



CRAIGBURN & THE PARK WARDS COMMUNITY FORUM MINUTES

**HELD ON MONDAY 19 FEBRUARY 2018
BLACKWOOD COMMUNITY CENTRE**

Chair: Cr Tim Hein (The Park Ward)

Elected Members in attendance:

- Mayor Glenn Spear
- Cr Jane Bange (The Park Ward)
- Cr Lindy Taeuber (Craigburn Ward)

Staff in attendance:

- Matthew Pears (CEO)
- Howard Lacy (General Manager Engineering & Horticulture)
- Craig Harrison (General Manager Development Services & Community Safety)
- Jamie Barrett (Secretary)

Other Elected Members in attendance:

- Cr Yvonne Todd (Babbage Ward)

Community attendees: 51

The meeting commenced at: 7pm

The Mayor welcomed those in attendance to the meeting and introduced the Elected Members and staff present. He also acknowledged the Kaurna people, the traditional custodians of the land.

The Mayor acknowledged and welcomed:

- Martin Hamilton-Smith (Member for Waite)
- Sam Duluk (Member for Davenport)

The Mayor also acknowledged apologies received from:

- Nicolle Flint (Federal Member for Boothby)
- Cr Karen Hockley (Craigburn Ward)

The Mayor then handed the meeting to the Chair, Cr Hein.

Cr Hein welcomed attendees and advised them of housekeeping matters in accordance with WHS requirements. A short explanation was given of the procedures for the evening. It was requested that attendees submit their questions in writing to formally record their questions or maintenance requests so that Administration can respond in due course.

Cr Hein then asked for questions from the floor. Questions received in writing are listed below.

NAME	ISSUES AND COMMENTS	RESPONSIBLE DIRECTORATE
<p>Jenni Pinch</p>	<p><i>RE: Coromandel Train Station: The population up here is ageing (as much as we hate and deny that word), and we have seen elderly couples really struggling quite a few times, to get to the station. We could, of course, all go to our doctors to get a Disability Permit but since there are only 4 spots, that doesn't really solve the problem at all, does it? There are areas east of the car park adjacent to Brighton Pde which COULD be changed to allow a few more parking spots, and perhaps Council could consider re-zoning some nearby streets for certain times to allow parks to be available for us to prevent us getting parking fines?</i></p>	<p>Engineering & Horticulture</p>
<p><i>City of Mitcham response:</i></p> <p><i>The responsibility for the provision of “off- street” parking at railway stations lies with the Department for Planning, Transport and Infrastructure. Council has responsibility to manage “on- street” parking at these locations.</i></p> <p><i>There have been a range of studies into on-street parking resulting in some restrictions being implemented to reduce the impact of commuter parking on local residents. There is however a fixed amount of on-street parking available and Council has worked to balance access to this limited space between competing uses. We continue to review on-street parking arrangement and can include your suggestions when we next review.</i></p> <p><i>In the meantime, Council agrees that more could be done to increase off-street parking at railway stations and has lobbied DPTI to do so. We continue to push for parking improvements. However as this is a State Government responsibility, it is suggested that you might wish to raise the matter with your local State MP and/or election candidates to see whether commitments can be secured.</i></p>		
<p>Samantha Buxton Stewart</p>	<p><i>I work for Trees For Life, on Bush For Life sites in the City of Mitcham. I am wondering if City of Mitcham have a Remnant Vegetation Plan, considering that a large proportion of South Australia's Nationally Endangered Grey Box Grassy Woodland habitat is contained within the council area? If not, can this be something that can be put on the agenda to be done in the near future? Having a Remnant Vegetation Plan will help to prioritise remnant vegetation sites on the basis of biodiversity, number of threatened species and perceived threats so that resources are directed to the highest priority sites. City of Marion has one which is very comprehensive and worth looking at: http://www.makingmarion.com.au/30106/documents/66618. Adelaide Hills Council has a Biodiversity Strategy and City of Onkaparinga has a Native Vegetation Strategy which is heading towards being updated this year.</i></p>	<p>Engineering & Horticulture</p>

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	<p><i>City of Mitcham response:</i></p> <p><i>Council has undertaken a significant amount of rehabilitation across a number of its larger woodland reserves focusing on weed removal, re-establishing native vegetation and fire management. This work is based on vegetation surveys which inform maintenance plans for each reserve.</i></p> <p><i>Council has typically partnered with volunteer groups such as Trees for Life and obtained funding from NRM and Federal Government grants. Progress has been significant, with major improvements in many of Council's remnant Grey Box grassy woodlands at sites across hills face zone reserves. Copies of the maintenance plans for many of these reserves are available on Council's website.</i></p> <p><i>Council is currently compiling a Biodiversity Strategy which will further support this important work.</i></p>	
<p>Andrew Tidswell</p>	<p><i>re: the Council project to purchase property in the Foodland shopping precinct and develop a mini-mall:</i></p> <p><i>a) when is it planned for the work to commence?</i></p> <p><i>b) what are the plans to improve pedestrian accessibility in this area?</i></p> <p><i>c) what else do you support happening in this area?</i></p>	<p>Development Services & Community Safety</p>
	<p><i>City of Mitcham response:</i></p> <p><i>Council has entered into an Option to purchase portion of the property adjacent Foodland. The intentions are to lodge development applications in the coming month seeking approval to develop both the portion to be retained by the current property owners and a development scheme over the land proposed to be purchased by Council. The timing of the works will be considered following development approvals being obtained.</i></p> <p><i>The key pedestrian improvement of the scheme is to create a connection from the central car parking areas through to Waite Street Reserve and the existing Community Centre. This enables a continuous pedestrian link to be achieved through to Shepherds Hill Road.</i></p> <p><i>Council is looking at opportunities to create and improve the pedestrian amenity and experience in the Centre and along the linkage including exploring development opportunities to stimulate investment and reinvigorate the centre. Improvements to car parking layout, design and configuration are also central to all considerations. Ultimately Council is looking to encourage private investment to further activate the centre and expand upon the retail and leisure offerings presently provided.</i></p>	

Andrew Tidswell	<i>When is it planned to commence community consultation on the master plan for the Waite Street Reserve?</i>	Engineering & Horticulture
<p><i>City of Mitcham response:</i></p> <p><i>A project brief including indicative timeframes has been developed with a select tender process presently underway. It is expected that the successful contractor will be appointed in late February with work to commence in March.</i></p> <p><i>Administration expects to work collaboratively with the successful tenderer in developing a public consultation and engagement plan both throughout concept development and formal public consultation. The final timings will be determined based on expected public consultation and engagement effort; however the current thinking is that the concept designs may be approved by Council in August 2018 for formal public consultation.</i></p>		
Andrew Tidswell	<i>When is it planned to commence concept design for the new Blackwood library?</i>	Corporate Services & Innovation
<p><i>City of Mitcham response:</i></p> <p><i>As above, same project</i></p>		
Nicky O'Broin	<i>Can council establish an outdoor swimming pool in Belair similar to the complex at Burnside, or at least facilitate discussions with state government to develop a partnership? The facilities and options for exercise and recreation for the community in Belair and surrounds are virtually zero yet the population is mainly families who would greatly benefit from such a swimming centre. The recent closure of the Belair Golf club possibly provides an opportunity to redesign this area into swimming and associated picnic grounds for all to enjoy - the young, teens, middle aged and elderly.</i>	Development Services & Community Safety
<p><i>City of Mitcham response:</i></p> <p><i>Thank you for your comments; your suggestions are noted. Council shares the view that the Belair Golf Club is unique and highly valued strategic recreational land. Given the recent circumstances arising with the Belair Golf Course Council will directly engage with the DEWNR as part of its 'Spatial Visioning' exercise (strategic planning) to explore future opportunities and seek to secure the long term recreational use of this key strategic land. Your suggestions for the development of an outdoor swimming pool and or extension of the trails network will be raised in that context.</i></p>		
Nicky O'Broin	<i>Could Council please have discussions with state government to utilise land at the Belair Golf club, such as establishing more mountain bike trails and develop a swimming centre. Land uses such as these gives families wonderful outdoor leisure and social interaction opportunities. It also offers employment opportunities in the development of such as then the ongoing management. Let's make the most of the lovely suburb of Belair. Its about time some money was spent here!</i>	Development Services & Community Safety

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<p><i>City of Mitcham response:</i></p> <p><i>As above</i></p>		
<p>Nicky O'Broin</p>	<p><i>Council doesn't seem to have the top section of Old Belair Road on its list/roster for regular street sweeping. The lack of maintenance results in the footpaths full of leaves and branches making it difficult to walk down (I have tried to clean up myself). Also, the street stormwater pits are regularly blocked of debris which causes flooding of the road and private properties when it rains. Other suburbs in the council area are regularly swept by council so why isn't the area of Belair?</i></p>	<p>Engineering & Horticulture</p>
<p><i>City of Mitcham response:</i></p> <p><i>Street sweeping for all main roads, including Department of Planning, Transport and Infrastructure (DPTI) roads is scheduled every 3 weeks. Council's sweeping contractor will be notified that the top section of Old Belair Road is becoming an issue due to the Eucalypts dropping large amounts of leaves and debris. The frequency of sweeping, including the footpath, will be reviewed, although the amount of material does vary significantly due to weather and wind conditions. As an immediate action, Council staff will schedule a clean-up in this area.</i></p> <p><i>Cleaning of the side entry pits (road drains) on the top section of Old Belair Road is the responsibility of DPTI. Council staff will contact DPTI to raise your maintenance concerns.</i></p>		
<p>Tom</p>	<p><i>Hi, since the major tree law changes in Development Act (2011), I was wondering if the Mitcham Council has been actively monitoring the tree canopy in the wards to see if the changes were having any positive or negative impacts, specifically in regards to the state goal of increasing cover by 20 per cent in metropolitan Adelaide by 2045.</i></p>	<p>Engineering & Horticulture</p>
<p><i>City of Mitcham response:</i></p> <p><i>Council adopted a revised Tree Strategy in 2016 (copy available on Council's website) which aims to address forecast tree losses over the 10 year horizon of the strategy. As a direct result, Council is increasing its tree planting rate on public land by up to 1,800 additional trees per annum.</i></p> <p><i>Council has been developing a tree asset register to record the number, condition and species of trees on Council land with about 60% of Council's trees currently captured. More recently, Council has used a software system to determine the Council wide tree cover from aerial photography. This information will provide a tree cover benchmark against which the success of future tree planting projects can be measured.</i></p> <p><i>The State Government has established a goal of increasing canopy cover to 20% across Adelaide. Mitcham's canopy cover exceeds 30%, so Council's strategy is to maintain the existing level of cover over the long term as outlined in Council's Tree Strategy.</i></p>		

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Leanne	<p><i>Why are the speed limits in Craigburn Farm not in line with all other areas In the Mitcham Council? All residential street 40k</i></p> <p><i>What are you doing to slow the traffic in Craigburn farm?</i></p>	<p><i>Engineering & Horticulture</i></p>
<p><i>City of Mitcham response:</i></p> <p><i>The default speed limit for urban built-up areas throughout South Australia is 50km/h without the need for speed signage. Any road with a speed limit different to the 50km/h default speed limit needs to be sign posted appropriately.</i></p> <p><i>Council has implemented a 40km/h speed limit on Brighton Pde and in surrounding streets in Blackwood South, but not in Craigburn Farm where the State built up area default speed limit of 50km/h applies. There has not been a high level of requests from Craigburn Farm residents to implement a 40km/h limit in the area. Where anti-social driving behaviour is experienced (ie hoon driving or excessive speeds), it is better to report this direct to the SA Police as very often these drivers will disregard the speed limit irrespective of there it is 50km/h or 40 km/h. Residents can report these incidents to SA Police on 8207 4700 for enforcement. Should residents in a specific street believe that traffic calming devices are warranted, written requests can be lodged via through the online feedback form available on the City of Mitcham's' website or alternatively a request can be lodged through Council's Customer Service Team on 8372 8888.</i></p>		
Leanne	<p><i>How will residents be able to exit Craigburn farm in the event of an emergency?</i></p> <p><i>Why are there so many meeting places without appropriate parking facilities?</i></p>	<p><i>Engineering & Horticulture</i></p>
<p><i>City of Mitcham response:</i></p> <p><i>There are currently four exits from Craigburn Farm being the two legs of Grand Boulevard, Watts Terrace connecting to Coromandel Pde and most recently the re-opened exit from Hayman Retreat onto Craigburn Road.</i></p> <p><i>The second question is somewhat unclear, but we have we have responded as follows. Onsite parking at major venues (eg sporting ovals) and businesses (eg supermarkets, nursing homes) is governed by the Development Act and its associated development plans, rules and regulations. Council's Development Plan establishes minimum parking standards for different types of development. Any development proposal submitted must meet these minimum guidelines, however existing land uses do not have to comply unless a specific change triggers the application of the current rules. Schools and certain other land use types are exempted from the minimum onsite parking requirements. Where street parking is available, Council attempts to balance the parking needs of local residents with the needs of businesses, public facilities and other uses. Given there is a fixed amount of street parking, this is a continual balancing act.</i></p>		

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Tom Philbey	<p><i>As a former student Eden Hills Primary school student, I participated in a program whereby the students at local schools were provided unfired clay pavers on which they created images and designs along with inscribing their names. I believe various schools in the area also participated at the time (early 1990s).</i></p> <p><i>The pavers were subsequently laid as a footpath out front of EHPS. Programs like this have the potential to build a strong and lasting sense of community in an era where we lament the loss of community pride and I'd like to know what is necessary to either revive such a program. Alternately, what similar concepts for local children's lasting participation in community are being considered by the council?</i></p> <p><i>As a side note, the council paving contractors sadly tore up the pavers in more recent years and only through the efforts of the groundskeeper, most were salvaged and affixed to the retaining wall along the front boundary of the school.</i></p>	Engineering & Horticulture
<p><i>City of Mitcham response:</i></p> <p><i>Council recognised the importance of the “personalised” custom pavers and met with the principal and grounds keeper of Eden Hill Primary before the footpath works were undertaken. It was agreed that the custom pavers would be salvage and any ‘intact’ pavers carefully relocated to a location(s) within the school grounds. Unfortunately many of the custom pavers were cracked and/or broken and therefore were either difficult to salvage or where unable to be rel-laid as they would have created a tripping hazard within the internal paths of the school. We understand that around 50% of the custom clay pavers were able to be successfully re-laid.</i></p> <p><i>It is suggested that future projects such as personalised pavers be raised with the Mitcham Art Advisory Group, which will be formed in the next few months, as they have a designated annual amount of funding to put towards Public Art Projects.</i></p>		
Tom Philbey	<p><i>As a Coromandel Valley ratepayer, I'm unimpressed by the general lack of attention to maintenance and upkeep works undertaken by the council in my area. It's apparent that as some of the furthest Mitcham residents from the council chambers, we're oft forgotten. Could the Council comment on minor but perennial issues that are not tended to:</i></p> <ul style="list-style-type: none"> <i>- Lack of street sweeping and cleaning of leaves and detritus. In particular there are parts of Coromandel Pde and surrounding streets (Rustic, Jackson, etc) that have had accrued storm wash and leaves for multiple seasons</i> <i>- Lack of tree maintenance creating overhanging footpaths and roads, in some cases overhanging corners by 1-2 metres creating blind hazards for road users (cnr Jackson and</i> 	Engineering & Horticulture

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	<p><i>Ewers)</i></p> <ul style="list-style-type: none"> - <i>Abysmal state of the roundabouts along Coromandel parade due to busses driving over the plants on a daily basis. It is noted that in 2017, a council crew planted fresh vegetation, only for it to be destroyed within 1-2 weeks and soil spread down the surrounding streets.</i> - <i>Many and varied issues with footpath paving that either doesn't get repaired, or takes an inordinate amount of time to rectify.</i> 	
<p><i>City of Mitcham response:</i></p> <p><i>Street sweeping is programmed on a 5 weekly cycle. With the extreme hot weather Eucalyptus trees have dropped vast amounts of debris making it difficult for the street sweeper to keep up with their program. Council staff will inform the sweeping contractor of the streets in question.</i></p> <p><i>Thank you for raising low hanging vegetation and in particular safety risk at 2 locations. We have raised maintenance requests for both those locations. Council has a "block pruning" program which aims to undertake heavy pruning of all street trees across the city over a 3-5 year cycle. The 1st pass of this program is well advanced, but progress is slow due to the quantity of pruning required. One factor that affects our pruning schedule is growth rate and density of foliage, which obviously varies depending on conditions of the growing season.</i></p> <p><i>The poor condition of the Coromandel Pde roundabouts is certainly acknowledged. These roundabouts are adversely impacted by construction traffic from the Craigburn Farm precinct. Vehicles regularly drive through the central garden beds and hit the concrete surrounds, causing damage. If the damage to a roundabout is largely cosmetic, then we tend not to intervene. Whereas damage has caused a safety issue, we either schedule repairs or reconstruction. Council is trying to balance the cost of repairs versus risk and the likelihood of further damage.</i></p> <p><i>Individual footpath trip hazards that are raised with Council are treated as a high priority and are rectified as soon as possible. Council acknowledges that the overall condition of some footpaths is below acceptable standards and therefore is investing at an accelerated rate to redress these below standard locations. This "backlog" program is currently in its 4th year of a 12 year program. Once completed, Council will be up-to-date on its footpath renewals and the annual footpath renewal program will essentially enable footpaths to be renewed as they reach the end of their useful life.</i></p> <p><i>Where there are individual issues identified, you can report these to our Call Centre of 8372-8888, via email to mitcham@mitchamcouncil.sa.gov.au or via council's website using the electronic Maintenance Request Form.</i></p>		

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Tom Philbey	<p><i>Is there any plan to construct proper water table and asphalted parking areas along the Western side of Coromandel Parade, in particular the southern end between Grand Boulevard and Watt's Terrace, as well as at the Blackwood Tennis Club. Both areas sections are shabby and unpleasant to look at.</i></p> <p><i>Additionally, there is a water pooling problem at the intersection of Plymouth Ave that can create a hazard to drivers during heavy rain that needs addressing.</i></p>	<p><i>Engineering & Horticulture</i></p>
<p><i>City of Mitcham response:</i></p> <p><i>There are currently no plans to construct kerb and water table on the western side of Coromandel Parade between Grand Blvd and Watts Tce. This will be reviewed at a future date when resurfacing of this section of road is deemed necessary. Installation of K&WT may also be reviewed with the future development of Craigburn Farm land adjacent the road.</i></p> <p><i>Thank you for identifying the issue with water ponding at the intersection of Plymouth Ave in heavy rain, Council have added the location to our stormwater issues list for investigation</i></p>		
Bryce Allanson	<p><i>As the number of residents increases in the areas off Fergusson Ave, the volumes of traffic have also grown. Increasingly cars try to "race" buses, trucks and other cars by cutting through Creswell Ave and Watts Tce and on occasions trucks decide to drive through taking up the whole road. The urgency that some people have has created a safety issue for people trying to gain access from their driveway. Coming over the crest of a hill plus coming around a corner creates a blind spot and a hazard if either a car is coming from the opposite direction or a resident is entering the road from their driveway. There are also children to consider in the area. At the intersection with Watts Tce a rumble strip was place to prevent corner cutting, with some success, but now the front part of the strip has come away due to wear and tear. Is consideration being given to managing the traffic better in a situation like this?</i></p>	<p><i>Engineering & Horticulture</i></p>
<p><i>City of Mitcham response:</i></p> <p><i>Thank you for raising your concerns about traffic flows along Fergusson Avenue, Creswell Avenue and Watts Terrace Craigburn Farm.</i></p> <p><i>To our knowledge, this is the 1st time that vehicles cutting through Creswell and Watts Tce to avoid slow moving traffic in Fergusson Ave, Grand Boulevard</i></p>		

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	<p><i>and Coromandel Rd have been raised. As you point out, Council installed a rumble bar island at the western end of Watts Tce to stop vehicles cutting the corner when turning into Cresswell Ave. Traffic and speed monitoring will be carried out within the next 3-6 months in Cresswell Ave between Grand Boulevard and Watts Tce to ascertain whether there is a problem.</i></p> <p><i>In relation to traffic growth and speeding in Fergusson Ave, Council will continue to monitor the traffic and speed patterns at regular intervals to ascertain whether traffic calming needs to be considered. Should residents feel that anti-social driving behaviour is occurring in Craigburn Farm, residents are encouraged to contact SA Police on 8207 4700 for enforcement.</i></p> <p><i>We note your advice that some of the rumble bars have been dislodged and have submitted a maintenance request.</i></p>	
<p>Russell Gardiner</p>	<p><i>Brighton Parade Speed Humps: Why haven't all the issues been addressed which I have raised in a number of emails to Council staff and Elected Members dating back to 2 August 2017 – these relate initially to the one at the junction of Clarence Street, then the inconsistency of height, length of ramps, slope of the sides, where they are on road junction and why the hump outside No 63 was re-built making it more difficult to drive over (scraping car & trailer & bus undercarriages).</i></p>	<p><i>Engineering & Horticulture</i></p>
	<p><i>City of Mitcham response:</i></p> <p><i>We are presently doing traffic counts (original counts in November 2017 were unsuccessful and have had to be redone) but needed to wait until late February once schools and universities returned. This data will give council an accurate picture of traffic movements. We will then review the impact the speed humps on speed and traffic numbers, as well as assessing roads in Blackwood South to determine if the speed humps have changed travel patterns in the area. Any issues with the design and/or geometry of the humps will also be reviewed at that time.</i></p>	
<p>Brian Thoman</p>	<p><i>In regard to election "Corflute" signs, I believe Mitcham staff took down several illegally erected signs before the 2016 Federal Election but never collected the \$315 expiation fee. Is this correct and what is the policy for the current state election?</i></p>	<p><i>Development Services & Community Safety</i></p>

<p><i>City of Mitcham response:</i></p> <p><i>The LGA has worked with local Councils and Political parties to set guidelines for the current State Election, we will assess and remove any sign that poses a safety risk.</i></p> <p><i>Where there are signs in question, you can report these to our Call Centre of 8372-8888, via email to mitcham@mitchamcouncil.sa.gov.au or via council's website using the electronic Maintenance Request Form.</i></p>		
<p>Neil Beverley</p>	<p><i>Please give details of the consultation process used to inform Council's support for the Aldi development</i></p>	<p><i>Development Services & Community Safety</i></p>
<p><i>City of Mitcham response:</i></p> <p><i>State Government Assessment Process assessed by the State Development Assessment Commission, consultation undertaken by them to adjoining owners.</i></p> <p><i>Council received detailed report through public agendas and whilst provided support in principle, raised several issues relating to interface with adjoining residents which brought about some amendments and improvements to the final plan.</i></p>		
<p>Jenny Hembrow</p>	<p><i>There are lots of streets in Belair with no pavements and vegetation growing onto the roads, including blackberries. When is this going to be addressed?</i></p> <p><i>Trees also hang over the road and scratch the cars sometimes eg Norfolk Avenue</i></p>	<p><i>Engineering & Horticulture</i></p>
<p><i>City of Mitcham response:</i></p> <p><i>The City of Mitcham has a priority list for new footpaths, including new footpaths in the Hills. Should a resident want a particular street considered for construction of a new footpath, they can sent a request through to Council via our email to mitcham@mitchamcouncil.sa.gov.au or contact your local Ward Councillor. All requests are assessed against Council's prioritisation criteria and added to the footpath list. As funding for new footpaths is limited, priority is given to areas which are used by school children, streets around aged care facilities, and high traffic areas such connections to key public transport stops..</i></p> <p><i>Council also spends considerable funds on maintaining existing footpaths.</i></p> <p><i>If you notice Blackberries or overhanging branches, you can report these to our Call Centre of 8372-8888, via email to mitcham@mitchamcouncil.sa.gov.au or via council's website using the electronic Maintenance Request Form.</i></p>		
<p>Pat Wilson</p>	<p><i>Preamble: \$300,000 has recently been spent on Brighton Parade in an attempt to hinder speeding motorists.</i></p>	<p><i>Engineering & Horticulture</i></p>

	<p><i>A commercial property in Young Street is proposed to be purchased by Council to develop cafes and pedestrian walkways to link up to a futuristic new Library complex in an attempt to regenerate the amenity of this area (at an undisclosed cost).</i></p> <p><i>Question: When will the Council revert to addressing more appropriate issues such as providing footpaths for the safety of its residents in the streets west of Brighton Parade? In particular:</i></p> <ul style="list-style-type: none"> • <i>Woodworth Street</i> • <i>Hovea Street</i> • <i>Cassia Street</i> • <i>Garnet Avenue</i> • <i>Clarence Street</i> • <i>Alison Avenue</i> • <i>Ashby Avenue</i> • <i>Clematis Drive</i> 	
<p><i>City of Mitcham response:</i></p> <p><i>Answer similar to above</i></p>		
<p><i>Tony Mudge & Pat Wilson</i></p>	<p><i>Preamble: We understand that the Council intends to conduct a Community Consultation shortly to seek the community's views on the preferred location for our Heritage Listed Soldier and that DPTI will delay works at the Roundabout pending a decision or advice from Council on this matter.</i></p> <p><i>Question:</i></p> <ol style="list-style-type: none"> <i>1. What is the timeframe for the consultation process? Is it still the end of February 2018?</i> <i>2. Will the consultation be limited to a simple choice? That is, either to move the Soldier to Station Road Reserve or to move the Soldier closer to the Uniting Church.</i> <i>3. How extensive will the consultation process be? For example, will it be limited to a general notification in the local press or just by visiting the Council's website.</i> <i>4. Is it on the Council's agenda to broaden the scope of this consultation process to include other possible locations for the Soldier such as Waite Street Reserve or Wittunga Botanic Gardens? If so, will full details on the pros and cons of each location together with designs and costs be fully presented to ratepayers.</i> <i>5. What amount has been budgeted for this consultation process? The fact that 2,324 petitioners were against the Soldier's relocation in 2013, clearly we need to approach all</i> 	<p><i>Development Services & Community Safety</i></p>

	<p><i>residents in the community via mail-out to ensure the Mitcham Hills residents are given the opportunity to voice their opinion by means of a postal ballot.</i></p>	
<p><i>City of Mitcham response:</i></p> <ol style="list-style-type: none"> <i>1. Consultation commended on 23 February 2018 for 28 days</i> <i>2. Consultation is based on four options and involves a simple tick box style with space for additional comments should a resident wish to add an explanation of why they made their choice or any other comment. The four options are in front of the Uniting Church, move to Station Street Reserve, move to Waite Street Reserve or other location (resident can propose – eg Wittunga Botanical Gardens)</i> <i>3. There is a letterbox drop of 10,000 properties surrounding the roundabout; advertising in local media; advertising on Council’s website, Facebook, twitter; displays at the Blackwood and Mitcham libraries, and a display at the Civic Centre.</i> <i>4. Yes – the consultation provides additional options such as Waite St Reserve and an option for other locations to be suggested (eg Wittunga Botanical Gardens). Council wanted to allow a wide range of options to be considered. Council and DPTI have prepared a brief high level pros/cons document to explain 3 specific options (Uniting Church, Station Street Reserve and Waite Street Reserve).</i> <i>5. No specific budget has been allocated, however the mailout is being delivered to 10,000 properties and staff resources will be assigned to analyse the results.</i> 		
<p>Geoff Bartlett</p>	<p><i>My question relates to a long-standing proposal to build a new RAILWAY STATION at BELLEVUE HEIGHTS incorporating a Park n Ride facility and a Bus Interchange.</i></p> <p><i>Both the current State Government and Opposition Parties in recent weeks promised substantial funds for the expansion of the Paradise Park n Ride facility to encourage more people to use Public Transport.</i></p> <p><i>Would the Mitcham Council be receptive to the idea of selling the large parcel of land (the former Eden Hills Dump site on Shepherds Hill Road) to the State Government to facilitate such a worthwhile and increasingly necessary facility?</i></p>	<p><i>Engineering & Horticulture</i></p>
<p><i>City of Mitcham response:</i></p> <p><i>Council staff have put this suggestion to DPTI transport managers, however to date little progress has been made. Council considers this worthy of further attention by the State Government. No political candidates have taken up the idea and made promises about it. Council would consider any realistic proposal to sell the site for public transport expansion. The environmental aspects would need to be taken into account with the proposed site.</i></p>		
<p>C. Ainsworth</p>	<p><i>In the development of the “Fire Danger Policy” were any Emergency Management Qualified people consulted as to the implications of the policy?</i></p>	<p><i>Development Services & Community Safety</i></p>
<p><i>City of Mitcham response:</i></p>		

<p><i>We have worked closely with the CFS on what our procedure should be, we have been given clear advice that we should be out of the Hills on these days. We have not taken analysis of how safe a community building would be – they would not be suitable to be used as a refuge. We do not encourage people to be in fire risk areas on high risk days.</i></p> <p><i>Our activities such as brush cutting have risk of creating fire which is why we disuse them on high risk days. We are reviewing the Waste Collection Policy, we are looking to start waste collection earlier so that it will be finished before high fire risk times in the day occur and therefore still provide the service.</i></p> <p><i>The City of Mitcham considers the safety of their residents and staff above all else.</i></p>		
<p>Jane Silbereisen</p>	<p><i>Please note your commitment through Council to support long term planning for the commercial precinct for the long term in Blackwood (as per development Masterplan from BBN)</i></p>	<p><i>Development Services & Community Safety</i></p>
<p><i>City of Mitcham response:</i></p> <p><i>Spatial Vision – Blackwood precinct is a target area. We are creating a project plan through our Strategic Planning and Development Policy Committee which we are hoping to present to the community by August following the Local Government Elections.</i></p>		
<p>Neil Beverley</p>	<p><i>Are there any plans for a new Blackwood Library and if so, where can they be viewed?</i></p>	<p><i>Development Services & Community Safety</i></p>
<p><i>City of Mitcham response:</i></p> <p><i>Council has resolved to build a combined Community Centre and Library. We have been given funding this financial year to develop concept plans. It has gone out for tender and we are in a review process. We hope that by the end of the month we can deliver concepts to the Council and Elected Members.</i></p> <p><i>August 2018 is our target for public plans.</i></p>		
<p>Chris Ainsworth</p>	<p><i>a) What are the Identified “Emergency Risks” by the Council which protects the community from major event.</i></p> <p><i>b) What Events impacted the Mitcham area in the past 18 months:</i></p> <ul style="list-style-type: none"> <i>• Storm</i> <i>• Fire</i> <i>• Hazardous materials event</i> <i>•</i> 	<p><i>Development Services & Community Safety</i></p>

City of Mitcham response:

a) Emergency management for major risks such as bushfire, flood, etc are managed by response agencies, typically state government organisations such as CFS, SES or Police. If the incident is large enough, command and control occurs through the State Emergency Management Centre. For these major incidents, Council plays a support role and assists with recovery coordinated via a Zone Emergency Management Centre

Council also has its own Business Continuity Plan and Emergency Response Plan that are implemented when Council operations are impacted. More information regarding our Emergency Management practices can be viewed at www.mitchamcouncil.sa.gov.au/page.aspx?u=2026

b) In the past 18 months we have had two major storm events which have impacted the City of Mitcham area, these were in September and December 2016.

A number of questions were raised from the floor and discussion followed on the following topics (in addition to the above):

- Coromandel Parade / Shepherds Hill Road. Western Bypass Road
- DPTI roundabout consultation

The meeting closed at 9pm.