

MINUTES OF THE RANGIORA-ASHLEY COMMUNITY BOARD MEETING HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON WEDNESDAY, 11 DECEMBER 2024, AT 7 PM.

PRESENT

J Gerard (Chairperson), K Barnett (Deputy Chairperson), R Brine, I Campbell, M Clarke, M Fleming, J Goldsworthy, B McLaren, S Wilkinson and P Williams.

IN ATTENDANCE

S Hart (General Manager Strategy, Engagement and Economic Development), T Kunkel (Governance Team Leader), S Binder (Senior Transportation Engineer), K Straw (Civil Projects Team Leader), D Young (Senior Engineering Advisor), J McBride (Roading and Transportation Manager), J McSloy (Development Manager), A Kibblewhite (Senior Project Engineer), S Morrow (Rates Officer – Property Specialist), M Harris (Customer Services Manager), and A Connor (Governance Support Officer).

There was one member of the public present.

1. APOLOGIES

Moved: J Gerard

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** and sustains apologies for leave of absence from L McClure and J Ward.

CARRIED

2. CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3. CONFIRMATION OF MINUTES

3.1. Minutes of the Rangiora-Ashley Community Board – 13 November 2024

Moved: P Williams

Seconded: I Campbell

THAT the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting held on 13 November 2024.

CARRIED

3.2. Matters Arising (From Minutes)

There were no matters arising from the minutes.

4. DEPUTATIONS AND PRESENTATIONS

Nil.

5. ADJOURNED BUSINESS

Nil.

6. **REPORTS**

6.1. **Request approval of No-Stopping Restrictions on Railway Road – S Binder (Senior Transportation Engineer) and N Puthupparambil (Transportation Engineer)**

S Binder took the report as read and noted that a service request was received about the narrow carriageway on Railway Road behind Southbrook School, which had a high short-term parking demand during school drop-off and pick-up periods. This section of Railway Road was insufficiently wide to safely accommodate parking on both sides, as the distinct carriageway was six metres with a one-metre edge before the swale began.

K Barnett noted that the report indicated the public and the neighbouring property owners had not been consulted and questioned whether this had been the correct decision. S Binder explained that the site had 56 metres of unrestricted car storage space on the east side of the road, equating to eight car parks for four properties. While engagement could occur, the extent of it would need to be determined since the area was used for school drop-off and pick-up.

K Barnett enquired who had requested the No-Stopping Restrictions on Railway Road. S Binder advised that there had been historical discussions about transforming the area into parking and improving access to the Southbrook School's bike shed; however, it had not progressed due to budgetary constraints. The recent request had come from a school parent.

P Williams asked whether alternative parking options would be available for people currently using this parking if the No-Stopping Restrictions were approved. S Binder responded that it would depend on the user groups and the time of day. He mentioned that there was a fair amount of angled parking on other frontages of the school, and the frontage to residential properties was available. Additionally, there was further parking at the end of Railway Road towards Gefkins Road. Also, due to the high parking demand during short time frames at school drop-off and pick-up, parking on both sides of the road did not leave a sufficient carriageway for vehicles to travel through. The No-Stopping Restrictions could be implemented on the other side of the road, but this would disadvantage the permanent residents more.

I Campbell question if No-Stopping Restrictions was driven from a safety perspective. S Binder confirmed it was proposed to alleviate the safety risk for students, parents, and residents. However, there was also the challenge that the carriageway was not wide enough for cars to be parked on both sides and for larger vehicles like emergency services to fit through.

I Campbell further queried if there were statistics on injuries and accidents that had occurred in the location. S Binder stated staff relied on the risk of a vehicle not being able to access the road rather than previous accidents.

B McLaren questioned if any consideration had been given to extending the sealed parking area on Gefkins Road. S Binder noted they had not, as the area was not a road reserve; thus, it was not a roading asset, and the option had, therefore, not been explored.

J Gerard asked if a compromise could be reached by installing No-Stopping Restrictions on only half of Railway Road. S Binder confirmed challenges existed along the entire length proposed and therefore not likely. There could however be time restricted parking around drop-off and pick-up times.

J Goldsworthy enquired if the possibility of sealing the open drain to extend the width of the carriageway had been investigated. S Binder confirmed that it had been considered during the School Travel Planning process; however, it was not progressed due to the large capital costs involved.

Following a further question from J Goldsworthy, S Binder noted sealing the drain would provide sufficient space for parking on both sides of the road and would also likely provide room for a footpath to be installed.

K Barnett inquired about the Southbrook School's responsibility for solving the parking issues they generated. S Binder explained that all schools in the district had road frontages, making it a widespread challenge. He noted that there was limited ability to actively enforce any restrictions during school drop-off and pick-up times. It was difficult to philosophically say who was solely responsible.

K Barnett asked if staff would object to implementing time restrictions instead of No-Stopping Restrictions. S Binder confirmed that staff had no objections to time restrictions for drop-off and pick-up times. However, he noted that the school may host events at other times of the day, which could still cause parking problems.

S Wilkinson wondered if there was any value in investigating other options during the school holidays. S Binder assured the Board that the staff had considered several different options. J McBride commented that alternate solutions would have a higher cost for which there was no budget and would have to be considered through the next Long Term Plan process.

Moved: P Williams

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 241125208408.
- (b) **Agreed** that the report lay on the table to enable staff to consult with all affected parties and to provide the Board with various alternate options based on the feedback received from Board members.

CARRIED

P Williams felt there was a plethora of decisions being made without proper public consultation and expressed a desire to see feedback from affected persons before making any decisions.

K Barnett expressed concern that only those who made complaints were consulted and emphasised the importance of considering community views. She noted that these changes were likely to upset people. She believed that with the school holidays approaching, there was no immediate risk to the safety of children. Thus, there was time to consider alternate options. If there was no risk during most of the day, time restrictions should be considered, allowing caregivers to gradually adapt to the new time sensitivities for dropping off and picking up students.

J Goldsworthy supported the motion and agreed consultation needed to take place. In his opinion, the best long-term solution would be to seal the drain and formalise parking.

R Brine also supported the motion; however, he cautioned the Board on possible consultation fatigue.

6.2. **Approval to Install No-Stopping Restrictions – South Belt – K Straw (Civil Projects Team Leader) and J McBride (Roading and Transportation Manager)**

K Straw explained that approval was being sought to install approximately 28 meters of No-Stopping Restrictions on the South Belt. These were to be installed alongside a pedestrian refuge island, which the Board had previously approved. Staff had recently spoken with all surrounding residents to reconfirm the previous consultation. The design was future-proofed, meaning that work would not need to be redone or removed if a cycleway was installed in the future.

P Williams sought clarity on the financial implications associated with the installation of the No-Stopping Restrictions. K Straw advised that the \$25,000 budget for the project had been previously approved as part of the Minor Improvement Programme.

Responding to a question, S Wilkinson and K Straw confirmed staff would investigate the possibility of installing a right-turning lane off King Street.

M Clarke sought assurance that the pedestrian refuge would not impede traffic travelling down the South Belt. K Straw confirmed although it was a wide pedestrian refuge at 2.5-meter, there were 3.3-meter traffic lanes still in place to accommodate traffic.

Moved: K Barnett

Seconded: M Fleming

THAT the Rangiora-Ashley Community Board:

(a) **Receives** report No. 241024185615.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

- (b) **Approves** the installation of no-stopping restrictions at the following locations as a result of the planned minor improvement project:
 - i. Outside No. 99 South Belt (approximately 12m long)
 - ii. Outside No. 1 King Street (approximately 16m long)
- (c) **Approves** the installation of a right turn lane into King Street from South Belt as part of the project to install a pedestrian refuge island.
- (d) **Notes** that the installation of no-stopping restrictions at this site equates to the loss of five on-street carparking spaces.
- (e) **Notes** that this pedestrian refuge, associated right turn bay, and no stopping were previously included in the now cancelled Rangiora Town Cycleway Project and that the design for this was previously endorsed by the Board and approved by the Council in November 2023.
- (f) **Notes** that there was general support for the refuge in South Belt as part of the now cancelled Rangiora Town Cycleway Project, and the width of the refuge will accommodate cycles to future-proof this pedestrian refuge crossing.

CARRIED

K Barnett supported the motion, noting that the project was an excellent example of community consultation. She felt this was an important crossing point that was long overdue and therefore supported the motion.

M Fleming agreed with K Barnett and commented that South Belt was a busy road that needed a pedestrian crossing to ensure safety.

P Williams noted it was important to the total financial costs of projects included in reports to ensure transparency.

K Barnett concurred with P Williams that the wording in the report did not reflect truth financial implications of the project and suggested that it should read no additional financial implications were expected.

6.3. **Kippenberger Avenue – Approval of Bus Stop Locations – K Straw (Civil Projects Team Leader) and J McBride (Roading and Transportation Manager)**

K Straw explained that approval was being sought for the installation of a bus stop on Kippenberger Avenue, outside Lamb and Heyward Funeral Home and another outside No. 91/93 Kippenberger Avenue. He noted that Environment Canterbury (Ecan) had advised that Route 97 between Rangiora and Pegasus was a poor-performing route, and they would be constructing a review in the near future. It was therefore recommended that:

- the east-bound bus stop be considered as part of the project works and utilised as car parking until a final decision was made on the future of Route 97.
- the west-bound bus stop only be constructed once the future of Route 97 was known.
- the implementation of the bus stops would be subject to ECan continuation of Route 97.

B McLaren asked if there were bus stops alongside Bellgrove Subdivision. J McBride confirmed there were bus stops; however, they were at the opposite end of the street. She noted that it was a good opportunity to install two additional bus stops, which could also be used if a service such as the Orbiter was put in place.

S Wilkinson inquired if the report should be delayed until Environment Canterbury made their decision on the future of Route 97. K Straw noted that it was unclear when the review would be completed, and he believed the proposed recommendations would take this into account.

K Barnett noted the formed carparks would remove the current risk of people parking on the Kippenberger Avenue berm and questioned if any discussion had taken place with the Lamb and Heyward Funeral Home about providing additional parking. K Straw advised no conversations had been had regarding them adding more parking on their premises.

Moved: J Goldsworthy

Seconded: B McLaren

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 241018181377.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

- (b) **Approves** the installation of a new Bus Stop on Kippenberger Avenue (eastbound) outside Lamb and Heyward Funeral Home.
- (c) **Approves** the installation of a new Bus Stop on Kippenberger Avenue (westbound) outside No. 91 / 93 Kippenberger Avenue.
- (d) **Approves** the installation of a new pedestrian refuge outside No. 107 Kippenberger Avenue for the purposes of accommodating a pedestrian crossing facility and the 18.0m of required no-stopping lines.
- (e) **Notes** that the impacted businesses and residents have been consulted on these locations and that they have no objection to the proposed works.
- (f) **Notes** that there is no change to the bus route as a result of this project.
- (g) **Notes** that Council staff have discussed the proposed locations with Environment Canterbury, who have no immediate objections.

- (h) **Notes** that two additional parking bays have been incorporated into the design on the northern side of Kippenberger Avenue, providing on-road parking bays for up to six additional vehicles.
- (i) **Notes** that an additional three street trees are to be installed after minor path design changes are made which are not reflected on the provided plans following discussions with Greenspace.
- (j) **Notes** that the eastbound bus stop (recommendation a) will be considered as part of the project works and utilised as car parking until a final decision is made on the future of Route 97.
- (k) **Notes** that the westbound bus stop (recommendation b) will not be constructed as part of the project works and will only be constructed once the future of Route 97 is known.
- (l) **Notes** that the implementation of the bus stops is subject to Environment Canterbury's continuation of Route 97 (or subsequent public transport services along Kippenberger Avenue) following the upcoming review.

CARRIED

J Goldsworthy stated it was good to see development in this area. It was unfortunate that unformed car parks would be lost, but he supported the motion as access to public transport was essential.

B McLaren, as a supporter of public transport, was in favour of this motion. He believed that the increase in residents from the new Bellgrove subdivision would increase the use of public transport.

P Williams supported the motion as it only impacted unformed car parks, and as Belgrove was a large subdivision, it would need access to public transport in the future

K Barnett requested that the Board could workshop similar future projects before receiving reports. She also encouraged the Board to support the Woodend-Sefton Community Board in its efforts to retain Route 97 as a link between towns. They needed to make the route more attractive to users, which adding stops would do. K Barnett, therefore, supported the motion.

6.4. **Kippenberger Underpass – J McSloy (Development Manager) and J McBride (Roading and Transport Manager)**

J McBride noted that the Kippenberger Underpass was located on the eastern edge of Rangiora, adjacent to the Belgrove development. It was originally constructed as a stock underpass. Staff had investigated whether the underpass could provide a safe pedestrian linkage between the north and south Belgrove areas. Unfortunately, it was concluded that the underpass could not be made safe for pedestrians due to the high groundwater levels, which resulted in the structure filling with water when not adequately managed. Even with the groundwater pump on, the underpass leaked in multiple locations. Repairs carried out earlier in 2024 had already failed due to groundwater pressure. Given the risk associated with the groundwater, staff recommended decommissioning the underpass.

J Goldsworthy inquired about the cost of regularly pumping water from the underpass. J McBride advised that it was estimated that it would cost several hundred dollars a month, not taking into consideration provisions for a backup system if the power failed. Additionally, there would be significant ongoing maintenance costs. J McSloy noted that the underpass did not have consent from Environment Canterbury (ECan), and obtaining such consent would involve substantial costs.

P Williams sought clarity on whether the Belgrove development would be contributing towards the costs of decommissioning the underpass. J McSloy confirmed they would be liable for a portion of the southern side of the underpass. They would also pay for any costs for the planned sections over areas of the current underpass. The Council would be paying for the base costs due to underlying legal agreements.

P Williams questioned if future farming underpasses would have a clause stating the owner would be responsible for decommissioning before being vested to the Council. J McBride explained that this was the last underpass installed in the district. She confirmed if any future applications were received, leasing, ownership and licensing documents would be in place and clear of the responsibilities of the landowner.

J Gerard sought confirmation on whether the Council provided funding towards the commissioning of the underpass. J McBride stated at the time of construction, the New Zealand Transport Agency (NZTA) was helping subsidise underpasses, and a small contribution was made due to the convenience the underpass would provide to road users.

M Flemming wondered if the underpass could become a natural water course with surrounding swales. J McBride informed the Board that due to the nature of the area, if not decommissioned, it would need to be fully fenced and treated as a pool. Also, due to no water flow going through the area other than groundwater, the water would become stagnant and develop in a poor amenity for the surrounding area.

Moved: B McLaren

Seconded: P Williams

THAT the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 240527085141.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roothing Committee:

- (b) **Approves** the decommissioning of the underpass located at Kippenberger Avenue, approximately 24m east of Devlin Avenue.
- (c) **Approves** staff proceeding to seek pricing from three contractors to decommission the underpass.
- (d) **Notes** the estimated cost of decommissioning is \$100,000.
- (e) **Notes** the works would be funded out of the Subdivision Contributions budget. That budget is forecast to be overspent in this financial year (Trim 240717116901); however, the long-term average is within budget, and often, projects anticipated by the budget do not occur due to developer delays. If it is not possible to undertake the project this financial year, it will be completed in summer 2025/26.
- (f) **Notes** the works at the southern side of the underpass for the benefit of the developer will be paid for by them.
- (g) **Notes** staff presented on this topic to the Utilities and Roothing Committee on 15 October 2024.
- (h) **Notes** staff will engage with the lease holder to formalise a deed of surrender.

CARRIED

B McLaren stated hydrostatic pressure was the bane of the construction industry. He was initially hesitant to see the underpass decommissioned so soon after construction. However, he was glad that consideration was given towards whether pedestrians could use it, but due to not being a suitable option, he supported the motion.

P Williams was hopeful the underpass could be used as a cycleway; however, it did not have the height and was not suitable. He was also concerned if it was not filled, it could result in Kippenberger Avenue starting to slump.

6.5. **Naming of MacPhail Avenue, Rangiora – S Morrow (Rates Officer – Property Specialist)**

S Morrow explained that the Macphail family had approached the Council suggesting that the spelling of the road name was intended to reflect their family name, which was spelt with a 'p' in lowercase. Hence, the Board was requested to either approve the change or retain the spelling of MacPhail Avenue.

R Brine questioned how inconvenience the proposed small change would have on the residents. S Morrow stated it would be up to the individual homeowners to change their address with providers. However, as this was such a small change, it was difficult to predict how many complications it may cause.

Responding to a question from P Williams, S Morrow advised that the Council had decided not to consult the 62 property owners prior to changing the name because it was such a small change.

S Wilkinson noted he spoke with the post office regarding this situation and was advised that there should be no hassle for the homeowners as it was not a change in spelling, just a change in capitalisation.

Moved: J Gerard

Seconded: B McLaren

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 241029187865
- (b) **Approves** the previously approved road name MacPhail Avenue (with 'P' in uppercase) be changed to Macphail Avenue (with 'p' in lowercase).
- (c) **Notes** that there will be some inconvenience for the residents of MacPhail Avenue as a result of a name change as well as minor costs to the Council.

CARRIED

J Gerard felt the family's wishes needed to be respected and was happy to support the motion.

R Brine was reassured the change would not cause any problems for residents, and he would, therefore, support the motion.

7. **CORRESPONDENCE**

Nil.

8. CHAIRPERSON'S REPORT

8.1. Chair's Diary for November 2024

J Gerard advised that no date had been set for the proposed Loburn Quarry hearing. Also, he noted with concern that two trees in Queen Street, Rangiora, had been poisoned.

Moved: J Gerard

Seconded: K Barnett

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 241203214366.

CARRIED

9. MATTERS FOR INFORMATION

- 9.1. Oxford-Ohoka Community Board Meeting Minutes 7 November 2024.
- 9.2. Woodend-Sefton Community Board Meeting Minutes 11 November 2024.
- 9.3. Kaiapoi-Tuahiwi Community Board Meeting Minutes 18 November 2024.
- 9.4. Annual Report for Te Kohaka o Tuhaitara Trust for the year ended 30 June 2024 – Report to Audit and Risk Committee Meeting 12 November 2024 – Circulates to all Boards
- 9.5. Kaiapoi North School/Moorcroft Reserve Fencing – Report to Kaiapoi-Tuahiwi Community Board Meeting 18 November 2024 – Circulates to Oxford-Ohoka, Rangiora-Ashley and Woodend-Sefton Community Boards
- 9.6. Amended Roding Capital Works Programme for Approval – Report to Utilities and Roding Committee Meeting 19 November 2024 – Circulates to all Boards
- 9.7. July 2023 Flood Recovery Progress Update – Report to Utilities and Roding Committee Meeting 19 November 2024 – Circulates to all Boards
- 9.8. Eastern District Sewer Scheme and Oxford Sewer Scheme Annual Compliance Reports 2023/24 – Report to Utilities and Roding Committee Meeting 19 November 2024 – Circulates to all Boards
- 9.9. Water Quality and Compliance Annual Report 2023/24 – Report to Utilities and Roding Committee Meeting 19 November 2024 – Circulates to all Boards.
- 9.10. Arohatia te Awa Programme of Works – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards
- 9.11. Fee Waiver Grants Scheme Update – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards
- 9.12. Aquatics November Report – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards
- 9.13. Community Team Year in Review Report 2023/24 – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards
- 9.14. Libraries Update from 5 September to 14 November 2024 – Report to Community and Recreation Committee Meeting 26 November 2024 – Circulates to all Boards

Moved: J Goldsworthy

Seconded: B McLaren

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items.9.1 to 9.14.

CARRIED

10. MEMBERS' INFORMATION EXCHANGE

R Brine

- The Central Government was looking at how to better use money received from the waste levy.
- Attended the TransWaste Annual General Meeting. Gil Cox had retired as Chairperson but would be retained until a new independent Chair was appointed. There was a motion to change the constitution, which should have no major implications.

P Williams

- Attended Utilities and Roading meeting.
- Attended Rangiora Airfield meeting.
- Represented the Council at the Ashley Rural Water Scheme Management Committee meeting. - The Ashley Rural Water had been placed on a water restriction as the Ashley River was dry.

M Fleming

- Attended the Waimakariri Access Group meeting and received a presentation on the new Community Hub Playspace at Kaiapoi, which would have an accessible play feature for those in wheelchairs.
- Assisted with Toot for Tucker in Pegasus. People had been extremely generous.
- Attended Church Street market.

M Clarke

- Inspected the Kippenberger underpass being closed.
- Attended Rangiora Christmas Parade.

K Barnett

- Performed as part of Rangiora Glee at the Cust School.
- Did a service request after the windstorm as building waste had been blown into Townsend stream.
- Attended Rangiora Borough School Community Hub event. From the event, several teachers and teacher aids joined the Civil Defence volunteer team.

B McLaren

- Attended a meeting regarding the CCTV Cameras in the Rangiora town centre. It was beneficial to receive further information regarding who owned what cameras and who had access to them.
- White Ribbon Day Barbeque to raise awareness for violence and Violence Free North Canterbury.
- Attended All Boards Session.
- Attended an event at Rangiora Museum where they showed a video on 100 years of farming at Coldstream.
- Assisted with Toot for Tucker, and it was amazing to see the number of donations; it was anticipated they would fill the food bank for a year.
- The North Canterbury Neighbourhood Support meeting was held on the River Queen.
- Attended Local Government New Zealand webinar on an introduction to new standing orders templates for 2025.
- Attended JP's Christmas function - The library's service was always very well attended.

I Campbell

- Attended the All Boards Session.
- Visited the Loburn War Memorial, which was an amazing place for reflection.

J Goldsworthy

- Attended the Rangiora Christmas parade.
- Youth Council would be appointing members to assist in the review of the Council's Youth Strategy.
- Another four Community Hubs would be opening in early 2025.
- Civil Defence was moving its focus to assessing the risks of Hikurangi. A tsunami was a large risk, and there would be nationwide effects.

S Wilkinson

- Attended Local Government New Zealand webinar - however, did not find a large amount of value in it.
- Visited the Loburn War Memorial. It was very impressive.
- Spent time looking at locations of the reports in the agenda and found it very helpful when forming a view.

L McClure

- Attended:
 - Christchurch A&P Show.
 - Rangiora Promotions Christmas Fair in Victoria Park.
 - Pohutukawa Weaving.
 - White Ribbon barbeque.
 - LGNZ Zoom #5 on Electoral Reform and the future of local democracy.
 - All Boards Training Session.
 - Jenna Mackenzie School of Dance end-of-year recital.
 - Waimakariri Health Advisory Group meeting where a new Chair was appointed.
 - Board end-of-year function.
 - Rangiora Toyota Christmas Parade.
 - Rangiora High School Junior Prizegiving.

11. CONSULTATION PROJECTS

11.1. Libraries Survey 2024

<https://letstalk.waimakariri.govt.nz/libraries-survey-2024-25>

The Board noted that the consultation on the Libraries Survey 2024.

12. BOARD FUNDING UPDATE

12.1. Board Discretionary Grant

Balance as at 30 November 2024: \$9,785.

12.2. General Landscaping Fund

Balance as at 30 November 2024: \$28,646 not allocated.

The Board noted that the Board funding update.

13. MEDIA ITEMS

Nil

14. QUESTIONS UNDER STANDING ORDERS

Nil

15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board was scheduled for 7pm, Wednesday, 12 February 2024.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 8.24PM.

CONFIRMED



Chairperson

12 February 2025

Date