REPORT

Tonkin+Taylor

Downtown Carpark Redevelopment - 2 Lower Hobson Street

Preliminary Site Investigation Report

Prepared for
Precinct Properties NZ Limited
Prepared by
Tonkin & Taylor Ltd
Date
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9 June 2023	1	Draft Contaminated Land PSI for client/planner review	T. Brown	L. Phuah	P. Millar
08 Sept 2023	2	Contaminated Land PSI for resource consent issue.	T. Brown	L. Phuah	P. Millar
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Distribution:

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1 Introduction

Tonkin & Taylor Ltd. (T+T) has been engaged by Precinct Properties NZ Limited (PPL) to undertake a desktop review for its proposed development, located at 2 Lower Hobson Street, Auckland (herein referred to as "the site"). The site location is presented in Figure 1.1.

This report has been prepared in general accordance with the requirements for a Preliminary Site Investigation (PSI) referred to in the NES Soil regulations[1] (NESCS), and as outlined in the Ministry for the Environment (MfE) Contaminated Land Management Guidelines[2] (MfE CLMG).

The persons undertaking, managing, reviewing and certifying this investigation are suitably qualified and experienced practitioners (SQEP), as required by the NESCS and defined in the NES Soil Users' Guide (April 2012).

This PSI report has been undertaken in accordance with our proposal[3] dated 14 February 2023.

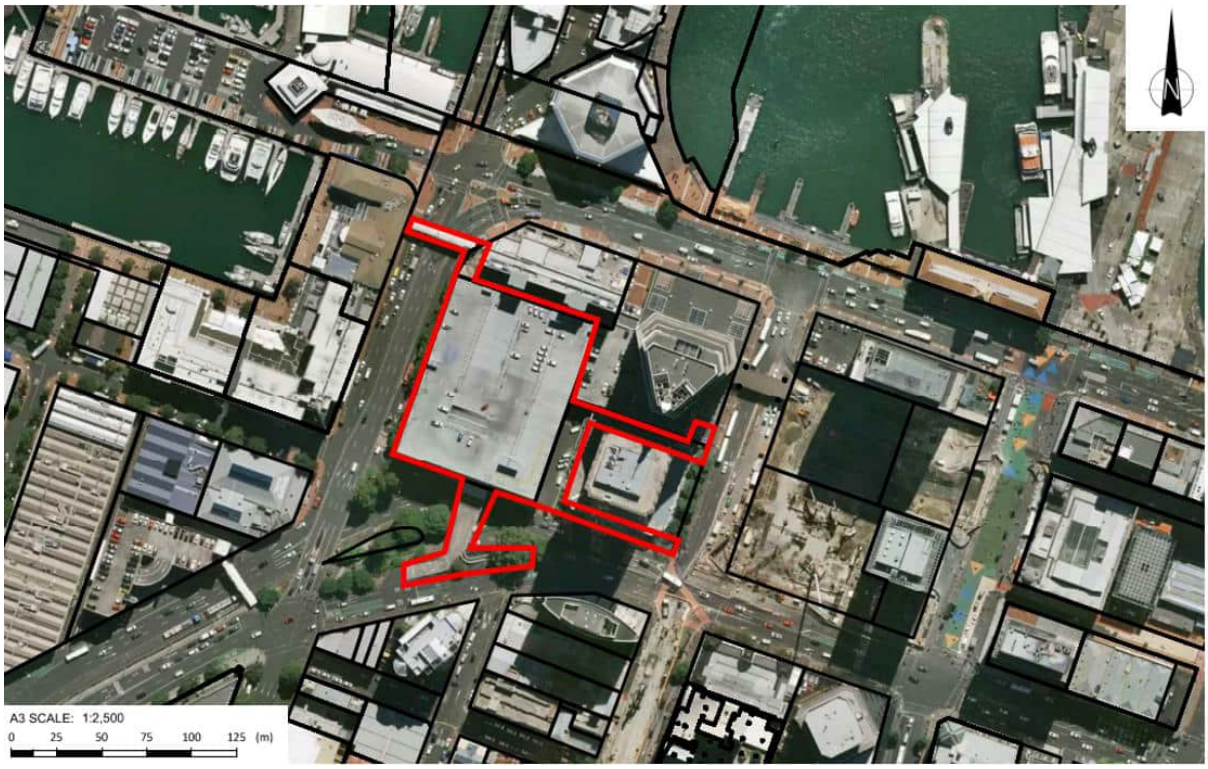


Figure 1.1: Site location shown in red outline (Basemap Source: LINZ Creative Commons Atribution 3.0 New Zealand)

1.1 Background

The site is on land reclaimed which has occurred in stages, with minor reclamation completed circa 1850 and major reclamation between the 1850s through to the 1920s by the Auckland Harbour Board. The reclamation fill comprises both materials cut from nearby, materials dumped from unknown imported sources and dredged materials. Old harbour records identify the location of the graving dock that extended over the north eastern to south western corners of the site. According

[1] Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.
[2] Ministry for the Environment, updated 2011, Contaminated land management guidelines No. 1: *Reporting on Contaminated Sites in New Zealand*.
[3] T+T LOE, 14 February 2023. *"Downtown Carpark Redevelopment – Geotechnical and Environmental Engineering/Civil and Infrastructure Services"*, Job number 1016043.

to council records, the graving dock was infilled in 1923, prior to the reclamation of Quay Street (between Princess Wharf and the site). Since the 1940's the site has been used for commercial purposes and since the 1970's the site has been used as a carpark.

The proposed development includes the demolition of the existing downtown carpark building (together with the Lower Hobson Street pedestrian bridge and Customs Street West vehicle ramp located within part of the road reserve) and redevelopment of the site to provide for a mixed-use precinct providing for commercial, residential, retail, food and beverage and civic uses. The redevelopment involves three podium buildings, two towers and six levels of shared basement, including new public spaces and a new laneway network to provide connectivity within the city centre. In addition, the proposed development involves modifications to the podia of existing adjacent buildings (HSBC and AON) to facilitate the new laneway network. Figure 2.1 presents the extent of the physical works area, presented by the solid and dashed orange lines.

1.2 Objective and scope

To achieve the objective of this PSI, the scope of work comprised the following:

- Review of Auckland Council property file for the site obtained in 2015 for the site;
- Review of the Auckland Councils contamination records obtained in May 2023;
- Review of historical aerial photography from Auckland Council GeoMaps, Retrolens and Google Earth Pro;
- Review of available archaeological information for the area to understand reclamation of the city centre in the late 19th Century;
- Review of readily available databases undertaken on this and adjacent sites, and readily available published geological information; and
- Preparation of this report, which documents our findings and comments on the potential for contamination at the site, in context of the proposed development including potential resource consent implications regarding contamination. This report has been prepared in general accordance with the requirements of a PSI under the NESCS.

2 Site description

2.1 Site identification

The site is located at 2 Lower Hobson Street and occupies the corner of Lower Hobson Street and Customs Street West. The site is relatively flat and fully occupied by the Downtown Carpark building. Directly to the north of the site boundary is the M Social Hotel (M Social) which has a sub-lease for the basement of the Downtown Carpark. Directly to the east are the AMP Centre building and the HSBC tower building, both sites owned by PPL. The wider block of land incorporating M Social, the AMP centre and HSBC tower and the site are bound by Lower Hobson Street to the west, Quay Street to the north, Custom Street West to the south and Lower Albert Street to the east.

Information about the property is included in Table 2.1 and the site area is presented in Figure 2.1.

Table 2.1: Site identification

Street address	2 Lower Hobson Street, Auckland Central
Legal description	Lot 9 DP 60151 (Downtown Carpark) Shared access areas with Lot 7 DP 77037, Lot 5 DP 63972 and Lot 1 DP 78340, and Lot 8 DP 60151
Site owner	Auckland Council Leaseholds held at the site: • Auckland Council (above ground level) and sub-tenancies (Monsoon Poon, Pointers and Commercial Bay valet services) • M Social Hotel (Basement DP 73049) Shared access areas: • PPL (Lot 7 DP 77037, Lot 5 DP 63972 and Lot 1 DP 78340) • M Social Hotel (Lot 8 DP 60151)
Site area (Hectares)	Lot 9 DP 60151: 0.6442 Ha (6,442 m^2) Orange dashed and solid lines: Approximately 0.93 Ha (9,300 m^2)
Zoning	Business – City Centre Zone

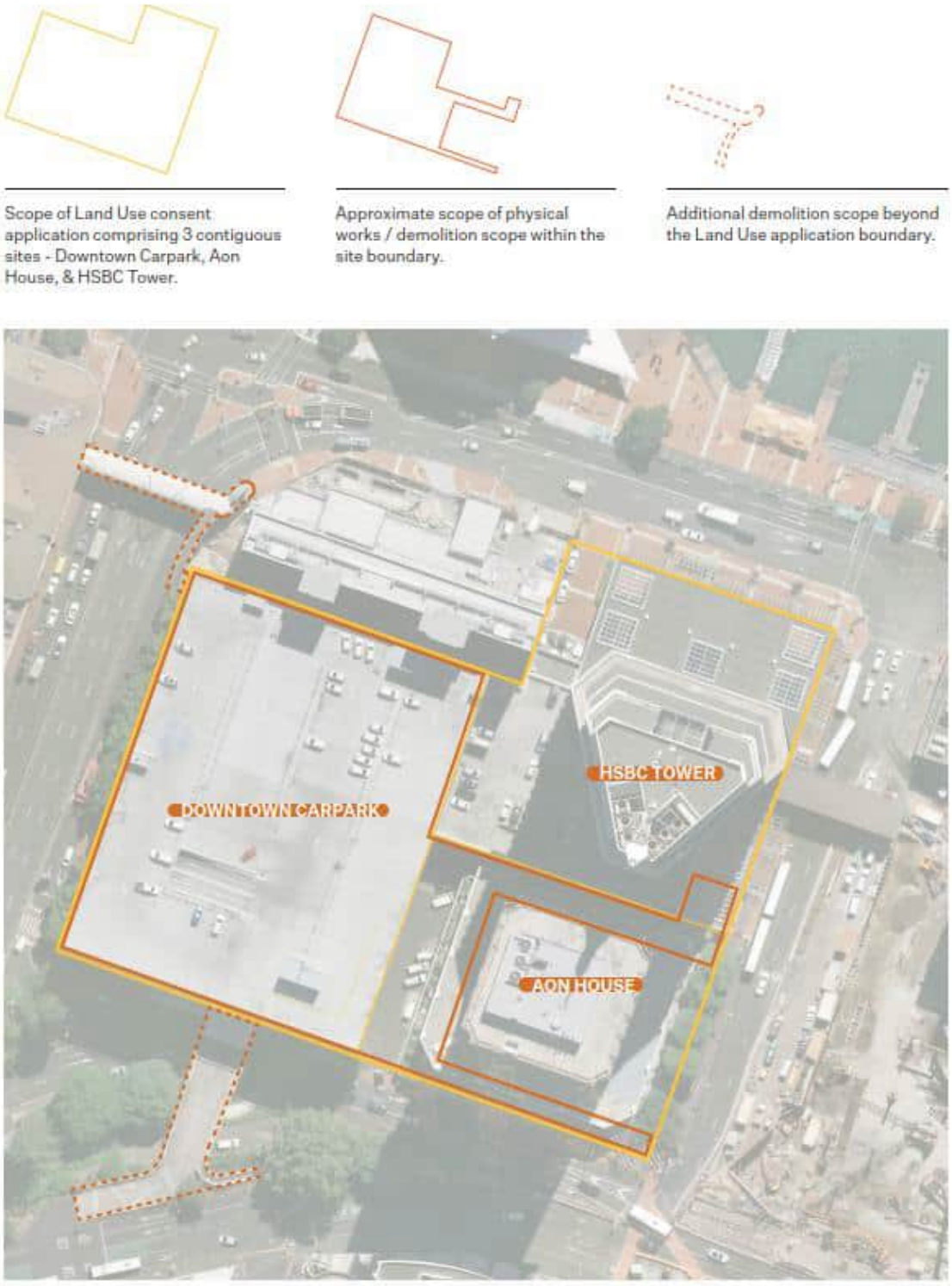


Figure 2.1: Site location and extent of physical works shown in solid orange outline (Source: WAM –Pumanawa Downtown West Architectuaure & Landscape Report, July 2024)

2.2 Geology

2.2.1 Published geology

The old relict sea cliffs of the Waitemata Harbour are located immediately on the south side of Custom Street West. A wave cut platform extended over much of the site and the area has been subject to reclamation in the period 1860 – 1920. The reclamation fill has multiple sources including material excavated from local ridges, dredging and demolition materials. The reclamation fill is underlain by a thin layer of recent marine sediments and Pleistocene sediments of the Tauranga Group[4]. The recent marine sediments consist predominantly of firm to stiff sandy silt with significant amount of organic matter. The Pleistocene sediments consist predominantly of stiff silts with some organic matter.

Beneath the sediments, East Coast Bays Formation (ECBF), part of the local basement Waitemata Group rocks, underlies much of the Urban Auckland area and consists predominantly of an alternating sequence of siltstone and lithic sandstone. A relatively thin layer (<2 m) of extremely weathered material mantles the unweathered rock. The total thickness of this group is inferred to be greater than 300 m.

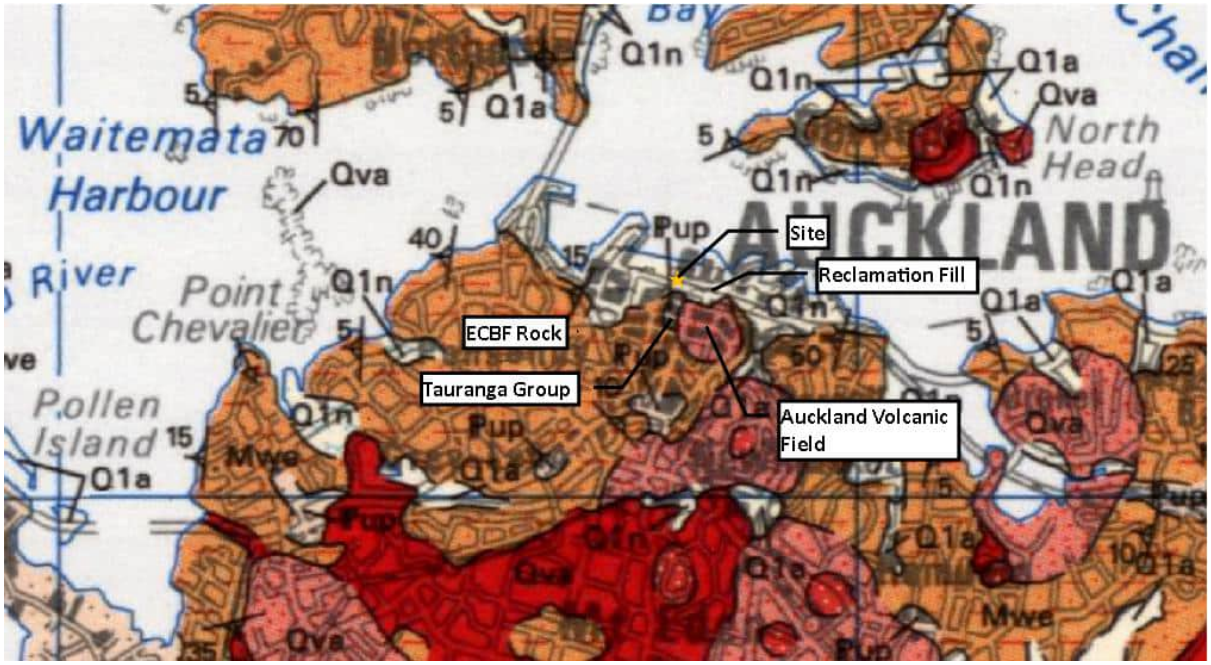


Figure 2.2: Published Geological Map (Source: Edbrooke, 2001)

2.2.2 Site specific geological model

Based on a review of historical geotechnical data[5], the interpreted ground conditions underlying the site are anticipated to typically comprise:

- Reclamation Fill:
  - Reclamation filling was undertaken in stages over the period 1878-1925, see Section 3.1 below for further detail. Materials are likely to comprise both locally sourced and imported fill materials, dredged materials and hydraulic fill together with debris from

[4] Edbrooke, S.W. (complier), 2001. Geology of the Auckland Area, Institute of Geological & Nuclear Sciences 1:250,000 Map 3.
[5] T+T, June 2020, Downtown Carpark Site Redevelopment – Geotechnical Concept Design Report, prepared for PPL, T+T ref. 1016043.1000

earlier construction of seawalls and structures. The available records from boreholes within the site indicate that variable gravels, sands and soft to very stiff silts and clays will be encountered within the fill layers, with occasional basalt boulders, organics, timber, brick, porcelain, and other rubble.

- Tauranga Group sediments (Takanini Formation):
  - Tauranga Group sediments include recent marine "muds" typically comprising soft to stiff sandy silts and clays with significant organic content; and underlying Pleistocene-era alluvial sediments typically comprising soft to stiff pumiceous clays, silts and sands with some organic layers.
- Waitemata Group rock (East Coast Bays Formation):
  - Within the Auckland CBD, typically comprises interbedded very weak to weak siltstone and sandstone. This unit often shows a well-developed weathering profile consisting on sands, silts and clays depending on the original parent lithology. The weathering profile in the top of the rock at the site has been affected by the historic coastal erosion processes in this area. The pre-European shoreline at the Downtown Carpark site is more or less along the boundary with Customs Street, and as a result the rock in this area is highly variable, because of the presence of wave cut platforms, and possible caves and small cliffs or other steep rock interfaces.

The subsurface conditions have been inferred from ground investigation data that are available in databases (T+T and New Zealand Geotechnical Database (NZGD))[5] for the site and the areas immediately adjacent to the site. The subsoil conditions at the site are planned to be confirmed via geotechnical site investigations during detailed design and/or post demolition of the current car park structure.

Table 2.2 summarises the anticipated geological units below the site based on T+T's geotechnical reporting to date.

Table 2.2: Summary of subsurface conditions at Downtown Carpark site

Unit no.	Geological unit	Typical depth to top of unit (m below existing ground level)	Layer Thickness (m)
1	Reclamation Fill	0 m	4 – 9 m
2	Recent marine sediments (Takanini Formation)	4 – 9 m	0 – 4 m
	Pleistocene Alluvium (Takanini Formation)	7 – 9 m	0 – 8 m
3	Waitemata Group (East Coast Bays Formation)	5 – 11 m	undefined

2.3 Hydrogeology and hydrology

Groundwater is expected to be between 2.5 and 4 m below ground level and within the reclamation fill. The groundwater level is expected to rise slightly above sea level towards Customs Street West, with levels rising to approximately 1.4 m RL[5]. The groundwater in this area is governed by the presence of the Waitemata Harbour and fluctuates with tidal changes. However, tidal fluctuations based on previous monitoring in the surrounding area indicate negligible fluctuations (100-200 mm).

It is considered that rainfall events have a negligible effect on the groundwater level but flows within fill material and stormwater pipes may locally affect groundwater levels.

3 Historical review

Historical information relating to the site has been collected from a variety of sources including the Auckland Council property file, site contamination enquiry, historic aerial photographs, archaeological assessments, and T+T project archives. This history focuses on on-site activities, except for the aerial photograph review where comments are also provided on readily observable surrounding land use. The information reviewed is summarised in the following sections.

3.1 Archaeological information

Reclamation to provide additional land, in addition to deeper harbours, was a central part of the early vision for Auckland. Figure 3.1 shows the original coastline relative to the subject site.

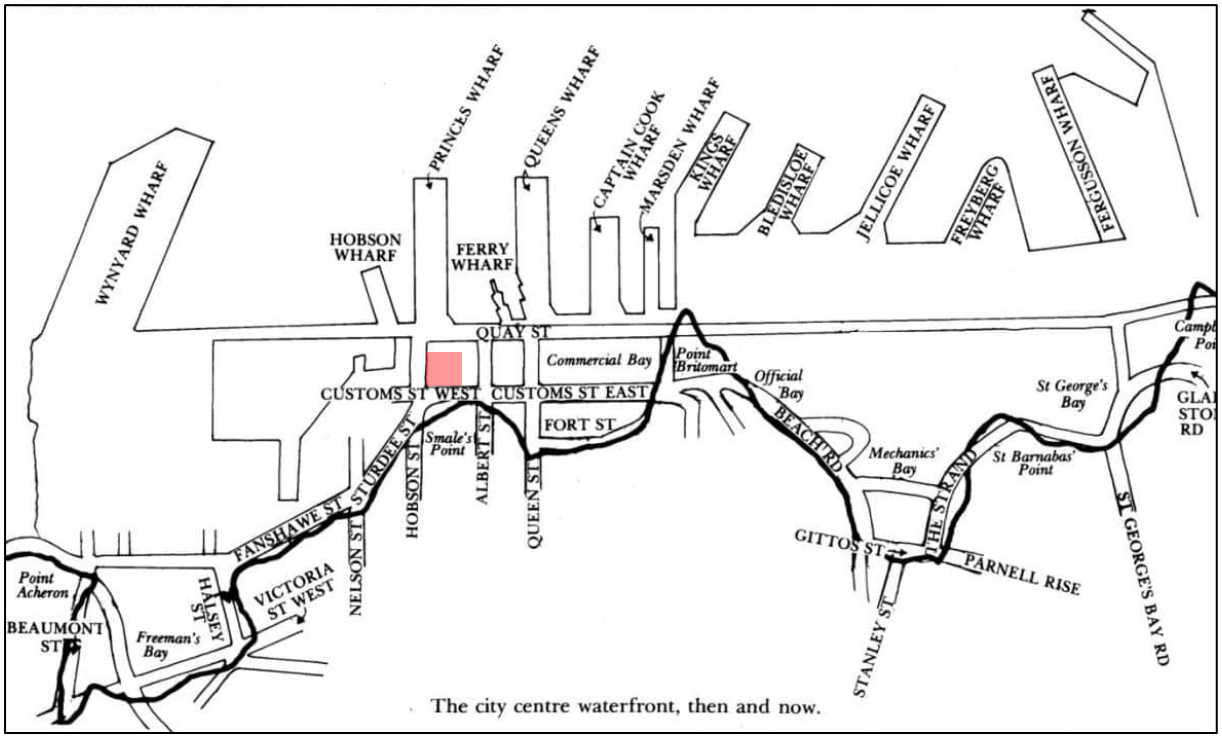


Figure 3.1: Reclamation and historic features in project area (from Barnett, 1981[6])

Archaeological assessments completed by Clough & Associates[7],[8, 9] provide detailed accounts of the history of Auckland CBD, including the process of reclamation. The key findings, where relevant to ground contamination issues, are summarised below:

- Reclamation has been carried out in minor ways since the 1850s, with the first major reclamation to infill the area between Fort Street and Custom Street East starting in 1859. The process of construction involved creation of a seawall along what is now Customs Street East, with the use of material from Smales Point (the western headland) to provide fill.

[6] Barnett, S. 1981. A Picture Book of Old Auckland. Auckland: Benton Ross Ltd.
[7] Clough & Associates Ltd (2012), Key Historical Themes in the Development of the CBD Waterfront. Report prepared for Auckland Council.
[8] Clough & Associates Ltd (2024), Downtown Carpark Redevelopment, Auckland: Archaeological Assessment. Report prepared for Precinct Properties Ltd, dated July 2024.
[9] Clough & Associates Ltd (2018), Quay Street Seawall Upgrade Princes Wharf Section: Archaeological Assessment. Report prepared for Auckland Transport, dated April 2018.

- Throughout the 1870s, and early 1880s, a basalt sea wall along present day Quay Street was constructed. Point Britomart was demolished, with manual labour (including horse drawn carts) used to move the excess materials to points of ongoing reclamation. Dredging waste and rubbish were also noted to be used as infill.
- Throughout the 1870s-1900 existing wharves were removed and drains constructed throughout the reclamations. Commercial/industrial buildings were constructed once the infill had stabilised, and the reclamation was complete. The site extends over an old graving dock which was backfilled and the area above developed in the early 1900's.
- The site itself was reclaimed in stages, starting with the graving dock. The north-western area of the site was infilled secondly and then finally the dock. Figure 3.2 provides an overview of the Port of Auckland's Reclamation Plan, a 1890 photograph of the site and an annotated close up of the sites filling history.

3.2 Historical aerial photographs

Historical aerial photographs from the Auckland Council GeoMaps and Retrolens (as shown in Appendix B Table 1) have been reviewed. Relevant features of the site and surrounding land are summarised from each aerial photograph in Appendix B Table 1. A high-level summary of the key features and/or site changes are summarised below:

- The site was largely vacant in the 1940s, with grass or gravel coverage. Sturdee Street divides the site in a south-west to north-east alignment forming two triangular land parcels. The south-eastern triangular corner is occupied by a commercial building.
- A large warehouse occupies the majority of the site in the 1950s and this remains unchanged until the early 1970s.
- The existing structure has been removed/demolished and a new multi-storey structure with visible car park spaces on the roof occupies the site. Sturdee Street no longer exists, and the wider block of land is being developed/redeveloped in 1972.
- The site remains unchanged from the 1970s. The surrounding land has undergone development including the PwC building, the AMP tower and M Social.

3.3 Council property file review

The Auckland Council property file for the site was obtained on 26 March 2015. There have been no other significant changes on the site since 2015. The following information, relevant to potential ground contamination, was identified during review of the property file, excerpts are provided as Appendix C:

- An undated plan hand annotated with dates from 1911 and 1912 show a "dock" covers most of the site. This is consistent with Ports of Auckland records and early photographs of Auckland City T+T has obtained for other projects which indicate that a boat graving dock (dry dock) was originally constructed at the site in the 1870s. The graving dock was subsequently infilled, prior to the reclamation of Quay Street (between Princess Wharf and the site) in 1923;
- Plans dated from 1911 through 1947 show that a 3 level "warehousing" building occupied the south-eastern corner of the site, to the south of the graving dock and Sturdee Street, during this period;
- Plans dated 1968 show the proposed development of a "Car Parking Station" for Auckland City Council. The building includes 8 levels of parking, including the basement and roof levels, with a "service station" shown to occupy the south-western corner of the ground floor;
- Plans dated 1970 prepared for Shell Oil New Zealand Limited show the general layout of the "Downtown Service Station" within the "Downtown Parking Building";

- Correspondence dated 1973 and 1975 refer to the transfer of the service station operations from “Dock Site Service Centre Ltd.” to “Paine Services Ltd.” with the addition of a rental vehicle operation, including “a limited amount of servicing of rental vehicles”;
- A dangerous goods license dated 1996 refers to the removal of 2 underground tanks, of 13,000 and 18,000 litre capacities, from a site occupied by “Downtown Auto Services”. The site is noted as being used as “Service station” with the future use proposed to be a “Garage”; and
- Subsequent records relate to:
  - Alterations to the former service station/garage area for occupation by various restaurant and bars;
  - A barbers shop is noted as occupying a tenancy within the wider site; and
  - Various alterations and improvements, including the addition of two floors, to the car parking facilities.

3.4 Contamination enquiry

The contamination enquiry was received from Auckland Council on the 19 May 2023. The information provided is included in Appendix D and summarised below:

- Auckland Council have identified three potential HAILs:
  - F4 Motor Vehicle Workshop. A consent was issued in 2001 for a workshop within the carpark facility.
  - F7 Service stations including retail or commercial refuelling facilities. Plans from 1973 indicate a service station on site with underground fuel tanks and a car wash service. Further Council record show that three underground tanks were removed in 1996.
  - G3 Landfill sites. Plans from 1908 on record indicate the site was used for port docking and was subject to landfilling as part of reclamation.
- Within a 300 m radius of the site, there are:
  - Twenty-two HAIL activities. The HAIL sites are shown in the plan provided by Auckland Council in Appendix D, however, the classification of HAIL is not known.
  - There are ten bores, with an additional five proposed on Customs Steet West. The bores constructed are predominantly for groundwater level monitoring and geochemistry investigations.
  - Thirty-four pollution incidents have occurred, these largely relate to spills, sewage issues and discharges to the stormwater network. Eight of these incidents where above 10 litres. No spill incidents were tagged for the site.
  - There are 39 issued resource consents. These predominantly relate the nearby developments for the City Rail Link (CRL), PwC Tower, Quay Street and wharf activities, Britomart Station for diversion and discharge of groundwater and discharges to air for the CRL project.

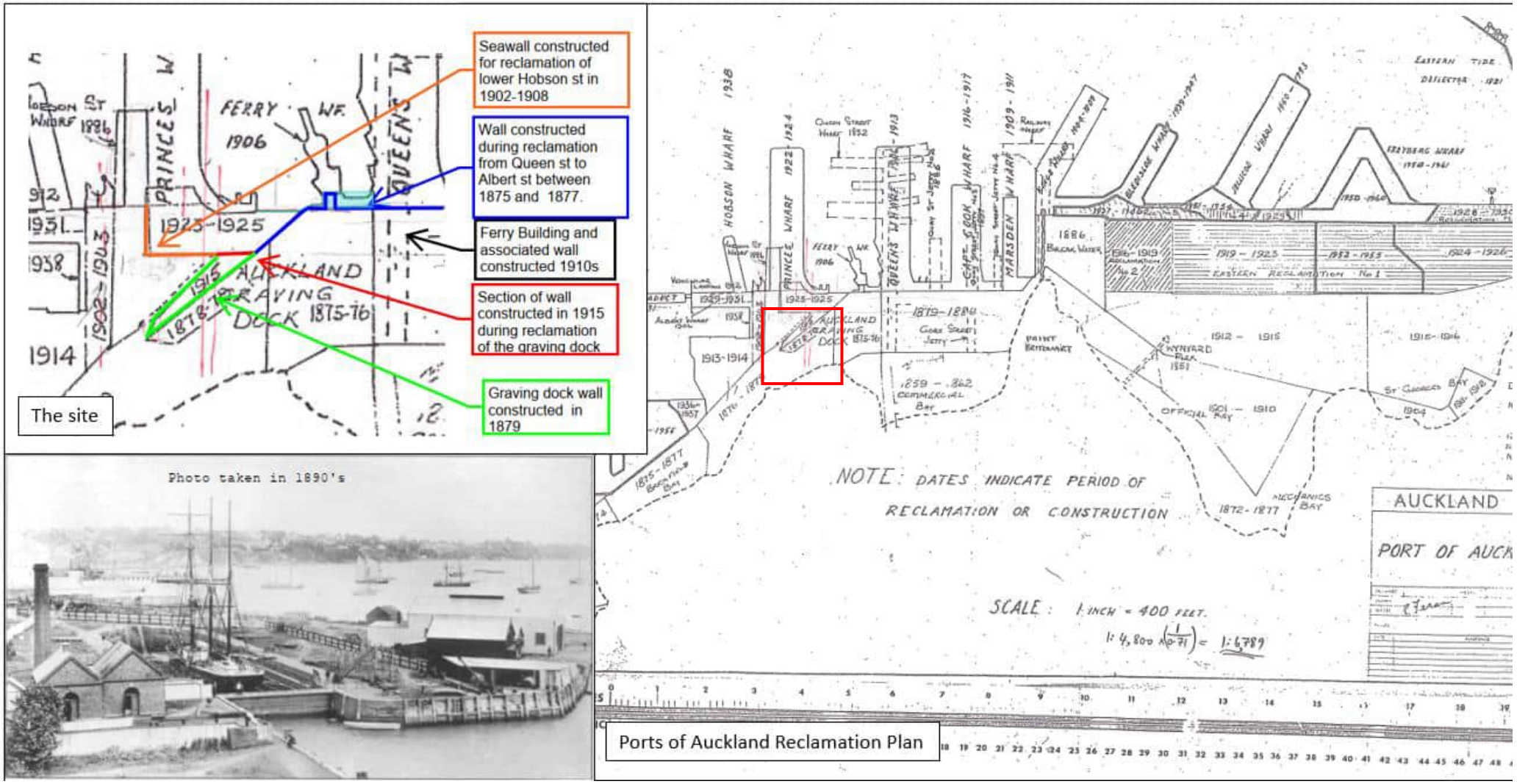


Figure 3.2: Ports of Auckland Reclamation Plan and photograph of the site in the 1890's (source: Cloughs Associates Archeological Assessment)

4 Review of surrounding data

4.1.1 Summary of contamination in the surrounding area

T+T has undertaken numerous geotechnical and ground contamination related projects in the vicinity of the subject site since the late 1990s. The sites which ground contamination investigations have been undertaken include the PwC Tower redevelopment, Quay Street seawall and street enhancement projects, M Social Hotel, Tepid Baths, City Rail Link project and the former Precinct Downton shopping centre in Commercial Bay.

In summary the previous assessments identified the presence of reclamation fill, including demolition fill, and occasionally gasworks wastes in the wider reclamation area, as the potential sources of contamination common to the majority of the above-mentioned sites. In addition, activities including the operation of transformers in various buildings, storage of fuels (typically for backup electricity generation purposes), vehicle maintenance and vehicle parking operations (including the bus depot/transport centre) were identified as being potential sources of contamination associated with activities conducted in specific sites surrounding the current site.

Quantitative ground contamination related information from T+T site investigations on PPL's surrounding sites are summarised in Table 4.1.

Table 4.1: Summary of quantitative information derived from previous investigations

Project	Potential contaminants tested	No. of locations sampled	Summary of analytical results
PwC Tower (188 Quay Street)	Metals, total petroleum hydrocarbons (TPH)	6 (14 samples)	• Reclamation fill sampled reported low to non-detect concentrations of TPH and metals; • Minor TPH contamination was found to be associated with site activities; and • No environmental or human health issues were raised by review against relevant acceptance criteria.
Commercial Bay (5 and 7 Queen Street and immediate surrounds)	Metals, PAHs, TPH and asbestos	20 (32 samples)	• Reclamation fill sampled generally reported low concentrations of metals and PAHs; • Minor asbestos contamination was found to be associated with a localised area of brick/rubble; • ECBF materials were generally found to be uncontaminated; and • 2 samples reported concentrations of lead and exceeding the environmental acceptance criteria but no significant environmental or human health issues were raised by review against relevant acceptance criteria.

4.2 Overall summary of findings

Based on the contamination site investigations undertaken by T+T in the surrounding area, the following contamination relationships are expected to exist in the project area:

- Reclamation fill was generally found to contain low concentrations of metals and PAHs which, typically comply with the relevant acceptance criteria for the protection of both human health and the environment.
- Fill containing industrial and demolition wastes, when encountered, has been found to contain elevated concentrations of metals and PAHs, and in some cases included TPH and/or the presence of asbestos. However, excluding localised impacts, these are only rarely reported to exceed the relevant acceptance criteria for the protection of human health.
- Asbestos was only detected occasionally in superficial fill and was generally associated with demolition materials and/or current or previous underground structures (formwork, services lines etc.).
- Where tested the underlying natural soils derived from Tauranga Group and ECBF rocks are generally found to yield concentrations within natural background ranges, i.e. were uncontaminated.
- Groundwater samples collected recently (circa 2019) to west of the current site typically reported concentrations of contaminants that complied with the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC) Guidelines for the protection of aquatic ecosystems, at the 80% level of protection. The occasional exceedances of these criteria were considered unlikely to present a significant risk to the environment given the dilution available within the receiving environment (harbour).

5 Potential for contamination

The historical review indicates that the site surrounds were reclaimed from the harbour in the late 1800s and have since been used for a wide range of commercial purposes. A dry dock continued to operate at the site until the 1920s, when it was infilled. During the operation of the dry dock, the site and surrounding area largely had workshops, dock pump houses without associated piping system present for the graving dock. It is unclear whether all the below ground structures have been removed as part of the old dockyard activities. The area occupied by the dry dock (northern portion of the site) appears to have remained vacant until a large commercial building was constructed on it in the 1940s. Generally, in recent history, the site and surrounding area have been used for retail and office site uses.

This assessment has identified that activities included on the Ministry for the Environment's Hazardous Activities and Industries List (HAIL) were undertaken (or are likely to have been) at several locations within the site. The activities, potential contaminants and an assessment of the likelihood, potential magnitude and possible extent of contamination are presented in Table 5.1.

Table 5.1: Potential for contamination

Land use/activity	Potential contaminants	MfE HAIL category Magnitude and possible extent of contamination
Reclamation fill containing industrial wastes (i.e. incinerator ash, gasworks wastes) placed in the late 19th century	Dependant on the source of the fill but metals, PAHs, cyanide and asbestos are common	**Activity I – Intentional or accidental release of a hazardous substances in sufficient quantity that it could be a risk to human health or the environment** Reclamation fill is likely to be present beneath the entire site but the occurrence of industrial wastes is likely to be more localised and limited to the upper 5 m or so.
Motor vehicle refuelling (service station) and repairs (garage)	Fuel and oil range hydrocarbons, including TPH, benzene, ethylbenzene, toluene, xylenes (BTEX) and PAHs, and metals (leaded fuels and as contaminants in waste oil)	**Activity F4 - Motor vehicle workshops; and** **Activity F7 - Service stations** If leaks from the fuel storage or waste handling systems have occurred there is a potential for petroleum hydrocarbon contamination of both soil and groundwater to occur. The fuel storage systems were removed at a time when sampling was not routinely conducted so the extent of any residual contamination cannot be confirmed. The potential presence of volatile contamination may mean that vapour controls are required for any new structures proposed at the site. Given the source was removed some 20 years ago, the likelihood of significant volatile contamination being present is low. Additionally, contaminated soil is expected to be excavated and removed for the basement construction.

Land use/activity	Potential contaminants	MfE HAIL category Magnitude and possible extent of contamination
Former port activities	Metals, hydrocarbons associated with fuels	**Activity F5 – Port activities including dry docks or marine vessel maintenance facilities** Wharf operations have been in place adjacent to the site since the start of the 20th Century. Some of these operations, including a former dry dock and dock yard pump house, extended into the site prior to reclamation occurring. However, impacts, if any, are now unlikely to be indistinguishable from subsequent reclamation filling. During pre-works investigations the area around the old pump house and former dry dock is proposed to be targeted to confirm contamination assumptions.
Asbestos containing materials (ACM)	The various forms of asbestos as free fibres	**Potential Activity I - Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment** Buildings were constructed at the site during the period when use of ACM was common. However, asbestos is unlikely to have entered the ground as the ACM is most likely to have been contained within the building envelope. Potential ground contamination effects should be able to be mitigated by appropriate handling and removal during future building works.

6 Preliminary conceptual site model

A conceptual model as defined by the Ministry for the Environment in the contaminated land management guidelines[10], sets out known and potential sources of contamination, potential exposure pathways, and potential receptors. For there to be risk from contamination on the site there has to be a contamination **source** and a mechanism (**pathway**) for contamination to affect human health or the environment (**receptor**).

Based on currently available information, we anticipate the underlying reclamation fill will be the main **source** of contamination. The fill varies in depth from 0 and 9 m below surface, with estimated thicknesses of 4-9 m. Generally, previous testing of similar reclamation fill in the area show low levels of heavy metal and hydrocarbon contamination present which is below human health and environmental criteria. However, where demolition and/or construction fill is encountered, surrounding sites have detected isolated hotspots of elevated concentrations of metals and PAHs, and in some cases included TPH and/or the presence of asbestos above environmental criteria and in isolated instances above human health criteria. Cyanide is also typically encountered in fill at depth (> 3.0 m below ground level) above laboratory limits of detection but below relevant human health and environmental criteria.

The former service station and motor vehicle workshop may have impacted reclamation fill/fill material in the south-western corner of the site and residual hydrocarbon product, if present, may presents a vapour risk. As the reclamation fill will be removed during site development, we anticipate the pathway is generally incomplete for end users, but we cannot at this stage rule the risk out as no site-specific soil sampling has been undertaken to quantify the risk. As such we have conservatively assumed a low risk is present during development. Further investigation is required in this area of the site to confirm the risk presented from potential vapours and/or vapour intrusion.

Limited groundwater sampling circa 2019 indicates discharges are anticipated to meet with the ANZECC 80% trigger levels for the protection of the marine environment, however, the occasional exceedance is anticipated. The occasional exceedances of these criteria in 2019 were considered unlikely to present a significant risk to the environment given the dilution available within the receiving environment (harbour). Construction management measures will be in place during the works to control and manage discharges.

Receptors of contamination from the fill material and groundwater may include:

i People – site workers, adjacent site workers, disposal site operators, the general public and users of the site post development (including residential and recreational users); and

ii Environment – ecological receptors at stormwater and groundwater discharge points (Harbour), and those at disposal destinations if they are not appropriate for the type of material.

The **pathways** by which low level contaminated fill and isolated hotspots can affect people include primarily contact and ingestion, including inhalation. These pathways are likely to be **generally incomplete for end users, however, may present a risk during development.** The **pathway** for unexpected, elevated concentrations of contaminants to enter the environment are from uncontrolled discharges during earthworks. A Contamination Site Management Plan (CSMP) will be in place to manage groundwater and/or surface runoff during works to prevent uncontrolled discharges.

[10] Ministry for the Environment, updated 2011, *Contaminated Land Management Guidelines No. 5 Site Investigation and Analysis of Soils*

Therefore, the conceptual site model indicates that the ground contamination related aspects that need to be managed during the site development comprise:

- Worker exposure – the presence of low-level contamination with isolated hotspots will require management during development to protect workers.
- Spoil disposal - if removed offsite fill material needs to be disposed of to a facility appropriate to the contaminant content.
- Environmental effects – while the concentrations of contaminants measured to date are not expected to present a risk to the environment under the proposed development the presence of contaminants above typical background concentrations means that discharges to the environment should be managed during construction.
- Vapour - monitoring of vapour emissions during construction is expected to be required until further soil investigations can be undertaken.
- Contingency measures - to manage unexpected contamination, should be defined and implemented as necessary.

The implications for consenting and managing the identified potential contamination are discussed in further detail in Section 7.

7 Development implications

7.1 Regulatory implications

The rules and associated assessment criteria relating to the control of contaminated sites in the Auckland region are specified in the following documents:

- The National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS).
- The Auckland Unitary Plan – Operative in part (AUP) Chapter E30.
- Health and Safety at Work (Asbestos) Regulation 2016 (Asbestos Regulations).

The NESCS considers issues relating to land use and the protection of human health while the AUP has regard to issues relating to the protection of the general environment. The management of asbestos in soils is regulated under Asbestos Regulations. As asbestos is principally considered to be a human health contaminant the Asbestos Regulations (like the NESCS) currently only considers issues relating to the protection of human health.

In order to help achieve compliance with the Asbestos Regulations, WorkSafe New Zealand has prepared an Approved Code of Practice (ACoP): Management and Removal of Asbestos (September 2016). The ACoP refers readers to the *"New Zealand Guidelines for Assessing and Managing Asbestos in Soil"* (herein referred to as the Asbestos-in-Soil Guidelines) which were published in November 2017 by BRANZ Ltd.

7.1.1 NESCS

Based on the site history and anticipated concentrations of contamination in soil to be above background concentrations, the NESCS applies to the development and proposed soil disturbance activities.

An assessment of the proposed soil disturbance activities against the NESCS permitted activity requirements under the NESCS is provided in Table 7.1. Based on the volume of soil likely to be disturbed for the basement excavation, volume require offsite disposal and the duration of the works, it is unlikely the proposed development activities will meet with the permitted activity requirements. Excavations are anticipated to be approximately 20 m deep with an approximate bulk excavation volume of 130,000 m^3 proposed. Of the 130,000 m^3, the estimated volume of reclamation fill and marine sediments is 54,000 m^3 and 75,800 m^3 of ECBF soil and rock.

Due to access constraints and current building foundations, soil and groundwater sampling to support a preparation of a Detailed Site Investigation (DSI) for resource consent submission has not been completed.

On this basis, the development would require a resource consent as a **Discretionary Activity under Regulation 11 of the NESCS**. This PSI and a Preliminary Contamination Site Management Plan (CSMP) will be provided in support of a consent under the NESCS.

As the site intrusive investigations/DSI will be deferred until access is available, the CSMP will outline the level of pre-works testing requirements based on contaminants of concern associated with the HAIL activities. It is proposed that the findings of DSI will be provided on completion of the intrusive investigations, as a condition of consent.

Table 7.1: NES Soil Permitted Activity assessment for land disturbance (Regulation 8(3))

Permitted Activity conditions	Assessment
(a) Implementation of controls to minimise exposure of humans to mobilised contaminants.	**CAN COMPLY** A CSMP can be provided which includes controls for managing the human health and environmental risks. AN updated CSMP will need to be provided prior to construction after site specific investigations can be completed.
(b) The soil must be reinstated to an erosion free state within one month of completing the land disturbance.	**CAN COMPLY** The area of land disturbance can be reinstated to a erosion free state on completion of works.
(c) The volume of the disturbance of the piece of land must be no more than 25 m^3 per 500 m^2.	**DOES NOT COMPLY** For a site of this size (some 6,442 m^2), the site-specific soil disturbance threshold is 322 m^3. The basement excavation is expected to be up to 20 m in depth and the 465 m^3 will be exceeded during works. Approximate volumes including excavation of natural and reclamation fill equate to 130,000 m^3 for the site works.
(d) Soil must not be taken away unless it is for laboratory testing or, for all other purposes combined, a maximum of 5 m^3 per 500 m^2 of soil may be taken away per year.	**DOES NOT COMPLY** For a site of this size (some 6,442 m^2), the site-specific threshold for off-site disposal is 64 m^3. The basement excavation is expected to be up to 20 m in depth and the material is expected to be carted offsite. As such, the offsite disposal is expected to exceed the site-specific threshold.
(e) Soil taken away must be disposed of at an appropriately licensed facility.	**CAN COMPLY** Soil removed from the site will be disposed to an approved facility.
(f) The duration of land disturbance must be no longer than two months.	**UNABLE TO ASSESS** Given the extent of works, the development is assumed not to comply with this requirement as excavation will likely be more than 2 months.
(g) The integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.	**NOT APPLICABLE** There are no structures containing contamination within the area subject to land disturbance

7.1.2 AUP

The contaminated land rules are set out in Chapter E Environmental Risk Section E30 of the AUP. Table 7.2 provides an assessment against the E30 Permitted Activity Standards of the AUP.

Soil testing from land surrounding the site indicates contamination concentrations in some site soil can exceed the permitted activity soil acceptance criteria in Table E30.6.1.4.1 and the requirements of Standard E30.6.1.4 Discharges of contaminants into air, into water and into or onto land from land not used for rural production activities. Additionally, the volume of disturbance and duration of works are expected to exceed the requirements of Standard E30.6.1.2 Disturbance of Land. As discussed in Section 7.1.1, a DSI is unable to be undertaken at this stage and is proposed to be a condition of consent. A preliminary CSMP has been prepared to support the consent application.

On this basis, the proposed development **will require a Discretionary Activity Consent under the AUP**.

Table 7.2: AUP Permitted Activity Rules

Chapter E30 Contaminated Land Management Standards	
Standard E30.6.1.2 Disturbance of land – Permitted activities	
1 The volume of soil disturbed must not exceed (a) 200 m^3 per site; or (b) 200 m^3 per project.	**DOES NOT COMPLY** The proposed development includes excavation for a five level basement up to 20 m below ground level. The volume of soil disturbance will not comply with the permitted activity requirements of the AUP.
2 Prior to the activity commencing, Council must be advised of the activity in writing if the volume of soil disturbed on land containing elevated levels of contaminants exceeds 25 m^3, including details of the measures and controls to be implemented to minimise discharges of contaminants to the environment, and such controls are to be effective for duration of the activity and until the soil is reinstated to an erosion-resistant state.	**CAN COMPLY** A CSMP will be required to manage contamination on site as part of the NESCS consent. The CSMP can outline the information required for this rule.
3 Any discharge from land containing elevated levels of contaminants must not contain separate phase liquid contaminants including separate phase hydrocarbons.	**LIKELY TO COMPLY** Former underground tanks were removed in 1996. No separate phase liquid contaminants (SPL) are expected within the reclamation fill, otherwise a discharge consent would likely exist for the site.
4 The duration of soil disturbance on a site must not exceed two months.	**UNABLE TO ASSESS** The duration of the earthworks is yet to be confirmed, however, based on the scale of the works they are not expected to be completed in two months.
5 Any contaminated material removed from the site must be disposed of at a facility or site authorised to accept such materials.	**CAN COMPLY** Soil removed from site will be disposed to a facility consented to accept the material.
Standard E30.6.1.4 discharges to the environment	
1 For in-situ soil and fill material, the concentrations of contaminants (relevant to the site's history) in soil or fill material, or the 95 per cent upper confidence limit (UCL) of the mean, determined in accordance with the MfE CLM Guidelines No.5 must not exceed the greater of the criteria specified in parts (a) through (c) of this standard.	**UNABLE TO ASSESS** While soil testing from surrounding sites indicates isolated hotspots of contaminants, especially heavy metals (lead, zinc and arsenic) will exceed the concentrations in Table E30.6.1.4.1, and it is possible site soils may comply based on 95% UCL of the mean, there is currently no site information to confirm this.
2 Any discharge from land containing elevated levels of contaminants must not contain separate phase liquid contaminants including separate phase hydrocarbons.	**LIKELY TO COMPLY** Former underground tanks were removed in 1996. No SPL are expected within the reclamation fill, otherwise a discharge consent would likely exist for the site.

7.1.3 Asbestos Regulations

The following sections outline the requirements under the Asbestos Regulations for the development.

7.1.3.1 Asbestos in structures

Given that the current structure was constructed between the late 1960s early 1970s, there is the potential for ACM to be present in the building fabric. An asbestos building survey will be required prior to any demolition, refurbishment and/or relocation of existing structure. Should asbestos in buildings be identified, the Health and Safety at Work (Asbestos) Regulations 2016 and ACoP will apply to the construction and development works.

7.1.3.2 Asbestos in soil

The Asbestos-in-Soil guidelines define the level of oversight and controls (including personal protective equipment, decontamination, etc.) that is required to be implemented during earthworks and are dependent on the concentration of asbestos fibres/fines or fragments that are present in the soils.

At present, there is no site-specific soil testing information to confirm the appropriate level of asbestos controls. Surrounding soil sampling data indicates isolated pockets of asbestos in soil is encountered where construction and demolition fill is present. Based on the site history, a warehouse was built on the site in the 1950's and was subsequently removed/demolished in the late 1960's. The current car park structure was constructed in between 1968 and 1972 according to aerial photography and the property file information. It is possible asbestos was present in the former structure, and during demolition/removal of the near surface soils/fill could have been impacted with fibres/fines and/or ACM. Additionally, based on T+T's experience with construction practises, there is possibility that fibre board could have been used in foundation form work.

Previously soil sampling undertaken on surrounding sites indicate a low level of asbestos (<0.001% as fibres/fines) and this is largely associated with construction and demolition fill. As such, **Unlicensed Asbestos in Soil Works (ULW)** will be adopted initially. Works should cease if construction/demolition fill and/or asbestos fragments are identified during surface removal. Soil sampling on site is proposed after the existing structure are removed and prior to earthworks commencing, with controls confirmed in the Detailed Site Investigation Report proposed after intrusive investigations. As the site has a well-documented history of demolition, we expect a more rigorous contaminated land monitoring/inspection schedule would be indicated during earthworks.

Table 7.3 provides a summary of controls for ULW, and also includes Asbestos Related Works and Class B Asbestos in Soil works for reference (which are the next level of control should escalation be required).

Should works require escalation to **Class B Asbestos in Soil Works**, then an Asbestos Removal Control Plan will be required for the works, along with WorkSafe Notification and oversight by a Licensed Removalist.

As indicated in the table below, air monitoring is not required for ULW. Air monitoring may be required during works, if asbestos in soil controls are increased.

If asbestos is present in the reclamation fill, then we anticipate the contamination will be removed during the site development for the construction of the basement.

Table 7.3: Summary of asbestos in soil earthwork controls

SCENARIO	CLASS B WORKS – NON-FRIABLE	ASBESTOS-RELATED WORKS	UNLICENSED ASBESTOS WORK
	> 0.01% w/w AF+FA in soil > 1% ACM	> 0.001% w/w AF+FA in soil > 0.01 % w/w ACM	≤ 0.001% w/w AF+FA in soil < 0.01% w/w ACM
ADDITIONAL DOCUMENTATION/ NOTIFICATION REQUIREMENTS	Asbestos removal control plan and WorkSafe notification for asbestos removal.	No additional notification required.	No additional notification required.
OVERSIGHT BY A LICENSED REMOVALIST	Required.	Not required but recommended.	Not required.
PERSONAL PROTECTIVE EQUIPMENT	Disposable coveralls rated type 5, category 3, nitrile gloves, steel toe capped gumboots or safety footwear with disposable overshoes.	Disposable coveralls rated type 5, category 3, nitrile gloves, steel toe capped gumboots or safety footwear with disposable overshoes.	No asbestos-specific PPE as concentrations are unlikely to exceed trace levels in air.
RESPIRATORY PROTECTIVE EQUIPMENT	Half-face P3 respirator with particulate filter.	Disposable P2 dust mask.	No asbestos-specific requirements as concentrations are unlikely to exceed trace levels in air.
DUST/ASBESTOS FIBRE SUPPRESSION	Water and polymer spray via localised points before and during works.	Water spray via localised points.	Water spray via localised points.
AIR MONITORING	Air monitoring not required but recommended given setting and to confirm that concentrations are below 0.01 f/ml.	Air monitoring not required but recommended given setting and to confirm that concentrations are below 0.01 f/ml.	Air monitoring not required.
CLEANING FACILITIES	Dedicated cleaning area and foot wash. **	Dedicated cleaning area and foot wash.**	Foot wash and used PPE collection area.
VEHICLE (TRUCK) PROTECTION	200 µm heavy-gauge polythene wrapped soil/lined trays and truck covered.	Truck lining/soil wrapping depends on the receiving landfill. All trucks should be covered.	Truck lining/soil wrapping depends on the receiving landfill. All trucks should be covered.
	HEPA filter system fitted for all occupied vehicles where friable ACM on site (lagging, insulation, etc).	Standard air conditioning.	Standard air conditioning.
VEHICLE WASHING FACILITIES	Visual assessment plus swab (if friable) by an independent assessor or competent person* or SQEP following brush and or wash down.	Visual assessment by a competent person* or SQEP following brush and or wash down.	Visual assessment by a competent person* or SQEP following brush and or wash down.

* A competent person must meet the requirements of regulation 41(3) of the Asbestos Regulations. An independent person, who must not be otherwise involved in the physical removal works, is required to undertake air monitoring and clearance inspections (where required).

7.1.4 Contamination site management plan

A preliminary CSMP has been prepared to document the controls and procedures required during the proposed soil disturbance to support consent. An updated CSMP will be required after site investigations are complete and prior to construction commencement. Both the preliminary and final CMSP will include controls to minimise the discharge of contaminants during works and contain health and safety controls (including asbestos as outlined in Section 7.1.3).

8 Summary and conclusions

Tonkin & Taylor Ltd (T+T) has undertaken a preliminary site investigation for PPL, for the Downtown carpark site located at 2 Lower Hobson Street, Auckland. The preliminary site investigation involved the review of historical information for the site and the surrounding area, assessment of potential contamination and likely implications for the redevelopment of the site.

The key findings are summarised as follows:

- Four confirmed and/or potential HAIL activities have occurred at the site. These included historic dockyard operations, reclamation and landfilling, a motor vehicle workshop, and due to the age of previous development and prior demolition activities there is potential for asbestos to be present both within the structure and in underlying reclamation fill.
- Site investigation data from the surrounding area and sampled within the reclamation fill extents indicate:
  - Reclamation fill was generally found to contain low concentrations of metals and PAHs which, typically comply with the relevant acceptance criteria for the protection of both human health and the environment. Fill containing industrial and demolition wastes, when encountered, has been found to contain elevated concentrations of metals and PAHs, and in some cases included TPH and/or the presence of asbestos. However, excluding localised impacts are only rarely reported to exceed the relevant acceptance criteria for the protection of human health.
  - Asbestos was only detected in isolated pockets and was generally associated with demolition materials and/or current or previous underground structures (formwork, services lines etc.).
  - Underlying natural soils are expected to yield concentrations within natural background ranges, i.e. uncontaminated.
  - Groundwater samples collected recently (circa 2019) to west of the current site typically reported concentrations of contaminants that complied with the ANZECC Guidelines for the protection of aquatic ecosystems, at the 80% level of protection. The occasional exceedances of these criteria were considered unlikely to present a significant risk to the environment given the dilution available within the receiving environment (harbour).
- The NESCS and AUP applies to the site redevelopment activities in relation to contaminated land based on the potential for contamination. Due to constraints accessing the site, site investigations have been deferred until access is available, to be completed as a condition of consent. Therefore, the following consents are sought:
  - **Discretionary Activity Consent** for soil disturbance under the NESCS.
  - **Discretionary Activity Consent** for discharges into air, or into water or onto or into land under Chapter E30 **of the AUP(OP).**
- A preliminary contaminated site management plan has been prepared for the consent application which outlines the procedures for undertaking the site redevelopment works to minimise effects to the environment and includes the requirements for pre-works sampling and testing prior to construction commencing.

9 Applicability

This report has been prepared for the exclusive use of our client Precinct Properties NZ Limited, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that our client will submit this report as part of an application for resource consent and that Auckland Council as the consenting authority will use this report for the purpose of assessing that application.

Tonkin & Taylor Ltd
Environmental and Engineering Consultants

Report prepared by:

.....

Torianne Brown
Senior Environmental Engineer

Authorised for Tonkin & Taylor Ltd by:

.....

Peter Millar
Project Director

Report certified by a suitably qualified and experienced practitioner as prescribed under the NES Soil Users Guide (April 2012):

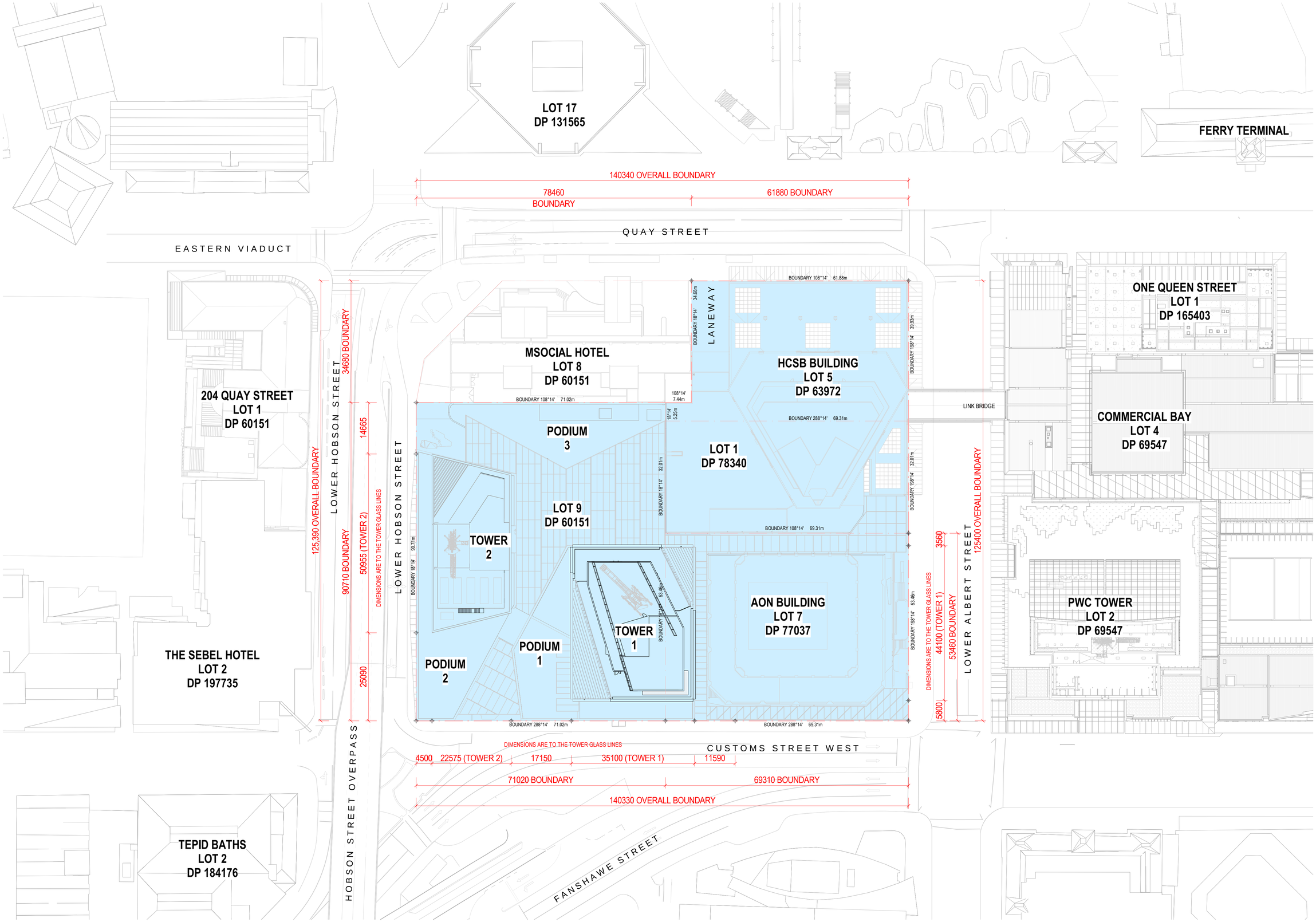
.....

Lean Phuah

Principal Contaminated Land Consultant

TOBR
\\ttgroup.local\corporate\auckland\projects\1016043\1016043.1000\3 contaminated land\issueddocuments\20240731.psi.downtown carpark.update for consent submission.docx

Appendix A Development plans



Revisions

A	02/05/24	REFERENCE DESIGN
B	07/06/24	DRAFT RC ISSUE
C	01/07/24	DRAFT RC ISSUE

Notes

COMMERCIAL IN CONFIDENCE

SURVEY INFORMATION NOTES:

ALL SURVEY INFORMATION AND EXISTING BUILDING PLANS ARE PROVIDED BY EXTERNAL SOURCES AND MUST BE CHECKED/VERIFIED ON SITE

SITES COVERED BY APPLICATION

LEGAL DESCRIPTIONS:

LOT1, DP78340, AREA= 2218 SQM
NA128C/787 - HSBC HOUSE (188 QUAY ST)

LOT5, DP63972, AREA= 2512 SQM
NA128C/787 - HSBC HOUSE (188 QUAY ST)

LOT7, DP77037, AREA= 4704 SQM
NA33C/37 - AON HOUSE (29 CUSTOMS ST W)

LOT9, DP60151, AREA= 6442 SQM
NA15A/424 - DT CARPARK (31 CUSTOMS ST W)

LOT8, DP60151, AREA= 2408 SQM
NA15A/423 - MSOCIAL (196/200QUAY ST)
NOT INCLUDED IN THIS CONSENT

N
PROJECT NORTH

N
TRUE NORTH

Consultants

RCP
Project Manager

RLB
Quantity Surveyor

HOLMES
Structural Engineer

MOTT MAC DONALD
Services Engineer

CROSSFIRE
Fire Engineer

TONKIN + TAYLOR
Civil Engineer

FLOW
Traffic Engineer

Client

Precinct Properties New Zealand

Warren and Mahoney Architects New Zealand Ltd

Ground Floor, Mason Bros.
139 Pakenham Street West
Wynyard Quarter
Auckland 1010
New Zealand
Phone + 64 9 309 4894

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

DOWNTOWN WEST

Enter address here

Drawing Title

PROPOSED SITE LOCATION PLAN

Drawing Status

FOR COMMENT

Drawing Details

Scale	1:500 @ A1
Date	01/07/24
Job No	9234
Drawn	WAM
Checked	WAM

Drawing No — **Revision**

RC01-0001 — C

WARREN AND MAHONEY
Snøhetta

Appendix B Historical aerial photography

Appendix B Table 1: Historical aerial photographs and reviews

Insert heading

1940, Auckland Council GeoMaps
Site: Sturdee Street divides the site in a south-west to north-east alignment. The larger northern section of the site is vacant and appears to be either grass or gravel covered. Parts of it is being used for materials lay down / parking purposes. The smaller, triangular shaped southern section of the site is occupied by a single commercial building. **Surrounding land features:** General port activities occupy the surrounds to the north. Commercial buildings occupy the immediate surrounds to the west, east and south.

1950, Retrolens

Site: A large commercial building has been established on the northern part of site.
Surrounding land features: No significant changes are evident.

1958, Retrolens

Site: No significant changes are evident.
Surrounding land features: No significant changes are evident.

1963 to 1968, Retrolens

Site: No significant changes are evident.
Surrounding land features: No significant changes are evident.

1972, Retrolens

Site: Sturdee Street no longer divides the site. The buildings that formerly occupied the northern and southern sections of the site have been removed and replaced by a single structure built over the entire site footprint including the former Sturdee Street road reserve.

Surrounding land features: A high rise building has been constructed immediately to the north between the site and Quay Street. and further development and construction of buildings has occurred in areas east of the site.

1980, Retrolens

Site: No significant changes are evident.

Surrounding land features: A large high-rise has been constructed immediately east of the site, replacing the smaller buildings that were established sometime between 1940 and 1950.

1987, Retrolens

Site: For the first time vehicles are visible parked on the roof of the building but no significant changes are evident.

Surrounding land features: Some redevelopment of buildings to the north and west, but no other significant changes are evident.

1996, Auckland Council GeoMaps

Site: No significant changes are evident.

Surrounding land features: Some redevelopment of buildings to the west, but no other significant changes are evident.

2001, Auckland Council GeoMaps

Site: No significant changes are evident.

Surrounding land features: PWC tower, adjoining the sites north-eastern corner, is under construction

2003-2016, Auckland Council GeoMaps (2012 aerial shown above)

Site: No significant changes are evident.

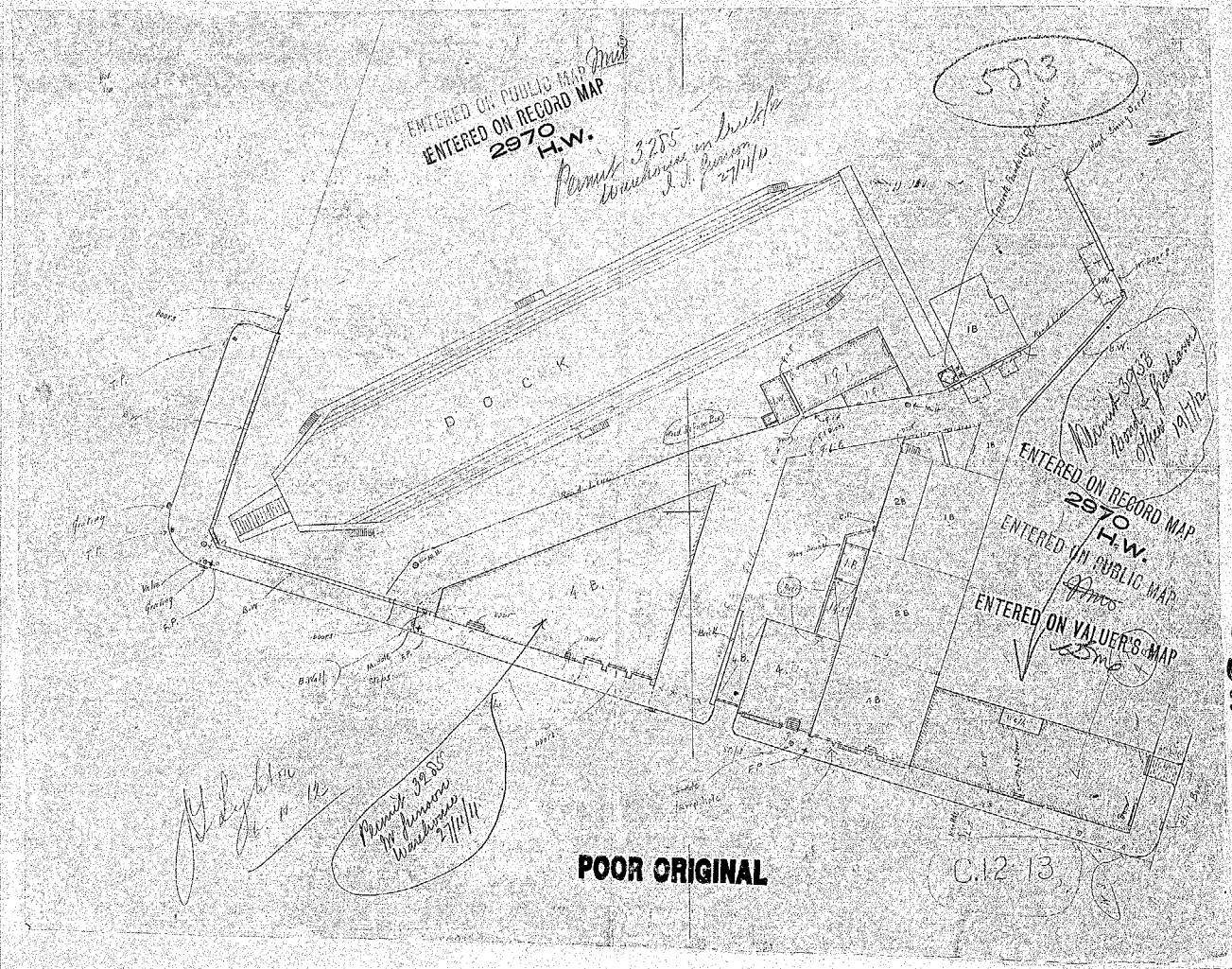
Surrounding land features: No significant changes are evident.

2017, Auckland Council GeoMaps

Site: No significant changes are evident.

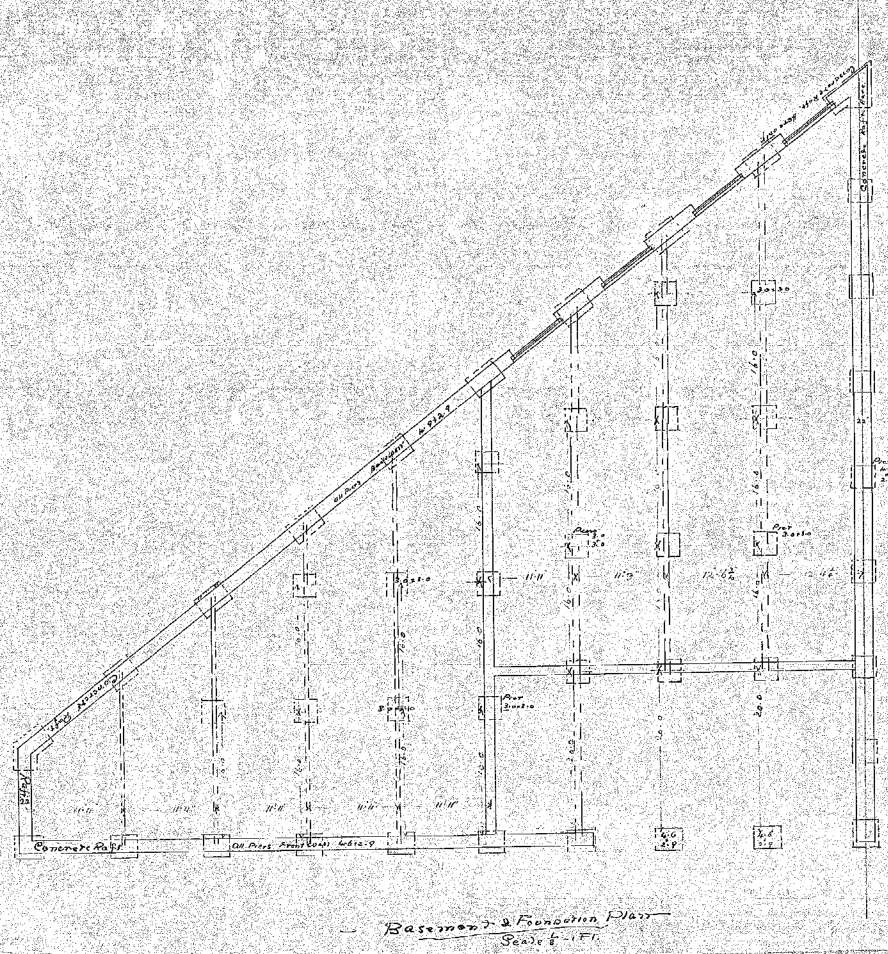
Surrounding land features: Former Downtown Shopping Centre has been removed and redevelopment of the site, located to the east, is underway.

Appendix C Property file excerpts



(A3)
67 Customs
Street
West
P.No
3285

8 of 8



Council Copy

(A1)
67 Customs Street West
P. No 3285
3 of 8

W. S. Hutchinson. Contractor

V 3/47

RUSSELL McVEAGH McKENZIE BARTLEET & CO.

BARRISTERS, SOLICITORS & NOTARIES PUBLIC

NEIL LLOYD MACKY
JOHN DEVON LETHBRIDGE
ROBERT LLOYD MACKY
PETER ALAN MILLER
JOHN HARVEY MARSHALL
JOHN OLLIVER LUSK
DAVID ARTHUR RHODES WILLIAMS

EDGAR LLEWELLYN BARTLEET
JOHN WALLACE McKENZIE
EDMUND WALTER THOMAS
COLIN JOHN FERNYHOUGH
JOHN COLLINGWOOD KING
WARWICK MILES BROWN
FREDERICK WILLIAM MONTEITH McELREA

C.M.L. CENTRE
QUEEN & WYNDHAM STREETS
AUCKLAND 1, N.Z.

TELEPHONES 34-369, 34-069
P.O. BOX 8
CABLE ADDRESS "BARRISTER"

PLEASE REFER TO MR. J.C. King

CITY VALUER
DATE 27 APR 1973 REC'D
REFER INITIALS

19th April 1973.

SECRETARIAL
REFER 24 APR 1973
City Valuer

The Town Clerk,
Auckland City Council,
Private Bag,
Auckland.

Dear Sir:

Re: Dock Site Service Centre Limited and Paine Services Limited

We refer to our letter of the 30th March last and our subsequent telephone conversations with your Mr Morris.

We enclose for your information a copy of the plan of the service station showing in colour the rental reception area which is to be constructed. This is the only alteration to the service station.

We think it will be helpful if we explain in a little more detail our client's intentions. The service station will be run separately from the rental operation and will have its own manager who will be responsible for the profitable operation of the service station. Hence there will be no diminution in the activities of the service station and the services offered to the public, but on the contrary our client intends to expand the service station business. The addition of the rental car operation will not affect this intention. Paines main facilities for its rental operation, including its head office and its storage and servicing facilities, are situated at Otara. The car park premises are principally to provide a downtown office. In addition the service station should be able to carry out a limited amount of servicing of rental vehicles.

We trust that the foregoing is of some assistance. The matter is now of some urgency and hence we would appreciate any expedition that you can give. We have been in touch with Dock Site Service Centre Limited's solicitors and pointed out the need for the renewal effective from last June 1971 to be formally documented.

Yours faithfully,
RUSSELL McVEAGH McKENZIE BARTLEET & CO.

Per:

enc.

67/173 69/60

AUCKLAND CITY COUNCIL

PLEASE QUOTE: V. 3/47. JRM:MM. 2nd May, 1973.

Valuation Department

Administration Building Civic Centre
Telephone 74-650
Private Bag, Wellesley Street,
Auckland, New Zealand.
City Valuer: Hugh M. Dodd

MEMORANDUM FOR:

THE DIRECTOR OF WORKS:

(Attention Mr. Leith.)

re: Service Station - Customs Street West Parking Building. (Dock Site Service Centre Ltd. - Proposed Transfer of Sublease to Paine Services Ltd.)

With reference to Paine Services Ltd.'s solicitors' letter dated 30th March, 1973, to the Town Clerk, and to your subsequent discussion with Mr. Morris of this Department, I attach copy of the solicitors' further letter dated 19th April, 1973, with plan.

I also attach copy of the Land Purchase Officer's report of even date.

I should be pleased if you would report further to the City Secretary as soon as possible, following consultation with the Superintendent of Traffic.

Please return the plan to me in due course.

Hugh M. Dodd,
for CITY VALUER.

Attachments.

REFERED TO MR.	ACTION	INITIALS	DATE
Leith	Refd	[illegible]	7/5
Bellavanti	[illegible]		
Appn	report	MCA	8.5.73
ACTION COMPLETED FOR RETURN FOR FILING			

Brian

① The layout & dimensions of carparking spaces is considered to be OK for this kind of operation.
② Originally, we would have asked for 8-6" wide bays → 10 spaces around N & E walls.

③ By adopting tighter standard & allowing for 2 cars to be 'locked' in one place for [illegible] 'lost' — could [illegible] report on TP & TE [illegible]

Noted back + Refer to J.D. Taylor - [illegible] 10/11

[illegible] 6029

PAINES RENT-A-CAR LIMITED

745 Great South Road, Otahuhu.
Auckland. 6. New Zealand.
P.O. Box 22-432, Otahuhu, Auckland. 6.
Telephone: OH-64-099
After Hours: 379-929
Telegraphic 'PAINES'

RE: PAINE SERVICES LTD. 7th November 1975

		INITIALS	
Bhana			12/11
Taylor	noted		13/11

ACTION COMPLETED
RETURN

The Auckland City Council,
Private Bag,
Wellesley St.,
AUCKLAND 1.

ATTENTION: H. F. Bhana - Principal Planner.

Dear Sir,

Thank you for your letter of October 28. Your reference Mr. Taylor TP8.

We feel that an explanation of our position will assist you in your agreeing to our application.

We are the tenants of the Auckland City Council, having purchased the business from Messrs. Docksite Service Centre (Mr. O. Durbin) in June 1973.

At the time of transfer we obtained permission from your Council to operate the business of a Service Station, which was just a continuation of the previous lessees business, plus the added servive of hiring cars etc, which is an extension of our business in Otahuhu.

We have built up the business, particularly the Service Station business to the extent that the Labour Department require that it be registered as a factory.

There has been no change of use of the premises. These are,and will remain as agreed by a decision of your Town Planning Committee in 1973.

Therefore our application would conform with paragraph (b) in your letter.

We look forward to your approval.

Yours faithfully,
PAINE SERVICES LTD.

....
O. L. Seabourne,
MANAGER.

THIS APPLICATION MUST BE ACCOMPANIED BY PLANS & ELEVATIONS IN DUPLICATE, AS REQUIRED

324500 Prop File

325911

AUCKLAND CITY
Dangerous Goods Permit
(Not valid until signed by Dangerous Goods Inspector)

73-83

Address of Property: B.P. Downtown 83 Customs St West City Lot No.: refer ACC DP No.: refer ACC

Owner of Land: ACC Address: 7-9 Fanshawe St City

Owner of Building: ACC Address:

Name of Occupier: DOWNTOWN AUTO SERVICES Address:

Name of Builder: Address:

Name of Contractor: Fuel Quip Address: Box 76041

Name of Gasfitter: Reg'n No: Address: Manukau City

Present Use of Premises & Occupier: Service Station

Proposed Use of Premises & Occupier: Garage

DESCRIPTION OF PROPOSED WORK *(see below: tick appropriate box)* **OFFICE USE**

Install Underground/Aboveground Tank ☐ D.G. Class .... Capacity* .... No. ....

Install Dispensing Pump ☐ D.G. Class .... Number ....

Remove Underground/~~Aboveground~~ Tank ☑ D.G. Class 3 Capacity* 18000 / 13000 No. x2 / x1 174.00

Remove Dispensing Pump ☐ D.G. Class .... Number ....

Repair Underground/Aboveground Tank ☐ Description of Work ....

D.G. Class .... Capacity* .... No. ....

Refix Dispensing Pump ☐ D.G. Class .... Number ....

Pipework Connection/Disconnection ☐ Description of Work ....

D.G. Class ....

Bulk Pipeline Installation/Repair ☐ Description of Work ....

No. tests required .... D.G. Class ....

Bulk Tank Installation/Repair ☐ Description of Work ....

D.G. Class .... Capacity* .... No. ....

Oilburning Equipment Installation/Repair ☐ Description of Work ....

CNG Installation: Cascades ☐ Dispensing Pump ☐ Cascade Capacity .... No. Pumps ....

CNG/LPG Repair or Addition: Pump/Pipework/Tank/Cascade/Equipment ☐ D.G. Class ....

Description of Work ....

Other Gas Installation/Repair ☐ Description of Work ....

D.G. Class .... No. Cylinders ....

Other Work Description ....

D.G. Class ....

CONDITION OF PERMIT ISSUE .... **TOTAL** 174.00

.... Approved to Issue .... Date ....

NOTES: 1. This application does not authorise work to be done until approved by a Dangerous Goods Inspector.

2. * Capacity of LPG tanks must be given as 'actual' water capacity.

3. All the preceeding work requires notifiable inspections.

order No 178464

OFFICE USE ONLY

Refer B.P. No. Dated .... Receipt No. .... Permit No. .... Date ....

INSPECTION FIELD SHEET

DATE	TYPE OF INSPECTION	REMARKS
4-6-96	Check for Tank removal	OK

Completed: ..... Date: .....

Signed: .....

Appendix D Contamination enquiry

19/05/2023

Tonkin & Taylor Limited
105 Carlton Gore Road
Newmarket

Site Contamination Enquiry –*2 Lower Hobson Street*

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:

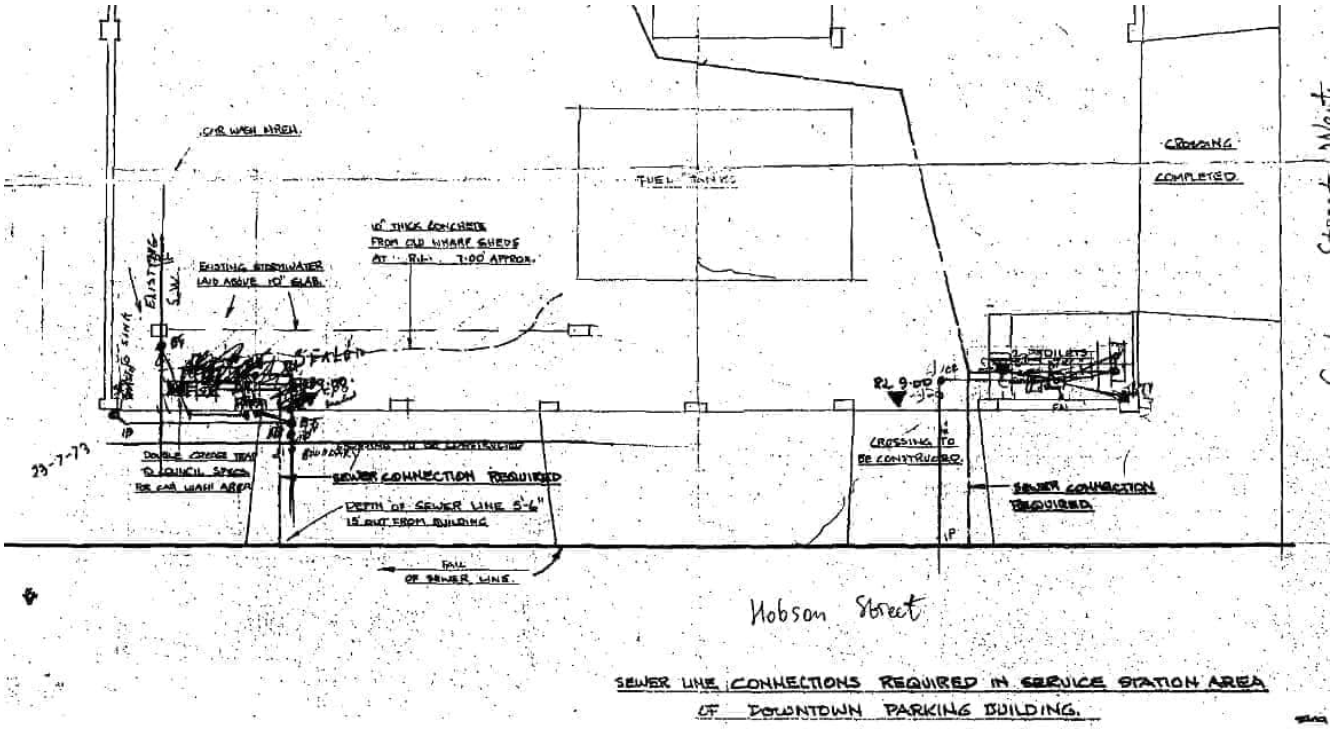
- HAIL Item (F4) - Motor vehicle workshops.
- HAIL Item (F7) - Service stations including retail or commercial refuelling facilities.
- HAIL Item (G3) - Landfill sites.

Plans from 1973 indicate a service station operated on site with fuel tanks and car wash services. In 1996 3 underground tanks were removed.

Consent was issued for a workshop within the carpark facility in 2001 and records indicate the site had since been subject to motor vehicle workshop activities.

Plans from 1908 indicate site was used for port docking and was subject to landfilling as part of reclamation.


DOCK
DOCK
I.G.I
1.W
2.W


CAR WASH AREA
EXISTING
S.W.
EXISTING STORMWATER LAID ABOVE 10" SLAB.
10" THICK CONCRETE FROM OLD WHARF SHEDS AT R.L. 7.00 APPROX.
FALL
TOILETS
R.L. 9.00
CROSSING COMPLETED
CROSSING TO BE CONSTRUCTED
SEWER CONNECTION REQUIRED
DEPTH OF SEWER LINE 5'-6" IS OUT FROM BUILDING
FALL OF SEWER LINE
SEWER CONNECTION REQUIRED
Hobson Street
SEWER LINE CONNECTIONS REQUIRED IN SERVICE STATION AREA OF DOWNTOWN PARKING BUILDING.

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 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 and results are displayed in Figure 1 below:

- 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
- Identified HAIL activities

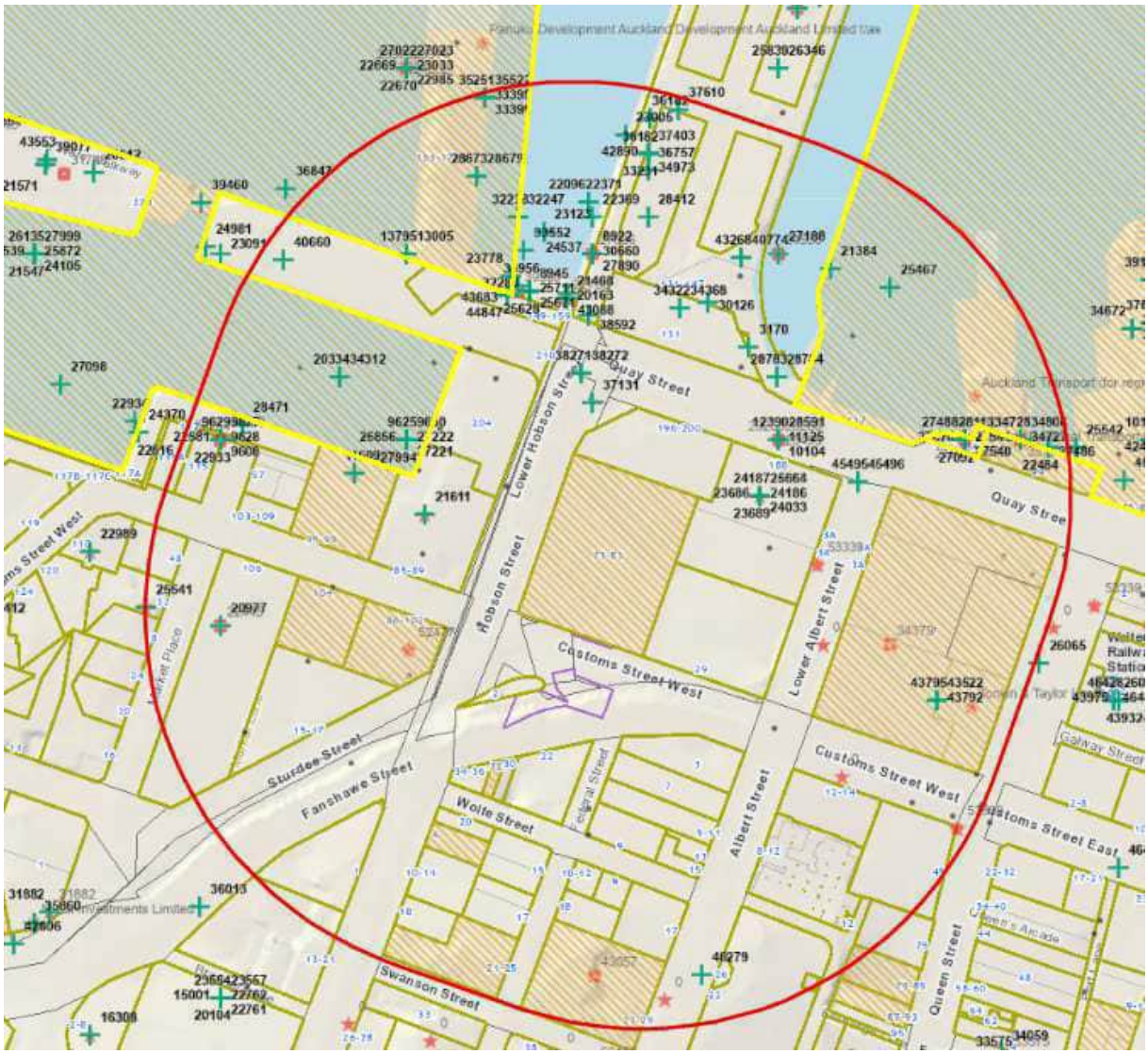


Figure 1: Selected Consents, Incidents and HAIL activities within approximately 200m of the subject site

Legend:

All Consents
All Applications
All Permitted Activities
All Bores
Closed Landfill (Auckland Council owned)
Closed Landfill (Privately owned)
All Incidents
HAIL activities

Relevant details of any pollution incidents and consents and HAIL activities 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.

For any identified HAIL sites, please refer to the tab "HAIL activities" for more information (Column C and D include HAIL activity details where these are available).

Please note:

The HAIL activity hatching in Figure 1 only reflects whether a site has been identified as a HAIL site (both verified and non-verified) by the Council and the type of HAIL associated with the site. This does not confirm whether the site has been formally investigated or the contamination status of the property (e.g. contaminated, remediated etc.). Additionally, due to limitations within Council's records, the specific HAIL activity is not included in the data for all properties. For further information on any of these known HAIL sites, a subsequent site contamination enquiry can be lodged for the specific property (up to 5 adjacent properties can be covered in one request).

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

www.tonkintaylor.co.nz