

C

Appendix C – 8 James Laurie Street

James Laurie Street

Description	No. of units	No. of parks	No. of storeys	Total site area
8 James Laurie Street has now been built and involved the construction of 13 2-bedroom residential units – two terraced blocks of five units each (with 2m between the two blocks) at the rear of the site accessed by a 1m wide pedestrian walkway and three units (one duplex and the other detached) facing the street front. The driveway to the carparking area is 5.5m wide.	13	13	2	1473m ²

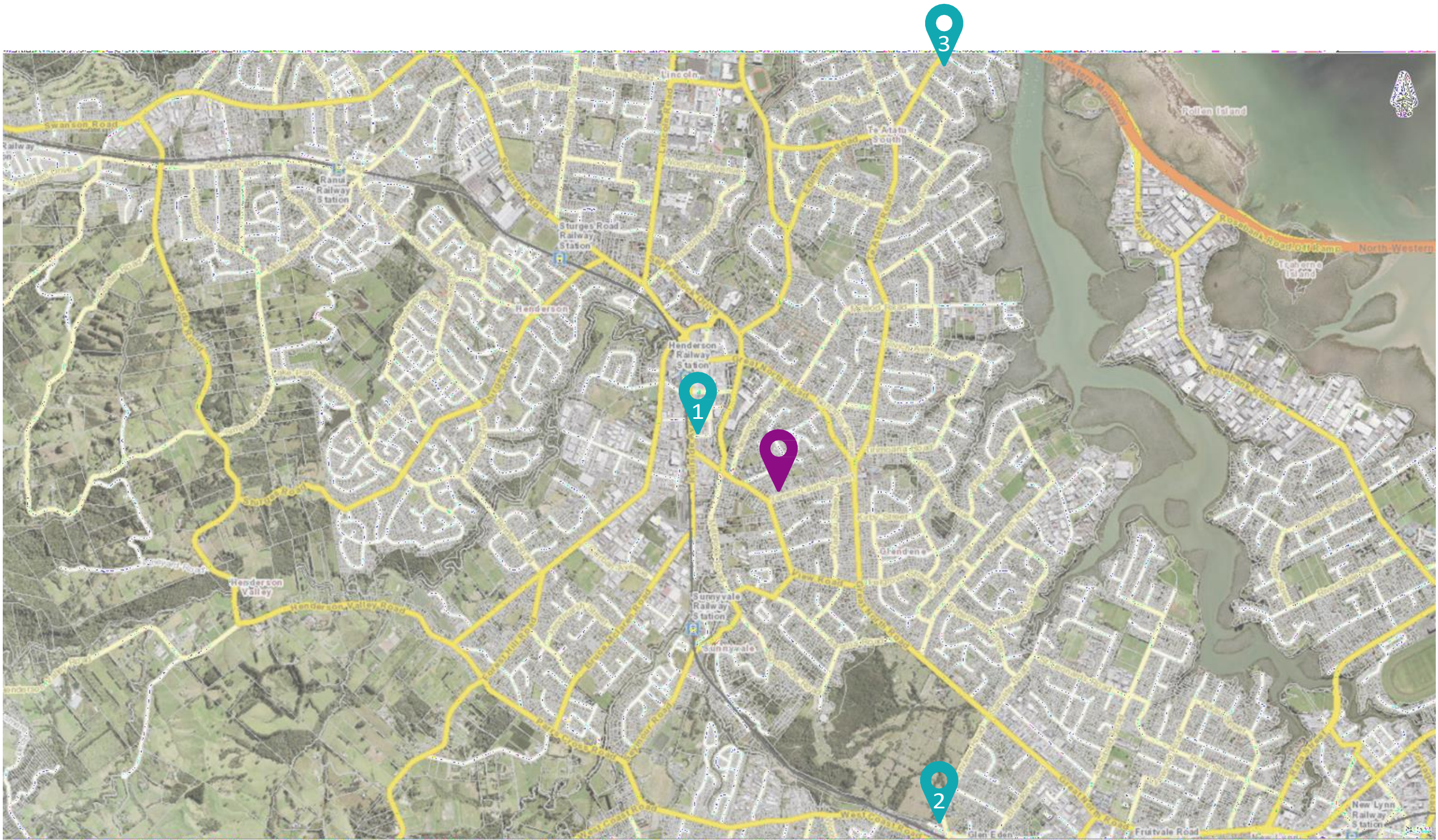
Auckland Unitary Plan Zone	Relevant land use resource consent triggers	Notified/ non-notified	Watercare and Fire and Emergency considerations ²⁶
Mixed Housing Urban	<ul style="list-style-type: none"> • More than four dwellings on site • Height in relation to boundary infringement • 1740m² and 1286m³ of earthworks • Reverse manoeuvring not provided on site for larger vehicles • New impervious areas greater than 50m² within a Stormwater Management Area Control 	Non-notified	<p>Watercare reviewed application for compliance with Auckland Water Supply and Wastewater Network Bylaw 2015 and confirmed that subject to standard conditions the application complies with the bylaw and Watercare’s Water and Wastewater Code of Practice for Land Development and Subdivision.</p> <p>Statement in Watercare letter that “<i>the granting of this application does not constitute a guarantee from Watercare Services Limited to provide a fire fighting capability in accordance with Fire and Emergency New Zealand Code of Practice</i>”.</p> <p>Standard resource consent advice note on providing hydrant flow testing for engineering plan approval stage to confirm flows in accordance with SNZ 4509:2008.</p>

²⁶ Where included in property file

8 James Laurie Street



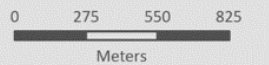
No. of units	No. of parks	No. of storeys	Total site area
13	13	2	1473m ²



Fire Station Context Map: 8 James Laurie Street

LEGEND

- 📍 8 James Laurie Street
- 📍 1 Henderson Station
- 📍 2 Glen Eden Station
- 📍 3 Te Atatu Station



Scale @ A3
= 1:25,000

8 James Laurie Street

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





Site Specific Maps with Nearest Water Hydrants: 8 James Laurie Street

■ Street, fire appliance, and hydrant considerations
■ On-site personnel access and evacuation considerations
⊖ Matters disrupting/hindering emergency response
⊕ Matters supporting emergency response

0 6.5 13 19.5
 Meters
 Scale @ A2
 = 1:500

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	Henderson Station – 900m Glen Eden Station – 3.3km Te Atatū Station – 3.9km
	Incident trends of station (and neighbouring stations)	Neutral	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	Disruptive	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	Neutral	Workshop attendees did not identify any barriers. Proximity to shopping area may see greater congestion, deliveries, and vehicle use in the area.
	Hazards mapping	Neutral	Some floodplains in wider environment but appears that street could still be accessible via different routes.
	Demographics / socio economic	Disruptive	NZ Deprivation Index Decile 9
Street Environment	Road width	Optimal	Road width is 11m which is acceptable.
	On street parking / barriers	Neutral	Parking possible on both sides of roadway and would limit useable width however given original 11m width there would still be sufficient space at least for the first appliance.
	Distance from hydrants to likely appliance parking	Optimal	Two hydrants in approximately 35m and 55m from the site entrance, with it likely the appliance would park on the street outside the site.
	Set up space	Neutral	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	Grey	Current design of neighbouring sites has no building structures in close proximity to the structures on site.
	Distance from appliance to furthest unit	Red	85m from road to the front door of the furthest unit. Delays likely from needing to add additional lengths of hose to reach this unit.
	Accessway adequacy	Red	Appliance likely to park on street rather than attempt to enter internal parking area given no hydrant located on the site, the difficulty of manoeuvring out and potential uncertainty of load bearing capacity of internal parking area sitting behind retaining walls. Accessway from street is only 1m wide. Fire in a middle unit would block escape route for all units further back on the site. Personnel may consider using adjacent driveways of neighbouring properties to respond to emergencies, noting that the retaining walls on site adds additional height difference/barriers between the neighbouring sites and the site in question.
	Presence of onsite barriers	Yellow	Staircase and corner if running hose down from carparking area – hose drags that have corners take longer to put in place and require more staff to implement. Design drawings show gate at entry to alleyway accessway from street. If this is locked/key-access this could delay access.
	Space available for equipment use	Yellow	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	Red	Very 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	Yellow	Using rate of 1.9 cars per unit, could expect up to 25 cars, 12 more than carparking spaces provided.
	Risk reduction elements	Grey	No measures identified – no sprinklers proposed.
	Hazards mapping	Green	No natural hazards mapped on site.

[Return to Section 6 Assessment Summary](#)