

MANGAKINO LAKEFRONT DEVELOPMENT

TAUPO DISTRICT, WAIKATO REGION



GREAT LAKE TAUPŌ
Taupō District Council

PRELIMINARY CONCEPT DESIGN FOR PUBLIC FEEDBACK

AUGUST 2025

	Existing visual and physical barriers for pedestrian connection
	Existing road divides reserve and creates safety issues
	Opportunity to better address the road edge
	Play/social space requires renewal and improvement
	Possibility to enhance lakefront interface
	Possibility to establish new path connection to connect to Waikato River Trail
	Existing grassed open space to be retained and enhanced
	Opportunity to improve grassed open space provision and connectivity to lake
	Existing Carparking to be retained
	Existing Toilet facility to be retained
	Existing BBQ
	Existing picnic tables and seating
	Existing path connection to be retained
	Opportunity to upgrade/relocate existing jetty and boat ramp
	Area currently lacking activation and attraction
	More desirable swimming and boating area
	Less desirable swimming and boating area due to the area being further away from main facilities and existing siltation.
	Adjacent open grassed open space which could provide possible overflow parking for events in the future.



KEY

- Existing Waikato River Trail path
- Waikato River Trail section with no current path connection. Connection to be addressed as part of a separate project.
- Waikato River Trail section with no formal path connection. To be addressed in future when budget is available,
- Landmark

WHAT WE KNOW FROM PREVIOUS COMMUNITY & STAKEHOLDER FEEDBACK

The following outlines the key areas/items of feedback received during previous consultation and engagement activities and how we intend to action these.

SAFETY & CONNECTIONS

1. Major concern with the access road dissecting the reserve, lakefront and conflict between various access road users (eg. park user, freedom campers, boat trailers) presents safety issues.

ACTIONS:

Consider options to relocate the existing road and carparking areas to prioritise pedestrian/park users connectivity within the reserve but still enable vehicular access to existing boat ramp that is safer, does not sever the space and increases flexible open grass areas. Include consideration for fencing or partial fencing of the playground to address proximity and risk of road danger.

2. Conflict between users in Lake Maraetai, especially between swimmers and powered watercraft.

ACTIONS:

Review feasibility and options to relocate boat ramp for launching of larger watercraft and upgrade jetty for smaller watercraft and swimmers

3. Accessibility within the reserve is identified as highly important.

ACTIONS:

Improve circulation and connectivity within the reserve and ensure proposed path connections within the reserve meet or exceed the accessible standards and guidelines.

4. Segmented path connection along Lake Road resulting in pedestrian/cyclists being diverted onto the road, creating potential conflict between vehicles and pedestrian/cyclists.

ACTIONS:

Establish new path connections between existing path sections along Lake Road to improve footpath/cycle connectivity and meet the required standards and guidelines.

PARK IMPROVEMENT

1. Additions of shelter, BBQs, benches and supporting park facilities needs to be considered.

ACTIONS:

Improved provision of park facilities such as shelter, BBQs and street furniture to be considered as part of reserve improvement.

2. Many suggested improvement of accessibility into the lake.

ACTIONS:

Review feasibility and potential location to provide stepped or ramped transition into the lake.

3. Majority of the respondents are in support of the existing playground to remain with improved play provision, safety fencing, seating and shade.

ACTIONS:

Upgrade the existing playground, ensuring consideration of accessibility and integrate a wide range of play values for all age group, ensure the proximity and risk of road danger is addressed and inclusion of seating/gathering space as part of the improved play facilities.

4. Provision of boat wash to be considered.

ACTIONS:

Location options to be investigated, however, potential location adjacent the wastewater treatment plant on the exit of the reserve.

PARKING PROVISION

1. Insufficient parking spaces during peak holiday season to accommodate the various park users.

ACTIONS:

Ensure adequate parking is provided for both general and high use scenarios and review feasibility and location for the provision of overflow parking to address parking concerns and relieve congestion at lakefront during events or in peak holiday seasons.

2. Many suggested provision for shuttle bus drop off, information site, hire shops and food trucks.

ACTIONS:

Consider options to provide hardstand area as part of shared pedestrian/vehicular zone with flexibility to accommodate foodtrucks, hire shops and the like.

LANDSCAPE AMENITY

1. Majority of the respondents identified the importance of shade tree provision and grassed open space within the reserve.

ACTIONS:

Carefully consider proposed improvement of reserve provision to ensure retention and protection of existing trees, and strategic location of new shade tree provisions.

Improve and maintain grass open space adjacent to the lake front to enable flexible use for events and general public enjoyment.

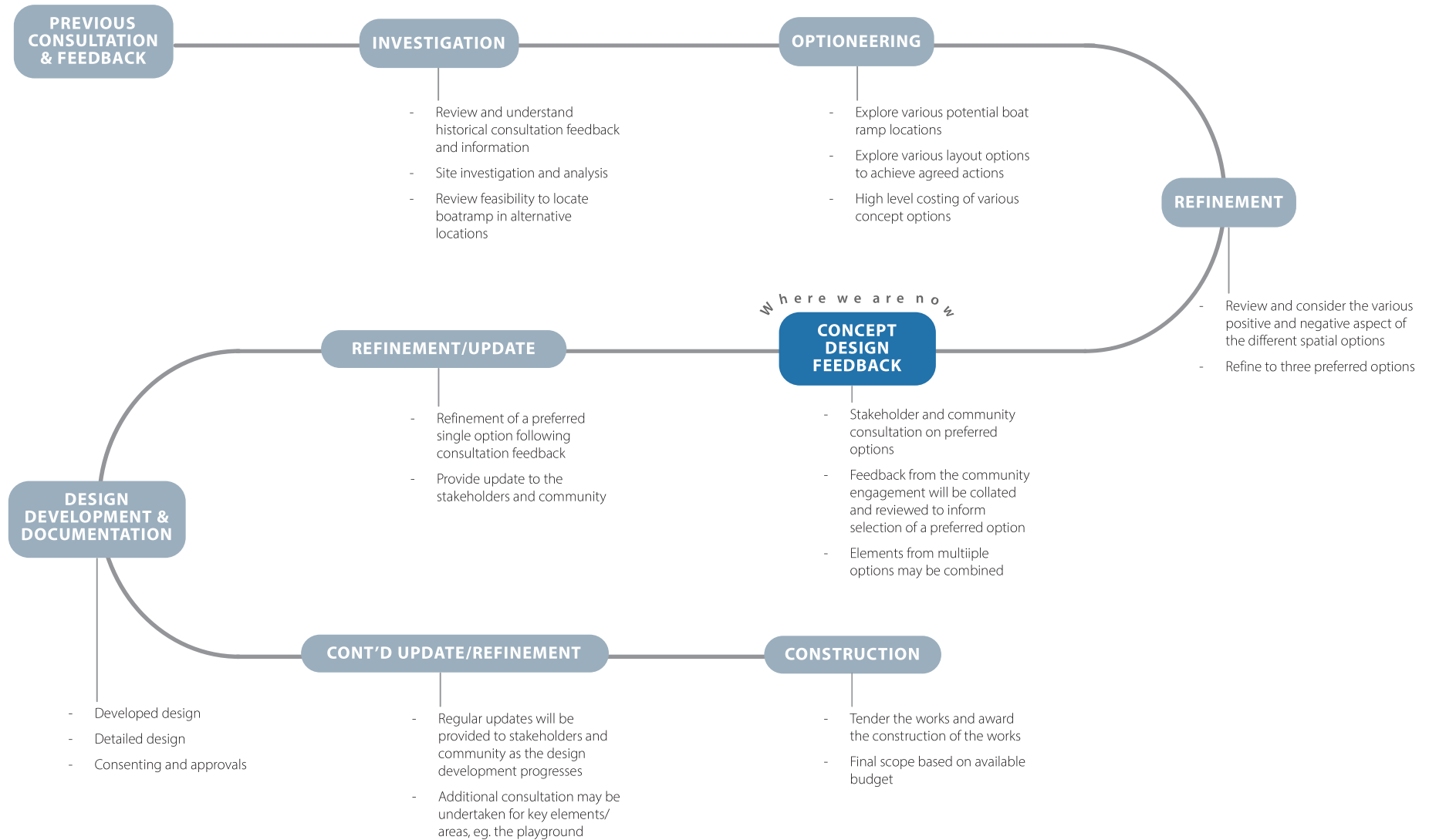
2. Recognise the importance of the beauty and tranquillity of the space. Avoid over-development and the creation of a 'mini-Taupo'.

ACTIONS:

Identify and celebrate the character values of the space, leaning into the planting/lake interface. Minimise impactful expanses of hardscape in favour of natural blended edges.

DESIGN PROCESS

Below outlines the intended process for the project to adopt a concept design and progress this through developed and detailed design and to construction.



SPATIAL OPTIONS EVALUATION SUMMARY

An original brief was prepared to:

- Consider relocation of the boat ramp to the southern end of Lake Road
- Review the existing boat ramp condition and location
- Offer upgrades to the existing lakefront area to meet with key wants and needs as identified in consultation and engagement feedback to date

Three high level spatial options were prepared to test the above brief and each option was costed to get an initial understanding of the financial investment required.

SPATIAL INVESTIGATION 01

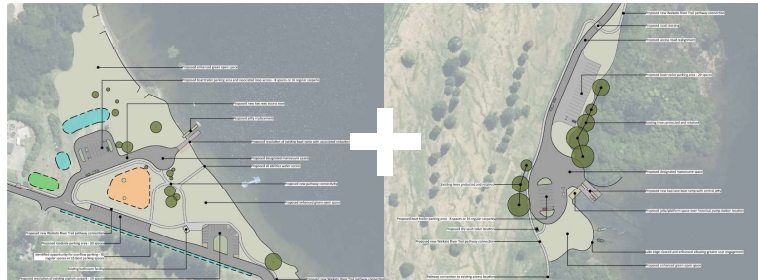


Fig. 01 General reserve improvements and small boat ramp in the existing location.

Fig. 02 New boat ramp facility, parking & amenities at south end of Lake Road.

Key Features:

- + A new boat ramp and pontoon at the old rowing club site at the southern end of Lake Road.
- + All necessary infrastructure to support the above ramp, such as road widening, a parking facility, footpath connections, and associated amenities.
- + Upgrade of the existing jetty and reduction of the current boat ramp to one lane.
- + Supply of adequate car parking, identifying a potential overflow parking location.
- + Addition of a boat wash facility.
- + Improving overall connectivity and amenity within the reserve.

This option was not selected due to:

- High cost required to provide all required infrastructure and facilities at the new south end boat ramp location
- Limited budget left available for upgrades within the existing reserve
- Limited gains in flexible open space and activation of the reserve

SPATIAL INVESTIGATION 02

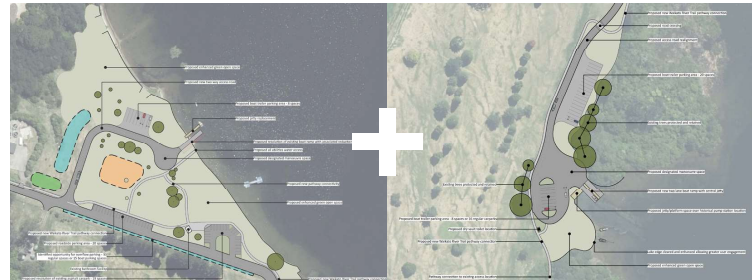


Fig. 03 General reserve improvements and small boat ramp in the existing location.

Fig. 04 New boat ramp facility, parking & amenities at south end of Lake Road.

Key Features:

- + A new boat ramp and pontoon at the old rowing club site at the southern end of Lake Road.
- + All necessary infrastructure to support the above ramp, such as road widening, a parking facility, footpath connections, and associated amenities.
- + Upgrade of the existing jetty and reduction of the current boat ramp to one lane.
- + Supply of adequate car parking, identifying a potential overflow parking location.
- + Addition of a boat wash facility.
- + Improving overall connectivity and amenity within the reserve.
- + Increased flexible open space & play area.

This option was not selected due to:

- High cost required to provide all required infrastructure and facilities at the new south end boat ramp location
- Limited budget left available for upgrades within the existing reserve
- Limited gains in flexible open space and activation of the reserve

PREFERRED OPTION

This option was selected due to:

- + Closer alignment with the available budget
- + The ability to focus investment in one area and not duplicate amenities
- + Opportunity to maximise flexible open space
- + Best meets the wants and needs as identified in consultation and engagement feedback to date

SPATIAL INVESTIGATION 03



Fig. 05 New boat ramp facility, parking & reserve improvements all at the existing site.

Key Features:

- + Relocates the boat ramp to the north end of the reserve.
- + Remove existing jetty structure.
- + Upgrades the existing boat ramp to provide all-abilities access to the lake.
- + Greatly increases open space provision.
- + Enhances amenity, and improves overall connectivity within the reserve.
- + Roads no longer divide the open space areas, lessening conflicts between users and improving health and safety outcomes.
- + Generous play areas away from busy roads.

PREFERRED CONCEPT OPTION DIAGRAMS

From the preferred option, three sub-options were prepared which looked in more detail at the location and integration of key features such as:

- The boat ramp
- Car & boat parking (including overflow areas)
- Flexible open space areas
- Overall improved amenity and connectivity
- Improved access to the water
- The playground
- A boat wash facility

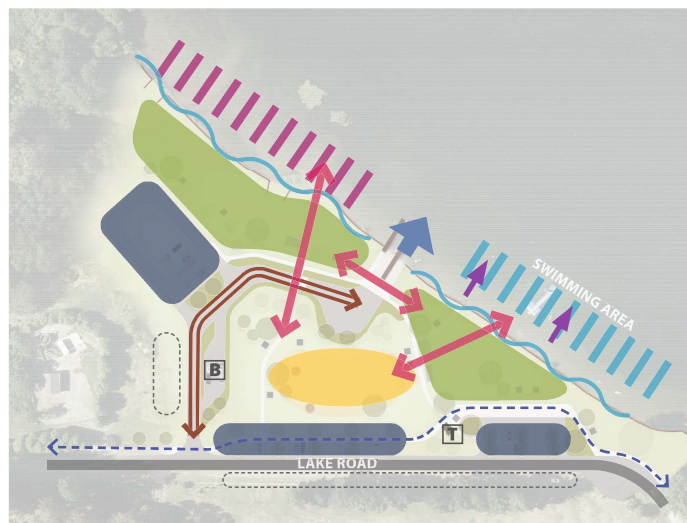
KEY

- Flexible grassed open space
- Proposed playspace area
- Formalised car / boat trailer / freedom campers parking
- Potential overflow parking space

- ↔ Visual & physical connection within reserve space
- ↔ Vehicular connection
- ➔ Pedestrian access to water
- ➔ Boat ramp location
- ↔--> Waikato River Trail connection

- B Boatwash facility location
- T Existing toilet
- ~ Lakefront edge
- |||| Desirable swimming area
- |||| Less desirable swimming area

SPATIAL CONCEPT 01



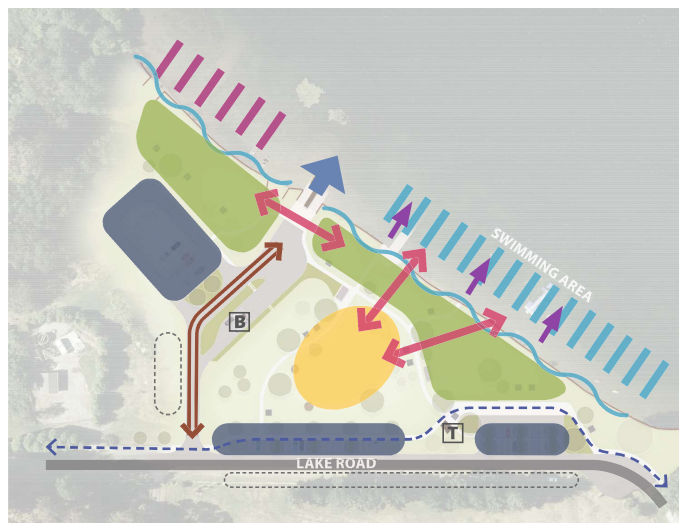
PROS

- + Boat ramp renewed in its existing location
- + Improved connection from playground to the main existing lakefront area
- + Improved parking
- + Improved pedestrian connectivity

CONS

- Smaller playground area
- Boat ramp location disconnects the open space areas
- Road crossing required to access northern open space area
- Boat parking further away from boat ramp
- Northern open space area lacks activation
- Least degree of change from the existing scenario

SPATIAL CONCEPT 02



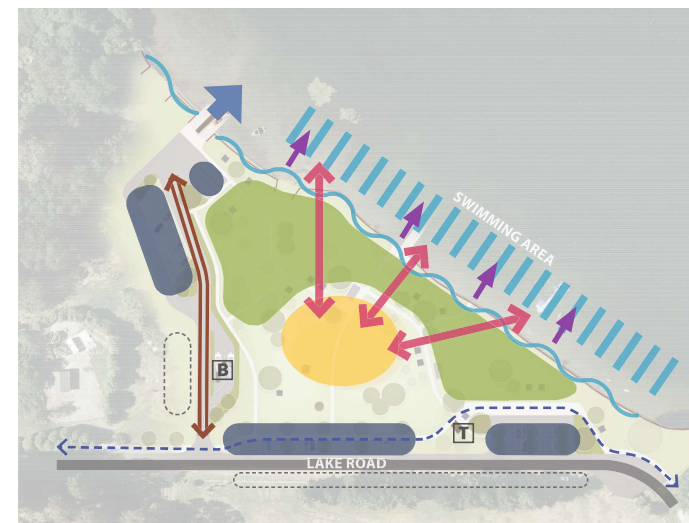
PROS

- + Boat ramp fully renewed in a more northern location
- + Improved connection from playground to the main existing lakefront area
- + Larger flexible grassed open space and lake edge
- + Improved parking
- + Improved pedestrian connectivity
- + Larger separation between road and playground/active recreational space
- + Existing separate jetty retained

CONS

- Boat ramp location disconnects the open space areas
- Road crossing required to access northern open space area
- Boat parking further away from boat ramp
- Northern open space area lacks activation

SPATIAL CONCEPT 03



PROS

- + Boat ramp fully renewed in most northern location
- + Vastly improved connection from playground to the main existing lakefront area
- + One significant flexible grassed open space and continuous lake edge
- + Improved parking
- + Improved pedestrian connectivity
- + Larger separation between road and playground/active recreational space
- + Existing separate jetty retained
- + No road crossing required to access northern open space area
- + Boat ramp location does not disconnect the open space areas
- + Boat parking closer to the boat ramp

CONS

- Slightly higher cost due to the extent of changes proposed



CONCEPT NOTES

- 01 Upgrade existing jetty with a new gangway
- 02 Upgrade existing boat ramp with new pontoon
- 03 Turning head for boat trailers with planted buffer separation to the grassed open space and playground
- 04 Proposed raised table to signal slow speed environment enabling safer pedestrian movement between recreational spaces
- 05 Proposed social gathering node including provision of shelter, BBQ, seating to accommodate communal social gatherings
- 06 Upgrade existing stair access and incorporate handrail with the potential modification to enable all ability access
- 07 All weather flexible hardstand surface with sufficient width to accommodate food trucks/stalls and generous width for pedestrian movement into adjacent spaces
- 08 Proposed reconfiguration of existing carpark to improve amenity and user functionality
- 09 Proposed turning head to promote safe and easy manoeuvring during peak season when reserve parking is at full capacity
- 10 Retain existing toilet facility and improve connectivity and integration with the wider reserve
- 11 Proposed location of upgraded playspace that incorporates a wide range of play features, with supporting seating and landscape element. Sensitively integrated with the wider reserve to promote safe and engaging environment
- 12 Proposed formalised 90 degree roadside parking
- 13 Existing grassed open space that could be used to provide additional overflow parking during peak holiday season
- 14 Proposed relocation of the existing road entrance to improve the separation between vehicle access and recreational areas, while also providing additional open space for public enjoyment.
- 15 Retain existing historical tree stump with potential integration as part of playspace or sculptural landmark in collaboration with the community and mana whenua
- 16 Proposed location for boat wash facility
- 17 Proposed additional flexible parking spaces with compacted aggregate surface driveway and reinforced lawn parking spaces, accommodates both boat trailer and cars
- 18 Maintain and enhance existing ramped connections



CONCEPT NOTES

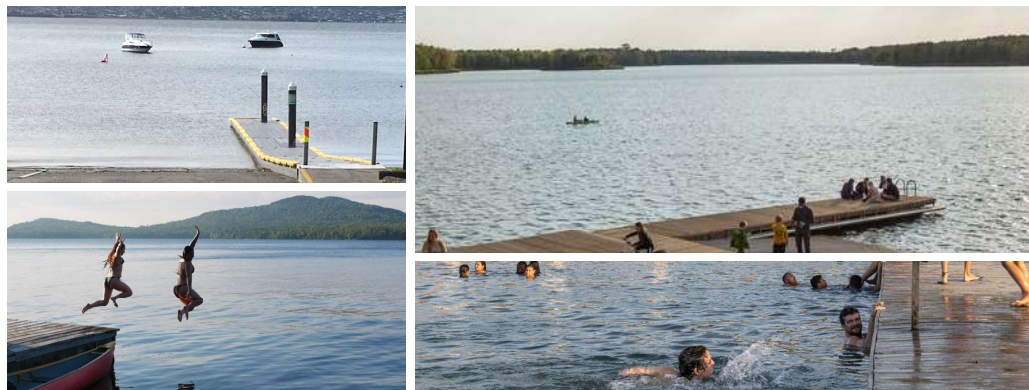
- 01 Remove existing jetty
- 02 Proposed relocation of the boat ramp northwards, along with the addition of a central pontoon, enhances separation between vehicles and general recreational activities
- 03 Proposed reuse of existing boatramp access and convert it into all ability access to the lake improving access and interaction with the water
- 04 Upgrade existing stair access and incorporate handrail with the potential modification to enable all ability access
- 05 Proposed social gathering node including provision of shelter, BBQ, seating to accommodate communal social gatherings
- 06 Flexible hardstand area for boat trailer manoeuvring space, boat wash waiting zones or space for rigging a boat
- 07 All weather flexible hardstand surface with sufficient width to accommodate food trucks/stalls and generous width for pedestrian movement into adjacent spaces
- 08 Proposed reconfiguration of existing carpark to improve amenity and user functionality
- 09 Proposed turning head to promote safe and easy manoeuvring during peak season when reserve parking is at full capacity
- 10 Retain existing toilet facility and improve connectivity and integration with the wider reserve
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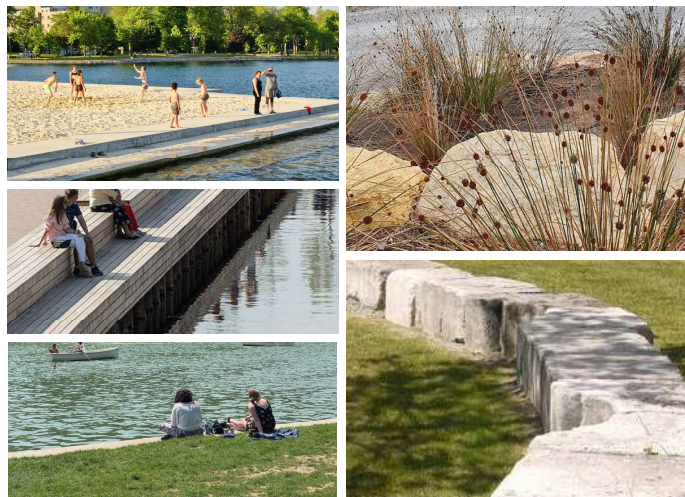
CONCEPT NOTES

- 01 Remove existing jetty
- 02 Proposed relocation of the boat ramp to the northern side of the reserve, along with the addition of a central pontoon, enhances separation between vehicles and general recreational activities, while also gaining valuable open space for public use
- 03 Proposed reuse of existing boatramp access and convert it into all ability access to the lake improving access and interaction with the water
- 04 Upgrade existing stair access and incorporate handrail with the potential modification to enable all ability access
- 05 Proposed social gathering node including provision of shelter, BBQ, seating to accommodate communal social gatherings
- 06 Boat trailer manoeuvring space which doubles as boat trailer parking
- 07 Proposed additional flexible parking spaces accommodating both boat trailer and cars with all weather driveway access and reinforced lawn parking
- 08 All weather flexible hardstand surface with sufficient width to accommodate food trucks/stalls and generous width for pedestrian movement into adjacent spaces
- 09 Proposed turning head to promote safe and easy manoeuvring during peak season when reserve parking is at full capacity
- 10 Proposed reconfiguration of existing carpark to improve amenity and user functionality
- 11 Retain existing toilet facility and improve connectivity and integration with the wider reserve
- 12 Proposed location of upgraded playspace that incorporates a wide range of play features, with supporting seating and landscape element. Sensitive integrated with the wider reserve to promote safe and engaging environment
- 13 Proposed formalised 90 degree roadside parking
- 14 Existing grassed open space that could be used to provide additional overflow parking during peak holiday season
- 15 Proposed relocation of existing road entrance help reduce conflict between vehicles and recreational users, while also freeing up additional space within the reserve for community and leisure activities
- 16 Retain existing historical tree stump with potential integration as part of playspace or sculptural landmark in collaboration with the community and mana whenua
- 17 Proposed location for boat wash facility
- 18 Maintain and enhance existing ramped connections

LAKEFRONT INTERFACE AND RECREATIONAL BOATING FACILITIES



Boat Ramp and Jetty

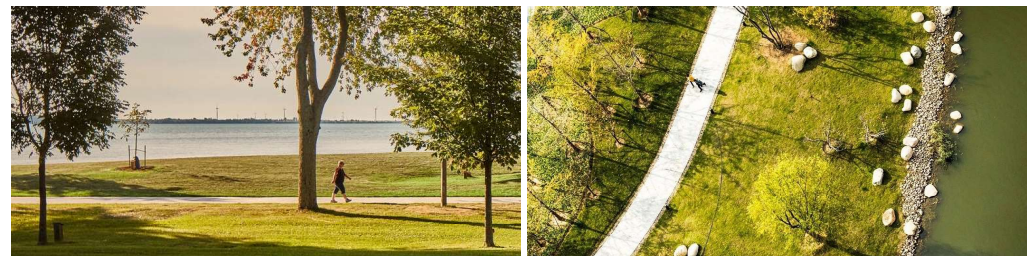


Possible Lake Edge Interfaces

Pocket Planting



LAKEFRONT RESERVE



Flexible Grassed Open Spaces and Landscape Amenity

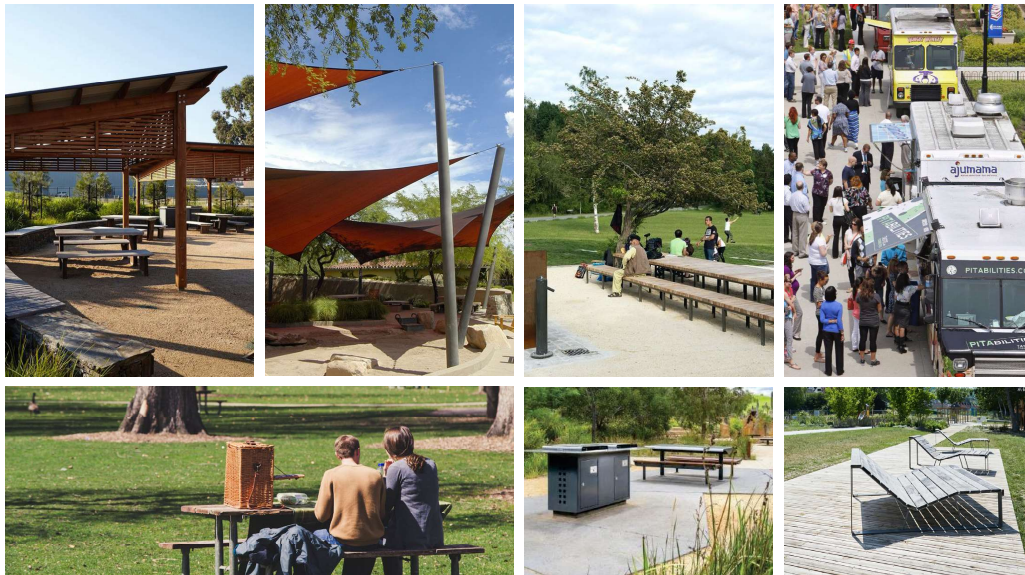


Visual and Physical Connection to Lake

PARKING PROVISION & PARK FACILITIES

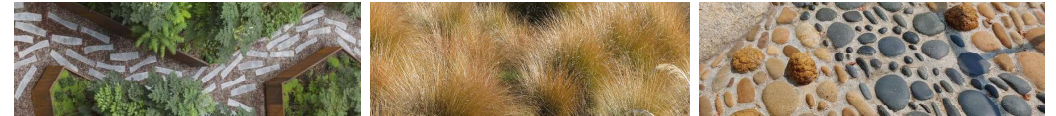


Car Parking



Park Facilities and Amenities

PLAYSPACE

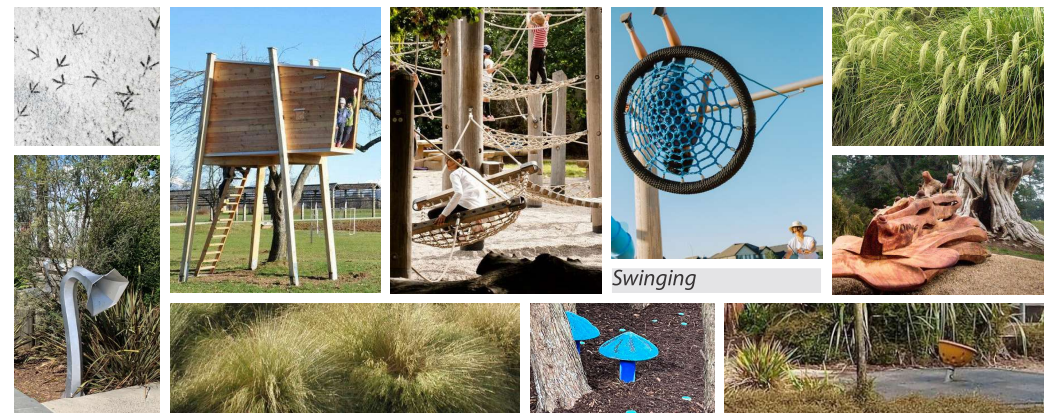


Sensory Play



Traditional Play

Jump & balance



Nature & exploratory play

Swinging