

# B

Appendix B – 102 Millbrook Road

## 102 Millbrook Road

Description	No. of units	No. of parks	No. of storeys	Total site area
102 Millbrook Road has now been built and has been designed to have nine one-bedroom, two-storey dwellings across three separate buildings. Millbrook Road outside the site is in a floodplain/overland flow path.	9	0	2	809m <sup>2</sup>

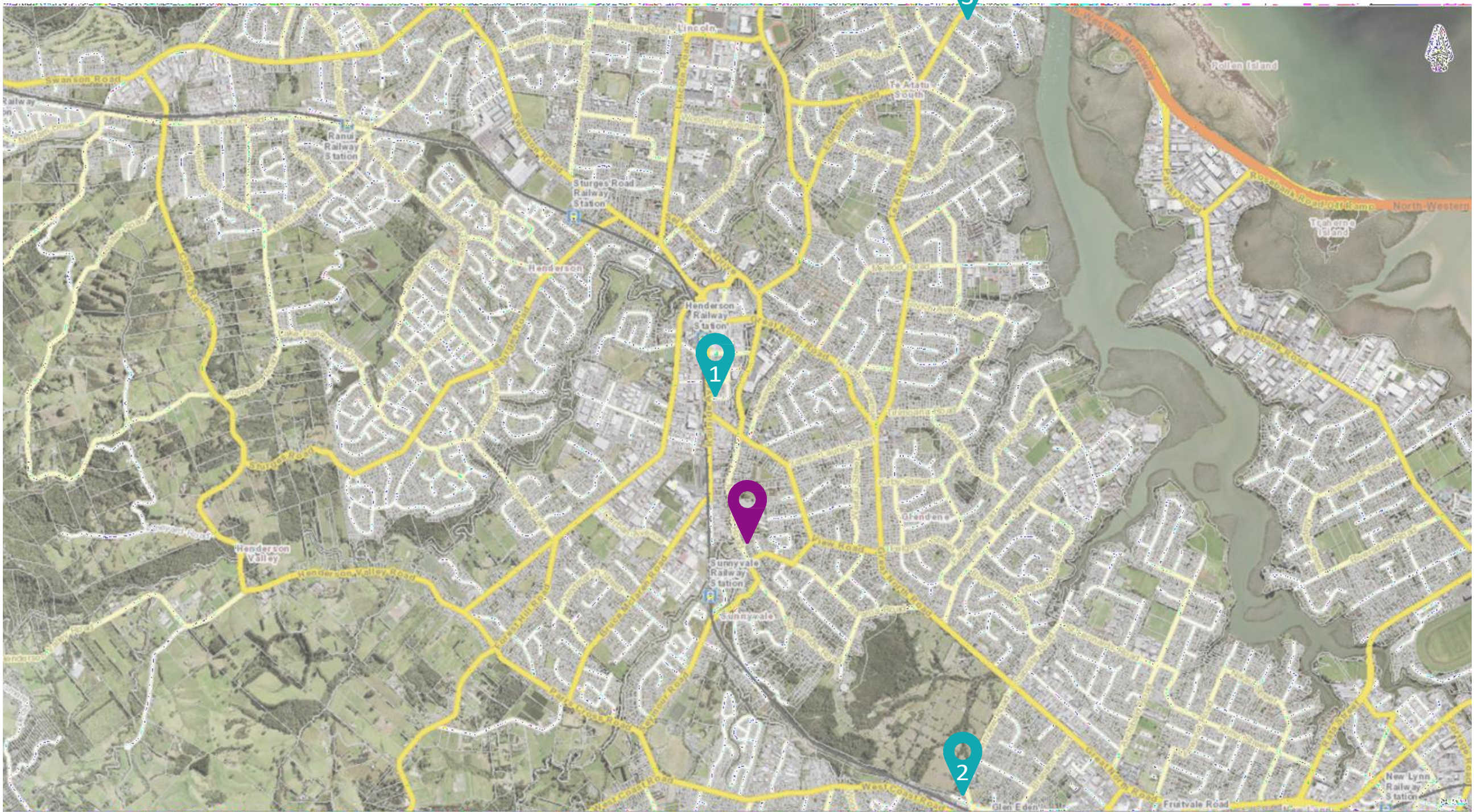
Auckland Unitary Plan Zone	Relevant land use resource consent triggers	Notified/ non-notified	Watercare and Fire and Emergency considerations <sup>25</sup>
Mixed Housing Urban	<ul style="list-style-type: none"> <li>more than four dwellings on site</li> <li>two retaining walls within 1 m of the front boundary</li> <li>755.8m<sup>2</sup> and 445m<sup>3</sup> of earthworks</li> </ul>	Non-notified	<p>Standard resource consent conditions on providing water connections in compliance with Watercare standards.</p> <p>Resource consent land development report has “<i>assumed that there is sufficient water supply to satisfy the FW2 requirements</i>”.</p>

<sup>25</sup> Where included in property file

# 102 Millbrook Road







No. of units	No. of parks	No. of storeys	Total site area
9	0	2	809m <sup>2</sup>

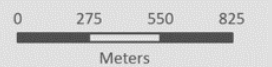


# Fire Station Context Map: 102 Millbrook Road

## LEGEND

-  102 Millbrook Road
-  Henderson Station

-  Glen Eden Station
-  Te Atatu Station



Scale @ A3  
= 1:25,000

# 102 Millbrook Road

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





# Site Specific Maps with Nearest Water Hydrants: 102 Millbrook Road

<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; margin-right: 5px;"></span> Street, fire appliance, and hydrant considerations</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; margin-right: 5px;"></span> On-site personnel access and evacuation considerations</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid purple; margin-right: 5px;"></span> Matters disrupting/hindering emergency response</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid blue; margin-right: 5px;"></span> Matters supporting emergency response</li> </ul>	<p>0 6.5 13 19.5 Meters</p> <p>Scale @ A2 = 1:500</p>
--	---

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		Henderson Station – 1.2km Glen Eden Station – 3.2km Te Atatū Station – 4.5km
	Incident trends of station (and neighbouring stations)		The number of incidents occurring in Henderson has gone up by 1% per year since 2018 and Glen Eden Station by 2%. Te Atatū station incidents have decreased by 1% per year since 2018.
	Likely travel time		Typically 3 minutes at 12pm or 5.30pm from Henderson Station, Henderson and Glen Eden Stations have experienced slower callout speeds since 2016.
	Any other identified barriers		Workshop attendees did not identify any barriers. Proximity to shopping area may see greater congestion, deliveries, and vehicle use in the area. Very close to school which may cause congestion delays during drop off/pick up times.
	Hazards mapping		Much of the wider area including access from fire stations are in floodplains.
	Demographics / socio economic		NZ Deprivation Index Decile 6
Street Environment	Road width		9m road width acceptable.
	On street parking / barriers		Yellow lines along one side of road should prevent too many cars parking and blocking emergency access.
	Distance from hydrants to likely appliance parking		Two hydrants are located within approximately 30 and 50m of the front of the site where the appliance would park. A hydrant on Gregg Place could also potentially be used through the rear of the site.
	Set up space		Wide berms and road width should allow for set up for at least one fire appliance. Additional fire appliances may face greater difficulties.

	Assessment criteria	Rating	Comments
On-site	Potential fire spread beyond site		Unit facades are not near boundaries and so would not expect there to be high levels of radiant heat that would cause damage beyond the site's boundaries.
	Distance from appliance to furthest unit		It is approximately 50m from the street front to the front of the furthest unit, marginal to upper floor.
	Accessway adequacy		Most units only accessible via 1.5m wide pedestrian access. In an emergency, personnel may consider additional site access via Gregg Place at rear of site or driveways on neighbouring properties.
	Presence of on-site barriers		Pedestrian access has stairs.
	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		Narrow one-way entry/exit could complicate emergency evacuation amid response, particularly given backyards are fenced. There are possibilities to use neighbouring sites for additional access.
	Potential car usage		Using rate of 1.9 cars per unit, could expect up to 17 cars, no parking is provided. However, close to Sunnyvale Train Station which may suggest lower car usage.
	Risk reduction elements		Lighting provided along accessway.
	Hazards mapping		No hazards mapped on site.

[Return to Section 6 Assessment Summary](#)