



Memorandum

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From	Mercia Prinsloo
Office	Palmerston North
Date	22 September 2021
File/Ref	5-P1403.00 Soul Friends Pet Crematorium
Subject	Traffic Impact Statement – Update to LU5859

1 Purpose

This memo provides an outline of the predicted transportation effects of the proposed development of a pet crematorium at 94 Mulgrave Street in Ashhurst. Since the application was submitted the kennels at the site have now closed permanently. This memo provides an outline of the proposed site operations, anticipated trip generation and parking demands associated with the proposed pet crematorium facility. The proposed development has been assessed against the transportation related rules and standards within relevant sections of the Palmerston North City Council District Plan.

2 Introduction

2.1 Site Location

The site of the proposed activities is situated at 94 Mulgrave Street in Ashhurst, approximately 50m west of the intersection of Mulgrave Street and Hillary Crescent as shown in **Figure 2-1** below. Mulgrave Street is an extension of Ashhurst Road, connecting Ashhurst with Bunnythorpe and serves as one of two major western access routes into Ashhurst. The surrounding land-use is predominantly Rural and Residential with some Industrial zoned land to the west.

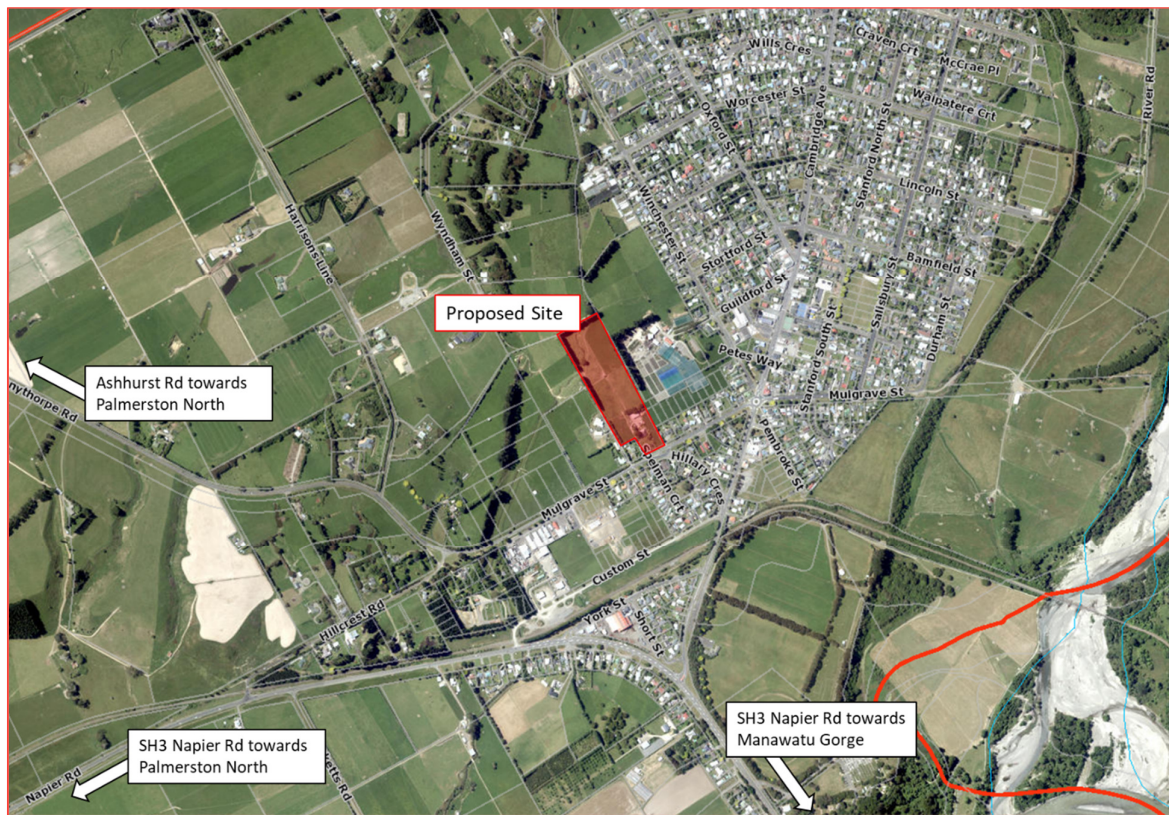


Figure 2-1: Site location in Ashhurst

2.2 Existing Road Network

Mulgrave Street is classified as a Minor Arterial in the PNCC District Plan.

In the vicinity of the site, Mulgrave Street is formed two lanes, one in each direction with two-way AADT ranging between 2,500 to 3,000 vehicles per day (counted in July 2020 following the closure of the Manawatu Gorge). Mulgrave Street is one of two arterial roads providing access to Ashhurst from Palmerston North and Feilding/Bunnythorpe, the other being Cambridge Avenue. The posted speed limit on Mulgrave Street within the vicinity of the site is 50km/h.

There are two intersections within 80 meters of the access to the site. The intersection between Mulgrave Street and Spelman Crescent is situated opposite the access and serves approximately 17 residences in a cul-de-sac arrangement. Hillary Crescent connects Mulgrave Street to Cambridge Avenue forming a give-way control on the Hillary Crescent approach to Mulgrave Street. This intersection of Hillary Crescent and Mulgrave Street has recently been upgraded so that the east-west movement has priority as shown in Figure 2-2 to Figure 2-3.

The change in alignment means that vehicles exiting the proposed development will give-way to vehicles travelling on Mulgrave Street only while vehicles on Hillary Crescent have to give way to traffic on Mulgrave Street as well, essentially removing confusion created by the previous alignment.

The alignment change does not have an adverse effect on the operation of the site access as the required sight distance of 115m as stipulated in the PNCC district Plan is achieved at the access in both directions

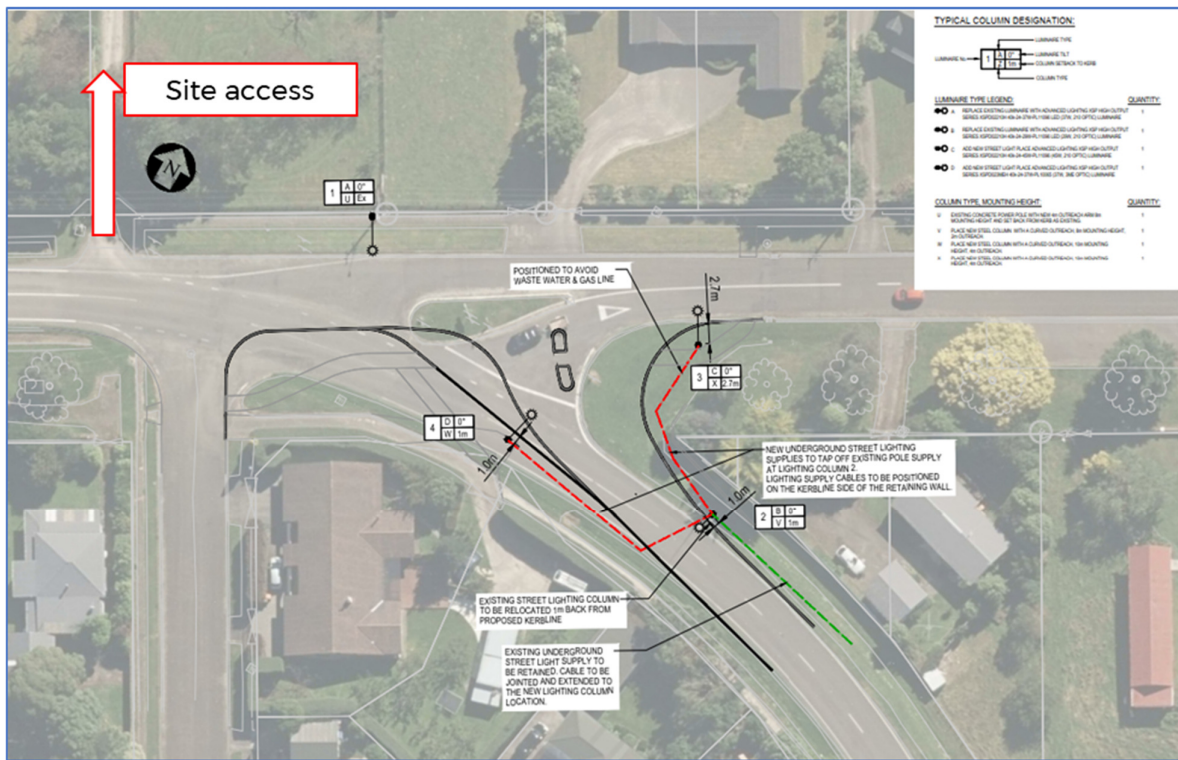


Figure 2-2: Recent changes to the intersection arrangement at Mulgrave Street



Figure 2-3: Current Road Alignment at Hillary Crescent



2.3 The Proposal

Soul Friends Pet Cremations (SFPC) are seeking consent to operate their pet cremation business and associated facilities to 94 Mulgrave Street in Ashhurst. The Tolly Farm Boarding Cattery and Kennel was previously operating onsite but has closed permanently as of September 2021 as result of the Covid-19 pandemic and various lockdowns that have severely impacted business. SFPC would like to:

- Establish a crematorium for pets on site;
- Establish a woodwork workshop onsite to make urns;
- Establish a spray booth for urn finishes onsite; and
- Establish a memorial garden for the public to visit between the hours of 9am to 5pm Monday to Sunday.
- Continue use of the existing residential dwelling as a rental property or housing for the crematorium manager.

The main purpose of the crematorium will be cremation of domestic animals (around 700 per month or approximately 175 per week). The business services vet clinics in the Manawatu, Horowhenua, Kapiti, Wairarapa and Wellington Districts. A van is used to collect animals from vet clinics four times a week.

The cremation business (including the crematorium, woodwork workshop, spray booth and memorial garden) would be open to the public from 9am to 5pm Monday to Friday and by appointment on weekends. Depending on the volume of work, cremation activity could continue until 7pm.

The crematorium business will employ three full time staff and three part-time staff. Conservatively, we have assumed six staff members would be onsite during the hours of operation.

It is only expected that 1 to 2 cremations a day will be for the general public, when this side of the business has been established, with the remaining cremations being for the veterinarian clinics.

Business operations would therefore involve cremation of maximum 700 pets per month and the activities stated above. The site would be serviced by the existing vehicle crossing and access from Mulgrave Street. Signage indicating the business is onsite would be established and designed to meet permitted performance standards and sited in a location that would not impact on sightlines and maneuverability into the development. A 500m² Totalspan shed will be constructed onsite to house a maximum of four cremators and cremator stacks. The location of the building is shown in Figure 2-4 below.

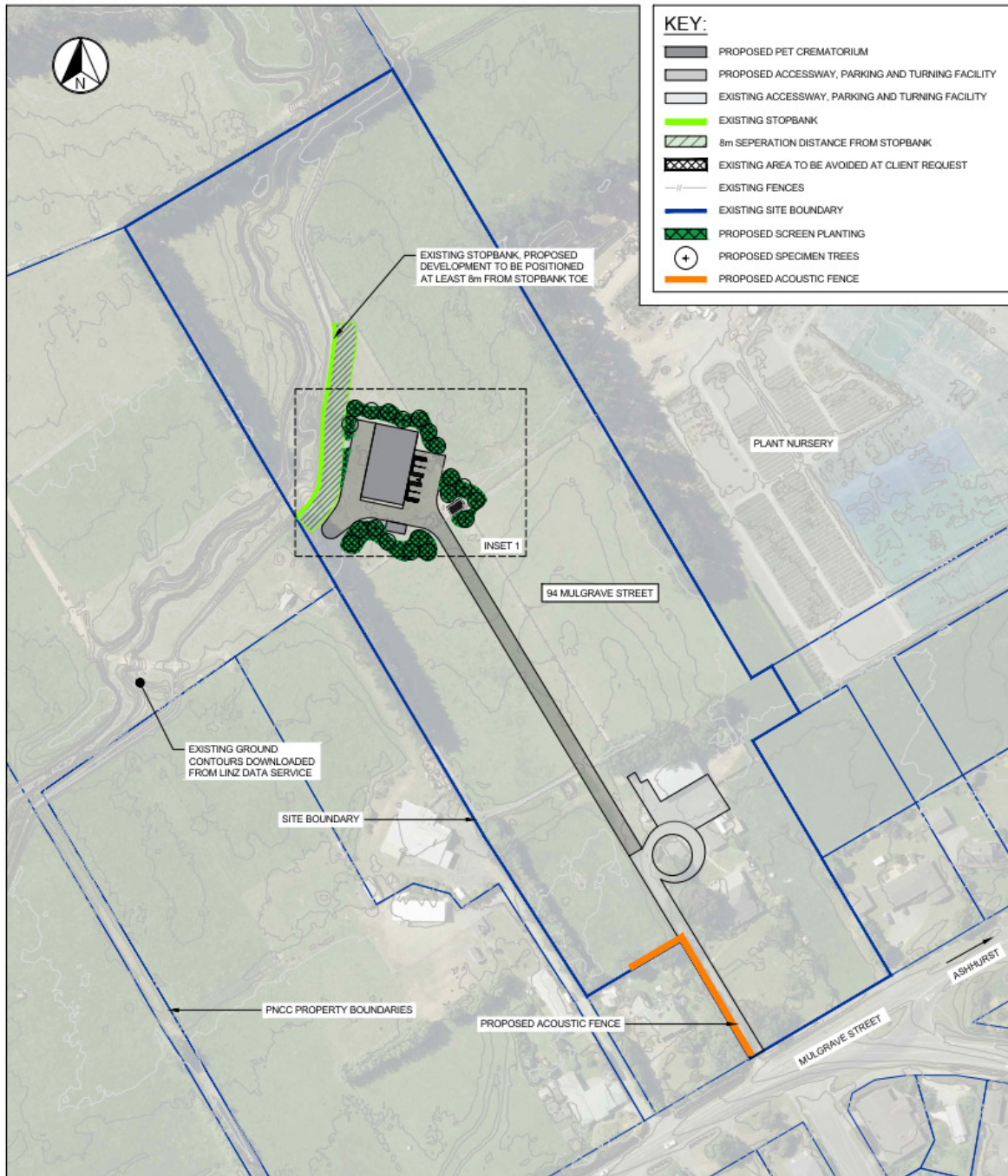


Figure 2-4 Proposed location of new Crematorium buildings onsite.

3 Assessment of effects

3.1 Trip Generation

3.1.1 Existing traffic

The Cattery and Kennel that used to be operational on the property have now permanently closed. Therefore, the only current traffic generating activity using the vehicle access to the property is the residential dwelling on site which is expected to generate a maximum of 10 vehicle trips per day (two-way).

3.1.2 Trips resulting from the proposal

As mentioned in **Section 2.3**, use of the crematorium will mainly be for veterinarian clinics but will also be available to the public who wish to have their deceased pet cremated individually, this will be done by appointment. The crematorium is expected to operate a collection service using a medium rigid truck to collect pets from vet clinics four times a week. It is also highly unlikely that more than 1 person from the public will make use of the crematorium or remembrance garden per day. Visiting the remembrance garden is by appointment only.

The proposed wood urn making workshop on site will be a complementary service to the crematorium and remembrance garden and is not considered to generate any additional trips. Two staff members will work in the wood workshop and they form part of the proposed six total staff members on site.

Assuming one medium rigid truck and one public visitor will access and exit the site during the peak hour, resulting in 4 car movements on weekdays between 08:00 to 09:00, the total additional traffic volumes generated by the proposal during this peak hour will be 11 vehicle movements per hour (two-way) when including the six staff members who enter the property in the morning but exit in the afternoon. A breakdown of the expected vehicle trips is captured in Table 3-1 below.

Table 3-1: Total vehicle trips resulting from the proposal

Activity	Daily Trips (Two-way)	Max Peak hour
Existing Residential Dwelling	10	1
Crematorium (veterinarian deliveries)	2	2
Staff	12	6
Private Cremation	2	2
Total	26vpd	11vph

Previously, the Kennels on site that have since closed, housed 20-26 pets during the day for day-care resulting in up to 52 vehicle trips (two-way) during the morning peak hour excluding staff members.

Given the above, it is noted that the 11 trips per hour that will be generated by the crematorium proposal is significantly less than the traffic volumes associated with the

previous activities that operated from the site and therefore considered less than minor. These trips are not expected to have an adverse effect on the operation of the access.

3.1.3 Equivalent car movements

The District Plan requires that vehicle crossing movements in a rural zone do not exceed 100 car-equivalent vehicle movements per day more than two days a week and do not exceed 200 car-equivalent vehicle movements per day on any given day of the week.

With the addition of trips resulting from the crematorium and staff members leaving the facility in the afternoon, as well as trips generated by the residential dwelling (10vpd) the total daily two-way trips at the access are 26vpd which is significantly less than the 100 allowable car equivalent movements per day.

This is not a significant increase in daily traffic and WSP deems this acceptable. The proposed activity is appropriate for the low speed, low risk environment.

3.2 Site Access

The proposed pet crematorium will be accessed via the existing vehicle crossing to Mulgrave Street, which is 3 meters wide. This access will be shared between users of the residential property and visitors to the remembrance garden. A view from the existing vehicle crossing onto Mulgrave Street is shown in Figure 3-1.

Sight distance at the access is acceptable for the 50km/h environment at 115m in each direction.



Figure 3-1: Existing site access

This access will serve one residential dwelling as well as the crematorium. The minimum access width for these uses, as per the performance standards for permitted activities under R20.4.2 in the District Plan, are 2.75m and 3.5m respectively. Although both of these uses will access the

site through the same access, the existing 3m width is considered to be sufficient based on the following:

- The 3m existing width is measured at the narrowest point of the access at the gate shown in Figure 3-1. Along the rest of the accessway and driveway, 5.5m is available allowing for passing on site should it be necessary.
- The crematorium (non-residential use) is expected to generate a very low volume of trips. The bulk of trips will be generated by staff, and are expected to be highly tidal in nature, with staff travelling inward during the morning peak, and outward during the evening peak. This will minimise potential conflicts between users of the driveway.
- The existing vehicle driveway provides clear forward sight lines between the development and the vehicle crossing onto Mulgrave Street, meaning vehicles within the development can pull to the side and give way to inward moving traffic.

3.3 Parking

3.3.1 *Anticipated parking demand impacts*

As per the latest National Policy Statement on Urban Development 2020, there is no longer a minimum parking requirement for residential and commercial developments in the District Plan. Therefore, parking provisions for this development are proposed based on a “first principles” approach.

The staff members of the crematorium and workshop are a combination of permanent (3 staff) and part-time staff (3 staff members) therefore the maximum potential parking demand associated with the site is expected to be 6.

The proposal will provide 4 standard parking spaces adjacent to the crematorium facility. These are additional to 2 existing parking spaces available at the former Kennel building north of the turnaround facility.

Therefore, the proposed parking supply on site is expected to be sufficient to support parking demand associated with the development.

As per the requirements of the District Plan, where parking is provided, one mobility impaired parking space is required where 20 or less parking spaces are provided. Therefore, one mobility impaired parking bay will be required as part of the proposed development.

These proposed formal parking bays as well as the existing turnaround facility at the old kennels building on-site are deemed sufficient to accommodate the demand and should be designed according to the standards of Palmerston North City Council, as outlined within Section 20 (Land Transport) of the District Plan. The site plan shown in Figure 3-2 below and attached in **Appendix A** provides an indication of the planned parking provisions on site.

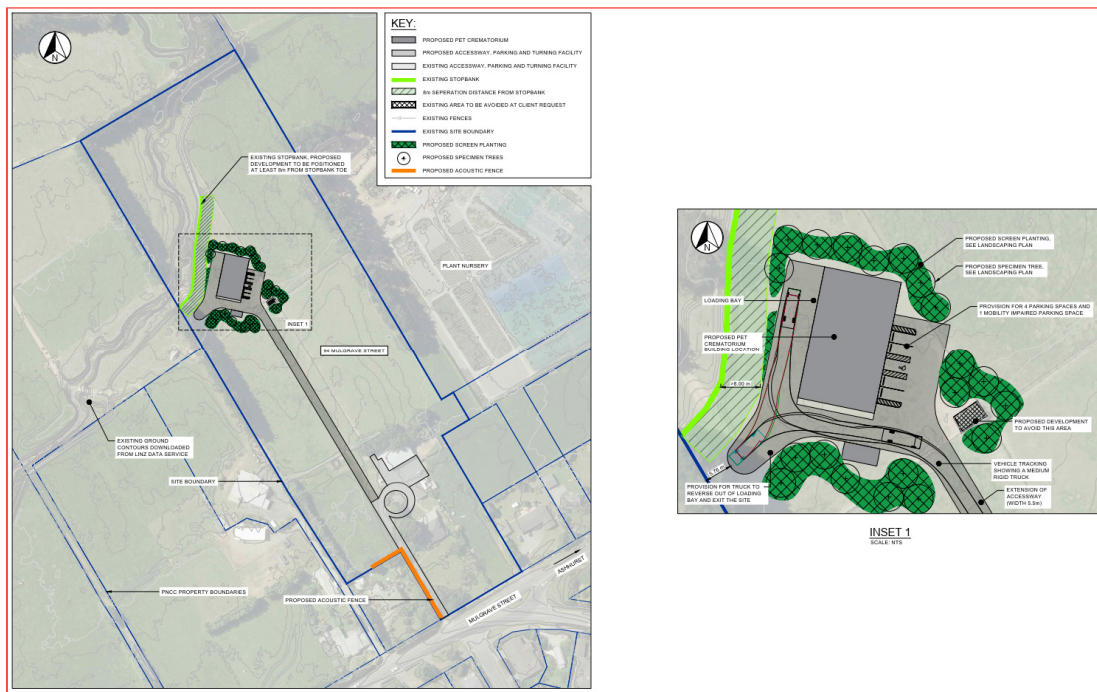


Figure 3-2: Proposed Site Plan

3.3.2 Loading Requirements

It is not expected that any large heavy vehicles will have a need to access the property. Deliveries such as wood for the urn making facility as well as the deceased pets will be transported to the property in medium rigid trucks. These vehicles can easily access the site and use the turnaround facility at the end of the driveway as shown in Figure 3-2. No more than 4 medium rigid trucks per week are expected.

3.4 District Plan requirements

The proposed SFPC development has been assessed in accordance with the transportation related rules outlined within relevant sections of the Palmerston North City Council District Plan (see Table 3-2 below).

The assessment indicates that the impacts are minor and can be accommodated in the current traffic environment.

Table 3-2: Assessment against the PNCC District Plan rules

Performance standards for permitted activities under R20.4.2	Assessment
(a) Vehicle Access	
(vi) Number of Vehicle crossings, Location and Sight Distance	Existing Access so no additional assessment undertaken.
(vii) All vehicle accesses are to be formed in a permanent, dust free surface.	Complies
(viii) Width, passing and queuing standards	Existing 3m width at its narrowest is deemed sufficient as per Section 3.2 of this report for the proposed Crematorium and existing residential use. Turning facility is provided on site to avoid the need for reversing onto Mulgrave Street.

	The access meets the minimum sight distance requirements for a 50km/h road
(ix) Gradient requirements	Complies
(xi) Vehicle Crossing Movements	Complies. Less than 100 car equivalent movements.
(b) Parking	
(i) Parking Spaces for People with Disabilities	Four parking spaces are to be provided, with an accessible parking space provided. Complies with required number, and standards specified.
(c) Car Park Landscape Design	Complies. Parking does not front a road. Planting will be undertaken in accordance with landscape plan.
(d) Formation of Parking Spaces	Complies. Car parking to be designed in accordance with standards
(e) Loading Space Provision	Complies. Loading space provided, including allowance for turnaround and driving forward away from loading area.
(f) Loading Space Design	Complies. Designed in accordance with standards.
(g) Cycle Parking – Provision and Design	N/A Less than 10 employees.
(h) Cycle Parking – End-of-Trip Facilities	N/A



4 Summary and Conclusion

It is concluded that the proposed development, taking into account the traffic generating potential of the development and existing parking provisions will result in transport effects on the surrounding network that are minor. It is considered that there is no transportation reason to preclude the implementation of the development as intended.