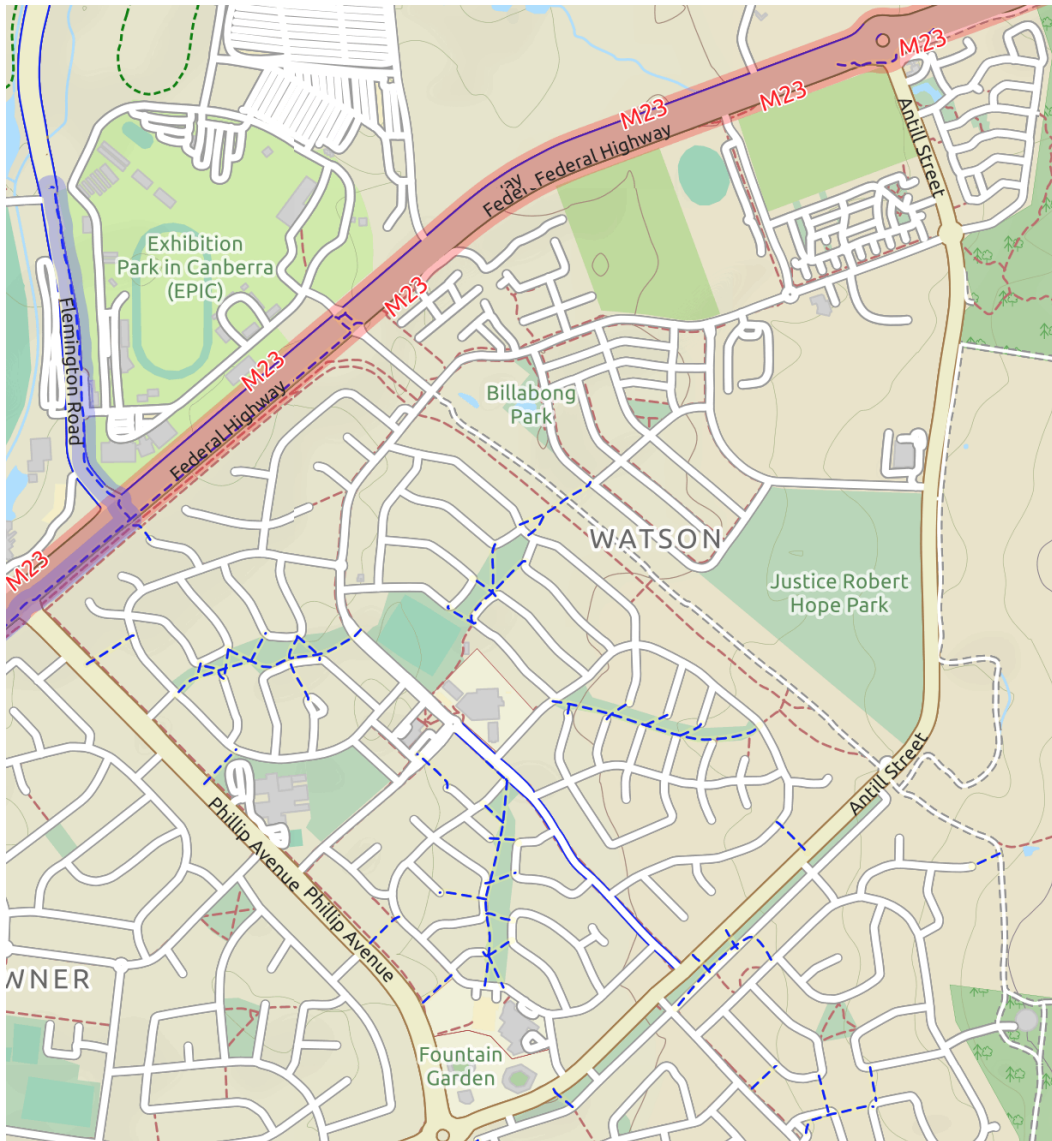


# WATSON, ACT

## A VISION FOR THE FUTURE



A Strategic Plan for the Sustainable Development of one of the ACT's first suburbs.

## Preface

### Purpose

This Strategic Plan ('Plan') has been developed by, and for, the community of Watson to set out the community's vision for the sustainable development of their suburb.

The Plan aims to fill the vacuum left by the lack of an ACT Government Master Plan for Watson. It can serve as a Sustainable Development Plan for Watson until the ACT Government either establishes a Master Plan in consultation with residents, or, accepts this document as a community-developed Plan.

A Neighbourhood Plan<sup>1</sup> was prepared in 2004 for "A Sustainable Future for Watson" but it considered only south of Stirling Avenue, and no plan has guided urban development north Watson, nor does one exist now.

### Who This Plan is for

This Plan should be read by everyone who has a stake in the future development of Watson.

In particular, it is an injunction to urban developers, speculators, builders, business entrepreneurs and real estate agents that the people of Watson insist on high quality of planning, design, building and community infrastructure.

It is a challenge to urban planners, architects and consultants to offer exemplary standards of liveability.

It is a behest to Government ministers and their agencies to implement the rhetoric and grand principles in their urban planning statements. This especially includes the decision makers in the portfolios responsible for housing, urban planning, education, environment, transport and traffic.

It is relevant for current or future residents of Watson, whether they be home owners, aspiring home buyers or renters.

It is also of interest to residents of nearby suburbs such as Hackett, Downer and Dickson who utilise the schools and shopping centre of Watson.

### Revisions

This document is intended to be a living document and will be regularly updated, at least annually, to reflect the development of the suburb, and the aspirations of the residents of Watson.

This version is the Initial Draft prepared in November 2018 by the WCA Planning Subcommittee for approval by WCA for community consultation.

### Watson Community Association

The Watson Community Association was formed in the late 1980s and incorporated in 1995 with the object of promoting the social, economic and environmental amenity of Watson residents. The Constitution of the Association states that its aims are to:

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<sup>1</sup> Watson Neighbourhood Plan: A sustainable future for Watson, Prepared by the ACT Planning and Land Authority, September 2004, [www.planning.act.gov.au/\\_\\_data/assets/pdf\\_file/0008/890576/watson-anp.pdf](http://www.planning.act.gov.au/__data/assets/pdf_file/0008/890576/watson-anp.pdf)

- a) promote, protect and enhance the social, cultural and physical environment of the community of Watson;
- b) promote the welfare, community spirit and quality of life of residents of Watson;
- c) raise funds and expend them in the pursuit of the other objects of the Association;
- d) inform the community about issues concerning Watson; and
- e) engage in any other activity conducive to attaining these objects.

It is therefore within the ambit of that Association to undertake the development and promotion of this document.

<p><u>This draft does not reflect the views of the Watson Community Association until formally endorsed.</u></p>
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## Executive Summary

### Objective

This document has been developed for, and by, the community of Watson to set out their vision for the ongoing development of their suburb. It outlines a strategy for the managed growth and sustainable development of Watson designed to achieve this vision for Watson.

The Watson Community Association (WCA) and the community it represents are determined to ensure that current and future developments meet the needs of residents and are informed by a sound planning approach that will deliver a healthy, connected, vibrant and aesthetically pleasing suburb in keeping with Watson's existing values.

In the absence of coordinated overall planning for the suburb, this document outlines a strategy for sustainable development which can act as a default Master Plan, until the ACT Government either initiates and establishes a formal Master Plan in consultation with the Watson community, or adopts this Plan, with its requirements for ongoing and regular updating.

The development of a strategy for the future of Watson is consistent with the ACT Government's program which encourages community involvement in developing a *Better Suburbs Statement*<sup>2</sup> for their suburb.

### Future Vision for Watson

The Watson Community Association's principal concern is with the apparent lack of planning around new developments currently taking place in Watson, in particular how they join up and address the needs of the suburb and area as a whole. A lack of overall vision presents a range of negative outcomes, some of which are already evident including:

- poor connectivity between developments and to existing amenities and public transport,
- lack of amenities, and overcrowding of existing amenities such as shops, playgrounds, parks and schools,
- encroachment on and degradation of green space and recreational areas,
- poor access to sustainable transport options, and increased reliance on cars, and
- wasted opportunity and funds on poorly conceived developments and infrastructure.

In response to the ad hoc, uncoordinated development-by-development approach, this Plan outlines the community's vision for Watson as it grows and progresses over future years. It specifically identifies several objectives to achieve these aims:

1. **SOUND PLANNING:** to highlight the existing features of Watson, its design merits and mistakes, and to ensure these inform planning for current and future developments;
2. **TRUE PARTICIPATION:** to advocate for a participatory, holistic planning approach for the growth of the suburb;

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<sup>2</sup> [https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/4215/3722/6646/Better\\_Suburbs\\_Statement\\_accessible\\_SEPTMBER\\_2018.pdf](https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/4215/3722/6646/Better_Suburbs_Statement_accessible_SEPTMBER_2018.pdf)

3. ADEQUATE COMMUNITY FACILITIES AND INFRASTRUCTURE: to support convenient shopping, recreation and meeting spaces to meet the needs of the suburb, and to ensure infrastructure is developed with, not after, any planned population influx;
4. ACCESSIBLE WELL-PLANNED TRANSPORT OPTIONS: to ensure adequate road networks and access to public and sustainable transport options for planned population growth, and
5. VALUING GREEN SPACE: to protect and enhance existing green space and areas designated for recreational and urban open space, and to ensure suitable tree coverage across all developments with the multiple benefits this confers, including cooling, shading, and wildlife habitat.

Overall this Plan aims to promote the elements of a healthy, connected, vibrant and aesthetically pleasing suburb in keeping with Watson's existing values:

The design and planning criteria to meet these objectives are listed below, and more extensively described in the conclusion of this document. They encompass design which is aligned to:

- community and social orientation,
- retention of existing beneficial character,
- conservation values,
- positive visual impact,
- accessibility and safety, and
- energy efficiency, sustainability and climate change.

## Watson - A Strategy for Development

### What We Value

In 2017 the Watson Community Association conducted a survey of Watson residents. 248 responses were received. Asked what specific aspects of Watson people liked, respondents prioritised:

1. open, green spaces;
2. local shopping centre; and
3. sense of community.

Other relevant survey results were:

- Respondents consistently commented on the ‘established trees and tree lined streets’, ‘leafiness’, ‘green corridors’ and ‘bird and wild life’;
- However, many respondents were disappointed that North Watson has missed out on open, green spaces—giving rise to the disconnect between the two halves of Watson;
- Several respondents commented on Watson’s green spaces supporting active lifestyles, specifically the pond at Majura Rise, the rejuvenated, irrigated oval (on Knox Street), off-leash dog area (adjacent Roma Mitchell Crescent); and Justice Robert Hope Park. Respondents also access Mount Majura’s trails for walking and running;
- Respondents consistently commented on the ‘convenience’ and ‘range’ of the shopping centre on the corner of Knox and Windeyer Streets. The co-location of the Watson Medical Practice and Pharmacy were noted;
- Many respondents remarked on the re-invigorating effect the Knox Café had on the local shopping centre;
- Many respondents noted the impact of population growth on the Watson shopping centre and the need for additional shopping facilities and a face lift for the building. The absence of public toilets and insufficient car parking were consistently raised by respondents;
- The sense of community was highly valued. Respondents consistently commented on the friendliness of neighbours and passers-by on foot paths. The contribution of the local shopping centre, local preschool and primary schools (fetes and carnivals) and efforts of the WCA (such as ‘Watson’ newsletter and ‘Parties at the Shops’) in building a sense of community were also noted;
- Other aspects of living in Watson most liked by respondents were (in order): location; public transport; local education and community facilities; streets and housing;

### ACT City and Gateway Proposal

Following the survey, the WCA made a submission to the ACT Government’s City and Gateway Proposal. The key issues from the submission are outlined on page 6 under Development Suitability. Also included in the submission was “the Case for a Master Plan for Watson” which set out issues of concern around recent developments in the suburb. The text of this document has informed the preparation of this Plan and is included in full at A Case for a Master Plan for Watson on page 30.

## Location

Watson is the first Canberra suburb in the approach to the city from the north along the Federal Highway. It is the 'gateway' to the ACT and close to the CBD. Phillip and Stirling Avenues, and Antill St provide exits for vehicles from the inner north travelling to Goulburn, the Southern Highlands, Sydney and beyond via the Federal Highway, or to Yass, Wagga, Albury and Melbourne via the Barton Highway. Watson also now has a second quick access to Canberra Airport, via the Majura Parkway. Most of the suburb is relatively level, with little hilly landscape.

Based on published sales data over the past three years, Watson has the lowest median price for residential properties<sup>3</sup> in the Inner North, and with its access to the Central Business District, airport, and easy entry and exits from Canberra, Watson is a popular suburb and residential properties sell relatively quickly. Local agents have advised that houses in Watson sell inside 30 days of coming onto the market,

This has caused a demand for more residences. In response the ACT Government proposes to meet this demand is by higher density housing. The challenge to planners is to address this demand without negatively impacting the inherent nature of Watson that gives it such wide appeal. Housing density should be restricted so that new developments are consistent with past developments. This would imply different planning guidelines for Old Watson and North Watson.

Higher density housing changes the nature of any suburb. However higher density housing that is thoughtfully planned, and which is well connected to the rest of the suburb by transport routes with good services and greenspace, can ameliorate this change.

There has been no external consultation with existing Watson residents to develop a sustainable growth strategy for the suburb to provide for growth without major changes to the liveability and character of Watson.

People want to move into Watson. However, its real estate appeal is because of its relative affordability compared to other inner north suburbs. Watson's existing inherent characteristics are also an appeal - people do not want to move in because of anticipation of some future recharacterization of Watson.

## 'Old' Watson v 'New' Watson

### Physical Divide

Watson is geographically divided by an easement running from Antill Street to Stirling Avenue. This easement provides for water escapement from Mount Majura, contains high tension power lines, and contains survey markers used by surveyors for instrument calibration.

The area to the south of this easement was the first part of Watson to be developed and is sometimes referred to as 'Old Watson'. This area is characterised by single, standalone, traditional houses on larger blocks (generally about 1,000 m<sup>2</sup>) and extensive tree cover.

The area to the north of this easement, referred to colloquially as 'New Watson' or 'North Watson', has been extensively developed since about 2001. This area is characterised by higher density development that includes town houses, apartments (up to three levels) and single, standalone houses on smaller blocks (about 500 m<sup>2</sup>). The area between Antill Street and Roma Mitchell Crescent is predominately standalone houses, while the area to the north of Antill Street is

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<sup>3</sup> Source: [www.allhomes.com.au](http://www.allhomes.com.au)



exclusively medium density with apartment complexes with a building height of up to three storeys.

This document uses the terms 'Old Watson' and 'North Watson' where differentiation is required. The suburb in whole is referred to as 'Watson'.

### Development Strategies

This physical and apparent demographic divide means that different development and growth strategies should be applied to different areas within the suburb of Watson. The rationale for this is explained in more detail at Why Separate Strategies? on page 20.

## Environment

### Open Space

The Watson community strongly supports the recommendation of the *Better Suburbs Statement 2030*<sup>4</sup> in relation to street and park trees:

*That funding be increased and [...] the focus would be on tree planting and replacement to maintain and increase cover by 30% of our suburbs by 2030, leveraging community responsibility, engagement and education to do so.*

*This is important because:*

*Canberra has a legacy as the 'Bush Capital';*

- *managing safety and risk in the community;*
- *improving and contributing to community health and well being;*
- *protecting infrastructure and the natural environment; and*
- *protecting against climate change.*

The Watson community believes that the ACT Government should return unused spaces to urban forests.

The community can provide support by fostering engagement with new and existing groups, such as Friends of Mt Majura and other Landcare groups.

All future developments should include dedicated public open spaces with playground facilities in line with those facilities in Old Watson. This is particularly essential for any developments in North Watson, due to the younger demographics of its residents and the failure to provide enough open space, parks and playgrounds in developments to date. From the lack of facilities in North Watson, it appears that the then Government may have expected, or experimented with, piggy-backing North Watson residential needs for amenities to be accommodated by the existing amenities in Old Watson and allocated in other Canberra suburbs built prior to 2000.

As Old Watson's demographic is changing with more and more young families moving in, and more expected with the densification along the light rail route, there's an even greater imperative to retain public green space in Old Watson for the use of all residents.

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<sup>4</sup> *Better Suburbs Statement 2030*, page 5, [https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/4215/3722/6646/Better\\_Suburbs\\_Statement\\_accessible\\_SEPTEMBER\\_2018.pdf](https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/4215/3722/6646/Better_Suburbs_Statement_accessible_SEPTEMBER_2018.pdf)

This Plan opposes any private sale of the remaining green space in Watson.

## Recreation Amenities

Whilst Watson has some parks with playground infrastructure, these have not been designed for teenagers, especially teenage girls. This aspect should be a consideration in the design of future public open space recreational amenities.

Only one very small public park has been provided within North Watson as it has been developed. Given the distance of many residents from the rest of the suburb and the size of the population, North Watson needs public parks and playground areas.

## Environmentally Sensitive

Both Justice Robert Hope Park (see page 12) and Mount Majura Nature Reserve (see page 13) are environmentally sensitive areas.

All major Development Applications for Watson, and critically the North Watson area, which have the potential to impact on Justice Robert Hope Park and Mount Majura Nature Reserve should include an Environmental Impact Statement (EIS) addressing any risks to the local flora and fauna.

## Tree Protection and Nature Conservation

The trees on Section 74 have significant cultural and natural values, being remnants from the ACT's grazing history, provide habitat and a wildlife corridor for many species of birds and connectivity to the trees of Solstice and adjacent Mount Majura Nature Reserve.

As Section 74 is not currently classified as built-up urban area, applications under the Tree Protection Act will need to wait until it has been rezoned. Applications for Tree Registration can then be made.

## Public Facilities

### Public Toilets

Public toilets should be built in or near the existing shopping centre and should be a mandatory component of any additional retail space in Watson.

### Streetscape

#### Pavements

Each street in Watson should have a pavement on at least one side.

#### Bus Stops

Currently the bus stops on Aspinall Street are sited such that the bus must stop in the street, halting traffic whenever a bus stops for passengers. Bus stops should be reconstructed so that they are indented from the roadway enabling the bus to pull over without disrupting traffic flow.

## Employment

When the television stations have been removed there will be a reduction in the employment opportunities within Watson.

Alternate opportunities can be realised if Sections 74 and 76 retain their current zoning and are developed to provide recreational and amusement facilities, or aged care facilities.

## **Non-Residential**

Non-residential development should be limited to the provisions of the current Territory Plan.

## **Development Suitability**

### **Section 13**

Section 13 encompasses Canberra Technology Park (formerly Watson High School) and includes a large oval that is currently unimproved and under-utilized.

More appropriate is refurbishment and revitalisation, as the consultation material from the ACT Government flagged for the site during its 'consultation', a narrowly framed survey.

The process to sell Section 13 should be suspended until proper informed consultation is conducted, and a community response from residents provided as per the ACT Government's Better Suburbs statement, and this Plan.

### **Sections 74 and 76 Paddocks**

The open areas known as Sections 74 and 76 are zoned for, and are suitable for, development as public entertainment and/or recreation hubs because of their proximity to the Federal Highway.

Such development would restore to Watson the leisure hub it lost when the drive-in and Canberra Fair were closed.

### **Canberra's Gateway**

The draft City and Gateway Framework<sup>5</sup> released in March 2018 for public consultation, covers future development on the strip along Northbourne Avenue from Stirling Ave in Watson to the City. The main points in the Watson Community Association's submission are:

- Watson is very much a part of the Gateway;
- the corridor along the Gateway should provide a showcase for Canberra urban development for visitors to the Capital;
- a reduced 8.5 metre height limit for buildings fronting Northbourne Avenue in Watson;
- as more than half of Watson residents live over 2 kilometres from the Phillip Avenue light rail station, car parking and secure undercover bicycle parking are essential;
- in the approach route, more could be done with vegetation screening of existing built areas, as well as greenfield areas;
- extend the off-road cycle path along the Highway from Stirling to Antill Street within a treed environment to create a transition to the informal park boulevard;
- improve active transport links, especially to and from north Watson;

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<sup>5</sup> [www.yoursay.act.gov.au/city-and-gateway-draft-urban-design-framework](http://www.yoursay.act.gov.au/city-and-gateway-draft-urban-design-framework)

- improve walking and cycling connections for all ages and abilities to increase options for sustainable movement along the corridor;
- establish a Watson is perfect for a Destination Park in Watson;
- redevelop Canberra Technology Park as an educational institution to bring young people to the area near the shops, and have space for an outdoor park and gathering space;
- improve the link from Watson shops to north Watson to improve active travel—this route is heavily used but inadequate both in width and surface, non-contiguous, and unsigned;
- consider the whole of Watson as a unified precinct; and
- ensure community facilities do not fall behind population growth.

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## Watson - Now

### Location

Watson is a suburb in the Inner North of Canberra, the nation's capital, and is one of Canberra's older suburbs. Its name was formally gazetted in April 1960.

The residential component of the suburb is bound by the Federal Highway, Northbourne Avenue, Phillip Avenue and Antill Street. Ian Nicol Street creates an additional portion to the suburb jutting into the bushland north of Antill St.

As the first suburb encountered by people driving south along the Federal Highway into the ACT, Watson is the gateway to the nation's capital. It provides the first impression for travellers arriving into Canberra from the north.

### Character

Canberra is one of the nation's most liveable cities and within it, Watson is one of the most liveable suburbs. Residents consider themselves fortunate for many reasons—to name a few:

- Watson is located at the perimeter of inner-north Canberra, yet Watson remains a relatively affordable place to live for new home buyers;
- Watson is close to the centre of Canberra, and sits alongside the light rail tracks;
- It is a short distance to the mixed shopping centre and sports facilities at Dickson;
- The established part of Watson is criss-crossed by picturesque tree-lined nature corridors;
- What Watson residents value:
  - their leafy outlook and wildlife, and especially the established street tree canopy of eucalyptus, oaks and Chinese elms;
  - the magnificent view and amenity of Mt Majura nature park to the east;
  - an environment of low crime, low traffic, low pollution and low noise;
  - their great schools and education facilities, local shops and businesses;
  - the friendly community, and access to nature trails and off leash dog walking area; and
  - a community-minded, egalitarian spirit.

The local community is determined not to erode the character of, or the quality of, life in Watson, and it is committed to maintaining the positive values already existing in the suburb.

Watson is a level suburb with an open and welcoming spirit. Residents embrace the community of the suburb as a whole—north, south, old, new. This does not happen by accident. It happens by design.

As such the community preference is for planning and design that promotes communal spaces - parks, pathways facilities and green spaces that foster walking, active transport and engagement with community and neighbours.

The community will resist ad hoc piecemeal developments that erode the values set out in this Plan. Sub-standard housing design that compromises on sustainability criteria is not wanted, nor is the concept of fragmented sub-communities. The community will not favour slick visions of introspective faux-elite apartment blocks enclosing restricted green spaces and amenities.

## Heritage

### Demographics

Approximately two thirds of the suburb identify as families, making access to schools and amenities such as child-friendly parks, and recreational areas, as well as connected paths and cycleways highly favoured and most likely to be utilised by residents.

#### 'Old' Watson v 'New' Watson

#### Physical Divide

Watson is geographically divided by an easement running from Antill Street to Stirling Avenue. This easement provides for water escapement from Mount Majura, contains high tension power lines, and contains survey markers used by surveyors for instrument calibration.

Designated as an off-leash dog walking area, a new pathway and seating has been completed in 2018, running from Stirling Avenue up to Antill Street. The area also includes a small wetland with minor public seating as well as some very swampy parts unsuitable for walking and other recreation.

The area to the south of this easement was the first part of Watson to be developed. Sometimes referred to as 'Old Watson', this area is characterised by many single, standalone, traditional houses on larger blocks - generally 600-1,000 m<sup>2</sup>). It has extensive tree cover and includes some public-use green-space. It has a high proportion of public housing along A'Beckett, Windeyer, Antill and Knox Streets three-storeys in height; and private flats to three storeys along Knox, Irvine, and Antill Streets. The more southern part of the suburb includes townhouses; with semi-detached dwellings along A'Beckett St and Antill St.

The area to the north of this easement, referred to colloquially as 'New Watson' or 'North Watson', has been extensively developed since about 2001. This area is characterised by higher density development that includes town houses, apartments (up to three levels) and single, standalone houses on smaller blocks (about 500m<sup>2</sup>). The area between Antill Street and Roma Mitchell Crescent is predominately standalone houses, while the area to the north of Antill Street is exclusively medium density with apartment complexes with a building height of up to three storeys.

This document uses the terms 'Old Watson' and 'North Watson' where differentiation is required. The suburb in whole is referred to as 'Watson'.

### Development Strategies

This physical and apparent demographic divide means that different development and growth strategies should be applied to different areas within the suburb of Watson. The rationale for this is explained in more detail at Why Separate Strategies? on page 20.

## Growth

### Historical

Watson grew by 1,785 people, or nearly 44 percent, between 2001 and 2016 (refer to Census Reports on page 33). This growth included an additional 559 families.

### Future

Currently approved developments and proposed developments seek to add over 1,154 additional dwellings in the north-eastern corner of Watson. Based on past statistics, this will add around 1,815 additional residents, including about 1,085 children, and some 1,160 additional vehicles. These additional vehicles will have to use either Aspinall or Antill Streets. Refer to Planned or Proposed Developments on page 36.

Additionally, the ACT Government has signalled its intention to seek applications for development activity on Block 1, Section 13, the Old Watson High School site. Based on an unsolicited proposal this could potentially add 400 flats, giving a possible 960 extra residents, and an additional 600 vehicles<sup>6</sup>.

## Land Use

### Residential

The residential components of the suburb of Watson are as described under 'Old' Watson v 'New' Watson on page 10.

### Non-Residential

Watson has a single retail commercial centre with a supermarket, post office outlet, pharmacy, hairdresser and restaurants and cafes (known as Watson Shops). A doctors' surgery is opposite. Parking is limited. This shopping centre services more than just Watson – it is the only shopping centre between the ACT and Sutton and is used by people who work in the ACT and commute to and from such places as Gundaroo and Sutton.

The site of the old Watson High School is currently leased to the Canberra Band, and the owner of Canberra Technology Park, who leases space to various community organisations and businesses. It includes technology-oriented businesses.

The Watson Arts Centre, established in 1975, contains a gallery which focuses on ceramics and is home to the Canberra Potters' Society. The Watson Arts Centre also annually hosts the 'Bald Archies' painting exhibition.

Three motels and a service station are also located in Watson. Two television stations have premises in Watson, but one is proposed for demolition in 2019.

### Open Spaces

Old Watson, like other Inner North Canberra suburbs is characterised by public parks and open spaces associated with the schools. Some of the public parks have facilities for children to play; swings, climbing frames, etc. The level of availability of such facilities, standard in Canberra suburbs built prior to 2000, was not maintained in North Watson. Given the number of families in North

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<sup>6</sup> Refer to Table 1 Statistics from ABS QuickStats Census Data on page 29

Watson this is an oversight and was highlighted by respondents to the Watson Survey as something that should be addressed as part of future planning.

The easement between Antill Street and Stirling Avenue is designated as an 'off-leash' area for dogs and is popular with dog owners. It is also used as a walking trail leading into the Mount Majura Nature Reserve and is sometimes used by riders on horseback.

Watson is also the home to Justice Robert Hope Park (below).

#### Social Amenities

Majura Scout Group is based in Watson, and their small meeting hall is adjacent to the Majura Primary School.

There is a small public hall, which provides standing room for no more than 100 people, in Tay Street, in the northern-most part of the suburb. There is no other accessible public meeting place in the suburb.

#### Amusement/Entertainment

Watson was the home of the Starlight Drive-in theatre, Canberra Heritage Village and the Canberry Fair amusement park. These were in the northern most part of the suburb. These amenities have been removed and no similar amenity has been provided. The current zoning of Lots 74 and 76 would permit such an amenity, or a more modern equivalent, to be constructed.

#### Facilities

##### Public Toilets

There are no public toilets in or near the shopping centre, or indeed anywhere in Watson.

##### Employment

The retail shopping centre, the three motels, service station and the television stations provide employment opportunities within Watson.

The Canberra Technology Park, Majura and Rosary primary schools and the Australian Catholic University provide specialised employment opportunities.

#### Building Design and Height

The part of Watson to the south of Aspinall Street is characterised by predominately single-storey, single-dwelling residences per block. There is a small number of two-storey dwellings in this area.

The area to the north of Aspinall Street has been developed with predominately two- to three-storey multi-residence buildings; either townhouse style or apartments.

#### Vulnerable Ecosystems

##### Justice Robert Hope Park

Justice Robert Hope Park, part of Canberra Nature Park, is an 18 hectare low lying grassy woodland located in north-east Canberra, and adjacent to Mount Majura Nature Reserve.

The reserve includes critically endangered Yellow Box-Blakely's Red Gum Grassy Woodland dominated by large old, prolific trees which provide seasonal nectar and valuable foraging habitat for canopy-dwelling birds and arboreal fauna. Trees include hollows suitable for nesting birds.



This area is sometime referred to as 'Watson Woodlands'.

#### Mount Majura Nature Reserve

The Watson residential area abuts the Mount Majura Nature Reserve. This is a significant social and environmental reserve.

The ACT and region was, is, and always will be, part of the traditional home of the Ngunnawal Aboriginal people. Mount Majura is an important Aboriginal cultural place in the ACT with up to 12 known Aboriginal heritage sites of cultural and archaeological significance.

Mount Majura is home to many threatened species of plants and animals, especially regionally declining woodland birds. It is the only known ACT nesting area of the vulnerable Glossy Black Cockatoo (*Calyptorhynchus lathami lathami*). Several threatened or declining nomadic or migratory woodland birds are regular visitors including Swift Parrot (*Lathamus discolor*) and Regent Honeyeater (*Anthochaera phrygia*). The rare and vulnerable Rosenberg's Monitor (*Varanus rosenbergi*) is sometimes seen wandering through the diverse understorey. The reserve supports a high plant diversity including rare plants such as the Canberra Spider Orchid (*Arachnorchis actensis*) and Hoary Sunray (*Leucochrysum albicans*). Historic 1920 Kurrajong (*Brachychiton populneus*) plantings are found near the summit.<sup>7</sup>

## Transport and Movement

### Public Transport

#### Bus

Watson is currently served by Transport Canberra bus route 39 which connects Watson to Civic via Dickson. This bus is also used by Watson students attending Lyneham High School, which adds to the congestion on this bus, especially during morning peak periods.

The current route 39 will be replaced by new route 50 and Rapid route 9 early in 2019 as described in Proposed New Bus Routes on page 23.

#### Light Rail

The light rail network is adjacent to the south-western corner of Watson (Northbourne Avenue between Phillip Avenue and Flemington Road). The relevant Watson stop is located at the corner of Phillip and Northbourne Avenues, at one extremity of Watson, and thus is not a practical option for most Watson residents.

Travel to Civic was formerly available on bus route 39 but will be replaced by bus route 50 to Dickson with transfer to light rail for the balance of the journey. Light rail could be more attractive if secure cycle storage was available at the Phillip Avenue stop. Commuters heading to Gungahlin may be more likely to use light rail, especially if the park-and-ride facility opposite EPIC is retained.

The 2016 Australian Bureau of Statistics Census on Population and Housing reports that less than ten percent (10%) of residents travelled to work by bus (refer to Table 2 Method of travel to/from work on page 34).

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<sup>7</sup><https://www.environment.act.gov.au/parks-conservation/parks-and-reserves/find-a-park/canberra-nature-park/mount-majura-nature-reserve>

This census also reports that Watson residences have three motor vehicles for every two residences (refer to Table 1 Statistics from ABS QuickStats Census Data on page 33).

From this data the light rail system may not be an attractive travel option for Watson residents.

## Road Access

Access to Watson from the south is primarily along Northbourne Avenue and Antill Street from Dickson, or Northbourne Avenue and Phillip Avenue. Knox Street, which becomes Aspinall Street after Stirling Avenue, branches from Antill Street in the south-western part of Watson. Antill Street loops around Watson to reconnect with Aspinall Street in the north of the suburb.

Antill Street is used as the primary feeder to the Federal Highway to minimise traffic congestion on Northbourne Avenue during special events such as SummerNats. Antill Street, Aspinall Street and Knox Street are single lane each way. There is limited scope for widening.

## Cycling

Whilst some streets have indicative cycle lanes, there are few off-road cycle paths. Cyclists must use the main roadway.

The ACT Government espouses a policy of prioritising active travel in the order of: walking first, cycling next, and then public transport. It is important that light rail stations have adequate bike storage facilities to enable cyclists to use the light rail and ride to and from the stations.

## Education

Watson has one public primary school and one private primary school. Watson High School was closed over 15 years ago. The ACT Government does not plan to restore it to a high school, or to replace it, at this stage.

The changing demographic in Old Watson has seen increasing calls for the High School to re-open to cater for the children currently at Majura and other primary schools in the locale.

This Plan strongly recommends that the ACT Government seriously consider renovating and re-opening the school and consult directly with the community prior to any repurposing of the site.

The site is currently being used as a Technology Park, with non-industrial businesses and former playing fields providing a large open space.

## Public

### Kindergarten/Preschool

#### Majura

The Majura Primary School includes a preschool and kindergarten component located separately along Knox Street

### Primary

#### Majura

Enrolments at Majura Primary School have grown at just over 12 percent over the past three (3) years. At this rate it will be over capacity by 2020 (Refer to Table 3 Enrolment Projections for

Watson Area Schools on page 35). ACT Government consultants Elton supported this assessment (Feb 2018), and commented that adjacent primary schools are 'full to bursting'.

Projected population increases from planned and proposed developments (Overall Impact on page 38) will further exacerbate the accommodation problems at the school.

There are no known publicly available plans as to how this over-capacity will be addressed.

### **Safety Concerns**

Both the schools front Knox Street. The primary school encourages students to either ride bikes to school (there is a secure lock-up for bikes) or to walk. There is a concern that increased enrolment and increased traffic resulting from additional development will increase safety concerns for students, especially students at the preschool and kindergarten.

Knox Street is a narrow street, with limited bike lanes. Increased traffic will pose safety issues for school children.

### **Secondary<sup>8</sup>**

There are only two public high schools for the whole of the Inner North, including Old and New Watson: Lyneham High and Campbell High. Anecdotally most Watson high school students attend Lyneham High.

Lyneham High School is currently over-capacity (refer to Table 3 Enrolment Projections for Watson Area Schools on page 35). There are no known publicly available plans as to how this over-capacity will be addressed.

Campbell High School reserves spaces for children of service people and overseas diplomatic residents, which limits enrolment availability for Watson children. It too is approaching capacity, with a reported 83 percent of its 719 available places occupied in 2018. A significant residential development is commencing in 2018 and this will create additional enrolments at Campbell High.

The projected population increases from planned and proposed developments (Overall Impact on page 38) will further exacerbate this lack of capacity. Therefore, increased residential development in the suburb needs to carefully consider the impact on schools.

### **College**

Dickson College is the designated college for Watson. It has a nominal capacity of 1,114 students and reportedly has 833 students in 2018 (Table 3 Enrolment Projections for Watson Area Schools on page 35).

Projected population increases from planned and proposed developments in Watson (Overall Impact on page 38) will potentially place strain on this capacity.

Dickson College also takes students from other suburbs; e.g. Ainslie, Dickson, Lyneham, O'Connor.

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<sup>8</sup><https://www.canberratimes.com.au/national/act/the-canberra-schools-bursting-at-seams-and-those-less-than-half-full-20180521-p4zgjd.html>

## Private

### Rosary Primary School

Enrolments at Rosary Primary School, which is in the Catholic Education System, have remained relatively static at around 300 students.

### Australian Catholic University (ACU)

The Canberra Campus (Signadou) has more than 1,000 students, including over 30 international students.<sup>9</sup>

DRAFT

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<sup>9</sup>[http://www.acu.edu.au/about\\_acu/campuses/canberra](http://www.acu.edu.au/about_acu/campuses/canberra)

## Watson - Development Challenges

The ACT Government's push for inner city infill and high-density accommodation is placing the suburb under more and more pressure from developers, and the selling of existing but much needed green space.

As a suburb that has almost doubled in size in recent years and already has higher than average population relative to other inner North suburbs, Watson residents have been impacted by increased ad hoc development. These impacts include poor traffic flow and congestion, lack of well-planned and connected active transport options, public facilities and recreational space as well as pollution, heat, noise; and major changes to the character of the suburb, particularly with the erosion of public green space.

These impacts are coupled with the densification taking place along the light rail corridor and will bring major changes to the suburb. Any population increase via additional accommodation developments requires careful and informed planning.

The popularity of Watson and its desirability from the real-estate perspective largely comes from the existing amenity and sense of community, and the affordability of Watson for potential buyers.

### Residential

#### Density

##### Old Watson

Old Watson has developed over the past 70 years to become a living symbol of the "bush capital" concept that characterised Canberra's early development. This character is clearly demonstrated in the figure below, which has been extracted from Google Earth™.

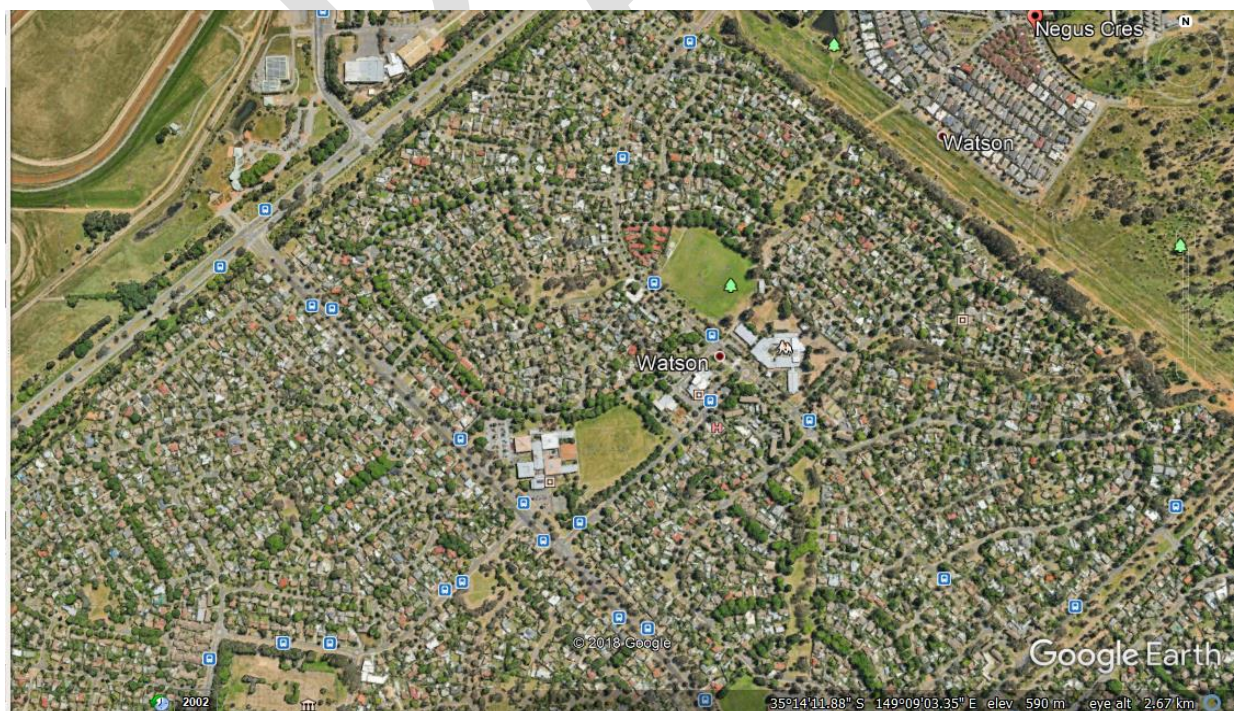
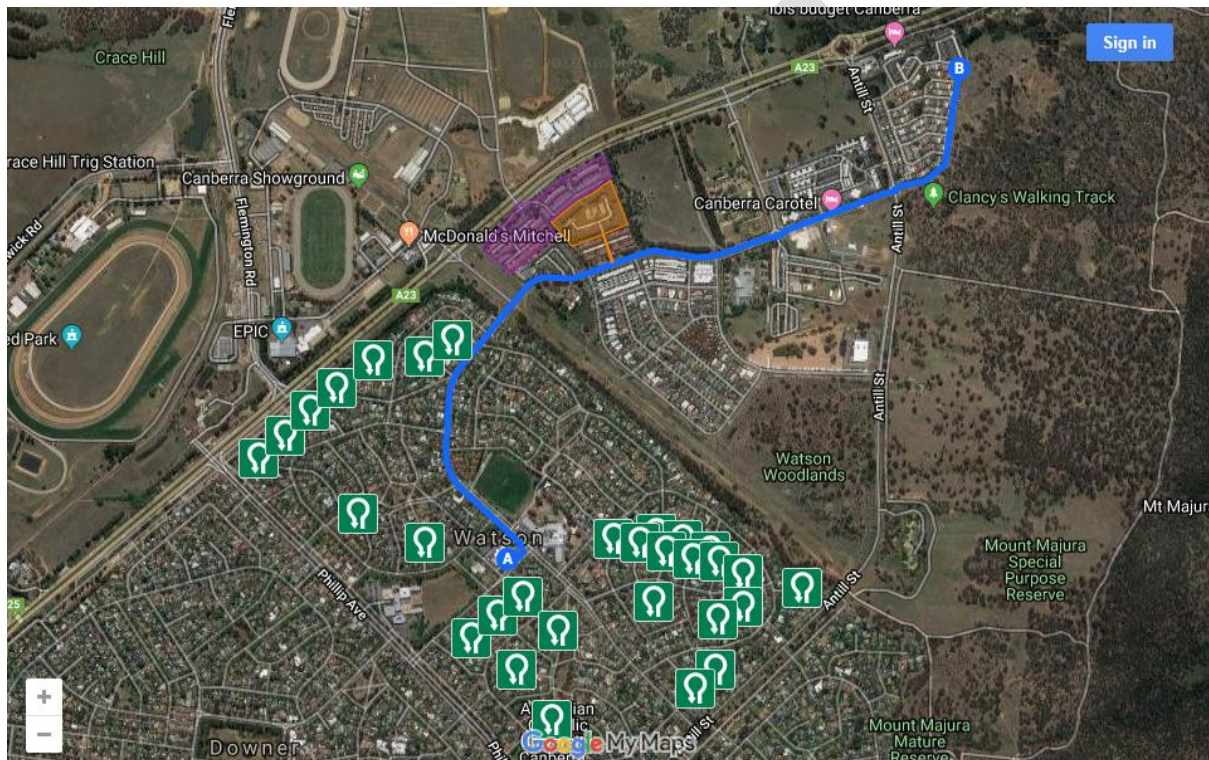


Figure 1 Old Watson from the air



Figure 2 Morphology of Old Watson below illustrates some outstanding features of the morphology of Old Watson:

- The central heart of the suburb is walking distance (less than 800 metres) from most of residents in Old Watson.
- Four finger parks interlace the area enabling walking and cycling access to the heart of the suburb.
- Established treelined corridors surround the perimeter of the suburb.
- Thirty-two short cul-de-sacs provide privacy within micro-neighbourhoods. See Figure 2 Morphology of Old Watson below.



*Figure 2 Morphology of Old Watson*

However, inappropriate and short-sighted development has deprived North Watson of many of the brilliant design features of Old Watson. For example, the roof-to-roof housing in the new miniature blocks in the northeast have scant tree canopy and poor solar orientation. These houses will suffer heat island effects as climate change raises summer temperatures.

Due to myopic configuration of streets and housing, the shaded areas in Figure 3 Poor solar orientation on page 19 highlight areas where dwellings have poor solar orientation, which will result in higher power bills for the long-term future.

It is an imperative that the current characteristics of Old Watson be maintained.

Further development would be at the expense of existing single dwellings, or by the rezoning of current open space. Any such new developments, or redevelopment, should align with the existing characteristics of Old Watson. This would require that any new developments within Old Watson should be retained at low-density. Dual occupancy, whether as separate buildings or contained within the one building, should not be permitted on more than a small percentage, say ten percent,



of the number of current blocks in any one precinct, where a 'precinct' is that area bounded by the closest streets.

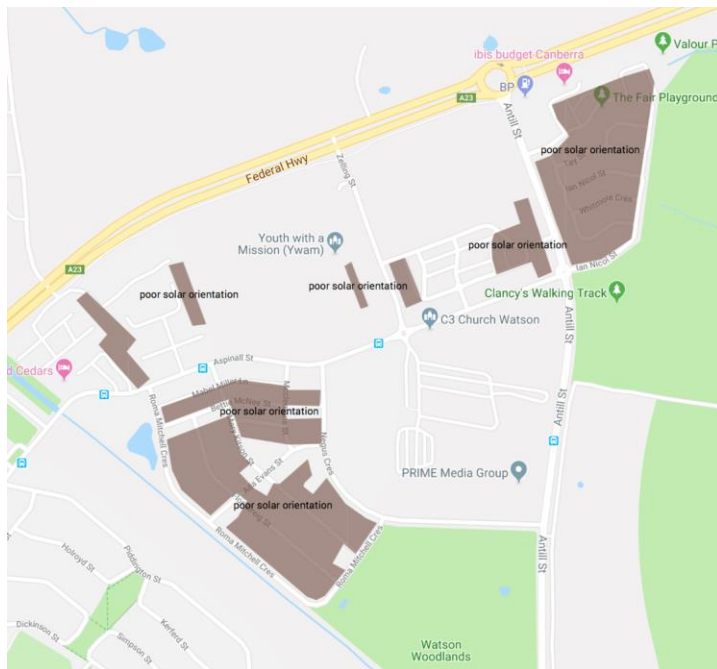


Figure 3 Poor solar orientation

#### North Watson

North Watson has been developed along completely different lines to Old Watson. The density is much greater, and the designated public open space is minimal.

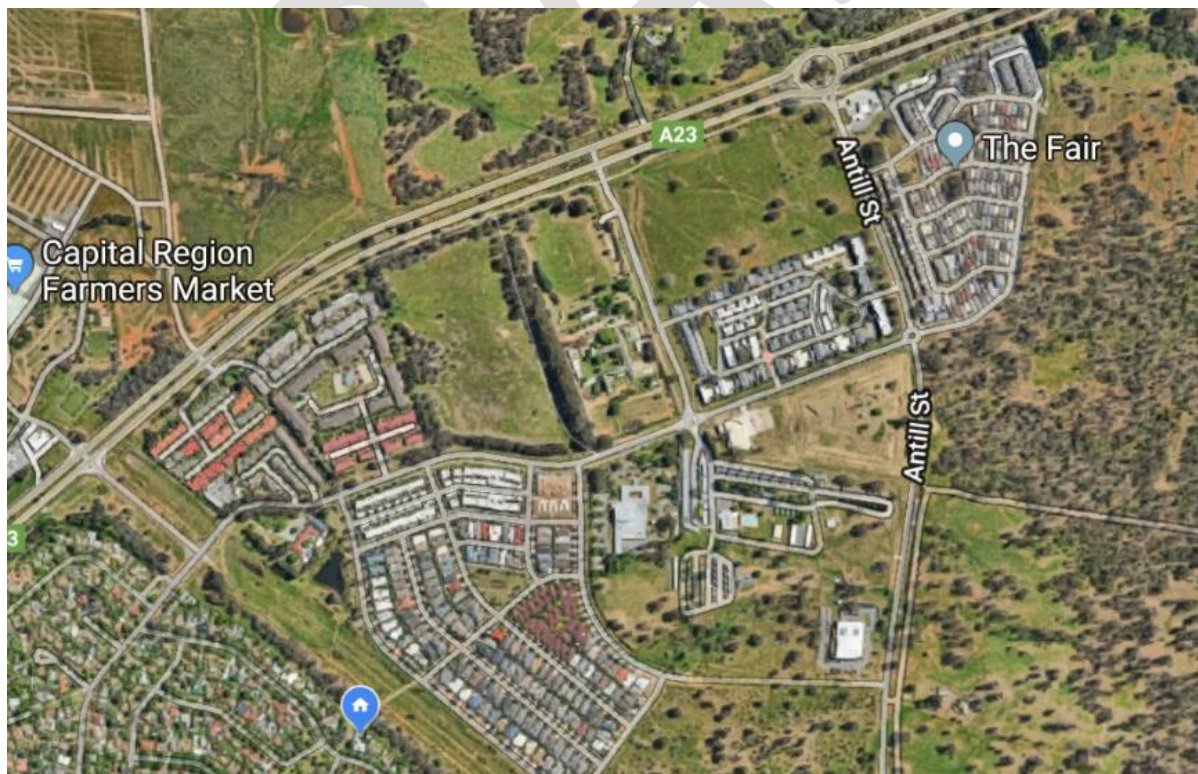


Figure 4 North Watson from the air

It is proposed that this ratio be determined by consultation with the ACT Government so that some additional capacity can be provided in Old Watson without changing the inherent character of that area.

Open public green spaces are to be retained to provide recreational public space, necessary for physical and mental health, particularly needed now to offset the densification coming to the suburb along the light rail route.

Reduction of block sizes, either directly or by consolidation, should not be permitted.

Figure 4 North Watson from the air on page 19 shows North Watson; the visual difference between Old Watson and North Watson is striking.

Block sizes for single dwellings in North Watson are considerably smaller than those in Old Watson, ranging from about 600m<sup>2</sup> down to about 400m<sup>2</sup> or even less in some instances. North Watson also has a larger proportion of multi-residence buildings.

It is estimated<sup>10</sup> that the number of standalone residences would be about the same as the number residences in multi-storey and multi-residence buildings.

As more open space is redeveloped for housing, this ratio should be maintained.

### Why Separate Strategies?

The above visuals clearly show that there are vastly different environmental characteristics between Old Watson and North Watson. The different characteristics can be summed up as:

#### ➤ **Density**

- Old Watson is predominantly low density with one single-storey dwelling per block;
- North Watson is split between medium density apartments and town houses of two or three stories and low density with single-storey dwellings per block;
  - This split is approximately 60:40 medium density to low density by area.

#### ➤ **Block Sizes**

- Old Watson blocks are generally between 600 - 1,000 m<sup>2</sup>;
- North Watson blocks for single dwellings are less than 600 m<sup>2</sup> with the majority being less than 500 m<sup>2</sup>.

#### ➤ **Street Scape**

- Old Watson is characterised by tree-lined streets with wide street frontages providing safe and comfortable pedestrian movement;
- North Watson is characterised by streets with access driveways for unit complexes and trees limited to those few streets with single-block residences.

### Diversity

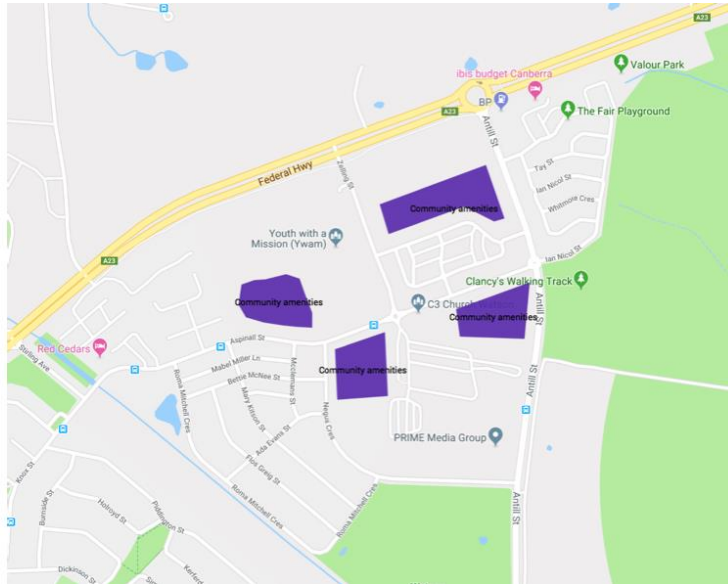
Watson currently has a favourable level of diversity within its boundaries. It has significant educational and cultural institutions and a local shopping centre, with a suitably-sized supermarket.

Housing is mixed, ranging from single-level houses on larger blocks through to two- and three-storey apartments.

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<sup>10</sup> No empirical data has been sighted.





It does not have any specialised accommodation suitable for an aging population, and the general move to multi-storey residences is a restrictive factor for elderly citizens, who, because of their age, have less mobility.

Old Watson has a suitable availability of public open spaces, but this level of availability has not been carried through to North Watson.

*Figure 5 Existing amenity space in Watson*

To reduce traffic congestion, the rapidly growing population of North Watson will need nearby community amenities that they can access by foot, pram or bicycle. Figure 5 Existing amenity space in Watson above shows centrally positioned vacant areas where amenities could be built for the benefit of local community.

### Speculative Development

The Old Watson High Oval on Block 1 Section 13 has been the subject of an unsolicited development proposal, which drew the area to the ACT Government's attention to consider its future use and possible sale to a private developer.

As it appears that the ACT Government expects North Watson's need for green space to be serviced by Old Watson's allocation, it is particularly important to retain this area. As well as considering the site for refurbishment and reopening as a High School, it could be revitalised, as promised in consultation material from the ACT Government, for public use, e.g. as community gardens with a children's playground nearby, so children can play while mum and dad garden.

Any development should be limited to the footprint of the existing building to preserve the green space.

There has been no need shown for any student accommodation by AIE, and with campuses in Sydney, Melbourne, Adelaide, the Gold Coast, as well as an on-line campus, it is highly unlikely to expand a campus in Canberra.

Anecdotally, the Australian Catholic University will use some accommodation. The ACU, as detailed at Australian Catholic University (ACU) on page 16, has only 30 interstate students, which does not support a claim for accommodation for 400, as a prospective developer has proposed.

The citizens of Watson believe that the egalitarian ethos of our community should not be undermined by new precincts with privileged restricted access to amenities. Facilities with restricted access, e.g. for specific building or complex residents only, should be ruled out. To be deemed "open space" an area must be accessible to all, without restriction.

Very little open space with recreational amenity is currently provided in North Watson. An area of around four thousand square metres (4,000m<sup>2</sup>) of land should be set aside from either Section 74 or Section 76 (or a parcel from each) for recreational open space. This open space must have unrestricted public access.

### Transport Consolidation

A consolidated traffic management plan considering all planned and proposed developments is an imperative. The main Watson arteries of Antill Street and Aspinall and Knox Streets are not wide streets. Widening (where this is possible) would reduce tree cover and amenity of the suburb.

Note that both these arteries will be impacted by developments in neighbouring suburbs of Hackett, Ainslie, Lyneham, O'Connor and Dickson.

Data in the 2016 Census of Population and Housing (Table 2 Method of travel to/from work on page 34) details how Watson residents travel to and from work. Overwhelmingly, the preferred method of travel for residents aged 15 years and over is car.

Although the suburb is served by bus routes, predominately No 39, in 2016 this option was used by less than one tenth of residents. This suggests that the development of higher density dwellings in North Watson is likely to be accompanied by an increase in the number of vehicles using the suburbs roads, and a concurrent increase in traffic congestion, pollution, and noise; and road safety challenges.

While the introduction of the light rail will have some impact on transport decisions, most of the population growth in the suburb will be in North Watson, which is farthest from the light rail stop making light rail use impractical for the majority of residents. The alternative being proposed by the ACT Government would require residents to utilise bike or bus for the first part of their journey to get to a suitable light rail stop (most likely Phillip Avenue or Dickson) to complete the remainder of their journey by rail. This would add extra travel time and complication and given lack of uptake of existing bus services seems unlikely. Many school children attending local schools are dropped to school by car – particularly in wet or colder weather – and this also needs to be taken into consideration as part of travel preferences.

The ACT Government's Bike and Ride Map<sup>11</sup> indicates that the light rail stops at Phillip Ave/Northbourne Ave and at Northbourne Ave/Antill St will have bike rails. Also, each light rail will have space to carry four bicycles.

However there appears to be no parking space at the Phillip Ave/Northbourne Ave light rail stop for people to leave their car and take the light rail.

Finally, the WCA has previously raised the issue of poor active and public transport links from North Watson to the rest of the suburb. A case in point is the lack of direct path for residents of say, Phillipa Weeks Street, who need to walk around the entire development to access the bus stop on Aspinall Street. The present trend of ad hoc housing developments that are developed in isolation and not integrated by planned travel routes for the suburb, mean current pathways are disjointed and inadequate, forcing greater reliance on the car.

While mixed modes of transport for the daily commute are more common in large cities, given the preference for the convenience of the car shown by Canberra residents, this may be a longer-term

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<sup>11</sup> [www.transport.act.gov.au/about-us/public-transport-options/bike-and-ride](http://www.transport.act.gov.au/about-us/public-transport-options/bike-and-ride)

social shift, meaning that increased congestion is likely for Watson's main road arteries as the suburb grows.

## Proposed New Bus Routes

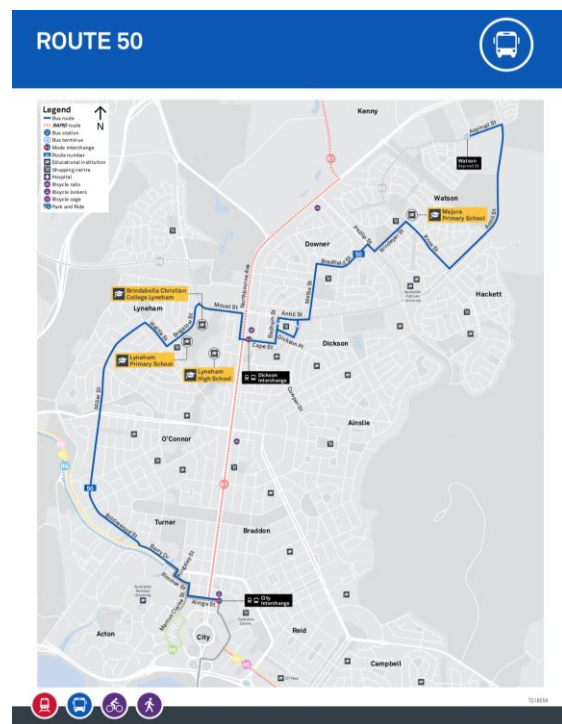


Figure 6 Proposed Bus Route 50



Figure 7 Proposed Bus Route R9

## Education

The schools servicing Watson are close to, or at, full capacity (Lyneham High School is already over-capacity). Future enrolment projections should take into consideration the potential population increase due to planned and proposed developments and a permanent solution be determined, as a priority.

In early 2019, the number 39 bus will be replaced by the new route 50 which unfortunately will take a more circuitous route to the city, adding travel time for existing public transport users.

Also, a new Rapid route R9 bus will rush through the narrow suburban streets of Watson and continue to Belconnen.

Consequently, the Route 50 and rapid R9 bus routes converge at Windeyer Street. This is already a traffic choke point when parents are dropping off children to school / day care and during peak shopping times.

Parking at the Watson shops is currently saturated at these times. The addition of several thousand more residents presents serious problems for traffic flow, safety and convenience.

A solution to divert the burgeoning pressure on this zone, would be to build shops, educational and child care facilities in North Watson.

The impact of these changes on uptake of public transport options for the suburb and Canberra remains to be seen and may result in some commuters (who have the option) to travel by car.

The WCA believes greater consultation with the public regarding travel and public transport links would be beneficial.

These projections are at Table 3 Enrolment Projections for Watson Area Schools on page 35

## Infrastructure

### Water and Sewerage

This document assumes that ActewAGL and Icon Water can provide adequate services to any proposed increase in density in Watson; if not, the provision of any necessary additional capacity should be at the expense of the relevant developer, not existing customers.

### Telecommunications

From time to time Telstra has had difficulty in providing landline services and effective mobile services as North Watson has been developed. North Watson was developed with inground fibre rather than copper, and properties were directly connected to the NBN via Fibre to the Premises (FttP). At this point it is not known if newly constructed premises can be connected to the NBN via FttP, or if they will be connected using some other method, such as Fibre to the Node (FttN). FttN does not provide the same download speeds as FttP.

## Conclusion

### Intrinsic Values for Enhancing Liveability in Watson

#### Facilitation of Urban Infill

We fully understand Canberra's need for more affordable housing for the growing population of our city. We understand that infill is inevitable to avoid expansion of vast sprawling outer suburbs, creating a larger footprint, and encroaching on rural areas of high biodiversity, with associated higher infrastructure costs and a greater reliance on the car. We are not anti-development nor against infill per se. We understand that higher density living brings greater opportunities for more interesting lively neighbourhoods. We know that urban densification also creates the local markets for small enterprises.

However, we firmly believe that urban infill needs to be people-friendly, respect local visual character and focussed on building community, through active travel, green spaces, community and recreational facilities and mixed housing responding to the demographics amongst local residents.

The answer to urban infill is not cheap badly oriented shoe-boxes and incongruous high-rise buildings inconsistent with the existing design and environment, and which block solar access in the surrounding neighbourhood. Urban developments should create common spaces, have greenery and be visually interesting. Rather than an ad hoc collection of developments, they should also be an expression of the above stated broader vision and linked by common elements of design.

Design should incorporate the latest in urban design to protect human physical and mental health as well as the environment. It must acknowledge and explore the latest research into climate change and use urban design features that reduce projected expected impacts of climate change.

#### Protection of Green Space

With planned increase in population of 2,500 or more, the residents of Watson insist on protecting our urban green spaces because it is vital to our health and quality of life. Research shows that children and adults need access to green space for play for their healthy development. A lack of open green space also encourages a lack of physical activity and is linked to a range of negative physical and mental health problems.

Green spaces ensure our suburbs stay cool in the face of climate change. The CSIRO's [Mapping Surface Urban Heat in Canberra Report](https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/6415/1976/9241/CSIRO_Mapping_Surface_Urban_Heat_In_Canberra.pdf) (December 2017)<sup>12</sup> revealed the imminent problem of 'urban heat island effect' exemplified by the planning disaster of Bonner with high density housing, large expanses of roofing and little tree cover. A report in May 2018 linked 79 deaths in Montreal to a "unique environmental problem: a heat island effect from loss of green space combined with population densification" (CEO of the Quebec State Health Authority).

It is essential for optimal health of our suburb and city, providing natural filtration of air-pollutants, as well as essential re-oxygenation of the air.

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<sup>12</sup> [https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/6415/1976/9241/CSIRO\\_Mapping\\_Surface\\_Urban\\_Heat\\_In\\_Canberra.pdf](https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/6415/1976/9241/CSIRO_Mapping_Surface_Urban_Heat_In_Canberra.pdf)



## Transport Options

The residents of Watson believe that developments must give high priority to creating active transport options including strategically located footpaths and cycle paths. Our Plan needs to encourage people to walk and run, cycle and skate, throughout our suburb. Active transport links not only facilitate and promote an active lifestyle but the interaction of residents and the opportunity for connection and contribution to the local environment and community. Equally traffic flow, volume and movements through the suburb need to be considered and planned for to meet needs of future development.

## Conservation

Through pleasant green corridors and planned pathways, habitat is created attracting local birds and wildlife and providing places for residents to gather, exercise and play. A beautiful urban environment has been shown to reduce crime and inspire care and pride within the community. This also positions Watson as part of the welcoming Gateway to Canberra and reflects our location on the edge of the Mount Majura Nature Reserve which is the home to rare and threatened plants and animals and provides recreational facilities to surrounding suburbs.

## Consolidating a Living Infrastructure Plan

Rather than separate needs, transport, green space, wildlife habitat, residential and community facilities should be developed and addressed in tandem so that the values are reflected and reinforced across the suburb, not just in a few lucky streets, or token up-market enclaves. For this to take place we need a holistic living infrastructure plan!

To quote the ACT Government's [Canberra's Living Infrastructure Information Paper](#), February 2018<sup>13</sup>:

*Natural systems and processes can be harnessed to protect communities against excessive heat or flooding. They can improve air, soil and water quality, as well as increase public amenity. When natural elements and features such as wetlands, the urban forest and green refuges are incorporated into the design and operation of cities, this is called 'living infrastructure' [...] This approach compels a strategic and holistic approach to the planning, design, construction, maintenance and renewal of our communities.*

*Canberra's original "garden city principles" incorporated living infrastructure in its planning and design. As Canberra grows and evolves to become a compact city with more intensively developed urban areas, the importance of incorporating living infrastructure into the city's form and function increases. Importantly, living infrastructure will play a key role as the city adapts to the impacts of climate change.*

Developing and implementing a living infrastructure plan will enable and support the Government's strategic priorities. The anticipated beneficial outcomes include: enhancing liveability and social inclusion; enabling urban renewal and active living; increasing property values; and improving natural resource management and urban biodiversity.

What we seek is not just to preserve but to **enhance the quality of life** in our suburb. We believe the ACT Government—through authentic co-design with residents—can deliver this through

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<sup>13</sup> [Canberra's Living Infrastructure Information Paper, February 2018](http://www.environment.act.gov.au/data/assets/pdf_file/0011/1170965/Canberra-Living-Infrastructure-Information-paper-2018.pdf)  
[www.environment.act.gov.au/data/assets/pdf\\_file/0011/1170965/Canberra-Living-Infrastructure-Information-paper-2018.pdf](http://www.environment.act.gov.au/data/assets/pdf_file/0011/1170965/Canberra-Living-Infrastructure-Information-paper-2018.pdf)

implementing the principles of a *Living Infrastructure Plan* as set out in its own planning process. This approach could well be described as 'liveability'. An approach which would include provision for genuine ecological sustainability rather than a developer's 'green wash' facade. While developers need to draw a return on their investment this needs to be balanced with a range of values and needs that serve the community into the future. Bad planning and poor design has an impact for many years to come, and notably investors rarely live in the poorly designed developments they create.

## Diversity

Watson's urban developments must cater for a diverse community of all ages and walks of life. Watson is not a homogenous dormitory suburb, a retirement precinct, or peripheral light rail catchment hub. We want neither gated communities nor ghettos. We are an open vibrant community who actively seek to contribute to the life of our neighbours, the suburb and Canberra at large.

Our bush capital is greatly loved by existing residents and is what has drawn many new people to living in the ACT.

We believe that Canberra's evolution into a modern, world-class compact and sustainable city and the vision of a bush capital are not mutually exclusive. Our leafy tree-lined streets, bird life and bush, alongside vibrant neighbourhoods, cool cafes, and well-planned city and suburbs, make us a unique place for visitors from across Australia and around the world.

## Desired Elements for Sustainable Growth

Against this background, we propose that all strategic planning for the future of Watson ensures the following design elements as identified through our recent local consultations and conversations:

- Design for Community Orientation:
  - spacious community facilities;
  - a variety of community owned recreational facilities;
  - intergenerational places;
  - adequate and accessible child care and schools;
  - availability of public toilets near recreational areas;
  - community gardens;
  - permeable thoroughfare through housing blocks, rather than private enclaves.
- Design for Social Orientation:
  - design to facilitate interaction among neighbours;
  - mixed housing reflecting local needs;
  - integrated social and cooperative housing;
  - affordable quality housing;
  - proximity to shops, cafes, doctors, chemists, etc;

- innovative uses and activities, such as pop-ups, micro-businesses and festivals for social wellbeing and community cohesion.
- Design to Retain Existing Character:
  - profile of Watson as it is now should be maintained into the future;
  - ratio of medium density to low density be maintained;
  - Watson's heritage as a recreational suburb be reinstated.
- Design for Conservation:
  - conservation corridors;
  - all major Development Applications to include an Environmental Impact Statement (EIS) addressing any potential impact of development on Justice Robert Hope Park and Mount Majura Nature Reserve, and Old Watson High School Oval section 13;
  - full protection for existing nature reserves.
- Design for Visual Impact:
  - Federal Highway frontage be tree-lined to provide a visual welcome to Canberra. It should be lined with a visually pleasing solid structure suitable to reduce noise (trees do not block noise);
  - streetscaping (e.g. as planned for Ginninderry)<sup>14</sup>;
  - patchworks of well-maintained green spaces;
  - mandatory ratios of green space in all residential plots;
  - appropriate native species of trees, shrubs and plants.
- Design for Accessibility and Safety:
  - networked pathways for active travel and safe access;
  - intelligently planned traffic routes for safety and noise minimisation;
  - regular public transport.
- Design for Energy Efficiency:
  - mandatory solar orientation;
  - energy efficient housing design;
  - carbon neutral buildings;
  - no over-shadowing of solar collectors;
  - low rise buildings;
  - clarity about where the new height limits apply.

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<sup>14</sup> Ginninderry, Creating the fabric of streets through patterns, <https://ginninderry.com/creating-fabric-streets-patterns/>



## **Genuine Participatory Strategic Planning**

We call for the ACT Government to undertake strategic holistic planning for the suburb of Watson ensuring that all future development is based on meaningful and informed co-design with the Watson community.

In the light of flaws that became obvious in the ACT Government's consultation processes regarding extending the AIE on section 13 (linking two opposing answers to a Y/N question; apparently misleading information, etc), this Plan calls for the ACT Government to stop any request for tender to develop section 13, and to undertake meaningful, informed consultation processes about the revitalisation and refurbishment of the section with affected residents, under the Better Suburbs Statement.

Consultation should be in letters to residents identified on the front as consultation about sale of the section to a developer - postcards look like junk mail - and they should go to all Watson residents.

Watson residents' views on the development of Watson should be prioritised over the views of the wider Canberra population.

Appropriately timed and located meetings specifically to inform residents about any ACT Government intentions should be held before tender processes are started. ACT Government representatives should be fully informed and be able to provide informed answers to residents' questions.

Appropriate time should be given for residents to be able to respond to any consultation material.

## **A Master Plan for Watson**

In the absence of a formal Master Plan for the suburb of Watson, we ask the ACT Government to use this community-generated Strategic Plan for Sustainable Development as their guideline for developers and their formal reference for development approvals.

## Appendix

### 1. A Case for a Master Plan for Watson<sup>15</sup>

While the ACT Government presently provides opportunities for the community to provide input about individual developments across Canberra and within Watson, the Watson Community Association's principal concern is with the apparent lack of planning around new developments currently taking place in Watson, in particular how they join up and address the needs of the suburb and area as a whole.

The planned green space, cycleways, playgrounds, educational facilities and shopping areas provided for in the original development of Watson, now fifty years old, are not being replicated in the new developments taking place north of Stirling Avenue. This situation, clearly illustrated in the attached Map A and 'Watson Community Survey (2017): origins and results' (Attachment B), is not only placing pressure on existing resources but means Watson residents as well as those from surrounding areas, are faced with poorer outcomes and services.

**A lack of overall vision presents a range of potentially negative outcomes, some of which are already becoming evident.**

#### **Specifically:**

#### **1. Wasted money**

(i) The paved pedestrian pathway built alongside Majura Primary School (alongside the oval) is a key thoroughfare for access to the preschool and primary schools and local shops for residents east of the shops, and should have been made for concurrent use by pedestrians, often with prams or walking frames, and for people cycling. While at the time it was seen as a solution for school children falling over on the previous dirt track, it is inadequate and needs to be upgraded to handle present (and future) use (Map A).

(ii) Watson has long needed a public toilet in the vicinity of the local shopping precinct - a key issue identified in the Watson Community Survey. With the redevelopment of the Watson oval a toilet block was put in at the far end of the oval away from public areas and is only accessible to groups hiring the sporting facilities. An additional toilet needs to be constructed to meet community demand (Map A).

(iii) The pathway built along the southern side of Aspinall Street between Antill Street and the entrance to Carotel should have been built wide enough to accommodate people on foot, using prams, walking frames and cycles, as the key link to the existing amenities in Watson and to encourage multiple users (Map A)

#### **2. Poor connectivity or passageway between developments**

Canberra is known for good accessibility that enhances the livability of the city and encourages active travel—as was the case in old Watson when the suburb was originally designed (Map A shows the radiating greenspace pathways, and some but not of all the small connecting paths found in many places).

However, this is not being replicated in the developments in new Watson which are happening in an ad hoc manner (Map A shows where one shared pathway exists across the Stirling Avenue

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<sup>15</sup> Copy of the WCA submission to the City and Gateway proposal

easement, but also illustrates no greenspace pathways in north Watson – and an absence of short interconnecting paths).

Map A also shows development boundaries in these two areas:-

(i) The blocks of flats and units built along the Federal highway north of Stirling Avenue have no connecting pathway to Aspinall Street. A person living at the northern end of Starlight has therefore to walk around the development (a long walk) to catch a bus on Aspinall Street, compared to using a path through or between developments—had there been one (Map A).

(ii) The developments taking place at the Channel 9, Negus Street and Carotel sites are being done in isolation from each other with no path easement between them, nor a planned capacity to walk through from one to the other. We spoke to developers who stated there was no requirement for them to do this, and found no appetite for joint arrangements with other developers (Map A).

The Watson Community Association recommends these pathways or easements be set out before developments are approved, in order to facilitate access by pedestrians, wheelchairs, prams and bikes.

### **3. Poor connectivity within the suburb and no planned pathways to existing amenities and public transport**

(i) The 'route' for people using active means to travel from the most northern end of Watson at The Fair, to the existing Watson shops is neither a continuous path nor a marked route. It is only adequate at the point where it handles present traffic between Roma Mitchell Crescent and Piddington Street, across the grassed Stirling Avenue. At the Piddington Street end it stops at banana rails (not supported by government now) with no proceeding pathway. It also necessitates travel through a gravel parking lot at the Scout Hall (Map A illustrates some of this).

(ii) There is no pedestrian crossing for people (including primary school aged children) coming from the developments east of Antill Street, nor a shared pathway to safely access the preschool, primary schools or shops, nor the closest bus stop (Map A)

### **4. Lack of amenities**

Ad hoc developments may, or may not, factor in playgrounds, picnic areas, or some commercial space. Where there are not designated areas earmarked for community or commercial use, prior to DAs being approved, these may be lacking, inadequate or poorly located. For example, the Fair development has only a single swing for younger residents. The Channel 9/10 site has been designed to provide amenities, but the other two developments in progress bordering it are only allowing for housing.

JRHP provides a marvelous open space for residential areas bordering it, but this does not serve the total needs for outdoor recreation in this area. For the increasing population of the suburb the amount of green corridors, shops, playgrounds, community space are extremely limited and largely non-existent. The responses from the Community Survey had numerous references to this.

### **5. Overcrowding of existing amenities and facilities**

The increased population of the suburb has resulted in parking and other pressures at the Watson Shops, which is also heavily frequented by residents from the surrounding suburbs of Hackett and Downer. All amenities will be stretched by the increasing population in new developments (Map A - blue shading).

Frequently noted in comments in the Community Survey responses concerned:

1. Parking. This will be exacerbated particularly if the active travel infrastructure (adequate paths, bike parking, and signage) is inadequate to facilitate or encourage people to NOT use cars within their neighbourhood.
2. Schools and childcare. Responses indicated that these are already at capacity.

#### **6. Poor health and increased car usage**

The points 1, 2 and 3 above all lead to people making choices to drive rather than use active means to move around their locality. Since the government supports active travel, and good health initiatives in respect to improved personal activity levels, the infrastructure needs to encourage and support this.

#### **7. Wasted opportunity, and poor reflection of the Burley Griffin legacy**

Once spaces are not set aside for pathways (not just roads), and open recreation spaces (not just buildings), nor are they set aside for commercial use or community use such as meeting rooms and gardens etc., the chance is lost.

Watson is the first suburb at the entrance to Canberra from the north by road. We have an opportunity to make Watson a gateway for the city, with some special visitor facilities to welcome and orientate them to the capital of the nation.

#### **In conclusion**

If the Canberra Technology Park site is considered a significant site under the Governments new requirements for community consultation then the whole area of Watson north of Stirling Avenue should be considered similarly significant. The ACT Planning and Land Authority 2004 document "Watson Neighbourhood Plan: A sustainable future for Watson" detailed vision for Watson, but DID NOT INCLUDE this area.

The primary concern of the Watson Community Association, is the way development appears to be happening without any oversight to good planning for the suburb as a whole, resulting in ad hoc housing projects that are poorly connected, and lacking provision for green space, playgrounds and community facilities.

A wider concern is that these oversights may be occurring in other parts of the city with infill developments. In our view and based on a range of best practice planning evidence from Australia and around the world, there are a host of economic, social, environmental and health co-benefits that can be realised which far outweigh any additional costs involved in providing a clear vision and overall plan for Watson, and other areas under construction.

## 2. Census Reports

The following tables have been populated with data extracted directly from ABS census reporting.

Measurement	2016 <sup>16</sup>	2011 <sup>17</sup>	2006 <sup>18</sup>	2001 <sup>19</sup>
Total Population	5,862	5,123	4,188	4,077
Male	48.2% (2,825)	2,537	1,989	1,940
Female	51.8% (3,037)	2,586	2,199	2,137
Median age	34	33	34	
Total Families	1,480	1,292	1,087	931
Average children per family				
for families with children	1.7	1.7		
for all families	0.6			
Total Private Dwellings	2,607	2,290	2,057	1,767
Average people per household	2.4	2.3	2.3	
Median weekly household income	\$1,962	\$1,908	\$1,268	
Median monthly mortgage repayments	\$2,044	\$2,237	\$1,517	
Median weekly rent	\$370	\$398	\$265	
Average motor vehicles per dwelling	1.5	1.5		

Table 1 Statistics from ABS QuickStats Census Data

### Notes

1. The number of motor vehicles per dwelling has remained at 1.5 for the last two censuses.
  - 1.1. This is critical for traffic planning purposes.
2. The 2016 census reported 0.6 children per family; with 1,480 families reported this means approximately 890 children in Watson.
  - 2.1. This is critical for school planning purposes.

<sup>16</sup> [http://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2016/quickstat/SSC80127](http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC80127)

<sup>17</sup> [http://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2011/quickstat/SSC80100?opendocument](http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2011/quickstat/SSC80100?opendocument)

<sup>18</sup> [http://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2006/quickstat/SSC81496?opendocument](http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2006/quickstat/SSC81496?opendocument)

<sup>19</sup> [http://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2001/quickstat/805058559?opendocument](http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2001/quickstat/805058559?opendocument)

AUSTRALIAN BUREAU OF STATISTICS 2016 Census of Population and Housing			
Watson (SSC80127) 3.7 square kilometres			
Method of Travel to Work <sup>20</sup>			
G59 METHOD OF TRAVEL TO WORK BY SEX <sup>21</sup>			
Count of employed persons aged 15 years and over			
	<i>Males</i>	<i>Females</i>	<i>Persons</i>
One method:			
Train	3	0	5
Bus	118	114	238
Ferry	3	0	3
Tram (includes light rail)	0	0	0
Taxi	0	0	3
Car, as driver	969	989	1,957
Car, as passenger	67	109	176
Truck	8	0	8
Motorbike/scooter	43	6	52
Bicycle	141	62	208
Other	15	9	19
Walked only	20	21	47
<i>Total one method</i>	<i>1,392</i>	<i>1,319</i>	<i>2,709</i>
Worked at home	32	66	105
Did not go to work	130	176	310
Method of travel to work not stated	7	16	16
<b>Total</b>	<b>1,599</b>	<b>1,613</b>	<b>3,213</b>
This table is based on place of usual residence.			
Please note that there are small random adjustments made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows or columns to differ by small amounts from table totals.			

Table 2 Method of travel to/from work

<sup>20</sup>[www.abs.gov.au/ausstats/abs@.nsf/Lookup/2901.0Chapter7002016](http://www.abs.gov.au/ausstats/abs@.nsf/Lookup/2901.0Chapter7002016)

<sup>21</sup>[www.abs.gov.au/ausstats/abs@.nsf/Lookup/2901.0Chapter9102016](http://www.abs.gov.au/ausstats/abs@.nsf/Lookup/2901.0Chapter9102016)

### 3. Enrolment Projections for Canberra Public Schools

The following data has been extracted from ACT Education Directorate reports.

School	2018 Capacity	2016 Feb Census	%	2017 Feb Census	%	2018 Feb Census	%
Campbell High School	868	721	83%	728	84%	719	83%
Dickson College	1,114	812	73%	815	73%	833	75%
Lyneham High School	1,088	1,065	98%	1,084	100%	1,119	103%
Majura Primary School	756	600	78%	630	83%	674	89%
Rosary Primary School	na	334	na	313	na	290	na

Table 3 Enrolment Projections for Watson Area Schools

#### Notes

1. The above school census data has been gained from ACT School Census Reports available at [www.education.act.gov.au/publications\\_and\\_policies/publications\\_a-z/census](http://www.education.act.gov.au/publications_and_policies/publications_a-z/census).
2. The ACT Education Directorate establishes notional school capacity, as above, by a calculation based on floor space. Generally, capacity as determined by the relevant school principal will be a lesser figure.
3. The 2016 published enrolment projections for 2017 and 2018<sup>22</sup> showed an increase of 1 student in 2017 and nil increase in 2018 for Majura Primary; a decrease of 5 students in 2017 and nil increase in 2018 for Lyneham High, and an increase of 24 in 2017 and a further increase of 26 students in 2018 for Campbell High School.
4. The changing demographic in Old Watson has seen a call from young families to refurbish and reopen Old Watson High School on section 13 to provide an additional High School in the Inner North. This Plan shows there is a need for another High School, and that population projections will only make this need more pressing.

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<sup>22</sup>[www.education.act.gov.au/\\_\\_data/assets/pdf\\_file/0010/872083/Enrolment-Projections-for-Canberra-Public-Schools-Glossary.pdf](http://www.education.act.gov.au/__data/assets/pdf_file/0010/872083/Enrolment-Projections-for-Canberra-Public-Schools-Glossary.pdf)

## 4. Planned or Proposed Developments

The following developments are either planned or proposed for Watson.

### Canberra Technology Park - Block 1 Section 13, Watson

Aside from the Canberra Technology Park (Old Watson High School) building, this Block encompasses an underutilized, unimproved green space and tennis court in disrepair.

The operators of Canberra Technology Park—the Academy of Interactive Entertainment (AIE)—have proposed to buy the whole Block from the ACT Government in an unsolicited development proposal. Their stated intention is to extend the AIE, one of the developer's businesses, to include 'student accommodation' consisting of 400 bedsit and one-bedroom flats on the site. ACT Government has advised it is no longer going with the unsolicited development proposal, and it is understood that the ACT government is now considering a request for tender for at least part of the Block, which may include some residential component.

The site may end up going to AIE, the original developer, in a tender process. If so the need for 400 flats for 'student accommodation' has not been demonstrated. The AIE reportedly has had only seven interstate students over 20 years of existence. Anecdotally, ACU (Signadou) is also interested, however they have only 30 students requiring accommodation.

As the need for student accommodation is not evident, affected residents in Watson feel there is a risk that a 'Change of Purpose' would allow the AIE to sell their proposed flats on the open market.

This is an area of green space that will be lost forever; if it is not protected in this Plan. The points above show the pressing need to protect all the remaining green space in Watson, particularly for the following reasons:

- the need for retaining green space for physical, mental and environmental health of Watson as a whole
- that the ACT Government relied on public green space in Old Watson to service New Watson, thus this space is important for New Watson residents as well as Old Watson residents immediately affected by a sale of the green
- that densification from the light rail route and likely infill of Sections 74 and 76 would weigh heavily on the amenities in Watson, including compounding the need for retaining the existing green space
- that public green space is a quality part of Watson's traditional heritage, and a visual amenity as well as important for health, well-being; and for environmental health particularly to combat 'heat islands' and remove air-pollutants and re-oxygenate air, which affects all of Canberra.

### Impact

With or without an approval of 'change of purpose', if the initial developer wins the tender process, the sale of the oval and the erection of 400 flats on the site, based on current statistics, it has the potential to raise the population of Watson by over 950 people (refer to Table 1 Statistics from ABS QuickStats Census Data on page 33 for the average number of people per residence).

Based on the number of vehicles per residence in Table 1 Statistics from ABS QuickStats Census Data on page 33, this would add 600 more vehicles to the immediate area with all the attendant problems



of: traffic congestion, noise, traffic road safety around an already congested area at the shops, and especially for children, as it is alongside Nipperville nursery school; air pollution, negative visual impact, (as well as negative physical and mental health and negative environmental issues).

The developer has identified only 36 car spaces, so overflow parking is a certain, if any more than accommodation for 24 be put on the site.

Rates may rise as they do with increase in population, and Watson residents as a whole will be charged 'value capture' fees to provide infrastructure such as sewerage, water, electricity, drainage, telecommunications, etc associated with population increase.

## Norrebro

This site is currently occupied by Channel Nine. According to media reports:

*"Upon completion, Norrebro will house 186 two and three-bedroom apartments and 134 two, three and four-bedroom "terrace-style" townhouses.*

*"The DA listed a restaurant, small shop, gym and health facility as potential commercial tenancies."*<sup>23</sup>

### Impact

Based on the current statistics for Watson, the population will increase by around 770 people and around 480 vehicles with this development

## Negus Crescent

*"A maximum of 21, 33 and 35 dwellings have been approved for the three sections of land, located opposite the Prime Media Group building and Justice Robert Hope Park near Antill Street.*

*"The three parcels of land, Block 9 Section 64 Watson, are being sold separately through Colliers International Canberra but could be bought by a single developer."*<sup>24</sup>

### Impact

Based on the current statistics for Watson, the population will increase by around 220 people and around 130 vehicles with this development.

## Mt Majura Estate

*"The Canberra Carotel is moving to an adjoining block of land to make way for Mt Majura Estate, a new development consisting of terrace townhouses and more than 100 single residential blocks.*

*"Colliers International will auction the three two-storey townhouse sites and 129 single blocks at an event in March."*<sup>25</sup>

### Impact

Based on the current statistics for Watson, the population will increase by around 325 people and around 200 vehicles with this development.

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<sup>23</sup>[www.allhomes.com.au/news/a-320home-sustainable-village-slated-for-watson-20170113-gtq5nk](http://www.allhomes.com.au/news/a-320home-sustainable-village-slated-for-watson-20170113-gtq5nk)

<sup>24</sup>[www.allhomes.com.au/news/watson-continues-to-grow-with-townhouse-development-land-on-the-market-20161112-gsny6o](http://www.allhomes.com.au/news/watson-continues-to-grow-with-townhouse-development-land-on-the-market-20161112-gsny6o)

<sup>25</sup>[www.allhomes.com.au/news/watson-motel-to-make-way-for-houses-as-part-of-mt-majura-estate-development-20170208-gu79bq](http://www.allhomes.com.au/news/watson-motel-to-make-way-for-houses-as-part-of-mt-majura-estate-development-20170208-gu79bq)

## Sections 74 & 76

Scheduled for rezoning and release in 2020-21 and allowing for over 200 residential dwellings.<sup>26</sup>

### Impact

Based on the current statistics for Watson, the population will increase by around 500 people and around 350 vehicles with this development.

### Overall Impact

Site	Additional Residences	Additional Residents	Additional Children <sup>27</sup>	Additional Vehicles
Norrebro	(approx) 320	770	460	480
Negus Crescent	89	220	130	130
Mt Majura Estate	(approx) 135	325	195	200
Sections 74 & 76	(approx) 210	500	300	350
Canberra Technology Park	(approx) 400	960	240	600
<b>Combined Increases</b>	(approx) 1,154	2,775	1,325	1,760

Table 4 Impact of Proposed Large-Scale Developments

### Notes

1. The above numbers have been extrapolated using the estimated number of dwellings for each development and applying the current statistical ratios as determined in the 2016 Census. Refer to Census Reports on page 33.
2. These additional developments will increase the population of Watson by 30% over the 2016 census figure.
3. The estimated increase in the number of children would make the construction of an additional primary school and an additional high school an imperative.

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<sup>26</sup><https://apps.treasury.act.gov.au/budget/budget-2018-2019/files/indicative-land-release/Indicative-Land-Release-Program-2018-19.pdf>

<sup>27</sup> Included in the count of additional residents but important for future school capacities

## 5. Useful Resources

The following links have relevance to this document.

### **ACTmapi – Development**

<http://app.actmapi.act.gov.au/actmapi/index.html?viewer=dev>

### **Statement of Planning Intent, 2015**

[www.yoursay.act.gov.au/statement-planning-intent](http://www.yoursay.act.gov.au/statement-planning-intent)

### **ACT Planning Strategy Refresh, July 2018**

[www.yoursay.act.gov.au/act-planning-strategy-refresh](http://www.yoursay.act.gov.au/act-planning-strategy-refresh)

### **City Services and a Better Suburbs Statement for Canberra, September 2018**

[www.yoursay.act.gov.au/BetterSuburbs](http://www.yoursay.act.gov.au/BetterSuburbs)

### **ACT Planning Strategy Refresh - Conversation Tracker Speaker Session 3 Bush Capital and global city: getting the balance right - 10 July 2018**

[https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/5315/3230/9374/Convo\\_Tracker\\_-\\_Speaker\\_series\\_3a\\_002.pdf](https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/5315/3230/9374/Convo_Tracker_-_Speaker_series_3a_002.pdf)

### **Canberra's Living Infrastructure Information Paper, February 2018**

[www.environment.act.gov.au/\\_\\_data/assets/pdf\\_file/0011/1170965/Canberra-Living-Infrastructure-Information-paper-2018.pdf](http://www.environment.act.gov.au/__data/assets/pdf_file/0011/1170965/Canberra-Living-Infrastructure-Information-paper-2018.pdf)

### **City and Gateway Draft Urban Design Framework, March 2018**

<https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/5715/1978/9098/City-and-Gateway-Urban-Design-Framework-2018-Access.pdf>

### **CSIRO's Mapping Surface Urban Heat in Canberra Report, December 2017**

[https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/6415/1976/9241/CSIRO\\_Mapping\\_Surface\\_Urban\\_Heat\\_In\\_Canberra.pdf](https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.act-yoursay.files/6415/1976/9241/CSIRO_Mapping_Surface_Urban_Heat_In_Canberra.pdf)

### **Watson Neighbourhood Plan: A sustainable future for Watson, Prepared by the ACT Planning and Land Authority, September 2004**

[www.planning.act.gov.au/\\_\\_data/assets/pdf\\_file/0008/890576/watson-anp.pdf](http://www.planning.act.gov.au/__data/assets/pdf_file/0008/890576/watson-anp.pdf)

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