



## **BABBAGE AND OVERTON WARDS COMMUNITY FORUM MINUTES**

**HELD ON MONDAY 14 OCTOBER 2019  
ST MARYS SPORTING ASSOCIATION**

Chair: Cr Yvonne Todd (Babbage Ward)

Elected Members in attendance:

- Mayor Heather Holmes-Ross
- Cr Dave Munro (Babbage Ward)
- Cr John Sanderson (Overton Ward)
- Cr Katarina Steele (Overton Ward)

Staff in attendance:

- Matthew Pears (Chief Executive Officer)
- Craig Harrison (General Manager Development Services & Community Safety)
- Daniel Baker (General Manager Engineering & Horticulture)
- Wade Reynolds (General Manager Corporate Services & Innovation)

Community attendees: 26

The meeting commenced at: 7 pm

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

The Mayor also welcomed Jayne Stinson (State Member for Badcoe), Carolyn Power (State Member for Elder) and Cr Lindy Taeuber (Craigburn Ward Councillor) and acknowledged apologies from Nicolle Flint (Federal Member for Boothby).

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

Cr Todd 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.

NAME	ISSUES AND COMMENTS	RESPONSIBLE DIRECTORATE/S
Anne Kirk	<p>I'm interested in Light Place, Colonel Light Gardens.</p> <ol style="list-style-type: none"> <li>1. The park is very weedy &amp; not cut very regularly which makes it difficult for young residents to play. Some residents cut an area out themselves so kids can play cricket. Because it is so weedy, the gardens in Light Place are also affected by the weeds from the park.</li> <li>2. The other issue was the sign indicating how the house numbers run in Light Place has not been maintained &amp; has now fallen over &amp; is leaning against a fence. I've rung council a couple of times to report this issue so hopefully it is fixed by the time this forum is held.</li> <li>3. The road in Martlesham Crescent has been poor for a long time with water gathering on the road when it rains &amp; the tree roots have caused damage to the road surface which has not been repaired. Is this a Council problem or State Government problem?</li> </ol>	Engineering & Horticulture
<p><i>City of Mitcham response:</i></p> <ol style="list-style-type: none"> <li>1. Light Place Colonel Light Gardens is currently cut on our 6 week schedule, which is in line with similar parks in Colonel Light Gardens. We will send our scoper to the area to see if any weed mitigation is appropriate.</li> <li>2. Thank you for bringing this to Councils attention. Installation will likely occur by mid-November.</li> <li>3. Condition assessments are undertaken on a routine basis for all roads within the City of Mitcham, and assess a wide range of factors including cracking, oxidation, deformation, patching and defects. The results of these inspections allow Council to prioritise renewal works for roads across the city, addressing the worst condition roads first. Based on its current condition, Martlesham Crescent is scheduled for renewal within the next three to four financial years, subject to funding and approval by Council (Elected Members). The scheduling of road renewals is reassessed on an annual basis. In the interim, kerb maintenance will be undertaken to rectify damaged sections caused by tree root lifts, which will alleviate stormwater ponding.</li> </ol>		

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Neil Baron	<ol style="list-style-type: none"> <li>1. Ratepayers, particularly ones not who may not be traditional internet users, find the City of Mitcham website confusing, difficult to manoeuvre and not user friendly. A review to enhance the user's experience and to gain information is necessary and is therefore requested.</li> <li>2. What formal procedures are in place between the City of Mitcham and DPTI to provide clear and transparent information and dialogue on issues that impact on local residents to them. Too often the ratepayers are the last people to know what is happening and how this will impact on their daily lives. The Springbank Intersection is t prime example.</li> <li>3. A system that a ratepayer is assigned a tracking record number that can then be used to EASILY follow up on issues that have been raised. Too often taxpayers find that their concerns are not followed through and trying to contact the individual first contact person is difficult due to them not be available and then having to restate their case over and over?</li> <li>4. The investigation of a skate park for our younger residents at CC Hood to encourage healthy physical activity in their own neighbourhood. Currently families need to drive to skate parks outside of the area and at times out of the City. The dynamic of the area is changing with younger families and their needs must be respected and addressed.</li> </ol>	Corporate Services & Innovation + Engineering & Horticulture
<p><i>City of Mitcham response:</i></p> <ol style="list-style-type: none"> <li>1. In recent years, Council has been focussed on improving its business processes, back end systems and capabilities to ensure that they are efficient and lean and able to handle the changes required to improve customer experience and online accesibility. There has been a deliberate strategy to first focus on the back end and systems in order to successfully support this and the vehicle for Council to achieve this has been primarily the implementation of a new corporate IT system to run the transactional, reporting and data management elements of the business (TechnologyOne), which is now all but complete. The next step is a new focus on better understanding how customers want to interact and do business with us and how they want to receive information from and communicate with us. In this regard, and before Council invests in improving and developing our existing customer interaction points (digital or otherwise), the first step is to ask the community to make sure that any investment made is relevant and in-tune with customer's expectations. It's also important to ensure that Council captures the views and opinions of a broad</li> </ol>		

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	<p>cross-section of the community so as to avoid misunderstanding the actual need as it relates to the different types of customers that live, work and recreate within the City of Mitcham.</p> <p>This research is planned to take place this calendar year (during 2020) and will inform the Council so that the right ‘front-end’ investments can be made in the right places. It’s highly anticipated that our website (and our digital presence more generally) will be a key interest area for our customers, but not the only one, and through our research findings we aim to be in a position where we can present the Council with a proposed investment roadmap.</p> <p>2. The answer below:</p> <ul style="list-style-type: none"> <li>• Council staff attend quarterly liaison meetings with DPTI staff in relation to DPTI and Council projects and initiatives occurring within the City of Mitcham</li> <li>• Council staff and DPTI have agreed to establish specific monthly meeting on DPTI projects when they reach an appropriate stage, to date a monthly meeting has been established for the Springbank Intersection project</li> <li>• Council communication staff attend the meetings where feasible</li> <li>• Information is shared with Elected Members and community when made available to Council</li> <li>• Council staff meet regularly with State Members of Parliament</li> <li>• Council writes formally to the Minister for Transport, Infrastructure and Local Government</li> <li>• Council requests briefings from DPTI</li> </ul> <p>3. In recent years, Council has been focussed on improving its business processes, back end systems and capabilities to ensure that they are efficient and lean and able to handle the changes required to improve customer experience and online accesibility. There has been a deliberate strategy to first focus on the back end and systems in order to successfully support this and the vehicle for Council to achieve this has been primarily the implementation of a new corporate IT system to run the transactional, reporting and data management elements of the business (TechnologyOne), which is now all but complete.</p> <p>The next step is a new focus on better understanding how customers want to interact and do business with us and how they want to receive information from and communicate with us. In this regard, and before Council invests in improving and developing our existing customer interaction points (digital or otherwise), the first step is to ask the community to make sure that any investment made is relevant and in-tune with customer’s expectations. It’s also important to ensure that Council captures the views and opinions of a broad cross-section of the community so as to avoid misunderstanding the actual need as it relates to the different types of customers that live, work and recreate within the City of Mitcham.</p> <p>This research is planned to take place this calendar year (during 2020) and will inform the Council so that the right ‘front-end’ investments can be made in the right places. It’s highly anticipated that our website (and our digital presence more generally) will be a</p>	

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	<p>key interest area for our customers, but not the only one, and through our research findings we aim to be in a position where we can present the Council with a proposed investment roadmap.</p> <p>4. There is no current intention for a skate park at CC Hood; a masterplan was developed for the area in 2009; this masterplan does not include a skate park.</p>	
Mirai Morita	<ol style="list-style-type: none"> <li>1. Could there be stricter rules and regulations for cats? Wondering cats constantly urinate on our front doors, barbecues and pooping in our gardens. It seems quite unfair for the non pet owners to have to deal with this. Besides other issues that also comes with wondering cats endangering other natives animals and birds.</li> <li>2. Cashel street is used by commuter drivers who seem to be cutting through the neighbourhood at high speed. There are some small speed islands installed at bends, which are quite damaged and lost and ineffective. Is there any plans to improve the safety condition of Cashel street? Is there any considerations or investigation into installing speed bumps or stricter/slower speed limit?</li> </ol>	Development Services & Community Safety / Engineering & Horticulture
<p><i>City of Mitcham response:</i></p> <p>1. We have a specific By-Law No 6 in relation to the management of Cats. &amp; have resources dedicated to assist the Community in managing nuisance complaints caused by Cats behaviour and wandering. Encourage if you have a specific complaint we can get the details and follow up with the Community Safety Team.</p> <p>We are always interested in Community Feedback on success or otherwise of our cat management By-Law and are currently undertaking a survey and seeking feedback from the Community on the Cat By-Law and are exploring whether or not there needs to be further controls put in place i.e. like a cat curfew</p> <p>The 'Have your say on Cat Management' survey ran from 18 September to 16 October 2019.</p> <p>The Survey was conducted with Adelaide University Vet School covering:</p> <ul style="list-style-type: none"> <li>• registration and microchipping of cats</li> <li>• stray and roaming cats</li> <li>• cat and dog ownership</li> </ul>		

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	<ul style="list-style-type: none"> <li>• wildlife impacts</li> <li>• cat curfews</li> </ul> <p>Currently we in excess of 700 responses.</p> <p>This will give Council a good insight into what our communities thoughts are on these topics and a report will be presented to Council before Christmas.</p> <p>2. A high level traffic assessment for Cashel Street, Pasadena, has recently been undertaken. This assessment indicates that;</p> <ul style="list-style-type: none"> <li>• Traffic volumes are appropriate for Cashel Street and are not in excess of the capacity of the road</li> <li>• Within the localised area, traffic distribution occurs appropriately on the Collector Roads (Rothesay Ave, Donald St, Southern Ave, Quinlan Ave) and Distributor Roads (Cashel St, Day Dr) and not on the local road network</li> <li>• Vehicle speeds are generally in conformance with speed environment and limit of the road</li> </ul> <p>Crash History within the most recent 5 year period reveals no significant road safety trends with the existing configuration of the road, with the exception of the intersection with Mingbool Avenue with a demonstrated trend of stop sign disobedience.</p> <p>Some pavement marking treatments have been identified that can be undertaken to improve the level of road safety at the following locations;</p> <ul style="list-style-type: none"> <li>• Pavement Marking and Signage upgrades to improve the delineation of the intersection of Mingbool Avenue and Cashel Street</li> <li>• Pavement Marking and Signage upgrades to improve the delineation along Cashel Street (Particularly at the intersection approaches of Cashel Street and Cash Grove)</li> </ul> <p>Significant Capital Work road and footpath asset renewals are scheduled to occur in the area within the next 3 years and these treatments will be incorporated as part of the following planned works:</p> <ul style="list-style-type: none"> <li>• Road pavement and footpath infrastructure renewal (including the roundabouts at Quinlan Avenue/Cashel Street) on Cashel Street between Day Drive to the southern-most road end</li> <li>• Road pavement renewal (including the roundabout at Quinlan Avenue/McDiarmid Avenue) on Quinlan Avenue (east of Cashel Street)</li> </ul>	

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Brian Triplow	<p><b><u>1. PASADENA SHOPPING CENTRE</u></b>                      The Foodland Supermarket in the shopping centre is extremely popular, however the ability for deliveries to be made is a problem.                      The shopping centre complex has a large loading bay off Day Drive, however the supermarket has a separate loading bay located behind the service station off Painter Street.                      This loading bay is quite small and consequently trucks are often banked up on both sides of Painter Street waiting for their turn to unload.                      Trucks are also often parked up close to the Fiveash Drive intersection which creates a hazard for cars wanting to turn right from Fiveash Drive into Painter Street.                      With delivery trucks and sometimes cars parked in Painter Street, access is limited to just “one way” at a time. The footpaths on both sides of Painter Street are quite wide. If these were reduced to allow recessed parking, it would improve the situation enormously.                      One other safety issue is the ability for drivers exiting the car park into Painter Street to get a clear view of approaching traffic when a large parked delivery van obscures their view.</p> <p><b><u>2. SPRINGBANK ROAD INTERSECTION UPGRADE</u></b>                      The Government is offering consultation input for the final design process, however at this stage the plans provided are lacking detail.                      Questions which need answers are –</p> <p>a) What traffic modelling has been done to ascertain numbers of vehicles turning left from Springbank into Goodwood Road compared to those wanting to cross into Daws Road?                      Currently there are two left turn lanes, however the proposal shows only one.                      At peak hours traffic currently is banked up Springbank Road beyond Eliza Place. Consequently, many cars choose to “rat run” up Eliza Place in order to avoid the traffic lights. The new solution must be able to eliminate this convenience.</p> <p>b) Will the left turn from Springbank Road into Goodwood Road be “at all times with care” or restricted by the light sequence?</p> <p>c) What will be the cycle of light changes?                      Currently vehicles wanting to turn right from Springbank into Goodwood have a short cycle while those turning left have a long cycle. Consequently, the turn right cycle is often wasted, as cars are mostly held up in traffic back up Springbank Road and cannot get access to the right turn lane.</p>	Engineering & Horticulture + Development Services & Community Safety

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	<p>d) Will there still be a dedicated bus lane for outgoing buses on Goodwood Road as per the current situation?</p> <p>e) What happens to Oxford Crescent? This road is not shown on the DPTI plan.</p> <p><b><u>3. TAFE/BUNNINGS SITE</u></b> Has Council had any recent discussions with Bunnings to obtain an indication as to what will be happening to this empty piece of land?</p>	

*City of Mitcham response:*

1.

- Council staff have recently undertaken a traffic and parking assessment in the road surrounding the Pasadena Green Shopping Centre following concerns raised by the community relating to road safety and parking management. From this assessment, there were several recommendations relating to asset renewal for damaged infrastructure, alteration/implementation of parking controls and enforcement of existing/proposed new parking controls.
- Parking management was reviewed and based on utilisation rates, there was sufficient capacity within the localised area to accommodate adequate on-street parking capacity despite concerns raised regarding lack of available parking spaces (average occupancy 42%). The basement car park for the shopping centre was also observed to be in excess of 50 spaces at any given time.
- Community engagement has recently been undertaken for Forbes Street and Fitzgerald Road with the intention to maximise on-street parking capacity however these proposals did not receive favourable support from the community and as such are not progressing to implementation.
- The road safety along Painter Street was reviewed and pavement marking treatment has been proposed to supplement and reinforce the existing parking control signage given the demonstrated poor compliance by road users.
- A sight distance assessment was undertaken at the entrance to the basement car park (along Painter Street) which has resulted in the proposed implementation of parking controls to allow for unobstructed sight lines for ingress/egress into the basement car park.
- Council staff have been in liaison with the Pasadena Green Shopping Centre Management Property owners to discuss improving the loading behaviour associated with the loading dock to reduce the number of commercial vehicles illegally waiting in the no-stopping areas.
- Council will be undertaking some maintenance works along Painter Street that will involve;

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	<p>1. Kerb maintenance 2. Driveway Crossover and Invert maintenance 3. Footpath Maintenance of damaged failed sections 4. Verge Maintenance through cement treated rubble</p> <ul style="list-style-type: none"> <li>• Forbes Street is due to undergo renewal as part of the current financial year and Council will work collaboratively with the Pasadena Green Shopping Centre to determine an appropriate infrastructure configuration that is fit for purpose and improves the level of road safety and accessibility</li> <li>• Painter Street is not due to undergo asset renewal within the next 5 years, however at that time Council will similarly work with the Shopping Centre to determine a road configuration that is fit for purpose.</li> </ul> <p>2. These are very detailed technical questions which would be better referred to DPTI for comment at this stage rather than Council. Council staff are not party to or aware of this level of detailed traffic analysis at this stage of the project. Perhaps these could be presented to DPTI at their upcoming public sessions on 23<sup>rd</sup> and 26<sup>th</sup> October.</p> <p>The DPTI Drop In Sessions, at the Colonel Light Gardens RSL located at 4 Prince George Parade, Colonel Light Gardens, will be held on:</p> <p style="padding-left: 40px;">- <b>Wednesday, 23 October 2019, from 5.30pm – 7.30pm</b> - <b>Saturday, 26 October 2019, from 1pm – 3pm</b></p> <p>Council staff will, however, take note of the questions and refer to DPTI at their next project meeting.</p> <p>3. We currently have no specific information from Bunnings, it is understood they are awaiting outcomes of the State Government's Growth Precinct DPA and the changes to the Planning Code before making future decisions on this piece of land.</p>	
Geoffrey R Hill	<p>Parking in Auricchio Avenue – Council will begin assessing the crowded parking in Auricchio Avenue beginning Oct 13, 2019.</p> <p>Question: 1. What aspects of this problem will Council take into consideration and how will Council accordingly make the decision to resolve the problem.</p>	Engineering & Horticulture

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City of Mitcham Response:	<p>1. As part of the Traffic and Transport Program, Council Administration has recently commenced a traffic, parking and road safety review along Auricchio Avenue and some of the surrounding streets in the immediate vicinity. This assessment will be undertaken in accordance with relevant technical standards and guidelines and takes into consideration the existing conditions of the road, traffic volumes/speeds/capacity, levels of parking demand and availability of parking spaces to determine if treatments are required to improve the level of road safety, traffic and parking management in the localised area.</p>	

Cr Todd invited Mr John Schulz, President of Kenilworth Football Club to give a brief overview of the Club and what the Club and Facility could offer the community.

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

- Kerbing near Boothby Street, Clapham
- The Messenger reducing its delivery area
- Snap, Send, Solve positive feedback
- Support services for residents to adapt to a digital society
- Mitcham trails / shared use issues
- Parking issues in Leila Street and Matthew Street, Bedford Park
- Playground completion at St Marys Drainage Reserve
- Product Data Sheets available for chemicals used by City of Mitcham staff
- Responsibilities for staff to report on graffiti
- Torrens Park Railway Station update
- New footpath program, how are decisions made on locations of new footpaths

The meeting closed at 8:30pm.