

Christchurch City Council

AGENDA

Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

Date: Thursday 8 February 2018
Time: 9.30am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Andrew Turner
Members	Councillor Vicki Buck
	Councillor Jimmy Chen
	Councillor Phil Clearwater
	Councillor Pauline Cotter
	Councillor Mike Davidson
	Councillor David East
	Councillor Anne Galloway
	Councillor Jamie Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Glenn Livingstone
	Councillor Raf Manji
	Councillor Tim Scandrett
	Councillor Deon Swiggs
	Councillor Sara Templeton

1 February 2018

Principal Advisor
Dr Karleen Edwards
Chief Executive
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www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.
If you require further information relating to any reports, please contact the person named on the report.

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<http://councillive.ccc.govt.nz/live-stream>

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1. Apologies

At the close of the agenda no apologies had been received.

2. Declarations of Interest

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Public Participation

3.1 Public Forum

A period of up to 30 minutes is available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

3.2 Deputations by Appointment

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared

4. Presentation of Petitions

There were no Presentation of Petitions at the time the agenda was prepared.

5. Chief Executive's Report - December 2017/January 2018

Reference: 18/92206

Contact: Karleen Edwards karleen.edwards@ccc.govt.nz 941 8999

1. Purpose of Report

- 1.1 This Chief Executive's Report provides a summary of the Council's organisational performance for December 2017 and January 2018.

1. Recommendation to Council

That the Council:

1. Receive the report.

Attachments

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A ↓	Chief Executive's Report to Council December 2017/January 2018	6

Signatories

Author	Jo Daly - Council Secretary
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Chief Executive's Report to Elected Members – December 2017/January 2018

Foreword

This month's report breaks from my standard format somewhat. It includes a summary of some of the organisation's work over the past two months, rather than the usual performance-based data and area updates. This is due in part to the fact that staff were encouraged to take their accrued leave over the Christmas/New Year period where possible. That said, a number of Council staff worked or were on call through the Christmas period, keeping our public-facing services running. I'd like to thank them for their efforts during the Christmas/New Year break.

It's a good opportunity to look forward and share the organisation's focus for the next few months with elected members and with the community.

Water

Water conservation

It is no surprise that water has been a key focus for the organisation over the past two months. With the unseasonably hot start to summer in November/December, the city's water reservoirs were in demand and water shortages and outages were a possibility.

I was impressed with the proactive communications put together by our Public Information and Participation Unit that encouraged people to think about their water usage and to conserve water where appropriate. Although we didn't need to introduce water restrictions at the time, it was encouraging to see people reducing their water usage. Our Botanic Gardens staff continue to set a good example for the community by limiting any watering to the morning and at night.

With continued hot weather, the demand for fresh water remains high and we ask people to continue to be mindful of their water use.

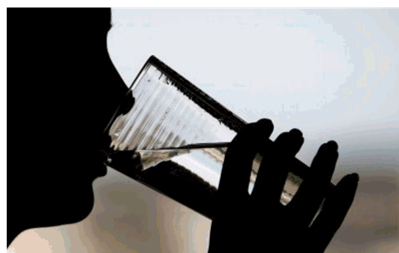
Drinking water

The safety of our drinking-water has come into sharp focus since the Council received a letter from the Canterbury Drinking Water Assessor about the potential security of the city's below ground wellheads on 22 December 2017. Staff have worked tirelessly over the last few weeks to understand the implications of the status of the below ground wellheads and to provide robust advice to the Mayor and Councillors to enable them to make decisions about the next steps.

It must be emphasised that Christchurch's drinking water has not changed—it is safe to drink. It is comforting to know that although our water is not currently treated, the testing regime used in Christchurch is more stringent than in other cities and is over and above that required by the Drinking-Water Standards NZ. However, following the Havelock North incident in 2016, it is appropriate that more certainty is sought about the security of water supplies across the country if risks are raised.

The temporary chlorination of our city's water supply is a pragmatic approach that reduces the likelihood of a water-borne illness outbreak while some repairs and upgrades occur. I'm assured the taste of the chlorine will be minimal. It's also important to note that the chlorination is to be temporary, lasting only as long as it takes to complete the works to the satisfaction of the external Drinking Water Assessor.

Council staff are continuing to work hard on this issue by implementing the temporary chlorination; progressing the repair of below ground wellheads; and by focusing on other follow up actions, as requested by the Council.



Summer visitors

With the summer season comes an influx of visitors keen to explore all that Christchurch and Banks Peninsula have to offer. While the vast majority of visitors respect our parks and public areas, a small few create some issues by camping in prohibited areas and by littering.

Freedom Camping

The Council's Compliance Team are busy working to limit the impact of these visitors on our local communities. Primarily, they work with visitors to ensure they are aware of the Freedom Camping Bylaw—including the areas where people can and can't camp, and the certification their vehicles require.

Where applicable and where necessary, staff issue infringement notices. A total of 22 infringement notices were issued for Freedom Camping between 27 December 2017 and 22 January 2018. It's important to note that to issue an infringement notice, compliance officers need to believe a breach is occurring/has occurred. They check vehicles are self contained; whether anyone is sleeping/has slept in the vehicle; and whether the vehicle is in a prohibited area. To issue an infringement notice for littering, compliance officers have to witness the litter being dropped and cannot act on suspicions.



Litter

It's not just out-of-towners that can impact our lovely seaside parks and playgrounds, with reports of rubbish piling up at New Brighton and Sumner beaches.

While our staff and contractors have increased their bin-emptying rounds to account for the increased number of visitors, there are still instances where bins become overwhelmed. We're looking at improvements at how we look after our reserves and parks. For example, this is the first summer season since we brought in the 'Big Belly Bins' to New Brighton, which compact the rubbish and send e-alerts to our contractors when they are full. However, we are still reliant on people using bins properly (e.g. by not dumping household waste) and people noticing and reporting full or nearly-full bins through our Customer Services Centre (03 941 8999).



Long Term Plan preparation

Work is continuing at pace across the organisation to finalise the draft Long Term Plan and related documents for the Council's consideration and expected adoption to enable consultation with the community to commence in March.

Staff have been grateful for the direction provided by the Council to date with respect to the financial parameters for the plan and the Council's Strategic Directions, setting the Council's priorities for this term and beyond. That said, compiling a draft Long Term Plan that meets the community and Council's expectations is a difficult balancing act that requires significant care and attention.

Although there is still some work to do to finalise the draft, the Council's Executive Leadership Team is looking forward to the Council decision to release the draft document for community consultation. This is a key opportunity for the community to comment on the Council's general direction, planned capital projects, and service delivery for the next ten years, to 2028. In addition, the Draft Long Term Plan will provide the community with the opportunity to comment on some specific questions the Council wishes to raise.

To this end, Council staff are working on a strong, engaging campaign to encourage people to have their say on the draft Long Term Plan. The campaign will focus on 'real people' and will explore how the Plan relates to them and their diverse households. We want to make the Long Term Plan relevant to a wide range of people and seek comment from those who may never have submitted on any Council proposals or plans before. I am excited to see the communications plan for this project rolled out as a key measure of a Long Term Plan's success is how well the community engages with it, and the quality of the feedback the Council receives.

Following the consultation period (expected to take place from early March through to mid April), Council staff will arrange hearings for people who wish to address the Council about their submissions. These hearings are always a good opportunity to hear from our community and for the Councillors to ask questions. I know staff in particular enjoy the interface between the Council, the organisation, and the community during the Hearings Panels.

After the Hearings, the Council will deliberate on any changes to make to its proposals, based on what Councillors hear from the community. The final Long Term Plan needs to be adopted by 30 June 2018 to meet the statutory obligations set out in the Local Government Act.

While making their deliberations, Councillors will undoubtedly have a significant number of questions which we need to answer to aid their decision-making. This information flow is a key aspect of the decision-making process, however it does bring a great deal of work for the managers and subject matter experts within the Council organisation. I'd like to express my thanks to these staff for their work to date, and in advance for the in-depth information they will need to provide in a short space of time between the Long Term Plan hearings and the adoption of the final document in June.

Looking ahead

2018 is already shaping up to be busy, with many significant capital projects underway and due for completion soon. This year brings the exciting culmination of many multi-year cross-Council projects and initiatives, such as:

- The rebuild of **QEII** is also progressing, with completion due mid-year.
- The **Major Cycleways Programme** continues, with stretches of the Rapanui– Shag Rock. Quarryman's Trail and the Heathcote Expressway underway and due for completion this year.
- The first stages of some of the sports codes' facilities at **Nga Puna Wai** are scheduled for opening this year.

Work with our regeneration partners, **Ōtākaro; Regenerate Christchurch; Development Christchurch Limited** continues. Some of their key projects—such as Ōtākaro's component of **An Accessible City** and **Rauora Park** in the East Frame—are nearing completion or have recently been completed in the city. Regular meetings between staff from each of these organisations will also continue.

The organisation is also planning for a busy year. Along with our business as usual, the adoption of the **Long Term Plan**, as described above, will require the incorporation of proposals into work programmes and the reprioritisation of some projects from July.

Christchurch is hosting the **Local Government New Zealand Conference** in July. This event brings Mayors, Councillors, and senior staff from different LGNZ member councils together from across the country, and will provide a great opportunity for us to be good hosts and share our city with our colleagues.

Summer events

Opening of the Whale Pool at New Brighton

The new multi-million-dollar seaside playground at New Brighton opened on 20 December, just in time for Christmas. Over 400 people attended the opening ceremony and the playground has proven to be a hit with families since—attracting hundreds of people (many from outside of New Brighton) to the area on fine days.

The playground was the first element of the New Brighton Regeneration Project to open, after being completed early and under budget. Work on further parts of the Regeneration Project is due to begin later this year, including the Christchurch Hot Salt Water Pools and New Brighton Mall, as well as streetscape work on Marine Parade. Council staff are continuing to work closely with Development Christchurch Ltd staff on this Project.

Our communities have flocked to other CCC-owned pools in the city due to the extended periods of hot weather.



Summertimes

The annual Summertimes festival began on 1 December 2017, and will run until 31 March 2018. Key events in the Summertimes calendar include:

- Kite Day—Held on 20 January at New Brighton Beach.
- Sparks—To be held on 17 February at Hagley Park.
- Ingham's Lazy Sundays—Held throughout January until 25 February on the Archery Lawn at Hagley Park.

6. Tūranga - Structures on Roads Deed of Licence Decision

Reference: 17/1418400

Contact: Philip Basher philip.basher@ccc.govt.nz

941 8605

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to recommend that the Council approves the application submitted by the Tūranga Project Team to permit the occupation of legal road land at Gloucester Street. This will allow the construction of an accessibility ramp and steps to facilitate pedestrian access to Tūranga.

Origin of Report

- 1.2 This report is staff generated in response to the Structures on Roads application (**Attachment A**). As the request for the Deed of Licence relates to the Council's Libraries & Information Unit, Property Consultancy and City Services it is felt the decision should be the Council's.

2. Significance

- 2.1 The decision in this report is low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the parameters of the Council's Significance and Engagement Policy
 - 2.1.2 There has been no community engagement which reflects this assessment.

3. Staff Recommendations

That the Council:

1. Approve the application for the encroachment of the legal road at Gloucester Street to enable the accessibility ramp and steps for Tūranga for the area edged in red shown in **Attachment B**.
2. Authorise staff to effect the Deed of Licence to allow the encroachment of the legal road at Gloucester Street.

4. Key Points

- 4.1 This report does not support the [Council's Long Term Plan \(2015 - 2025\)](#).
- 4.2 The following feasible options have been considered:
 - Option 1 – Approve Deed of Licence (preferred option)
 - Option 2 – Refuse the Deed of Licence
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Facilitates the Gloucester Street entrance/exit
 - Ensures mobility access, and access for persons with buggies, etc.
 - A low cost option for Tūranga
 - Does not create a significant barrier on the legal road (**Attachment B**)

- The site remains legal road

4.3.2 The disadvantages of this option include:

- Creates a partial hindrance on the footpath (legal road)

5. Context/Background

Tūranga

- 5.1 Tūranga is currently under construction and is sited in the central city on a plot between Cathedral Square, Colombo Street and Gloucester Street. It is planned to open in May 2018. The new library is a major project being constructed and funded by Christchurch City Council (CCC) and it will be operated by Christchurch City Council Libraries & Information Unit. It will be one of the largest public libraries in New Zealand and will have an important regional role.
- 5.2 Tūranga replaces the old Central Library on Gloucester Street (the new Convention Centre site). It will not only house books, but will include meeting rooms, creative spaces, retail and a cafe.
- 5.3 All building entrances and exits should be within the land's footprint and not extend over the legal road. This is part of the normal design process.
- 5.4 The reason why the ramp is required for the Gloucester Street entrance is due to the differing level compared with Cathedral Square which is higher than Gloucester Street. The new building's ground floor is based on the Cathedral Square elevation, therefore requiring the ramp and steps at Gloucester Street.

Structures on Roads

- 5.5 The Council's Policy on Structures on Roads permits certain types of encroachment over, under or on the legal road (**Attachment C**). It was agreed that to facilitate a suitable accessible access for the Gloucester Street entrance to what is an important public institution (**Attachment B**) to consider issuing a Deed of Licence to permit the occupation of the legal road.
- 5.6 Normally a proposed encroachment to allow the construction of the ramp and steps is considered and approved (or not) through staff delegations. However, in this case as the Licence is an agreement between two Council units it is felt that transparency requires a Council decision.

Other Matters

- 5.7 The footpath is wide at this point on Gloucester Street and it is believed the proposed ramp and steps will not unduly impact on the pedestrians in this area. It extends approximately 2.1 metres from the building into the footpath and is 7.1 metres in length consisting of about 15 square metres of legal road land. The construction of the ramp will leave about 2 metres of unobstructed footpath.
- 5.8 Nevertheless, there is concern that disabled pedestrians, particularly visually disabled people may be disadvantaged by the ramp and steps by creating an obstacle in the footpath. This problem can be mitigated by tactile pavers, distinctive pavers, other markers identifying the handrails, the start of the ramp, etc. This matter has been reviewed by the Be Institute (accessibility experts) for the Tūranga Project Team to address any accessibility issues. Tactile pavers, contrasting surfaces and specific design requirements for the hand rails were recommended and will be adopted into the final design.

6. Option 1 – Approve Deed of Licence (preferred)

Option Description

- 6.1 Approve the Deed of Licence allowing the ramp and steps to occupy the legal road land on Gloucester Street to access Tūranga.

Significance

- 6.2 The level of significance of this option is low consistent with section 2 of this report.
- 6.3 Engagement requirements for this level of significance are low and have not been pursued for this matter.

Impact on Mana Whenua

- 6.4 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.5 Have not been sought as they are not required for a Deed of Licence to occupy the legal road. However, Tūranga has been subject to community and stakeholder consultation as part of the Central City Plan.

Alignment with Council Plans and Policies

- 6.6 This option is consistent with the Central City Plan as it permits an accessible entry/exit in to Tūranga, which is a major project.

Financial Implications

- 6.7 Cost of Implementation - responsibility of the capital Programme Team being about \$1,050.
- 6.8 Maintenance / Ongoing Costs – minimal and will be the responsibility of the City Libraries & Information Unit.
- 6.9 Funding source – Tūranga Project.

Legal Implications

- 6.10 There is not a legal context, issue or implication relevant to this decision as the Deed of Licence process is authorised through the Public Places Bylaw 2008 and is consistent with the Council's general roading powers as outlined section 319 of the Local Government Act 1974.
- 6.11 This report has not been reviewed and approved by the Legal Services Unit.

Risks and Mitigations

- 6.12 There is no perceived risk in this option.

Implementation

- 6.13 Implementation dependencies - the Deed of Licence can be drafted and approved before Tūranga opening.
- 6.14 Implementation timeframe – Tūranga is planned to open in mid-May 2018.

Option Summary - Advantages and Disadvantages

- 6.15 The advantages of this option include:
- Facilitates the Gloucester Street entrance/exit
 - Ensures mobility access, and access for persons with buggies, etc.
 - A low cost option for the Tūranga.
 - Does not create a significant barrier on the legal road (**Attachment B**)
 - The site remains legal road
- 6.16 The disadvantages of this option include:
- Creates a partial hindrance on the footpath (legal road)

7. Option 2 – Refuse Deed of Licence

Option Description

- 7.1 Refuse the Deed of Licence allowing the ramp and steps to occupy the legal road land on Gloucester Street to access Tūranga.

Significance

- 7.2 The level of significance of this option is low consistent with section 2 of this report.
- 7.3 Engagement requirements for this level of significance are not required as there will be no change of status to the site in question.

Impact on Mana Whenua

- 7.4 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.5 Have not been sought as they are generally not required for a Deed of Licence to occupy the legal road. However, Tūranga has been subject to community and stakeholder consultation as part of the Central City Plan.

Alignment with Council Plans and Policies

- 7.6 This option is inconsistent with the Central City Plan as it would prevent an accessible entry/exit in to Tūranga, which is an anchor project.
- 7.6.1 Inconsistency – no provision of an accessible entry/exit to a public building
- 7.6.2 Reason for inconsistency – encroachment by the ramp and steps into the legal road would not be permitted
- 7.6.3 Amendment necessary – none.

Financial Implications

- 7.7 Cost of Implementation – none.
- 7.8 Maintenance / Ongoing Costs – none.
- 7.9 Funding source – not applicable.

Legal Implications

- 7.10 See sections 6.10 and 6.11 above.

Risks and Mitigations

- 7.11 There is a risk that if this option were chosen it could be subject to a legal challenge due to the denial of mobility access to a public facility. However, it is impossible to determine the level of this risk if this were to occur.

Implementation

- 7.12 Implementation dependencies - none.
- 7.13 Implementation timeframe – none.

Option Summary - Advantages and Disadvantages

- 7.14 The advantages of this option include:
- None

7.15 The disadvantages of this option include:

- Require expensive internal modifications to facilitate mobility access from Gloucester Street.
- Compromise the Council's obligations to provide accessible access to public buildings.
- Add significantly to the project's costs.
- Introduce the possibility of a legal challenge if the Council's accessibility obligations are not met.
- Delay the opening of Tūranga.

Attachments

No.	Title	Page
A ↓	Central Library - structure on street application 23 November 2017 ramps & steps	14
B ↓	Christchurch New Central Library proposed road encroachment of the ramp and steps 24/11/17	15
C ↓	Structures on Roads Policy 2010 amended 2014 & 2016	16

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Philip Basher - Transport Policy Engineer
Approved By	Aaron Haymes - Manager Operations (Transport) Richard Osborne - Head of Transport David Adamson - General Manager City Services

Structure on street application

Office Use Only

Receipt Code: 541/109/1/80130

Fee Required: _____

Receipt No: _____

Date Received: _____

Service Centre: _____

Transport & Greenspace Manager
Christchurch City Council

I MATT CUMMINS (Property owner's full name)

of CHRISTCHURCH CITY COUNCIL, NZ (postal address)

Telephone: 03 941 8236 Cell phone: 021 430 696

Apply for permission to erect/alter the following structure wholly/partly on a legal street

Description of work: install steps & ramp on Gloucester St Footpath
to form an entry for New Central Library (to be accompanied by site plan, etc)

Owner of adjoining site: CCC (legal road) Telephone: 03 941 8236

Site address: 60 CATHEDRAL SQUARE, CHRISTCHURCH

Reasons why this application should be approved:

This is a flagship, central city anchor project approved by Council.
The steps & ramp do not impede access on Gloucester St. We
request a deed of license to occupy road under Council's
structures on roads policy

Signed by applicant/agent: M. L. Cummins

Date: 23/11/17

Applicant please note

It is suggested that you notify your immediate neighbours of the proposed works. For some structures, a resource consent may be required. If a resource consent is required you need to make an application under the Resource Management Act 1991.

This application is not an application for a building consent or a resource consent.

Fee: as per Council's fees and charges.

Privacy Act 1993

The Christchurch City Council holds applications on file that contain the applicant's personal information. You can apply to the Christchurch City Council to access and/or correct information on your file.

March 2014

Christchurch
City Council 

Item 6
Attachment A



2 GLOUCESTER ST. ENTRANCE - LONGITUDINAL SECTION



Technical drawing of a ground floor entrance detail, showing a cross-section of a door and threshold assembly. The drawing includes the following components and dimensions:

- 8342-50 ENTRANCE BOLLARD**: A vertical post supporting the door.
- 4521-02 ALUMINIUM SWING DOOR DOUBLE**: The main entrance door.
- 14.440 RL GROUND FLOOR**: The finished ground level.
- 7451-01 THRESHOLD DRAINAGE TYPE 1**: A drainage channel at the base of the door.
- Dimensions**:
 - 300 (width of the bollard base)
 - 1000 (height of the bollard)
- Annotations**:
 - 2 A 00-51**: A circular callout with a diamond shape pointing to the door frame.
 - 2 A 00-54**: A circular callout with a diamond shape pointing to the drainage channel.
 - SM**: A small black rectangle indicating a material or finish.

5 3D VIEW - NORTH ENTRANCE

FOR INFORMATION

[illegible]

project

CHRISTCHURCH NEW CENTRAL LIBRARY
60 Cathedral Square, Christchurch

drawing

EXTERNAL WORKS - GLOUCESTER
STREET ENTRANCE

drawing no. ISSUE

A 00-51 C

POLICY ON STRUCTURES ON ROADS 2010 - Amended 2014 and 2016

ACTIVITIES PERMITTED UNDER THE CHRISTCHURCH CITY COUNCIL PUBLIC PLACES BYLAW 2008

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1. Purpose
2. Scope
3. General Approach
4. Principles of this Policy
5. Definitions
6. Alignment

2. STRUCTURES ENCROACHING ON AIRSPACE OF ROADS

- 2.1. Verandahs in business areas
- 2.2. use of the airspace over roads for architectural features including balconies, oriel windows, and egress facilities and building service plants
- 2.3. use the airspace over roads for increasing floor area
- 2.4. use the airspace over roads for pedestrian and/or vehicular air bridge

3. STRUCTURES ENCROACHING ON ROADS

- 3.1. Retaining structures, carports, garages, parking platforms, access ramps and cable-car stations
- 3.2. Exoskeletal structures
- 3.3. Structures encroaching on the subsoil of roads
- 3.4. Essential service Structures
- 3.5. Other Structures

4. OBTAINING A PERMIT/AUTHORISATION

5. FEES

6. DELEGATIONS

POLICY ON STRUCTURES ON ROADS

1. INTRODUCTION

Roads are first and foremost for vehicular and pedestrian use by the community at large, and only by exception will the Council consider applications for structures on or over roads, as set out in this policy.

Permitting structures on or over roads can contribute to a more flexible approach to building design that adds to the character of the city and its outlying areas. This policy presents a pragmatic approach to address the functional and service requirements generated by the public or individuals.

Purpose

The purpose of this policy is to enable Council to reasonably control the use of:

- Public road airspace and to protect the public from nuisance and inconvenience that may arise from these commercial activities (structures encroaching on airspace of roads).
- Public roads for private and commercial activities to occur without creating undue inconvenience to the public (structures encroaching on and under roads).

Scope

The policy applies to non-habitable structures:

(a) Over roads, including:

- Verandahs in business areas
- Overbuildings which make use of the airspace of a road for architectural features including balcony, oriel windows, egress facilities and building service plants
- Overbuildings which make use of the airspace of a road for increasing floor area
- Overbuildings which make use of the airspace of road for a pedestrian and/or vehicular air bridge

(b) Encroaching onto or under roads, including:

- Retaining structures, carports, garages, parking platforms, access ramps, cable-car stations and sub-surface vaults.
- Exoskeletal structures (*also over roads*)
- Infrastructural structures.
- Other defined structures.

General Approach

In applying this policy the Council will ensure that traffic flow and personal safety is enhanced.

The costs of maintenance and removal of (1) structures for which permits or other authorisations are required, and (2) private letter boxes rests solely with the owner.

An approval given under this policy only allows the use of airspace over or use of a road controlled by the Council. The applicant will also need to obtain any other consents, permits or authorisations that are required.

A written Council permit/consent/deed of licence/building consent will be issued for any authorisation granted under this policy.

Principles of this Policy

The following principles apply when considering applications under this policy:

- The effects on existing roads and the impact on any future road works are minimal.
- The structure over the road or encroaching on the road should not cause inconvenience or any safety issues to other road users.
- The road space is surplus to roading requirements generally.
- The public's rights of access to the road are not unreasonably affected.
- The potential impact of proposals on heritage sites and other significant historical and cultural sites.
- The potential impact of any proposals on views and sight lines along roads, including but not limited to views towards significant buildings and structures, and towards significant natural features such as the Port Hills.

Definitions

For the purpose of this policy:

'Air bridge'	means a structure providing a pedestrian and/or vehicle link.
'Airspace'	means any part of the airspace above the surface of the road.
"Anchors"	mean devices that fasten a retaining wall into adjacent, subsoil and/or rock for greater stability and strength.
'Building consent'	means as defined in the Building Act 2004.
'Cable-car station'	means a station serving a cable car for goods and people.
'Carport, garage/ parking platform'	means a structure that is used for parking a motor vehicle.
"Electric Vehicle Charging Structure (EVCS)"	means a utility structure primarily used for recharging light electric road user charges vehicles (gross laden weight 3.5 tonnes or less) whose motive power is derived wholly or partly from an external source of electricity.
"Exoskeletal structure"	means a retro-fitted external skeletal structure for earthquake strengthening an existing building which is anchored into the subsoil.
'Non habitable structures'	means structures not authorised for living purposes
'Information Bollards'	means bollards installed by Council to provide information to visitors to the city.
'Overbuildings'	means any structure which extends into the airspace over a road and include enclosed balconies.
'Permit'	means a permit or approval issued by the Council under the Public Places Bylaw 2008 and in accordance with this policy
'Poster Bollard'	means a bollard installed by private company which has a contract with Council to promote events in the city.
'Resource consent'	means as defined the Resource Management Act 1991.

'Road'	means the whole of any land vested in Council for the purpose of a road and includes access ways and service lanes as defined in the Section 315 Local Government Act 1974. <i>(A road includes the whole width of the road reserve, including areas set aside for use by vehicles, as well as areas set aside for pedestrians such as footpaths).</i>
'Retaining structures'	means structural walls supporting land, driveways, walking tracks or steps.
Seismic Movement Trench	Means any in-ground structure (self supporting) for the purpose of creating seismic isolation void to enable movement of a building or its framing to move within during a seismic event. The structure would be provided with a permanent and safe access cover complying with the Council's roading and planning policies and standards.
'Subsoil Space'	means any part of the subsoil under the surface of the road.
'Verandahs'	means structures suspended or cantilevered from buildings generally built on boundaries and include canopies, sun blinds and awnings.

Alignment

The policy gives effect to the Public Places Bylaw 2008.

The policy also allows the Council's decision making to be consistent with:

- Local Government Act 1974:
 - Section 319 General Powers of Council in respect of roads
 - Section 341 Leases of Airspace or subsoil of roads
 - Section 357 (2) Penalties for damage to roads
 - Section 334 Erection of monuments etc.
 - Section 339 Transport shelters
 - Section 344 Gates and cattle stops across roads.
- The Christchurch City Plan
- The Banks Peninsula District Plan
- The Stock Control Bylaw 2008
- The Building Act 2004.

2. STRUCTURES ENCROACHING ON AIRSPACE OF ROAD

2.1. Verandahs in business areas (Building consent required)

Scope

Verandahs (which includes canopies, awnings and sunblinds) are usually provided by building owners to provide protection and comfort to pedestrians in adverse weather conditions and in shopping precincts. In the central city it is a requirement for building owners to provide such facilities in defined locations (shown on planning map 39E of the City Plan).

Verandahs are also present in strip shopping precincts in many suburban locations and this policy will continue to permit their replacement, and the construction of new verandas in new developments where appropriate.

Policy Details

It is vital that the presence of verandahs does not effect road users, particularly drivers of motor vehicles. It is also equally important that these structures be permitted in locations where accidental damage by motor vehicles is unlikely, and for these reasons the following will apply:

- (a) A verandah will only be permitted where there is a physical barrier between the verandah and the carriageway; e.g. a kerb and channel between building and the carriageway, and where there is a footpath.
- (b) A verandah would normally be erected at a height of not less than 2.9 metres above the level of the footpath, creating a sufficient and comfortable environment for pedestrians, and taking into consideration the maintenance of significant streetscapes. It must extend from the supporting building to a distance of 500 millimetres inside a vertical line drawn from the face of the kerb to minimise the risk of the structure being damaged by larger motor vehicles travelling close to the kerb.

For consistency of verandah design it is vital that existing design requirements be preserved. The design requirements are:

- (i) The fascia must not be less than 300 millimetres nor more than 450 millimetres in depth.
- (ii) The roof covering of the verandah must be of weather resistant material and be provided with gutters and down pipes.
- (iii) Ceilings of verandahs must be lined with material compatible with adjacent buildings - also in colouring.
- (iv) A minimum lighting level of 5 lux under the verandah will be required to provide a level of safety to pedestrians during the hours of darkness.
- (v) Canopies, sun blinds and awnings are restricted to an area of less than 5 m² where there is no appropriate stormwater disposal system.

**2.2. Use of the airspace over roads for architectural features on buildings including balconies, oriel windows, egress facilities and building service plants.
(Building consent required)**

Scope

Previous bylaws and building standards permitted the use of airspace over roads for the above architectural features. This has led to some interesting building facades that form the road scenes.

A minor intrusion into the airspace of roads for these features will have insignificant implications for road users, but any intrusions will require the input of the Council's Urban Design Panel, or other formally recognised advisory design panels or committees.

This policy will permit minor intrusions to the airspace of roads to create some flexibility for building owners in their building designs, the placements of building plants and services attached to buildings, for structural strengthening of buildings, re-cladding of buildings and any other minor modifications of buildings.

Policy Details

Airspace over roads is generally available for adjacent properties for the above mentioned features. For new buildings the features must not be less than

- (a) 2.6m above existing footpath level;
- (b) 6.0m above existing road level; and
- (c) the horizontal projection shall generally not exceed 1.0m.

The following design parameters have been used to control the minor intrusions in the past:

- (i) Architectural features at a height of not less than 2.60m above the footpath level or 4.50m where no footway has been formed and constructed.
- (ii) The horizontal projection shall generally not exceed 1m.

**2.3. Use of the airspace over roads for increasing the floor area of a building
(Resource consent, Building consent, and Deed of Licence required)**

Scope

The Council will not generally grant rights to airspace above roads for the sole purpose of creating additional floor space (for an overbuilding) unless there are exceptional circumstances, such as where there is a clearly demonstrated need for increased floor space that cannot be met in any other way (i.e. by expansion upwards, sideways or backwards, or by moving to another site). When considering a request to grant rights to use airspace over a road for this purpose, the Council must be satisfied that the policy details below are met.

Policy Details

1. The proposed overbuilding must:
 - (a) Act as a landmark.
 - (b) Provide an additional viewing point.
 - (c) Provide an opportunity for an architectural statement.
2. An application under this section of the policy will be considered in the following circumstances:
 - a) Where the design and location of the structure will not cause excessive shading at road level, or block light and views from adjoining buildings.
 - (b) If there are already over-buildings close by, building further structures will not have an adverse cumulative effect.
 - (c) Potential building movement caused from base isolation foundations during a significant seismic event leading to damage to road infrastructure above the ground, such as light columns, traffic signal poles, wires, street trees, bus stops, etc. from permitted overbuilding above the road.
3. The terms and conditions for using airspace over roads for increasing floor area will be negotiated by the Council's Corporate Services Unit. The terms and conditions may include (without limitation):
 - (a) The use to which the structure can be put; and/or
 - (b) Design requirements which must be to the Council's satisfaction through the Urban Design Team's approval process.

**2.4. Use of the airspace over roads for a pedestrian and/or vehicular air bridge.
(Resource consent, Building consent, and Deed of Licence required)**

Scope

The Council will not generally grant rights to airspace above roads for the sole purpose of creating air bridges. When considering a request to grant rights to use air space over a road for this purpose, the Council must be satisfied that the policy details have been met.

Policy Details

1. Any proposal will need to meet a significant number of the following conditions or results:
 - (a) There are high levels of pedestrian traffic in the vicinity, some of which would be usefully diverted to an elevated walkway, without reducing the amount of pedestrian activity on the road to a level which detrimentally affects the vitality of existing activities on the road.
 - (b) A more direct link or a choice of routes between public buildings or places of interests (including car parking buildings) will be created.
 - (c) The new structure will act as a landmark.
 - (d) The new structure will provide an additional viewing point.
 - (e) The new structure will provide an opportunity for an architectural statement.
2. An application under this section of the policy will be considered in the following circumstances:
 - (a) Where the design and location of the structure will not cause excessive shading at road level, obstruction of footpaths or block light and views from adjoining buildings.
 - (b) Where joining buildings across the road will not result in excessively bulky built form.
 - (c) Where the structure can be joined to the host building/s in an architecturally sympathetic way.
 - (d) If there are already other air bridges or overbuilding close by, building further structures will not have an adverse cumulative effect.
 - (e) Where the alignment and location of the structure will not detract from views nor compromise the basic grid layout and urban form of the City Centre and the general openness of the road system.
3. The terms and conditions for a licence to occupy airspace will be negotiated by the Council's Corporate Support Unit. The terms and conditions may include (without limitation):
 - (a) The use to which the structure can be put; and/or,
 - (b) Design requirements which must be to the Council's satisfaction.

3. STRUCTURES ENCROACHING ON ROADS

3.1 Retaining structures, carports, garages, parking platforms, access ramps, and cable-car stations. (Resource consent, Building consent, and Deed of Licence required)

Scope

The request to build such non-habitable structures often arise from owners in the hill areas where the terrain is steep and difficult. A majority of these properties were created prior to 1974 when vehicle access to properties was not required for subdivisions.

There are also requests from owners to build retaining structures on roads to support their properties following landslips or potential landslips that have been identified.

Property owners have a legal right of access onto a road and for this reason driveways in the older hill suburbs are often supported by retaining structures built on a legal road.

Likewise, there are a number of properties having exclusive use of parcels of legal roads for carports, garages, parking platforms, access ramps and cable-car stations. These have significant advantages to occupiers and at the same time help to ease on-road parking pressures on roadways. The garage sites have also been used as one of the tools to enable residential developments in difficult terrain.

Boat sheds are excluded from this policy.

Policy Details

1. Any proposal will need to meet the following criteria:

- (a) The structures do not cause any safety issues to any road users including pedestrians, cyclists and other commuters.
- (b) Legal right of access is maintained for individual property owners.
- (c) There is no conflict with the likelihood of future roadway widening or alterations.
- (d) The applicant is unable to construct the structure on his or her land because of the nature of the terrain.
- (e) The proposal is consistent with the provisions of the Christchurch City Plan Vol. 3, Part 13 Transport, or the Banks Peninsula District Plan Part VI, Chapter 35 Access, Parking and Loading.
- (f) The road environment, and any council or other utility services, are not unduly compromised with the presence of the structure.
- (g) The visual intrusion to the roadscape will have minimal effect on road users, and landscape mitigation measures must be provided when required.
- (h) Detached garaging is principally provided for storage of motor vehicles and other modes of transport.
- (i) Only one single garage site per residential allotment will be considered when that site does not front the occupier's property and a licence to occupy under such circumstances shall be terminated when alternative garagable space facilities complying with the rules of the City Plan or District Plan have been achieved on the occupier's property.

2. If the Council is satisfied with the above criteria, the owner is required to:

- (a) Enter into a Deed of Licence to occupy legal road with the Council. Such licence will be transferable to future owners with the Council's consent.
- (b) Obtain resource and building consents as appropriate

For Existing Structures:

- (a) An occupier of a structure on a road normally has a licence granted by the Council. The licence is transferable to future owners of the property with the Council's consent.
- (b) The licence to occupy for a carport or garage shall be terminated when alternative garage facilities complying with the rules of the City Plan have been achieved on the occupier's property.

3.2 EXOSKELETAL STRUCTURES

Exoskeletal Structures are retrofitted externally to a building occupying airspace, the surface and subsoil of road land (*Building Consent and Deed of Licence required*)

Scope

In the post-earthquake environment developers and landowners are utilising retro-fitted exoskeletal structures to meet the new requirements of the earthquake code. Exoskeletal structures provide an external steel cage to wrap an existing building that avoids more expensive solutions such as base isolated foundations or internal steel bracing. External bracing also ensures that the loss of leasable floor space is minimised.

Depending on the construction methodology and the District Plan rules exoskeletal structures can extend into the public road airspace, surface and subsoil to accommodate the pillars and the ground anchors.

Policy Details

The provision of bracing pillars and ground anchors in the public road should not impede road users, particularly pedestrians, or other street infrastructure. In order to accommodate this engineering innovation, minimise disruption to road users and facilitate the post-earthquake rebuild the following will apply:

- (a) **Except for the Central City Zone** All external exoskeletal structures would not normally be permitted to occupy road land, airspace and subsoil outside the Central City Zone. This relates to the narrower footpath standards in the suburban centres.
- (b) All underground services would be protected from the structure, no structures on the road being interfered with or obstructed (including verandahs), and allows full public use of the road. Occupation of the footpath should be minimised and the ground anchors should be covered to eliminate trip hazards. The maximum allowable obstruction of a central City footpath (minimum width 3 metres excluding the kerb) would be 200 mm. If the footpath is less than 3 metres the maximum allowable encroachment will be 100 mm. The circumstances may include but are not limited to the older suburban centres (e.g. Lyttelton, Merivale, Riccarton, etc.), heritage, historical and cultural sites, aesthetics and natural and pre-existing features. These applications would be considered on a case by case basis only. The relocation of underground and above ground services (e.g. gas, electricity, water, sewage, telecoms cables, etc.) must be carried out at the developer's expense and must meet the standards applicable to the utility provider. The structure must comply with the Council's Urban Design Guidance and Crime Prevention through Environmental Design principles.
- (c) **For the whole of Christchurch.** Exoskeletal structures to earthquake strengthen new buildings will not be permitted to occupy road land in any manner (airspace, surface and subsoil).

3.3 STRUCTURES ENCROACHING ON THE SUBSOIL OF ROADS

Seismic Movement Trenchs to accommodate the movement zone of adjoining base isolated structures (*Building Consent and Deed of Licence required*)

Scope

In the post earthquake environment developers and landowners are utilising base isolation foundations to meet the new requirements of the earthquake code. This method is being used particularly in the Central City. Base isolation foundations allow a building to move in accordance with the waves created by an earthquake, but uses technology that dampens and decelerates the actual tremors and therefore are more likely to reduce the risks of injury, damage and building failure.

Depending on the construction methodology and the District Plan rules base isolation foundations can extend into the public road subsoil to accommodate the zone of movement, and occasionally the elements of the foundations themselves.

Policy Details

The provision of vaults in the public road subsoil should not impede road users, particularly pedestrians. In order to accommodate this engineering innovation, minimise disruption to road users and facilitate the post earthquake rebuild the following will apply:

- (a) **Except for the Central City Zone** All base isolation foundations should be constructed within the property boundary to include the movement zone (+/- 400 – 750 mm) whenever feasible. This would include a sacrificial zone horizontal cover at the access to the building from the street that may move or deform in a significant seismic event. All building movement should be contained within the private lot.
- (b) **For the Central City and exceptionally elsewhere** Build to the boundary of the road (within the private lot) all the foundations including base isolation installations. This entails allowing a sacrificial zone horizontal cover at the building's access that may move or deform across the adjacent road typically between +/- 400 and 750 mm in a significant seismic event. All underground services would be protected from potential movement, no structures on the road being interfered with or obstructed, and allows full public use of the road outside significant seismic events. Damage to the footpath should be minimised and the underground vaults should be covered to eliminate trip hazards. The exceptional circumstances may include but are not limited to the older suburban centres (e.g. Lyttelton, Merivale, Riccarton, etc.), heritage, historical and cultural sites, aesthetics and natural and pre-existing features. These applications would be considered on a case by case basis only and is likely to apply mainly to the central City. The relocation of underground services (e.g. gas, electricity, water, sewage, telecoms cables, etc.) must be carried out at the developer's expense and must meet the standards applicable to the utility provider. "

**3.4 Essential Service Structures
(Council authorisation required)**

Scope

These structures include:

- (a) waste or water pump plants

- (b) waste container compounds
- (c) Council information bollards
- (d) stock under passes
- (e) public bike stands
- (f) bus shelters
- (g) traffic mirrors
- (h) other utility structures.

Policy Details

The locations of existing structures resulted from past actions of the Council and were placed for their practical function and convenience.

In determining the location of any new such structures, the following assessment matters must be satisfied:

- (a) Safety of all road users including pedestrians, cyclists and other commuters is not comprised.
- (b) Legal right of access is maintained for individual property owners and users.
- (c) There is no conflict with likely future roadway widening or alterations.
- (d) The proposal is consistent with the Council's Activity Management Plans and LTCCP.

In the event of concerns arising from existing structures, the structure will be Assessed in terms of (a), (b) and (c) above.

Note: There are existing public utility infrastructures on roads, including telecommunication, electricity, gas and postal services. The placing and maintenance of such infrastructure is determined by statutory powers, exercised in consultation with local authorities.

3.5 Other Structures

Scope

These structures include

- Installations such as artwork, support structures for verandahs (which includes sunblinds, awnings and canopies), or buildings, outdoor advertising, commercial bike stands, and fences. (Permit required).
- Other structures for which Council has contracts or agreements for e.g. poster bollards, information stations, private bus shelters (*Adshels*). (Permit required).
- The provisions for gates and cattle stops encroaching onto the road reserve, (providing access to a property or placed across a road), are determined by the provisions of Sections 344 and 357 of the Local Government Act 1974. (Permit required).
- Fences within a road corridor are generally not authorised. However in exceptional circumstances written applications may be considered under Section 357 of the Local Government Act 1974. (Permit required).
- Private letter boxes in rural areas or where they are not adjacent to formed footpaths. No written permit is required unless its replacement is in conflict with Policy Details (a) – (e) below

- Anchors for private retaining walls that may need to encroach into the road land subsoil. A permit will be given providing the anchors are at least 2.5 metres below the road surface and are not in conflict with Policy Details (a, b, c, f & i) below.
- Electric Vehicle Charging Structures for the recharging of electrically powered vehicles. A site licence will be given providing the recharging structure is not in conflict with Policy Details (a) to (i) below.

Policy Details

In determining the location of such structures, the following assessment matters must be satisfied:

- (a) Traffic safety is not compromised.
- (b) Pedestrian movements and access to private properties are not unduly compromised.
- (c) There is no conflict with utility services.
- (d) There is no affect on business entranceways.
[Note: The shifting of an existing letter box necessitated by a new entrance is the responsibility of the owner].
- (e) Consultation has been carried out with building and business owners.
- (f) Issues arising in sensitive cultural and natural environments must be addressed e.g. adjacent to waterways, historical sites, indigenous sites, and heritage buildings.
- (g) Outdoor advertising must comply with the requirements of the City Plan Vol. 3 Part 10 Heritage and Amenities or the Banks Peninsula District Plan Part VI Chapter 34 Signs.
- (h) Fences within the road corridor will be considered on a case by case basis, and only where no other practical alternatives exist, or where public safety benefits are enhanced.
- (i) There is no other practicable option available

4. Obtaining a Permit/Authorisation

Application forms can be obtained through Customer Services phone 941 8999 or downloaded from the Christchurch City Council website www.ccc.govt.nz/policies/

The application form sets out the information needed to accompany each permit (as appropriate) and where to send the completed application.

5. Fees

Fees and charges are set out in the Council's Schedule of Fees and Charges, which is available on request and can be found on the Council's website. The fees and charges are revised on an annual basis.

Permit fees may include the costs of permitting, monitoring and enforcement.

The Council reserves the right to charge rental fees for all commercial activities on a public road. The rent will be set at a level that reflects the location to ensure that businesses solely on private property are not unfairly disadvantaged.

The permit applicant must pay the full permit fee and supply all the required documentation before the permit will be issued.

6. Delegations

Decision making authority for the policy is to be exercised as follows:

Clauses 2.1, 2.2 (when the structure does not extend more than 2 metres) and 2.3 (when the overbuilding extends no further than 2.5 metres): The Chief Executive, or a nominated manager.

Clauses 2.2 and 2.3 (for both in all other cases) and 2.4: The Council, advised by the relevant Community Board.

Clauses 3.1, 3.2, 3.3 and 3.5: The Chief Executive, or a nominated manager.

Clause 3.4: The Chief Executive, or a nominated manager, as advised by the relevant Community Board.

The delegations will be reviewed by the Council from time to time.

7. Funding Review Working Group Chairperson's Report Appointing Community Board Representatives and Adopting Terms of Reference

Reference: 18/39039

Contact: Lianne Dalziel

lianne.dalziel@ccc.govt.nz

941 8999

1. Purpose of Report

- 1.1 The purpose of this report is to update the Council on the work of the Funding Review Working Group in respect of its development of the attached Terms of Reference, which it seeks that the Council adopt, while also appointing two Community Board representatives to the membership of the Funding Review Working Group.

2. Staff Recommendations

That the Council:

1. [Adopts the Terms of Reference for the Funding Review Working Group as set out in Attachment A.](#)
2. [Appoints Linwood-Central-Heathcote Community Board Member, Sally Buck and Papanui-Innes Community Board Member, Ali Jones, to the membership of the Funding Review Working Group.](#)

3. Key Points

- 3.1 At its Metropolitan Funding meeting on 4 September 2017, the Council resolved in relevant part to:
 - 3.1.1 Request that staff report to the Council by the end of September 2017 on the terms of reference of a comprehensive strategic funding review of all of the funds and the support that the Council provides to sustain and support organisations in the city, including the relationship of the Council with other funders.
 - 3.1.2 Establish a Funding Review Working Group comprising of the Mayor, Deputy Mayor, the Chair and Deputy Chair of the Social and Community Development Committee and the Chair and Deputy Chair of the Innovation and Sustainable Development Committee. The Working Group will provide feedback to staff on the comprehensive funding review.
- 3.2 The Funding Review Working Group requested to have input into the development of the terms of reference of the comprehensive strategic funding review; and those terms of reference should also be the terms of reference of the Working Group itself. The Terms of Reference appended to this report as **Attachment A** are the outcome of discussion at the Working Group meetings.
- 3.3 At its meetings to date, the Funding Review Working Group, in addition to developing the attached Terms of Reference, has:
 - (a) elected Mayor Dalziel as its Chairperson;
 - (b) confirmed its understanding that it will report to the Council and not through a committee; and
 - (c) agreed that it is an informal working group and does not have the standing of a Council committee.

- 3.4 The attached Terms of Reference note that the Funding Review Working Group will work with staff to review the Council's approach to funding city and community organisations, reflecting that staff will look to the Council as the decision-maker and the Funding Review Working Group will not have the status and formalities of a decision-making body.
- 3.5 Given the status and role of the Working Group, staff will provide reports for the Working Group to the Council.
- 3.6 The Funding Review Working Group invited two Community Board Chairs to join the Working Group in light of the potential role of Community Boards in the funding framework. At a subsequent Community Board Chairpersons and Staff Forum, Sally Buck and Ali Jones were put forward to join the Working Group and accordingly invited to attend meetings. Since the Council appointed the existing members of the Working Group, it is for the Council to appoint invitees to the membership of the Working Group.

Attachments

No.	Title	Page
A ↓	Funding Review Working Group - Proposed Terms of Reference	33

Signatories

Author	Mark Saunders - Committee and Hearings Advisor
Approved By	Lester Wolfreys - Head of Community Support, Governance and Partnerships Mary Richardson - General Manager Citizen and Community

Funding Review Working Group - Terms of Reference

Chair	Mayor Dalziel
Membership	<p>Councillors</p> <ul style="list-style-type: none"> • Deputy Mayor Turner • Councillor Buck as Chair of the Innovation and Sustainable Development Committee • Councillor Scandrett as Deputy Chair of the Innovation and Sustainable Development Committee • Councillor Clearwater as Chair of the Social, Community Development and Housing Committee • Councillor Livingstone as Deputy Chair of the Social, Community Development and Housing Committee <p>Community Board Representatives</p> <ul style="list-style-type: none"> • Ali Jones (Chair of the Papanui-Innes Community Board) • Sally Buck (Chair of the Linwood-Central-Heathcote Community Board)
Reports To	Council

Status

The Funding Review Working Group does not have the status of a Committee, and the Council's Standing Orders accordingly do not apply to its meetings.

Purpose

The purpose of the Funding Review Working Group is to work with staff to:

- a) Review the Council's approach to funding city and community organisations to ensure alignment with our strategic directions; and
- b) Identify and recommend to the Council for consideration changes that will:
 - Provide a strategic framework for current and future Council funding relationships with city and community organisations
 - Clearly articulate the Council's intended purpose and goals of funding different types of city and community organisations and sectors
 - Enable and support different forms of funding and resourcing that will more effectively support the purpose and outcomes sought
 - Enable and support sustainable and mutually beneficial partnerships with other funders, including central government, and with city and community organisations
 - Ensure greater consistency of approach with each of the different types of city and community groups and sectors to better achieve the outcomes mutually sought by the Council and the funded groups
 - Enable the Council to respond to the dynamic nature of the city and ensure that we can respond to new initiatives and ever evolving needs
 - Clarify the relationship between Community Boards, and between Community Boards and the Council, with regard to funding to enable Community Boards to meet their outcomes and integrate effectively with the Council's reviewed approach to funding

- Consider any pressures to provide funding that should be provided by central government
- Advance such other objectives for the Council's approach to funding as may be deemed beneficial to the city and its people in order to facilitate the advancement of Council strategic directions

Scope

The scope of the funding review includes:

- All funding currently classified as 'major organisations', metropolitan and community under Strengthening Communities Funding
- All grants and loan arrangements currently available to city and community organisations that are not included within 'Strengthening Communities' Grant Funding, with the exception of the Sustainability and Innovation Fund.
- The mechanism for allocating funding to Community Boards

Key Milestones

1. Matters that are most appropriately included for consultation as part of the Draft Long Term Plan consultation process from February to June 2018.
2. Matters that are required for and/or can be implemented as part of the 2018 round of Strengthening Communities Funding, which is scheduled to open 1 March 2018.
3. Matters that require socialisation and further consultation with sector, city and community groups and other funders.