

Taupō District Council

Notes of Council Workshop

Group	Council
Date	10 October 2024, 11.30am – 12.36pm
Venue	Council Chamber
Topic	Lake Terrace / Maunganamu Drive New Roundabout - connection to Pukenamū Road
Facilitated by	Roger Stokes, Infrastructure Manager and Tony Hale, General Manager Community Infrastructure and Services
Elected Members present	Mayor David Trewavas (in the Chair), Cr Duncan Campbell, Cr Sandra Greenslade, Cr Danny Loughlin, Cr Anna Park, Cr Rachel Shepherd, Cr Kevin Taylor, Cr Kirsty Trueman, Cr Yvonne Westerman, Cr John Williamson
Officers present	Chief Executive (J Gardyne), General Manager Community Infrastructure and Services (T Hale), General Manager Organisation Performance (S Matthews), General Manager People and Community Partnerships (L O'Brien), General Manager Strategy and Environment (W Zander), Communications Manager (L McMichael), People and Culture Manager (L Nienhuser), Executive Manager Mayor's Office (J Later), Infrastructure Manager (R Stokes), Asset Manager Transportation (C Sharland), Landscape Architect (F Scott), A Dahal and I Nikitin (Asset Engineers – Transport), Digital Content Creator (C Hollinger), Transport Engineer (J Kuchlein), Senior Committee Advisor (K Watts)
Public / media present	11 members of the public
Documents either pre-circulated or tabled	Community Engagement Feedback Survey (A364726) Traffic Engineering Assessment (A3647525) PowerPoint presentation (A3647717)
Public or closed¹	Public

Notes²

The purpose of the workshop was to explain the history and engineering concepts behind the agreement to connect Pukenamū Road to the new roundabout, and the Lakeside Terraces residents' views on the proposal. A formal connection decision was proposed for the 29 October Council meeting.

The General Manager Community Infrastructure and Services advised that slides had been prepared to assist elected members with the complexities, the pros and cons, and the engineering background.

¹ Workshops are public (and are always advertised whether public or closed), unless there is a good reason(s) for information to be withheld and there is no overriding public interest in holding the workshop in public. Withholding grounds set out in the Local Government Official Information and Meetings Act 1987 (LGOIMA) are a guide. If closed, cite relevant LGOIMA section.

² Workshops are not decision-making forums, therefore this document contains notes of key points discussed only, not decisions.

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The Infrastructure Manager shared the PowerPoint presentation.

In answer to questions from elected members, the following was clarified:

- The roundabout was required as part of the resource consent for the development of Nga Roto but was intended to be built after Lake Terrace was no longer State Highway One.
- The resource consent for the Nga Roto development required that the roundabout be built once daily traffic on Maunganamu Drive had reached 2000 vehicles. This was triggered in March 2024. While there would have been an increase in trade vehicles on this road, given that once the buildings were completed residents would be driving there, it was not considered that this number of daily traffic would drop.
- Formal engagement had not been undertaken with residents on the other side of Lake Terrace on Maunganamu Drive.
- The cost of the roundabout would be covered by the developer of Nga Roto.
- The information detailing that entry to Pukenamu Road from Wharewaka Road was intended as a temporary solution, and a direct connection from Lake Terrace to Pukenamu Road would replace this, was in the Land Information Memoranda (LIMs) for properties in both Lakeside Terraces and Nga Roto developments.
- The Infrastructure Manager had continued to engage with representatives from the Nga Roto development. He had requested they wait to build the roundabout until winter of 2025.
- The Lakeside Terraces development and resource consent was completed in 2007, and the developer was delisted from the companies register. The Lakeside Terraces development would not get any bigger.
- There was no direct interference between the roundabout at Kokomea and the proposed roundabout at Maunganamu Drive which would lead to congestion.
- If the roundabout was built with three legs, there was no risk that the higher demand at the intersection of Wharewaka Road and Lake Terrace would bring forward a need for a roundabout because it was not high considering other intersections in the Taupō district.
- If a roundabout was built at Wharewaka Road, the cost would be paid by Council.

The General Manager Community Infrastructure and Services and the Infrastructure Manager advised that further clarification would be sought before this item was brought to the 29 October Council meeting on the following queries:

- When the Lakeside Development occurred, financial contributions were made from the developer. If the roundabout was not built with four legs, what was the consequential impact on Council?
- Given this item went as far as the Environment Court, was there a legal impact on keeping or not keeping the temporary connection between Wharewaka Road and Pukenamu Road depending on how many legs the roundabout had?
- Given a direct connection to Pukenamu Road was on LIMs, was there an opportunity for legal challenge to Council if the roundabout was completed with three legs only?
- How long could the building of the roundabout be delayed before the developer (Nga Roto) could walk away? Was this a risk?

The workshop closed at 12.36pm.