others. At this stage we believe the system will not increase costs dramatically and the comfort of a well heated home (when required) will be greatly appreciated as we age.
<b>AINSLIE NEIGHBOURHOOD MEETINGS 26 JUNE 2019</b>	15. Reflection from solar panels towards northern neighbours	<p>"There is no reflection, in the same way there is none from a black Colourbond roof. In fact there would be more reflection or glare without the panels as the roof will be a light colour (which is best practise these days in order to lessen heat absorption in buildings and cities generally)"</p> <p><i>(Extract from email response – see full email in the "Attached Documentation" section below.)</i></p>
	16. Distance walking to the back unit	This comment, along with related suggestions from the National Capital Design Review Panel earlier in June, encouraged us to review the pedestrian access to all units to confirm that they met accessibility requirements. In the Detailed Design phase, the access was widened and improved in other ways.
	17. Potential noise issues what with living so close together	This comment encouraged us to review the quality of construction, in particular the soundproofing between units. We are also aware that careful selection of all future residents will lead to a shared sense of community responsibility, including around noise.
<b>ONLINE ENGAGEMENT JULY-NOVEMBER 2019</b>	18. How will the land titles for ownership work?	We will be applying for unit titling so that we have the option of each unit being owned separately. However we might decide that our company will own the entire development or will own all unit titles. In that case our shareholders agreement would manage ownership and occupancy rights.

## 6. Conclusion

Most people who attended presentations or otherwise engaged with the Stellulata Cohousing team were interested in the concept of cooperative living and supportive of the project.

Many had suggestions, or questions that implied suggestions, for improving the design or the sustainability aspects.

Some matters raised by community members have lead to reviews of our design and have informed some revisions in our detailed design.

We intend to formalise our community management policies in coming months to increase confidence that our desirable transport policy can be maintained.

We intend to work with the ACT Government's Demonstration Housing Team to ensure that the Stellulata Cohousing design and any related variations to the Territory Plan are justified using a clear explanation of cohousing as a new, separate category of housing.

We have enjoyed, and continue to enjoy, the community consultation process, and particularly the opportunity to get to know our neighbours in Section 25 and other interested people further afield.

## 7. Attached Documentation

### 7.1.Q & A

A printed list of questions with answers (A4 double sided) about Stellulata Cohousing, distributed at Stellulata Cohousing presentations to the North Canberra Community Council meeting of 19 June 2019 (in draft form) and two neighbourhood meetings at All Saints Anglican Church small hall on 26 June 2019 (in slightly modified final form).



Stellulata Cohousing is a group of recently retired friends wishing to age in our own neighbourhood. Together we have planned a small cohousing community where we can support each other, share resources to keep our costs low and minimise our ecological footprint.

We have formed a company as the most suitable structure for designing, building and managing our new home and have purchased 24 Angas Street Ainslie. Our design is for a main house with three attached living units.

The ACT Government has selected our proposal as a Demonstration Housing Project to test whether the model will be suitable for adoption by others in the Canberra community.

#### What is Cohousing?

While we are only a small community of three households, we are following the principles of cohousing.

1. Future residents participate in the community design so that it meets their needs.
2. The physical layout and orientation of the buildings encourage a sense of community and social interactions.
3. Common facilities are designed for daily use, are an integral part of the community, and are always supplemental to the private residences.
4. Residents manage their own cohousing community and cooperate to maintain the property. They prepare and share some common meals, and meet regularly to solve problems and develop policies.
5. Each person takes on roles consistent with their skills, abilities or interests. Decisions are by consensus.

Based on <http://livewellcohousing.ca/discover-cohousing/six-characteristics-of-cohousing/>

#### What is Demonstration Housing?

Increased housing choice is an integral part of the ACT Government's priority of urban renewal that creates viable, safe and attractive communities. The Demonstration Housing Project aims to showcase how we can deliver a compact and active city through innovative planning, design and delivery. Stellulata Cohousing has been selected as a Demonstration Housing Project.

Demonstration Housing aims to engage with the community and industry stakeholders on how to best deliver projects that offers best practice environmental performance, including excellence in design quality; carbon neutral buildings; medium density infill; innovative planning and engagement approaches; innovative housing products and typologies; close partnership with industry bodies; and options for public and affordable housing.

See [https://www.planning.act.gov.au/topics/current\\_projects/demonstration-housing](https://www.planning.act.gov.au/topics/current_projects/demonstration-housing)

#### What is ageing in place?

Ageing in place has been defined as "the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level". We have chosen to age in our own community (North Canberra) and downsize into units that are designed to support us as we become less able. Our proposal aims for the platinum standard of the Livable Housing Design Guidelines. See <https://www.dss.gov.au/> (then use search feature)

#### Is this just for old people?

While the project may start as an ageing-in-place initiative driven by people who are already friends, the same structure will be suitable for people at all stages of life, with the exception of large families.

#### Can I join?

The size of our block in Ainslie limits the development to three households. Joss and Trish will live in one unit, Ian will live in the second and we are still seeking the third party to complete our community. If you can see yourself joining us, please email [cohousing@stellulata.com.au](mailto:cohousing@stellulata.com.au). To make contact with others who are interested in cohousing, go to Cohousing Canberra on Facebook or email [cohousingcbr@gmail.com](mailto:cohousingcbr@gmail.com)

# Stellulata Cohousing

## Q & A

### Is this a sustainable design?

Definitely. The buildings will include photovoltaic (PV) solar panels with battery storage, high-efficiency electric appliances for hot water (heat pumps), heating (hydronic) and lighting, and rainwater harvesting. We will share several all-electric vehicles charged from the PV/battery system.

Passive solar design principles will be employed including insulation, thermal mass, double-glazing, shading, natural cross-ventilation, minimal areas of external paving and cool-garden design utilising deep watering methods. Solar access will be controlled through the careful design of building elements, seasonal shade structures and plant species selection.

Introduction of a vegetation corridor on the full length of the north and south sides of the site along with a diversity of under-storey plantings will develop native bird habitat. All site boundaries will be marked by green transition zones to meld the development with its neighbouring sites. Stepped open-ended gutters will be utilised to harvest rainwater and retain on site in a 65,000 litre in-ground tank for extensive use in the planted landscape and wicking beds for vegetables.

### Is this an approved development?

Not yet. We do not meet the existing rules for Residential Zone 1 (RZ1). That is why we are a Demonstration Housing Project. We are being supported to apply for a variation to the Territory Plan just for our block. We need a small number of changes to be acceptable – three dwellings on the one block and only two parking spaces. We will also request unit titling.

### Will this development fit with the local neighbourhood?

We designed our small community to fit into the neighbourhood. From the street our building would present itself as a single structure and fits well within the solar envelope. We have designed our development to ensure maximum green space on the site. Our plot ration is around 40% which is less than what is accepted for single dwellings in RZ1.

### What does Stellulata mean?

The company is named after *Eucalyptus stellulata*, commonly known as Black Sallee, a high altitude tree found in south-eastern Australia.

### What is the common house used for?

Sallee House – the Main House – will be the social hub of the community. Residents will frequently prepare common meals in the kitchen and meet regularly to solve problems and develop policies for the community. They will come across each other when they do their laundry or retrieve items from the shared freezer or make use of the shared vehicles, workshop, tools, or storage. They may choose to sit in the main house and read in the morning, play music or drink coffee in the afternoon or relax by the fireplace in the evening.

Sallee House will also be our community interface. The common spaces could be made available to neighbours, friends and other community members to host their own small to medium sized events like book clubs, craft groups, and games nights. Part of Sallee House will be habitable and can be used for overflow guest accommodation. For example, family guests at Christmas could bunk down in the common room or in the loft store upstairs and make use of the common kitchen and the visitor bathroom and shower.

### How can I comment on this proposal?

Paper feedback forms are available now or you can email [cohousing@stellulata.com.au](mailto:cohousing@stellulata.com.au). Our website is <https://stellulata.com.au> and the Facebook page is "Stellulata Cohousing". We will also be starting a mailing list for updates about our project before, during and after construction. (Don't worry – not too many messages.)

We would like to hear your questions and any concerns. We will be considering everyone's suggestions before we submit our Development Application. We would also love to hear what you like about this proposal and whether you think others would like to do something similar.

If you support this kind of proposal (even if only as a test case) please make a supportive submission when the project comes up for Development Application and Variation to the Territory Plan.

# Stellulata Cohousing

## 7.2. Tell us what you think

A printed feedback form (A4 single sided), also distributed at Stellulata Cohousing presentations to the North Canberra Community Council and two neighbourhood meetings. Very few people responded using this form.

### Tell us what you think



### Stellulata Cohousing

Building Community with Sustainable Design

Stellulata Cohousing is a group of recently retired friends wishing to age in our own neighbourhood. Together we have planned a small cohousing community where we can support each other, share resources to keep our costs low and minimise our ecological footprint.

For more information about the Stellulata Cohousing proposal:

- Join our mailing list (using the form below or by emailing [cohousing@stellulata.com.au](mailto:cohousing@stellulata.com.au))
- Go to "Stellulata Cohousing" on Facebook or our website <https://stellulata.com.au/>

If you can see yourself becoming the third party to complete our community:

- Please talk to us or email [cohousing@stellulata.com.au](mailto:cohousing@stellulata.com.au).

If you want to make contact with other people who are interested in cohousing:

- Go to "Cohousing Canberra" on Facebook or email [cohousingcbr@gmail.com](mailto:cohousingcbr@gmail.com)

The ACT Government has selected our proposal as a Demonstration Housing Project. For more information:

- [https://www.planning.act.gov.au/topics/current\\_projects/demonstration-housing](https://www.planning.act.gov.au/topics/current_projects/demonstration-housing)



### Please tell us what you think

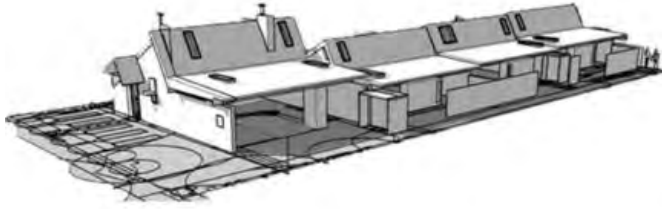
Complete the form below and give it to us or post to 9 Dumaresq Street Dickson ACT 2602 or you can email your responses to [cohousing@stellulata.com.au](mailto:cohousing@stellulata.com.au).

Question	Rating (from very unhappy to very happy)
1. Did the presenters explain the project well?	(circle one)
2. Were you satisfied with the responses to questions?	(circle one)
3. Would you consider living in this kind of community?	(circle one)
4. Do you think this kind of development would be popular in your neighbourhood?	(circle one)
5. Based on everything you know so far, how do you rate the Stellulata Cohousing proposal for Angas Street?	(circle one)
6. What problems or issues do you see in this proposal? <small>(Write your concerns here)</small>	
7. What do you like about the project? <small>(Write your comments here)</small>	
8. What else do you want to know? <small>(Write your questions here)</small>	
9. Would you like to receive email updates about Stellulata Cohousing? <small>(if so, write your email address here)</small>	
10. Optional demographic information	What is your postcode? _____ What is your suburb? _____ What is your gender? _____ How many people live in your house? _____ What is your age group? <input type="checkbox"/> Under 18 years old <input type="checkbox"/> 18-34 years old <input type="checkbox"/> 35-54 years old <input type="checkbox"/> 55 years or older

## Stellulata Cohousing

### 7.3. Invitation to a Neighbourhood Meeting about cohousing in Angas Street

A single sided A5 page including phone and email contacts distributed by hand to 60 households in Ainslie on 22 June 2019.



Stellulata Cohousing

Building Community  
with  
Sustainable Design

### *Invitation to a Neighbourhood Meeting about cohousing in Angas Street*

Dear Neighbour,

You are invited to morning tea on Wednesday to find out about the small cohousing community we plan to build at 24 Angas Street. We think it is a sensible design for a new type of housing and will fit into the neighbourhood. Find out for yourself over a cup of tea or coffee and some homemade cake.

If you can't make the morning tea, we will also be available in the evening.

*Joss, Trish and Ian*

Stellulata Cohousing is a group of recently retired friends wishing to age in our own neighbourhood. Together we have planned a small cohousing community where we can support each other, share resources to keep our costs low and minimise our ecological footprint.

*If you can't make it to the meetings on Wednesday, contact us to ask questions, get on our email list or to arrange another time to get together. Email [stellulata.cohousing@iinet.net.au](mailto:stellulata.cohousing@iinet.net.au) or phone Ian on 0412 097 853*

#### **Morning Tea**

Wednesday 26 June 2019

**11:00 am** – 12:00 noon

All Saints Anglican Church  
Small Hall

Cowper Street, Ainslie

If you can't come in the morning, come for a

#### **Chat after work**

Wednesday 26 June 2019

**7:30 pm** – 8:30 pm

All Saints Anglican Church  
Small Hall

Cowper Street, Ainslie

## Stellulata Cohousing

### 7.4. Stellulata Cohousing Business card

A paper strip with image and electronic addresses for Stellulata Cohousing opportunistically distributed to individuals since July 2019.



### **Stellulata Cohousing**

[www.stellulata.com.au](http://www.stellulata.com.au)

[cohousing@stellulata.com.au](mailto:cohousing@stellulata.com.au)

Stellulata Cohousing on Facebook

## Stellulata Cohousing

### 7.5. Reflection from solar panels

Email message sent in response to matters raised at the Ainslie Neighbourhood meeting on 26 June 2019.

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#### Reflection from solar panels

1 message

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**Joss Haiblen** <haiblen@homemail.com.au>

Sat, Jun 29, 2019 at 4:27 PM

To:

Cc:

Hi [REDACTED]

I wanted to get back to you in a timely manner on the issue of reflection from solar panels. I went to see the people at Solarhub on Flemington Road in Mitchell <https://www.solarhub.net.au/>. They installed the solar at my present home at 21 Burn St in Downer, and they will be doing the work at 24 Angas St.

They said that the reason panels are black and behind non-reflective glass is that they are designed to absorb all the solar radiation so as to convert it into electricity. The only issue is with early model panels with a visible grid of silver/white so-called 'bus lines'. These lines can reflect. We are using the latest technology where the 'bus lines' are not visible from the front. The panels are just matt black. Solarhub said there is no reflection, in the same way there is none from a black Colourbond roof. In fact there would be more reflection or glare without the panels as the roof will be a light colour (which is best practise these days in order to lessen heat absorption in buildings and cities generally).

They said they would be happy for you to drop in any time (Unit 2/157 Flemington Rd) and they can discuss this directly with you and show you the products in the showroom. I spoke with Faz the other day, but you can speak with Daniel, Ben, or whoever is in the showroom and not out on site.

In addition, we are currently developing our landscape plan which will be posted on the Stellulata website [www.stellulata.com.au](http://www.stellulata.com.au) in the near future. We will pay special attention to providing screening vegetation along the north boundary such that it is not so high as to block solar access to the panels, but is high enough to provide effective screening between numbers 24 and 26 Angas St.

Thank you for coming the other night. And please get back to me with further questions or comments. If you are in the area, drop in to 21 Burn St in Downer for a cuppa and I can show you our solar set-up here. Trish and I will be in Canada from 5 July to 20 August, so during that time please direct any correspondence to Ian  
- [ian.b.ross.56@gmail.com](mailto:ian.b.ross.56@gmail.com).

Kind regards  
Joss

## Stellulata Cohousing

### 7.6. Stellulata Cohousing News – Welcome

The introductory email message sent to the Stellulata Cohousing mailing list starting in July 2019.

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#### Stellulata Cohousing News - Welcome

1 message

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**Ian Ross** <cohousing@stellulata.com.au>  
Bcc: ian.b.ross.56@gmail.com

Sat, Jul 6, 2019 at 9:41 PM

Welcome to the Stellulata Cohousing mailing list.

We will email you occasionally about progress in the development of our small cooperative sustainable community in North Canberra.

Our website - <https://www.stellulata.com.au/> - has more information about our community, our design and the approval process we are working through.

You can also follow our story on Facebook - <https://www.facebook.com/stellulata/>

Ian, Joss and Trish  
Stellulata Cohousing  
Stellulata Pty Ltd ACN 626 741 857

If you no longer want to receive these emails, just reply and let us know.

## 7.7. Update on Stellulata Cohousing in Ainslie

An informational email message sent to the Cohousing Canberra mailing list on 6 July 2019.

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### Update on Stellulata Cohousing in Ainslie

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CohousingCBR Canberra <cohousingcbr@gmail.com>  
To: Cohousing Canberra <cohousingcbr@gmail.com>  
Bcc: ian.b.ross.56@gmail.com

Sat, Jul 6, 2019 at 3:31 PM

This message has been forwarded for the information of Cohousing Canberra members and supporters.

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Dear Cohousing Supporters,

Many of you will know about the small cohousing project that we are developing at [24 Angas St Ainslie](#), and we wanted to update you on our progress.

In recent months we have:

- been accepted by the ACT Government's Demonstration Housing Project (i.e. we are being supported to apply for the necessary variations to the Territory Plan in order to make our cohousing project happen)
- designed high quality, age appropriate, energy and water efficient buildings and gardens that chart a new but respectful way of living in the Inner North residential zone
- commenced community consultation with the neighbourhood and more broadly, with a view to refining our plans before submitting for DA and the Territory Plan variations.
- developed a website <https://www.stellulata.com.au/> and a Facebook page <https://www.facebook.com/stellulata/>

Our small community has three two-bedroom units and lots of shared facilities. Joss and Trish have one unit and Ian another. We are looking for a third party. While we might be downsizing in space (although not so much if you count the shared space), we are not in dollars. You would need somewhere around \$1m to join us depending on the result of the final construction tender. That is because of the location (price of the land) and the high quality of the build, not the least being the sustainability features. Rather than looking for a bargain, we are investing in the rest of our lives.

There is a lot of exciting detail to discuss with any interested parties. Please contact us.

Even if you are not personally interested but you support the idea as an option for more flexible housing, social inclusion, etc - it would be helpful if you wrote a few words in an email or on the contact page on our website <https://www.stellulata.com.au/contact>. As part of the Demonstration Housing Project we are obliged to seek out and respond to community consultation. Feedback of encouragement and support (already coming from the neighbours!) will help smooth the approval processes.

Thank you for your support. Please contact us with any questions, comments or suggestions.

Joss, Trish and Ian  
Stellulata Cohousing  
[cohousing@stellulata.com.au](mailto:cohousing@stellulata.com.au)  
<https://www.stellulata.com.au/>

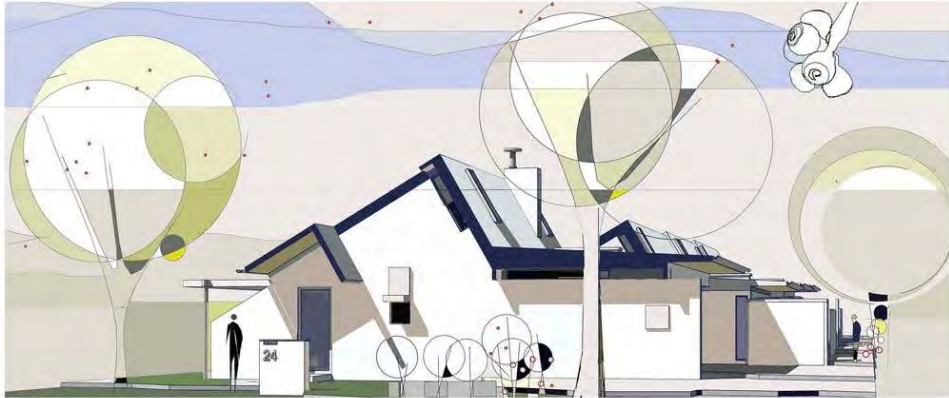
## Stellulata Cohousing

### 7.8. Stellulata Cohousing website home page v1 2019 Jul-Oct

An image of the top section of <https://www.stellulata.com.au/> as at October 2019

Stellulata Cohousing

[Home](#) [Our Community](#) [Our Design](#) [The Process](#) [News](#) [Contact](#)



### Building Community with Sustainable Design

Stellulata Cohousing is a group of recently retired friends wishing to age in our own neighbourhood in North Canberra. Together we have planned a small cohousing community.

Meet Ian, Joss, Trish and Brett as they discuss their sustainable design (4-minute [video below](#))  
or read more about [Our Community](#) →

### 7.9. Stellulata Cohousing website home page v2 2019 Nov

An image of the top section of <https://www.stellulata.com.au/> as at November 2019

Stellulata Cohousing

[Home](#) [Our Community](#) [Our Design](#) [The Process](#) [News](#) [Contact](#)



### Building Community with Sustainable Design

Stellulata Cohousing is a group of recently retired friends wishing to age in our own neighbourhood in North Canberra. Together we have planned a small cohousing community.

Meet Ian, Joss, Trish and Brett as they discuss their sustainable design (4-minute [video below](#))  
or read more about [Our Community](#) →

**ATTACHMENT C**  
**Traffic Assessment Report**

# Traffic Assessment Report

Block 6, Section 25 Ainslie

# Traffic Assessment Report

Block 6, Section 25 Ainslie

Client: Knight Frank Town Planning

ABN: 95 159 090 294

Prepared by

**AECOM Australia Pty Ltd**

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ABN 20 093 846 925

12-Feb-2020

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## Quality Information

Document Traffic Assessment Report

Ref

Date 12-Feb-2020

Prepared by Alex Miles

Reviewed by Brendan Hogan

### Revision History

Rev	Revision Date	Details	Authorised	
			Name/Position	Signature
A	02-Oct-2019	Draft submitted for review		
B	12-Feb-2020	EPSDD comments addressed	Brendan Hogan ACT Transport Advisory Team Lead	
C	14-Feb-2020	Knight Frank comments addressed	Brendan Hogan ACT Transport Advisory Team Lead	

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## 1.0 Introduction

### 1.1 Background

Knight Frank (ABN 17 004 973 684) have briefed AECOM Australia Pty Ltd (ABN 20 093 846 925) to prepare a traffic assessment report for the proposed co-housing development at Block 6, Section 25 Ainslie.

### 1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development including consideration of the following:

- i. existing traffic and parking conditions surrounding the site;
- ii. suitability of the proposed parking in terms of supply (quantum) and layout;
- iii. service vehicle requirements;
- iv. pedestrian and bicycle requirements;
- v. the traffic generating characteristics of the proposed development;
- vi. suitability of the proposed access arrangements for the site;
- vii. the transport impact of the development proposal on the surrounding road network

### 1.3 Scale of this development

Table 1 located below provides a short summary of the site and the planned developments scale. Figure 1 shows the site location from ACTmapi.

**Table 1: Site Summary**

Site	Block 6 Section 25 Ainslie
Site Area	1090m <sup>2</sup>
Current zoning	RZ1: SUBURBAN
Proposal type	<ul style="list-style-type: none"> <li>- Small scale cohousing typology</li> <li>- Three 2-bedroom dwellings + one common dwelling with common facilities including kitchen, entertainment space and laundry</li> <li>- Outdoor communal facilities including a garden</li> </ul>

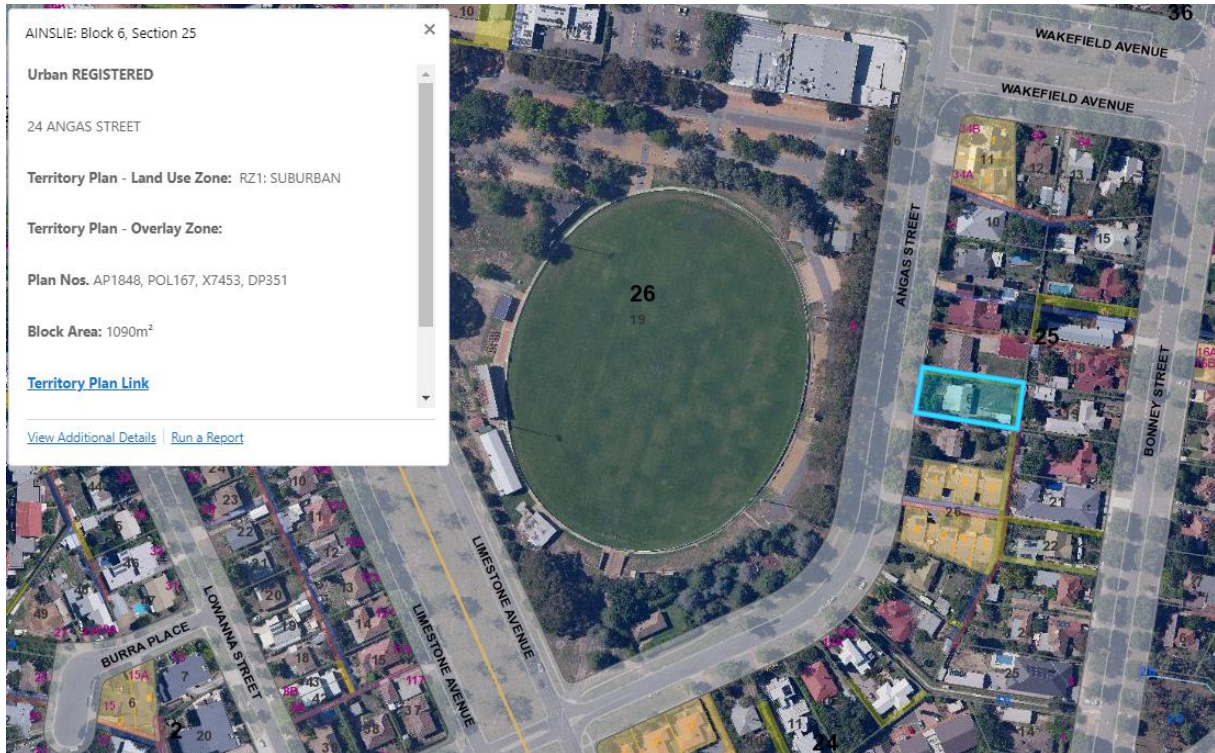


Figure 1: Location of development site (Source: ACTmapi)

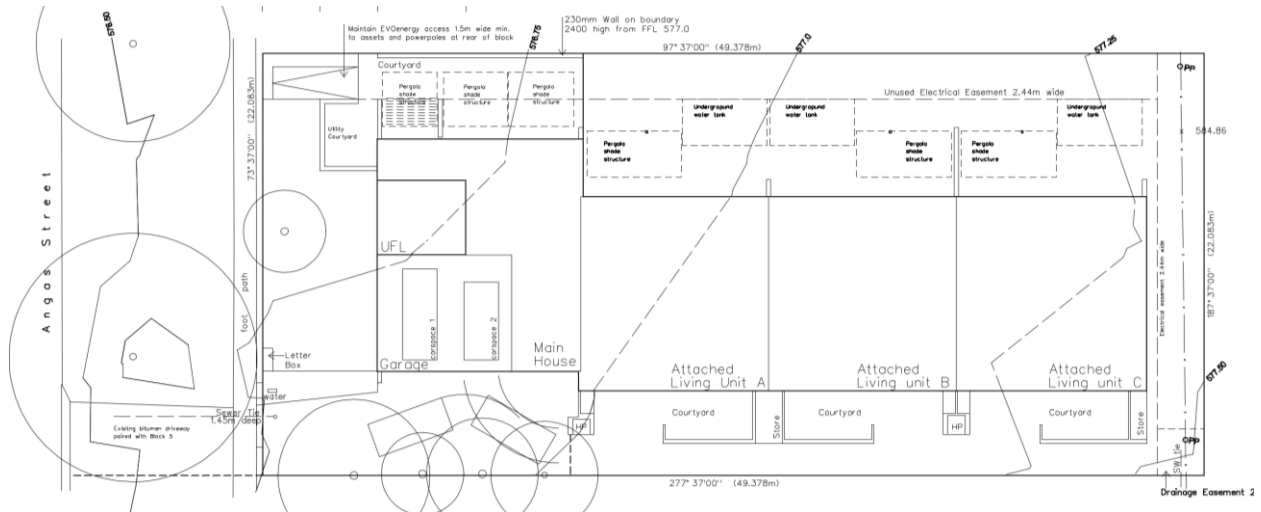
## 1.4 Justification for Transport Effects Form

From the Transport Impact Assessment Guidelines single dwelling residential developments less than 40 units are not required to provide a Transport Impact Assessment. Instead for this development a Transport Effects form is provided.

## 2.0 Transport Effects Form

### 2.1 Development/Site Location Details

The development location is for Block 6, Section 25 located in Ainslie. The street address is 24 Angas Street, Ainslie, 2602, ACT. The development is a small-scale cohousing typology consisting of three 2-bedroom dwellings and one common dwelling with common facilities including kitchen, entertainment space and laundry.



**Figure 2: Site plan and access location**

Figure 2 shows the plan for the development including its site location. The site access proposed utilises the existing bitumen driveway to service the site minimizing the changes. Actual sight distances when entering a lane of traffic were measured from a desktop review. They were then compared with desirable sight distances indicated in AS2890 and Austroads Part 4: Un-signalised and Signalised Intersections. Both directions were identified as being compliant with:

- Approximately 150m sight distance to the North
- Approximately 120m sight distance to the South

The desirable sight distance for a 50 km/h posted speed limit is 97m.

**2.2 Existing Site**

The existing site houses a 3-bedroom single dwelling located on a relatively large block in Ainslie. As the site is primarily residential it is expected that traffic will typically arrive and leave the site during the AM and PM peak periods.

**2.3 Development**

This is a small-scale cohousing typology consisting of three 2-bedroom dwellings and one common dwelling with common facilities including kitchen, entertainment space and laundry. As the site is primarily residential it is expected that traffic will typically arrive and leave the site during the AM and PM peak periods.

**2.4 Surrounding Road Network**

Angas Street functions as an access street and is aligned in north-south direction in the vicinity of the site. It is a two-way small access street and is aligned in a north-south direction in the vicinity of the site. It is two-way and 5.5m in width.

The nearest intersections to the site are:

- intersection of Angas Street and Wakefield Avenue about 170m north of the site
- intersection of Angas Street and Limestone about 210m south-west of the site

## 2.5 Local amenity and public transport considerations

The site is located within 800m of the MacArthur Avenue light rail station and just over 300m from the local bus service #31. The site is also about 600m from the Ainslie Shops which contain a chemist, medical Centre post office and supermarket.

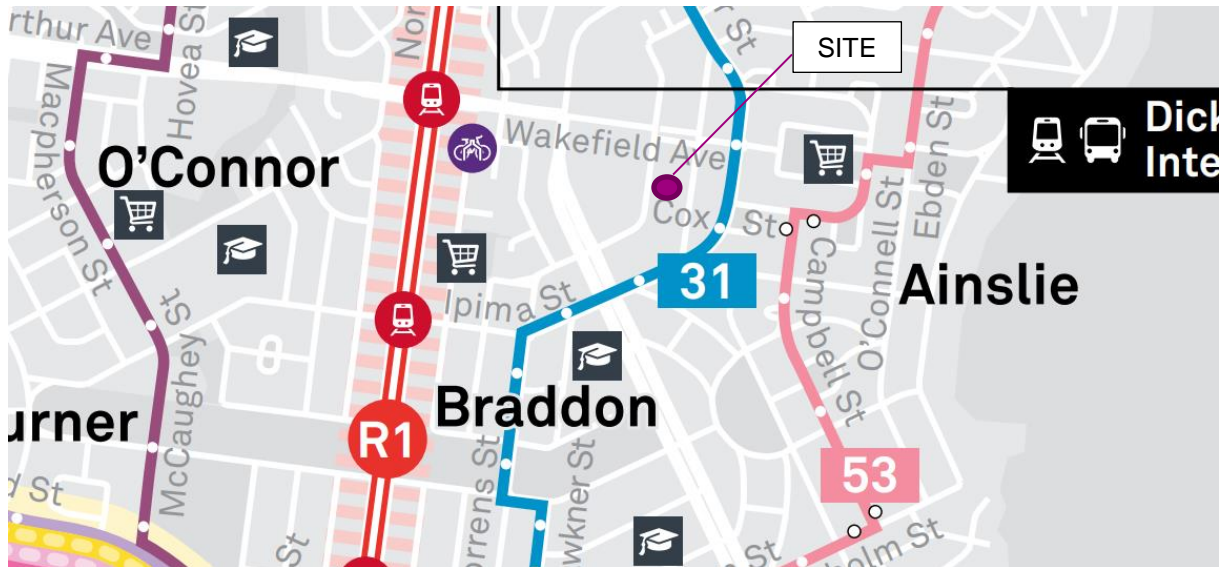


Figure 3: Public Transport and local amenity

## 2.6 Traffic Generation

The traffic generation for the development was determined based upon rates from the Territory Plan (2008) and data from other sources such as empirical surveys.

The existing site as a detached standalone dwelling with garage and 3 bedrooms could be expected to generate 8 trips per day and 0.8 trips in the weekday peak period based on the Estate Development Code. The new site will consist of attached moderate density dwellings. The Estate Development Code outlines 6 trips per dwelling per day for higher density dwellings. Based on the nature of the site, the future development is expected to have a lower generation rate per dwelling and contains provision for 2 car spaces. Based on this, the expected generation of the site is 4-6 trips per day for each dwelling. Based on this the future site is expected to generate 12-18 trips per day or 1-2 trips in the weekday peak period.

## 2.7 Traffic Distribution

It is expected that the site will primarily generate and distribute traffic to Limestone Avenue and Wakefield Avenue.

Limestone Avenue is an arterial road. The adjacent signalised intersections along Limestone of Wakefield Avenue and Ipima Street / Cowper Street provide platooning and gaps in traffic for the priority-controlled intersection of Angas Street and Limestone Avenue.

Wakefield Avenue is a minor collector in the vicinity of the site but after one block also becomes an arterial road when heading towards Northbourne Avenue.

Overall, it is expected that all traffic leaving the site will utilise either Limestone Avenue or Wakefield Avenue and with the low volumes expected to be generated, the site is not expected to have very high impacts on the network performance in terms of safety, delays or queuing.

### 3.0 Parking

The car parking provision requirements for various types of developments are detailed in the Parking and Vehicular Access General Code. For attached housing it is necessary to provide:

- One (1) 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 (1) parking space and each two (2) bedroom dwelling is allocated no more than two (2) parking spaces;

This development has three two bed room dwellings which creates the requirement of 5 parking spaces. However, noting the type of housing proposed with communal facilities, it is not considered that it will act as a regular development.

The site accommodates two cars in the garage and another area within the site that would not impact on the access and egress to the garage. The effectively provides 1 space per dwelling if needed. The driveway could also accommodate an additional 2-4 cars within the block boundary meaning that up to 7 cars could be parked within the site without impacting on the adjacent road network.

The street is very wide with the ability to safely and legally park cars on-street without adverse impacts to through traffic.

### 4.0 Conclusion

The analysis and relevant discussion in this report led to the following conclusions:

- The on-site supply of 2 spaces is expected to be adequate for the proposed development noting the type of dwellings and ability for addition uncovered on-site parking within the property boundary.
- The site has an expected traffic generation of approximately 1-2 vehicles in the peak periods which is not expected to have an effect on the surrounding network.
- There is adequate capacity in the surrounding existing road network to accommodate the traffic generated by the proposed development.
- Provision is made for all access arrangements to operate safely and efficiently in compliance with AS2890.1



**ACT**  
Government

Environment, Planning and  
Sustainable Development

*Planning and Development Act 2007*

# **REPORT ON CONSULTATION**

## **Draft Variation to the Territory Plan 376**

Demonstration Housing  
Co-housing  
Ainslie section 25 block 6

August 2021

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# 1. INTRODUCTION

This consultation report was prepared in accordance with s 69 of the *Planning and Development Act 2007* (the P&D Act).

The report describes the consultation undertaken on the draft variation with the public, the National Capital Authority (NCA), the Conservator of Flora and Fauna, the Environment Protection Authority (EPA), and ACT Heritage Council, and responds to the issues raised.

## 2. COMMENTS FROM THE PUBLIC

### 2.1 Details

Draft variation 376 (DV376) was released for public comment on 19 February 2021. The closing date for comments was 16 April 2021. A copy of DV376 that was released for public comments is at **Appendix 1**.

Copies of submissions received from the public are provided in **Appendix 2**.

The comments from the NCA, the Conservator of Flora and Fauna, EPA, and ACT Heritage Council were received and assessed prior to release of DV376 are addressed in section 4.2 of this report.

### 2.2 Summary of matters raised

A total of 14 written submissions were received, 13 from individuals and one from a community group.

The following Table 1 provides a summary of the considerations raised in the public submissions, as well as the number of submissions that raised the matter.

Table 1 Summary of matters raised in public submissions:

Issue	Number of Submissions
Support the draft variation	13
Concern about the proposed 'modest' size of units and limited individual and community storage space	1
Concern about the long-term management of the development	1
Concern about varying the Territory Plan to permit the development	2
Proposed number of car parking spaces is inadequate	1

The comments from the NCA, the Conservator of Flora and Fauna, EPA, ACT Heritage Council and the ACT Parks and Conservation Service were received and assessed prior to release of DV376 and are addressed in section 4.2 of this report.

## **2.3 Issues and responses**

The key issues raised are summarised below, and responses provided.

### **2.3.1 Support for the draft variation**

Thirteen submissions support the draft variation.

#### Response

It is noted that all submitters, except one support the draft variation. Some submitters also raised concerns.

### **2.3.2 Concern about the proposed 'modest' size of units and limited individual and community storage space**

One submitter indicated their only comment is that the proposed individual units might be too 'modest' in size and there will be very limited additional storage space.

#### Response

The dwellings have been purposely designed to be modest in size by the proponents. The shared space includes a large kitchen and common room for the use of all residents to create a sense of community.

In terms of storage, the proposal has a shared bicycle shed and each unit is provided with its own storage space.

### **2.3.3 Concern about the long-term management of the development**

There are concerns about how the development will function in a harmonious way in the longer term when new tenants move in.

Additionally, two questions have been asked:

- a) whether charitable groups would be able to manage the property for supportive housing in the future; and
- b) will the property be able to be used as a bed and breakfast?

#### Response

The Demonstration Housing Project responds to the need for more housing choice in Canberra. It seeks to address the social, environmental, and economic changes that the city is facing, such as population growth, shifts in household sizes and becoming climate resilient. These shifts present the opportunity to rethink how housing is designed and delivered beyond typical single dwellings in the RZ1 Suburban zone.

It is acknowledged that there are shared facilities, which are an integral part of the co-housing development. It is anticipated that a resident who chooses to live in a

co-housing development would share similar co-housing/co-living values and that this would enable any difficulties to be overcome as a part of the owners' corporation. The owners of the units will be responsible for any future sale of the dwellings.

- a) This Demonstration Housing Project has been designed for private occupancy and is not intended to be converted to supportive housing. Supportive housing is currently permissible under the current Territory Plan, should the owners agree for it to be managed by a Territory approved organisation that provides support services, such as a community housing provider.
- b) No, the site will not be able to be used as a bed and breakfast, as a guesthouse is only permitted in RZ1 Suburban zone if there is only one per section and it is adjacent to a commercial zone. The draft variation does not make any changes to this provision in the Residential Zones Development Code.

#### **2.3.4 Concern about varying the Territory Plan to permit the development**

Two submissions raised concern that a Territory Plan variation is required to support this type of development and it could result in changes to the residential RZ1 Suburban zone provisions more broadly.

##### Response

While this proposal requires a site-specific Territory Plan variation for an alternative housing type, this type of variation is only offered to proponents who have successfully completed the Demonstration Housing Project process, to enable evaluation and consideration for broader housing policy within the ACT.

For Demonstration Housing Projects to be built and 'demonstrated', most proposals will require their own site-specific and design-specific Territory Plan variation. This is to allow these innovative housing concepts to be realised and tested.

Demonstration Housing proposals offer a unique 'hands on' opportunity to test the effectiveness of different housing types through real examples and future review through post-occupancy modelling. The lessons learnt from the Demonstration Housing Project will inform future government housing policy and may result in policy changes to support improved housing choice and housing quality in Canberra. If broad changes to housing policy are recommended following evaluation of the co-housing development, such policy changes would require further community consultation and Territory Plan changes.

#### **2.3.5 Proposed number of car parking spaces is inadequate**

One submission indicated concern that not enough car parking spaces will be provided, and that this is used for justification for an increase in size of the four units.

##### Response

The proposed development will include a private car sharing system of two electric vehicles to be used by residents. The proponents are intending to use more

sustainable modes of transport, such as active travel and public transport, compared with private vehicle use and ownership. This is considered appropriate given the site's proximity to light rail and local shops and services.

Demonstration Housing proposals that seek to provide fewer car parking spaces than would otherwise be required, must submit a Residential Travel Plan as part of their development application to demonstrate how they can travel to key local destinations using active or public modes of transport. A draft Residential Travel Plan for this proposal has been prepared and was included in the Planning Report which is a background document for the draft variation. This will be developed in more detail and assessed as part of the development application process.

It should be noted that the co-housing proposal is for three dwellings with a shared space, rather than four dwellings. The proposed units are of a modest size, being 100m<sup>2</sup> each and a shared space is also provided. The proposed site plot ratio is 42.3 %, which includes a double garage.

To avoid any confusion regarding the maximum plot ratio that applies to co-housing in the RZ1 zone, the draft variation has been amended to include a maximum plot ratio for this site. Single dwelling housing, the predominantly housing type in the RZ1 zone, has a maximum plot ratio of 50%. It is considered that the same maximum plot ratio be applied for co-housing on this site to enable it to be consistent with the surrounding single dwelling housing.

In accordance with the Parking and Vehicular Access General Code the provision of three undercover car parking spaces would usually be required for three dwellings, being one per dwelling. However, in this instance the requirement for car parking is for two spaces, based on an electric vehicle sharing arrangement for residents. As the proposed co-housing development has a plot ratio of 42.3%, there is still sufficient space on the block to provide additional car parking without exceeding the maximum 50% plot ratio.

### **3. SUMMARY OF CHANGES TO THE DRAFT VARIATION**

#### **3.1 Changes to the draft variation after public consultation**

A 50% plot ratio is introduced to protect the amenity of the surrounding RZ1 Suburban zone.

#### **3.2 Other changes following public consultation**

No other changes were made to the draft variation.

## **4. COMPLIANCE WITH THE PLANNING AND DEVELOPMENT ACT 2007**

### **4.1 Release for Public Comment (section 63)**

DV376 was made available for public comment from 19 February 2021 to 16 April 2021. A consultation notice under s 63 of the P&D Act was published in the ACT Legislation Register on 18 February 2021 and a public notice was posted online on 22 February 2021.

### **4.2 Consultation with Government agencies (section 61 (b))**

Consultation was undertaken with the following agencies and their comments reported in the draft variation that was released for public notification (**Appendix 1**): the National Capital Authority, the Environment Protection Authority, the Conservator of Flora and Fauna, and the ACT Heritage Council.

### **4.3 Notice of Submission to the Minister (section 70)**

In accordance with s 70 of the P&D Act, a public availability notice will be placed in the ACT Legislation Register stating that DV376 has been submitted to the Minister and that the documents are available for public inspection.

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## 5. APPENDICES

**APPENDIX 1**  
**Draft variation 376 public release version**

# Planning and Development (Draft Variation No 376) Consultation Notice 2021

## Notifiable instrument NI2021—93

made under the

Planning and Development Act 2007, s 63 (Public consultation—notification)

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### 1 Name of instrument

This instrument is the *Planning and Development (Draft Variation No 376) Consultation Notice 2021*.

### 2 Draft variation to the Territory Plan

The planning and land authority (the *Authority*) has prepared a draft plan variation No 376 – Demonstration Housing, Co-housing, Ainslie section 25 block 6 (the *draft variation*) to vary the Territory Plan. The draft variation will make amendments to the Multi Unit Housing Development Code and the Ainslie Precinct Map and Code.

### 3 Documents available for public inspection

- (1) The Authority gives notice that the following documents are available for public inspection and purchase:
  - (a) the draft variation; and
  - (b) the background papers relating to the draft variation.
- (2) Copies of the documents mentioned in section 3 (1) are available for inspection and purchase at Access Canberra, Land Planning and Building Services Shopfront, 8 Darling Street Mitchell ACT, Monday to Friday (except public holidays) between 8:30am and 4:30pm for the period commencing on the day this notice commences and ending on **16 April 2021** (the *consultation period*).
- (3) Copies of the documents mentioned in section 3 (1) are also available for inspection during the consultation period online at [www.act.gov.au/draftvariations](http://www.act.gov.au/draftvariations).

### 4 Invitation to give written comments

- (1) The Authority invites written comments about the draft variation during the consultation period. Comments should include reference to the draft variation and be addressed to the Territory Plan Section of the Environment, Planning and Sustainable Development Directorate (*EPSDD*). Please also provide your name and contact details to assist in the assessment of the comments provided and to enable the Authority to contact you in relation to your comments, if required.

- (2) Written comments should be provided to the Authority by:
- (a) email to [terrplan@act.gov.au](mailto:terrplan@act.gov.au); or
  - (b) mail to Territory Plan Section, EPSDD, GPO Box 158, Canberra, ACT 2601; or
  - (c) hand delivery to Access Canberra, Land Planning and Building Services Shopfront, 8 Darling Street, Mitchell ACT.

*Note* All personal information will be managed in accordance with the *Information Privacy Act 2014* and the *EPSDD Information Privacy Policy* which are available through the EPSDD website.

## 5 Public inspection of written comments

- (1) Copies of written comments about the draft variation given in response to the invitation in section 4, or otherwise, or received from the National Capital Authority will be available (unless exempted) for public inspection for a period of at least 15 working days starting 10 working days after the day the consultation period ends, at Access Canberra, Land Planning and Building Services Shopfront, 8 Darling Street, Mitchell, Monday to Friday (except public holidays) between 8:30am and 4:30pm and may be published on the EPSDD website at [www.planning.act.gov.au](http://www.planning.act.gov.au).
- (2) You may apply under section 411 of the *Planning and Development Act 2007* (the *Act*) for part of your consultation comments to be excluded from being made available to the public. A request for exclusion under this section must be in writing, clearly identifying what you are seeking to exclude and how the request satisfies the exclusion criteria. Please note that your name and contact details and other personal information will not be made public unless you request otherwise.

## 6 Effect of the draft variation

Section 65 of the Act does not apply in relation to the draft variation and therefore it does not have interim effect as a result of notification of this instrument. Where a draft variation does not have interim effect, the current Territory Plan will continue to apply.

## 7 Obtaining further information

Further information about the draft variation can be obtained through email correspondence with the Territory Plan Section, EPSDD, at [terrplan@act.gov.au](mailto:terrplan@act.gov.au). A reference to the draft variation should be included in any email.

## 8 Dictionary

In this instrument:

***draft plan variation No 376 – Demonstration Housing, Co-housing, Ainslie section 25 block 6*** means the draft plan variation Schedule 1.



**ACT**  
Government

Environment, Planning and  
Sustainable Development

Schedule 1

*Planning and Development Act 2007*

**Draft**  
**Variation to the**  
**Territory Plan**  
**376**

Demonstration Housing  
Co-housing  
Ainslie section 25 block 6

February 2021

Draft variation for public consultation prepared  
under s60 of the *Planning and Development Act 2007*

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# 1. INTRODUCTION

## 1.1 Summary of the Proposal

Demonstration Housing is closely aligned with the ACT Government's Housing Choices policy project. Housing Choices investigates ways in which the housing needs of residents can be better met now and in the future. Its aim is to introduce more flexibility into the planning system to enable more housing choice and encourage the kind of quality residential buildings that the community wants.

Extensive community engagement was undertaken as part of the Housing Choices project. The community indicated that it wants more housing diversity including options to age in place, better construction quality, better housing design, more affordable housing, and infill development that reflects Canberra's garden city principles.

Demonstration Housing is intended to deliver different housing types that are not currently available in Canberra and that support high quality design, build quality, housing choice, environmental sustainability and medium density infill. Demonstration Housing projects aim to build, showcase and test different housing types which will help inform housing choice policy development.

This Demonstration Housing Project, known as Stellulata, is for a small co-housing model, consisting of 3 modest dwellings and 1 common house to be shared amongst the residents. The common house will be a shared space, allowing residents to gather, enjoy shared meals, entertain, or to house a guest. The grounds will have a communal vegetable garden and barbeque area, together with private open space for each dwelling. A private shared electric vehicle system means the development is only proposing two car spaces.

To support Demonstration Housing, this draft variation proposes to amend the Ainslie Precinct Map and Code to add 'co-housing' as an additional merit assessable development at Ainslie section 25 block 6.

## 1.2 Outline of the process

The Commonwealth's *Australian Capital Territory (Planning and Land Management) Act 1988* allows for the Legislative Assembly to make laws to establish a Territory Planning Authority and for that Authority to prepare and administer a Territory Plan. The *Planning and Development Act 2007* (the Act) establishes the planning and land authority as the Authority that prepares and administers the Territory Plan, including continually reviewing and proposing amendments as necessary. The functions of the planning and land authority are administered by the Environment, Planning and Sustainable Development Directorate (EPSDD). The Director-General of EPSDD is the planning and land authority.

The Territory Plan is comprised of a written statement and a map. The written statement contains a number of parts, namely governance; strategic directions; zones (including objectives and development tables and zone or centre development codes); precinct codes; general codes; overlays; definitions; structure plans, concept plans and development codes for future urban areas.

The Territory Plan Map graphically represents the applicable land use zones (under the categories of residential, commercial, industrial, community facility, urban parks and recreation, transport and services and nonurban), precincts and overlays. The zone, precinct and overlay requirements are detailed in the volumes of the Territory Plan.

Draft variations to the Territory Plan are prepared in accordance with the Act. Following the release of the draft variation under section 63 of the Act, submissions from the public are invited. At the conclusion of the consultation period the EPSDD (planning and land authority) submits a report on consultation and a recommended final variation to the Minister responsible for planning for referral to the Legislative Assembly standing committee responsible for planning. The Minister must consider the findings of the committee before deciding whether to approve the draft variation. If the Minister approves the variation, the variation and associated documents will be tabled in the Legislative Assembly. Unless disallowed by the Legislative Assembly within five sitting days, the variation commences on a day nominated by the Minister.

### **1.3 Public Consultation**

Written comments about the draft variation are invited from the public by **16 April 2021**.

Comments should include reference to the draft variation and be addressed to the Territory Plan Section, EPSDD. Please also provide your name and contact details to assist in the assessment of the comments provided, and to enable EPSDD to contact you in relation to your comments, if required. Your personal information will be managed in accordance with the *Information Privacy Act 2014* and the EPSDD Information Privacy Policy, which is available for viewing on EPSDD's website.

Comments can be:

- emailed to [terrplan@act.gov.au](mailto:terrplan@act.gov.au)
- mailed to Territory Plan Section, GPO Box 158, Canberra, ACT 2601
- delivered to Territory Plan Section, Access Canberra, Land, Planning and Building Services Shopfront, 8 Darling Street, Mitchell

Copies of written comments received with respect to the draft variation will be made available for public inspection for no less than 15 working days starting 10 working days after the closing date for comment. The comments will be available at the Access Canberra, Land, Planning and Building Services Shopfront, 8 Darling Street, Mitchell ACT and may be published on EPSDD's website. Comments made available will not include personal contact details unless you request otherwise.

A request may be made for parts of a submission to be excluded under section 411 or 412 of the *Planning and Development Act 2007*. A request for exclusion under these sections must be in writing, clearly identifying what parts of your submission you are seeking to exclude and how the request satisfies the exclusion criteria.

### *Further Information*

The draft variation and background documents are available online at **[www.act.gov.au/draftvariations](http://www.act.gov.au/draftvariations)** until the closing date for written comments.

Printed copies of the draft variation (this document) and background documents are available for inspection and purchase Access Canberra, Land, Planning and Building Services Shopfront, 8 Darling Street, Mitchell, Monday to Friday (except public holidays) between 8:30am and 4:30pm. Please call 6207 1923 to arrange a copy for purchase.

## **2. EXPLANATORY STATEMENT**

### **2.1 Background**

The Demonstration Housing Project was established to test and showcase how the ACT can best deliver a compact, sustainable, accessible and active city through innovative planning, design and delivery.

The Demonstration Housing Project responds to an ACT Legislative Assembly resolution passed in June 2017, which asked the ACT Government to engage with the community and industry stakeholders on how to deliver demonstration housing proposals that showcase best-practice in one or more of the following areas:

- excellence in construction and design quality
- carbon neutral buildings
- medium density infill
- innovative planning and engagement approaches
- innovative housing products and typologies
- close partnership with industry bodies
- options for public and affordable housing

Demonstration Housing offers a ‘hands on’ opportunity to test the effectiveness of different housing types through real examples and future review through post-occupancy assessment. The experience gained from Demonstration Housing will inform future government policy and Territory Plan changes, to encourage and support improved housing choice and housing quality in Canberra.

Each proponent has gone through a rigorous two-stage evaluation process. The evaluation criteria included an assessment against the demonstration housing concept, design quality and build quality. Proponents were also required to present and receive endorsement from the National Capital Design Review Panel and undertake design refinement. Community consultation in accordance with an approved engagement strategy was also undertaken.

## 2.2 Site Description

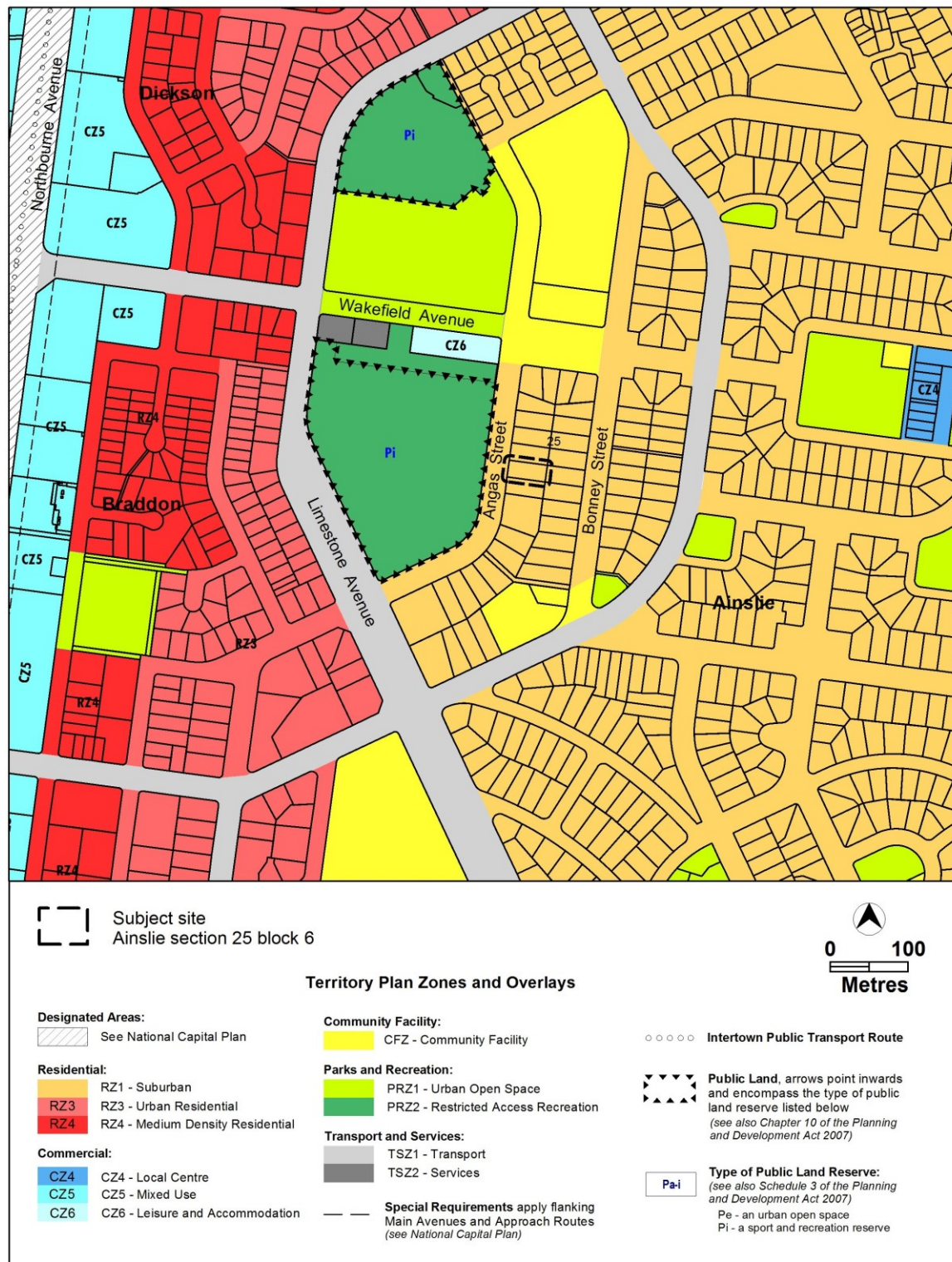
The subject site is Ainslie section 25 block 6 and is zoned Residential RZ1 Suburban. The block is flat and rectangular shaped, with an area of 1090m<sup>2</sup> and a frontage of approximately 22m to Angas Street. The site possesses unimpeded northern exposure, no significant trees in the construction zone and a driveway in the south-western corner. The block is close to local shops, community facilities, and public transport options including walking distance to the MacArthur Avenue light rail stop. The block currently contains a single storey residential dwelling.



Figure 1 Location map

## 2.3 Current Territory Plan Provisions

The current Territory Plan zoning map is shown in **Figure 2**.



**Figure 2 Territory Plan map**

The zoning of Ainslie section 25 block 6 is not being changed by this draft variation.

## **2.4 Proposed Changes**

### **2.4.1 Proposed Changes to Territory Plan**

It is proposed to amend the Ainslie precinct map and code for Ainslie section 25 block 6 by:

- inserting a definition of 'co-housing'
- adding 'co-housing' as an additional merit track development
- limiting the number of dwellings to a maximum of three
- allowing dwellings to be unit titled (only three dwellings may be unit titled)

It is also proposed to amend the residential zones Multi Unit Housing Development Code to:

- exclude 'co-housing' from dwelling replacement provisions

## **2.5 Reasons for the Proposed Draft Variation**

The reasons for the draft variation are as follows:

- increases housing choice by introducing a new type of housing development
- the site (area 1090m<sup>2</sup>) is appropriate for the proposed development
- the site is well located close to existing services in the Ainslie local centre and nearby Dickson group centre
- increases the supply of housing which is consistent with the aim of the ACT Planning Strategy to provide 70% of new housing within the existing urban footprint
- allows for testing and evaluation of the co-housing concept, which may influence future policy about housing choice
- the site has good access to public transport

## **2.6 Planning Context**

### **2.6.1 National Capital Plan**

The *Australian Capital Territory (Planning and Land Management) Act 1988* established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (NCP) and to keep the NCP under constant review and to propose amendments to it when necessary.

The NCP, which was published in the Commonwealth Gazette on 21 January 1990 is required to ensure that Canberra and the Territory are planned and developed in accordance with their national significance. The *Planning and Land Management Act 1988* also requires that the Territory Plan is not inconsistent with the NCP.

## **2.6.2 ACT Planning Framework**

### Statement of Strategic Directions

The Statement of Strategic Directions sets out the principles for giving effect to the main objective of the Territory Plan as required by the *Planning and Development Act 2007*. The proposal is consistent with the Territory Plan's statement of strategic directions in terms of environmental, economic and social sustainability and spatial planning and urban design principles.

*1.1 Planning processes and decisions will be focused on the combined achievement of economic vitality, community wellbeing, and environmental quality. Broad community involvement will be a key element in the pursuit of sustainable development, as will complementary regional strategies and agreements.*

The proposed development will contribute towards greater community wellbeing by providing more housing choice for people wanting to downsize, age in place, live close to friends, and feel socially connected. The proposal will incorporate communal facilities such as shared gardens, a shared entertaining kitchen and dining area, and a private car-share system. The proposed development achieves environmental quality through the inclusion of water tanks, passive solar design principles, photovoltaics with battery storage, high efficiency electric appliances and lighting. The community has been consulted and engaged with the motives, reasoning and aspirations of the proponent, and the proponent has made design refinements based on community feedback where possible. Demonstration Housing will contribute to addressing gaps and demand in the housing market for alternative housing typologies.

*1.10 Integrated land use and transport planning will seek to maximise accessibility and transport efficiency, reduce energy consumption, support the preferred pattern of development, promote safety, safeguard environmental quality, and minimise greenhouse gas emissions.*

The proposal is within walking distance of amenities such as public transport, shops, schools and community centres, which will reduce the reliance on private vehicles. The proposed development protects environmental quality by limiting non-permeable surfaces and providing significant landscape and garden areas which will minimise storm water runoff and reduce urban heat island effect.

The development will aim to produce all the development's energy needs through photovoltaics. The proposal also seeks to avoid thermal bridging between walls, floor and slab, and will use double glazing which will reduce energy consumption.

The increase in dwellings on the block will improve occasional surveillance to the street.

*2.5 A wide range of housing types will be permitted in identified residential areas close to commercial centres and some major transport routes to increase choice; maximise opportunities for affordable housing; and secure some intensification of development consistent with maintaining residential amenity. Outside of these areas, planning policies will protect the typically low density, garden city character of Canberra's suburban areas.*

The proposal has a focus on improving housing diversity, whilst respecting the existing local character of the area. The proposal will deliver a small 'co-housing' development which is a housing typology not currently available in Canberra. The development fits within the plot ratio allowable under current RZ1 rules. The proposal includes landscaping that surrounds all sides of the built form and limits the use of non-permeable surfaces. It is designed to support the garden city character of the suburb and to reduce urban heat island effect and storm water runoff. The proposal is located in a central location close to shops, public transport, open space and other amenities.

*2.6 Higher density development will be encouraged within and near major centres, and in other suitable locations that are well served by public transport.*

The proposal is consistent with providing appropriate density for the Residential RZ1 Suburban zone. A maximum of three dwellings will be permitted on the site, with a height limit of two storeys.

The draft variation is consistent with the ACT Planning Strategy and the ACT Transport Strategy 2020 as it will facilitate development that is compact and efficient, diverse, sustainable and resilient, liveable, and within proximity to services, transport connections and community facilities.

## **2.7 Interim Effect**

Section 65 of the *Planning and Development Act 2007* does not apply in relation to the draft variation, so it does not have interim effect. The current Territory Plan will continue to apply.

## 2.8 Consultation with Government Agencies

The EPSDD is required to, in preparing a draft variation under section 61(b) consult with each of the following in relation to the proposed draft variation:

- the National Capital Authority
- the Conservator of Flora and Fauna
- the Environment Protection Authority
- the Heritage Council
- the Land Custodian, if the draft variation would, if made, be likely to affect unleased land or leased public land – each custodian for the land likely to be affected

### **National Capital Authority**

The National Capital Authority provided the following comments on 17 March 2020:

*The proposed Territory Plan variation is not inconsistent with the National Capital Plan and the NCA has no concerns.*

Response

Noted.

### **Conservator of Flora and Fauna**

The Conservator of Flora and Fauna made the following comments on 20 March 2020:

*There are no ecological concerns with this Draft Variation however the development will need to consider how to prevent cars from being parked on the verge and potentially damaging street trees.*

Response

Noted.

### **Environment Protection Authority**

The Environment Protection Authority provided the following comments on 25 November 2020:

*No comment.*

Response

Noted.

## **Heritage Council**

The Heritage Council provided the following comments on 23 March 2020:

*Review of the ACT Heritage Register has identified that there are no recorded or registered heritage places or objects occur within the subject block. Further, the block is unlikely to contain any unrecorded heritage sites due to prior development.*

*In this context, the Council advises that the planning changes proposed by DV376 are unlikely to diminish any heritage significance values, and no Heritage Act 2004 considerations are identified.*

Response

Noted.

### 3. DRAFT VARIATION

#### 3.1 Variation to the Territory Plan

The Territory Plan is varied in all of the following ways:

#### Variation to the residential zones Multi Unit Housing Development Code

- 1. Part A General controls, Element 3: Building and site controls, 3.1 Dwelling replacement – standard blocks, rule R5, first sentence**

*Substitute*

This rule applies to *standard blocks* in all residential zones that are proposed to be redeveloped for *multi unit housing*, but does not apply to *supportive housing* and *co-housing*.

#### Variation to the Ainslie precinct map and code

- 2. Ainslie precinct map and code**

*Substitute with Appendix A*

## Interpretation service

ENGLISH	If you need interpreting help, telephone:
ARABIC	: إذا احتجت لمساعدة في الترجمة الشفوية ، إتصل برقم الهاتف :
CHINESE	如果你需要传译员的帮助，请打电话：
CROATIAN	Ako trebate pomoć tumača telefonirajte:
GREEK	Αν χρειάζεστε διερμηνέα τηλεφωνήσετε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajjnuna t'interpretu, çempel:
PERSIAN	: اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ако вам је потребна помоћ преводиоца телефонирајте:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

### TRANSLATING AND INTERPRETING SERVICE

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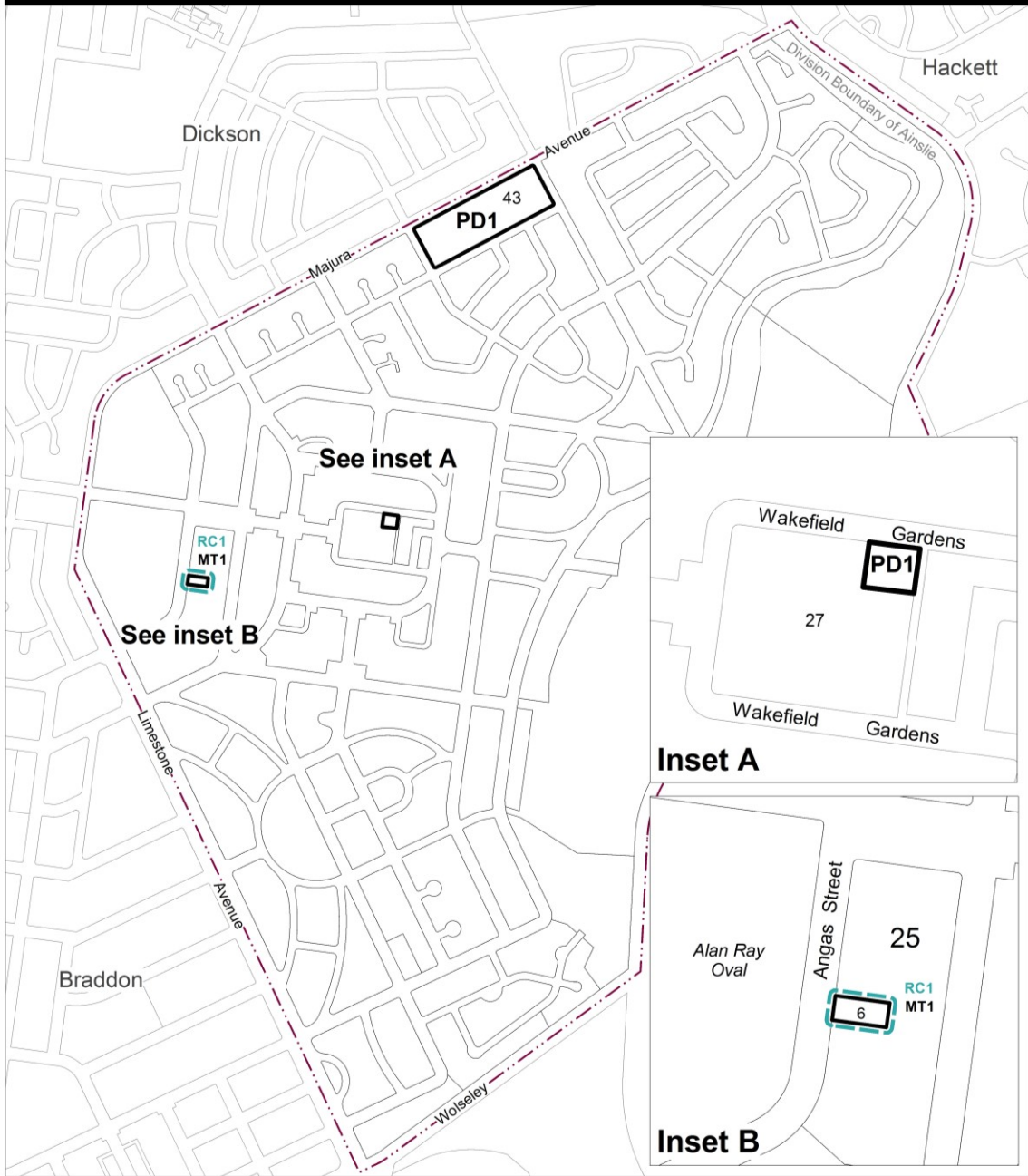
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Environment and  
Sustainable Development

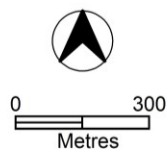
# Ainslie Precinct Map and Code

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# Ainslie Precinct Map



- PD<sub>n</sub>** Additional prohibited development applies see Table 1
- MT<sub>n</sub>** Additional merit track assessable development see Table 2
- RC<sub>n</sub>** Additional rules and criteria apply see Ainslie Precinct Code



# Assessment Tracks

The following tables identify the additional prohibited development and additional merit track development for blocks and parcels shown in the Ainslie Precinct Map (identified as PDn or MTn). Development that is exempt from requiring development approval, other prohibited development and the minimum assessment track applicable to each development proposal is set out in the relevant zone development table.

The following tables constitutes part of the relevant zone development table.

**Table 1 – Additional prohibited development**

Additional prohibited development		
Suburb precinct map label	Zone	Development
PD1	CFZ	<i>retirement village supportive housing</i>

**Table 2 – Additional merit track development**

Additional merit track development		
Suburb precinct map label	Zone	Development
MT1	RZ1	<i>co-housing</i>

# Ainslie Precinct Code

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# Introduction

## **Name**

The name of this code is the **Ainslie Precinct Code**.

## **Application**

The code applies to the Division of Ainslie.

## **Purpose**

This code provides additional planning, design and environmental controls for specific areas or blocks and may also contain references to provisions in other codes.

In conjunction with other relevant codes it will be used by the *Authority* to assess development applications and offer guidance to intending applicants in designing development proposals and preparing development applications.

## **Structure**

This code contains additional rules and/or criteria for particular blocks or parcels identified as areas RCn on the precinct map, to be read in conjunction with the relevant development code. It may also contain sub-parts.

Each element has one or more rules and, unless the respective rule is mandatory, each rule has an associated criterion. Rules provide quantitative, or definitive, controls. By contrast, criteria are chiefly qualitative in nature.

In some instances rules are mandatory. Such rules are accompanied by the words “This is a mandatory requirement. There is no applicable criterion.” Non-compliance with a mandatory rule will result in the refusal of the development application. Conversely, the words “There is no applicable rule” are found where a criterion only is applicable.

## **Code hierarchy**

Under the *Planning and Development Act 2007*, where more than one type of code applies to a development, the order of precedence if there is inconsistency of provisions between codes is: precinct code, development code and general code.

If more than one precinct code applies to the site, the most recent precinct code takes precedence to the extent of any inconsistency.

## **Definitions**

Defined terms, references to legislation and other documents are italicised.

Definitions of terms used in this code are listed in part 13 of the Territory Plan or, for terms applicable only to this code, listed below.

**Co-housing** means a development with separate dwellings or private living areas, with some common/shared indoor components which may include kitchens, living areas, and laundries. Individual dwellings must each contain a minimum of one bedroom, one bathroom and may contain a kitchenette.

**Acronyms**

EPA	ACT Environment Protection Authority
ESA	ACT Emergency Services Agency
EPSDD	ACT Environment, Planning and Sustainable Development Directorate
NCA	National Capital Authority
P&D Act	Planning and Development Act 2007
TCCS	ACT Transport Canberra and City Services

## Additional rules and criteria

This part applies to blocks and parcels identified in the Ainslie Precinct Map (RCn). It should be read in conjunction with the relevant zone development code and related codes.

### RC1 – Demonstration housing

This part applies to blocks and parcels identified in area RC1 shown on the Ainslie Precinct Map.

#### Element 1: Use


Rules	Criteria
<b>1.1 Demonstration housing</b>	
R1 <i>Co-housing</i> development can only be undertaken by the Demonstration Housing Project lessee(s) identified on a register published on an ACT Government website.	This is a mandatory requirement. There is no applicable criterion.

#### Element 2: Buildings

Rules	Criteria
<b>2.1 Number of dwellings</b>	
R2 The maximum number of <i>dwellings</i> is 3.	This is a mandatory requirement. There is no applicable criterion.
<b>2.2 Subdivision</b>	
R3 <i>Subdivision</i> under the <i>Unit Titles Act 2001</i> of a <i>co-housing</i> development is permitted. A maximum of 3 <i>dwellings</i> can be unit titled.	This is a mandatory requirement. There is no applicable criterion.
<b>2.3 Parking</b>	
R4 <i>Co-housing</i> development complies with all of the following: a) does not increase in the number of verge crossings b) car parking spaces are provided in a single combined parking area screened from public view.	This is a mandatory requirement. There is no applicable criterion.

Rules	Criteria
<b>2.4 Parking spaces</b>	
<p>R5 A minimum of 2 car parking spaces are to be provided.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

**APPENDIX 2**  
**Copies of public comments received on draft variation 376**

From:   
To: [Terrplan](#)  
Subject: Draft Variation 376 (Ainslie co-housing project)  
Date: Thursday, 25 February 2021 9:32:28 AM

---

**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 Sir/Madam,

I am emailing this message in support of the Territory's Draft Variation 376 which would enable the co-housing project proposed in Ainslie.

I believe this new flexibility in housing options for ACT residents is an important and valuable initiative for a number of reasons, both social and environmental.

It allows a creative downsizing option for older Canberrans -- one which is also harmonious with the Canberra garden suburb concept, providing independent, communal living within a large garden area. It has great environmental advantages in terms of its water harvesting and its solar passive design and energy storage capacity, as well as economy in its provision of a common house for the sharing of facilities and resources.

This amendment would enable a wonderful option for an alternative viable living arrangement for Canberrans and I fully endorse it.



From: [REDACTED]  
Sent: Monday, 1 March 2021 6:48 PM  
To: Terrplan  
Subject: DV376 Demonstration Housing - Co-housing - Public comment

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.

To the Attention Territory Plan Section

I wish to make comment on the proposed variation to the Territory Plan for the building of 'Stellulata'

DV376 as a demonstration housing project.

I have taken an interest in housing development in Ainslie being a resident since 1990. I think that this

proposed development has followed sound principles and is an excellent example of community

initiated suburban improvement that will suit the future needs of Canberra residents. I believe that the

choice of location for this development is appropriate and the proposal is sensitive to the streetscape

and amenity of the location. I also appreciate that environmental considerations including energy

efficiency have been incorporated into the design.

Therefore I would like to register my support for this variation to the Territory Plan.

Yours sincerely

[REDACTED]

-

[REDACTED]

Territory Plan Section,  
EPSDD,  
GPO Box 158,  
Canberra, ACT 2601

13 Feb 2021

Email: terrplan@act.gov.au

**Submission on proposed Stellulata DV376 Demonstration Co-housing  
Block 6 Section 25 Ainslie, 24 Angas Street, Ainslie**

Dear Sir/Madam,

We have carefully reviewed this novel demonstration housing project that is designed to increase housing choice for those who wish to downsize and age in place in Ainslie. This project provides an excellent, innovative solution which is an environmentally sustainable alternative housing model that will be an invaluable addition to the mix of housing options for an increasingly aging population in the Inner North. It is often very difficult to find accommodation appropriate for us as we age, without moving far from our community and support bases and this proposal provides one sound solution.

The proposal has many advantages as outlined in the documents. We commend the proponents, architect and consultants for the clarity and quality of the design and documentation. The design will fit unobtrusively into the amenity of streetscape in Angus Street and is entirely compatible with the lifestyle of the surrounding community. The proposed amendment to the Territory Plan will not significantly change urban density of Ainslie. It was fascinating to read how the proponents responded to and adopted some recommendations made during the community consultations. Our only comment is that the proposed individual units may be a little too modest in size. There appears to be very limited additional space available for storage for the whole community or for individual units.

In conclusion, we strongly support the proposed Stellulata DV376 Demonstration Housing - Co-housing variation to the Territory Plan.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** COMMENTS / FEEDBACK ON DV 376 DEMONSTRATION HOUSING - CO-HOUSING AINSLIE SECTION 25 BLOCK 6  
**Date:** Sunday, 14 March 2021 11:05:41 AM

---

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.

Manager  
Territory Plan Section

We are writing in relation to your letters inviting us to comment on Draft Variation 376 of the Territory Plan for a Demonstration Co-Housing Project on Block 6 Section 25 Ainslie.

We fully support this proposal proceeding for the following reasons:

1. To avoid urban sprawl it will become increasingly more important to identify ways in which old large suburban blocks in the inner suburbs can be redeveloped in a way that promotes sustainability principles and practices and this proposal ticks all the boxes in terms of what is proposed.
2. The development provides an excellent opportunity to demonstrate how a small group of collective owners can establish a flexible, community based housing choice for residents through shared resources such as the shared common house, vegetables garden and pooled electric vehicles meaning that the individual dwellings can be of a modest size rather than replicating all of these resources for each individual dwelling. This approach is an excellent alternative to the current approach where old houses on relatively large blocks are demolished and replaced with multi unit medium density units or townhouses.
3. The shared approach to vehicles and proximity to the city means that limited car spaces to 2 appears appropriate for this development
4. Allowing for unit titling appears to be the appropriate mechanism for shared ownership of what, in this case, will be an increase in shared resources for the owners corporation to manage and this would provide a simple model for individual dwelling changes in ownership to occur over time.

We were fortunate enough to have attended a local public meeting organised by the proponents of this co-housing project around 18 months ago and we were extremely impressed at the level of thought and consideration that has gone into developing a very innovative and environmentally responsible housing project which the whole community will benefit from having proceed.

What is somewhat concerning to us is that a variation to the Territory Plan is needed so that such an innovative but relatively modest project can be permitted to proceed. This suggests that only extremely dedicated proponents will be prepared to go through the lengthy time delays involved in getting necessary approvals and for the large additional costs in design documentation and reports needed to even be considered to get approval. Such current hurdles are stifling innovative housing solutions being put forward.

We therefore hope that, subject to the project achieving the anticipated outcomes, there is a further variation made to the Territory Plan to permit other similar co-housing projects wanting to follow on from this innovative model being able to be approved through standard approval processes such as what currently applies for redevelopment of multi-unit developments on standard residential blocks.

If you want to discuss this further please contact [REDACTED].

[REDACTED]

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** stellulata development  
**Date:** Sunday, 14 March 2021 6:05:19 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.

I meet so many older inner North Canberrans that are looking to downsize and are wanting something that is single-storey, energy-efficient and has a garden. This initiative and ones like it would be great for this group and could help them be independent and healthy as they age.

---



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**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** Fwd: Comments: DV376 Demonstration Housing - Co-housing  
**Date:** Tuesday, 16 March 2021 8:05:45 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.

Apologies - the previous email was sent before being finalised.

My comments are as follows:

- . I completely support this proposed variation to the Territory Plan which would allow the co-housing demonstration project to proceed in Ainslie.
- . This demonstration housing project is an excellent model that could be adopted more widely for a range of family structures and needs.
- . Research has shown that social connectedness is key to longevity. This housing model provides a fantastic balance between people being able to maintain privacy in their own homes whilst also maintaining connectedness to, and support from, others. This is especially important for individuals living alone.
- . The environmental considerations detailed for this co-housing model are outstanding in respect of insulation, energy and water consumption, transportation, and food production.
- . This model also considers the local community through the possible use of the shared space by nearby residents.
- . The street frontage will not differ from any other standard house in the suburb, ie. the fact that 3 units occupy the block will not be identifiable from the street.
- . The proponents of this variation have readily embraced both expert and community input to the model. For example, front door and letterbox.
- . I would very much like to live in this type of co-housing arrangement, especially as I age. I do know that these models are becoming increasingly popular globally.
- . The work that Ian, Joss and Trish have undertaken to support this variation to the Territory Plan for a co-housing development is outstanding and I would commend their incredible community consultation.

With regards,


[REDACTED]

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Tue, Mar 16, 2021 at 7:34 PM  
**Subject:** Comments: DV376 Demonstration Housing - Co-housing  
**To:** <[terrplan@act.gov.au](mailto:terrplan@act.gov.au)>

I have read the documentation provided on the ACT Government website relating to the draft variation in respect of DV376 Demonstration Housing - Co-housing and wish to make the following comments:

.

**From:**   
**To:** [Terrplan](#)  
**Subject:** Submission on Draft Variation to the Territory Plan 376 Demonstration Housing - Co-housin  
**Date:** Friday, 19 March 2021 6:08:02 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 Madam/Sir

I write in regard to the TVP 376, to allow changes to the Ainslie Precinct Map and Code, and the Multi Unit Housing Development Code to allow co-housing.

### Co-housing

I am writing as a long-term ACT resident and high school teacher. The reason I am writing is because I fear for younger generations. The (expensive) urban sprawl our government continues to perpetuate is most unfortunate.

Co-housing is one way to mitigate against this trend, through setting up a culture of sharing, community-building and fostering eco-positive lifestyles.

Cohousing developments are clusters of separately titled compact homes. They can be townhouses or apartments and typically have some shared facilities: laundries, gardens, grouped car parking and, in larger projects, a common room which can include dining, cooking, workshop space or accommodation for visitors. The **key distinguishing feature of cohousing as opposed to a regular multi-unit development is the shared vision of the residents, who have typically formed a core collective and oversee the entire process from land purchase through the construction phase and finally, the post-construction environment and culture.**

Being resident-led development means that this housing typology is quite rare in Australia.

Some difficulties include:

- forming and maintaining a core collective with a shared vision and high levels of trust;
- the high cost of land in most major cities in Australia;
- restrictive planning laws.

This last barrier is where the Territory Planning section is able to assist: it is currently difficult under existing planning laws to get the kinds of flexibility required to accommodate the mixture of private and public amenity such as cohousing requires.

(Cohousing typically emphasises reduction of individual dwelling sizes, due to the high-value common amenities. It also emphasises the use of car-sharing and use of public transport, due to the ethos of prioritising shared amenities in the name of community-building and environmental sustainability. Therefore allowances for reduced parking are beneficial to the functioning of the co-housing ethos.)

It is understandable that the government does not want to relax planning rules in a way which will allow private commercial interests to build poorly planned multi-unit developments.

However, the Demonstration Housing process has already shown that there ARE groups of ordinary people in the community who are willing to put in the enormous amount of time, energy and research required to do sustainable resident-led housing, while meeting the very strict criteria of the Demonstration Housing application process.

The Stellulata group have clearly done an enormous amount of work at their own expense in order to try to facilitate a demonstration of a better way of building.

I see that they have plans for: a plot ratio (42.3%) that is better than what is permitted for a standalone house; a downsizing option with a large shared garden; passive solar design; water

harvesting; a common house that can be used by neighbours; shared solar power generation and storage.

These private groups do need the encouragement of the planning sections of government in order to be successful – and in order for the government to be successful in its stated aims (eg. offering greater housing choices, and 70% new housing within the existing urban footprint.)

Sincerely

██████████

19 March 2021



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### **Submission on Planning and Development (Draft Variation No 376) - Stellulata**

I am writing this submission in support of the proposed Stellulata development in Ainslie. This variation is one of the first practical outcomes of the demonstration housing motion that I moved in June 2017.

The need for better housing in Canberra is even stronger now than it was in 2017, when my motion was passed. Housing has become less affordable in Canberra. Yesterday's Canberra Times speculated that by 2040 house prices in Canberra would be \$3m and the same paper's real estate pages had many houses at around \$2m or above. This is simply unaffordable for young people unless they can access the bank of mum and dad. Thus it increases long term poverty.

The need for more action to preserve our environment has increased since 2017, and the construction sector has one the biggest impacts in Australia.

Family sizes have continued to decrease in Canberra and thus the need to an alternative to the 'traditional' single family house has grown. While sometimes that can be a one bedroom apartment, it's not always what's wanted.

We have larger houses and smaller families and this is not environmentally sustainable. Its also not affordable financially and leads to social isolation.

Canberra needs to try other forms of housing. This view was endorsed by the 'housing choices' process run by the government in 2018. Demonstration housing is a way of showing the people of Canberra what some alternative housing styles are like in practice.

The Territory Plan variations to allow for the first two Demonstration Housing projects – Manor House in Griffith and Stellulata in Ainslie plus the North Watson territory plan are the first practical manifestations of the demonstration housing motion and thus I welcome all three as parts of the path towards a more sustainable Canberra.

Looking at Stellulata the plan proposes small co-housing development with three modest dwellings (by 2021 standards) that will be joined together like terrace house. In addition there will be a common house which space that will be shared. The common house will allow residents to gather, enjoy shared meals, entertain, or to house a guest. The site will have a communal vegetable garden and barbeque area, together with private open space for each dwelling. The development is only planning two car spaces as it will have a shared electric car and is reasonably close to amenities like the Ainslie shops and the Ainslie football club. The residents hope to walk and use public transport a lot.

This development will demonstrate many positive features:

Reduced parking provision – currently many multi unit developments are dominated by parking space. This large amount of parking space makes it hard to create affordable dwelling as extra land area is needed and land in the ACT costs at least \$1,000 per square meter. The alternative is basement parking which is expensive to build and maintain.

Less space for parking means that there is space for gardens and trees. The development will contribute towards maintaining the 'garden city' and the character of the existing street.

A high degree of sustainability in construction and operation with passive solar design, solar electricity and rain water harvesting.

Shared facilities in the Common house which enable sharing both within the Stellulata community and there neighbours.

The 3 dwellings plus common house will have a plot ratio of around 42%, higher than the original dwelling on the house but lower than permitted for redevelopment. It will demonstrate that allowing additional dwellings on a site, where it is well designed with adequate green space, is a positive not a negative feature of redevelopment. It can show the neighbours and all of Canberra that there is an alternative to McMansions for redevelopment of Canberra.

The Stellulata proponents are the current owners of the block and residents of Downer which is not far away. The cohousing development will provide a way for them to age in place, and a model that can be used for others to do the same on other sites in the future.

I commend the draft Territory Plan variation to the Government. I hope it will lead to many other more sustainable developments for Canberra.

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** Stellulata Cohousing project  
**Date:** Friday, 9 April 2021 3:56:57 PM

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**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.

To whom it may concern we are writing in support of the Stellulata Cohousing plan.

We are the neighbours at [REDACTED] and we have seen the detailed plan and attended a consultation with the group planning the project.

As an older couple ourselves, we very strongly support this type of housing being developed and would like to see the ACT Government doing much more to promote and build it. There are too few options for those of us in our 60s who want to downsiz but still have access to garden space and to have well designed smaller blocks that are energy efficient.

We are also keen to see these developments in areas where many of us already live so that we can maintain access to services - health etc and to the communities that we have built up over many years. The communal arrangements should not be underestimated as people age. We do not want to be in noisy apartment complexes.

We think this is a very innovative and practical design for people as they age with communal space for visiting relatives or health care workers. It makes good use of the land and does not interrupt our view with some ugly high rise development.

We are happy to support this project and hope they can start soon.

[REDACTED]

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** DV376  
**Date:** Friday, 9 April 2021 8:42:07 PM

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I fully support the Stellulata Cohousing development in Angus Street Ainslie. This is a unique development that supports people of all ages to live within a cooperative community. Resources will be shared among themselves and the wider community, hence encouraging a feeling of belonging to the community. This is not only economically sensible, but will strengthen relationships, which increases personal wellbeing. This will open the door for others to live in similar communities. With the housing market becoming unreachable for many young people, this is likely to be a positive alternative. All the best Stellulata!

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** Comments on DV376 Demonstration Housing - Co-housing  
**Date:** Monday, 12 April 2021 5:51:37 PM

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**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.

To the Territory Plan Section, EPSDD

I wish to provide my full support to DV376 relating to the Demonstration housing project on Angus St Ainslie.

I must declare that I am a friend of the proponents of this project, but regardless of this I am still be very supportive of this housing project in view of its broader planning objectives.

There is a great need to increase the diversity of housing in Canberra, particularly in the older, inner areas where there is little choice between a stand-alone house and an apartment in a large block. This is very limiting for long-time residents who wish to find new accommodation to downsize and age-in-place in their current locality near their friends and familiar community amenities and social connections. The apartment blocks that have been built in recent years in the inner areas seem to be designed more for a younger, often renting and transient, demographic and not for the needs of ageing residents who may still want a small garden and desire stable, safe and quiet surroundings. The RZ1 zone where this proposed development is located is the largest residential zone but contains the most restrictions on the style of housing allowed. While I recognise the community desire to maintain the traditional treed streetscapes in the RZ1 zone there is still much scope to allow different types of housing in this zone that would have little impact on surrounding neighbourhoods – certainly no more than the large ‘mcmansions’ that are currently replacing existing smaller houses in the inner north and south.

This proposal is one small step to improving housing diversity in Canberra by allowing a small ‘co-housing’ development which is a housing typology not currently available in Canberra, although common in many other countries. This typology allows the proponents to include a number of shared facilities which will increase their social interaction and support while also increasing the development’s efficient use of resources and land relative to stand-alone housing. At the same time the development integrates with the existing local character of the area by being only partly 2 storey, within the plot ratio currently allowable under current RZ1 rules, and providing extensive gardens around the building. The development will certainly not be out of place in that part of Ainslie where there are already a number of small-scale multi-unit housing developments in the vicinity. The proposed development also goes beyond minimum building standards to achieve a high standard of environmental quality.

I note that some concerns have been raised about the reduced provision of 2 car parking spaces for the 3 units, but this has been planned for the specific needs of the people likely to be living there. The block is located within easy walking and cycling distance of public transport, shops, schools and community facilities, which will reduce their reliance on travel by private vehicle. It should also be noted that with the rise of car-sharing and ride-

sharing schemes there is a growing ability for people to still be able to use private vehicles for their transport needs without having to own and house their own car. Given the proposed joint ownership structure of the units and ability for the owners to set their own community transport policies, this reduced carparking provision and car-sharing scheme will just become a feature of this development which future residents will be aware of and have to accept before they move in.

In conclusion, I think this DV should be expedited through the planning system so that the proponents can get on with building it after a number of years of planning.

As a general comment on the demonstration housing program, I note that it is meant to allow for testing and evaluation of different housing types that are not currently allowed in RZ1 in particular, so that it may influence future housing policies and broader changes to the Territory Plan. However this has been a very slow process so far and it will still take a number of years before actual changes are made to the Plan if post-occupancy evaluation of completed demonstration projects is included. On the contrary, I think the evidence already exists in other cities that more diverse and well designed housing types will provide significant social and economic benefits to urban residents while still maintaining attractive green neighbourhoods. The government should reduce much of its caution over changing planning rules in residential areas and move with greater speed to address the significant environmental, social and economic challenges facing our city.

[REDACTED]

**From:** [REDACTED]  
**To:** [Terrplan](mailto:terrplan@act.gov.au)  
**Subject:** DV376 Demonstration Housing - Co-housing (Ainslie Section 25 Block 6)  
**Date:** Wednesday, 14 April 2021 7:50:29 PM

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Submission to Environment, Planning and Sustainable Development Directorate, ACT Territory Planning Section [terrplan@act.gov.au](mailto:terrplan@act.gov.au)

Re: DV376 Demonstration Housing - Co-housing (Ainslie Section 25 Block 6) – Stellalutata

I write in support of the Demonstration Housing project DV376 (Co-housing - Stellulata) proposed for Ainslie Section 25 Block 6), and the variation to the Territory Plan required to allow it to proceed.

In general terms, I strongly support increasing the range of suburban housing options in Canberra to include co-housing. Co-housing (semi-communal housing consisting of a cluster of private homes and a shared community space)[1] offers very significant social and environmental benefits from shared living arrangements and facilities, at a scale that is in keeping with low to medium density residential zoning. Such options are becoming increasingly important to support the needs of communities that are changing from nuclear families to more diverse groupings. In particular, the recent review of aged care in Australia clearly demonstrated the need for housing options to better support aging in place, and co-housing is an important part of the solution.

In this specific case, the Stellalutata co-housing has been sensitively designed to more than meet the rules of the RZ1 zoning in terms of footprint, aspect and overall impacts; and would enhance rather than detract from the neighbourhood.

[REDACTED]

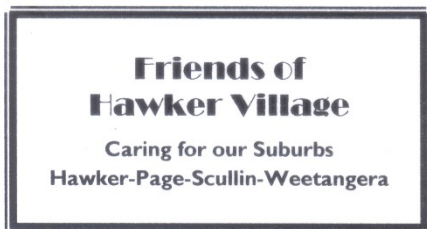
[REDACTED]

[REDACTED]

[REDACTED]

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[1] [Cohousing | Definition of Cohousing by Merriam-Webster \(merriam-webster.com\)](https://www.merriam-webster.com/dictionary/cohousing)



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Territory Plan Section,  
Environment, Planning and Sustainable Development Directorate,  
ACT Government,  
CANBERRA ACT 2601  
By email: [terrplan@act.gov.au](mailto:terrplan@act.gov.au)

## **DRAFT VARIATION 376 – CO-HOUSING – AINSLIE S.25 BI.6**

The Friends of Hawker Village (FoHV) was formed in 2010 to protect and enhance the residential, suburban and environmental qualities of the Hawker Group Centre and its four catchment suburbs of Hawker, Page, Scullin and Weetangera. Since then, we have seen the quality of our suburbs decline due to inadequate maintenance of public spaces including nature strips, lack of enforcement of parking rules and loss of greenery, especially trees, on suburban blocks due to increased building size and hard surface coverage, along with densification in RZ2 areas. All of these contribute to the heat island effect and highlight the contradiction in the aim to reduce impacts on climate change whilst, at the same time, accommodating a rapidly growing human population without further loss of habitat and native species.

### **The proposal**

The current single house on a 1,090 sq.m. block will be replaced by four units, incorporating three private dwellings and one shared space. The proposal will have a gross floor area (GFA) of 461 sq.m which covers the three private dwellings, each with two bedrooms, and the shared facilities, which will include the garaging, kitchen, laundry etc. Site coverage is 43%. There will be a two-car garage, with on-site capacity for additional uncovered parking. The project will be unit-titled, so that each dwelling is owned separately with the three unit owners responsible for maintenance of the common property, including the shared facilities.

The Draft Variation, on page 5, states that Demonstration Housing is intended to deliver medium density housing. FoHV have understood that medium-density housing was the aim in designating areas close to facilities as RZ2. We, therefore, question the current intention to now extend that to RZ1 areas.

### **Long-term operation**

The Planning Report for DV376 declares that the garden space, “often under-utilised or fallow in single residences can be better-utilised to serve three dwellings and help build a sense of community within

the development". Further, the proponent "has planned a small co-housing community to support each other as they age in their community by sharing resources". These are admirable sentiments and can most likely be achieved by a group of friends such as the proponents. The question arises as to what will happen in future once individual friends leave the complex, for one reason or another. Living in such close proximity can work well with long-term friends but not necessarily with new residents who are strangers with different experiences and needs.

Since the complex will be unit-titled, what controls will be available to ensure the continued harmonious conduct of such co-housing projects? Will current residents be able to vet potential purchasers of any vacant unit? Once all of the original residents have departed, will the new residents have the same cooperative spirit? How will such a development work in a less-cooperative environment? Will small charitable groups be able to take over the entire property for supportive housing eventually? Will it be able to be used for B&B-type operations?

FoHV is particularly concerned by this significant change in the RZ1 planning system and how it might signify incremental changes that will destroy the RZ1 ethos. In particular, we note page 35 of the DV375 Planning Report for a manor house development, where the owners stated that the National Capital Design Review Committee "encouraged us to 'push the planning rules' further and enter the setback area in order to increase the communal foyer area". This indicates the strong likelihood that further erosion of the current planning rules will inevitably occur in future in association with this type of redevelopment in RZ1.

### **Proposed Changes to Territory Plan**

The implication that each individual proposal will require a variation to the Territory Plan as well as a development application is cumbersome and will inevitably lead to softening of the RZ1 provisions overall. This might well be the intention.

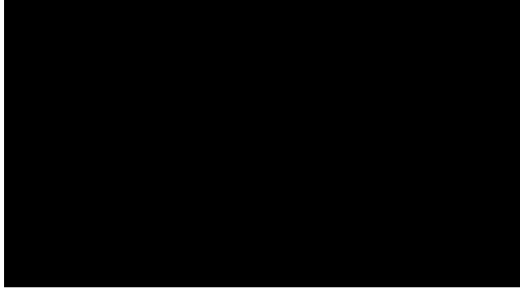
It is also proposed to amend the residential zones Multi Unit Housing Development Code to exclude 'co-housing' from dwelling replacement provisions which is necessary to allow more than a single main dwelling on an RZ1 block. It is highly likely that only the wealthier parts of Canberra and the heritage-listed areas will, ultimately, be the only remnants of the current RZ1 vision - at least, the vision held by most people who are not planners or developers.

### **Other concerns**

At present, RZ1 blocks are restricted to one house and a smaller secondary residence of the "granny flat" variety under one ownership. This co-housing proposal will undermine that principle by permitting unit-titling, as in RZ2. The size of the secondary residence has already been increased from a maximum of 75 sq.m. to 90 sq.m. so this proposal is taking the concept one step further – gradual death by a thousand cuts.

We disagree that providing garage space for fewer vehicles than one per dwelling is practical or desirable. On-site uncovered parking is adequate for visitors or temporary parking but not for permanent resident vehicles. This is just an excuse to allow increased size of the four units.

Overall, FoHV rejects this proposal as desirable for RZ1. We note that earlier co-housing projects were developed in both Cook (Wybalena Grove) and Kambah (Urambi Village). These have been successful because they are on land designated for that purpose when the suburbs were being developed and involve independent townhouses in a community setting. They were experimental at the time but have not become a popular option, despite being appreciated by their residents. We doubt that the current proposal will be more popular.



16 April 2021



8 April 2021

Territory Plan Section  
EPSDD  
GPO Box 158  
Canberra, ACT 2601

**Public Consultation of Draft Variation 376 – Ainslie section 25 block 6**

Thank you for the opportunity to comment on Draft Variation 376. We are writing as the joint owners, of [REDACTED]

Some time ago we attended a public briefing by the proponents of the Stellulata co-housing project. We were very impressed by the concept and the quality of the design, in particular the environmental aspects and shared facilities. We firmly believe it is an appropriate development for a suburb like Ainslie.

Further, we recommend that the ACT Government not only approve this Draft Variation, but also actively support and promote this type of initiative as a model for active, co-operative and sustainable in-place ageing.

If you require any additional comments, please contact [REDACTED]

[REDACTED]

Yours sincerely

