



Council Information Session/Workshop

AGENDA

Notice of Information Session/Workshop Te Pānui o te Hui:

A Council Information Session/Workshop will be held on:

Date: Tuesday 29 April 2025
Time: 9.30 am – 3.15 pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership Ngā Mema

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

28 April 2025

Principal Advisor

Mary Richardson

Chief Executive

Tel: 941 8999

mary.richardson@ccc.govt.nz

Note: This forum has no decision-making powers and is purely for information sharing.

To watch the meeting live, or previous meeting recordings, go to:

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

To find upcoming meetings, watch a recording after the meeting date, or view
copies of meeting Agendas and Notes, go to:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



TABLE OF CONTENTS NGĀ IHIRANGI

1. Apologies Ngā Whakapāha	3
---	----------

INFORMATION SESSION/WORKSHOP ITEMS

2. Mass rapid transit update	5
---	----------

10.30 am – 11.00 am

Presenters: Jane Cameron - Team Leader, Strategic Transport and Lynette Ellis - Head of Transport

Break: 11.00 am – 11.15 am

3. Subdivision Approval Process.....	7
---	----------

11.15 am – 12.15 pm

Presenters: Mark Stevenson – Head of Planning and Consents and Lynette Ellis – Head of Transport and Waste

Lunch: 12.15 pm – 1.15 pm

4. Capex Deliverability	9
--------------------------------------	----------

1.15 pm – 2.15 pm

Presenter: Paul Dadson - Senior Cap. Prog. Advisor Parks & Fac

5. Local Water Done Well: Consultation Summary and Next Steps	31
--	-----------

2.15 pm – 3.15 pm

Presenter: Luke Adams - Principal Advisor Strategic Policy

6. Items Closed to the Public.....	33
---	-----------

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Mass rapid transit update

Reference Te Tohutoro: 25/585405

Presenter(s) Te Kaipāhō : Jane Cameron, Team Leader, Strategic Transport;
Lynette Ellis, Head of Transport

1. Detail Te Whakamahuki

Purpose and Origin	<ul style="list-style-type: none"> Leadership of the mass rapid transit (MRT) project transitioned from NZ Transport Agency Waka Kotahi (NZTA) to CCC in December 2024. The purpose of this Information Session is to provide Councillors with an MRT project update, including its inter-relationship with the wider Greater Christchurch public transport improvement programme.
Timing	The Information Session is expected to last for 30 minutes.
Outcome Sought	Councillors have up to date information on MRT project implementation progress.
ELT Consideration	The ELT project sponsor, GM Strategy, Planning and Regulatory Services has endorsed the provision of this project update.
Next Steps	Further progress updates will be provided to Councillors following completion of more detailed project planning.
Key points / Background	<ul style="list-style-type: none"> Mass rapid is a key move of the Greater Christchurch Spatial Plan, and is the next step once improvements to the existing public transport system have been fully implemented. Planning for mass rapid transit has now been transferred from NZTA to CCC. Councillors last received a project status update in a memo circulated on 11 December 2024. The focus of the next stage of the project is on route protection for the agreed corridor between Hornby and Belfast. Detailed scoping of this phase is progressing and will initially involve technical design work around stations and key intersections to confirm land requirements. On some parts of the corridor, this work will be more complex than others due to interdependencies with other planning work underway, such as, NZTA's upcoming Hornby and Airport Surrounds State Highway scoping study. This work will feed into a Route Protection Detailed Business Case and then a Notice of Requirement for designation. While CCC is now responsible for delivering this stage of the work, NZTA and ECan will continue to be closely involved. Other Greater Christchurch Partners will also be kept informed and given opportunities for input. On 7 March 2025 the Greater Christchurch Partnership Committee was given an update on the project and its inter-relationship with the wider public transport improvement programme. This information session builds on that progress update.

Useful Links	<ul style="list-style-type: none">Agenda pack, recording, and notes from the update to the Greater Christchurch Partnership committee meeting on 7 March 2025. https://www.greaterchristchurch.org.nz/meetings

Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

Signatories Ngā Kaiwaitohu

Authors	Chris Morahan - Principal Advisor Strategic Transport Jane Cameron - Team Leader Transport
Approved By	Mark Stevenson - Acting Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

3. Subdivision Approval Process

Reference Te Tohutoro: 25/668800

Presenter(s) Te Kaipāhō : Mark Stevenson – Head of Planning and Consents
Lynette Ellis – Head of Transport and Waste

1. Detail Te Whakamahuki

Purpose and Origin	<ul style="list-style-type: none"> • Council has a rigorous process for the consenting and development of subdivisions in the district. This includes undertaking engineering approvals and safety audits. • Staff have become aware of a gap in the approval process for subdivisions which has resulted in further work. • This information session will outline the subdivision approval process, next steps for approvals for existing subdivisions and changes to the future process for subdivision approvals.
Timing	This information session is expected to last for 60 minutes.
Outcome Sought	<ul style="list-style-type: none"> • Awareness of the subdivision process and the requirements of the regulatory process. • Understanding of the approvals gap that has been identified. • Understanding of next steps that will be undertaken with the Community Boards.
ELT Consideration	ELT members have not briefed.
Next Steps	<p>Following this briefing, staff will begin the process of presenting reports to Community Boards. This will cover:</p> <ul style="list-style-type: none"> • Legalisation of the signs and lines within the completed subdivision. • Approval of the changes to the existing road network. • Recommendations to Council for any Part A decisions. <p>Staff are also reviewing and updating the process required to gain all appropriate approvals for subdivisions. This will be updated with developers moving forward.</p>
Key points / Background	<ul style="list-style-type: none"> • When land is being developed, the District Plan includes rules for new roads while also seeking to ensure existing roads that road or property access is provided to are of an appropriate standard. This may involve adding footpaths, creating access points, safety improvements and planning where new roads connect to existing ones. • Decisions on subdivision applications are generally decided without public notification, as outlined in the District Plan and are made under staff delegations. • The conditions associated with a resource consent for a subdivision requires the developer to construct roads and roading infrastructure inside the new development that will later be vested with the Council, as well as providing appropriate connections to existing Council-owned infrastructure.

	<ul style="list-style-type: none">• As part of the consenting process for a subdivision, there are roading standards and specifications that developers must meet. This includes ensuring that all engineering approvals and safety audits are undertaken.• Staff recently discovered that some work in current subdivisions, including new road infrastructure such as signage and road markings, intersection upgrades and connections to existing roads, were carried out without community board approval.• This issue has been most prominent in areas where there has been high demand for the development of rural land, such as Halswell.
Useful Links	<ul style="list-style-type: none">• Subdivision consent activities : Christchurch City Council

Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

Signatories Ngā Kaiwaitohu

Authors	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management
Approved By	Mark Stevenson - Acting Head of Planning & Consents John Higgins - General Manager Strategy, Planning & Regulatory Services

4. Capex Deliverability


Reference Te Tohutoro: 25/715890

Presenter(s) Te Kaipāhō: Paul Dadson, Senior Cap. Prog. Advisor Parks & Fac.

1. Detail Te Whakamahuki

Purpose and Origin of the Workshop	The purpose of this workshop is to provide Councillors with an update on the deliverability of the capital programme included in the 2025/26 draft Annual Plan.
Timing	This workshop is expected to last for 60 minutes.
Outcome Sought	Councillors consider the information provided in this workshop and include the recommendations in the adoption of the 2025/26 Annual Plan.
ELT Consideration	The information included in this workshop was presented to ELT on 27 March 2025. The comments and feedback received at this meeting has been incorporated into this workshop.
Next Steps	Guidance will be sort at the upcoming 2025/26 Annual Plan workshops on whether the capital programme recommendations outlined in this workshop are included in the final 2025/26 Annual Plan that will be considered for adoption in June 2025.
Key points / Background	<ul style="list-style-type: none">The capital programme included in the draft 2025/26 Annual Plan is 18% higher than the current budget for 2024/25 and 26% higher than the forecast spend.This level of increase has raised questions about the deliverability of the draft capital programme
Useful Links	Proposed-Capital-Programme.pdf Home - Bubbles Christchurch City Council

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	2025 26 Draft Capital Programme Deliverability Workshop 29042025	25/754974	10

Signatories Ngā Kaiwaitohu

Author	Paul Dadson - Senior Capital Programme Advisor Parks & Facilities
Approved By	Nicky Palmer - Head of Programme Management Office Brent Smith - General Manager City Infrastructure Bede Carran - General Manager Finance, Risk & Performance / Chief Financial Officer

2025/26 Draft Capital Programme Deliverability

Christchurch City Council | Programme Management Office

29 April 2025

Agenda

1. Purpose and Strategic Alignment
2. Programme Context and Key Drivers
3. Analysis of Deliverability – Non core programme
4. Core Programme Analysis
5. Drivers of the Core Programme
6. Core Programme Review
7. Rates Impact
8. Recommendations and Next Steps
9. Proposed projects to rephased

1. Purpose and Strategic Alignment



Responding to Councillor's request "Can we deliver the draft 2025/26 capital programme"?



Provide evidence-based assessment using historical performance



Ensure alignment with CCC strategic priorities and set realistic delivery expectations

1. Purpose and Strategic Alignment (contd.)



Provide a capital programme that is **strategically aligned and operationally deliverable**



Ensure the programme reflects **realistic delivery capacity**, based on past performance and current resource availability

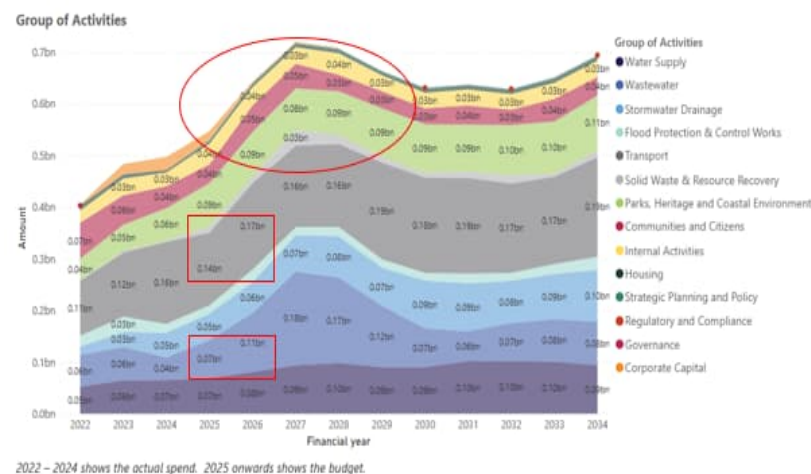


Address growing **infrastructure demands and complexity**, particularly within the Transport and Three Waters portfolios

Please note: The following analysis excludes One New Zealand Stadium at Te Kaha

2. Programme Context and Key Drivers

- 2025/26 draft capital programme: \$643.6m
- Up from \$547.6m in 2024/25 → **17.5% increase**
- Forecast for 2024/25 is \$500m → making actual uplift **\$144m or 29%**
- Key uplift areas: **Wastewater and Transport**



2. Programme Context and Key Drivers (contd.)

- There are nine projects that are being delivered “on top” of the BAU/Core programme.
- These projects are being separately resourced/managed and will be delivered in addition to the core programmes of these activities.

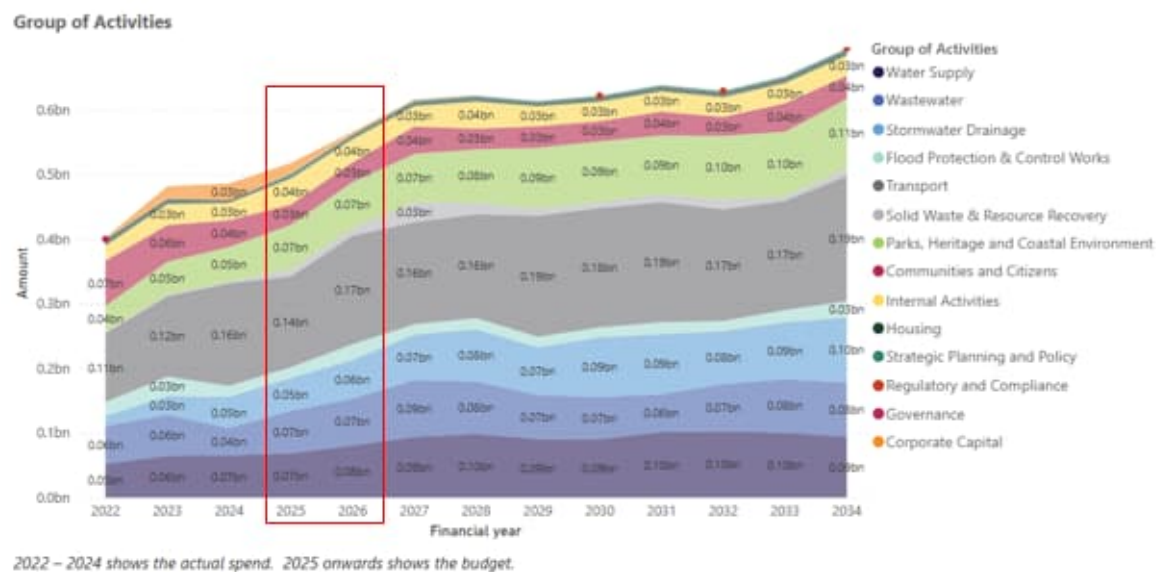
CPMS ID	Project Title	FY26 \$m	FY27 \$m	FY28 \$m	FY29 \$m	FY30 \$m	Total \$m
67806	CWTP Activated Sludge Plant	20.0	50.0	41.9	29.1		141.0
596	WW Akaroa Reclaimed Water Treatment & Reuse Scheme	14.3	31.4	30.8	19.2	9.8	105.5
71996	WW Grassmere Wet Weather Storage Facility	7.3	12.2	11.1	2.4		33.0
20836	Omokihi (South Library & Service Centre Rebuild)	20.3	6.0				26.3
2356	Akaroa Wharf Renewal	9.3	4.9	2.1			16.2
65641	Robert McDougall Gallery - Base Isolation	5.3					5.3
45164	Robert McDougall Gallery Strengthening	1.5					1.5
22167	Canterbury Provincial Chambers	4.5	5.0	10.0			19.5
64048	Performing Arts Precinct - Court Theatre Building	3.1	0.7	1.0			4.8
TOTAL		85.6	110.1	97.0	50.6	9.8	353.0

These nine projects (non core programme) will be assessed separately from the BAU/Core programme for deliverability.

Therefore the value of the core programme is \$558.0m (\$643.6m - \$85.6m)

2. Programme Context and Key Drivers (contd.)

- When the nine projects are removed from the total programme how does it change the profile of the programme over time?



3. Analysis of Deliverability – Non core programme

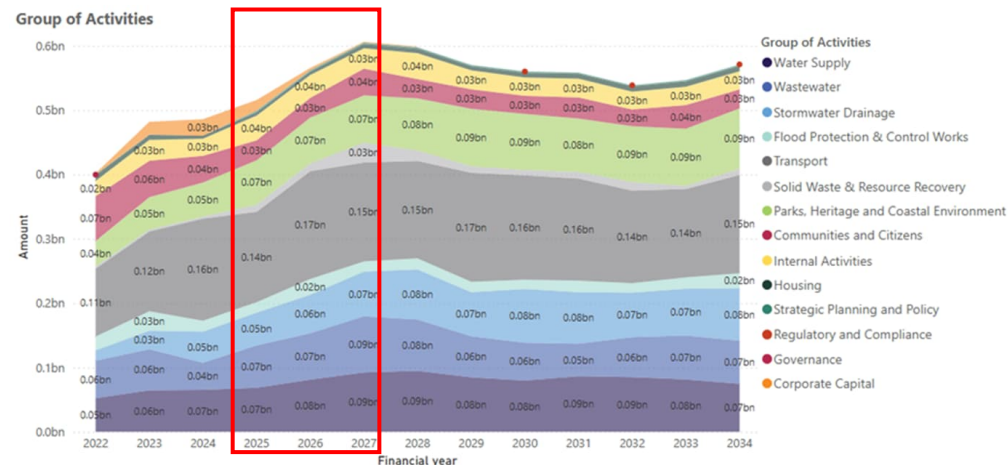
- When the deliverability of these nine projects is assessed, the following changes are proposed:
 - Rephasing \$18.3m based on current delivery profiles
 - Leaving **\$67.3m** (\$85.6m - \$18.3m) delivered on top of core programme

ID	Project Title	FY26 Amount to Rephase	FY27 - \$m	FY28 - \$m	FY29 - \$m	FY30 - \$m	Total
71996	WW Grassmere Wet Weather Storage Facility	-5.0			5.0		0.0
596	WW Akaroa Reclaimed Water Treatment & Reuse Scheme	-6.6	-11.5	-13.2	17.6	13.7	0.0
2356	Akaroa Wharf Renewal	-2.5	2.5				0.0
22167	Canterbury Provincial Chambers	-4.3			4.3		0.0
	TOTAL	-18.3	-9.0	-13.2	26.9	13.7	0.0

4. Core Programme Analysis

The core programme is continuing to increase out to 2034. How much of this is inflation?

If the inflation allowance is removed from the future years, the core programme peaks in 2027 then reduces through to 2033 before starting to increase again.



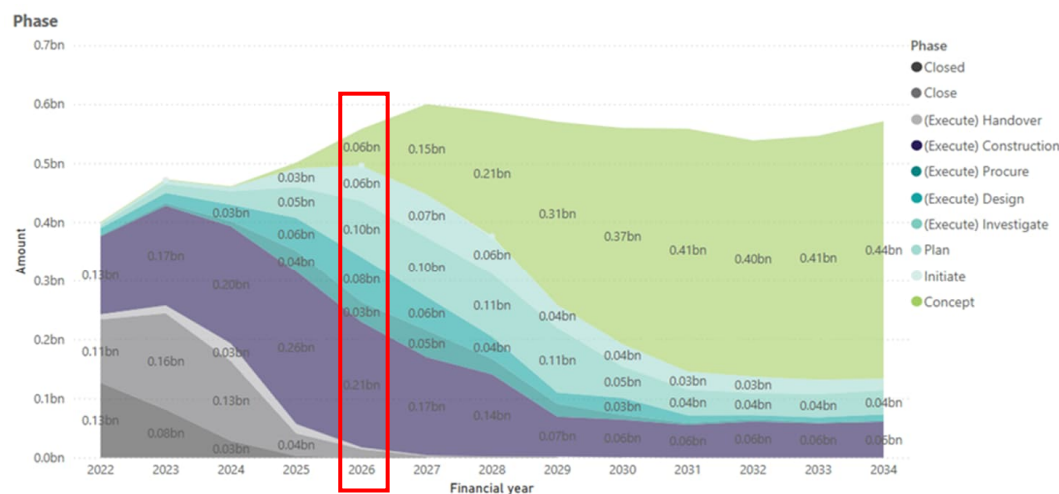
2025	\$501.4m
2026	\$558.0m an increase of \$56.6m (11.3%)
2027	\$600.4m

This increase in 2026 is driven by Transport \$27.3m and Three Waters \$35.8m with small reductions in the other activities.

4. Core Programme Analysis (contd.)

What phase are these projects currently in?

The most significant spend for any project occurs in the construction phase.



Project Phase	\$m	%
Concept	122.2	22%
Design	172.4	31%
Procure	33.9	6%
Construction	229.5	41%
Total	558.0	100%

78% of projects are currently in the Design phase or later.

4. Core Programme Analysis (contd.)

If it is known what phase a project is in at the beginning of the year what percentage of it is spent by the end of the year?

Based on analysis of the last three years of the capital programme spend the percentage of each phase spent is as follows:

Project Phase at start of year	% spent by end of year
Concept	80%
Design	75%
Procure	90%
Construction	110%

If these percentages are applied to the core programme of \$558.0m what would be the estimated spend for the year?

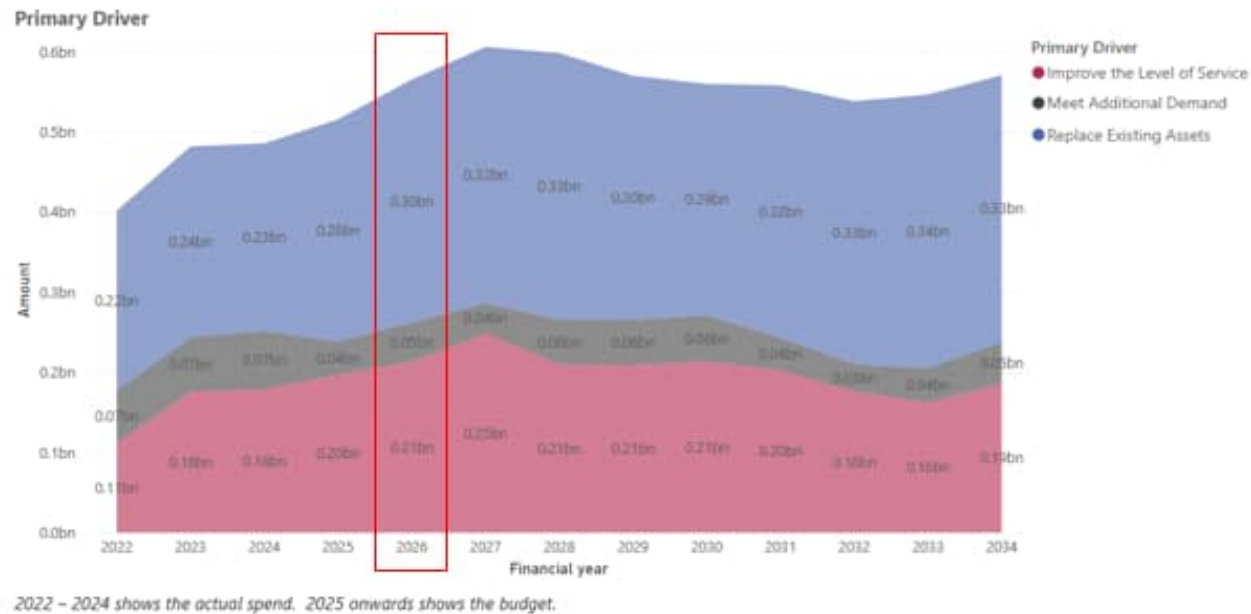
4. Core Programme Analysis (contd.)

Project Phase at start of year	% spent by end of year	\$m	Forecast amount spent \$m	Forecast variance \$m	
Concept	80%	122.2	97.8	-	24.4
Design	75%	172.4	129.3	-	43.1
Procure	90%	33.9	30.5	-	3.4
Construction	110%	229.5	252.4		22.9
Total		558.0	510.0	-	48.0

This would indicate that approximately \$48.0m of the programme is unlikely to be spent. If the programme is reduced by this amount, it would be more in line with what can be delivered based on historical performance.

It must however be remembered that whatever the programme is at the beginning of the year the above percentages would still apply i.e. 100% of the programme would still not be delivered.

5. Drivers of the Core Programme?



There is an increase of \$56.6m (excl. inflation) in renewals from 2025 to 2034

6. Core Programme Review of Deliverability

- When the above factors are taken into consideration and the deliverability of the core programme is assessed project by project, the following changes are proposed:
 - Rephasing \$53.2m based on current project delivery profiles
 - This reduces the core programme to **\$504.8m** (\$558.0m - \$53.2m)
 - The \$53.2m would be rephased as follows:

Activity	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Total
Transport	-23.3	0.2	-0.8	3.0	13.0	0.9	7.0	0.0
Three Waters	-21.6	8.0	11.6	2.0	0.0	0.0	0.0	0.0
Other	-8.4	2.3	6.1	0.0	0.0	0.0	0.0	0.0
	-53.2	10.4	16.9	5.0	13.0	0.9	7.0	0.0

The \$53.2m identified in the project by project analysis is in line with the \$48.0m from the historical spend by phase analysis detailed above.

Please note: the details of these changes by project are included at the end of the presentation.

6. Core Programme Review of Deliverability (contd.)

How does a revised core programme of \$504.8m compare with this years forecast delivery of \$500m?

This years forecast of \$500m includes the nine projects that have been excluded from the core programme.

When the current forecast is adjusted for these nine projects it is reduced by approx. \$50m to \$450m

If the core programme is reduced to \$504.8m it would be a **12% increase** on the current years forecast spend.

The total capital programme for 2025/26 would reduce by \$71.5m from \$643.6m to \$572.1m

6. Core Programme Review of Deliverability (contd.)

Draft Annual Plan 2025/26	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	\$m
	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	Total
Proposed Capital Programme*	643.6	719.6	707.4	663.8	631.5	638.1	629.2	4,633.2
Rephasing of the Non Core Programme	-18.3	-9.0	-13.2	26.9	13.7	0.0	0.0	0.0
Rephasing of the Core Programme	-53.2	10.4	16.9	5.0	13.0	0.9	7.0	0.0
	572.1	721.0	711.1	695.7	658.2	639.0	636.2	4,633.2
* excluding One New Zealand Stadium at Te Kaha								

Draft Annual Plan 2025/26 after Proposed Rephasing	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	\$m
	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	Total
Non Core Programme	67.3	101.1	83.8	77.5	23.5			353.2
Core Programme	504.8	619.9	627.3	618.2	634.7	639.0	636.2	4,280.0
	572.1	721.0	711.1	695.7	658.2	639.0	636.2	4,633.2

The core programme for future years will need to be reviewed and rephased, based on the above analysis, to create a deliverable programme. This review will also need to include whether any projects need to be added to the non core programme.

7. Rates Impact

Rates impact of these proposed changes:

FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
-0.20%	-0.51%	0.09%	0.13%	0.29%	0.18%	0.02%	0.04%

8. Recommendations and Next Steps

- Include the recommended capital programme rephasing in the final 2025/26 Annual Plan for adoption
 - Core Programme: \$504.8m
 - Noncore Programme \$ 67.3m
 - Total Capital Programme \$572.1m
- Councillor questions/discussion

9. Proposed projects to be rephased from 2025/26 – Three Waters

ID	Project Title	FY26 Amount to Rephase - \$m	FY27 - \$m	FY28 - \$m	FY29 - \$m	Total
42154	WW Selwyn Pump Station (PS0152), Pressure Main and Sewer Upgrades	-2.0	0.0		2.0	0.0
57808	WS Duvauchelle Membrane Filtration	-2.8	0.8	2.0		0.0
32243	SW Eastman Sutherland and Hoon Hay Wetlands	-1.0	1.0			0.0
61615	SW South New Brighton & Southshore Estuary Edge Flood Mitigation	-3.2	-0.9	4.1		0.0
44577	SW Highsted Styx Mill Reserve Wetland	-3.0	3.0			0.0
45202	WS Wrights Road Suction Tank & Pump Station Building (PS1080)	-3.0		3.0		0.0
60322	CWTP Wastewater Sludge Dryer 1 & 2 Renewal	-1.5	1.0	0.5		0.0
60339	SW Addington Brook to Hagley Park South Timber Lining Renewal	-1.0		1.0		0.0
76081	WS Tanner PS1095 Treatment Equipment & Controls	-1.0	1.0			0.0
68390	WS - Main Pumps UV Reactor System Rehabilitation and Retic Pumps Renewal (PS1024)	-1.4	1.4			0.0
74939	CWTP Wastewater Thermophilic digesters overhaul.	-1.0		1.0		0.0
60154	WS Grampian Street Suction Tank Renewal (PS1074)	-0.4	0.4			0.0
33828	SW Timber Lining Renewal - Marshland Road Canal Reserve Drain (Stage 1)	-0.4	0.4			0.0
		-21.6	8.0	11.6	2.0	0.0

9. Proposed projects to be rephased from 2025/26 – Transport

ID	Project Title	FY26 Amount to Rephase - \$m	FY27 - \$m	FY28 - \$m	FY29 - \$m	FY30 - \$m	FY31 - \$m	FY32 - \$m	Total
1341	Major Cycleway - NorWest Arc Route - Annex, Birmingham & Wrights Corridor Improvement	-1.8	-1.0	1.8	1.1				0.0
23098	Major Cycleway - Northern Line Route (Section 1) Blenheim to Kilmarnock & Restell Street	-0.4	0.0	-0.4	-0.0	-2.2	-2.0	5.0	0.0
26608	Major Cycleway - South Express Route (Section 1) Hei Hei to Jones	-3.3	-1.4	-4.8	5.1	4.5			0.0
26622	Selwyn Street Masterplan (S1)	0.2	0.7	-0.9					0.0
27273	Pages Road Bridge Renewal (OARC)				-10.0	10.0			0.0
37293	Delivery Package - Traffic Signals Renewals	-3.0			3.0				0.0
41663	Harewood Road Traffic Signals - Harewood/Gardiners/Breens Intersection And Harewood School	-0.1	-0.7	-0.5					-1.3
42010	Mairehau Road Corridor Improvement (Burwood to Marshland)	-2.2	2.2						0.0
45165	New North-South Corridor Oram Ave (A3)	-3.3		3.3					0.0
55894	Evans Pass Road & Reserve Terrace Remedial Works	-2.0	2.0						0.0
59181	Central City Projects - Antigua Street Cycle Network (Tuam-Moorhouse)	-0.4	0.4						0.0
59738	Programme - Capital Regeneration Acceleration Fund (CRAF)	-1.6	1.6						0.0
64671	Major Cycleway - Northern Line Route (Section 1) Railway Crossings			-4.0			2.0	2.0	0.0
65626	Major Cycleway - Little River Link Route Rail Crossing	-0.2	-0.9			0.2	0.9		0.0
72760	Transport Choices 2022 - Little River Link Cycle Connections (incl Simeon Street)	-0.1	-0.8	0.8					0.0
73852	East Papanui Outline Development Plan (ODP) Upsize Carriageway Widening (Grassmere)	-3.4	-1.0	1.0	3.4				0.0
75051	Programme - New Footpaths			-1.0	0.5	0.5			0.0
76344	Major Cycleway - Heathcote Expressway Route - Scruttons Road Kiwirail Crossing	-1.3	-2.1	3.4					0.0
81682	Delivery Package - New Footpaths (FY25 - FY27)	-0.5	0.5						0.0
81843	Street Asset Renewal - Supporting Harewood/Gardiners/Breens Intersection Traffic Signals	0.1	0.7	0.5					1.3
		-23.3	0.2	-0.8	3.0	13.0	0.9	7.0	0.0

9. Proposed projects to be rephased from 2025/26 – Other

ID	Project Title	FY26 Amount to Rephase - \$m	FY27 - \$m	FY28 - \$m	Total
32202	Cathedral Square Public Toilets	-0.1		0.1	0.0
62549	Southshore and South New Brighton Estuary Edge Erosion Management (Red Zone Regeneration)	-1.6		1.6	0.0
65476	Botanic Gardens Science Centre Development	-0.3	0.3		0.0
41930	Whakatā – Christchurch Cemetery Development (Templeton)	-0.4		0.4	0.0
15704	Tsunami Warning System	-1.4		1.4	0.0
1012	Corporate Investments	-2.5		2.5	0.0
65433	Delivery Package - Community Centres Renewals & Replacements	-0.5	0.5		0.0
65443	Delivery Package - Corporate Property Renewals & Replacements	-0.5	0.5		0.0
65446	Delivery Package - Fleet & Plant Asset Purchases	-1.0	1.0		0.0
		-8.4	2.3	6.1	0.0

5. Local Water Done Well: Consultation Summary and Next Steps

Reference Te Tohutoro: 25/780407




Presenter(s) Te Kaipāhō: Luke Adams, Principal Advisor Strategic Policy

1. Detail Te Whakamahuki

Purpose and Origin	<p>Purpose:</p> <ul style="list-style-type: none"> To provide elected members with an overview of the Local Water Done Well framework, a summary of the water service delivery model options, and the results of consultation to support informed decision-making ahead of the 7 May Council meeting. <p>Key Topics:</p> <ul style="list-style-type: none"> Recap of the Local Water Done Well framework and legislative context Summary of the water service delivery model options that the Council consulted on Recap on the evaluation findings: strategic and financial assessment What we heard through consultation and hearings Next steps toward finalising the Water Services Delivery Plan 	
Timing	This information session is expected to last for 60 minutes.	
Outcome Sought	To ensure elected members are well-briefed on the options, public feedback, and implications, ahead of considering the final decision report. Elected members have the opportunity to seek clarification, ask questions, and address any concerns in preparation for the formal Council meeting.	
ELT Consideration	N/A	
Next Steps	<ul style="list-style-type: none"> Council decision on proposed delivery model – 7 May 2025 Finalisation of full Water Services Delivery Plan for submission by 3 September 2025 Ongoing operational planning and engagement 	
Key points / Background	<ul style="list-style-type: none"> The Local Water Done Well framework replaces the previous Three Waters Reform Programme. It focuses on delivering safe, reliable, and financially sustainable water services, while retaining local council ownership and governance. The framework responds to key challenges such as aging infrastructure, historical underinvestment, and inconsistent service levels across New Zealand. Councils are required to develop and submit a Water Services Delivery Plan to the Department of Internal Affairs by 3 September 2025. This plan must include a proposed service delivery model and demonstrate how the council will meet new regulatory, financial, and operational standards. 	

	<ul style="list-style-type: none"> Public consultation is a statutory requirement under the LWDW framework. Councils must consult on their preferred model and at least one alternative before confirming the proposed delivery model for inclusion in the WSDP. <p>The Council has completed an indicative business case, evaluated three delivery model options, and consulted with the public. The In-House Delivery Model was presented as the proposed option, alongside two alternatives: a Three-Waters WSCCO and a Two-Waters WSCCO. A total of 681 submissions were received, and hearings were held on 15 April 2025.</p>	Item 5
Useful Links	<p>Local Water Done Well: Service Delivery Models for Consultation. Council Resolution CNCL/2025/00151, page 4. https://christchurch.infocouncil.biz/Open/2025/02/CNCL_20250219_MIN_8571_AT.PDF</p> <p>Local Water Done Well: Service Delivery Models for Consultation. Council Report, page 5. https://christchurch.infocouncil.biz/Open/2025/02/CNCL_20250219_AGN_8571_AT.PDF</p>	

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Indicative Business Case - Water Services Delivery Models (Under Separate Cover)	25/780409	
B 	Local Water Done Well Consultation Document (Under Separate Cover)	25/780412	
C 	Local Water Done Well Submissions Analysis (Under Separate Cover)	25/780413	

Signatories Ngā Kaiwaitohu

Author	Luke Adams - Principal Advisor Policy
Approved By	David Griffiths - Head of Strategic Policy & Resilience Brent Smith - General Manager City Infrastructure

6. Items Closed to the Public

The information session/workshop items noted from the next page will not be open to the public under the sections of the Local Government Official Information and Meetings Act 1987 (LGOIMA) outlined in the table on the following page. The full wording of the noted LGOIMA sections is found in [section 6](#) or [section 7](#) of the Act.

In the Council's view, these reasons for exclusion are not outweighed by public interest considerations in section 7(1) favouring their release.

The public can ask the Ombudsman to review this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PUBLIC INTEREST CONSIDERATION	POTENTIAL RELEASE REVIEW DATE AND CONDITIONS
7.	PROPERTY UPDATE	S7(2)(B)(II)	PREJUDICE COMMERCIAL POSITION	THIS MATTER REFERS TO A POTENTIAL COMMERCIAL ACTIVITY AND DISCLOSURE OF THIS INFORMATION COULD PREJUDICE THAT PROCESS.	30 APRIL 2026 AFTER APPROPRIATE COUNCIL DECISION
8.	CONFIDENTIAL - UPDATE FROM INNOVATION AND IMPROVEMENT & PARKS UNITS	S7(2)(B)(II), S7(2)(H)	PREJUDICE COMMERCIAL POSITION, COMMERCIAL ACTIVITIES	COMMERCIAL AND IP CONFIDENTIALITY. NON-DISCLOSURE AGREEMENTS ARE IN PLACE.	30 APRIL 2028 DETAILS IN THIS BRIEFING ARE NOT TO BE RELEASED, BUT NON-CONFIDENTIAL INFORMATION WILL BE MADE AVAILABLE AT A LATER DATE.