



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: 012

Submitter: Public Transport Association of Canberra (PTCBR)

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Submission to the Inquiry into DPA-04 – Missing Middle Housing Reform

Public Transport Association of Canberra | 19/12/2025

Who we are

The Public Transport Association of Canberra (PTCBR) is a public transport users group with members from all sectors of the community. We want to help more people use public transport by working with government, industry and the community to help make a better transport system for Canberra and the surrounding region.

Our interest in this inquiry

PTCBR have a set of core ideas and principles that guide our thinking and advocacy on how to achieve a great public transport system in Canberra.¹ We believe that good land use planning supports good public transport by permitting life near frequent and reliable public transport services.

We view Draft Major Plan Amendment 04 (DPA-04) as a critical mechanism for delivering the "compact city" vision articulated in the *ACT Planning Strategy 2018*. By enabling greater housing diversity in existing residential zones, the ACT Government can unlock the population density required to support frequent, all-day bus services beyond our core rapid bus and light rail network.

Our views on DPA-04

PTCBR provided a submission to the Territory Planning Authority during the statutory consultation period for DPA-04.² We reiterate our strong support for this amendment and urge the Committee to recommend that it proceeds.

Our support for these reforms is underpinned by three key factors:

1. Density supports frequency

DPA-04 provides the necessary *demand* side of the public transport equation. By allowing more duplexes, townhouses and low-rise apartments in our existing suburbs, we can create the population catchments necessary to justify service frequency improvements. However, we urge the Committee to note

¹ <https://ptcbr.org/transport-in-canberra/our-vision/>

² <https://ptcbr.org/wp-content/uploads/2025/12/PTCBR-submission-DPA-04-Missing-Middle-Housing-Reform.pdf>

that this benefit is not automatic. The ACT Government must match this new housing capacity with a commitment to *supply* better bus frequencies across the seven-day network.

2. Improved active travel infrastructure

The success of missing middle housing relies on residents being able to access local services and public transport without relying solely on private vehicles. We recommend that the Committee emphasises the need for density to be accompanied by improved maintenance and targeted investment in active travel facilities (lighting, footpaths and accessible bus stops) to ensure these new homes are well connected with high-quality infrastructure from day one.

3. Reduced parking minimums

We strongly support the proposal within DPA-04 to adjust parking rates for new multi-unit housing. Reduced parking minimums are a sensible demand management lever that discourages car dependence and improves the viability of missing middle developments.³ We urge the Committee to resist any calls to water down these requirements, as doing so would undermine the transport-oriented goals of the reform.

Our recommendations

Recommendation: Endorse DPA-04 and recommend it proceeds to implementation.

PTCBBR believes DPA-04 is a long-overdue reform that will help Canberra grow in a sustainable way that supports public and active transport. We urge the Committee to recommend that the amendment be finalised and implemented as a priority.

How to contact us

PTCBBR's contact for this submission is Ryan Hemsley, who can be contacted at [REDACTED].

³ <https://grattan.edu.au/report/more-homes-better-cities/>