



Appendix E – 48 Kapuka Road

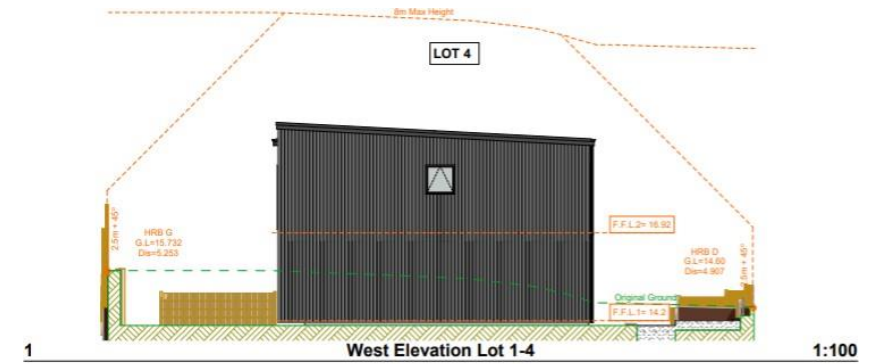
## 48 Kapuka Road

Description	No. of units	No. of parks	No. of storeys	Total site area
48 Kapuka Road is a rear site accessed down a 3.6m wide driveway. On the site will be parking for 9 carparks in a communal parking space, with the nine two-storey terraced dwellings accessed by a pedestrian walkway.	9	9	2	1375m <sup>2</sup>

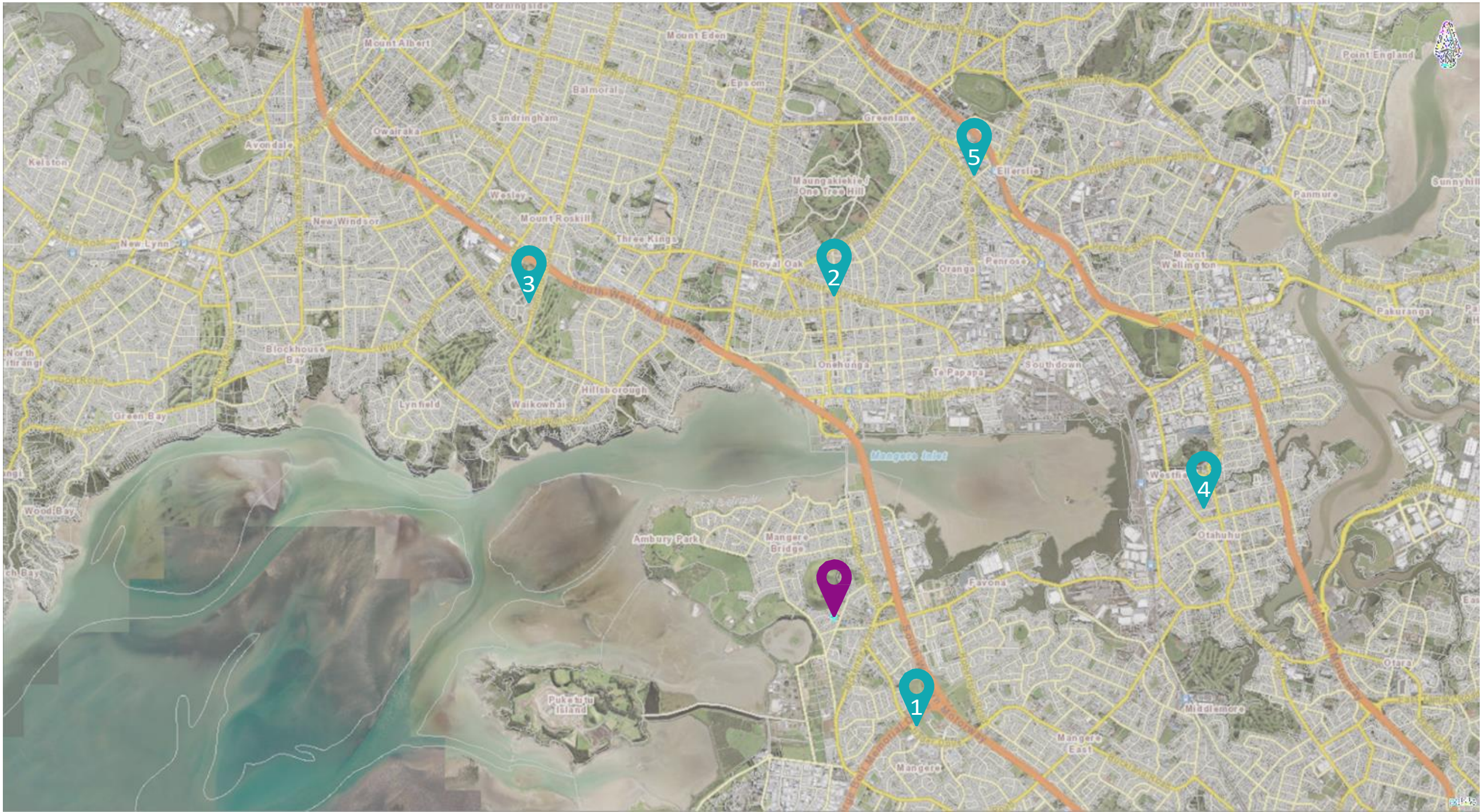
Auckland Unitary Plan Zone	Relevant land use resource consent triggers	Notified/ non-notified	Watercare and Fire and Emergency considerations <sup>28</sup>
Mixed Housing Suburban	<ul style="list-style-type: none"> <li>9 dwellings</li> <li>Earthworks of 1,100m<sup>2</sup> and 650m<sup>3</sup></li> <li>The proposed vehicle crossing doesn't have a 2m separation from the neighbouring sites vehicle crossing and the combined width of both vehicle crossings is 6.71m.</li> <li>The proposed vehicle accessway is 3.71m wide where it meets the site boundary with a maximum formed width of 3.5m.</li> </ul>	No evidence of notification.	<p>The Council Development Engineer was satisfied with the capacity of the water supply network.</p> <p>Standard resource consent advice note that 'public water supply is required to ensure an acceptable water supply for each lot, including for fire-fighting purposes,' and that 'public connections are to be constructed in accordance with the Water and Wastewater Code of Practice'.</p> <p>Provided for Fire and Emergency comment as part of Building Code checks.</p>

<sup>28</sup> Where included in property file

# 48 Kapuka Road









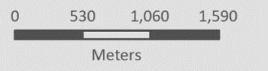
No. of units	No. of parks	No. of storeys	Total site area
9	9	2	1375m <sup>2</sup>



# Fire Station Context Map: 48 Kapuka Road

## LEGEND

-  48 Kapuka Road
-  1 Mangere Station
-  2 Onehunga Station
-  3 Mount Roskill Station
-  4 Otahuhu Station
-  5 Ellerslie Station



Scale @ A3  
= 1:50,000





# Site Specific Maps with Nearest Water Hydrants: 48 Kapuka Road

	Street, fire appliance, and hydrant considerations	<p>Meters</p>
	On-site personnel access and evacuation considerations	
	Matters disrupting/hindering emergency response	<p>Scale @ A2 = 1:500</p>
	Matters supporting emergency response	

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	Māngere Station – 2.2km Ōtāhuhu Station – 6.3km Papatoetoe Station – 11.4km
	Incident trends of station (and neighbouring stations)	Disruptive	Incidents have gone up by 4% for Ōtāhuhu Station per year since 2018 and decreased by 1% per year for Māngere Station.
	Likely travel time	Disruptive	Typically 4 – 6 minutes at 12pm or 5 – 7 minutes at 5.30pm from Māngere Station, Māngere, Ōtāhuhu and Papatoetoe Stations have experienced slower callout speeds since 2016.
	Any other identified barriers	Disruptive	Very close to school which may cause congestion delays during drop off/pick up times.
	Hazards mapping	Disruptive	Area between case study and first response station identified as floodplains and flood prone areas. Could delay response during extreme weather events.
	Demographics / socio economic	Disruptive	NZ Deprivation Index Decile 9
Street Environment	Road width	Neutral	8m wide road acceptable.
	On street parking / barriers	Disruptive	Likely parked cars would reduce useable road width to 5m - just sufficient for first appliance access but would cause complications for other emergency vehicle access.
	Distance from hydrants to likely appliance parking	Neutral	Appliances would park on street and so be within acceptable distance from hydrants. However, given distance to potential locations of fires in units could benefit from closer hydrants.
	Set up space	Critical	Narrowness of useable road provides little space for appliance set up. Complications for additional appliances/other emergency vehicles arriving to site.
On-site	Potential fire spread beyond site	Neutral	Current design of neighbouring sites has no building structures in close proximity to the structures on site.

Assessment criteria	Rating	Comments
Distance from appliance to furthest unit		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, also potential loss of pressure.
Accessway adequacy		The initial 3.7m wide driveway and parking area is not suitable for fire appliances and the following pedestrian access is narrow with several corners.
Presence of onsite barriers		Appears to be fenced backyards only accessible through units.
Space available for equipment use		Limited space available to use ladders and transport equipment to location of fire.
Exits and entries		Only one very long entry/exit. Personnel may choose to demolish fences and potential other structures on neighbouring sites to get to the units.
Potential car usage		Using rate of 1.9 cars per unit, could expect up to 17 cars, 8 more than the carparks provided.
Risk reduction elements		No risk reduction measures identified.
Hazards mapping		No hazards mapped on site.

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