



Legislative Assembly for the
Australian Capital Territory

Standing Committee on Environment
and Planning

Submission Cover Sheet

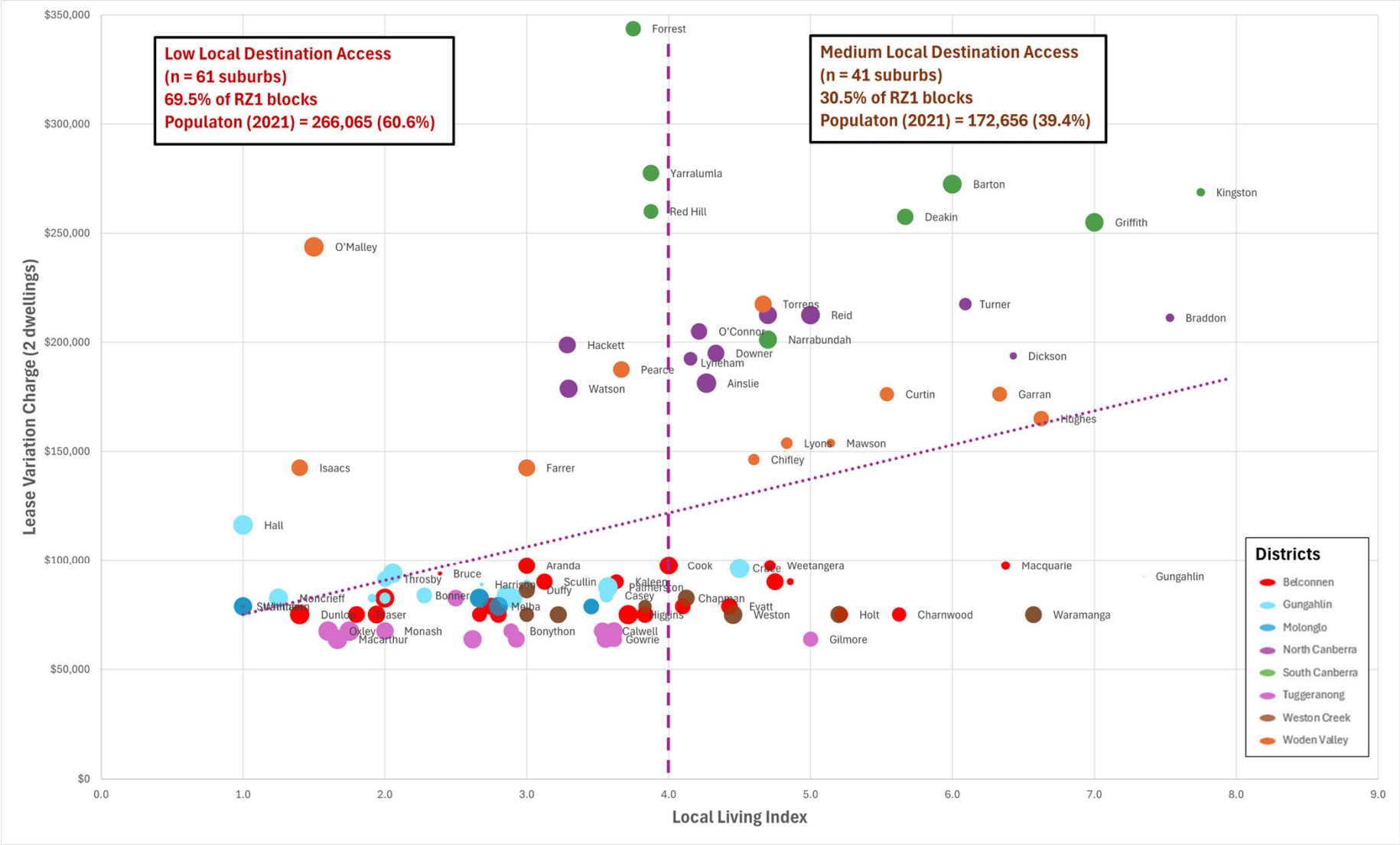
Inquiry into DPA-04 – Missing Middle Housing Reform

Submission number: 010

Submitter: University of Canberra (UC)

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Figure 1: Lease Variation Charge by Local Living Index





Key takeaways LVC & LLI - Figure 1

- Suburbs with the highest residential Lease Variation Charge (LVC) for 2 dwellings tend to be in the established inner districts of North Canberra, South Canberra and Woden Valley. Suburbs with the lowest LVC tend to be in Tuggeranong.
- Higher levels of local destination access are associated with higher levels of walking and cycling. Many suburbs in ACT have poor local destination access defined by an average local living index (LLI) score of less than four destinations within 800m (out of a possible score of twelve). Destination types include bus stop/light rail, market/grocery/specialty food, supermarket, bank/ATM, childcare, community centre/hall, convenience store, allied health (dentist, optometrist, physio), GP or walk in centre, pharmacy, library or post office. No suburbs have high local destination access as defined as LLI score of between 10 and 12.
- A positive relationship exists between LVC (2 dwellings) and LLI with a higher LVC associated with higher LLI. To some extent this indicates the higher value associated with more liveable and walkable neighbourhoods with diverse destinations within walking distance.
- The relative size of the dots indicates higher proportion of RZ1 blocks per suburb. **Almost 70% of all RZ1 blocks are in areas of low destination accessibility.**
- **We raise concerns for public health, particularly active travel if increases in density occur in areas with existing poor levels of local infrastructure.**
- **Strategic and transparent investment in local infrastructure is needed to support local population growth and improve levels of walking and cycling to local destinations.**
- **The implementation of the missing middle housing reforms may have positive public health benefits in specific suburbs if**
 - (a) **Funding for local infrastructure is allocated concurrently to those areas where density is allowed to increase.** As neighbourhoods undergo densification, timing is critical in providing supportive local infrastructure to encourage healthy behaviours such as walking and cycling for transport and minimize the negative health and environmental impacts of congestion. This aligns with the ACT Government Active Travel Plan. The ACT Government plays a major role in providing such infrastructure including extending and connecting the community path network for walking and cycling as well as providing a safer environment for cycling by providing protected cycle lanes where there are interactions with motor vehicles. A lack of benchmarking and measurable targets currently hinders evidence of progress in this area. Clear linkages between the proposed Missing Middle policy and the Active Travel Plan are needed.
 - (b) **Incentives or restrictions are used to encourage missing middle housing development in areas which have higher levels of local destination accessibility.** Without incentives or restrictions to where RZ1 blocks can add additional dwellings, unintended health consequences of creating areas of higher density in areas without local destination access may exacerbate existing social inequities in access to more walkable environments.