



REID RESIDENTS' ASSOCIATION INC. NEWS LETTER FEBRUARY 2018

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RRA ANNUAL GENERAL MEETING

7 pm Tuesday 13 March 2018

Mercure Hotel Canberra

39 Limestone Ave

Braddon ACT

Guest speaker: [Duncan Marshall](#)

Duncan has made an exemplary contribution to heritage conservation in Australia. His topic on the night:

Can Reid survive with the city next door?

RRA's Committee is re-elected each year at the AGM held in March. Residents interested in nominating for a position on the committee of the RRA should contact Derk Swieringa to obtain a [nomination form](#).

Residents are most welcome to get together over dinner from about 7.30 pm. For bookings contact:

Joanne Nicholls

[Menu](#)

ACT GOVERNMENT'S HOUSING CHOICES DISCUSSION PAPER

Reminder – submissions close 9 March 2018

You have an opportunity to respond now.

[Click for detail](#)

REPRESENTATIONS TO GOVERNMENT

Soon after the re-election of the Barr Government, Reid Residents' Association (RRA) was contacted by Jacob Ingram, an officer in the Chief Minister's office. He offered to assist RRA with any matters of concern in as far as they related to the ACT administration's impact on the Reid Housing Precinct, which is listed on the ACT Heritage Register, under the *ACT Heritage Act, 2004*. We appreciated Jacob's support and assistance in arranging a meeting with Ministers Gordon Ramsay and Michael Gentleman on 22 November 2017. At this meeting RRA restated the concerns we had been raising by correspondence to the Chief Minister, and in meetings with the Heritage Unit, over several years. We are waiting for further action regarding these matters.

Subsequently, we met with the Greens' MLA, Caroline Le Couteur, who has a special interest in development and heritage matters. This meeting was very fruitful and provided useful ways to respond to the Government's Housing Choices discussion paper open for comment until 9 March. [Please click here.](#)

A meeting with Elizabeth Lee, Candice Burch, both MLAs for Kurrajong and Nicole Lawder, Shadow Minister for Heritage, is currently being arranged.

Government legislation enacting Reid as a heritage precinct was passed in the 1970s. There is no shortage of laws to protect Reid's heritage status. While the majority of Reid residents obviously enjoy living within a heritage-listed precinct there are, however, some residents and owners who have less regard for the heritage values and regulations.

In our discussions with Ministers Gentleman and Ramsay, we again raised the following breaches of heritage requirements:

- establishment of parking spaces and/or parking vehicles illegally on nature strips thus damaging the verge
- undertaking house renovations without erecting requisite fencing protection for the verge
- erecting wire fences at the front boundary
- operating a commercial carpark encompassing a whole backyard
- building a residential house and converting it into flats after receiving occupancy approval.

Canberra has few historical buildings and precincts and these must be conserved, not only by the residents as custodians but also by Government using its enforcement powers. Except in occasional circumstances, the application of the 'risk of harm to life or limb' response is not relevant to heritage management. Risk of harm and non-enforcement of 'victimless offences or crimes' would appear to be the current *modus operandi* of both the Government and bureaucracy. Heritage is for the long haul and requires genuine expertise, judgments based on sound and transparent parameters, and application of legislation.

As an exemplar of the 'garden city', Reid welcomes the concerted efforts of Government, bureaucracy, owners and residents to conserve the precinct for the future. We are not asking for Reid to be mothballed – we do expect adaptation to occur but it should always be in accord with the heritage requirements. To this end we strongly endorse the ACT Heritage Council. We appreciate their advocacy and advice to Government regarding Mr Fluffy rebuilds in Reid that should assist to reinforce the importance of the suburb's heritage listing.

We will keep working with the Government on these matters so that the heritage guidelines are applied according to the mandated requirements of the Entry to the ACT Heritage Register, *Heritage Act 2004*.

ILLEGAL PARKING

The pressure on the suburb from illegal parking is increasing and RRA is concerned that Reid is being treated as a free all-day parking opportunity for many people. It would be a great pity for the suburb if this were to become the status quo. Parking on the nature strip or verge is illegal, compacts the soil and damages the trees. Reid is a heritage-listed garden suburb and should not become an unsightly parking station. The streets are wide enough for any vehicle to park appropriately on the street and, if a gardener or tradesperson, display a permit and put out the necessary warning signs.

We are publishing the following extract from the ACT Government's publication [ACT Parking Infringements Guide \(p.15\)](#).

PINcode
336

Stopping on a path/strip in a built up area

In any built up area a motorist must not stop on a bicycle path, footpath, shared path, dividing strip, or a nature strip. Within a residential area a nature strip is the area between a road and the resident's boundary, excluding the footpath.

Why do we have this rule?

There are many reasons why this rule is in place. Vehicles parked on footpaths or nature strips can obstruct motorists' line of sight of other vehicles on the road and pedestrians about to cross the road, which can severely heighten the risk of collisions. This risk is particularly high when vehicles are parked on paths or nature strips close to intersections.

Vehicles parked on footpaths can prevent footpaths from being used by pedestrians. When this occurs pedestrians can be forced to walk on the road, which is a serious safety risk particularly for children, the elderly, the vision impaired and wheelchair and pram users.



Parking on nature strips also erodes vegetation by putting excessive force on tree roots and grass shoots, which can make trees unstable and dangerous, particularly in high winds. It can also damage public infrastructure, both above and below the ground. Emergency services and other personnel may be prevented from accessing key infrastructure such as water, gas, telecommunications and drainage facilities.

Motorists should also note that driving onto footpaths or nature strips in order to park is a safety hazard as pedestrians do not expect vehicles to park here and are unlikely to be exercising the same precautions they usually do when crossing a road.



When this kind of illegal parking is reported, Parking Operations' response is dependent upon the level of risk posed (i.e. whether it is a high, medium or low risk).

References

Liability for this offence is defined by the following provisions, which take precedence over the guidance provided above:

- Australian Road Rules rule 197
- Road Transport (Offences) Regulation 2005 Schedule 1 Part 1.2 Item 257

15| ACT Parking Infringements Guide

Enforcement action may be taken by foot patrols or the new mobile licence plate recognition-equipped vehicles. Cases of illegal parking or parking in excess of limited time zones may be reported to ACT Parking on 02 6207 7200, or by email to parking.operations@act.gov.au. Any feedback you can provide to the association on the response you may or may not receive from ACT Parking Operations would also be appreciated by RRA. Please email us on info@reid.northcanberra.org.au

Paid Parking

Are you aware that spaces are available for legal paid parking during the week at St John's Church in Reid? Parking can cost as little as \$7.40 per working day with a specific parking space being allocated. You may wish to publicise this service. All enquiries to St John's Church on 02 6248 8399 or admin@stjohnscanberra.org.

City Railway Remnant – Amaroo Street, Reid, achieves ACT Heritage entry

The ACT Heritage Council, the ACT's independent and expert Heritage body, gave provisional registration to the City Railway Remnants in Kingston (the Causeway) and Reid (part Block 12, Section 33) under the ACT Heritage Act 2004, with effect from 10 February 2017, after an assessment against the Heritage Significance Criteria. Following the Provisional Registration, The City Rail Remnants were included in the ACT Heritage Register with effect from 10 July 2017 and the places are to be conserved and appropriately managed in a manner respecting their heritage significance.

The entry in the ACT Heritage Register was in response to a Heritage nomination for the former Reid railway and its easement, adjacent to Amaroo Street, Reid, by the National Trust (ACT) in 2005 which was strongly supported by the Reid Residents' Association (RRA)

The Amaroo Street railway easement in Reid is the largest of only two remaining remnants of the former railway that linked Kingston to Civic in 1921. Although the steel rails were removed in Reid in 1940, two rows of Eucalyptus trees indicate the former railway alignment with a gentle curve at the Coranderrk Street end.

In 1920, two portions of the paddocks at St John's Church rectory were excised from the lease as being required for Commonwealth purposes. One was required for the City Centre development. The other became a railway reservation for a line that was built from near the current Canberra Railway Station to the proposed City Centre for the purposes of carrying building materials. The Public Works Committee examined a proposal in 1915 for a permanent rail line from Eastlake to Civic but considered it too expensive so recommended the temporary line via the Molonglo River Bridge costing £37,000. Construction began on in May 1921.

The wooden bridge taking the line across the Molonglo River was unfortunately washed away in a flood on 27 July 1922 less than 18 months after its opening and was never replaced. The alignment of the Eucalyptus trees however, demonstrates early planning intentions of providing a rail loop from Queanbeyan to Yass and on to Melbourne, which at the time was the temporary seat of the Commonwealth, also the importance of rail transport to the construction of a city in an otherwise undeveloped area.

The entry into the ACT Heritage Register is a most welcome decision. The Reid Railway Remnant will provide green space and a buffer from the ongoing development around the suburb, particularly on the southern side with the proposed development of the University of New South Wales. RRA looks forward to the area being enhanced with interpretative signage, sensitive upgrading of the landscape and tree plantings to enable use akin to a park. It would be most appreciated if any information that Reid residents may have concerning this early part of Canberra's history could be sent to the National Trust at info@nationaltrustact.org.au marked to the attention of the Heritage Committee.

SUPPORT REID

Become a supporter or sponsor

Each year it costs about \$1,800 to operate RRA. This includes website management, printing newsletters etc. We need people and local businesses that might be able to provide assistance in either cash or kind to assist our operational costs. The Committee wishes to thank two generous donors this year – this is much appreciated.

Exclusive advertising will be provided in this newsletter for sponsors. If you can help please contact Derk Swieringa

RRA Committee

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