

Lumsden Family Trust Comment – APL response

#	Point raised	APL Response
	ITA comments	
12	<p><i>Contrary to the material contained on page 9, there is a sustained volume of traffic along Lumsden Road with a constant flow of heavy vehicles to and from the sawmill and servicing the farms. On page 9 para 2 sets out the vehicle count. It is a surprising that intersection movements were counted over such a limited time.</i></p>	<p>Heavy commercial vehicle movements</p> <p>Agree there is substantial heavy vehicle traffic on Lumsden Road. HCV's account for approximately 16% of the average daily traffic, i.e. approximately 90 - 110 heavy vehicles per day (equivalent to 8-10 trucks per hour if all truck movements occurred during daylight hours).</p> <p>These figures were derived based on traffic data that was collected over a continuous 15-day period in Q4 of 2019. These also align with the latest traffic estimates from WDC (which estimate around 97 HCVs per day).</p> <p>Intersection counts</p> <p>Turning movements at intersections are typically collected over the peak operating period of the adjacent road network (i.e. the busiest period of the road) to assess the effects on the road system.</p> <p>In the case of Lumsden Road and Tahuna Road, the peak typically occurred during the morning (07:00 to 09:00) and afternoon (16:00 to 18:00) periods. These peak periods were determined from the automatic tube count data.</p>
13	<p><i>3.22 On page 11 re Tahuna Road, the information that it is used as a detour route is incorrect. When we tried to get the electronic road information boards placed to the north of the intersection to draft traffic off in an emergency, we were advised by NZTA/Waka Kotahi that Tahuna Road was not regarded by them as an alternative route.</i></p>	<p>Noted. The statement was to show the significance of Tahuna Road as an important east-west regional arterial route.</p> <p>The road is considered an alternative route for travelling between Auckland, the Coromandel Peninsula and the Bay of Plenty.</p>
14	<p><i>3.2.4 Correction - in 3.2.4 page 12 it is incorrectly stated that Balemi Road serves one property.</i></p>	<p>Noted, but is of little consequence.</p> <p>The average daily traffic is still relatively low (130 vpd).</p>

	<i>Balemi road services two large properties totaling 571ha including commercial access to the 430ha of land that Lumsden Farms leases from all their family entities. In addition this is the sole access for the 141ha Taupiri Holdings Ltd landholding.</i>	
15	<i>3.3.1 Correction - There is a school bus currently operating on Lumsden Road</i>	Noted. The information received from GoBus only indicated bus stops on Tahuna Road.
16	<i>Page 21 - 22 table no 7. Further development on site after the commissioning of the foam factory will exceed the 200-vehicle movement threshold for a rural zone road and 25% to 35% will be heavy trucks. The panel should consider the cumulative effects of the proposal.</i>	<ul style="list-style-type: none"> • Foam factory is predicted to only generate approximately 190 vehicles per day (below the permitted vehicle movement threshold in the Operative District Plan). Development of any future stages of the factory will require further resource consents, and the effects of any subsequent development will have to be assessed as part of those resource consent applications. • The cumulative traffic effects of the larger rezoning proposal have already been assessed in the rezoning ITA. Measures to mitigate the adverse cumulative effects were identified as part of the rezoning ITA, and plan provisions are in place advising the timing of implementing those mitigation measures.
Future traffic		
17	<i>Lumsden Family Trust opposes the realignment of Lumsden road because land to the north of Balemi Road will be rezoned for development in the future. A large area of this land is above flood levels and suitable for future housing and or industrial development. It is of concern that the proposed realignment creating a level crossing and restrictive road S bend limiting traffic speeds to 20k per hour may be used by future planners as a planning objection to restrict future growth of traffic volumes from developments north of this realignment. This concern is flagged on the basis that the realignment would compromise any substantially increased traffic volumes that could occur. Once installed as proposed, any structural improvements to meet additional traffic volumes will be extremely limited.</i>	<ul style="list-style-type: none"> • Lumsden Road is currently a very low traffic road (600 – 700 vpd). The road has sufficient spare capacity to accommodate any future demand that could occur to the north of Balemi Road. • The proposed realignment will only result in safety benefits by reducing speeds on Lumsden Road to 35 km/h at the s-bend. The speed on Lumsden Road is also proposed to be reduced to 60km/h in future in line with the future urbanised environment. • APL is not obligated to accommodate potential future growth north of Balemi Rd. Any future development is subject to plan change or resource consent processes.

	Rail crossing	
18	<p><i>When land to the north of the proposed rail crossing and "S" bend as proposed is developed over the next decade, traffic volumes will be very significantly greater on Lumsden Road. Any changes to the road layout need to take into account adverse future effects. The additional houses or industry to the north will be consistent with the National Policy Statement for Urban Development which is a consideration for the Panel.</i></p>	As above