

A

Appendix A – 32 Takanini Road

32 Takanini Road

Description	No. of units	No. of parks	No. of storeys	Total site area
32 Takanini Road has now been built and is made up of 20 1-bedroom apartment units over two 2-storey buildings. <u>Four</u> units in the front building can be accessed directly by the roadside while the remaining 16 are accessed by a pedestrian walkway with vegetation along one side. A floodplain runs along the road outside the site.	20	2 (car) 20 (bike)	2	1044m ²

Auckland Unitary Plan Zone	Relevant land use resource consent triggers	Notified/ non-notified	Watercare and Fire and Emergency considerations ²³
Mixed Housing Urban	<ul style="list-style-type: none"> more than four dwellings on site building coverage of 49.4% 1044m² of earthworks 	No evidence of notification.	<p>Resource consent application states will comply with Watercare policies and SNZ 4509:2008²⁴.</p> <p>Property file includes engineering report from 2020 for replacement watermain along Takanini Road to allow existing single lots at 32 and 40 Takanini Road to be developed into multi-unit dwellings. Upon completion it would be vested to Council/ Watercare Services.</p> <p>Fire Report concluded no Fire and Emergency review needed.</p>

²³ Where included in property file

²⁴ New Zealand Fire Service Firefighting Water Supplies Code of Practice = SNZ PAS 4509:2008 <https://www.fireandemergency.nz/assets/Documents/Business-and-Landlords/Building-and-designing-for-fire-safety/NZFS-firefighting-water-supplies-code-of-practice.pdf>

32 Takanini Road

No. of units	No. of parks	No. of storeys	Total site area
20	2 (car) 20 (bike)	2	1044m ²



1



3 Northeast Elevation
Scale: 1:150



1 Southwest Elevation
Scale: 1:150



2

Auckland Council
LUC60329857
Approved Resource Consent Plan
2019



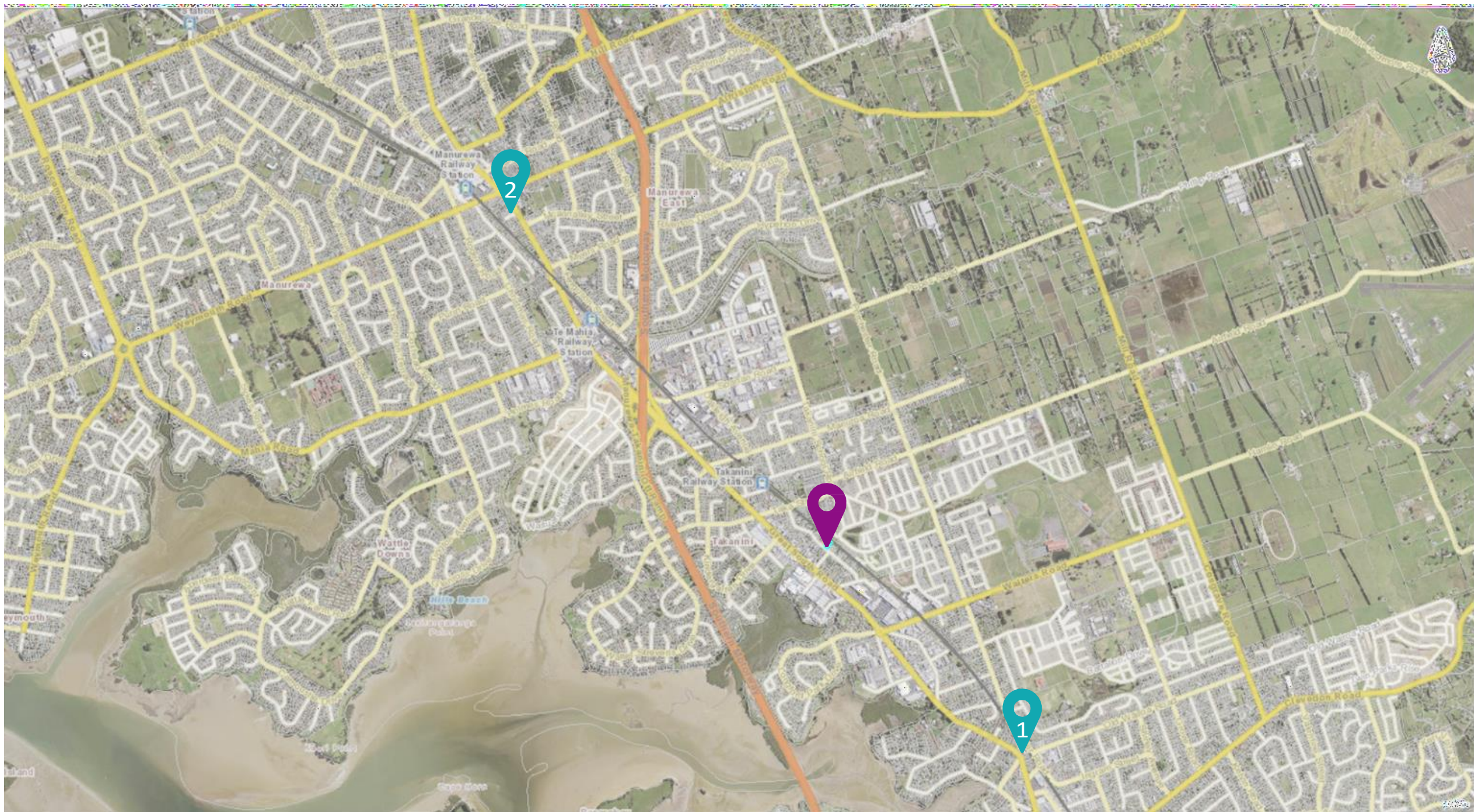
2 Northwest Elevation
Scale: 1:150



- TYPICAL EXTERIOR FINISHING MATERIALS
- PROFILED COLORSTEEL METAL ROOFING.
 - BRICK VENEER CLADDING TO UPPER AND LOWER LEVELS.
 - BEVEL BACK WEATHER BOARDS TO GABLES.
 - GLAZED POWDER COATED ALUMINIUM JOINERY.
 - POWDER COATED SAFETY BARRIERS.
 - CLASSIC STYLE COLORSTEEL SPOUTING.



3



Fire Station Context Map: 32 Takanini Road

LEGEND



102 Millbrook Road



Manurewa Station



Papakura Station



Scale @ A3
= 1:25,000

32 Takanini Road

- Flood Prone Areas**
 - Flood Prone Areas
- Flood Sensitive Area**
 - Flood Sensitive Area
- Flood Plains**
 - Flood Plains





Site Specific Maps with Nearest Water Hydrants: 32 Takanini Road

<ul style="list-style-type: none"> Street, fire appliance, and hydrant considerations On-site personnel access and evacuation considerations Matters disrupting/hindering emergency response Matters supporting emergency response 	<p>0 6.5 13 19.5</p> <p style="text-align: center;">Meters</p> <p>Scale @ A2 = 1:500</p>
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Optimal	Likely to support effective and efficient emergency response
Neutral	Not likely to be positively or negatively impactful in a reasonable way.
Disruptive	Likely to disrupt emergency response (something that is disruptive may have a moderate negative impact but can be worked around but may slow or otherwise hinder an effective response)
Critical	Likely to hinder or prevent effective and efficient emergency response - that cannot effectively be worked around

	Assessment criteria	Rating	Comments
Wider Environment	Closest stations and distance	Optimal	Papakura Station – 2.2km Manurewa Station - 3.3km
	Incident trends of station (and neighbouring stations)	Disruptive	The number of incidents occurring in Papakura has gone up by 3% per year since 2018 while the incidents for Manurewa station have increased by 4%.
	Likely travel time	Disruptive	Typically 4-7 minutes from Papakura Station at 12pm, 3-6 minutes at 5.30pm. Manurewa and Papakura have experienced slower callout speeds since 2016.
	Any other identified barriers	Neutral	Workshop attendees identified that there are no challenges for the first two appliances to the scene other than Great South Road being a main arterial road.
	Hazards mapping	Disruptive	With railway barrier, access to the site is only via Great South Road which has floodplains and flood prone areas noted along its length.
	Demographics / socio economic	Disruptive	NZ Deprivation Index Decile 10
Street Environment	Road width	Optimal	Road width without parked cars is 9.6m which is acceptable.
	On street parking / barriers	Disruptive	On-street parking expected and would reduce space available for fire appliance.
	Distance from hydrants to likely appliance parking	Optimal	Several hydrants in close proximity to the site and likely parking.
	Set up space	Disruptive	With parking likely taking up street space, ability to set up around fire appliances is limited, particularly where multiple appliances attending an incident. Rail line at rear of site prevents second set up location that accesses the site from a separate road.
On-site	Potential fire spread beyond site	Neutral	Current neighbouring sites do not have building structures near the boundary and no structures at rear of site due to rail line. As neighbouring sites intensify, risk may increase.
	Distance from appliance to furthest unit	Disruptive	It is approximately 50m from the street front to the front of the furthest unit and is less than 75m from the furthest point of the building to the appliance.

Assessment criteria	Rating	Comments
Accessway adequacy		The accessway is only 1.2m wide.
Presence of on-site barriers		Noting presence of stairs to reach second floor apartment units. While each unit has a fenced backyard, there are gates between them for easier access between them.
Space available for equipment use		For two storey buildings, no specific equipment is needed that has large area needs. However, with narrow accessways adjacent to buildings this may reduce ability to use equipment like ladders to evacuate people on second floor while still allowing passage along accessway to other units
Exits and entries		Given narrow access and inability to use the rear of the site for evacuations there is only really one means of entry/exit. Gates in backyard fences of units provides some alternative possibilities for access.
Potential car usage		Using rate of 1.9 cars per unit, could expect up to 38 cars, 36 more than is provided for in the development. However, within 600m of Takanini Train Station which may suggest lower car usage.
Risk reduction elements		No risk reduction measures identified – no sprinklers.
Hazards mapping		No hazards mapped on site.

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