

D

Appendix D – 17 Panama Road

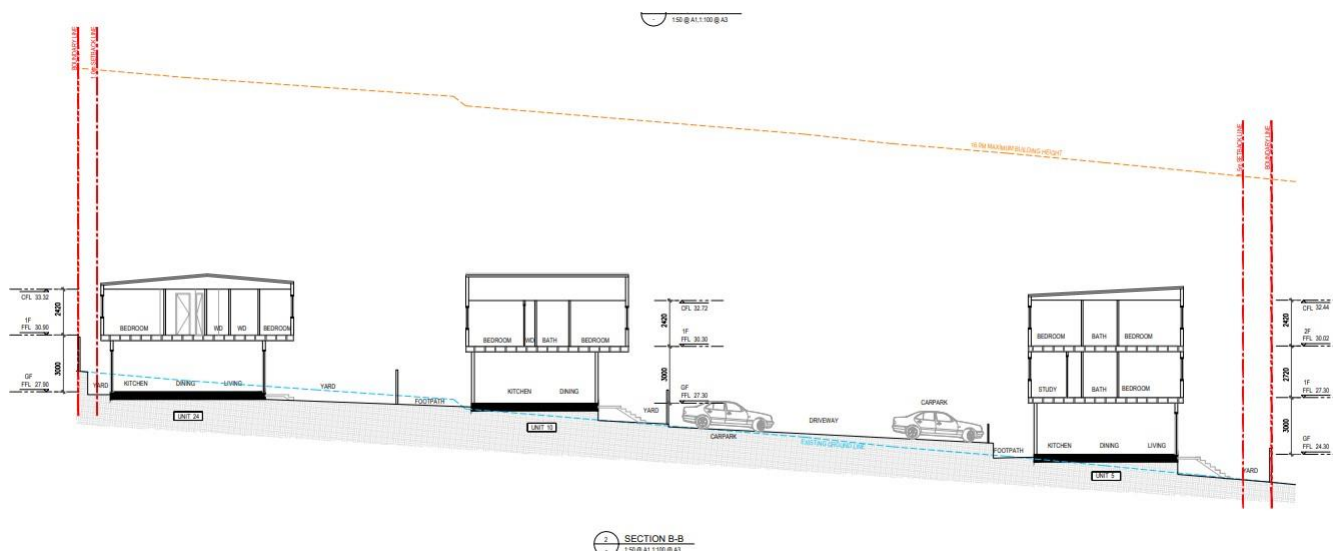
17 Panama Road

Description	No. of units	No. of parks	No. of storeys	Total site area
17 Panama Road is a corner site at the junction of Panama Road and Ryburn Road, it has been developed into five blocks of terraced housing made up of a mix of two-bed and three-bedroom units. Each unit has one carpark provided across two communal parking areas. The vehicle crossing along Ryburn Road will be 5.5m while the vehicle crossing along Panama Road will be 3.2m wide.	25	25	2 - 3	2833m ²

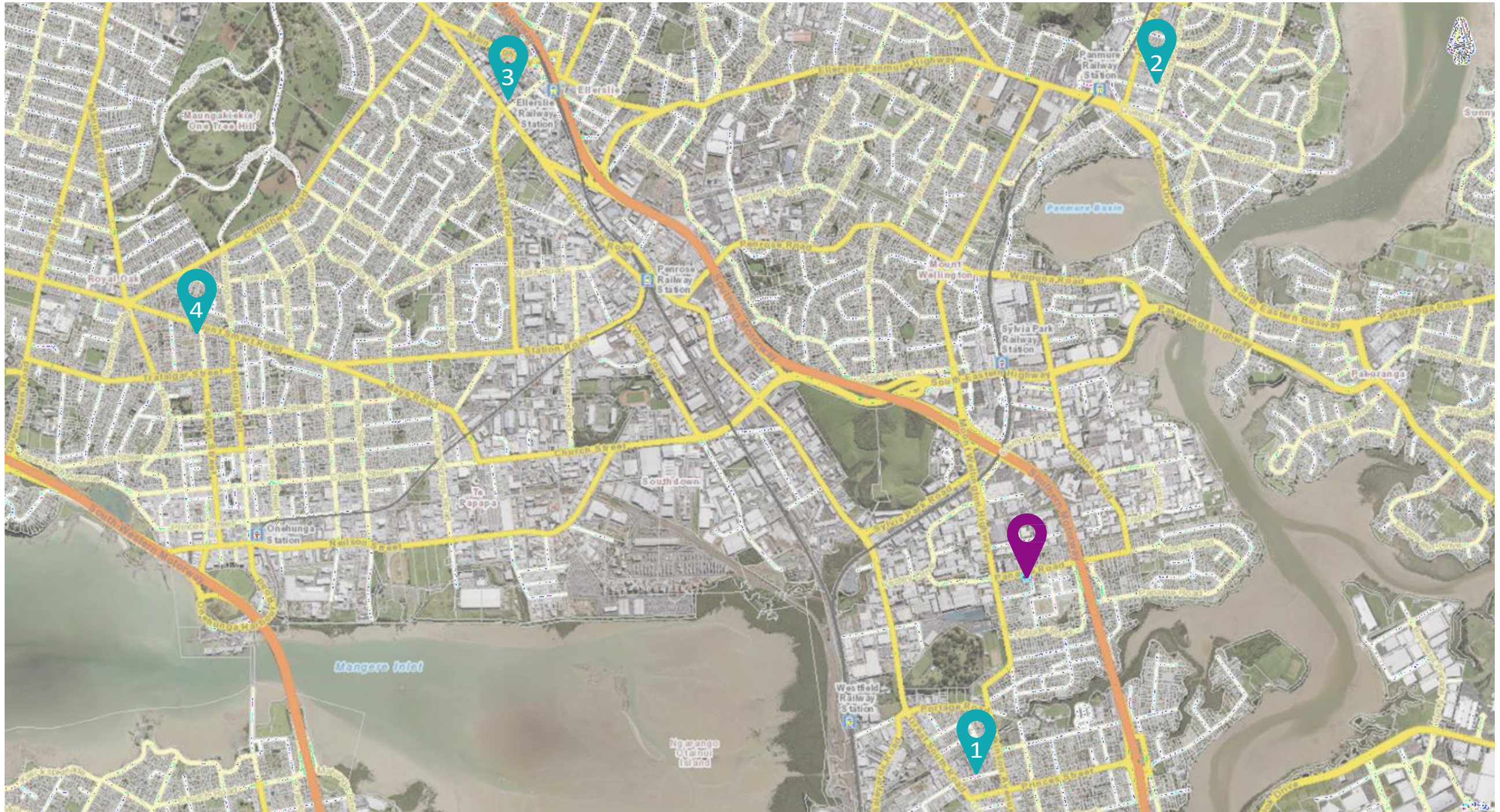
Auckland Unitary Plan Zone	Relevant land use resource consent triggers	Notified/ non-notified	Watercare and Fire and Emergency considerations ²⁷
Terraced Housing and Apartment Buildings	<ul style="list-style-type: none"> • New dwellings • Height in relation to boundary infringement • Construction of block/retaining walls within 1.5m of road frontage • No dedicated bicycle parking • Vehicle access on Panama Road has gradient of 1:20 over length of 1.5m before steepening to gradient of 1:8 and 1:7 for remaining length of access • Vehicle crossing on an arterial road where a Vehicle Access Restriction applies • Earthworks of 2695m² and 893.5m³ 	Non-notified	<p>Fire Report concluded no review needed.</p> <p>The Council Development Engineer advised that there <u>are</u> no capacity issues with the water supply.</p>

²⁷ Where included in property file

17 Panama Road







No. of units	No. of parks	No. of storeys	Total site area
25	25	2 - 3	2833m ²




Fire Station Context Map: 17 Panama Road

LEGEND

-  17 Panama Road
-  1 Otahuhu Station

-  2 Mount Wellington Station
-  3 Ellerslie Station

-  4 Onehunga Station

0 275 550 825
Meters

Scale @ A3
= 1:25,000

17 Panama Road

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





Site Specific Maps with Nearest Water Hydrants: 17 Panama 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 Meters</p> <p>Scale @ A2 = 1:500</p>
--	--

Rating	Description
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	<p>Ōtāhuhu Station – 1.9km</p> <p>Mount Wellington Station - 4.8km</p> <p>Ellerslie Station - 5.3km</p>
	Incident trends of station (and neighbouring stations)	Both Ōtāhuhu Station and Mount Wellington Station have seen an increase in incidents of 4% per year since 2018 while Ellerslie Station has seen an increase of 3%.
	Likely travel time	Typically 4 minutes at 12pm or 5 minutes at 5.30pm from Ōtāhuhu Station, Ōtāhuhu and Mount Wellington Stations have experienced slower callout speeds since 2016.
	Any other identified barriers	<p>Workshop attendees identified that the first appliance will likely come from Ōtāhuhu Station, but subsequent appliances must pass by motorway ramp access lights that can cause delays. The use of motorways was generally considered a double-edged sword, providing faster access when flowing but causing significant delays during rush hour or when there are incidents.</p> <p>The first appliance route from Ōtāhuhu Station was not considered to have any traffic issues. The second appliance would likely arrive from Mt Wellington Station which has multiple traffic lights along Mt Wellington Highway that could delay response.</p>
	Hazards mapping	No significant hazards mapped on route from station
	Demographics / socio economic	NZ Deprivation Index Decile 9
Street Environment	Road width	<p>10.5m wide Panama Road</p> <p>7m wide Ryburn Road (where entrance is to the main on-site parking is)</p>
	On street parking / barriers	No yellow lines preventing on-street parking on Panama Road. Cars commonly park here. Ryburn Road narrower, has yellow lines on one side of street but cars park on opposite side.

	Assessment criteria	Rating	Comments
	Distance from hydrants to likely appliance parking		Several suitable hydrants within 40m of the site.
	Set up space		First appliance would likely use internal carparking area to set up. Location on a corner site provides greater possibilities for set up of appliances to respond to emergency locations on site.
On-site	Potential fire spread beyond site		The proximity between units at the southern boundary of the site and the neighbouring property's building structure causes concerns with regards to fire spread and heat radiation.
	Distance from appliance to furthest unit		58m from likely placement of first fire appliance in carparking area to furthest corner of furthest unit (in the southwest corner of the site). Alternatively, taking the pedestrian accessway from the site boundary is 66m.
	Accessway adequacy		Single designated means of escape provided for each unit via main entrance door Pedestrian accesses to units 11-14 and units 19-25 is approx. 2.2m. Evacuation concerns for units in the southwest block of the site, particularly given fences and proximity of structures to boundary.
	Presence of onsite barriers		Hose drags that have corners take longer to put in place and require more staff to operate/lay out.
	Space available for equipment use		For two storey buildings, no specific equipment is needed that has large area needs. For the three storey buildings at the front of the site, special ladders with greater space requirements are needed – if needing to use ladders from the rear of the units (non-street front) there looks to be insufficient space.
	Exits and entries		One-way entry/exit could complicate emergency evacuation amid response for units in south-west corner of site, particularly given backyards are narrow and fenced.
	Potential car usage		Using rate of 1.9 cars per unit, could expect up to 48 cars, 23 more than the provided carparks.
	Risk reduction elements		None identified – no sprinklers proposed.
	Hazards mapping		No hazards on site

[Return to Section 6 Assessment Summary](#)