

## Community feedback on Van Damm's Lagoon

Van Damm's Lagoon is an important feature in the community and sits at the edge of the new AMETI link road. At the open day on 9 April 2011, feedback was sought on Van Damm's Lagoon.

### You said:

#### Van Damm's Lagoon Likes

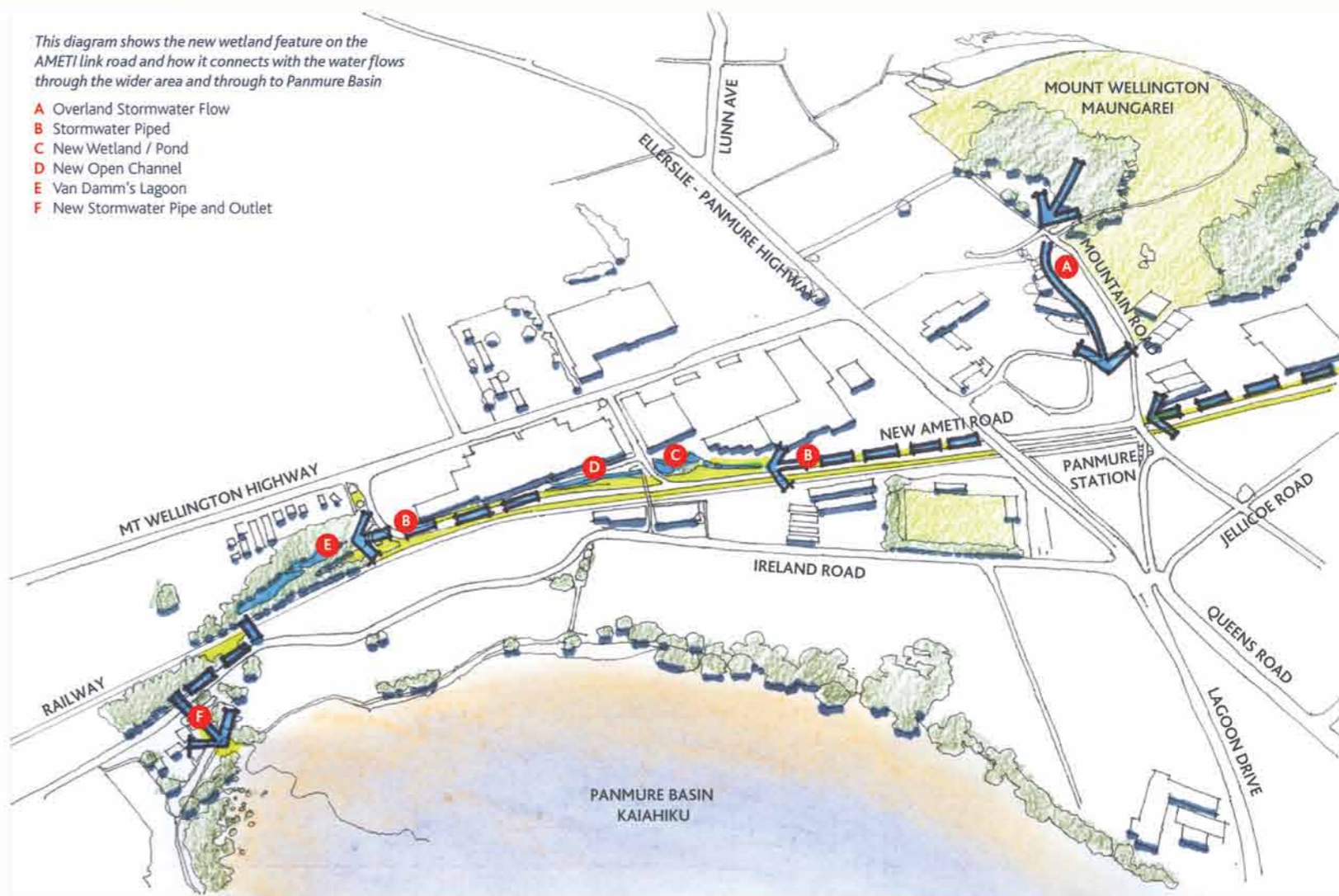
- Peace and quiet
- Native birds
- Ducks, frogs and water lilies
- Natural
- Historic
- Bush
- Water
- Hidden and hard to find
- Easy access

#### Van Damm's Lagoon Dis-likes

- The sewer pipeline
- Unclean water
- Too much silt in the pond
- Unattractive
- Shallowness of the pond
- Many of the trees are average examples

Let us know your thoughts on how Van Damm's Lagoon can be improved, or sign up to register your interest in being involved in the future of Van Damm's Lagoon.

The planning applications will be lodged with the council in February/March 2012 with public notification likely to happen in March/April 2012. The public will have an opportunity to make submissions at this stage of the process.



**NEW WETLAND FEATURE AND CONNECTIONS WITH WATER FLOWS, VAN DAMM'S LAGOON**

*This is an opportunity to undertake an integrated approach to stormwater management within the local catchment and address some of the things you told us that you don't like about Van Damm's Lagoon.*

Van Damm's Lagoon currently performs a stormwater function. By enhancing the lagoon, the AMETI project proposes to:

- Provide improved stormwater quality in the area
- Purchase additional land
- Undertake new planting
- Enhance the ecology in the area
- Upgrade tracks
- Undertake ongoing maintenance
- Provide an enhanced reserve area for the community

# Current proposal for Van Damm's Lagoon and the new wetland feature

Stand

# 5

## Van Damm's Lagoon - Initial Scheme (Two Lane)



Existing bridge to remain for private vehicles

- A Permeable paving in car parking bays
- B Location of safety barrier
- C New parking bays and entrance to Van Damm's Lagoon
- D New shade trees
- E New maintenance access to pond. Path to be treated as informal walking track that can accommodate occasional maintenance vehicles
- F Banks to path planted in native regeneration species that will visually and physically link with existing vegetation and screen reserve from railway
- G Existing accumulated sediment removed. Creation of a new forebay and new shallow wetland planted zones to improve water quality and provide additional habitat and amenity
- H Second outlet to be constructed to reduce flooding potential
- I Existing wetland habitat to be retained and enhanced with new native wetland planting
- J New native planting of trees and shrubs to replace hard surface of existing entrance

## Van Damm's Lagoon - Future AMETI Scheme (Four Lane)



Existing bridge to remain for private vehicles

- A New parking bays and entrance to Van Damm's Lagoon
- B New shade trees
- C New maintenance access to pond at TV:8Hgrade. Path to be treated as informal walking track that can accommodate occasional maintenance vehicles
- D Banks to path planted in native regeneration species that will visually and physically link with existing vegetation and screen reserve from railway
- E New bench on pond edge located at permanent water level created for new native wetland planting and safety for pedestrians
- F Second outlet to be constructed to reduce flooding potential
- G New seat and lookout landing created to view length of pond
- H Existing wetland habitat to be retained and enhanced with new native wetland planting
- I New boardwalk attached to existing sewer pipe. Walking paths widened, surfaces improved and new path located to create through routes. This will serve to make the reserve more accessible, open water areas to views and increase public usage, improving public safety
- J New water pools located on slope to allow water to cascade down from new stormwater pipe
- K Thin existing Swamp Cypress trees and gradually replace with native Kahikatea, Pukatea and Swamp Maire trees. Remove weed and unwanted species throughout reserve and replace with new native planting appropriate to the habitat and locality
- L New boulevard trees

## Panmure Intersection Design Development

### Benefits to drivers:

- AMETI proposals will reduce traffic congestion by 44%
- Reduce average morning queues by more than 60%
- Reduce east bound evening peak delays on Lagoon Drive by 60%

The development of the intersection has been through a number of open days and feedback processes:

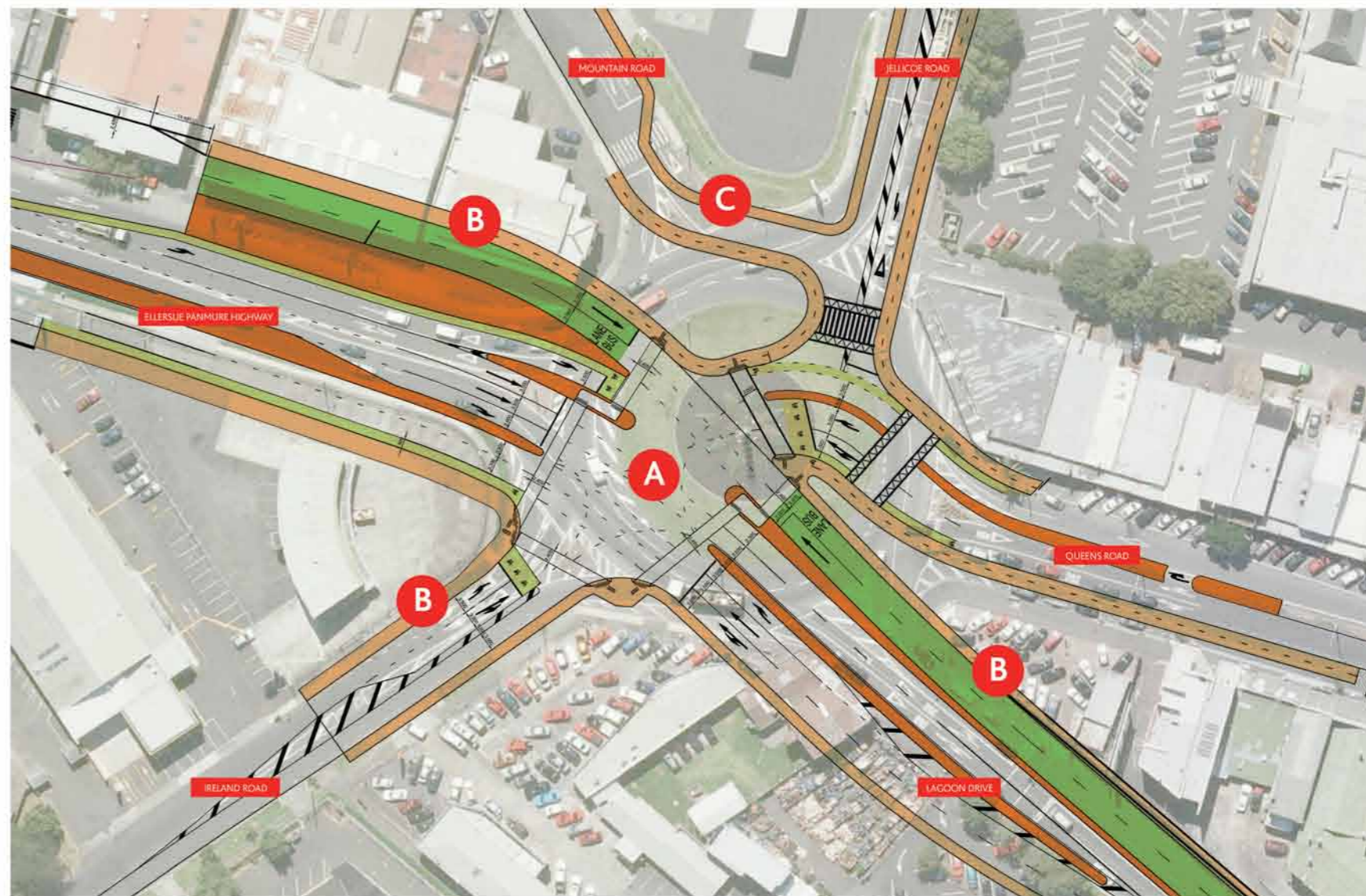
#### What You Said

- Keep Ireland Road access
- Keep Jellicoe Road open
- Want right turn from Lagoon Drive
- Keep Queens Road two way
- Crossing distances too long
- Want to be able to u-turn on Queens Road

#### What Has Been Done

- Ireland Road access retained
- Jellicoe Road open with some restrictions
- Permit right turn from Lagoon Drive
- Queens Road two way retained
- Introduced staggered crossings
- Introduced break in median for u-turns

### THE CURRENT PROPOSED INTERSECTION



#### Current proposal will:

- A** Prioritise traffic movements from Lagoon Drive – Ellerslie-Panmure Highway for cars and buses
- B** Provide improved pedestrian / cycling access
- C** Provide new Mountain Road access
- D** Promote better urban design
- E** Reduce delays and shorten traffic queues

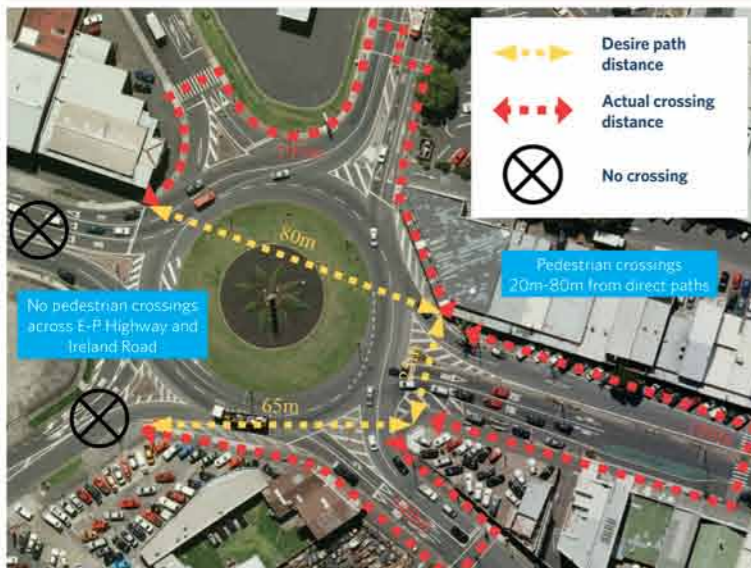
Public notification likely mid to late 2012

## Improvements for Panmure community with new intersection

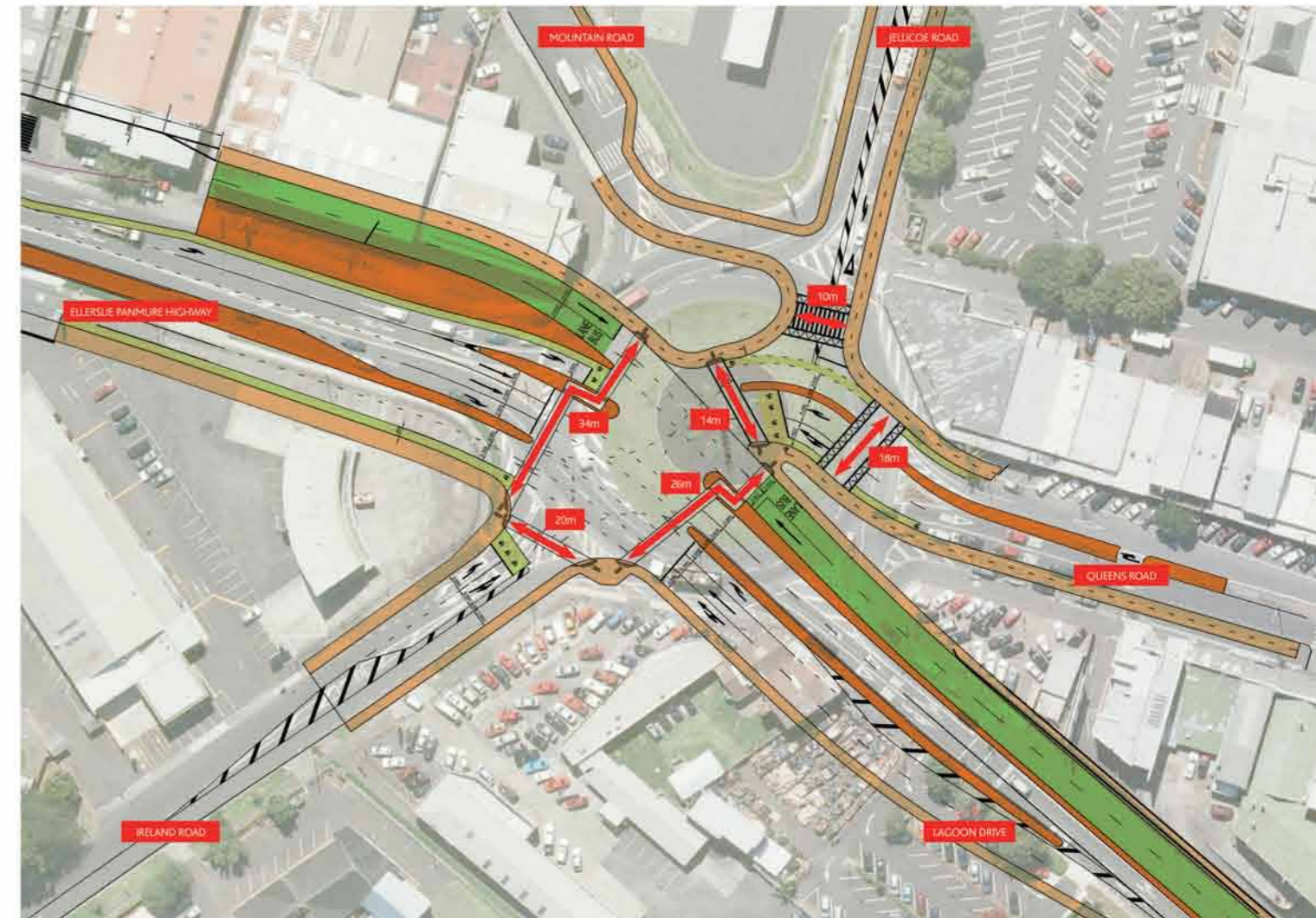
CHRIS SUTTON, PANMURE BUSINESS ASSOCIATION, 2011

*“Currently I drive from Queens Road to Ireland Road as its easier than trying to cross at the roundabout”*

### WALKING IS INCONVENIENT



### DESIRED OUTCOMES



### PROPOSED PANMURE INTERSECTION

*The proposed new intersection would improve connections for buses, pedestrians and cyclists, as well as maintain access for vehicles making local journeys.*

*AMETI will provide more and safer pedestrian crossings and cycle facilities at the Panmure intersection.*

*Currently pedestrian crossing distances and times are long. The new proposal will decrease these significantly.*

### Issues:

- Poor crash record - 188 crashes in 6 years
- Does not cater for main traffic movements
- Very difficult to walk or cycle around
- Not suitable for bus priority

### Desired outcomes:

- Priority for Lagoon Drive to and from Ellerslie Panmure Highway
- Maintain Queens Road, Jellicoe Road and Ireland Road access to town centre
- Convenient and safe pedestrian crossings
- Bus priority on important east - west route
- Enhance streetscape
- Increased bus capacity



**PANMURE LOCAL BUS STOP LOCATIONS**



Public notification likely mid to late 2012



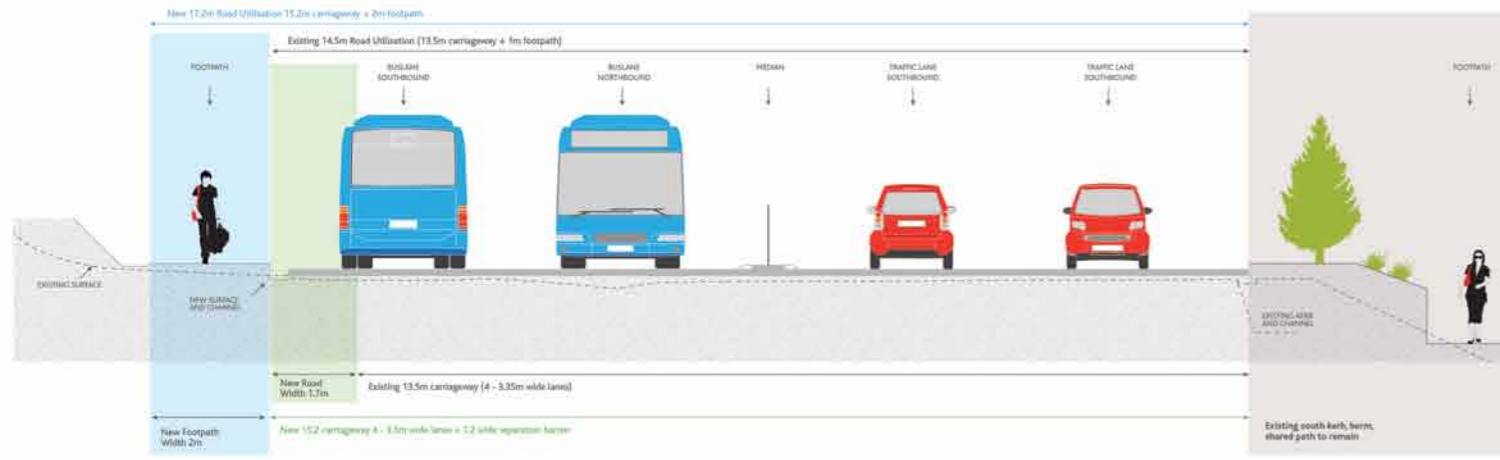
**Panmure section of the busway**

*The Panmure section of the busway will provide faster connections to Pakuranga, Howick and Botany.*

- Existing bus services get caught in congestion – leading to an unreliable service.
- Future bus volumes will increase substantially.
- The busway removes conflicts with cars; improving bus journey times and reliability.
- The busway scheme is designed to operate safely and efficiently for all modes of transport.
- Includes the new bus and rail interchange at Panmure.
- Local bus services will continue to serve Panmure Town Centre

**Decision to upgrade to busway** In 2009 a decision was made that this corridor should be a Rapid Transit Network (RTN). This means a number of requirements for the road, including:

- High amenity bus stops and station
- Separate right of way for public transport
- High frequency, reliable services of high quality and capacity



**LAGOON DRIVE FACING SOUTH EAST TO PAKURANGA**

## Lagoon Drive changes

Along Lagoon Drive there will be road widening to accommodate the busway, widen the footpath and improve safety with a median.

The road will be widened 2.7m to the north, while the southern side of Lagoon Drive will remain untouched to avoid affecting significant geological and archaeological features.

## Basin View Lane and Domain Road changes

Creating a busway on Lagoon Drive means some changes are required on Basin View Lane and Domain Road – providing improved connectivity and mobility.

At a recent open day you said:

- Keep Domain Road two way if possible
- Do not remove scheduled pohutukawa trees

What has been done:

- Maintained two way access into Domain Road
- Avoided the scheduled pohutukawa trees

## Church Crescent changes

To accommodate the busway and reduce rat running via Church Crescent, some changes are required to the Church Crescent intersection.

- Half of the Church Crescent morning car trips rat-run to Ellerslie Panmure Highway
- New design prioritises the use of Lagoon Drive instead
- Westbound signal to remain green unless pedestrian crossing activated

Design progression since April 2011:

- Widened busway
- Busway extended along Lagoon Drive to Panmure Bridge
- Improved pedestrian environment along Lagoon Drive and into Church Crescent



**A NEW BRIDGE WILL BE BUILT FOR THE BUSWAY, PEDESTRIANS AND CYCLISTS**

**A**  
*Existing bridge to remain for private vehicles*

- Adequate capacity to move forecast traffic
- Removes buses from general vehicle flow
- Existing peak-period contra flow to remain
- No safety or congestion issues

**B**  
*New span on north side of existing bridge*

- 2 x 3.5m busway lanes
- 4.3m shared cycle/ pedestrian path

**PROPOSED ADDITIONAL PANMURE BRIDGE**



Public notification likely mid to late 2012

**A new Panmure Bridge is proposed next to the current bridge**

*It is needed because currently:*

- It is unpleasant for walking with a narrow path on one side of the bridge
- There are no dedicated cycle facilities
- This is the only walk and cycle crossing of the Tamaki River north of Highbrook Drive
- There is no room to accommodate the proposed busway

*Feedback on the Panmure Bridge was sought in 2007 and at the open day in May 2010. You told us that you would like to see cycle and pedestrian facilities across the bridge.*

**A new busway, shared pedestrian and cycleway**

*The current proposal is to construct a new bridge structure on the northern side of the existing bridge.*

*This would be a dedicated busway with a 4.3m wide shared cycle and pedestrian facility.*

*Why this is the preferred option:*

- It avoids affecting the last intact portion of the Makoia Pa site, which also forms part of the crater rim of the Panmure Basin
- This design doesn't preclude any future pedestrian and cycle facilities