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23 September 2021

Dear Kelly

### **Transport Assessment: 94 Mulgrave Street, Ashhurst – Resource Consent Application**

Council's infrastructure officers have reviewed the proposed application for resource consent for 94 Mulgrave Street, Ashhurst for a Pet Crematorium and Wood Urn workshop.

#### **Context**

94 Mulgrave Street currently operates as a Kennel / Cattery and has a residential dwelling. The property fronts a minor arterial road which is the main connection between Ashhurst and Bunnythorpe. The northern side of Mulgrave Street, west of Hillary Crescent is rural, whilst the southern side of Mulgrave Street comprises of residential and industrial uses. Based on traffic data collected in July 2020. The road carries approximately 3,000 vehicles per day and has existing speed limit of 50 km/h.

#### **Proposal**

The application is looking to undertake the following

- Establish a crematorium for pets on site
- Establish a wood workshop onsite to make urns
- Establish a spray booth for urn finishes onsite
- Establish a memorial garden for the public
- Continue the existing use of a residential dwelling

#### **Traffic Generation:**

The existing traffic movements generated by site the is 124 vehicle movements per day. This is comprised of 114 movements generated by the Kennel / Cattery and 10 movements per day for the residential dwelling.

The proposed Crematorium and Wood Urn facility proposes to generate 30 movements per day with a peak hour of 11 movements. The movements have been assessed from the information provided by the traffic report provided by WSP and determined as follows:

- 6 movements related to 1 truck accessing the site (2 trips per day, each movement equivalent to 3 movements a day)
- 12 movements related to 6 staff members (2 trips each per day);
- 2 movements related to 1 visitor per day (assume peak hour trip)
- 10 movements related to the residential dwelling

Overall, the proposed development will reduce the daily traffic from 124 to 30 vehicle movements. The total movements per day is compliant to district plan requirements (20.4.2 a) xi)) which limit vehicle movements of rural properties to 100 movements per day. With the reduction in daily traffic volume, it is assumed that effect on peak hour traffic will be negligible. As such the effects caused by vehicle movements is considered less than minor.

### **Site Access:**

The sites frontage is 60m long and is near Spelman Court and Hillary Crescent. The existing vehicle crossings are provided at the western and eastern edges of the property.

The proposed access is planned to be located at western edge of the property opposite Spelman Court. Under 20.4.2 a)vi)e) of the district plan, a vehicle crossing should not be within 30m of the intersection if it is fronting a minor arterial, near a local road intersection. The purpose of this rule is to minimise the conflict of traffic movements at the intersection and reduce the likelihood of a crash occurring.

The entire sites frontage is within 30m of two intersections. As such the site cannot comply with 20.4.2 a)vi) e). However it would be unreasonable to prevent vehicle access to the site, particularly given there are not no other roads fronting the property.

Given Spelman Court is a cul de sac which is likely to have a low traffic volume, the conflict between vehicles at the intersection is considered low. However to minimise the road safety risk, the recommendation is for the site to be design so that vehicles do not have to reverse on to Mulgrave Street. On review of the plans, this has been on-site turning has been provided for.

### **Safety**

Between 2016 and 2020, there was 1 non-injury crash which was recorded at the intersection of Mulgrave Street and Hilary Crescent. This crash was caused by a vehicle failing to give way at the intersection.

In 2021, the intersection of Mulgrave / Hillary was changed, where the priority movement has been altered. Previously, traffic on the east approach of Mulgrave Street had to give way to traffic on the other approaches. This has now been changed such that traffic on Hillary Crescent must now give way to traffic on both Mulgrave Street approaches instead.

The change to the intersection reduces the conflict between vehicles from 94 Mulgrave Street and Hilary Crescent. Sight distance is less of a factor due to the

change in priority and that vehicles from Hilary Crescent are slowed due to having to give way.

Sight distance for the property for both directions of Mulgrave Street is generally unimpeded by obstructions. As such the 115m sight distance requirement in section 20.4.2 a)vi)f) is achieved.

**Conclusion:**

The proposed development at 94 Mulgrave Street does not comply with one part of the district plan. This is

- Access too close to an intersection

Despite this non-compliance, the access to the site is an existing condition and the safety effects are mitigated as the site enables on-site turning, which allows vehicles to exit the site in a forwards direction.

Potential issues associated with traffic generation and road safety have been assessed and do not pose any concerns.

Overall, the transport effects caused by this development is considered to be less than minor.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Chris Lai', with a stylized flourish at the end.

**Chris Lai**  
**SENIOR TRANSPORTATION ENGINEER**  
PALMERSTON NORTH CITY COUNCIL