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Bayswater Marina Holdings Limited
21 Sir Peter Blake Parade
Bayswater Marina

Preliminary Site Investigation
Report

June 2021

**Empire Capital Limited
Detailed Contaminated Site Investigation Report
Bayswater Marina**

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Attachments:

- Appendix A: Figures
- Appendix B: Aerial Photos
- Appendix C: Contaminated Site Enquiry

Revision History

Revision Number	Prepared By	Description	Date
1	Nicola Robertson	Initial Report	26 th May 2021
2			
3			
4			
5			

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Director, Hazel-Hewitt & Associates Ltd

This report has been prepared by suitably qualified and experienced practitioners at Hazel-Hewitt and Associates Limited, a member of Waste MINZ. Hazel-Hewitt and Associates Limited have over 20 years' experience in taking samples and reporting on contaminated sites.

1. Executive Summary

This Preliminary Contaminated Site Investigation (PSI) was instigated for Bayswater Marina Holdings Limited (BMH), as part of a resource consent application for proposed apartments. Land disturbance (earthworks) and a change of land use will occur.

This site is zoned Coastal – Marina under the Auckland Unitary Plan (AUP), however the site is subject to the ‘Bayswater Marine Precinct’.

Preliminary information (LIM reports, contaminated site enquiry, and aerial photographs) show that part of the site has been subject to marine/port activities), which is an activity on the Hazardous Activities and Industries List (HAIL), which is part of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulation 2011 (NESCS). There is a boat yard on the site where boats are stored and serviced. The refuelling of boats is also undertaken from a fuel jetty however these activities are not on the subject site.

Given these activities have occurred on site, a Detailed Contaminated Site Investigation (DCSI) is required to be completed prior to any earthworks occurring.

2. Introduction

2.1 Background

This Preliminary Site Investigation Report (PSI) was instigated for the Bayswater Marina at 21 Sir Peter Blake Parade, Bayswater, as part of S 92 response for a consent (BUN60373319) application for the proposed development of Bayswater Marina.

BMH are proposing to develop the land into a residential area with 94 terraced houses and 3 apartment block with a total of 121 dwellings. The apartments and terrace houses will be unit titles and the site will not undergo subdivision. The proposal is to carry out an urban renewal project which will involve the upgrading of the existing public open spaces and recreational facilities, improved access to the seaward edge of the Bayswater Precinct and the establishment of a residential community in new buildings adopting a terraced housing/apartment typology.

Earthworks will be required to prepare the land for the proposed development. Soil will be disturbed, and the land use of the site will change.

The property is zoned Coastal – Marina under the Auckland Unitary Plan (AUP).

Preliminary information which led to this PSI outlined several potential HAIL activities that have occurred on the site which include earth filling and marine mechanical works.

This PSI is completed in accordance with the Ministry for the Environment's 'Contaminated Land Management Guidelines' Reporting on Contaminated Sites in New Zealand.

2.2 Purpose of PSI

The purpose of this PSI for Empire Capital at 21 Sir Peter Blake Parade is to determine the extent and severity of any proposed contamination associated with the site as a result of the former Hazardous Activities and Industries List (HAIL) activities that were carried out on the site.

2.3 Objectives

The objective of this investigation is to identify:

- If any HAIL activities have occurred at the site;
- Determine whether the site poses a risk to human health and the environment;
- What statutory regulations apply to the site; and to
- Make any recommendations for further investigations.

2.4 Scope of Work

The scope of work undertaken to complete this preliminary site investigation (PSI) includes:

- Sourcing council records (property files, LIM report, contaminated site records);
- Reviewing historical aerial photographs of the site;
- Visiting the site;
- Consulting with geotechnical specialists;
- Interviewing former owners;
- Obtaining a geological assessment of the site; and
- Preparing this report.

2.5 Site Identification

The site location (Figure 1) and proposed site layout plans (Figure 2) are provided in Appendix A.

The site is located at the southwestern end of Bayswater Peninsula, with access from Sir Peter Blake Parade.

Site Location: 21 Sir Peter Blake Parade
Lot 1 DP309604

Size: 3.34 Ha

3. Site Description

3.1 Environmental Setting

The 3.34 Ha site is surrounded by the Waitemata Harbour, bound along the north, south and west. The site is rectangular in shape and is accessed from the east, from the end of Bayswater Peninsula. The site is predominantly flat, sloping slightly from east to west.

The Bayswater Wharf is located alongside the marina to the east.

Surrounding land use is marine (harbour) and residential (Bayswater Peninsula).

3.2 Current Site Layout

Figures 3 and 4, in Appendix A, shows the current site layout. The site is predominantly landscaped carparking with a few office buildings to the south, and a boat yard for storage and servicing/maintenance in the northern portion of the site. Marina berths are located west of the site.

The boat yard, which has a gravel base is approximately 6,500 m² and mainly used to store power boats and trailers. There is a shed and several containers located in the boat yard area.

There is also a public boat ramp, toilet blocks and a Fullers ferry terminal.

The marina was constructed between 1994 and 1998 and is discussed more in detail in the KGA Geotechnical Report.

3.3 Site Inspection

As part of this contaminated site investigation, staff members from Hazel-Hewitt & Associates Ltd walked around the site gathering information on land use and site condition. The site was also assessed for any signs of potential contamination.

At the time of the visit the site the following was established:

- The boat yard was unpaved.
- There were no obvious signs of contamination.
- Vegetation on the site was healthy.
- The service station on the site is a refuelling station location on a fuel jetty off Auckland Council Land. This facility is not land based or part of the subject site.
- The boat yard stores hazardous chemicals, in various suitable containers.

3.4 Geology

Bayswater marina is reclaimed land comprising predominantly of harbour muds, underlain by East Coast formation from depths 5.5m to 12.5m. A geotechnical investigation was completed by KGA Geotechnical and forms part of the consent application. This report identified that the reclamation varied in thickness (from 4 to 6+m) of marine sediments that were dredged from the marina basin area, west of the site. The top 1 to 2 m of reclaimed fill was lime stabilised to create '*a stiff crust*'.

The geotechnical report showed that fill was encountered across the site and was comprised of soft to hard marine clay and silt, with loose sands and minor gravel. Shells were also found throughout the fill. The top layer of fill (1.5 to 2.0 m) was stiffer and confirmed desk top study findings.

3.5 Stormwater/Surface Water

The fall of the land is from an east to west direction and stormwater on site is directed towards swales that run along the western boundary of the site. Stormwater then flows directly into the Waitemata Harbour.

3.6 Ground and Water resources

Groundwater measurements were undertaken during the Geotechnical Studies. The water level in some boreholes fluctuated with the tides. Others fluctuated with a response to rainfall, but not tidal fluctuations. The groundwater levels across the site are considered to be sensitive to tidal fluctuations and groundwater considered to be saline.

3.7 Receiving Environment

Stormwater runoff from the site flows directly into the Waitemata Harbour.

The Auckland Unitary Plan: Regional Coastal became operative in part on 31 May 2018. This plan identifies the upper reaches of the Waitemata Harbour in the vicinity of the Bayswater Marina as a 'Coastal Marina Zone'

3.8 Potential Risk of Flooding/Overland Flow Paths

There are minor overland flowpaths associated with the site. Stormwater runoff (from roof and carparking areas) from the site is directed towards swales and flows into the Waitemata Harbour.

4. Historical Site Use

4.1 Chronological Timeline

Table 1 outlines a summary of the site history of the site. The information was sourced from property information files, land information memorandums, aerial photographs and geotechnical investigations.

Table 1: Summary of Relevant Site History (Bayswater Marina, Bayswater)

Date	Summary of Information Identified
1959 - Auckland Council GEOMAPS Aerial Photograph	This black and white aerial photo shows the Bayswater Wharf extending out from Bayswater peninsula. There are a few boats scattered around the water. Today's site location is part of the Waitemata Harbour and covered in water.
1996 - Auckland Council GEOMAPS Aerial Photograph	The construction of the Bayswater marina can be seen in this aerial photo. The marina is attached to the western side of the wharf and involves land reclamation. The works are not completed yet, but this photo is of a similar footprint to the area today.
2001 - Auckland Council GEOMAPS Aerial Photograph	The marina is operational in this aerial photo. Boats are moored in the marina and there on the reclaimed land part, there are hundreds of carparks and landscaping. There is a clear area north of the reclamation that is largely unoccupied (there are a few vehicles). There is a building on the wharf and a few small structures scattered around the land portion of the marina development.
2006 - Auckland Council GEOMAPS Aerial Photograph	This aerial photograph is similar to the 2001, with the exception that the northern portion of the site is being used to store boats. There is a shed and some other containers visible in the photograph. Most of the reclaimed land is carparking.
2008 - Auckland Council GEOMAPS Aerial Photograph	
2017 - Auckland Council GEOMAPS Aerial Photograph	The most recent aerial photograph shows the trees in the carparking area are more mature. The northern reclaimed land portion is still being used as a boat storage area with several containers and couple of sheds.

2020 – Geotechnical Study	

4.2 Aerial Photographs

Several aerial photographs were sourced from the Auckland Council GEOMAPS website (1959, 1996, 2001, 2006, and 2017). The earliest aerial photo (1940) shows the site was part of the inner Waitemata Harbour. Land reclamation was undertaken in the mid 1990s and an aerial photograph from 1996 shows the nearly complete Bayswater Marina. The aerial photograph in 2001 shows an operational Bayswater Marina. The surrounding land use is residential.

More information on a description of the aerial photography is found in Section 4.1

Appendix B shows the aerial photographs.

4.3 Property Files

Information on land transfers, building permits issued and resource consent applications for the site are found in the property files. The property information files were sourced from Auckland Council and the information found in these files have been reviewed in particular information concerning the land being reclaimed for use as a marina is documented. There are no references to any forms of contamination or potential contamination issues within the property on the files obtained.

4.4 Auckland Council Contaminated Site Register

A search carried out through Auckland Council's contaminated sites register. This investigation identified the site has possibly being subject to the following HAIL activities:

HAIL Item (F.5) – Port activities including dry docks or marine vessel maintenance facilities.

HAIL Item (f.7) – Service stations including retail or commercial refuelling facilities.

The report also included information on the reclaimed land and two pollution events in the area. One event involved hydrocarbon (oil) and involved a boat sunk in the marina. The other event was wastewater – sewer overflow and also affected the natural water. It was located at 9 Bayswater Terrace.

A copy of the letter from the search is provided in the attachments.

4.5 Hazardous Goods Licences

Hazardous goods are stored on the site in the boat yard storage area, warning signs at the entrance clearly indicates their usage.

On inspection the hazardous goods used on site appear to be limited to oils and lubricants stored in limited quantities in the appropriate contains. However, no detailed inspection or audit was carried out into the storage and use of the hazardous materials kept on site. The visual inspection of the site did not find any obvious signs of contamination from the use of hazardous materials.

There are no hazardous goods licensees associated with the site.

4.6 Historical Use of Adjacent Land

The surrounding land has had a similar use over the years. An aerial photograph from 1959 shows the Bayswater Peninsula developed as residential land use. The 2017 aerial photograph shows the same layout but with greater intensification (backyards have been infilled with houses).

4.7 Underground Services

There are numerous underground services on the site, public and private to service the marina. This includes sewer and water mains, and power and telecommunications cabling. There are also stormwater pipes and swales.

5. Regulations and Standards

The full definition of contaminated land under section 2 of the RMA is:

“contaminated land means land that has a hazardous substance in or on it that –

- 1. Has significant adverse effects on the environment; or*
- 2. is reasonably likely to have significant adverse effects on the environment.”*

Section 43 of the Resource Management Act 1991 prescribe the regulations for the national environmental section.

5.1 Resource Management Regulations 2011 (NESCS)

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NESCS) took effect on 1 January 2012.

They were developed to ensure there were uniform controls in identifying land contamination and ensuring any effects are controlled appropriately by the responsible authority under Sections 30 and 31 of the Resource Management Act (RMA).

Land is considered to be actually or potentially contaminated if an activity or industry listed on the Hazardous Activities and Industries List (HAIL) has or potentially has occurred, on the site. The NESCS requires HAIL land to be assessed and managed in terms of the potential adverse effects that soil contamination may have on human health as the result of subdivision, land-use change, soil disturbance, soil sampling and removing fuel storage systems. If any of these activities are occurring on HAIL land a detailed site investigation is required.

There are 5 land-use scenario's outlined in the NESCS, for which soil contaminants standards have been derived. The 'High Density Residential' scenario is applicable to this site. On this site there are no outdoor area at ground level however this standard is still applicable. The soil contaminant standards for health (SCS_(health)) for this scenario have been used for assessing contaminants on this site.

High-density residential	Urban residential with limited soil contact, including small ornamental gardens but no vegetable garden (no home-grown produce consumption); applicable to urban townhouses, flats and ground-floor apartments with small ornamental gardens, but not high-rise apartments.
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Appendix B Soil Contaminate Standards

5.1.1 HAIL Activities

Several activities have occurred on the site that are listed on the HAIL. Table 3 lists the activities that have or may have potentially occurred on site and hazardous substances associated with the activity.

Table 3 - Potential HAIL activities that may have occurred at Bayswater Marina at 21 Sir Peter Blake Parade, Bayswater.

Activity	Potential Risk	Potential Contaminants	Potential HAIL Category	Date Activity Occurred
Land reclamation	Soils were used that contained contaminated materials. However, documentation shows that marine sediments were used and as this is a recent reclamation (1990s), the soils used are not considered to be contaminated.	n/a	G – 3 – Landfill sites	1994 - 1998
Marina – boat yard storage & servicing/maintenance activities	Soils have been contaminated through spills of hydrocarbons and other substances during servicing and maintenance activities.	Heavy metals, paint residues (tin & lead), tributyltin (TBT) and hydrocarbons associated with	F – 5 – Port Activities including dry docks or marine vessel maintenance facilities	1998 - now

		fuel storage.		
Refuelling	This occurs on a fuel jetty and therefore there is no risk from this activity on the site. This activity is not part of the subject site.	n/a	F- 7 – Service stations including retail or commercial refuelling facilities	1998 - now

5.1.2 Preliminary Conceptual Site Model – Before Soil Sampling

Figure 4 in Appendix A, outlines a preliminary Conceptual Site Model (CSM) for the site, prior to soil sampling being undertaken. This CSM shows the location of any potential contamination spots on the site.

The soils in the boat yard area may contain contaminants associated with marine vessel maintenance activities.

As outlined in the Section 92 response from Council the land reclamation is unlikely to be contaminated as the area was reclaimed using material sourced from areas unlikely to be HAIL sites.


5.2 Auckland Unitary Plan, Operative in part (AUPO)

The proposed Auckland Unitary Plan (PAUP) was notified on 30 September 2013. The Proposed Auckland Unitary Plan Decisions version was updated on 19 August 2016 and became operative in part on 15 November 2016.

The AUPO outlines Auckland Council's responsibilities to managing both the '*use of land containing elevated levels of contaminants and the discharge of contaminants from land containing elevated levels of contaminants*'.

Rules relating to contaminated land are found in E30 Contaminated land, E11 Land disturbance – Regional and E12 Land disturbance - District. These rules are identified as having immediate legal effect, and their provisions need to be considered.

In particular E11.6.1 and E12.6.1 refer to the Accidental Discovery Rule, whereby if contaminants and/or odours are discovered during earthworks that earthworks must be ceased and the area secured. The Council should be notified and a suitably qualified and experienced person engaged to assess the site and provide information to Council. The area of concern must be assessed in accordance with E30 Contaminated Land and the NESCS standards.

Table E30.6.1.4.1 under Section E30 outlines the permitted activity soil acceptance criteria for 10 soil contaminants, whilst Table E30.6.1.4.2, outlines the background ranges of trace elements in Auckland Soils. These values have been used in this report when comparing results of soil samples. 

5.2.1 Potential Pathways of Contamination

Humans can be exposed to contaminants in soil by a variety of pathways. There are currently a limited potential number of pathways for contamination in relation to this site.

Primary Pathways:

1. Soil Contact – direct contact with soil, absorption through skin
2. Inhalation of dust – breathing in dust

Secondary Pathways:

3. Surface water – seepage into the soils below the site or stormwater runoff to drains and then the Waitemata Harbour.

Potential Receptors

1. Current occupiers at the site.
2. Future construction workers.
3. Future residential owners of the residential lots created on the sites.
4. Flora and fauna of the Waitemata Harbour
5. Recreational users of the Inner Reaches of the Waitemata Harbour.

5.3 NESCS Resource Consent

A resource consent under the NESCS regulations is required for any change of land use, land disturbance, or subdivision that occurs on land that has been identified as being potentially contaminated due to having an activity occur on the land that is identified on the HAIL.

A detailed contaminated site investigation (DCSI) involving sampling of these areas (which is a permitted activity providing it is carried out in accordance with NESCS Regulations 8 (2)) is required to establish whether the activity is a permitted activity, controlled activity or discretionary activity.

5.4 Preliminary Site Characterisation

The land is considered to be potentially contaminated under the NESCS regulations as shown in Figure 4 the conceptual site model. Several HAIL activities were identified (associated with storage of hazardous substances, and other land subject to accidental or intentional release of hazardous substances) and different areas of the site are potentially contaminated by various contaminants.

It is proposed to redevelop the site into a residential housing and other associated uses.

The land use is changing from carpark and limited recreational uses to residential dwellings and carparks and the land will be disturbed as it undergoes development/during this process. The

NESCS is applicable and further investigation is required to determine the extent and concentration of any potential contamination.

6. Conclusions

The PSI has shown that part of the site is subject to NESCS regulations as activities have been carried out that are listed on the NESCS HAIL list.

- The land has potentially been used for maintenance of boats where the soil may have potentially been contaminated by hydrocarbons associated with those activities.

It is recommended that soil sampling is undertaken of the soils on the site to determine whether any contaminants are present and whether the NESCS standards, AUPO permitted activity criteria or the Auckland Region background levels are exceeded.

The proposed development would trigger the NESCS on land subject to HAIL and require a consent from Auckland Council. A detailed site investigation involving sampling, is required to determine if the extent and concentration of any contaminants in the area subject to NESCS. There are 5 land use scenarios in the NESCS. The High-Density Residential scenario would apply to the future land use of the site.

7. Recommendations

- That a detailed contaminated site investigation (DCSI), involving soil sampling is carried out in accordance with NESCS regulations prior to any earthworks occurring in the area of the boat storage and maintenance area. This investigation is required to determine if the soil on the site has been contaminated by previous land uses and if so, what degree of remediation maybe or may not be required for the land.
- That a sampling analysis plan is prepared, and Auckland Council notified prior to carrying out any sampling required as part of a DCSI site investigation.
- That a consent under the NESCS regulations maybe required. Depending on the results of the soil testing this maybe a controlled activity consent or a discretionary activity consent.
- It is recommended that the NESCS High Density Residential land use scenario is used for the site when assessing the presence of contaminants in the soil.
- That in the future if any proposed changes to land use, or excavation, or soil disturbance greater than that permitted in NES Regulations 8 (3), is made to land identified as being subject to the NESCS, that a detailed site investigation is undertaken to determine whether a resource consent under the NESCS is required.

8. Discussion

Hazel – Hewitt & Associates Ltd have carried out a PSI as part of a resource consent application for a subdivision, and as required by a Section 92 request. Land disturbance (earthworks) will occur as the land is prepared for a new residential development.

The PSI has identified an area where there could be potential contamination. It is considered that approximately 10 sample locations should be selected in the area of the boat storage and maintenance facility (unpaved area) with sampling completed at surface (50-100mm depth) and deeper samples in the materials under the aggregate pavement. This would identify if the potential contamination is confined to the surface material or is potentially deeper.

9. Report Limitations

This Detailed Contaminated Site Investigation Report (CSI) has been written to the current standards for contaminated site assessments. Environmental science is still a developing field and this report is intended to document the information currently available and make opinions and judgements only based upon this.

This report was prepared on the dates and times as referenced to in the report and is based on the conditions encountered on the site and information reviewed during the time of preparation. Hazel-Hewitt and Associates Limited (HH) accepts no responsibility for any changes in site conditions or the information reviewed that have occurred after this period of time.

Given the limited scope of works, HH has only assessed the potential for contamination resulting on past and known uses of the site.

Environmental studies identify actual subsurface conditions only at the points where samples were taken and when they were taken. Actual conditions between sampling locations or differ from those inferred. The actual interface between material may be far more gradual or abrupt than an assessment indicated. Actual conditions in areas not sampled may differ from predicted. Nothing can be done to prevent the unanticipated and HH does not guarantee that contamination does not exist at the site.

The CSI has been written to help to assess the potential level of contamination on the site. Soil sampling was carried out in areas that potentially have the most likely level of contamination and were determined in the early investigative stage of this report.

The following are outside of our control and we do not accept any liability for these:

- Inaccuracies or omissions in the information used.
- This report does not present a legal opinion.
- Accuracy of information supplied by a third party.
- Use of the information by anybody except our clients and for the purpose that it was written.
- Changes to the guidelines and trigger values for contaminants.

10. References

- Auckland Council (2017) – Auckland Council GeoMaps GIS Viewer. <https://geomapspublic.aucklandcouncil.govt.nz/viewer/index.html>
- Auckland Council (2016) – *Auckland Unitary Plan Operative in Part*, Auckland, New Zealand.
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- Ministry for the Environment (2003) – *Contaminated Land Management Guidelines No. 5: Site Investigation and Analysis of Soils*. Ministry for the Environment, Wellington, New Zealand.

11. Acknowledgements & SQEP Certification of Report

This report has been produced by Hazel-Hewitt and Associates Limited, a member of Waste MINZ. Hazel-Hewitt and Associates Limited have over 20 years' experience in taking samples and reporting on contaminated sites.

Robin Stevenson B EngQ, MIQ, MIECA.
Nicola Robertson PG Dip Env Sci, BSc.

Robin N. Stevenson & Nicola Robertson

APPENDIX A





Figures



Figure 1: Location, Bayswater Marina
 Map Source: Auckland Council Geomaps, May 2021



Key

Proposed development site	
Boat yard	
Sheds/containers	
Refuelling station	

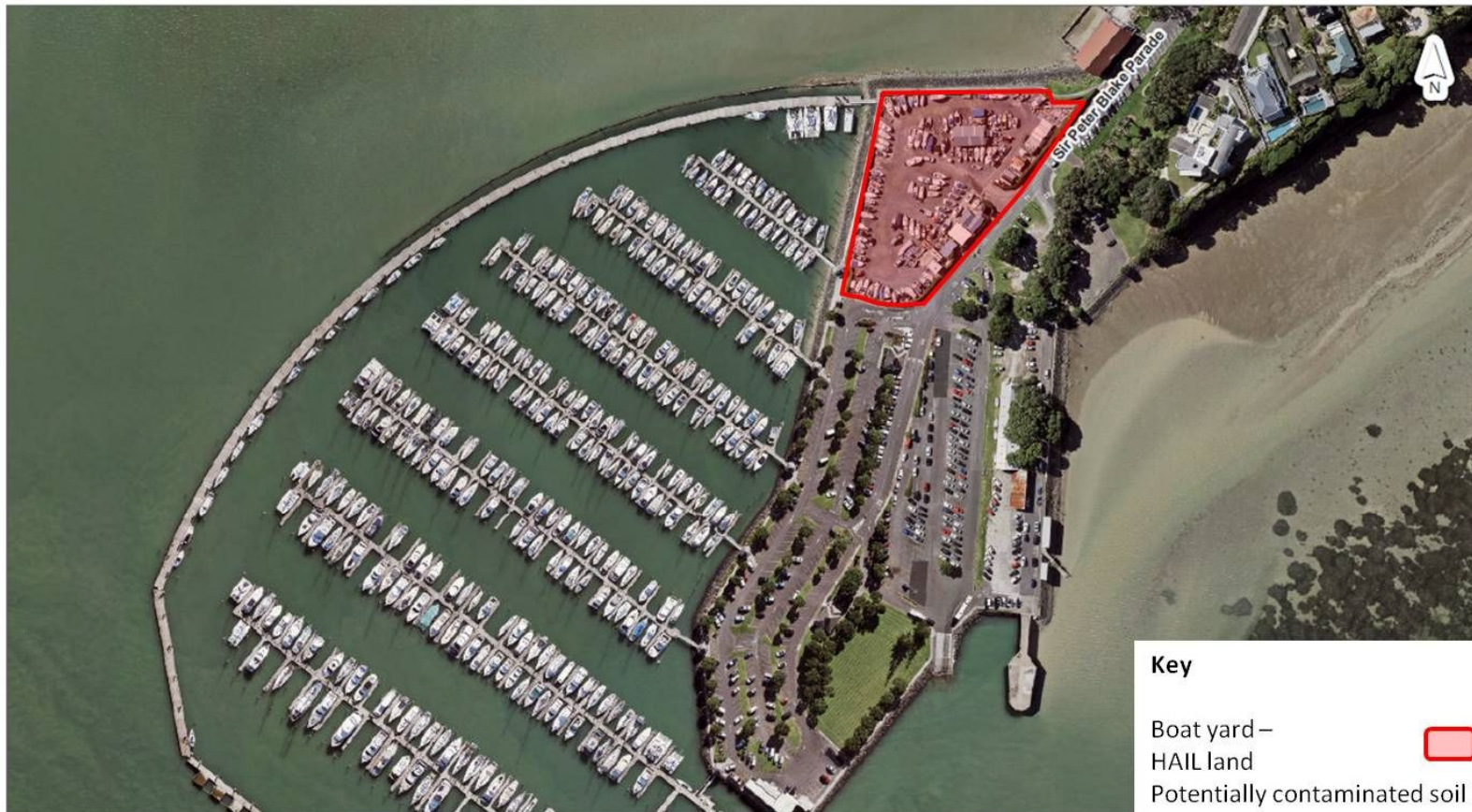
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Bayswater Marina Aerial Photo 2017

0 10 20 30
Meters
Scale @ A4
= 1:2,500
Date Printed:
18/05/2021



Figure 3: Current Site Layout - Bayswater Marina
Map Source: Auckland Council Geomaps, May 2021



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Bayswater Marina Aerial Photo 2017

0 10 20 30
Meters

Scale @ A4
= 1:2,500

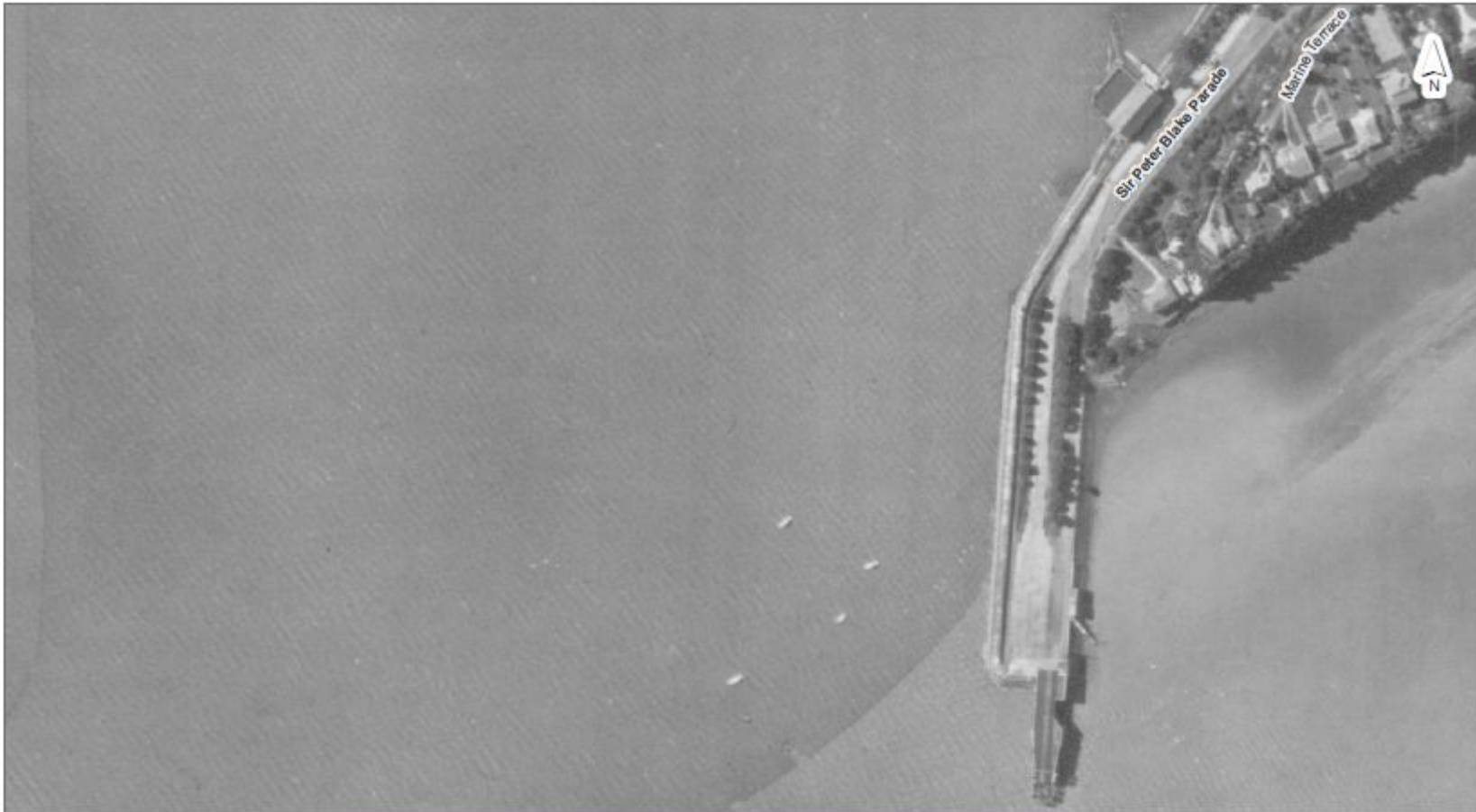
Date Printed:
18/05/2021



Figure 4: Preliminary Conceptual Site Model – Before Soil Sampling
Map Source: Auckland Council Geomaps, May 2021

APPENDIX B

Aerial Photos



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1959 Aerial Photo

0 10 20 30
 Meters
 Scale @ A4
 = 1:2,500
 Date Printed:
 21/05/2021





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Bayswater Marina Aerial Photo 1996

0 30 30
 Meters

Scale @ A4
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Bayswater Marina Aerial Photo 2001

0 10 20 30
 Metres

Scale @ A4
 = 1:2,500

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Bayswater Marina Aerial Photo 2006

0 10 20 30
 Meters

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 18/05/2021





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Bayswater Marina Aerial Photo 2017

0 10 20 30
 Metres
 Scale @ A4
 = 1:2,500
 Date Printed:
 18/05/2021



Empire Capital Ltd
 Preliminary Site Investigation
 May 2021



APPENDIX C Contaminated Enquiry

Site



18 May 2021

Hazel-Hewitt & Associates
6 Glenvar Close
AUCKLAND 0630
Attention: Robin Stevenson

Dear Robin

Site Contamination Enquiry – 21 Sir Peter Blake Parade, Bayswater

This letter is in response to your enquiry requesting available site contamination information within Auckland Council records for the above site. Please note this report does not constitute a site investigation report; such reports are required to be prepared by a (third-party) Suitably Qualified and Experienced Practitioner.

The following details are based on information available to the Contamination, Air & Noise Team in the Resource Consent Department. The details provided may be from former regional council information, as well as property information held by the former district/city councils. For completeness the relevant property file should also be requested to obtain all historical records and reports via 09 3010101 or online at:

<https://www.aucklandcouncil.govt.nz/buying-property/order-property-report/Pages/order-property-file.aspx>.

1. Hazardous Activities and Industries List (HAIL) Information

This list published by the Ministry for the Environment (MfE) comprises activities and industries that are considered likely to cause land contamination as a result of hazardous substance use, storage, and/or disposal.

Council's records indicate this site has possibly been subject to the following activities that fall within the HAIL:

- HAIL Item (F.5) – Port activities including dry docks or marine vessel maintenance facilities.
- HAIL Item (F.7) – Service stations including retail or commercial refuelling facilities.

Council's records indicate the northern portion of 21 Sir Peter Blake Parade, Bayswater, is utilised as a boat storage and servicing/maintenance facility. Additionally, records indicate there is a refuelling facility located at the marina, which may also be considered under HAIL item F.7.

While the site is reclaimed land, previous geotechnical reports indicate materials used included chert, basalt boulders, in-situ marine sediment, and Waitemata Group Formation bedrock. The top 1-2m consists of lime to stabilise the reclamation material. This material has been sourced from areas which are unlikely to be HAIL sites and therefore are unlikely to be potentially contaminated.

Please note:

- *If you are demolishing any building that may have asbestos containing materials (ACM) in it, you have obligations under the Health and Safety at Work (Asbestos) Regulations 2016 for the management and removal of asbestos, including the need to engage a Competent Asbestos Surveyor to confirm the presence or absence of any ACM.*
- *Paints used on external parts of properties up until the mid-1970's routinely contained lead, a poison and a persistent environmental pollutant. You are advised to ensure that soils affected*

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Empire Capital Ltd
Preliminary Site Investigation
May 2021

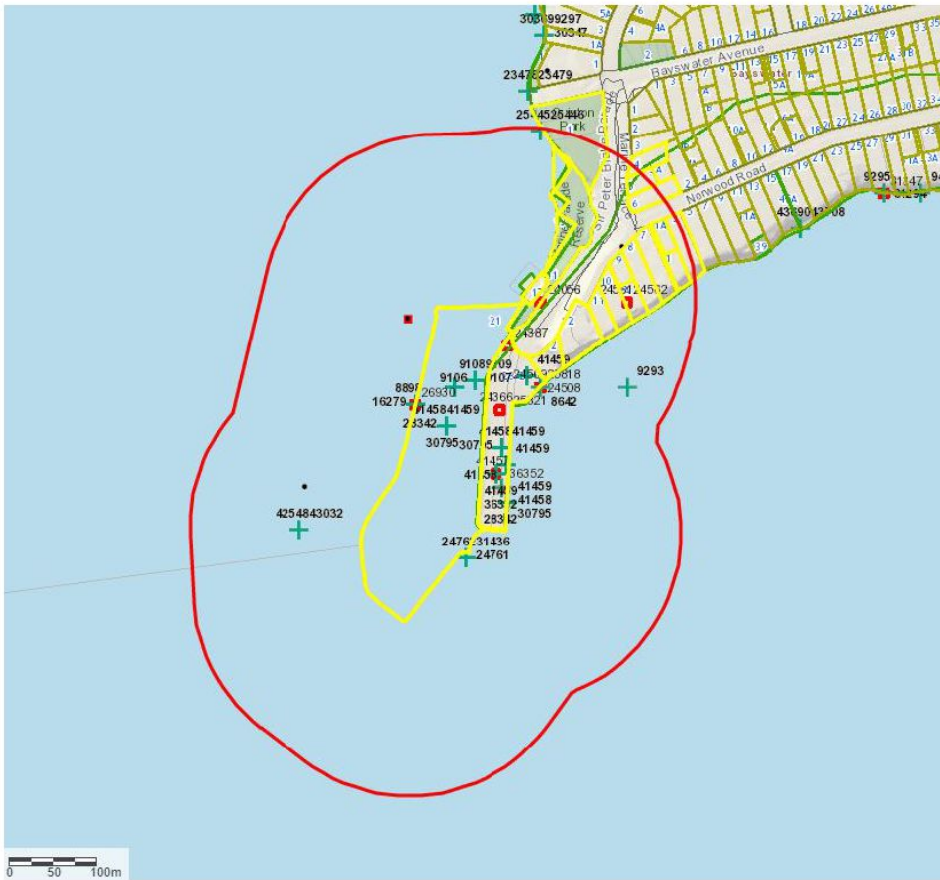


by old, peeling or flaking paint are assessed in relation to the proposed use of the property, including high risk use by young children.

2. Consents and Incidents Information (200m radius of the selected site)

The Council database was searched for records of the following activities within approximately 200 metres of the site:

- Pollution Incidents (including air discharges, oil or diesel spills)
- Bores
- Contaminated site and air discharges, and industrial trade process consents
- Closed Landfills
- Air quality permitted activities



Legend:

- | | |
|----------------------------|--|
| All Consents + | Closed Landfill (Auckland Council owned) □ |
| All Applications ■ | Closed Landfill (Privately owned) ■ |
| All Permitted Activities * | |
| All Bores ★ | |

Relevant details of any pollution incidents and consents are appended to this letter (Attachment A). Please refer to the column titled 'Property Address' on the spreadsheet to aid in identifying corresponding data on the map.

While the Auckland Council has carried out the above search using its best practical endeavours, it does not warrant its completeness or accuracy and disclaims any responsibility or liability in respect of the information. If you or any other person wishes to act or to rely on this information, or make any financial commitment based upon it, it is recommended that you seek appropriate technical and/or professional advice.

If you wish to clarify anything in this letter that relates to this site, please contact contaminatedsites@aucklandcouncil.govt.nz. Any follow up requests for information on other sites must go through the online order process.

Should you wish to request any of the files referenced above and/or listed in the attached spreadsheet for viewing, please contact the Auckland Council Call Centre on 301 0101 and note you are requesting former Auckland Regional Council records (the records department requires three working days' notice to ensure the files will be available).

Please note Auckland Council cost recovers officer's time for all site enquiries. As such an invoice for \$128 for the time involved in this enquiry will follow shortly.

Yours Sincerely,

**Contamination, Air and Noise Team
Specialist Unit | Resource Consents
Auckland Council**

