

Demolition Environment Management Plan

Demolition of the existing buildings and structures at the former Sydney Fish Market

May 2026



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1 INTRODUCTION

This Demolition Environmental Management Plan (DEMP) has been developed to address the construction items related to the proposed demolition of existing buildings at the former Sydney Fish Market to slab level.

The DEMP will be monitored throughout the project construction phase until such time as all actions on the DEMP Action List are completed.

1.1 BACKGROUND

The former Sydney Fish Market closed to the public in early 2026 when operations relocated to the new Sydney Fish Market facility at the head of Blackwattle Bay. The former Sydney Fish Market buildings and structures have since been decommissioned and reached the end of their useful life. Infrastructure NSW therefore needs to proceed with demolition of the buildings as a matter of priority. Demolition of the former Sydney Fish Market buildings supports the NSW Government's long-term plan to renew Blackwattle Bay with new public open space, improved waterfront access and a mix of housing, community, and commercial uses.

The proposed works include:

- Demolition of existing buildings at the former Sydney Fish Market to slab level including:
 - o Building A;
 - o Building B;
 - o Building C;
 - o Building D; and
 - o Two separate buildings located north of Building D, previously occupied by Claudio's Seafood and Musumeci Seafood.
- Demolition of suspended floors, blockwork, and other structural elements above the ground floor slab level.
- Site clearing and establishment works, including installation of temporary site hoarding, scaffolding, and temporary facilities and amenities associated with the demolition works.
- Site infrastructure works including capping all redundant services back to the site perimeter.

The site is now in a deteriorated condition, with evidence of vermin activity and ongoing maintenance issues, posing potential risks to public safety, health, and the environment.

Infrastructure NSW is proposing the demolition of the existing buildings and associated infrastructure to mitigate these risks. The demolition will be undertaken by Mirvac on behalf of INSW.

1.2 PURPOSE OF THIS REPORT

The objectives of this report are to provide:

- Provide a commitment to maintaining a safe working environment.
 - o Outline the proposed phases of construction works on site and assess Mirvac's impact and interaction with the surrounding community to minimise the impacts of construction activity to the community.
 - o Examine and address the proposed site's likely impact on traffic and mitigating control measures to ensure minimal impact.
- Guidelines to reduce potential noise and vibration impacts to nearby affected tenants, residents and asset owners during construction works.
 - o Outline measures and procedures for the effective management of the environment in relation to air quality and hazardous materials.

- o Examine and address the proposed site's sediment and erosion control measures to ensure minimal impact.
- Adopt a waste management plan with the hierarchy of avoid > reuse > recycle > dispose.
- Outline sustainability initiatives, commitments and targets on the project.

The responsibility for the management of this document and the actions contained therein lies with the Mirvac Senior Management Team (SMT) for the project. The DEMP review procedure will be tracked and monitored throughout the project construction phase, with required amendments and updates considered when major site condition changes occur and/or as required to suit project requirements.

All construction activities will be undertaken in accordance with the relevant sections from the Building Code of Australia, Australian Standards, Place Management NSW Approvals, Workplace Health and Safety Act and Work Health and Safety Regulations.

All employees and contractors involved in the development will be inducted prior to commencement of works on site. Included in the induction will be health, safety and environmental requirements and all applicable conditions of consent. Any relevant training requirements will be carried out and monitored for currency throughout the project.

1.3 OVERVIEW

The site is located at the former Sydney Fish Market at 56-60 Pyrmont Bridge Road, Pyrmont within the City of Sydney local government area (LGA). It is well served by public transport including buses, light rail and the future Metro Station at Pyrmont. The site location can be seen below in Figure 1.

1.4 OVERVIEW OF THE SCOPE OF DEMOLITION ENVIRONMENTAL MANAGEMENT PLAN

A summary of the activities is detailed as follows:

- Demolition of existing buildings at the former Sydney Fish Market to slab level including:
 - o Building A;
 - o Building B;
 - o Building C;
 - o Building D; and
 - o Two separate buildings located north of Building D, previously occupied by Claudio's Seafood and Musumeci Seafood.
- Demolition of suspended floors, blockwork, and other structural elements above the ground floor slab level.
- Site clearing and establishment works, including installation of temporary site hoarding, scaffolding, and temporary facilities and amenities associated with the demolition works.
- Site infrastructure works including capping all redundant services back to the site perimeter.

1.5 HOURS OF WORK

The proposed hours of work for demolition works, including the delivery of materials to and from the sites within the precinct, are as follows:

- Between 7:00 am and 6:00 pm, Mondays to Fridays inclusive.
- Between 8:00 am and 1:00 pm, Saturdays.
- No work will be carried out on Sundays and Public Holidays.

Works outside these times are subject to agreement and approval by the relevant approving authority.

Works are anticipated to commence in late 2026 and continue for 7 months. It is anticipated that there will be a maximum of 50 workers on site.

1.6 CONTACT DETAILS

The Construction Manager for the project is Stephen Chamberlain

Mobile: 0458 748 199

Email: stephen.chamberlain@mirvac.com

2 DEMP 'ACTION LIST'

The "DEMP Action List" forms the basis of the Blackwattle Bay DEMP. The Action List responds to a series of anticipated conditions that are to be addressed prior to and during the demolition phase of the project. They further address any Authority requirements as well as taking into consideration the concerns of neighbouring building occupiers.

The Action List provides a means by which responsibilities of the project team can be readily identified and monitored.

In addition to the Action List are a series of attachments which contain more detailed information in the form of checklists, registers, templates, and reports. The attachments contain the information and tools that must be implemented during the demolition phase in order to close out the specific items and ultimately satisfy the DA conditions associated with the project.

3 WORKPLACE RISK MANAGEMENT

3.1 INTRODUCTION

Mirvac is fully committed to providing a safe working environment.

Each Workplace Risk Management Plan (WRMP) requires that equipment, workplaces and practices comply with relevant regulations and standards. Regular and ongoing reviews of these standards will be conducted and where higher standards are practical and desirable, they will be adopted. In addition, the company will:

- a) Provide adequate resources to satisfy this policy;
- b) Identify, control and reduce work-related hazards and risks that may produce injury, illness or asset damage;
- c) Identify, quantify and control to safe levels, those chemicals and physical agents in the workplace capable of causing ill health;
- d) Promote the Environmental, Health, Safety and Welfare of employees and subcontractors while respecting the privacy of individuals;
- e) Provide information, instruction and training for employees to increase their personal understanding of workplace hazards, promote safe working practices and ensure contractors are aware of and satisfy the Group's HSE expectations (refer to Appendix F – Mirvac Group Policies and Procedures);
- f) Consult employees and contractors in environmental, health and safety to reduce workplace hazards and risks;
- g) Consult with clients, industry bodies and others in the development of appropriate standards, control strategies and monitoring techniques, which comply, with the requirements of statutory authorities;
- h) Set short- and long-term goals in work health and safety management, and review performance against these goals.

Mirvac Management is responsible for highlighting the responsibilities of all workers and workplace safety whilst achieving a safe and healthy work environment. Mirvac employees and all other workers on the premises or site are responsible for working towards achieving and maintaining a healthy and safe workplace. The intent of this policy is to foster a culture within Mirvac employees and its subcontractors, raising health and safety awareness, and promoting active participation in the Health Safety and Environment (HSE) programme and work-life balance.

3.2 SAFETY PLANS AND SAFE WORK METHOD STATEMENTS

The preparation, implementation and continued improvement of both Mirvac's Workplace Risk Management Plan and Job Safety Environmental Analysis is the key success in the management of the Project's Safety.

This plan includes:

- A description of the work to be undertaken;
- An identification of the hazards associated with the works; and
- A description of the hazard control measures to be used.
- Nominated persons are responsible for ensuring all persons are consulted on the Safe Work Method Statement and ensure that controls are implemented.

A detailed site-specific Workplace Risk Management Plan will be implemented by Mirvac prior to commencement of works and updated as required.

3.3 ACCOUNTABILITY OF KEY PERSONNEL

The Principal Contractor's personnel have a role and are responsible for the environmental management of the project.

The key personnel accountable for the environmental management are as follows:

Workplace Managers

- Manage all reported hazards and environmental impacts in an appropriate and timely manner.
- Provide suitable supervision, instruction and facilitate training, to provide employees or service providers with the knowledge and skills required to undertake their work duties safely and in a manner which minimises risk to the environment.
- Establish the development of a Workplace Risk Management Plan in accordance with the Mirvac Group Health Safety Environment Management System and the objectives of the Health Safety Environment Policy.
- Facilitate the development of a workplace specific Induction and workplace rules in accordance with the Mirvac Group Health Safety Environment Management System.
- Verify that health safety and environment conditions stipulated in the contract are formally evaluated in the award of tendered or high-risk contracts.
- Facilitate the review of Service Provider health safety and environment plans or procedures for specific work contracts including HSE Management Plan and Job Safety Environment Analysis or equivalent documentation using Mirvac Group form Service Provider Permit for Works to Proceed prior to the contractor commencing work at the workplace.
- Establish control methods and procedures for the reduction of noisy plant and equipment as outlined in the Mirvac Group Noise Management Procedure.
- Facilitate regular workplace inspections by the foreman or other area supervisors using the Mirvac Group Workplace Health Safety Environment Inspection and implement corrective action where deficiencies are identified.
- Secure areas such as flora or fauna habitats identified for environment protection.
- Record community contact by stakeholders affected by the project on Mirvac Group Community Contact Register and instigate action within 48 hours including a response to the initiator of the contact.
- Facilitate the resolution of any disputes which may arise over workplace health safety environment issues.

HSE Officers:

- Undertake HSE duties as directed by the Workplace Manager consistent with the requirements of the Health Safety Environment Management System
- Identify work activities which have the potential for significant (material harm) impact on the environment and ensure they are planned and executed to minimise risk to the environment.
- Ensure a Community Contact Register is maintained and that any contact is recorded and corrective action implemented with a response to the community member within 48 hrs.
- Facilitate the dissemination of health safety environment information to all relevant personnel.
- Assist the Workplace Manager in developing a written corrective action plan to eliminate any deficiencies identified from any workplace audit by an internal or external third party. The time frame for rectification of issues raised in any inspection, audit or other appraisal shall be determined by the Division/Regional HSE Manager but shall not exceed 30 days.

HSE Representative:

- Report on health safety environment performance.
- Assist in the development of a workplace specific Induction and workplace rules in accordance with the Mirvac Group
- Health Safety Environment Management System.

Site Supervisor:

- Develop appropriate and timely remedial action for reported hazards & environmental impacts.

Provide suitable supervision, instruction and facilitate training, to provide employees or service providers with the knowledge and skills required to undertake their work duties safely and in a manner which minimises risk to the environment.

3.4 EMERGENCY RESPONSE AND EVACUATION

The Principal Contractor's Workplace Manager, or a nominated representative, in conjunction with Mirvac personnel will develop emergency procedures for the workplace including an emergency contact list to be displayed on the workplace notice board and at other prominent locations. The Emergency Response Contact Information Table is completed by the Workplace Manager or a nominated representative.

Each workplace has a stand-alone documented Emergency Response Plan (ERP), prepared in accordance with the Mirvac WRMP.

Group Emergency Response Procedure and tested regularly. Where an Ambulance is called to attend a workplace injury, a Standby Person has been nominated and positioned at the main entry to the workplace to assist Ambulance Officers to locate and attend the injured person as required by the Mirvac Group Emergency Response Procedure. A completed Mirvac Group Emergency Call procedure is displayed in the workplace which provides a summary of information required when making an emergency call.

4 DEMOLITION MANAGEMENT PLAN

4.1 INTRODUCTION

The purpose of the Demolition Management Plan is to address the requirements of AS 2601-2001, The Demolition of Structures. It plans how the demolition of the Sydney Fish Market buildings will be conducted with consideration to programme, safety and environment.

4.2 SCOPE

A summary of the activities is detailed as follows:

- Demolition of existing buildings at the former Sydney Fish Market to slab level including:
 - o Building A;
 - o Building B;
 - o Building C;
 - o Building D; and
 - o Two separate buildings located north of Building D, previously occupied by Claudio's Seafood and Musumeci Seafood.
- Demolition of suspended floors, blockwork, and other structural elements above the ground floor slab level.
- Site clearing and establishment works, including installation of temporary site hoarding, scaffolding, and temporary facilities and amenities associated with the demolition works.
- Site infrastructure works including capping all redundant services back to the site perimeter.

Establishment of temporary services provisions and facilities associated with the demolition works

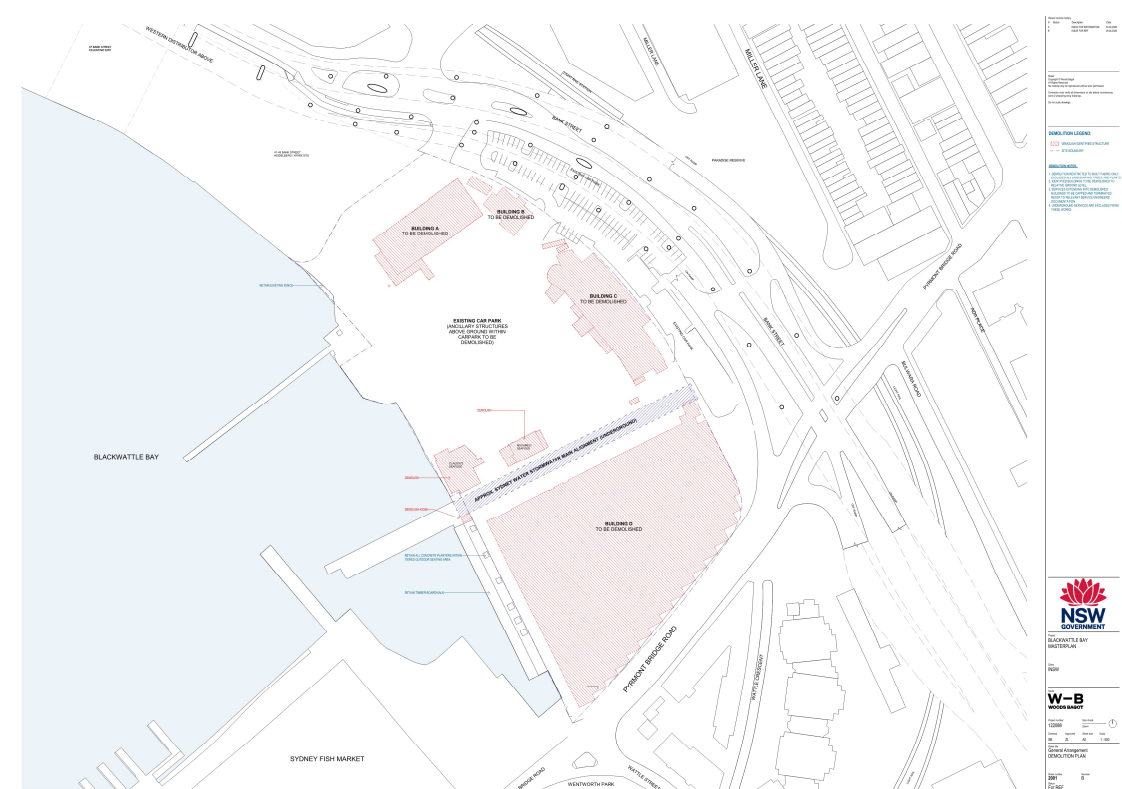


Figure 3: Blackwattle Bay - Demolition Site Plan



Figure 4: Blackwattle Bay - Demolition Buildings Plan

4.3 STRUCTURAL CHARACTERISTICS

Occupancy Class

The former Sydney Fish Market is not currently trading or open to the public.

Structural Support System

The structure of the multi storey building is predominantly reinforced concrete slabs, precast elements and beams and reinforced concrete columns. There are some small portions of lightweight structural steel pergolas, some windows/shopfronts and awnings. The smaller buildings are all of mixed lightweight construction, or blockwork.

Services

Prior to demolition, the site will be inspected to determine if any services still require disconnection and capping.

Power will be disconnected from the building by appropriately licensed services trades including all telecommunications and data services.

All existing stormwater pits to the site will be covered with geofabric sediment fencing to prevent sediment runoff into the stormwater system, in particular along the eastern boundary. To prevent sediment contamination, the filters will be regularly inspected and replaced during the duration of the works.

The fire services to the buildings will be disconnected and capped with a temporary water service connection for dust control. The fire alarm will be disconnected, and the fire sprinklers and hydrant tank will then be drained. The local fire brigade will be notified of the intention to disconnect the fire alarm.

Acoustic/Vibration Monitoring

Acoustic and vibration monitoring to be carried out in accordance with Demolition Noise and Vibration Management Plan.

4.4 METHOD OF DEMOLITION

4.4.1 GENERAL

The following is the general sequence of demolition works:

1. Hazmat removal will be completed first. This will be internal to the buildings, and will be the equivalent of an internal stripout
2. The large building (Building D / Existing fish market building) will be demolished from north to south, leaving the blue precast panels in place as long as possible. A scaffold will be erected along this frontage, and the footpath is proposed to be closed during the works.
3. Internal to the building, there are some suspended slabs and blockwork – this will be removed via excavator, and then hammered into smaller pieces for transport via trucks out of the site
4. In some instances where possible (pending temporary engineering), a sawcut and lift method may be used – both concrete hammering and saw cutting methods should be considered within the report
5. Trucks will be using the existing driveway, entering and turning around on site and then exiting
6. Slabs on ground, asphalt and footings will remain

All works will be performed in accordance with relevant Legislation, Australian Standards, Codes of Practice and Guidelines for demolition. As a minimum, NSW Workplace Health and Safety Act 2011 (WHS Act), Workplace Health and Safety Regulation 2017 and AS 2601 – 2001 Demolition of Structures will be followed.

The site will be enclosed by suitable engineered A-Class and/or B-Class Hoardings along all perimeter boundaries.

Notification to SafeWork NSW is required to be submitted seven days prior to commencement of activity for demolition works. Approvals are to be displayed on site.

The Site Supervisor for this project will be a SafeWork NSW Class 1 Unrestricted Demolition Supervisor with experience in high-rise demolition works.

Hot works will be in accordance with Demolition Contractor's procedure for oxy/acetylene use in the SWMS for oxycutting. All oxycutting will cease a minimum of one hour prior to the completion of work and carry out a 30min fire watch after use. An inspection will be carried out of the working floors prior to workers leaving the site and inspection records kept on site. Hot works permit to be obtained prior to cutting.

All work areas will be barricaded, and warning signs posted to ensure access is restricted to the demolition crew only.

Temporary power will be supplied to the area by portable generator or a temporary builder's supply with ELCB protection. All temporary electrical installations will comply with AS 3012-1990-Electrical Installations – Construction and Demolition Sites. All power tools and leads will be tagged and checked on a monthly basis and earth leakage protection shall be used.

Temporary poly pipes will be installed along the face of the scaffolding to each floor of each of the buildings and will be capped off on a floor by floor basis as the demolition progresses down the building. This is to ensure there is water available on each floor for firefighting, if required.

All employees working in boom lifts will be required to use safety harnesses. Employees using boom lifts will only enter and exit boom lifts from the ground level. All operators of boom lifts in excess of 11 metres high will be ticketed or under instruction from a ticketed operator.

All work areas will be barricaded, and warning signs posted to ensure access is restricted to the working crew only.

Where it is proposed to place demolition plant and equipment on suspended floors for demolition, the floor will be certified by a structural engineer prior to the machine being placed in position.

All employees will be inducted on the procedure of the Safe Work Method Statement and the general work procedures outlined in the site induction prior to commencing works on site. Workers will attend a pre-start toolbox talk on a daily basis outlining the activities for the day including hazard identifications and risk assessments.

The demolition area will be fenced off to all unauthorised personnel and signposted appropriately for demolition work to comply with regulations. Employees working in areas where a fall of 1.8m can occur must wear a safety harness attached to a fall arrest system approved by a competent person.

A heavy-duty scaffold may be erected around the building as required. The scaffolding will be encapsulated with chainwire and shade cloth and will be erected by ticketed scaffolders. Shade cloth used conforms with AS 1725-2003 which is also fire-rated. Scaffolding will be removed progressively during demolition in line with the walls supporting the scaffold ties. Scaffolding will be maintained and inspected on a regular basis.

4.4.2 SITE ESTABLISHMENT

Initially during site establishment access to the working floors will be via the existing stairs and/or lifts of the buildings which will remain under house service power.

The existing lights will be maintained to the fire stairs to provide emergency egress for personnel during these works. Site establishment includes the disconnection of services and establishment of site amenities.

During the second phase of the works, after the substations have been decommissioned, the fire stairs will be provided with temporary lighting. At least one access stair will be kept clear of demolition material to provide egress from the working floors while the other is being demolished. The fire stair being demolished will be closed off to access during this procedure.

4.4.3 ASBESTOS REMOVAL AND DISPOSAL

A hazardous materials survey has been completed for the project prior to any works taking place. These works have been completed by JBS&G who hold a SafeWork NSW Friable (Class A) Asbestos Removal Licence. The destructive Hazmat survey report is appended to this document. Monitoring and inspection will be done by an occupational environmental hygienist.

An asbestos management plan will be developed by the demolition contractor and all works will be carried out in accordance with Work Health and Safety Regulation 2011 and the NSW Government and SafeWork document entitled How to manage and control asbestos in the work place: Code of Practice (SafeWork NSW) and the City of Sydney Managing Asbestos Policy. Five days prior to the commencement of asbestos removal, SafeWork will be formally notified of the works.

Air monitoring will be done during the removal of friable asbestos. On completion of the asbestos and hazardous material removal works, a clearance certificate will be issued by an environmental hygienist prior to demolition in the area commencing.

A copy of waste dockets will be provided to the client confirming all hazardous materials removed from site were disposed of at an EPA approved landfill.

Signs and barricades will be erected to clearly indicate the area where the asbestos removal work is being performed. Signs will be placed in positions so that people are aware of where the asbestos removal work area is and will remain in place until removal is completed and clearance to demolish has been granted.

If any suspected asbestos contaminated material is found during the demolition works, the area shall be isolated. Refer to Appendix I for the formal unexpected find protocol. An occupational hygienist shall test the material to determine whether the material is in fact contaminated with asbestos. If it is, a suitably qualified asbestos removal contractor will be engaged to remove the asbestos and a clearance certificate obtained prior to recommencement of demolition in that area.

4.4.4 HOARDING AND SCAFFOLD

The building will be encapsulated with heavy duty scaffold and A-Class and/or B-Class hoarding as referenced in Appendix A. This plan may be adjusted to suit the progression of works.

4.4.5 DEMOLITION WORKS

Truck Access;

The northern area of the site will be utilised to access site for personnel, plant and vehicles including loading out of debris generated by the demolition works. All vehicles will enter and exit in a forward direction through the Bank/Miller St intersection, which is the existing access to the former Sydney Fish Markets. Refer to section 3.6 and the appended CTMP for further details.

Plant Operation;

Ensure that all plant and equipment used on site is:

- (a) maintained in a proper and efficient condition; and
- (b) operated in a proper and efficient manner.

Contractors are to keep records of all maintenance and service records to demonstrate compliance.

4.4.6 SITE TREATMENT MANAGEMENT POST DEMOLITION WORKS

In the event that construction works pause between demolition works and the commencement of the bulk excavation works, Mirvac will implement an Ongoing Site Management Plan for the duration of the period that the site is dormant. The OSTMP will include:

- site surface treatment/stabilisation
- site access and fencing
- security
- environmental health and prevention of contact with contaminants
- management of dust and odour to protect the amenity of the neighbourhood
- stormwater control and discharge
- water discharge management and protection of Blackwattle Bay.

4.5 INTERACTION WITH SURROUNDING COMMUNITY

The following actions, which focus on minimising the impacts of construction activity to the community surrounding the project, will be implemented:

- Installation of hoardings & overhead protection to site boundaries to delineate the construction site from public areas (refer Appendix A). Protective devices will be in accordance with WHS laws, regulations or authority requirements;
- All external and flood lighting of the site will be installed in accordance with AS4282:1997 Control of the obtrusive effects of outdoor lighting
- Monitor compliance of the Traffic Management Plan referring to section 7 and Appendix B of this document;
- Clear display of contact details on the fence/hoarding for community information and contact in case of emergency;
- Make arrangements for the notification to surrounding properties of activities which may affect their amenity, including the provision of a 24-hour contact point;
- Close community liaison with neighbours (refer section 12)
- Periodic updates for tenants and surrounding residents on construction works and upcoming activities or interactions; and
- Periodic meetings to discuss the progress of works and to address any concerns raised by the surrounding community.
- 4-week notice period will be provided to PMNSW for demolition works that may impact access to the underside of the promenade. Application and approval of Landowners Consent will be the process adopted if required.

4.6 INFRASTRUCTURE ASSETS

Mirvac will liaise with the relevant utility providers throughout the design process prior to and during construction for approval of the design and proposed construction methodology to ensure compliance with Health, Safety and Environmental requirements, Network Standards and Codes of Practice. A detailed Risk and Opportunity Register and work method statements shall be completed following acceptance of the design principles.

4.7 TEMPORARY STRUCTURES

Mirvac will establish robust perimeter hoardings which will be a mixture of both A-Class and B-Class hoardings (incl. Overhead Protections). The outline hoardings are referenced in the vehicle access and egress / hoarding plan which can be found in Appendix A of this report. Hoardings will be regularly maintained to clean and remove graffiti and the like. High quality artwork will be featured on the hoardings in keeping with Place Management NSW and City of Sydney Council requirements, ensuring visual impact is avoided and amenity is maintained.

Temporary sheds will be contained within the construction site and not elevated wherever possible to ensure minimal visual impacts.

4.8 SITE SECURITY

Mirvac will establish a site security management plan in consultation with PMNSW prior to commencement of the works. This plan will include the following as a minimum:

- After Hours Contacts
- Hoarding and site security strategy to prevent unauthorised access
- Shut down risk assessment process which details prevention of falls and the like to persons trespassing
- Anti-climb and security measures for tower cranes
- Secure storage areas and theft management
- Site CCTV camera locations
- Major event security protocols and requirements

4.9 PUBLIC DOMAIN

Note that if for some unforeseen reason works onsite need to be halted for a significant period then the following will be undertaken:

- Shut down risk assessment will determine what ongoing site management inspections and certifications are required
- Perimeter hoarding inspection to ensure there are no risks to public who utilise the circulation space adjacent the site
- Perimeter public domain inspection to ensure all surrounding finishes are suitably in place to ensure no additional risks to public
- Environmental control measures in place to the full perimeter to prevent sediment runoff.
- Site security requirements determined by risk assessment.

5 SOIL, WATER & GROUNDWATER MANAGEMENT

5.1 EROSION & SEDIMENT CONTROL PLAN

An Erosion and Sediment Control Plan (refer Appendix D) will be implemented on the project to provide site controls and mitigation measures during the project. The Erosion and Sediment Control Plan has been designed with a holistic approach in establishing, implementing, and maintaining controls to minimise and trap sediment on the site.

The Erosion and Sediment Control Plan will be further developed and implemented on the project to provide site controls during the demolition, excavation, and construction phases. Construction works will be undertaken in a manner to avoid erosion and sedimentation of the site onto the surrounding land or waterways. The plans will ensure the controls are established early during the project and maintained throughout the life of the project.

5.2 GENERAL PRINCIPLES FOR SEDIMENT & EROSION CONTROL

It is important to design and install measures that reduce the erosion hazard of any construction activity. Once this is achieved, run-off water which carries the sediment must be controlled in such a way as to reduce the amount of sediment leaving the site. Site water and sediment management will be in accordance with EPA and Sydney Water Guidelines.

The following general items may be incorporated into the construction management of the site:

- Temporary holding area for demolished material within a temporary sediment fence to ensure erosion and sediment particles do not enter surrounding waterways. Demolished material held in this area will be appropriately covered to ensure colluvium erosion and sedimentation will not occur, and will be held for a short amount of time only whilst being loaded out;
- Ingress of water due to periods of heavy rain will be managed through on-site detention. Excess surface water will be pumped into sediment holding tanks. These tanks will be cleaned, and the water will be pumped to stormwater following cleaning and treatment in accordance with the Principal Contractor's water quality discharge procedures, Environmental Protection Authority (EPA) and Sydney Water requirements;
- Appropriate stabilised site access and/or shaker grids will be installed at site access points;
- Wheel wash bay will be implemented for all trucks leaving site. This will be regularly maintained.
- Vehicles leaving the site will secure and cover their loads. All trucks will be inspected prior to leaving the site (where applicable);
- All roads and pedestrian footways surrounding the site will be swept to remove any debris associated with the works on the site;
- Silt fences are designed to filter run-off (if any) leaving the site, trapping sediment and allowing filtered water to pass; and
- Discharge of site generated catchment water shall be managed in accordance with the Principal Contractor's Water Quality Discharge Procedure and EPA Guidelines.

5.3 STORMWATER MANAGEMENT

The objective is to ensure compliance with NSW and City of Sydney Council requirements. The purpose of the management plan is to mitigate and/or address discharge of stormwater off the site and to ensure that the environmental values of receiving waters are maintained or enhanced.

The Stormwater Management Plan provided as an annexure to this report will be developed and regularly assessed to ensure adequate controls are in place throughout the various stages of

DEMOLITION ENVIRONMENT MANAGEMENT PLAN

MAY 2026



construction works. (Refer Appendix D). Mirvac's standard systems and procedures include regular external audits to assess the adequacy of the stormwater, sediment, and erosion controls in place on the site.

6 CONSTRUCTION WASTE MANAGEMENT PLAN

6.1 INTRODUCTION

Mirvac Constructions Pty Ltd aims to reduce the amount of waste to landfill by adopting the waste management hierarchy of avoid > reuse > recycle > dispose throughout the main works construction phase.

Appendix E contains the site-specific Mirvac Construction Waste Management Plan (WMP).

In accordance with the Waste Management Plan it is the workplace manager's responsibility to ensure the targets of the plan are met, along with ensuring waste dockets are retained.

Waste targets for this Business Unit are >95% diversion of waste from landfill by recycling, reusing, designing, or other methods. Waste Materials generated on site are to be managed such that recycling is maximised and the volume of waste transported to landfill is minimised.

A specialist Waste Management Contractor will be engaged to coordinate waste recycling, recovery and disposal of all waste during all stages of the project. Waste and litter stockpiles and storage areas will be carefully controlled and managed.

Upon arrival at the facility, the waste is sorted into various categories. Once the product has been sorted into its various categories, the facility then processes the individual recyclable waste streams into reusable products available for re-sale to the public as described below:

- Concrete is crushed, pulverised and sold as recycled aggregate;
- Bricks are also crushed, pulverised and sold as recycled road base;
- Timber is chipped and sold as mulch for garden beds and ground cover;
- Steel is sent for recycling;
- Plasterboard is broken down to a gypsum product and sold to farmers as a soil additive;
- Cardboard & White Paper Recycling to Amcor for recycling;
- Bottles, Cans & Plastics Recycling to Visy for recycling.

Waste generated at the workplace shall be avoided or recycled wherever practical. Mirvac has implemented a Waste Management Plan and it is described as follows:

- material is reused wherever practicable, in particular top soil
- the establishment of a workplace waste management area(s) for sorting and segregating waste where available space allows;
- participation in waste minimisation training for all workplace personnel;
- recyclable materials are reprocessed wherever practicable, e.g. plasterboard off cuts, steel reinforcement and concrete;
- contractors identify areas where they can reduce waste and reuse materials in their respective trades (waste avoidance initiatives to be provided by each Service Provider in the JSEA);
- prescribed waste, e.g. hazardous or contaminated material, asbestos, aqueous waste (paint washout residue/sludge), shall be removed by a licensed contractor and dockets retained at the workplace for audit verification purposes;
- pollution and damage to the environment is prevented; and
- The safety and health of employees, Service Providers and the public is protected.

6.2 DEMOLITION WASTE MANAGEMENT PLAN

Waste	Total	% Recycled
Debris (Brick and concrete)	Approx 16,500 m3	100%
Metals	Approx 1,050 m3	100%
General Waste	Approx 1,500 m3	75%
Hazardous Waste	Approx 50 m3	Nil

Figure 6: Estimated waste generated during demolition works

7 SUSTAINABILITY

The Principal Contractor's target is to achieve a consistent level of environmental and social outcomes throughout the project by committing to establishing new initiatives where possible. Exploring alternative sustainable options outside of the legislative requirements and implementing them will make a significant contribution to the physical environment and the local community.

By exercising the sustainability values depicted in Figure 8 and recognising the benefits of social, environmental and economic sustainability, Blackwattle Bay will promote a balanced lifestyle for its future occupants and wider community which will be reflected in the development and throughout the construction phases.



Figure 8: Mirvac's Sustainability Values

7.1 STRATEGY

In adherence with Mirvac's commitment to sustainability, an integrated approach "This Changes Everything" is focused on the responsibility Mirvac has to the environment, wider community and to its investors. With the engagement from relevant stakeholders, Mirvac seeks to deliver a culture that fosters sustainability and having a lasting impact. The six aspects of this strategy include:

- 1) Climate Change:
 - Mirvac aims to generate more energy than we consume. In management practices, the Principal Contractor will invest in opportunities such as renewable energy onsite and assess suppliers in their involvement to sustainability.
- 2) Natural Resources:
 - We have made a commitment to achieve net positive water and zero waste to landfill by 2030. Through efficient use of resources, the Principal Contractor will reduce consumption of natural resources and operate in a manner which will achieve a minimum 95% recycling.
- 3) Our Community:
 - Mirvac has a target to triple our community investment by 2022 and create a net positive legacy. Each Mirvac project has a role to play.
- 4) Social Inclusion:
 - Mirvac has a target to spend \$100 million in the social sector by 2030 to help other organisations that are purpose-driven. This includes spending money with Indigenous businesses and social enterprises.
- 5) Our People:
 - Mirvac has a target to have a highly engaged, capable and diverse workforce
- 6) Trusted Partner:
 - Mirvac has a target to be the most trusted owner and developer.

7.2 PERFORMANCE CRITERIA

The following criteria will be monitored during construction to measure overall performance in addressing sustainability targets:

Environmental Management System

Implement a Workplace Risk Management Plan that is certified to AS/NZS ISO 14001, which establishes clear environmental objectives & targets for the site works.

Community / Sensitive Receivers

Provide opportunities for the local community to learn about the projects and the impact on the wider community. As well as this, hold information sessions on the health and safety programmes to engage and build a rapport with the relevant agencies. Have email updates on the progress and any other media coverage.

Energy

Examine opportunities to reduce electricity and water consumption and the use of alternative systems implemented for site amenities.

Sustainability Induction

Construction staff will be educated on the sustainability initiatives planned for the project and encouraged to innovate and find sustainable solutions through site induction, toolbox talk process and site Health, Safety and Environmental Committee weekly meeting/inspections providing feedback.

Innovation

Ongoing review of project planning and development to explore innovative options to promote sustainability on the project.

8 TRAFFIC MANAGEMENT PLAN

8.1 INTRODUCTION

The Construction Traffic Management Plan (CTMP) has been prepared to manage traffic, pedestrian and transport impacts associated with the demolition phase of the Blackwattle Bay redevelopment at the former Sydney Fish Markets site. Demolition works are anticipated to occur primarily within the site boundary, with vehicle access and egress via the existing signalised intersection on Bank Street, utilising the surrounding state road network. The CTMP outlines expected vehicle types and volumes, haulage routes, working hours, and site access arrangements, demonstrating that the surrounding road network can safely accommodate demolition traffic with minimal disruption. Public transport and active transport options in the vicinity are well established, and contractors will be encouraged to utilise these where possible to reduce vehicle demand.

Appropriate mitigation measures are proposed to ensure the safety of workers, pedestrians and road users, including Traffic Guidance Schemes in accordance with TfNSW Traffic Control at Work Sites (TCAWS), traffic controllers at site access points where required, and a temporary closure of the footpath along Pyrmont Bridge Road with a clearly signed pedestrian detour. No road closures or vehicular detours are proposed. Construction traffic movements will be managed to minimise impacts during peak commuter periods, and all vehicle operations will comply with relevant standards, approvals and conditions. The CTMP considers any potential cumulative impact of surrounding developments, including:

- Harbourside Redevelopment
- Pyrmont Metro Station
- Bank St Park

It is noted that given the proximity of the site to the state road network, there is likely negligible impact due to cumulative construction activity in the area.

The CTMP will be regularly monitored and reviewed throughout demolition works and updated as required to reflect authority approvals, design changes or staging adjustments, including any early demolition works undertaken as enabling activities.

The CTMP can be found in Appendix B

8.2 VEHICLE ROUTES

The routes for all construction vehicles proceeding to and exiting from the project have been identified in the CTMP. The routes have been determined by assessing travel and turning paths at the intersections and to minimise the impact of construction traffic on local streets and highly activated pedestrian frontages.

Dedicated construction routes have been devised to use the arterial road network as much as possible. Site entry signage will be installed to direct all deliveries to the correct areas. All vehicles upon entry to the site for the first time must complete a truck driver's declaration or complete a site induction to ensure compliance with the site rules.

8.3 ACCESS AND EGRESS TO SITE

Construction Vehicles

For the duration of the project, construction traffic will enter the site via dedicated gates on the existing driveway from Bank St, acting as the primary construction access and egress point for demolition.

The following will be implemented for site access and egress points:

- The entry / exit gates will be manned by qualified traffic controllers during working hours when required. These will be responsible for managing vehicular, pedestrian and cyclist traffic movements. Mirvac shall ensure that clear access is maintained to facilitate any emergency access/evacuation.
- All entering and exiting of vehicles to work zones shall be in accordance with an approved Pedestrian & Traffic Management Plan and supplementary Traffic Guidance Schemes (TGSs). Traffic flow to all lanes of traffic shall remain as open as possible in accordance with DA requirements.
- Installation of suitable engineered hoardings to the full site perimeter to allow pedestrians to safely use the public footpath.
- Relevant statutory signage shall be erected defining the vehicle entry and exit points at all stages of construction.
- All construction vehicles will park on site.

8.4 SITE-SPECIFIC ISSUES

Road Closures

Temporary restrictions or footpath closures may be required on Pyrmont Bridge Road. Consultation will be undertaken with relevant stakeholders, in accordance with the Construction Traffic Management Plan.

8.5 TRAFFIC FLOW IMPACT

Trucks and vehicles will not be permitted to stop or wait in any street prior to entering site. As such, it is envisaged that there will be no interruption to traffic flow of surrounding areas.

Truck movements will be for the delivery of construction product with all non-critical deliveries being scheduled outside restricted and or peak traffic periods. The number of trucks will vary depending on the stage of the construction process, however, the estimated number of truck movements are as follows:

Construction Vehicles

Stage	Vehicle Types	Average Vehicle Trips Per Day	Estimated Peak Vehicle Trips Per Day
Demolition	HRV (12.5m), Truck and Dog Trailer (19.0m), Articulate Vehicle (19m)	25	50

Figure 10: Estimated vehicle trips per day.

From the CTMP prepared, it has been determined that within the context of the broader road network around the site, the estimated construction traffic, which will be spread throughout each day, will not cause notable impact on the capacity or operation of the road network.

8.6 PLANT & EQUIPMENT

The following is a summary of the types of plant and equipment that will be utilised on the project:

- Articulated flatbed truck for delivery of site sheds and hoarding materials.
- Articulated float / low loader for delivery of earth moving equipment such as excavators, dozers, dump trucks and piling rigs.
- Truck and trailers for the exportation of excavated material off site.
- Concrete trucks for delivery of ready-mix concrete.
- Mobile cranes, of various size, for erection of site amenities, miscellaneous lifting.
- Prime mover and enclosed flatbed trailer for delivery of materials.
- Medium rigid vehicles, small rigid vehicles, vans and couriers to deliver smaller materials.

8.7 LOADING AND UNLOADING OF MATERIALS

Demolition works deliveries and the loading / unloading of materials is proposed to be undertaken within the site itself with entries and exits from the site shown in Appendix A.

Other measures to be incorporated include:

- Statutory and directional signage to be installed and maintained throughout construction;
- All loading and unloading operations are to comply with Work Safe and relevant authorities' requirements;
- No materials will be stored on public footpaths, roads or shared access ways;
- Should any lane closures be required, a relevant traffic management plan will be issued along with any required permits and if deemed required, a local resident warning.

8.8 TRAFFIC & PEDESTRIAN MANAGEMENT

For the duration of the demolition works, pedestrians will be able to continue to safely use the majority of the public footpaths adjacent to site, excluding the Pyrmont Bridge Road footpath which is proposed to be closed to facilitate demolition of the building walls on the site boundary. Prior to the works commencing, suitable engineered hoardings will be established around the building perimeter for the purposes of site safety and security.

All site workers and visitors shall enter and exit the site via designated pedestrian access points around the site. Statutory and directional signage will be established at all site entry and exit points to alert pedestrians and other drivers to the movement of construction traffic. Authorised Traffic Control personnel will control the movement of all vehicles to and from the site and work zones. All visitors to the site will be required to be escorted at all times by Mirvac site staff and will be provided with a defined entry path from the point of entry. All locations, traffic flow and entry points will be outlined in the final Construction Traffic Management Plan.

Refer Appendix A for proposed site establishment / access provisions. All hoarding, work zone and other applications related to various construction phases will be submitted in accordance with NSW guidelines and policies.

8.9 WORKER AND STAFF PARKING

Parking for site workers during the demolition phase will be provided on site, within the existing Bank Lane carpark. In addition, local public transport options will be provided to all workers during site inductions. Workers will be encouraged not to park in neighbouring streets to minimise the impact of the development to surrounding areas.

8.10 SITE SAFETY PLAN

A site-specific Workplace Risk Management Plan (WRMP) and a Risk and Opportunity register, will be developed and reviewed monthly by the Site Management Team to reflect the current stage of site works. See further detail in Section 11 of this report.

All works throughout the construction process will be required to comply with the Traffic Management Plan, Statutory Requirements, and the WRMP.

9 NOISE AND VIBRATION MANAGEMENT PLAN

9.1 INTRODUCTION

A Noise Impact Assessment has been produced for the Demolition works, and an associated Noise and Vibration Management Plan will be prepared prior to construction.

10 AIR QUALITY CONTROL

Where required, any measures for dust, smoke, fume and odour control will be in line with the Protection of the Environment Operations Act 1997. Any complaints that may arise from neighbouring properties will be actioned in accordance with the Community Contact register requirements (refer to Appendix F– Mirvac Group Policies and Procedures). Air quality will be monitored daily during the relevant construction phases and reported monthly at PCG meetings.

10.1 DUST

Dust created by construction related activities typically become more prominent during windy conditions, and will be dealt with by way of water suppression and select work procedures. Visual monitoring is to be undertaken throughout the construction phases of the project. A site-specific Air Quality Management Plan is appended to this DEMP and included in Appendix H.

The implementation of the below dust mitigation measures shall be incorporated to reduce the likelihood of potential issues occurring.

- The construction site will be maintained and kept clean. Where suitable, the use of mechanical sweepers and covered waste bins will be utilised;
- Completed surfaces will be kept clean;
- Controlled site access will be maintained with vehicle wash down / clean down facilities to be established to maintain access roads;
- All materials transported from site in trucks will be appropriately covered.
- The site perimeter will be encapsulated with hoardings to minimise the egress of dust at the boundary of the site
- Water points will be located around the perimeter of the site and will be used during specific activities as required.

10.2 ODOUR

Odours may be controlled such that they are minimised as far as practical / feasible at the boundary of the site during construction. Odours shall be detected solely on the sense of smell. The following odour control procedures can be undertaken if required.

- Use of appropriate covering techniques to cover excavation faces or stockpiles
- Use of fine mist sprays
- Use of hydrocarbon mitigating agent used on the impacted areas/materials
- Adequate maintenance of equipment and machinery to minimise exhaust emissions.

As the majority of the site excavation is within sandstone rock, odours from organic soil is expected to be of low probability. Where isolated areas of potential Acid Sulphate soils are to be excavated, they will be handled and promptly treated in accordance with the Acid Sulphate Soils Management Plan.

11 HAZARDOUS MATERIALS

11.1 SITE SURVEY

A hazardous material inspection survey and report has been completed for all areas within the project boundary.

The survey involved a visual inspection of representative construction materials, on-site testing of suspected materials and the collection and analysis of additional unidentified suspected asbestos-containing materials (ACM) in order to update the hazardous materials register for the site. Refer to appendix G for the Hazardous Material Building Survey report.

11.2 HAZARDOUS MATERIALS CONTROLS AND MONITORING

Prior to commencement, asbestos monitoring devices will be established to the site boundary if required.

Removal of any hazardous materials will be in strict accordance with Codes of Practice for the safe removal of the relevant hazardous materials. All hazardous materials removal works will be completed by licensed contractors.

All hazardous materials disposal will be recorded. All records will include vehicle details, material type, when it was removed, and where it was disposed.

11.3 DUST EMISSION MONITORING

Dust monitoring devices will be established to the perimeter of the site and adjacent properties, in locations to be agreed with the stakeholder / building owner / manager as required.

11.4 HAZARDOUS MATERIALS CLEARANCE

Air monitoring results and clearance certificates shall be provided at regular intervals (minimum weekly) by Mirvac during any hazardous materials and remediation phases should they be necessary. All certification shall be provided by a NATA accredited consultant. Construction works will not commence until hazardous materials clearance has been received.

11.5 GOODS STORED ON SITE DURING DEMOLITION

During construction, the Principal Contractor will implement a hazardous materials register as part of the Work Risk Management Plans and audit procedures. The hazardous materials register will include the following materials/ procedures:

- Fuels required for running of plant and equipment, these fuels will include: unleaded petrol, diesel and gas. All fuel will be contained and bounded as required under EPA guidelines, Department of Environment Climate Change and Work Cover requirements;
- Re-fuelling procedures and designated re-fuelling areas will be implemented and allocated to eliminate risks associated with spills and will also identify procedures to contain spills;
- Spill kits and adequate training will be provided to relevant construction staff and at locations identified as storage and refuelling zones.

Dangerous goods to be stored on site will also include; oxyacetylene, bonding agents etc. and as per the fuels listed above, these will also be stored as required under relevant Australian Standards, EPA guidelines, the Department of Environment Climate Change and Water, Work Cover requirements and Industry codes of practice.

Hazardous substances and dangerous goods will be stored in secure well-ventilated areas. At all times, the Principal Contractor will have regard to the storage and hazardous materials and their proximity to neighbouring properties.

Mixed class gas cylinders, e.g. oxy and acetylene, will be separated from other hazardous substances or flammable goods by a minimum distance of 3 metres as detailed in AS4332 Storage and Handling of Gases in Cylinders. The exception to this requirement is minor storage situations (a total capacity of all cylinders in the store of less than 2,000 litres) where both oxygen and acetylene can be stored together.

Storage of dangerous goods that 'exceed' the amounts outlined in the Mirvac Group Dangerous Goods Storage Guidelines require the premises (workplace) to be licensed under dangerous goods legislation and associated regulations. To minimise workplace risk and eliminate the need for licensing, except in exceptional circumstances, it is a Mirvac Group requirement that maximum volumes of Dangerous Goods do not exceed those quantities outlined in the abovementioned guidelines.

The Principal Contractor will maintain a dangerous goods register and material safety data sheets for each product listed as well as having a procedure to deal with potential spills.

All relevant firefighting equipment, first aid facilities and relevant authorities contact details i.e. Fire, EPA will be displayed at prominent locations and included at site inductions.

11.6 DEMOLITION MATERIALS HANDLING AND DISPOSAL

11.6.1 CONCRETE AND BRICK

Bricks will be generated from external walls and dividing walls. Bricks will be separated from other debris and stockpiled. Concrete will be pulverised with the view to separate out the steel and also to achieve a maximum size of 600mm in any direction. As with brick, concrete will be separated from other debris and stockpiled. It will be loaded into trucks and then carted to a recycling yard. This will generally be taken to concrete recyclers at Camelia. Full records including tipping receipts will be kept to verify quantities.

11.6.2 METALS

Metals will be separated into their individual types and further into light gauge and heavy gauge. These will be stockpiled and then loaded into bins for removal to a scrap recycling facility. This will generally be taken to a recycling plant. Full records including tipping receipts will be kept to verify quantities.

11.6.3 GENERAL WASTE

General Waste includes plasterboard, timber (engineered and natural), glass, carpet, and insulation etc. These items will be loaded into trucks and taken to landfill. This will generally be taken to a recycling facility. Full records including tipping receipts will be kept to verify quantities.

11.6.4 SYNTHETIC MINERAL FIBRE

Synthetic Mineral Fibre (SMF) is found in the building chiefly in ceilings and walls. Disposal of SMF will be through General Waste and taken to EPA approved landfills.

12 COMMUNITY CONSULTATION

12.1 INTRODUCTION

Consultation will be made with the local community and relevant agencies at an appropriate time and setting by a Mirvac representative and our community engagement consultant. The objective of the consultation is to outline all major activities, operations and environmental performance of the project which may affect their amenity.

Through the use of sound management practices, positive engagement with stakeholders, authorities or customers can be achieved. Members of the community who are involved in Mirvac business can expect opportunities for discussion and feedback. Mirvac places high regard on social amenity and is sensitive to the lifestyle impacts of its operations, reflecting this in its response.

12.2 NOTIFICATION AND COMMUNICATION

Impacted residents, businesses and stakeholders will be provided with sufficient notice of works and associated impacts, in accordance with the requirements of the development consent and associated management plans. This includes notification to all directly adjoining and immediately affected neighbours prior to the commencement of significant works – such as out-of-hours works, road or footpath closures, and access restrictions. Notifications will outline the nature and anticipated duration of impacts, proposed dates and working hours, and mitigation measures in place.

12.3 OUR COMMITMENTS INCLUDE:

- Advance notification of higher-impact works, including noisy or disruptive operations and estimated durations
- Individual stakeholder meetings on request
- Community information sessions or webinars prior to the commencement of major works as required
- Monthly reporting
- Site signage with 24-hour contact details
- Online registration for digital project updates via the project website

12.4 CONTACT AND PROJECT INFORMATION

Email: blackwattlebaycommunity@mirvac.com – managed by dedicated community liaison

Website: <https://blackwattlebaycommunity.mirvac.com/> – updated regularly with project news and programme information

13 DISPUTE RESOLUTION

Mirvac acknowledges the potential for disruption as a result of the development and proposes that a complaint procedure / complaint register be developed. Should a complaint or infringement occur, the following procedures are to be adopted in accordance with the Mirvac group-wide standard systems:

- All complaints and infringements are to be brought to the attention of the Mirvac Site Manager immediately upon receipt;
- The Mirvac Site Manager shall investigate the complaint and ensure appropriate action is taken to address the complaint or infringement within the time frame HSE Objectives and Targets for Community Contact Issues detailed within the Mirvac Construction HSE Management Systems Manual;
- A Community Contact Notification form shall also be completed for all complaints and enquiries (refer to Appendix F – Mirvac Group Policies and Procedures);
- A copy of this documentation is to be filed within the site office.

The contact details of the Site Manager will be permanently shown on the site noticeboard to be displayed in a prominent location at the site entry as an emergency 24-hour contact.

14 APPENDICES

14.1 APPENDIX A – DEMOLITION SITE PLAN

14.2 APPENDIX B – CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT (PARKING & TRAFFIC CONSULTANTS) PTC

14.3 APPENDIX C – DEMOLITION NOISE AND VIBRATION MANAGEMENT PLAN

14.4 APPENDIX D – SEDIMENT & EROSION CONTROL AND STORMWATER MANAGEMENT PLAN (AT&L)

14.5 APPENDIX E – CONSTRUCTION WASTE MANAGEMENT PLAN (MIRVAC)

14.6 APPENDIX F – MIRVAC GROUP POLICIES & PROCEDURES

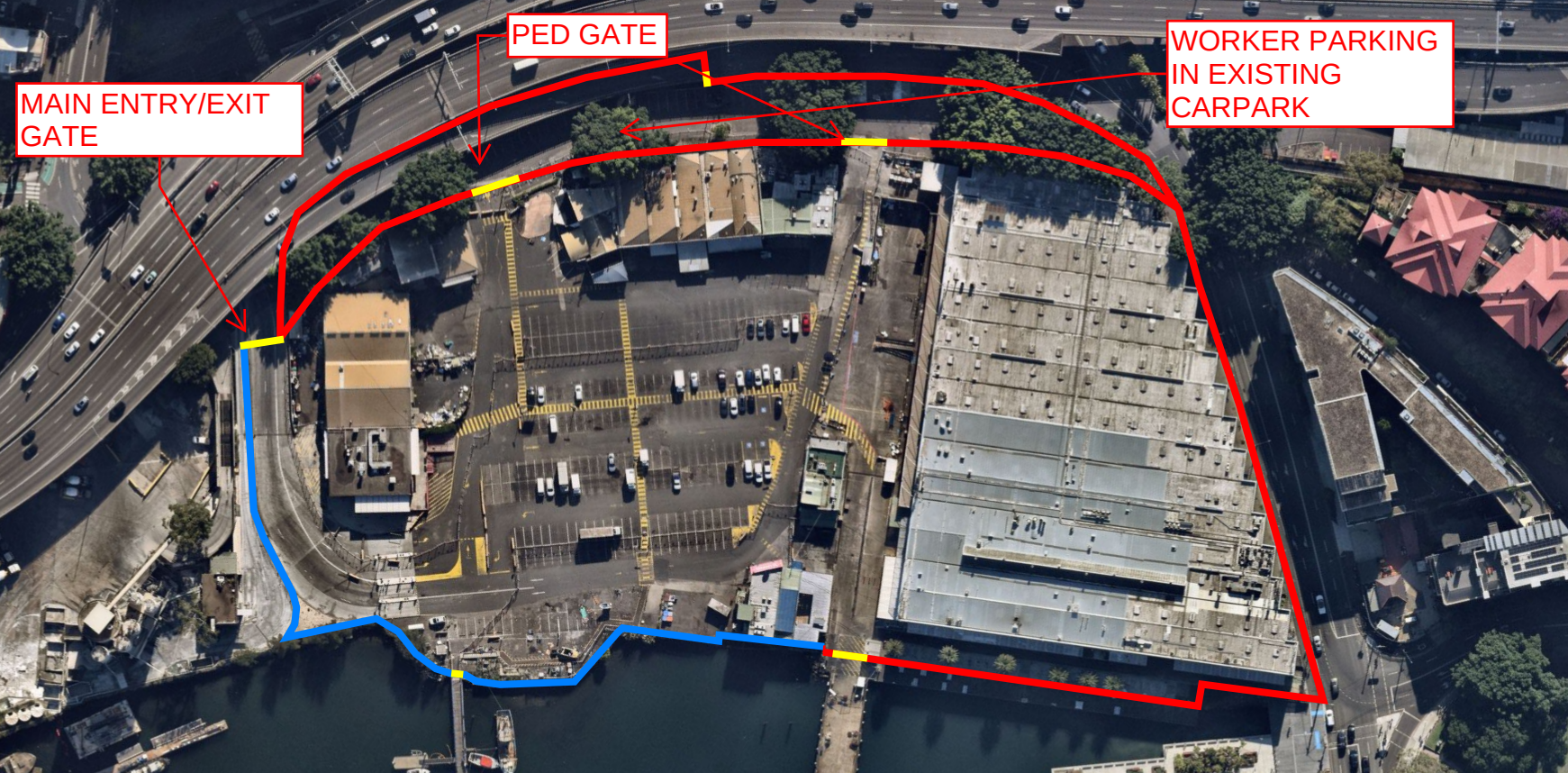
Mirvac Policies & Procedures Included:

- Young Worker Policy
- Health Safety Environment Policy
- Injury Management and Return to Work Policy
- Smoke Free Policy
- Noise Control Policy
- Respectful Workplace Behaviours Policy

14.7 APPENDIX G – HAZARDOUS BUILDING MATERIAL SURVEY (JBS&G)

14.8 APPENDIX H – AIR QUALITY MANAGEMENT PLAN - DEMOLITION (JBS&G)

14.9 APPENDIX I –ARCHITECTURAL DEMOLITION DRAWINGS



MAIN ENTRY/EXIT
GATE

PED GATE

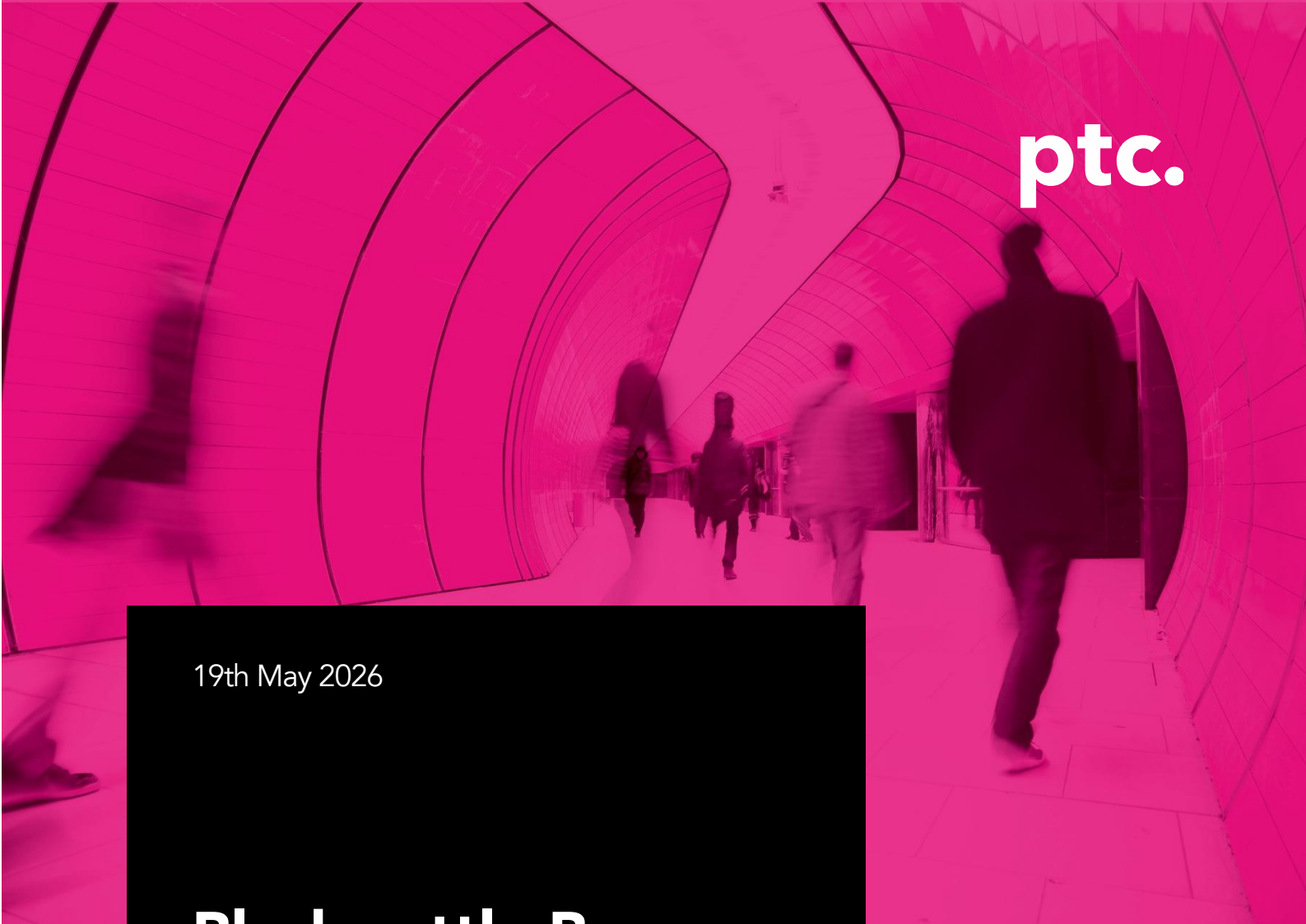
WORKER PARKING
IN EXISTING
CARPARK



LEGEND

- A Class Hoarding
- B Class Hoarding
- 2.4m Chain Wire Fence
- Potential Fence
- Gate

MIRVAC CONSTRUCTIONS PTY LTD		BLACKWATTLE BAY REDEVELOPMENT	
DRAWING TITLE:		DEMOLITION SITE PLAN	
DRAWING NO:		BWB-SITE-MGR-0010	
DATE: 07/05/2026		REVISION: A	



ptc.

19th May 2026

Blackwattle Bay
Mirvac
Construction Traffic
Management Plan –
Demolition

For: Mirvac

Site Address: 56-60 Pyrmont Bridge Road, Sydney

Document reference number: 26-1442

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1. Introduction

1.1. Project Summary

The redeveloped site will consist of eight buildings, a waterfront promenade, boardwalk, public parks and open space, and cycleway extensions/additions to Bank Street and Pyrmont Bridge Road. Note that the northernmost portion of the site, the Bank Street Park, is to be completed by INSW.

1.2. Site Context

The site is located within the City of Sydney LGA, adjacent to the new Sydney Fish Markets site and near the State Road network (Section 2.1 Figure 2) and public transport (Section 2.2), which provides easy access for construction vehicles and contracted workers respectively. The site has an irregular shape and consists of several distinct areas.

The site is accessed primarily from the existing access location, which is a signalised intersection at Bank Street. Both right turn and left turn entry and exit are permitted movements.

The site spans several NSW Land Zoning classes, including MU1 and RE1. Figure 1 outlines the surrounding Land Zoning, and indicates the site proximity to the classified road network, which will be of significant benefit to construction haulage routes, and minimising impact to the local road network.

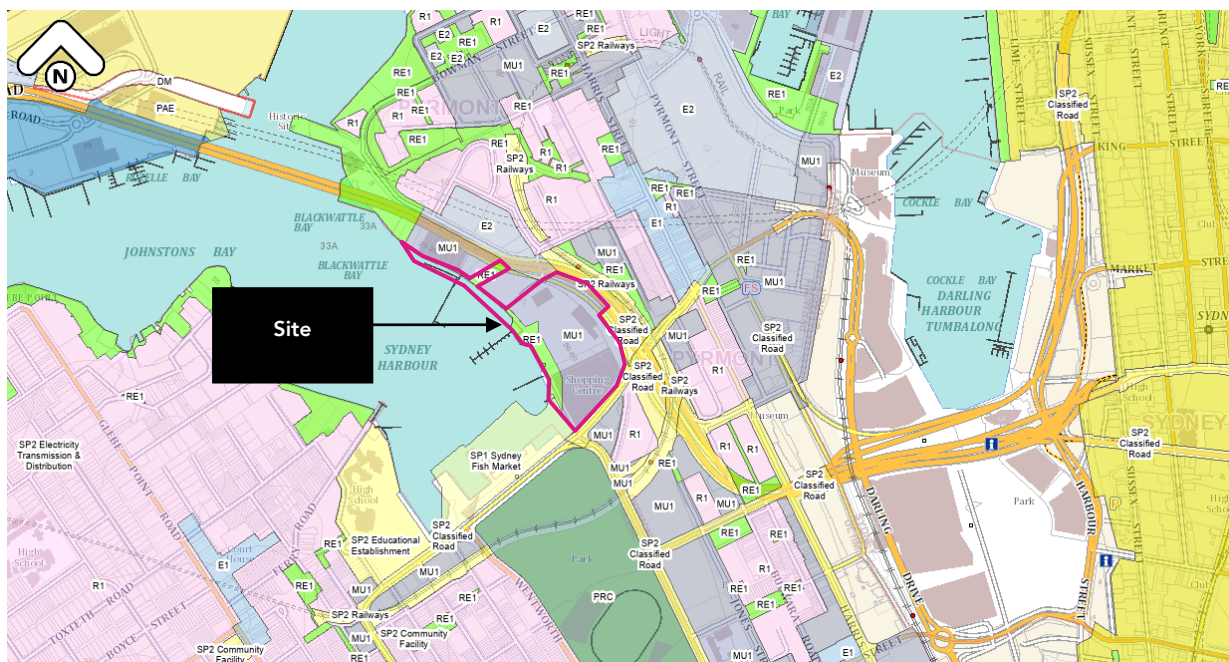


Figure 1: Site Map and Land Zoning

1.3. Scope of the CTMP

This CTMP addresses the construction activity associated with the development site for demolition works only, including the following:

- Location of any proposed Works Zones, site boundary, and any site office, crane locations, material and waste storage area and other components as necessary;

- Haulage routes;
- Construction vehicle access arrangements;
- A heavy vehicle swept path assessment, demonstrating feasibility of any proposed Work Zones or site accesses;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicle during the construction of the proposed works; and
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian, and cyclist impact.

1.4. Authority Requirements

This demolition CTMP is prepared to support an application for a Review of Environmental Factors (REF). As such, no specific authority requirements such as SEARS or Consent Conditions are available at this time. However, this document has been prepared with typical requirements in mind, and in accordance with the principles of the TfNSW Traffic Control at Work Sites (TCAWS) Manual.

2. Existing Conditions

This section outlines the existing transport network and conditions surrounding the project site. It covers the road network, public transport services, and active transport facilities, which will be used as a baseline to assess the potential impact of the proposed development in relation to construction.

2.1. Road Network

The road network surrounding the site primarily consists of state roads, which are capable of accommodating the intended construction vehicles. Figure 2 outlines the site boundaries on the TfNSW Road Hierarchy Map.

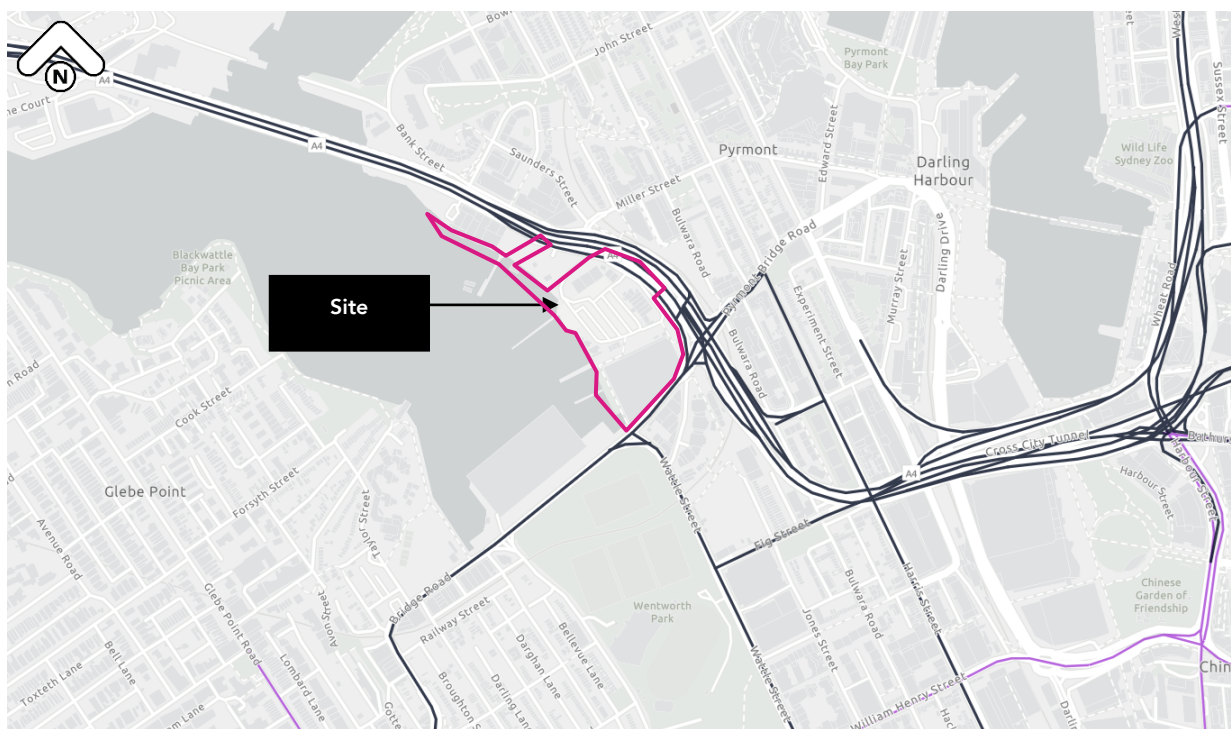


Figure 2: TfNSW Road Network Categorisation Map

More detailed stocktake of the roads which will be used for construction vehicle access to the site is presented below.

Table 1: Western Distributor Off-Ramp (Southbound)

Road Name	Western Distributor off-ramp (southbound)
Road Classification	State Road
Alignment	North-South
Number of Lanes	One lane becoming two lanes northbound
Carriageway Type	Single one-way
Carriageway Width	6 metres
Speed Limit	60 km/hr
School Zone	No
Parking	No
Pedestrian Facilities	No
Bicycle Facilities	No
Public Transport	No
Forms Site Frontage	No



Figure 3: Western Distributor Off-Ramp (southbound) - Google Street View

Table 2: Western Distributor Off-Ramp (Northbound)

Road Name	Western Distributor off-ramp (northbound)
Road Classification	State Road
Alignment	North-South
Number of Lanes	Two lanes becoming four lanes northbound
Carriageway Type	Single one way
Carriageway Width	15 metres
Speed Limit	60 km/hr
School Zone	No
Parking	No
Pedestrian Facilities	No
Bicycle Facilities	No
Public Transport	No
Forms Site Frontage	No



Figure 4: Western Distributor Off-Ramp (northbound) - Google Street View

Table 3: Bank Street (Northbound) at Site Access

Road Name	Bank Street
Road Classification	State Road
Alignment	North-South
Number of Lanes	Two lanes each way
Carriageway Type	Divided two way
Carriageway Width	15 metres
Speed Limit	60 km/hr
School Zone	No
Parking	No
Pedestrian Facilities	Footpaths provided
Bicycle Facilities	No
Public Transport	No bus stops present
Forms Site Frontage	Yes



Figure 5: Bank Street (northbound) at Site Access - Google Street View

Table 4: Bank Street (Northbound)

Road Name	Bank Street
Road Classification	State Road
Alignment	North-South
Number of Lanes	Two lanes each way
Carriageway Type	Divided two way
Carriageway Width	15 metres
Speed Limit	60 km/hr
School Zone	No
Parking	No
Pedestrian Facilities	No
Bicycle Facilities	No
Public Transport	No bus stops present
Forms Site Frontage	No



Figure 6: Bank Street (northbound) - Google Street View

Table 5: Pyrmont Bridge Road (eastbound)

Road Name	Pyrmont Bridge Road
Road Classification	State Road
Alignment	East-West
Number of Lanes	Two lanes each way
Carriageway Type	Undivided two way
Carriageway Width	12 metres
Speed Limit	40 km/hr
School Zone	No
Parking	No
Pedestrian Facilities	Footpaths provided
Bicycle Facilities	Shared path along New Sydney Fish Market
Public Transport	No bus stops present
Forms Site Frontage	Yes



Figure 7: Pyrmont Bridge Road (eastbound) - Google Street View

2.2. Public Transport

Public transport in the vicinity of the site is well established and provides quality connectivity. The services available within a 400-metre walking distance to the site include:

- L3 Light Rail (Bank Street stop)
- Bus Services
 - 501 Parramatta to Central Pitt St via Victoria Rd & Pyrmont
 - 389 Bondi Junction to Pyrmont

The stops surrounding the site are identified as dots in Figure 8.

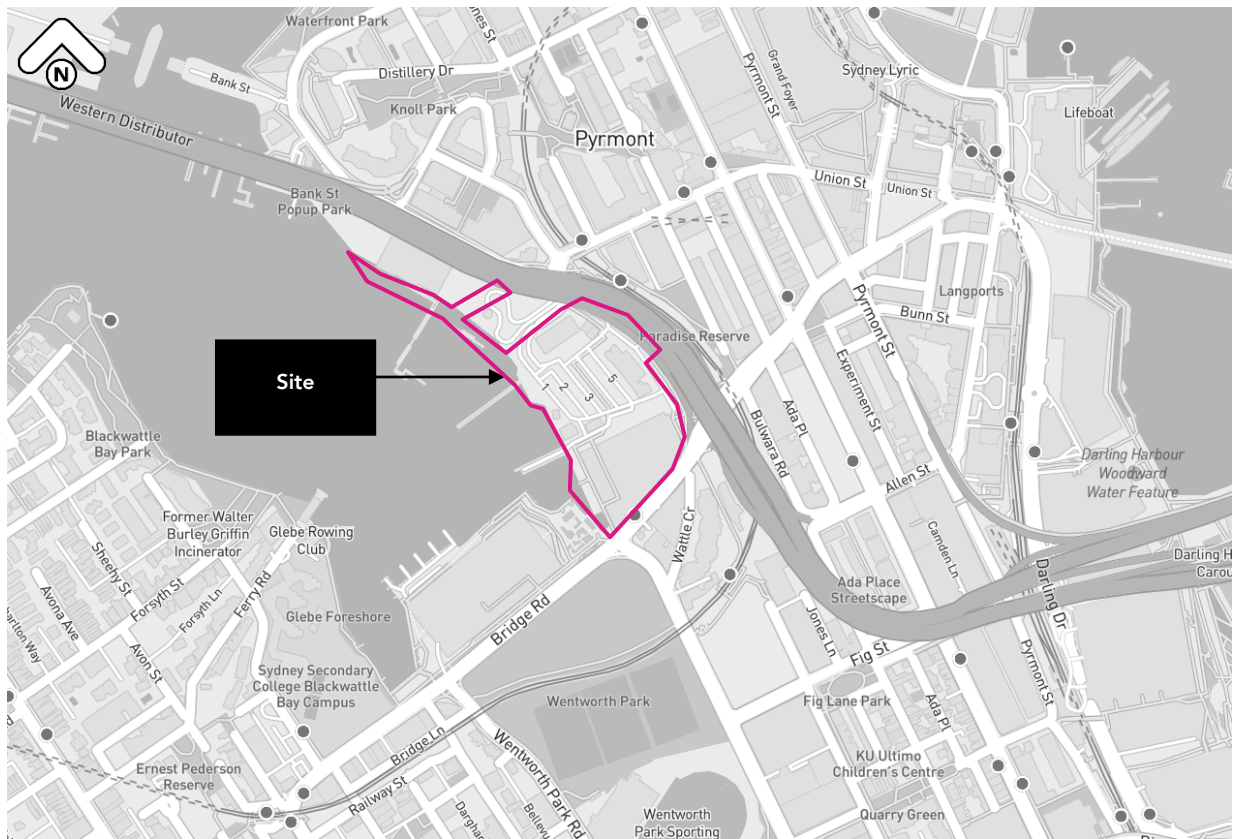


Figure 8: Public Transport Stops Map (TfNSW)

2.3. Active Transport

Being located in the inner-city suburbs of Sydney, the site has well established active transport connectivity. Figure 9 highlights the network of cycling infrastructure which surrounds the site. Furthermore, footpaths and dedicated pedestrian crossing facilities are provided on the roads surrounding the site, which assist to connect the site to public transport services.

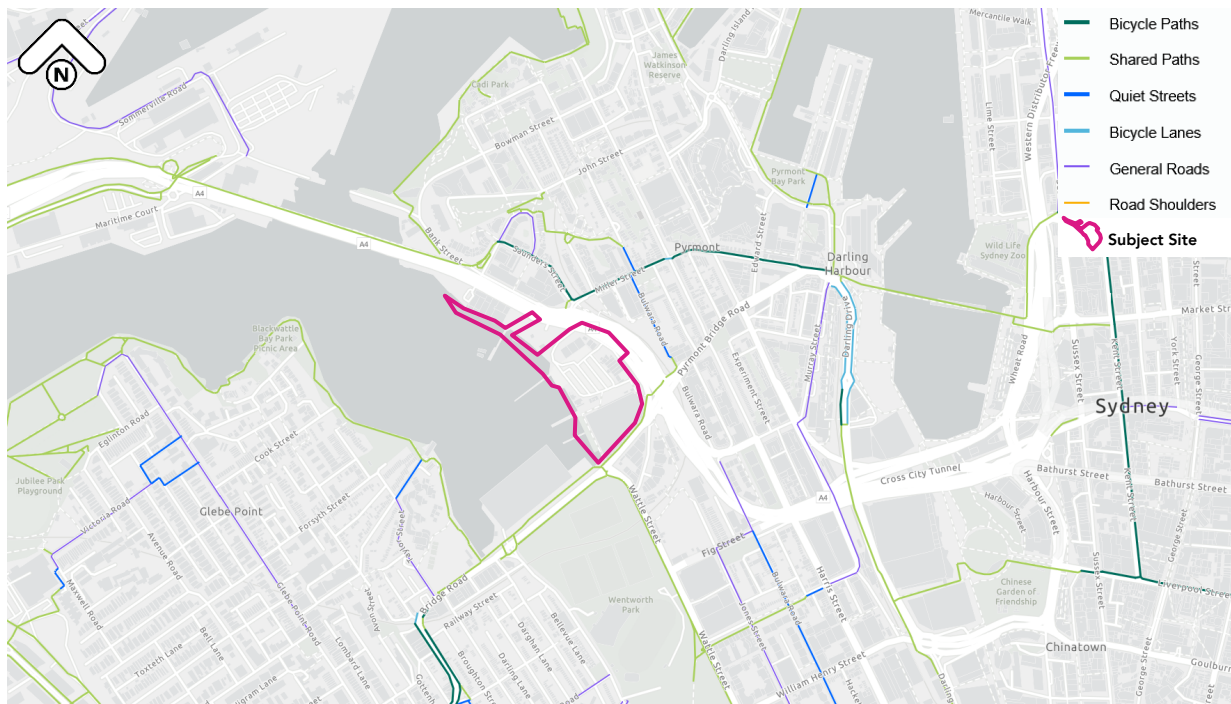


Figure 9: TfNSW Cycleway Finder Map

The active transport and public transport networks surrounding the site, as summarised in Sections 2.2 and 0, provide good connectivity which would allow contractors to make use of these services in lieu of private motor vehicles when travelling to and from the site.

The road network, as summarised in Section 2.1, predominantly consists of state roads which are generally found to be suitable for construction traffic.

3. Construction Traffic & Pedestrian Management Plan

The following sections outline the proposed construction activity, anticipated timeline as well as the proposed management measures relating to vehicular access, pedestrian access and other key considerations for the duration of the works.

3.1. Objective

The traffic management plan associated with the construction activity aims to ensure the safety of all workers and road users within the vicinity of the construction site and the following are the primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers. One movement is defined as a single vehicle performing either entry or exit to site in a single direction, not both.
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site;
- To provide information regarding any changed access arrangement and a description of the proposed external routes for vehicles including the construction vehicles accessing the site; and
- Establishment of a safe pedestrian environment in the vicinity of the site.

3.2. Traffic Management Planning Process

Temporary Traffic Management (TTM) for the demolition works has been planned in accordance with Transport for NSW, *Traffic control at work sites – Technical Manual, Issue No.6.1*, March 2022 (TCAWS). The process is shown in Figure 10.

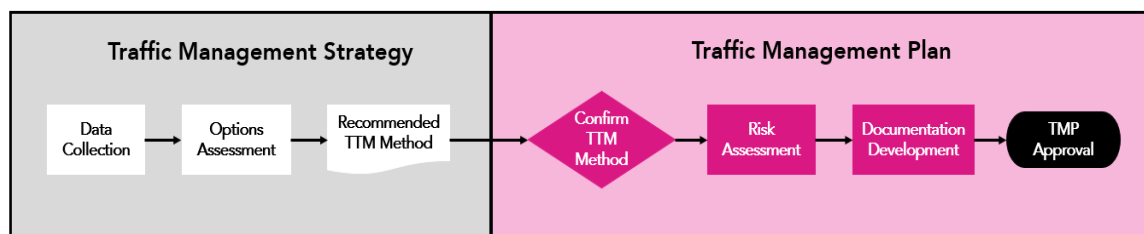


Figure 10: Traffic Management Planning Process

An iterative process is being adopted in collaboration with relevant stakeholders to adopt the most appropriate traffic management approach and develop the associated.

3.3. Traffic Management Strategy

A traffic management strategy has been chosen to support the appropriate allocation of time, funds and resources for the project, and allow for consultation in determining the safest and most efficient way for road users to interact with the work site. The following have been considered in determining the TTM method:

- Detour Options

No vehicular detours are necessary or proposed by the client and therefore, disproportionate disruption to the road users will not be expected to be introduced.

A pedestrian footpath closure is proposed along Pyrmont Bridge Road given the proximity of the demolition area to the footpath.

- Site Location

The site of the works does not contain infrastructure that may obstruct signs and devices needed for certain strategies.

- Work Area

All work is to be contained to the site, unless otherwise permitted. No road closures are proposed. Construction access and egress shall make use of the existing signalised intersection at Bank Street.

- Vulnerable Road Users

Desire lines of pedestrians, cyclists, motorcyclists do impact on works or create undesired interaction between these road users and traffic. Consideration has been taken to minimise impact on the daily ongoing operations of the site and its users while works are undertaken.

- Community Facilities and Needs

Given the site is currently housing the old Sydney Fish Markets site, it is not in use by the public. Public amenities surrounding the site such as footpaths shall be maintained wherever possible. Signage or directions for any detours or changes are to be implemented where necessary.

3.4. Decision of TTM Method

Based on the above assessment of the site and initial traffic management strategy, the method selected is Around (Elimination) as all typical truck and excavation/demolition activity will take place within the site, including the delivery of plant and site goods.

3.5. General Requirements

In accordance with TfNSW requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractor shall monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles. Vehicles operating to and from and within the site shall do so in a manner which does not create unnecessary noise or vibration.

No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances. No construction vehicles are permitted to double park, or park on the public road.

No building, demolition, excavation or material of any nature and no hoist, plant and machinery (crane, concrete pump or lift) shall be placed on Council's footpaths, roadways, parks or grass verges without Council approval.

No trees or native shrubs or understorey vegetation on public property (footpaths, roads, reserves, etc.) or on the land to be developed shall be removed or damaged during construction unless specifically approved in this consent including for the erection of any fences, hoardings or other temporary works.

3.6. Hours of Work

All construction activity associated with the project is expected to be restricted to the following hours:

- Monday to Fridays 07:00 to 18:00,
- Saturdays 08:00 to 13:00, and
- Sunday / Public Holidays No work to take place.

These are typical construction hours and works outside these times are subject to agreement and approval by the relevant approving authority.

3.7. Construction Programme

The programme of demolition works at the time of writing is limited in its development. Works are anticipated to commence in late 2026, and progress for 7 months. These dates are subject to adjustment based on authority approvals.

The demolition programme is expected to consist of the following scope of works (provided by Mirvac):

- Demolition and removal of all structures and materials from site to ground slab level inclusive of internal fittings, fixtures, furniture, internal finishes and building fabric at the site, but excluding the existing slab on ground and asphalt hardstands,
- scaffold and hoardings installed as required to facilitate the demolition work, along with the implementation of sediment and environmental controls,
- The site will be cleared of all rubbish and trade waste disconnected,
- All redundant services will be capped at the site perimeter.
- Existing substations will be decommissioned via the relevant authorities to facilitate their demolition,
- Prior to demolition of the structures, hazardous materials identified will be removed and the internal strip out will follow. The structures will then be demolished using a mixture of plant, with materials stockpiled before being loaded into trucks and disposed of offsite.
- All works will be performed in accordance with relevant legislation, Australian Standards, Codes of Practice and Guidelines for Demolition, with temporary engineering works completed as required.

All work associated with demolition is anticipated to occur within the site boundaries. Upon commencement of demolition works and on-site investigation, there may be additional scope to be included such as stormwater diversion.

3.8. Construction Vehicles

The demolition work is anticipated to require the use of large vehicles including

- 19 metre semi-trailer,
- 19 metre truck and dog,
- Heavy rigid vehicles (such as bin trucks), approximately 12.5 metres in length, and
- Medium rigid vehicles, approximately 8.8 metres in length.

In addition, various smaller construction vehicles are likely to be expected, including

- Small rigid vehicles, and
- Contractor vehicles such as vans and utes.

Given the sites previous use as the Sydney Fish Markets, and the delivery of goods associated with this, access and egress via the existing signalised intersection for large vehicles is expected to be unchallenging. Further assessment is provided on this matter in Sections 3.9 and 3.10.

The volume of construction vehicles anticipated on a typical day is 25 large vehicles.

The volume of construction vehicles anticipated on a high volume/peak day is 50 large vehicles.

When averaged over a construction day of approximately 11 hours, the typical volume equates to two to three vehicles per hour, whilst the peak volume equates to five to six vehicles per hour. These volumes are considered to be reasonable and generally align with other significant developments which have been undertaken in the area.

3.9. Haulage Routes

Given the position of the site in immediate adjacency to the state road network (Figure 2), the construction vehicle route to and from the site is not anticipated to have significant negative impact on the operation or amenity of surrounding local roads.

To assist in distributing the construction traffic across various state roads surrounding the site, numerous approach and departure routes are provided, which are suitable for use by vehicles up to and including the anticipated 19 metre semi-trailers and make use of exclusively the state road network.

The haulage routes proposed are shown in Figure 11 and Figure 12. Note that the haulage routes only show the connectivity to and from the site and state road network. Once on the state road network, construction vehicles will be capable of travelling in the direction required of them.

There should be no constraints with headroom clearances along Bank Street for typical construction vehicles, however, special deliveries and oversize vehicles will need to be carefully selected to ensure that they are capable of driving along Bank Street under the Western Distributor. Otherwise, an alternate site access for over-height vehicles may be required from Pymont Bridge Road opposite Wattle Street, subject to authority approvals and temporary changes to kerb infrastructure.

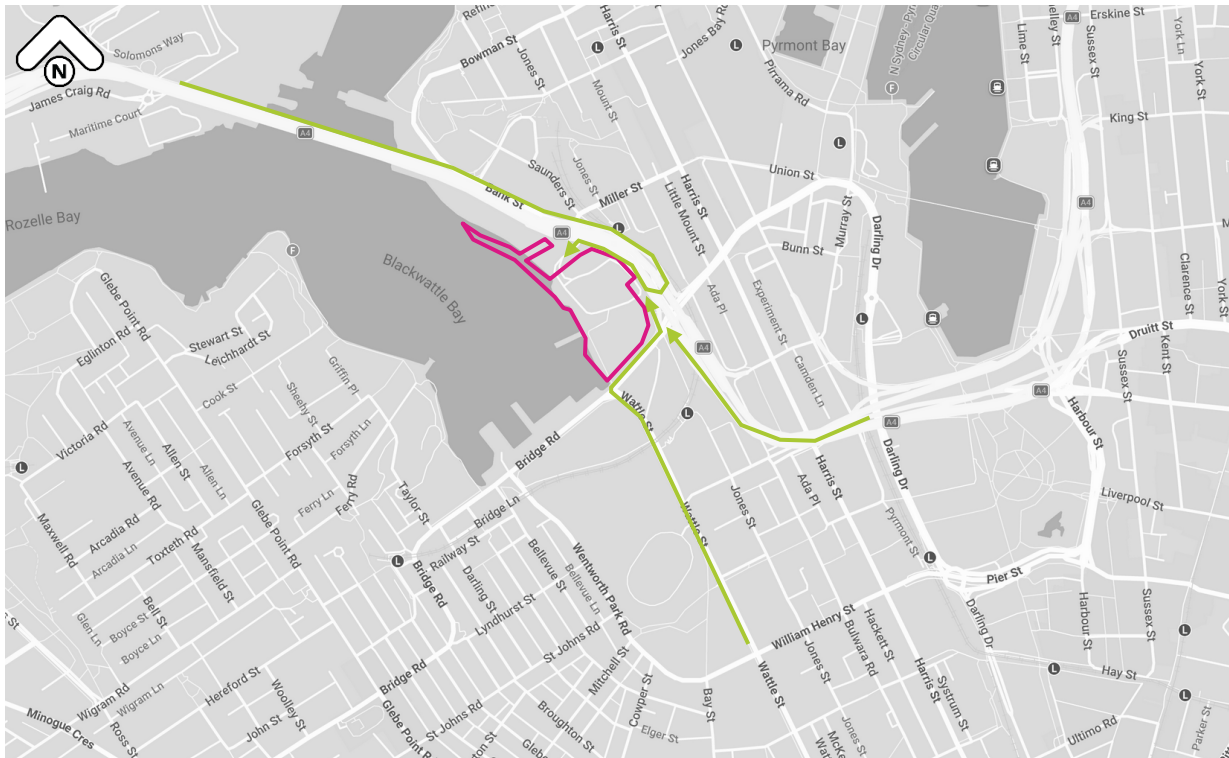


Figure 11: Haulage Routes - Access



Figure 12: Haulage Routes - Egress

3.10. Site Access Arrangements

Access to the site shall be provided by the existing roadway, which adjoins Bank Street at a signalised intersection.

A dedicated left turn lane is provided for site access, as shown in Figure 13. Egress via a dedicated right turn lane (to return towards the Western Distributor) is also provided, as shown in Figure 14.



Figure 13: Site Access via Left Turn from Bank Street



Figure 14: Site Egress via Right Turn into Bank Street

Appropriate site security and access gates shall be erected set back from the frontage with Bank Street to retain access/egress. Signage should be in place along the hoarding (or similar fencing) to indicate that there is no public access to the work site area.

The adjacent Heidelberg Materials site will remain open and operational throughout the Stage 1 Blackwattle Bay development, and access / egress to this site shall be maintained at all times (via Bank Street). The site gates/fencing shall be set back to a sufficient distance from the signals to allow continued vehicular access to Heidelberg Materials.

Given the site access is directly from the state road network, and the previous site land use (as the former Fish Markets) received large delivery vehicles, it is anticipated that construction vehicle access will be feasible. The access road into the site shall be closed to all vehicles other than the adjacent Heidelberg Materials and Blackwattle Bay construction vehicles, ranging from B99 car/van/ute to large construction vehicles such as truck and dog or semi-trailers.

3.11. Works Zones

There are no Work Zones proposed in road traffic lanes.

However, as part of the demolition works, it is proposed to close the footpath directly abutting the existing building on Pyrmont Bridge Road. Refer to Section 3.13 for further information and Appendix 2 for Traffic Guidance Schemes.

3.12. Traffic Control Measures

The Traffic Guidance Scheme (TGS) outlines the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site.

The TGSs have been set out in accordance with the TfNSW Traffic Control at Works Site. Any changes made to the TGS by the appointed traffic management contractor (including the exact location of any new signs) must be submitted to Council and TfNSW for approval. All Traffic Guidance Schemes associated with the CTMP must comply with the Australian Standards and Roads and TfNSW Traffic Control at Work Sites Guidelines Issue 6.1 (2022).

The lead contractor shall provide appropriate traffic and pedestrian management, including TfNSW accredited Traffic Controller, at all site interfaces with the public road as necessary. This will ensure truck movements and deliveries are received efficiently and safely.

The proposed TGS have been designed to be suitable for the work and location in accordance with Issue 6.1 of the traffic Control at Work Sites Technical Manual, 2022 (TCAWS).

Traffic Controllers

In instances where Traffic Controllers (TCs) are required, they are to be implemented to ensure that no conflict arises between construction vehicles and public traffic.

The Traffic Controllers are NOT to stop general traffic, pedestrians or cyclists on the public street(s) to assist construction vehicles when entering or exiting the construction site gates. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site or approved Work Zone.

3.13. Pedestrian Management

It is proposed to close the footpath along Pyrmont Bridge Road along the site boundary, between Wattle Street and the signalised crossing at the commencement of the on-ramp to the ANZAC Bridge. This is intended to minimise risk for pedestrians travelling in proximity to the site during demolition works. Existing pedestrian crossing infrastructure at the following intersections can be used to form of a pedestrian detour:

- Pyrmont Bridge Road and Wattle Street, and
- Pyrmont Bridge Road and Bank Street.



Figure 15: Proposed Pedestrian Detour

Appropriate signage shall be provided to alert and guide pedestrians of the detour. Refer to Appendix 2 for Traffic Guidance Schemes.

The general public will not be allowed access to the site. The contractor will ensure that the proposed site perimeter is maintained in a clean, well illuminated and safe manner at all times, throughout the duration of the project.

The site perimeter boundaries consist of site hoarding or fencing, installed during the various construction phases. The site hoarding will be established immediately following site possession and fitted with appropriate public directional signage.

Construction workers entering the site on foot will follow designated pedestrian routes and enter the site through the controlled pedestrian gates. Construction workers travelling by car will park in the designated contractor parking area (refer to Section 3.16).

3.14. Special Deliveries

Any oversized vehicle including mobile crane, that is required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by Council/TfNSW prior to any delivery. The use of the oversize vehicles is recommended to be restricted to evening or early morning to minimise impact to the surrounding road network and traffic congestion.

All oversize vehicles which are required to travel to and from the site shall be carefully selected with consideration of the overhead roadway (Western Distributor) along the site frontage.

3.15. Workforce Population

The anticipated on-site workforce on any given day is expected to be a maximum of 50 workers.

3.16. Contractor Parking

Contractor parking is to be provided either internal to the work boundary, or in the existing Bank Lane car park directly adjacent to the work area. Whilst parking is provided, there is limited quantity and as such, all contractors and workers shall be informed of the excellent public transport options available for travel to and from the work site. Refer to Section 2.2 for details of the services available. To facilitate the use of public transport by contractors, on-site secure tool storage should be provided.

Contractors may also consider carpooling to reduce the number of vehicles which require parking at the site.

In accordance with City of Sydney general TMP requirements, contractors are to be advised not to park in surrounding local streets.

Further, a staff induction should be provided to all contractors to inform them of the above. Refer to Section 3.17.

3.17. Staff Induction

All workers and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures. Additionally, the lead contractor will discuss TMP requirements regularly as part of toolbox talks and advise workers of public transport and carpooling opportunities.

3.18. Work Site Security

As discussed, to provide security to the work site and protection to the general public, it is proposed that the site perimeter boundaries consist of temporary fencing or hoardings. These boundaries will be established immediately following site possession and fitted with appropriate signage where required.

All gates are to be securely locked outside of working hours and may be regularly patrolled by security staff. This security network shall continue to work closely with the contractor to ensure that security is being maintained throughout construction. Unauthorised access to the work site is prohibited.

The contractor shall maintain a site entry register requiring all visitors to sign in upon entry. All visitors are required to wear an identification "visitor" badge and wear appropriate PPE at all times whilst on site.

3.19. Emergency Vehicle Access

Any emergency vehicle requiring access to the subject site will do so via the vehicular access point.

3.20. Access to Adjoining Properties

Access to all adjoining properties is expected to be maintained throughout the works.

Should any impact be expected to neighbouring properties, it is advised that the lead contractor provide written notice via letterbox distribution at least 14 days prior, or any other relevant communication channels.

3.21. Cumulative Construction Traffic Impacts

The following significant nearby developments have been considered when formulating this CTMP for demolition:

- Pyrmont Metro Station development
- Harbourside development
- Bank Street Park development

These have been considered due to their proximity and size.

It should be noted that the harbourside development has significantly progressed and as such may only have limited overlap with the Blackwattle Bay construction period.

The Pyrmont Metro Station development has not yet commenced construction activity, and as such is likely to overlap with the Blackwattle Bay construction period. The Bank Street Park development will be relevant until mid-2027 only.

However, the proximity of the Blackwattle site to the state road network, which is expected to be capable of accommodating construction traffic, results in a likely negligible impact due to cumulative construction activity in the Pyrmont area. Construction works of the neighbouring New Sydney Fish Markets is now completed, and as such would not be expected to contribute to the cumulative impacts.

Nonetheless, the lead contractor shall take all reasonable measures to minimise construction vehicles travelling on the network during peak commuter AM and PM periods and monitor the state of the roads around the site on an ongoing basis to evaluate the potential impacts of construction traffic.

3.22. Occupational Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold TfNSW accreditation in accordance with Section 8 of Traffic Control at Worksites.

3.23. Method of Communicating Traffic Changes

Traffic Guidance Schemes (TGS) in accordance with the Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and TfNSW Traffic Control at Worksites (TCAWS) will advise motorists and pedestrians of upcoming changes in the travel network.

During site operation the contractor shall, each morning prior to work commencing, ensure all signage is erected in accordance with the TGS and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size “A”.

The associated TGS and temporary signage will inform the public of work activities in the area including truck movements in operation. Any variation to the layout of the TGS on site is to be recorded and certified by authorised SafeWork NSW accredited personnel. Amended TGSs must also be approved by Council prior to implementing any changes.

A minimum 14-day notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures or works outside of the site boundary.

A Road Occupancy Licence is required for any works which impact on the road corridor, in addition to any permits required by Council on local roads.

3.24. Contact Details for Onsite Enquiries and Site Access

For all on-site enquiries, contact details shall be made available and visibly posted at the site frontage.

Whilst the dedicated contact is yet to be appointed, the following Mirvac personnel may be contacted until such time as the details change:

Stephen Chamberlain
Construction Manager
+61 458 748 199

3.25. Maintenance of Roads and Footpaths

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. Any damage arising as a result of the proposed truck movements will be treated / repaired by the lead contractor at no cost to Council.

3.26. Hazard and Risk Identification

All construction projects entail a set of risks—from a transport perspective—that may need to be mitigated. Some of these hazards and risks are related to:

- Moving traffic;
- Queued traffic;
- Site vehicle access and egress points;
- Highly vulnerable road user activity;
- Other construction activity or roadworks in close proximity to the proposed work site; and
- Reduced lane and shoulder widths.

This is appropriate for the construction of the development because of the following:

Risk Matrix Reference: R1 – Conflict between construction traffic and the general public, especially vulnerable road users such as pedestrians and cyclists.

Risk Matrix Reference: R2 – Construction traffic creating localised negative impact to the surrounding road network.

A high-level risk matrix has been prepared to assist with rating the risk of deviation to the procedures described in this report. The risk matrix is shown in using the following definitions:

Risk Rating

- Very High (VH)
- High (H)
- Medium (M)
- Low (L)

Consequence

- Insignificant: Illness, first aid or injury not requiring medical treatment. No lost time.
- Minor: Minor injury or illness requiring medical treatment. No lost time post medical treatment.
- Moderate: Minor injuries or illnesses resulting in lost time.

- Major: 1 to 10 serious injuries or illnesses resulting in lost time or potential permanent impairment.
- Severe: single fatality and/or 11 to 20 serious injuries or illnesses resulting in lost time or potential permanent impairment.
- Catastrophic: multiple fatalities and/or more than 20 serious injuries or illnesses resulting in lost time or potential permanent impairment.

Likelihood

- Almost certain: expected to occur multiple times (10 or more times) during any given year.
- Very likely: expected to occur occasionally (1 to 10 times) during any given year.
- Likely: expected to occur once during any given year.
- Unlikely: expected to occur once every 1 to 10 years.
- Very unlikely: expected to occur once every 10 to 100 years.
- Almost unprecedented: not expected to occur in the next 100 years.

The resulting level of risk and treatment approach is:

- Intolerable: Must be corrected.
- High: Should be corrected or the risk significantly reduced, even if the treatment costs is high.
- Medium: Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high.
- Low: Should be corrected or the risk reduced if the treatment cost is low.

Table 6: Risk Matrix

likelihood	Consequence						
		Insignificant	Minor	Moderate	Major	Severe	Catastrophic
	Almost certain						
	Very likely						
	Likely						
	Unlikely						
	Very unlikely		R2				
	Almost unprecedented				R1		

Some recommended risk mitigation measures include:

- Implementation of traffic control where required to provide warning to motorists of upcoming changed road conditions.
- Implementation of detours or closure where appropriate to lessen risk to members of the public.
- Adequate signage and warning of the ongoing construction activity at the site.
- Ongoing monitoring and reporting of incidents and near misses which occur during construction.
- Regular review and, where appropriate, revision of the temporary traffic management measures.
- Scheduling of the majority of construction vehicular activity to occur outside the peak commuter periods, where possible.

4. CTMP Approval, Monitoring and Review

This CTMP for demolition scope of work has been reviewed and endorsed by the designer's one-up manager who holds a current Prepare Works Zone Traffic Management Plan qualification. This CTMP has been used to inform the development of all TGSs for the work.

Regular monitoring and review are to be conducted throughout the life of the project to ensure that the CTMP remains current and addresses all risks at the work site for the duration of the project or activity.

To ensure that this CTMP is kept up to date, the activities identified in Table 7 will be undertaken to facilitate review and continuous improvement.

Table 7: Monitoring Activities

Stage	Activity	Purpose	Qualification	Tools and checklists
Planning	TGS verification	To ensure that the TGS selected or designed is suitable for the works and location.	ITCP or PWZTMP	TCAWS Appendix E.2 TGS verification checklist
During TTM	Weekly TTM inspections (includes preopening inspection)	To ensure that the CTMP and relevant TGS are appropriate and operating safely, effectively, and efficiently	PWZTMP	TCAWS Appendix E.3 Weekly TTM inspection checklist
	Shift TTM inspections	To ensure that the TGS is implemented as designed. This includes at a minimum, twice per shift and when: A TGS is installed, changed, or updated. At regular frequency afterwork commences, recommended every 2 hours; and Once after care arrangements have been installed if required	ITCP or PWZTMP	TCAWS Appendix E.4 Shift / Daily TTM inspection checklist
	CTMP review	To ensure that CTMP controls are achieving the required outcomes.	PWZTMP	Not provided
	Client inspections	Verification of TTM through the Transport Traffic Engineering Services, Work Health and Safety Branch, Surveillance Officers, or other client representatives.	Divisionally determined	Not provided
Post Completion	Post-completion inspection	To ensure that the site has been demobilised as planned and is safe for opening to traffic	ITCP or PWZTMP	Appendix E.5 Post completion inspection checklist

All relevant changes must be considered and recorded in the CTMP with any changes made by an appropriately qualified person. Regular updates (monthly) should be given by the lead contractor to Council on the outcomes of the reviews undertaken and advised of any proposed changes to the approvals provided within the CTMP. A copy of all documentation relating to the endorsement of the changes must be available to be accessed, either electronically or in hard copy, by the person responsible for the works.

5. TGS Confirmation and Approval

The Traffic Guidance Schemes (TGSs) shown in Appendix 2 outline the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site. The TGSs must be set out in accordance with Issue 6.1 of the Traffic Control at Work Sites Technical Manual, 2022 (TCAWS).

TGSs are to be implemented throughout the project to advise road users that trucks will be turning into and out of the site, in accordance with TCAWS TGS D.4.7.

It is noted that any changes to existing parking restrictions will require a minimum fourteen (14) days notification to adjoining property owners prior to the implementation of any temporary traffic control measures.

Any revisions or additional TGSs ones must be prepared by a SafeWork NSW qualified person upon engagement of the traffic management contractor and prior to commence of works on site.

5.1. TGS Verification

Site confirmation must be undertaken via the completion of the TGS verification. A TGS verification must be undertaken to confirm the selected or designed TGS is fit for purpose. A TGS verification must be completed in accordance with Section 8.1.2 TGS verification by an ITCP or PWZTMP qualified person. TGS verification must include an inspection of the work site where the TGS will be implemented.

5.2. TGS Approval

The SafeWork NSW qualified person who has designed or modified the relevant TGS has approved the TGS for use. Approval of the TGS includes:

- Review of the relevant TMP, risk assessment and associated TTM specific documentation;
- Design, redesign or modification of the TGS must be in accordance with the requirements of TCAWS;
- Confirmation that the TGS provides the relevant information for the ITCP person to safely implement on-site.

The one up manager of the SafeWork NSW qualified person has approved the TGS, including:

- Any non-standard or unaccepted signs or devices;
- Any departures from the requirements of TCAWS;
- If a manual traffic controller is proposed for use.

5.3. The Role of Traffic Controllers

Traffic Controllers (TCs) are expected to be implemented at site entry and exit gates as a supplementary measure to further mitigate the risk of conflict between pedestrians and construction vehicles. These will be in the form of a "Gate Controller", who is responsible for monitoring the site access and egress to ensure that only approved construction vehicles and contractors gain access to the site.

The site access and egress will remain signalised, which will be the predominant method of vehicular entry and exit control.

It should be noted that Traffic Controllers are NOT to stop traffic on the public street(s), pedestrians, and cyclists to allow trucks to enter or exit the site gates. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site – the vehicles already on the road and pedestrians on the footpath have right of-way.

Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e., at all times the pedestrians have right-of-way on the footpath, not the trucks.

6. Summary

This demolition CTMP has been prepared to outline the construction traffic measures related to the demolition phases of work to improve site safety to the public, workers and the construction process.

The construction activity is anticipated to have minimal disruption to the daily activities within the vicinity of the site with the measures described in the CTMP. Prior to commencement of construction activity (following demolition works), a sperate CTMP document shall be prepared to reflect the appropriate temporary traffic management measures.

It is envisaged that this document will be continually reviewed and amended if required, due to changes in design, TfNSW, Councils or any other authority requirements (in accordance with TCAWS). Should any changes be made, they will need to be reviewed and approved by the relevant road authority.

Appendix 1. Construction Vehicle Swept Path Assessment



AERIAL IMAGERY / SCALED PDF
This swept path assessment has been completed utilising aerial imagery/scaled pdf in the absence of detailed survey. It should be noted that aerial imagery/scaled pdf can have an element of error, and all swept paths are preliminary and shall be verified using survey data or site validation. It is the responsibility of the contractor to ensure that the proposed vehicle routes and accesses are suitable for the anticipated vehicles. All swept paths performed by ptc using aerial imagery/scaled pdf are indicative and should be used for preliminary purposes only.

NOT FOR CONSTRUCTION
These drawings have been prepared for information only and are not issued for construction.

TRAFFIC GUIDANCE SCHEMES
1. All signs to be clearly visible throughout the works and monitored.
2. Signs can be mounted if required on posts to be visible above parked cars. Signs to be coordinated on site to ensure they are clearly visible.
3. All signs to be size A.
4. All signs to be visible when workers are in the area and covered when workers are not present.
5. Signs to be in accordance with RMS Traffic Control at Worksites (TCAWS) Manual and AS1742.3 Traffic Control for Works on roads.
6. RMS/Council approvals to be obtained prior to implementation.
7. This TGS is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TGS is to be documented and re-recorded by qualified personnel with a Red/Orange card.

SWEPT PATHS
The tuning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytix Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

AUTHOR: J. JANSEN - TCT1027562(PWZ)
REVIEWER: C. PARIYAR - TCTS140491(PWZ)

X	X	X		x	x
X	X	X		x	x
X	X	X		x	x
X	X	X		x	x
X	X	X		x	x
2	08.05.26	FOR DEMO CTMP	JJ	CP/DP	
1	06.05.26	FOR DEMO CTMP	JJ	CP/DP	
REV	DATE	DESCRIPTION	DRAWN	REVIEWED	

PROJECT
BLACKWATTLE BAY

DRAWING TITLE
VEHICLE TRACKING
GENERAL SITE ACCESS/EGRESS

ptc.

Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

CLIENT	MIRVAC
DRAWING #	1
PROJECT #	26-1442
SCALE	1 : 1000 @ A1 1 : 2000 @ A3
DEMOLITION CTMP FOR REF	

REV 2

Appendix 2. Traffic Guidance Scheme



AERIAL IMAGERY / SCALED PDF
This sweep path assessment has been completed utilising aerial imagery/scaled pdf in the absence of detailed survey. It should be noted that aerial imagery/scaled pdf can have an element of error, and all swept paths are preliminary and shall be verified using survey data or site validation. It is the responsibility of the contractor to ensure that the proposed vehicle routes and accesses are suitable for the anticipated vehicles. All swept paths performed by ptc using aerial imagery/scaled pdf are indicative and should be used for preliminary purposes only.

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7. This TGS is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TGS is to be documented and re-recorded by qualified personnel with a Red/Orange card.

AUTHOR: J. JANSEN - TCT1027562(PWZ)
REVIEWER: C. PARIYAR - TCTS140491(PWZ)

X	X	X		x	x
X	X	X		x	x
X	X	X		x	x
X	X	X		x	x
X	X	X		x	x
2	08.05.26	FOR DEMO CTMP	JJ	CP/DP	
1	06.05.26	FOR DEMO CTMP	JJ	CP/DP	
REV	DATE	DESCRIPTION	DRAWN	REVIEWED	

PROJECT
BLACKWATTLE BAY

DRAWING TITLE
TRAFFIC GUIDANCE SCHEME 1
GENERAL SITE ACCESS/EGRESS

ptc.

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ptcconsultants.co

CLIENT
MIRVAC

DRAWING #
TGS1

PROJECT #
26-1442

SCALE
1 : 1000 @ A1
1 : 2000 @ A3

DEMOLITION CTMP FOR REF

REV 2



AERIAL IMAGERY / SCALED PDF
This swept path assessment has been completed utilising aerial imagery/scaled pdf in the absence of detailed survey. It should be noted that aerial imagery/scaled pdf can have an element of error, and all swept paths are preliminary and shall be verified using survey data or site validation. It is the responsibility of the contractor to ensure that the proposed vehicle routes and accesses are suitable for the anticipated vehicles. All swept paths performed by ptc using aerial imagery/scaled pdf are indicative and should be used for preliminary purposes only.

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AUTHOR: J. JANSEN - TCT1027562(PWZ)
REVIEWER: C. PARIYAR - TCTS140491(PWZ)

X	X	X		x	x
X	X	X		x	x
X	X	X		x	x
X	X	X		x	x
X	X	X		x	x
2	08.05.26	FOR DEMO CTMP	JJ	CP/DP	
1	06.05.26	FOR DEMO CTMP	JJ	CP/DP	
REV	DATE	DESCRIPTION	DRAWN	REVIEWED	

PROJECT
BLACKWATTLE BAY

DRAWING TITLE
TRAFFIC GUIDANCE SCHEME 2
FOOTPATH CLOSURE ALONG
SOUTHERN SITE BOUNDARY,
WITH PEDESTRIAN DETOUR

ptc. Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

CLIENT MIRVAC

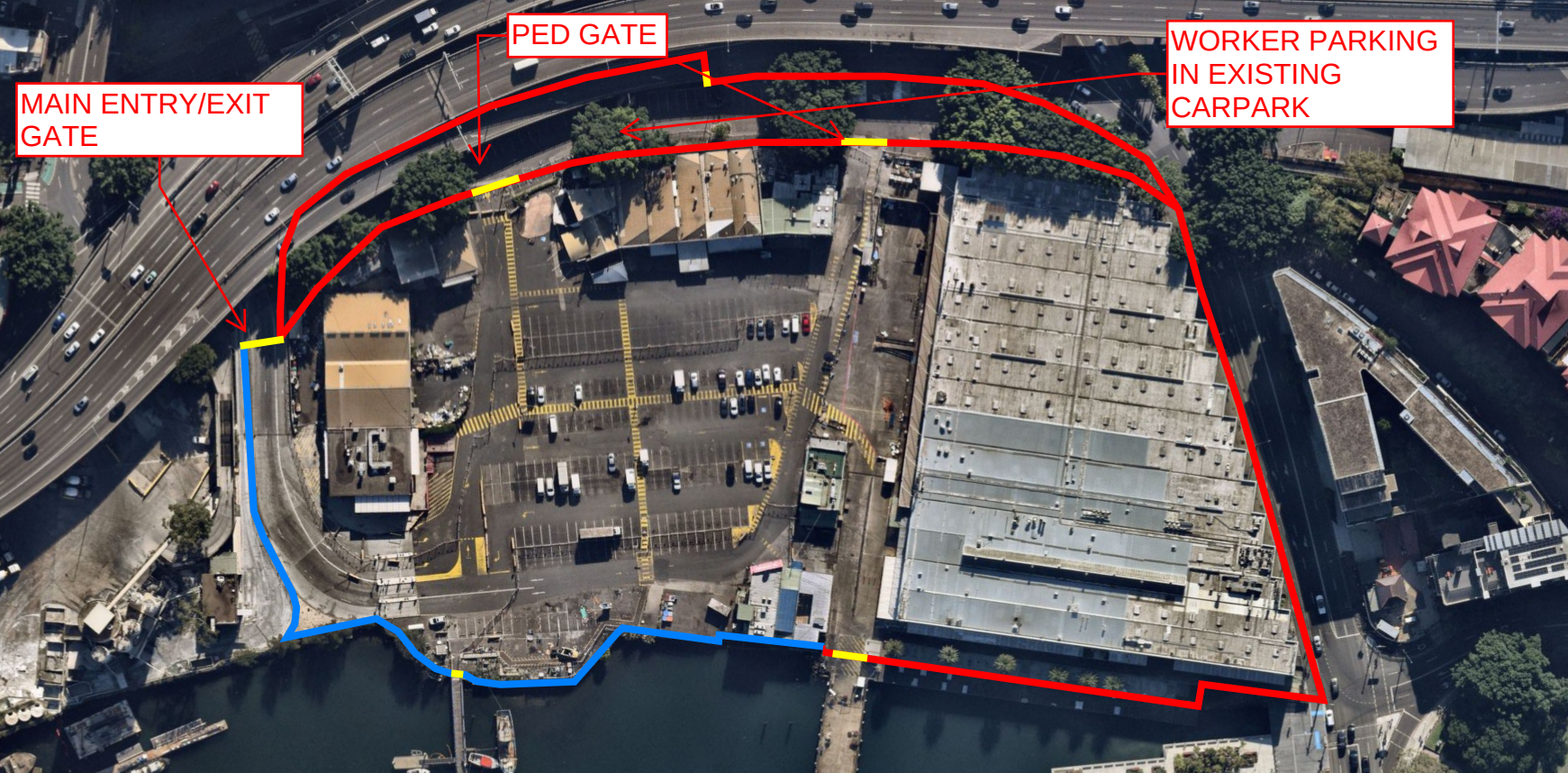
DRAWING # TGS2

PROJECT # 26-1442

SCALE 1 : 1000 @ A1
1 : 2000 @ A3

DEMOLITION CTMP FOR REF

Appendix 3. Site Plans



MAIN ENTRY/EXIT
GATE

PED GATE

WORKER PARKING
IN EXISTING
CARPARK



LEGEND	
	A Class Hoarding
	B Class Hoarding
	2.4m Chain Wire Fence
	Potential Fence
	Gate

MIRVAC CONSTRUCTIONS PTY LTD	BLACKWATTLE BAY REDEVELOPMENT
DRAWING TITLE:	DEMOLITION SITE PLAN
DRAWING NO:	BWB-SITE-MGR-0010
DATE: 07/05/2026	REVISION: A

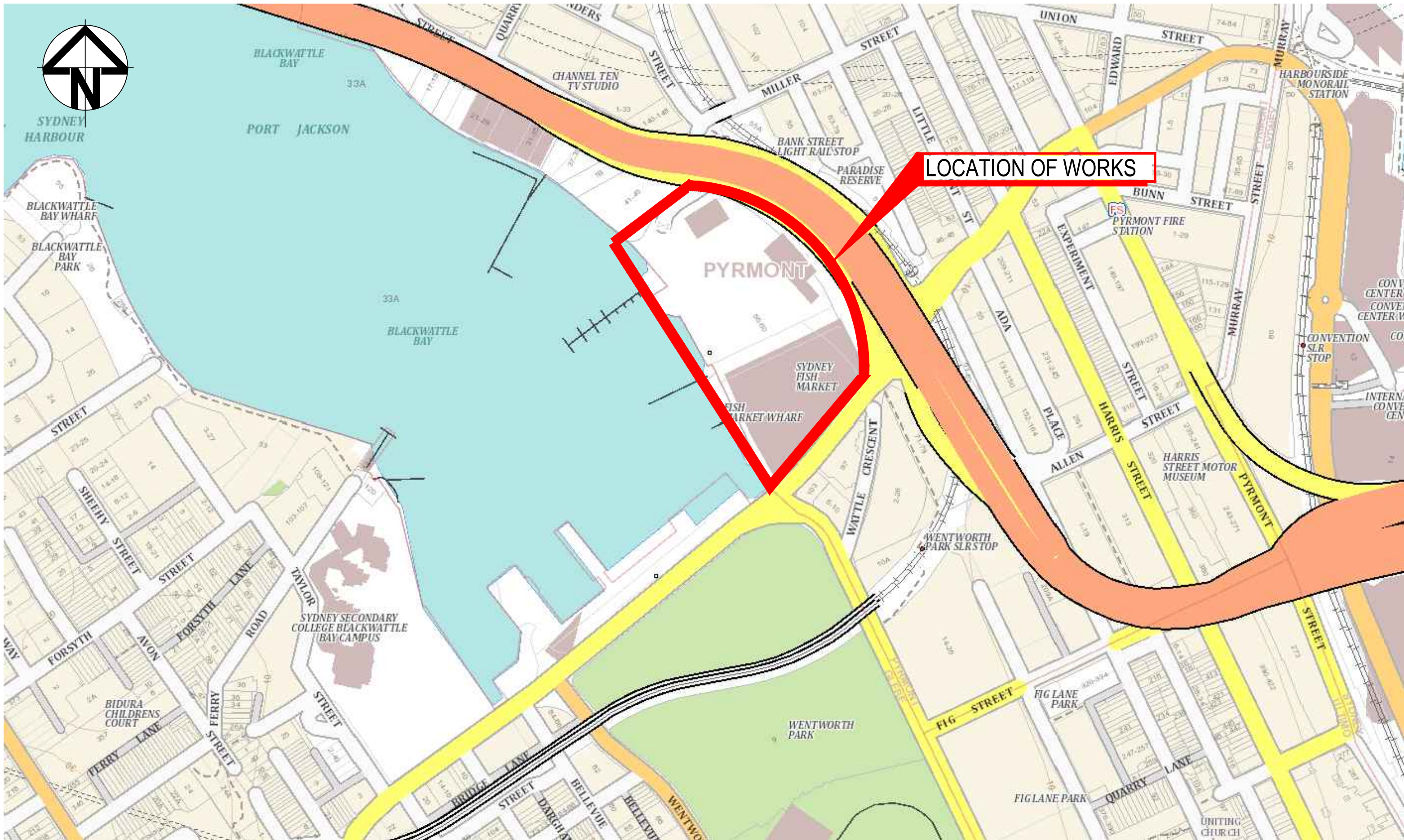
EROSION & SEDIMENT CONTROL

BLACKWATTLE BAY STATE SIGNIFICANT PRECINCT

DEMOLITION REF

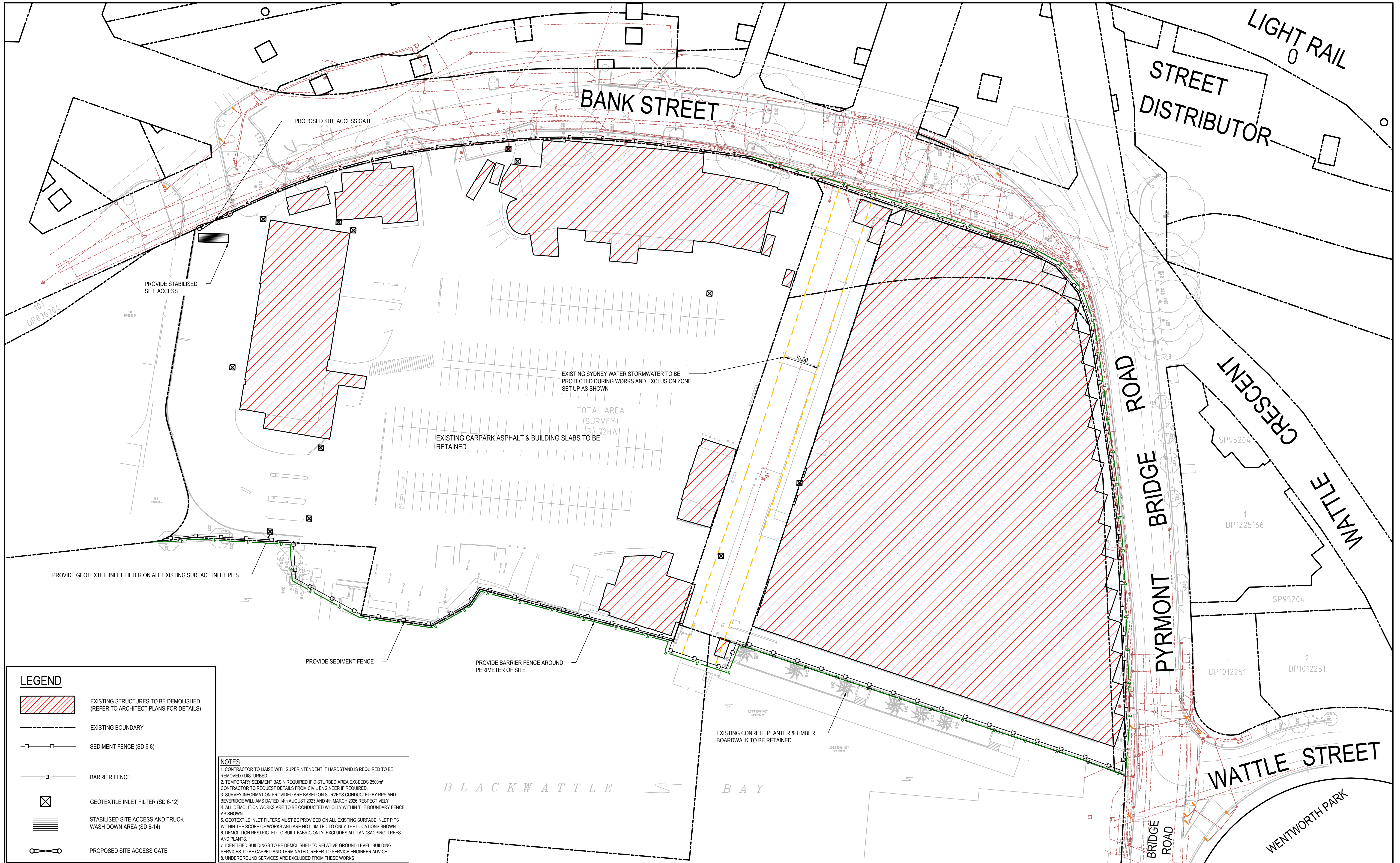
DRAWING LIST

GENERAL	
25-1281-CV1000	COVER SHEET, LOCALITY PLAN AND DRAWING LIST
EROSION AND SEDIMENT CONTROL	
25-1281-CV1701	EROSION AND SEDIMENT CONTROL PLAN
25-1281-CV1711	EROSION AND SEDIMENT CONTROL DETAILS



LOCALITY PLAN

		Bar Scales	THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L	Client 	Scales N.T.S	Drawn Designed	RL RL	Project DEMOLITION REF BLACKWATTLE BAY STATE SIGNIFICANT PRECINCT	Civil Engineers and Project Managers  Level 10, 124 Walker Street North Sydney NSW 2060 ABN 96 130 882 405 Tel: 02 9439 1777 Fax: 02 9923 1055 www.atl.net.au info@atl.net.au			
					Grid MGA	Checked	JC					Title COVER SHEET, LOCALITY PLAN AND DRAWING LIST
					Height Datum AHD	Approved	JC					
								Status FOR APPROVAL		A1		
A	ISSUE FOR APPROVAL	01-05-26										
Issue	Description	Date										



LEGEND

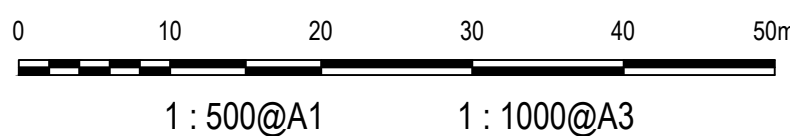
- EXISTING STRUCTURES TO BE DEMOLISHED (REFER TO ARCHITECT PLANS FOR DETAILS)
- EXISTING BOUNDARY
- SEDIMENT FENCE (SD 6-8)
- BARRIER FENCE
- GEOTEXTILE INLET FILTER (SD 6-12)
- STABILISED SITE ACCESS AND TRUCK WASH DOWN AREA (SD 6-14)
- PROPOSED SITE ACCESS GATE

NOTES

- CONTRACTOR TO LIAISE WITH SUPERINTENDENT IF HARDSTAND IS REQUIRED TO BE REMOVED / DISTURBED.
- TEMPORARY SEDIMENT BASIN REQUIRED IF DISTURBED AREA EXCEEDS 2500m². CONTRACTOR TO REQUEST DETAILS FROM CIVIL ENGINEER IF REQUIRED.
- SURVEY INFORMATION PROVIDED ARE BASED ON SURVEYS CONDUCTED BY RPS AND BEVERIDGE WILLIAMS DATED 14th AUGUST 2023 AND 4th MARCH 2025 RESPECTIVELY.
- ALL DEMOLITION WORKS ARE TO BE CONDUCTED WHOLLY WITHIN THE BOUNDARY FENCE AS SHOWN.
- GEOTEXTILE INLET FILTERS MUST BE PROVIDED ON ALL EXISTING SURFACE INLET PITS WITHIN THE SCOPE OF WORKS AND ARE NOT LIMITED TO ONLY THE LOCATIONS SHOWN.
- DEMOLITION RESTRICTED TO BUILT FABRIC ONLY. EXCLUDES ALL LANDSCAPING, TREES AND PLANTS.
- IDENTIFIED BUILDINGS TO BE DEMOLISHED TO RELATIVE GROUND LEVEL. BUILDING SERVICES TO BE CAPPED AND TERMINATED. REFER TO SERVICE ENGINEER ADVICE.
- UNDERGROUND SERVICES ARE EXCLUDED FROM THESE WORKS.

A	ISSUE FOR APPROVAL	01-05-26
Issue	Description	Date

Bar Scales



THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L

Client



Scales
1:500

Grid
MGA

Height Datum
AHD

Drawn
Designed
Checked
Approved

RL

RL

JC

JC

Project

DEMOLITION REF
BLACKWATTLE BAY
STATE SIGNIFICANT PRECINCT

Title

EROSION AND SEDIMENT
CONTROL PLAN

Civil Engineers and Project Managers



Level 10, 124 Walker Street
North Sydney NSW 2060
ABN 96 130 882 405
Tel: 02 9439 1777
Fax: 02 9923 1055
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info@atl.net.au

Status
FOR APPROVAL

Project - Drawing No.
25-1281-CV1701

A1

Issue
A

Division:	Mirvac Construction Pty Ltd
Location:	Blackwattle Bay
Work Description:	Construction Waste Management Plan

Waste Recycling Target: 95% diversion from landfill

Waste Management Targets:

Waste generated at the workplace shall be avoided or recycled wherever practicable in accordance with the waste management hierarchy detailed in the [HSE Risk Management Procedure](#).

Waste targets are >95% diversion of waste from landfill by recycling, reuse, design or other methods.

The methods of waste management shall consider the following processes, as determined by the Workplace Manager and HSE Manager:

- ☒ Waste Subcontractor engaged based on their proven ability to recycle waste at their waste facilities (or directly engage a third party waste recycling facility if the contractor does not have their own facilities);
- ☒ Waste sorting and recycling shall be carried out by the waste contractor and records provided to Mirvac to enable waste targets to be determined;
- ☒ Waste contractors are to be audited at 6 monthly intervals to ensure compliance with the waste management plan and the waste contractor's licence;
- ☒ Where sufficient storage area is available waste management shall be adopted through the use of on-site sorting and separation bins for recyclable materials, and non-recyclable waste materials.
- ☒ Contract scopes for various trade packages are to include clauses around waste minimisation, reduced materials packaging and take back-back programs to reduce the overall amount of waste generated on Mirvac sites.

Waste Prevention Planning:

The Workplace Manager shall ensure:

- material is reused wherever practicable (in particular top soil for construction and development sites);
- the establishment of a workplace waste management area(s) for sorting and segregating waste where available space allows;
- participation in waste minimisation training for all workplace personnel;
- recyclable materials are reprocessed wherever practicable, e.g. plasterboard off cuts, steel reinforcement and concrete;
- contractors identify areas where they can reduce waste and reuse materials in their respective trades [waste avoidance initiatives to be provided by each Service Provider];
- prescribed waste, e.g. hazardous or contaminated material, asbestos, aqueous waste [paint washout residue/sludge], shall be removed by a licensed contractor and dockets retained at the workplace for audit verification purposes;
- pollution and damage to the environment is prevented; and

- the safety and health of employees, Service Providers and the public is protected.

The use of materials that are fully recycled or include post-consumer recycled material in production will be considered wherever practicable in design stages. Suppliers of building materials will be encouraged to nominate packaging minimisation and reuse initiatives, as part of product supply to the project. Bulk handling and reusable/returnable transport containers shall also be encouraged, e.g. timber pallets.

Works that constitute a 'material' risk to the environment or generate significant waste streams shall submit as a minimum a Job Safety & Environment Analysis [or equivalent] prior to commencing work.

This will include as a minimum:

- practical measures associated with the works to prevent waste;
- waste streams resulting from the works which can be recycled and will be actively managed as part of a waste reduction plan;
- consideration of alternative products containing recycled material, which conform to the design specification that could be utilised in the works in place of more traditional materials.

Additional separation bins shall be provided for workplace waste streams. Material collected shall include:

- Metals;
- Timber;
- Concrete/rubble;
- Gyprock;
- Glass & Aluminium;
- Steel cans and PET (recyclable plastic);
- Paper/cardboard; and
- Sand pots to outdoor designated smoking areas to capture cigarette butts.

Communication & Education:

- Mirvac will conduct an on-site pre-construction meeting with Service Providers that generate medium to high volume waste streams.
- Attendance is mandatory for the Service Provider's key site personnel. The purpose of the
- meeting is to reinforce to the Service Provider's site employees the commitments made by their company with regard to the project goals and waste management requirements.
- Waste prevention and recycling activities is discussed at the beginning of each Service Provider Coordination Meeting and is a standard agenda item for that meeting to reinforce project goals and communicate waste management progress to date.
- As each new Service Provider comes on site, the Recycling Coordinator/HSE Officer and or HSE Coordinator will provide a copy of the Waste Management Plan and provide a tour of recycling areas.
- The Service Provider is responsible for ensuring all of its employees or agents comply with the Waste Management Plan.
- Recycling containers will be clearly labeled. Containers shall be located in close proximity to the work / construction areas and recyclables/salvageable materials will be placed into the 'designated' bins provided as detailed by its labeling.

- Acceptable/unacceptable materials will be posted throughout the site so that Service Providers are aware of what can and cannot be recycled.
- All Service Providers are informed in writing and in the workplace induction of the importance of non-contaminating different waste streams or with rubbish or other materials.
- The Recycling Coordinator/HSE Officer and or HSE Coordinator or nominated person inspects recycling containers on a weekly basis to ensure against contamination by workplace personnel or the public.
- Mirvac and its Service Providers include as a standard agenda item waste prevention and recycling in toolbox talks and HSE meetings.

Motivation:

- The site or project team develops and publishes a [Waste Management Mission Statement](#) that is distributed to all Service Providers attached to contracts, and is displayed in a prominent location(s) at the workplace.
- Mirvac conducts a pre-award meeting for Service Providers that are appointed through a tender process. Service Providers considered for the award of a tender contract are required to attend the meeting to review project goals and requirements with the project team. Attendance is a prerequisite to award of a contract(s). A signed commitment is required by Service Providers attending the meeting indicating that the project goals are understood and a willingness to commit to these goals. This signed document will be an attachment to every contract and copies of the attachment will be posted prominently at the workplace.

Evaluation:

- The HSE Manager will schedule an independent auditing of Waste Service
- Providers and processing for compliance;
- The HSE Manager will review each project's monthly HSE report to ensure that the waste targets achieved in accordance with this waste management plan.
- The HSE Manager and HSE Officer and or HSE Coordinator will include waste as a standard item in Health Safety Environment auditing to ensure waste is being managed to meet objectives and targets.
- The Workplace Manager/ HSE Officer and or HSE Coordinator will maintain, update, and display at the workplace a graph showing the progress to date for achieving the project's waste recycling target.





YOUNG WORKER POLICY

Young workers and those new to the workforce often lack the experience to be cautious about workplace safety. In the past decade, injury and fatality research demonstrates that young workers aged between 15 and 24 years are over-represented in workplace injury statistics across many industry sectors. The high risk nature of some Mirvac workplaces, such as construction sites, or specific task-related risks at other Mirvac workplaces (such as manual handling, operation of plant and equipment, chemical handling or work at a height over 2 metres) means that the risk of injury to young workers is significant and affords special consideration by Mirvac.

The Mirvac Group Young Worker 'Look Out' Safety Program has been developed to guide and mentor young workers to reduce their risk of injury or illness. The Program applies to new workers, trainees or apprentices under 25 years with less than 2 years experience and is a requirement at 'all' Mirvac construction workplaces and 'all' other Mirvac business undertakings where risk and opportunity planning identifies young workers tasked with work routines assessed as having a medium risk or greater injury potential. In addition, the Program includes students undertaking work experience for which the Mirvac Group Student Placement Procedure is completed.

Launched on 31st August 2006, the objectives of the Program are to:

- > increase awareness of young worker safety
- > mentor and build confidence and experience through learning and development
- > supervise or limit risky work routines or activities
- > readily identify young workers at Mirvac workplaces so that assistance and mentoring remains ongoing

Implementation of the Mirvac Group Young Worker 'Look Out' Safety Program requires the completion of the Mirvac Group Young Worker Policy Commitment relevant to the specific Mirvac division or business unit and display of the relevant Mirvac Group 'Look Out' Poster(s) at the workplace.

The Mirvac Group Young Worker 'Look Out' Safety Program has demonstrated a strong capacity to return safer work routines and fewer injuries to young workers who are recognised as the future of Mirvac's skill base. Please join me in supporting and implementing this important initiative.

Susan Lloyd-Hurwitz
CEO and Managing Director

February 2013

YOUNG WORKER POLICY

This policy is not intended to be contractual in nature and does not impose any contractual obligations on Mirvac.
Mirvac reserves the right at its sole discretion to vary, replace or cancel this policy at any time.

Policy Authorised by: Executive Leadership Team

Date last amended: 23.01.2013
To be reviewed within three years of this date

Policy Maintained by: Corporate Services HSE Department

MG-CS-HSEPOL7.7-D 0113

HEALTH SAFETY ENVIRONMENT POLICY

June 2024

Contents

1	Purpose	2
2	Related Policies	3
3	Approval	3
4	Version History	3

1 Purpose

This policy outlines Mirvac's commitment to safeguarding the physical and psychological health and safety of its people while maintaining reliable, safe and environmentally responsible operations for its direct stakeholders and the broader community.

Mirvac will enact this policy through the following approach:

Physical and Psychological Health and Safety

We prioritise people's physical and psychological health and safety, adopting a preventative approach to work-related physical and psychosocial hazards and equipping our leaders with the necessary knowledge and tools to create a positive, supportive, and psychologically safe work environment.

Operating Reliably, Safely and Responsibly

Mirvac's approach to Health, Safety, and Environment adapts to the context of its operating environment. Our products, places, and processes adopt standards that emphasise reliable, safe and environmentally responsible performance.

To support this, we prioritise major hazards, encouraging leaders to adopt a curious and questioning mindset, 'chronic unease,' and to assess major hazard risk exposure via core business practices and existing strategic business decision-making forums.

Mirvac's HSE Management System

To enable Mirvac to deliver on this policy, Mirvac's HSE Management System and accompanying Mirvac Minimum Requirements (MMRs) provide the operational framework, procedures, and tools that enable leaders, employees, suppliers, and partners to achieve their objectives and be accountable for their inputs and actions.

The executive leadership team commits Mirvac to implement this approach (Policy and HSE Management System) and assigns responsibility to all divisions and personnel across Mirvac.



Campbell Hanan, CEO and Managing Director

2 Related Policies

A copy of Mirvac's Inclusion Policy can be accessed [here](#).

A copy of Mirvac's Respectful Workplace Behaviour Policy can be accessed [here](#).

Employees who are personally experiencing the effects of and directly affected by domestic and family violence can view what support is provided through the Leave Policy, which can be accessed [here](#).

3 Approval

This Policy was approved and adopted by the Mirvac Executive Leadership Team on the date detailed in the footer of this document.

This Policy must be reviewed every three years by the Stakeholder Relations & Customer team or earlier where required and must be approved by the Mirvac Executive Leadership Team even where no changes have been made during the review. Minor administrative amendments other than the scheduled three-year review may be approved by the Chief Stakeholder Relations & Customer Officer.

4 Version History

Version Number	Review Date	Approval Date	Comments – key changes
1.0	20/08/2019	20/08/2019	Approved by ELT and MGR Board
2.0	11/10/2021	11/10/2021	Approver changed from ELT to MGR Board.
3.0	27/05/2024	17/06/2024	- On the "Operating Reliably, Safely and Responsibly" section, a tightening of the wording and the inclusion of leadership's role as part of the major hazard focus, as opposed to a separate section. - The addition of a reference to our HSE Management System and MMRs, which enables us to enact this policy and ensure people see this document for what it is (signalling intent) - A reference to leadership making demands of people to enact this approach, as opposed to "I" (Campbell) - Updated to include Campbell's signature

ALCOHOL AND OTHER DRUGS POLICY

August 2023

This policy is not intended to be contractual in nature and does not impose any contractual obligations on Mirvac. Mirvac reserves the right at its sole discretion to vary, replace or cancel this policy at any time

ALCOHOL AND OTHER DRUGS POLICY

Policy Authorised by: Executive Leadership Committee on 3 August 2023

Policy Maintained by: Group HSE

Version Number: 4.0

Last Revised Date: 5 August 2020



Mirvac is committed to providing safe, healthy and productive workplaces.

It is well recognised that alcohol and other drugs (AOD) can affect a person's health and wellbeing. AOD use can also impair a person's work performance, exposing themselves and others to injury. It is therefore essential that all workers are fit to perform the requirements of their work and that they are not impaired by AOD.

To address those risks associated with the use of AOD and to enable Mirvac to provide safe, healthy and productive workplaces, Mirvac shall:

- Apply this Policy and the related business unit specific procedures (Procedures) across all Mirvac
 - workplaces and operations as applicable;
- Ensure all workers are aware of this Policy and the Procedures;
- Promote education and awareness of risks associated with AOD use and inform Mirvac employees
 - of help avenues available, including access to Mirvac's Employee Assistance Program;
- Ensure that consultation remains confidential between management and workers in the ongoing
 - prevention, education, counselling and rehabilitation of workers affected by AOD use;
- Inform workers via this Policy that the following activities are prohibited at Mirvac workplaces and operations:
 - undertaking safety critical roles or work at high risk workplaces under the influence of AOD;
 - driving a motor vehicle or operating any plant or equipment whilst impaired by AOD;
 - using illegal drugs or prescription drugs that impairs their capacity to perform their duties,
 - including their responsibility to work safely.
- Include AOD screening for individuals seeking employment in safety critical roles as determined by
 - Business Unit risk identification and mitigation processes;
- Implement monitoring activities that may include AOD testing for workers undertaking safety critical
 - roles or attending high risk workplaces as determined by Business Unit risk identification and mitigation processes; and
- Manage work related social or entertainment events in a responsible manner by adhering to the
 - Mirvac Code of Conduct as well as the Procedures that support this Policy.

To ensure Mirvac's commitment to a safe, healthy and productive workplace, all managers shall promote and administer compliance with this Policy and Procedures. All employees and workers shall abide by the provisions of this Policy as a condition of their employment or contract.

This policy is not intended to be contractual in nature and does not impose any contractual obligations on Mirvac. Mirvac reserves the right at its sole discretion to vary, replace or cancel this policy at any time

ALCOHOL AND OTHER DRUGS POLICY

Policy Authorised by: Executive Leadership Committee on 3 August 2023

Policy Maintained by: Group HSE

Version Number: 4.0

Last Revised Date: 5 August 2020

INJURY MANAGEMENT & RETURN TO WORK POLICY

November 2023

1 Injury Management & Return to Work Policy

Mirvac is committed to caring for its employees and recognises the benefits of effective injury management principles and practices and commits to implementing such practices in all its workplaces. In conjunction with this commitment, Mirvac acknowledges all legislation that governs and supports injury management and return to work activities across all business units and regions of operation by Mirvac.

Early intervention and proactive management of workplace injuries or illnesses through effective injury management practices assist the recovery process and support workers to return to their normal duties as soon as possible. Workplace injury management includes early provision of timely and appropriate resources including suitable duties, equipment, and/or treatment.

The Injury Management & Return to Work program aims to:

- Retain and support workers with a physical or psychological injury or illness, and
- Facilitate a timely return to work; and
- Maximise the worker's independent functioning and provide for durable employment.

This policy constitutes a joint workforce-management agreement in which Mirvac commits to:

- Providing suitable duties at the workplace, or other workplaces, which may be modified, or alternative duties supported by medical opinion.
- Providing support to the injured worker(s) through the provision of meaningful and suitable employment.
- Maintaining confidentiality over medical and injury management information including verbal and written communication.
- Communicating with the injured worker(s) on their rights, responsibilities and obligations.
- Communicate and co-ordinate with all stakeholders to assist in retaining the injured worker at work or planning for their return to work.
- Ensure that where disputes arise during the return-to-work process, undertake the dispute resolution process prescribed in relevant Injury Management procedures.
- Ensure that participation in the return-to-work process will not disadvantage the injured worker's employment.
- Regularly review this policy and associated programs to ensure Mirvac's commitment continues to meet legislative requirements and the needs of all Injury Management & Return to work stakeholders.

I commit Mirvac to the implementation of this Policy and its supporting management procedures, which outline key terms, roles and responsibilities and stages in the return-to-work process.

2 Policy Review and Approval

This policy must be reviewed every three years by Group HSE, or earlier where required, and must be approved by ELT even where no changes have been made during the review. Minor administrative amendments other than the scheduled three-year review may be approved by the Chief Culture & Capability Officer, or Group General Manager Risk & Internal Audit.

3 Version History

Version Number	Review Date	Approval Date	Comments – key changes
1		12.11.2020	Creation of policy Approved at
2	Nov 2023	4.12.2023	The Injury Management & Return to Work Policy was last approved by ELT in 2020. It is now due for review. The Policy was reviewed through a psychosocial health and safety lens and wording was updated accordingly with the main change being the extension to the first dot under the Injury Management & Return to Work program aims.

SMOKEFREE POLICY

Mirvac is committed to protecting the health and wellbeing of its employees, workers and visitors by creating a work environment which is free of tobacco smoke and e-cigarette smoke. The use of electronic smoking devices (also known as electronic cigarettes or “e-cigarettes”) or vaping, is prohibited in any place where smoking of tobacco products is prohibited by law or company policies

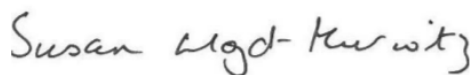
To achieve this commitment, smoking is prohibited within:

- ‘Enclosed’ workplaces, eg. buildings or structures. Enclosed means any space having a ceiling or roof and except for doors and passageways is completely or substantially enclosed by walls or windows
- ‘Semi-enclosed’ workplaces, eg. amenities, lunchrooms and areas where meals are consumed semi-enclosed means any area mainly located outside the permanent external walls of a building and has a ceiling or roof and at least two sides that include fixed walls, operable windows, doors or retractable coverings
- 5 metres of any access points to an enclosed/semi-enclosed Mirvac workplace including a building doorway entry or exit, operable window or louvre and air conditioning vent or duct
- Lifts, hoists, and undercover car parks
- 6 metres of any area that is classified as a confined space
- Mirvac vehicles and plant and equipment if another person(s) is present
- 10 metres of any designated flammable or combustible goods store
- Other areas designated as no smoking by signs

Smoking breaks for employees during work hours are not permitted. Where employees experience difficulty with the absence of such breaks, or seek to quit smoking, assistance is provided through the Mirvac Employee Assistance Program or Mates in Construction.

To enable Mirvac to foster an environment that promotes health and wellbeing at work and at the same time meets legislative obligations under smoke free, health, and occupational health and safety legislation all managers promote and administer compliance with this Policy. All employees, service providers or other visitors to Mirvac workplaces shall abide by the provisions of this Policy.

Littered cigarette butts have environmental impacts on waterways, soils and habitats. Mirvac supports a cigarette butt free environment and asks all smokers to please dispose of thoughtfully to protect the environment.



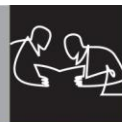
Susan Lloyd-Hurwitz
CEO and Managing Director

February 2013

SMOKEFREE POLICY

This policy is not intended to be contractual in nature and does not impose any contractual obligations on Mirvac.
Mirvac reserves the right at its sole discretion to vary, replace or cancel this policy at any time.

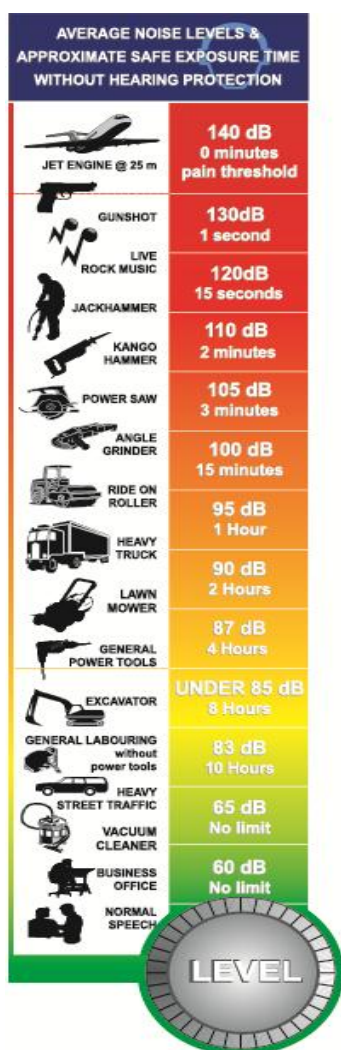
Policy Authorised by: Executive Leadership Team	Date last amended: 23.01.2013 To be reviewed within three years of this date
Policy Maintained by: Corporate Services HSE Department	MG-CS-HSEPOL7.4-D 0113



NOISE CONTROL POLICY

Mirvac is committed to ensuring that its workplaces are free from noise and vibration levels which have the potential to adversely affect human health. This includes the monitoring of noise exposure and peak noise levels at temporary, new or existing workplaces, where noise is identified as a risk and the implementation of noise control measures where adverse levels are identified.

Noise can result in hearing loss based on either the intensity of the noise level, i.e. a peak of more than 140dB(C); or noise levels which exceed an 8 hour noise level equivalent of 85dB(A). As an employer or controller at workplaces where these levels may be exceeded, Mirvac will instigate noise control measures that include:



- > the identification of actual and potential exposure to noise in the workplace by conducting noise assessments or monitoring where identified as a risk
- > assessment of the risks to health and safety of potential or actual exposure to noise
- > the potential impact of noisy works on nearby neighbours or the surrounding community, strict adherence to any hours of operation imposed by local government or other development condition
- > outline of the responsibilities for noise control and information on the risk of noise exposure in workplace inductions
- > procurement of plant and equipment which does not adversely impact on noise levels
- > wherever practicable the implementation of control measures such as encapsulation or isolation of noisy works or plant and equipment to minimise reliance on personal protective equipment and the impact of noise on surrounding workers or others
- > use of personal protective equipment by employees, workers, service providers, visitors, surrounding workers or others who undertake, or are situated close to noisy work
- > the identification of noisy areas or plant and equipment with warning signage to alert personnel of the requirement for the use of personal protective equipment
- > display of the Mirvac Sound Advice Poster at all workplaces where noise is identified in risk and opportunity planning
- > employees or other workers frequently required to use personal protective equipment to protect against the risk of hearing loss associated with noise that exceeds the exposure standard will be monitored by their employer through audiometric testing

Mirvac is committed to assisting industry sectors in which it operates to reduce the instance of noise related hearing loss through ongoing implementation of the Mirvac Group Noise Management Procedure at all Mirvac workplaces. Implementation of this policy and the Mirvac Group Noise Management Procedure by Mirvac personnel is unconditional.

Susan Lloyd-Hurwitz

Susan Lloyd-Hurwitz
CEO and Managing Director

NOISE CONTROL POLICY

This policy is not intended to be contractual in nature and does not impose any contractual obligations on Mirvac.
Mirvac reserves the right at its sole discretion to vary, replace or cancel this policy at any time.

Policy Authorised by: Executive Leadership Team

Date last amended: 23.01.2013
To be reviewed within three years of this date

Policy Maintained by: Corporate Services HSE Department

MG-CS-HSEPOL7.2-E 0113



February 2013

NOISE CONTROL POLICY

This policy is not intended to be contractual in nature and does not impose any contractual obligations on Mirvac.
Mirvac reserves the right at its sole discretion to vary, replace or cancel this policy at any time.

Policy Authorised by: Executive Leadership Team

Date last amended: 23.01.2013
To be reviewed within three years of this date

Policy Maintained by: Corporate Services HSE Department

MG-CS-HSEPOL7.2-E 0113

Respectful Workplace Behaviours Policy

October 2024

POLICY NAME

Policy Authorised by: Executive Leadership Committee on 8 October 2024. Minor amendment approved by the Chris Akayan on 10 September 2025.

Policy Owned by: Human Resources

Version Number: 2.0



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POLICY NAME

Policy Authorised by: Executive Leadership Committee on 8 October 2024. Minor amendment approved by the Chris Akayan on 10 September 2025.

Policy Owned by: Human Resources

Version Number: 2.0

1 Purpose

1.1 Purpose

Mirvac is committed to providing a safe, respectful and inclusive workplace.

Mirvac has a zero-tolerance, victim-centred approach to unlawful discrimination, harassment, sexual harassment, bullying and victimisation. This means Mirvac does not tolerate such behaviours and expects all employees, customers, service providers, suppliers, contractors and other third parties to treat each other with dignity, courtesy and respect.

Mirvac is committed to complying with the relevant Respect@work legislation including acknowledging that as an employer we have a positive duty to take all reasonable and proportionate measures to eliminate, as far as possible, sex discrimination, sexual harassment, sex-based harassment, hostile workplace environments and victimisation.

This Policy should be read in conjunction with the Code of Conduct, Grievance Resolution Procedure, Conflicts of Interest and Related Party Transactions Policy and Leave Policy

1.2 Commencement of Policy

This Policy will commence from 10 September 2025. Mirvac reserves the right to vary, replace or terminate this Policy from time to time.

1.3 Application of Policy

This Policy applies to but is not limited to all Mirvac employees, directors (both executive and non-executive), contractors, labour hire employees, suppliers, apprentices and work experience students (collectively, 'Workplace Participants' or 'you'), and is not limited to work performed at Mirvac's premises.

This Policy applies in circumstances where you are:

- Working for Mirvac both within and outside of business hours;
- Representing Mirvac externally;
- Attending an event (internal or external) including but not limited to events organised by Mirvac such as a Mirvac social event (regardless of whether the event is being held at a Mirvac site); and
- Engaging in any digital platform or social media activity (within or outside of work hours, and regardless of whether that activity is accessed via the Mirvac network or externally).

This Policy does not form part of any employee's contract of employment.

1.4 Review and Approval

This Policy will be reviewed by Human Resources and approved by the Executive Leadership Team (ELT) every two years. Minor administrative amendments can be approved by the Chief Culture & Capability Officer and/or Group General Manager, Human Resources.

POLICY NAME

Policy Authorised by: Executive Leadership Committee on 8 October 2024. Minor amendment approved by the Chris Akayan on 10 September 2025.

Policy Owned by: Human Resources

Version Number: 2.0

2 Policy

Each Workplace Participant has a legal obligation not to (and must not) bully or unlawfully harass any employee, service provider, other worker, customer, supplier or visitor.

2.1 Respectful Workplace Behaviours

Everyone deserves a working environment where safety and respect are paramount, creating a sense of inclusion and belonging. Mirvac is committed to Respect@Work legislation and guidelines by supporting the positive duty to prevent workplace sexual harassment, sex discrimination and victimisation.

Mirvac does not tolerate any form of disrespectful, aggressive, abusive, or harmful behaviour directed at its employees by external parties.

Every Workplace Participant has a role to play in preventing and/or reporting disrespectful workplace behaviours ranging from incivility to sexual assault as part of creating a safe and respectful workplace for all.

Employees are empowered and supported to disengage from interactions that compromise their safety or wellbeing, and are encouraged to escalate such incidents to their manager or relevant support channels. Mirvac will take appropriate action to address stakeholder misconduct, including limiting engagement or terminating business relationships where necessary. Our people's safety and dignity are paramount, and Mirvac stands firmly behind employees in upholding these values.

2.2 Bullying

Bullying is repeated, unreasonable behaviour directed towards a person or group of persons that creates a risk to their health, safety or wellbeing. *Repeated behaviour* is defined as persistent in nature and can refer to a range of behaviours over time. *Unreasonable behaviour* means behaviour that a reasonable person, having regard for the circumstances, would see as unreasonable, including behaviour that is victimising, humiliating, intimidating or threatening.

Examples can include,

- Abusive, insulting or offensive language
- Spreading rumours, unjustified criticism
- Cyber-bullying through emails, team chats, texts and social media
- Setting deadlines or tasks that are unrealistic or exceptionally difficult to achieve
- Constant innuendo or suggestive language
- Unwarranted personal questions regarding one's personal life, or identity, regardless of whether this is meant to ridicule or intimidate
- Sexual innuendo, specifically targeting orientation or gender identity
- Targeted stereotyping
- Displaying inappropriate materials designed to humiliate or intimidate colleagues based on orientation or gender identity.

Many things that happen at work are generally not considered to be bullying or harassment, even where some experiences can be uncomfortable for those involved. Managers have a right to use reasonable management action that is to reasonably direct the way work is carried out and to monitor and give feedback on performance and conduct.

POLICY NAME

Policy Authorised by: Executive Leadership Committee on 8 October 2024. Minor amendment approved by the Chris Akayan on 10 September 2025.

Policy Owned by: Human Resources

Version Number: 2.0

2.3 Discrimination

Direct discrimination occurs when a person is treated less favourably than another because of a reason or ground which is prohibited by law. Mirvac requires all Workplace Participants to act in a manner that does not breach any or all of the prohibited grounds of discrimination detailed below regardless of whether the prohibited grounds are set out in Federal, State or Territory anti-discrimination laws. A full list of the grounds of discrimination is listed below.

- | | |
|--|--|
| <ul style="list-style-type: none">• Race (including colour, nationality, descent, ethnic, ethno-religious or national origin)• Sex• Pregnancy (including potential pregnancy)• Carers' responsibilities, family responsibilities, carer or parental status, being childless• Breastfeeding• Physical features• HIV/AIDS• Spent convictions• Association (i.e. association with a person who has one or more of the attributes for which discrimination is prohibited)• Intersex (individuals born with any of several sex characters) | <ul style="list-style-type: none">• Religious belief, affiliation, conviction, or activity• Marital status, domestic status, relationship status• Homosexuality, transsexuality, sexuality, sexual orientation, lawful sexual activity, gender identity, inter-sex status• Disability/impairment, including physical, mental and intellectual disability• Age (including compulsory retirement)• Profession, trade, occupation or calling• Association with a child (in customer service)• Gender history• Gender identity (which gender someone identifies with)• Religious appearance or dress (in work or study) |
|--|--|

Indirect discrimination occurs when a policy, requirement or condition is imposed which appears to apply to everyone equally but it in fact operates to disadvantage a particular group because of a characteristic of that group, such as their sex, age, race (i.e. a prohibited ground of discrimination).

2.4 Unlawful Harassment

Unlawful harassment is a type of unlawful discrimination. In general, unlawful harassment is any form of conduct or behaviour which affects a person that,

- (a) is unwelcome (not wanted) or uninvited (not asked for), and
- (b) is based on one of the unlawful reasons (such as age, race, religion, sex), and
- (c) is behaviour that a reasonable person would have anticipated might humiliate, offend or intimidate the person being harassed.

Unlawful harassment may make another person feel embarrassed, offended or degraded and does not have to be repeated.

2.5 Sexual Harassment

Sexual harassment is any unwelcome sexual advance, or an unwelcome request for sexual favours, or any other unwelcome conduct of a sexual nature in which a reasonable person would have anticipated the possibility that the person harassed would feel offended, humiliated or intimidated.

Sexual harassment can cause psychological and physical harm and it should not be ignored.

Examples of Sexual Harassment can include;

- Asking intrusive personal questions based on a person's orientation or gender identity
- Making inappropriate comments and jokes to a person based on their orientation or gender identity
- Displaying images or materials that are sexist or misogynistic
- Making sexist or misogynistic remarks about a specific person
- Requesting a person to engage in degrading conduct based on their orientation or gender identity
- Inappropriate physical contact
- Intrusive questions about a person's private life or physical appearance
- Sexually suggestive comments or jokes that offend or intimidate
- Actual or attempted rape or sexual assault
- A one-off incident, as well as a pattern of behaviour can both be sexual harassment

Sexual harassment is not:

- Behaviour based on mutual attraction, friendship, and respect; and/or
- Interactions that are consensual, welcome, and reciprocated.

2.6 Victimisation

Victimisation is when a person who has made, or intends to make, a complaint or is involved in a complaint and is treated negatively because of their involvement. Victimisation also occurs when adverse treatment arises because a person has supported the complaint of another.

It is unacceptable for any person to be treated differently on the basis that they exercised their legal right under equal employment opportunity, or other relevant, law.

2.7 Responding to disrespectful behaviour: Speaking Up and How to Report

As part of our commitment in eliminating disrespectful workplace behaviour, Mirvac treats all reported complaints of such behaviours as a serious matter.

Every Workplace Participant has a role to play in maintaining a safe and inclusive culture, including being an active bystander. Reports can be made by any person(s) directly impacted, or by others who observe or who are aware of disrespectful workplace behaviours occurring.

An *active bystander* is someone who not only observes a situation but takes steps to speak up or intervene when they witness actions that are inappropriate, harmful, or could lead to negative

POLICY NAME

Policy Authorised by: Executive Leadership Committee on 8 October 2024. Minor amendment approved by the Chris Akayan on 10 September 2025.

Policy Owned by: Human Resources

Version Number: 2.0

consequences. The active bystander approach is a crucial component of our workplace culture, and all employees are encouraged to embody these principles.

Multiple reporting options are available to ensure you can speak with whomever you are most comfortable including anonymously if this is preferred.

2.7.1 Speaking Up

How you or an active bystander respond to disrespectful workplace behaviours may vary depending on the nature of the incident and may involve the following:

- If you or a bystander feel safe and comfortable doing so, tell the other person that they object to their behaviour and ask that it stop. You may be able to resolve the situation by pointing out that the behaviour is inappropriate, makes you or them feel uncomfortable or unsafe. The other person may not realise the effect their behaviour is having on you or others, and receiving such feedback may give them the opportunity to change their actions.
- Seek support from other workers, other people nearby or Human Resources (HR)/ Health Safety and Environment (HSE)/ Security personnel.
- Remove yourself from the situation, such as retreating to a safe location, asking the aggressor to leave the work area or disconnecting/ blocking the aggressor from communication channels.

2.7.2 Reporting channels

If you have experienced or observed another Workplace Participant being subject to bullying, discrimination, unlawful harassment, sexual harassment, sex-based harassment or victimisation, you should:

- Seeking support (including psychological support) from a colleague, Sonder (Mirvac's Employee Assistance Provider (EAP)) or an employee representative.
- Keeping a record of what, when and where it happened, who was involved and anything else you think may be important.
- Reporting what happened to a supervisor, HR or HSE representative, Bullying and Harassment Officer or by telephoning the anonymous Mirvac Open Line on 1300 790 228. Refer to the Grievance Resolution Guidelines.
- Reporting to external bodies such as Australian Human Rights Commission (AHRC), relevant State Equal Opportunity Commission or relevant State Workplace Health and Safety Body. You may decide to seek help from Police, for example if the behaviour involves violence such as physical assault or the threat of physical assault.

2.8 Resolution Options

Parties to an investigation will be kept informed as appropriate and offered support throughout the process.

Investigations will be conducted in a timely manner and strive comprehensively to cover the full scope of claims associated with the matter.

2.9 Confidentiality and Privacy

Confidentiality and privacy are a key principle in these matters and support can be offered to anyone who raises a complaint or is involved in the matter raised. Any decision/s made will account for any further possible or perceived risk to the individual making the report and/or the person affected by the unwanted behaviour(s).

2.10 Measurement and Reporting

The prevention of and response to sexual harassment is priority at Mirvac and is reported to the Board and Executive Leadership Team (ELT) on a regular basis to inform further action to eliminate disrespectful workplace behaviours in the workplace. All reports respect the confidentiality of those impacted or involved, with key metrics including;

- Number of formal and informal disclosures or complaints made in a year/ quarter
- Average length of investigation to resolution
- High-level outcome(s) of investigations
- Restorative action taken for the individuals impacted
- Consequences for perpetrators of sexual harassment
- Effectiveness of response to reports
- Use of non-disclosure agreements or confidentiality clauses
- Long-term trends and ongoing impact monitoring

2.11 Further resources

For more information:

- [Grievance Resolution Guidelines](#)
- [Sonder](#)
- [SafeWork Australia](#)
- [Australian Human Rights Commission](#)
- Applicable State or Territory Work Health and Safety regulatory body
- [Respect@Work](#)
- [Fair Work](#)

3 Version History

Version Number	Review Date	Approval Date	Comments – key changes
1.0		08/10/2024	Creation of policy to supersede the existing Bullying and Harassment Prevention Policy Approved at ELT
2.0		10/09/2025	Expansion to include third-party discrimination, harassment, sexual harassment, bullying, and victimisation toward our people. Approved by Chris Akayan

POLICY NAME

Policy Authorised by: Executive Leadership Committee on 8 October 2024. Minor amendment approved by the Chris Akayan on 10 September 2025.

Policy Owned by: Human Resources

Version Number: 2.0



Air Quality Impact Assessment for Demolition Works – Former Sydney Fish Market, Blackwattle Bay, NSW

Mirvac Office Developments Pty Ltd

Report

68065 | 175404 (Rev 1)

19 May 2026





We acknowledge the Traditional Custodians of Country throughout Australia and their connection to land, sea and community.

We pay our respect to Elders past, present and emerging and in the spirit of reconciliation we commit to working together for our shared future where every person is respected, valued and has strong sense of belonging.

Caring for Country The Journey of JBS&G
Artist: Patrick Caruso, Eastern Arrernte

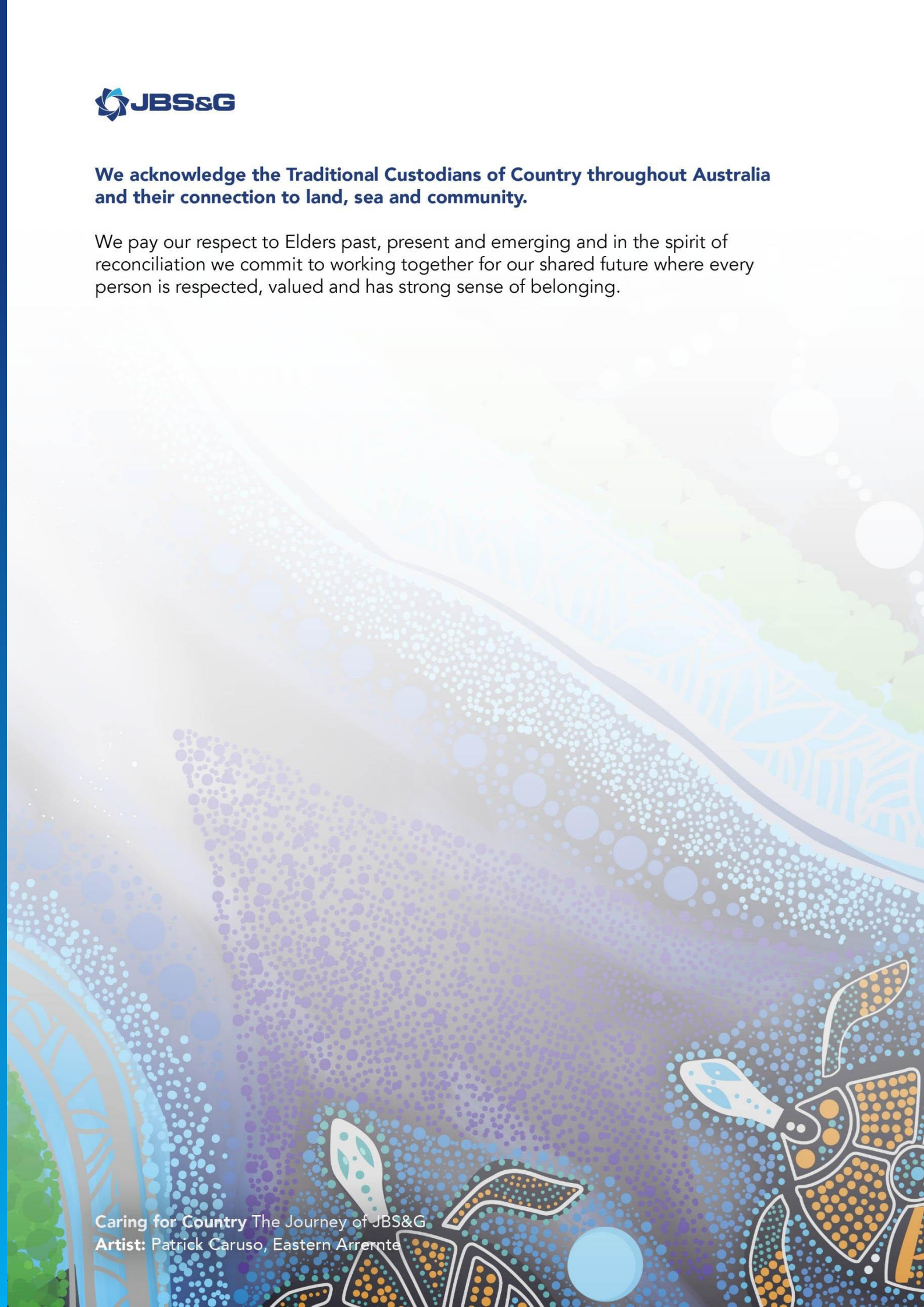


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Appendices

Appendix A	Limitations
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Abbreviations

Term	Definition
AADT	Average Annual Daily Total
ACM	Asbestos Containing Material
ADR	Australian Design Regulations
AHD	Australian Height Datum
AQA	Air Quality Assessment
AQIA	Air Quality Impact Assessment
AQMP	Air Quality Management Plan
BoM	Bureau of Meteorology
CO	Carbon Monoxide
EPA	Environmental Protection Authority
IAQM	Institute of Air Quality Management
NMHCs	Non-Methane Hydrocarbons
NO _x	Oxides of Nitrogen
PAH	Polycyclic Aromatic Hydrocarbons
PCB	Polychlorinated Biphenyls
PM ₁₀	Particulate Matter of 10 µm or less in diameter
PM _{2.5}	Particulate Matter of 2.5 µm or less in diameter
POEO Act	Protection of the Environment Operations Act
REF	Review of Environmental Factors
SO ₂	Sulfur Dioxide
SRCP	Site Wide Remedial Concept Plan
SSDA	State Significant Development Application
TPH/TRH	Total Petroleum Hydrocarbons/Total Recoverable Hydrocarbons
TSP	Total Suspended Particulates
VKT	Total Vehicle km Travelled
VOCs	Volatile Organic Compounds

1. Introduction and Declaration

1.1 Introduction

This Air Quality Impact Assessment has been prepared by JBS&G Australia Pty Ltd (JBS&G) on behalf of Mirvac Office Developments Pty Ltd (Mircvac, the Client) to assess the potential environmental impacts that could arise from demolition works (the **Activity**) related to the Former Sydney Fish Markets project located at 56-60 Pyrmont Bridge Road, Pyrmont, NSW 2009, Australia (the site). The site is legally identified as Lot 2/DP 827434, Lot 1/DP 836351, Lot 1/7DP 4155, Lot 1/734622, Lot 2/DP 125720, Lot 1/DP 125720 and Part Lot 1004 DP 1321226 and occupies an area of 33,350 m². The site location and current layout are shown on **Figures 1 and 2**, respectively.

This report supports the assessment of the proposed Activity under Part 5 of the *Environmental Planning and Assessment Act 1979*. This report has been prepared to describe the assessment of air quality impacts at nearby residential and commercial premises from the demolition of site structures and is subject to the limitations in **Appendix A**.

1.2 Summary of the Activity

The proposed activities involve the demolition of site structures down to the existing concrete/asphalt slab foundations. The Review of Environmental Factors (REF) prepared by Architectus provides a full description of the proposed works.

1.3 Objectives and Scope of Works

The objective of the assessment is to conduct an AQIA to support the REF for the proposed demolition works. The scope of works included:

- Detailed review of the site setting, environmental condition, surrounding land uses and demolition plans;
- Detailed review of previous environmental investigations to establish the known site contamination status;
- An assessment of the class, quantity and location of any dangerous and hazardous materials which may be encountered during demolition activities to determine if the proposed works constitute potentially hazardous or offensive;
- Identification of potential sources of air and odour emissions associated with the proposed demolition works and potential receptors;
- An assessment of any air quality impact in accordance with any relevant Environmental Protection Authority (EPA) guidelines; and
- Appraisal of appropriate air quality impact mitigation, monitoring, and control measures.

1.4 Declaration - Significance of Environmental Impacts

Based on the identification of potential issues and an assessment of the nature and extent of the air quality impacts of the demolition works, it is determined that:

- The nature and extent of the air emissions from those works indicate a low-risk rating and as such, are considered to have a minimal impact on the locality, community and/or the environment.
- Potential impacts can be appropriately mitigated or managed to ensure that there is no unacceptable impact on the environment.

2. Background

The Former Sydney Fish Market closed to the public in early 2026 when operations relocated to the new Sydney Fish Market facility at the head of Blackwattle Bay. The former Sydney Fish Market buildings and structures have since been decommissioned and reached the end of their useful life.

INSW therefore needs to proceed with the demolition of the buildings as a matter of priority. Demolition of the Former Sydney Fish Market buildings supports the NSW Government's long-term plan to renew Blackwattle Bay with new public open space, improved waterfront access and a mix of housing, community, and commercial uses.

Mirvac has engaged JBS&G to carry out a desktop assessment of air quality impacts and risks from demolition activities at the site. This report describes the methodology, emissions sources, emissions controls and risks of adverse impacts to air quality at nearby sensitive locations.

2.1 Site Setting and Surrounding Environment

The location and layout of the site are shown on **Figures 1** and **2**. Key details of the site are summarised in **Tables 2.1** and **2.2**.

Table 2.1: Summary of Site Setting

Item	Description
Identifier	
Site Address and Cadastre	Lot 2/DP 827434, Lot 1/DP 836351, Lot 1/7DP 4155, Lot 1/734622, Lot 2/DP 125720, Part Lot 1004 DP 1321226 and Lot 1/DP 125720
Site Area (m ²)	33,350 m ²
Local Government Authority	The Council of the City of Sydney
County/Parish	Cumberland/Alexandria
Current Landowners	Infrastructure NSW (Part Lot 1004 DP 1321226 is owned by Transport for NSW and leased by Infrastructure NSW)
Historical Site Land Use	- Lot 1 DP125720, Lot 1 DP74155 and Lot 2 DP125720, Lot 1004 – Utilised as a timber yard prior to the 1960s and subsequently incorporated into the fish market buildings and associated parking areas. - Lot 1 DP734622 and Lot 1 DP836351 – Previously part of Gipps Street prior to the 1960s and later incorporated into the former fish market buildings and associated parking areas. - Lot 2 DP827434 – Occupied by a Shell Oil Australia depot prior to the 1960s and subsequently incorporated into the former fish market buildings and associated parking areas.
Current Site Land Use	Vacant retail outlets associated with the Former Sydney Fish Markets
Condition	
Site Description	The site comprises the Former Sydney Fish Market infrastructure, including a substantial two-storey warehouse building (Building A, Figure 2) in the southern portion, which previously accommodated auction operations, cold storage, and retail and dining uses. Additional small former single-storey retail structures (Buildings B to I, Figure 2) are located to the north of Building A, fronting Blackwattle Bay and Jones Street, and within the northern extent of the site. These include ancillary facilities such as a toilet block and recycling infrastructure. A small kiosk is also present to the north of Building A.

Item	Description
	The majority of the site is currently paved with concrete and asphalt hardstands, which are proposed to be retained until site development occurs and do not form part of the demolition works.
Surrounding Land Use	
Surrounding Land Uses	The land uses of adjacent properties or properties across adjacent roads at the time of inspection are summarised following: • North: site is bounded to the northwest by a concrete batching plant, with Bank and Miller Streets at grade and the Western Distributor elevated above them to the north. Further north is the Bank Street light rail station and several mixed-use developments, comprising retail, commercial, and residential land uses; • East: The site is bound to the east by Bank and Miller Streets at grade and the Western Distributor elevated above. Further afield is the light rail, across which are mixed-use developments, comprising retail, commercial, and residential land uses; • South: The site is bound to the south by Bridge Road and Wattle Street, across which are several mixed-use developments comprising retail, commercial, and residential land uses, as well as a Sydney Water asset, likely a water or sewerage pump house; and • West: Blackwattle Bay Based on the above, off-site sensitive receptors include residents of nearby apartment buildings, workers and visitors at adjoining commercial and industrial properties, as well as the ecosystem and recreational users of Blackwattle Bay.

A summary of the environmental settings for the site has been provided in the following **Table 2.2**.

Table 2.2: Regional Topography, Geology and Hydrogeology

Item	
Topography	Topographic information from the Spatial Information Exchange Viewer (LPI 2023¹) indicates the site is predominantly flat, adjacent to Blackwattle Bay, at approximately 5 m Australian Height Datum (AHD). A survey plan² shows the site ranges from 2.32 m AHD in the western extent near Blackwattle Bay to 5.87 m AHD in the northern thoroughfare from the main carpark to Jones Street. The promenade west of the main market building is constructed on piers over Blackwattle Bay. The site is largely covered by hardstand or building foundations, limiting windblown dust.
Geology and Soils	The 1:100,000 Geological Series Sheet for Sydney (Herbert 1983³) indicates that the site Area is underlain by man-made fill comprising estuarine sand and mud, demolition rubble, and industrial and household waste. This fill overlies silty to peaty quartz sand, silt, and clay, with local ferruginous and humic cementation and common shell layers. NSW Department of Planning and Environment's eSPADE database⁴ classifies most of the site as Disturbed Terrain within the GyMEA landscape group:

¹ 'Spatial Information Exchange Viewer', NSW Land and Property Information, accessed 11 December 2025, <https://maps.six.nsw.gov.au/>

² *Contour and Detail Survey, Sydney Fish Markets Pyrmont NSW*, RPS Australia East Pty Ltd (RPS, 2023a)

³ 'Sydney 1:100 000 Geological Sheet 9130 (1st Edition)'. Herbert C., 1983.

⁴ eSPADE, NSW Department of Planning, Industry and Environment, accessed 11 December 2025, <https://espade.environment.nsw.gov.au/>

Item	
	• Disturbed Terrain: Level to hummocky terrain extensively altered by human activity, with soils comprising turfed fill, sandy loam, or compacted clay over fill or waste. Limitations include mass movement hazard, low wet strength, poor drainage, and potential toxic materials. • Gymea: Undulating to rolling rises on Hawkesbury Sandstone, with shallow to moderately deep sands and siliceous soils, localised gleyed and podzolic soils, and limitations including steep slopes, high erosion hazard, rock outcrops, and low fertility. Based on a review of previous investigations, including JK (2023⁵), the geological and lithological can be summarised as follows: • Pavement consisting of a combination of asphalt and concrete hardstands ranging in thickness from 0.1 to 0.7 m, with an average thickness of 0.3 m. • Unit 1 (fill) consists of granular terrestrial fill, predominantly sand and gravelly sand, with variable amounts of silt and clay, and frequent cobbles and boulders of concrete, slag, brick fragments, ash, wood, metal, glass and seashells. The fill was generally moist, with the upper layers typically assessed as well compacted, transitioning to moderate or poor compaction at greater depths. • Unit 2 (fill) consists predominantly of granular fill material located below the high tide level, commonly comprising clayey sand or gravelly sand. In some areas, it includes a substantial proportion of sandstone cobbles and boulders within a matrix of sand or clayey sand and anthropogenic inclusion (brick, glass, slag, etc.). This material was generally assessed as poorly compacted and is likely the result of fill being pushed into the Bay, displacing the original surface layer of very soft clayey sediments from the nearshore area. In boreholes, this unit was observed to extend to depths of up to approximately 6 m. • Unit 3 (natural alluvial/estuarine sediments) consists of marine and estuarine deposits comprising saturated silty and clayey sands with occasional clay and silt bands referred to as alluvial/estuarine sediments. In several boreholes, Units 1 and 2 were observed to lie directly on the sandstone bedrock, with Unit 3 absent. The sandy soils were typically assessed as very loose to loose, and either moist or wet located in areas of the site closer to the current shoreline. The sandy clay soils exhibited strengths ranging from firm to very stiff. Unit 3, where present, generally extended to the top of the bedrock at depths ranging from 0.4 m to 12.8 m. • Unit 4 (bedrock) comprises sandstone bedrock, encountered at depths ranging from approximately 0.4 to 12.8 m below ground surface (m bgs), corresponding to levels between relative level (RL) 6.0 m and RL -15.7 m. The bedrock surface is relatively shallow in the northeastern portion of the Developable Area and generally slopes downward toward Blackwattle Bay. Based on bore logs in previous investigations, the fill material was observed to range from: • Car Park Areas: Fill thickness varies from 0.4 to 3.3 m bgs near the current shoreline. • Main Building: Fill thickness varies from 2 to 6 m bgs near the shoreline.
Acid Sulfate Soil	Review of the <i>Prospect/Parramatta River 1:25 000 Acid Sulfate Soil Risk Map Sheets 9130N3</i> indicates that the Developable Area is located in a disturbed terrain that may include filled areas, which often occur during reclamation of low-lying swamps for

⁵ *Geotechnical Assessment Proposed Foreshore Redevelopment, Blackwattle Bay Foreshore, Pyrmont, NSW*, Prepared for Infrastructure NSW by JK Geotechnics Pty Ltd, dated 14 December 2023 (JK, 2023)

Item	
	urban development. It is noted that Blackwattle Bay is an area identified as ‘high probability’ of acid sulfate soils within bottom sediments. Based on the review of the previous investigations, the following presents the occurrence of ASS/PASS within the site: • Fill: Assessment of PASS conditions has identified fill material (Units 2 and to a lesser extent Unit 1) with PASS properties. The investigations recorded PASS within fill at depths between 1 and 5.6 m bgs, including black/dark grey clayey sand, grey sandy clay, and dark grey/brown sandy clay. Based on this, fill to approximately 1.5 m bgs was generally not identified as PASS, while deeper fill showed a mix of PASS and non-PASS conditions. • Sediments: The natural soil profile, comprising natural alluvial/estuarine sediments (Unit 3), was noted to contain PASS properties, though some areas contained non-PASS residual soils. • Bedrock: Natural sandstone (Unit 4) at sample location BH69 (JBS&G 2023) and BH506 (EIS 2010a) identified as grey/yellow and light grey, respectively, was reported to contain sulfide-bearing material was preliminary classified as PASS.
Contamination Status	Site fill material has been reported to contain elevated levels of contaminants, including heavy metals (primarily copper, lead, and zinc), total petroleum hydrocarbons/total recoverable hydrocarbons (TPH/TRH), polycyclic aromatic hydrocarbons (PAH), and, in isolated some areas, asbestos (bonded and friable). Concentrations generally exceed ecological criteria and, in some instances, health-based criteria, requiring remediation and/or management. As discussed herein, the activity does not include removal of site hardstand pavements or any in-ground earthworks. As such, management of oral, dermal, and inhalation exposure to potentially contaminated soils is not considered necessary within the scope of these works.

3. Climate

The Sydney area experiences a temperate climate with mild winters and warm, humid summers. Mean rainfall, temperature and wind data from the Bureau of Meteorology (BoM) climate station at Sydney (Observatory Hill) (located approximately 1.8 km from the site) are shown in **Plate 3.1, 3.2 and 3.3**, respectively, for the period 1858 to current.

Rainfall averages 1211 mm per year, with the mean monthly rainfall varying from 68.1 mm in September to 135.2 mm in March. Rainfall greater than 1 mm occurs on an average of 99.5 days per year. The average maximum temperatures ranged from 16.4 °C in July to 26.0 °C in January. The average minimum temperatures ranged from 8.1 °C in July to 18.9 °C in February.

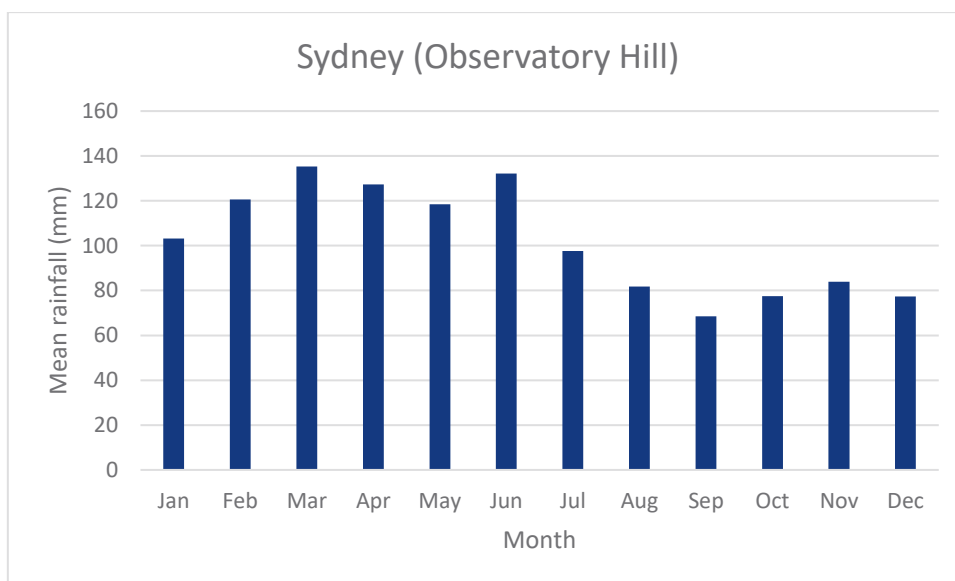


Plate 3.1: Rainfall Averages for Observatory Hill 1858 to 2020 (Bom Station 066062), 2017 - 2026 (BOM Station 066214)

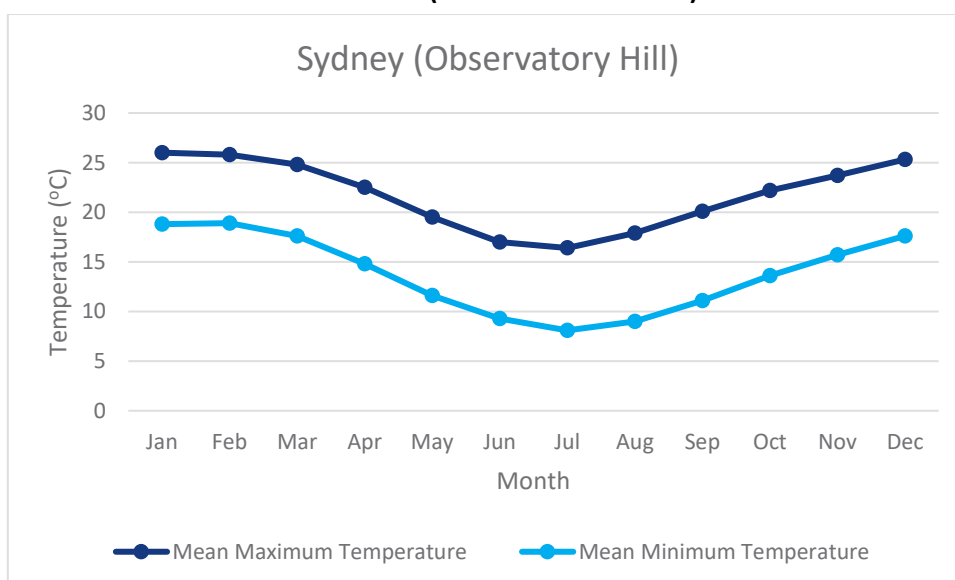


Plate 3.2: Ambient Temperature for Observatory Hill 1858 to 2020 (Bom Station 066062)

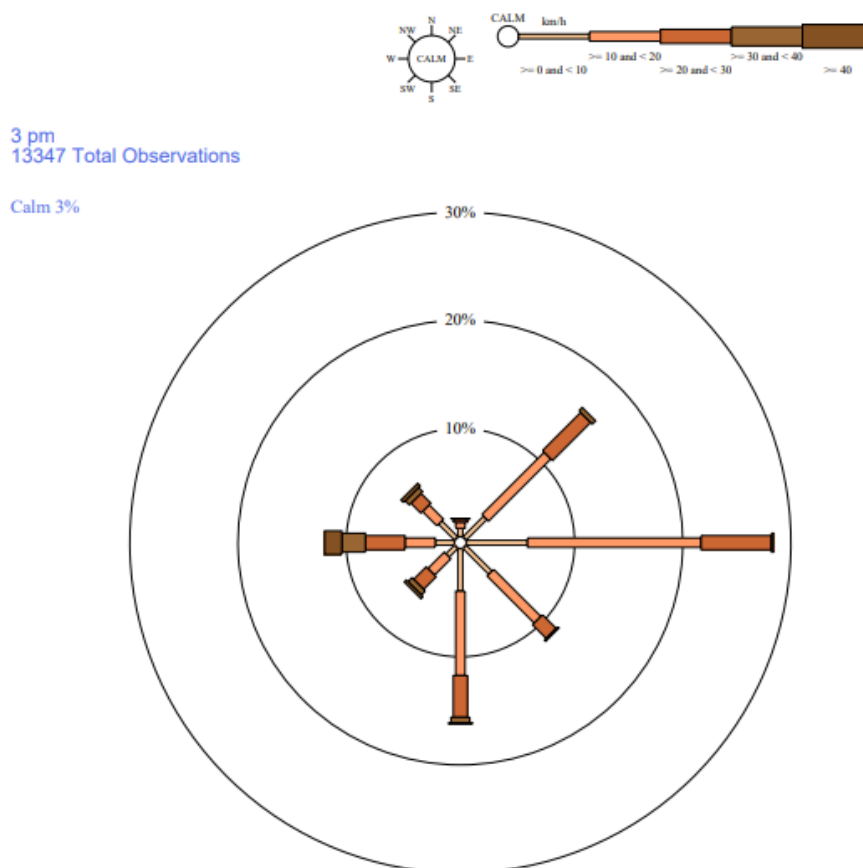


Plate 3.3: Annual Wind Rose for Sydney Observatory Hill 1955 to 1992⁶ (BOM station 066062)

The demolition works are anticipated to occur over a 7-month duration, between September 2026 and June 2027. The wind roses for these months (September to June) from 1955–1992 are shown in **Plate 3.4**.

⁶ It is noted that wind monitoring at the Observatory Hill meteorological station ceased in 1992. However, given the long-term climatic stability of the region and the timeframe relevant to this assessment, the recorded data are considered representative of current prevailing site conditions. It is further noted that the next closest meteorological station is located at Sydney Harbour (Wedding Cake West), which is subject to headland-influenced wind conditions that are not considered representative of the site location.

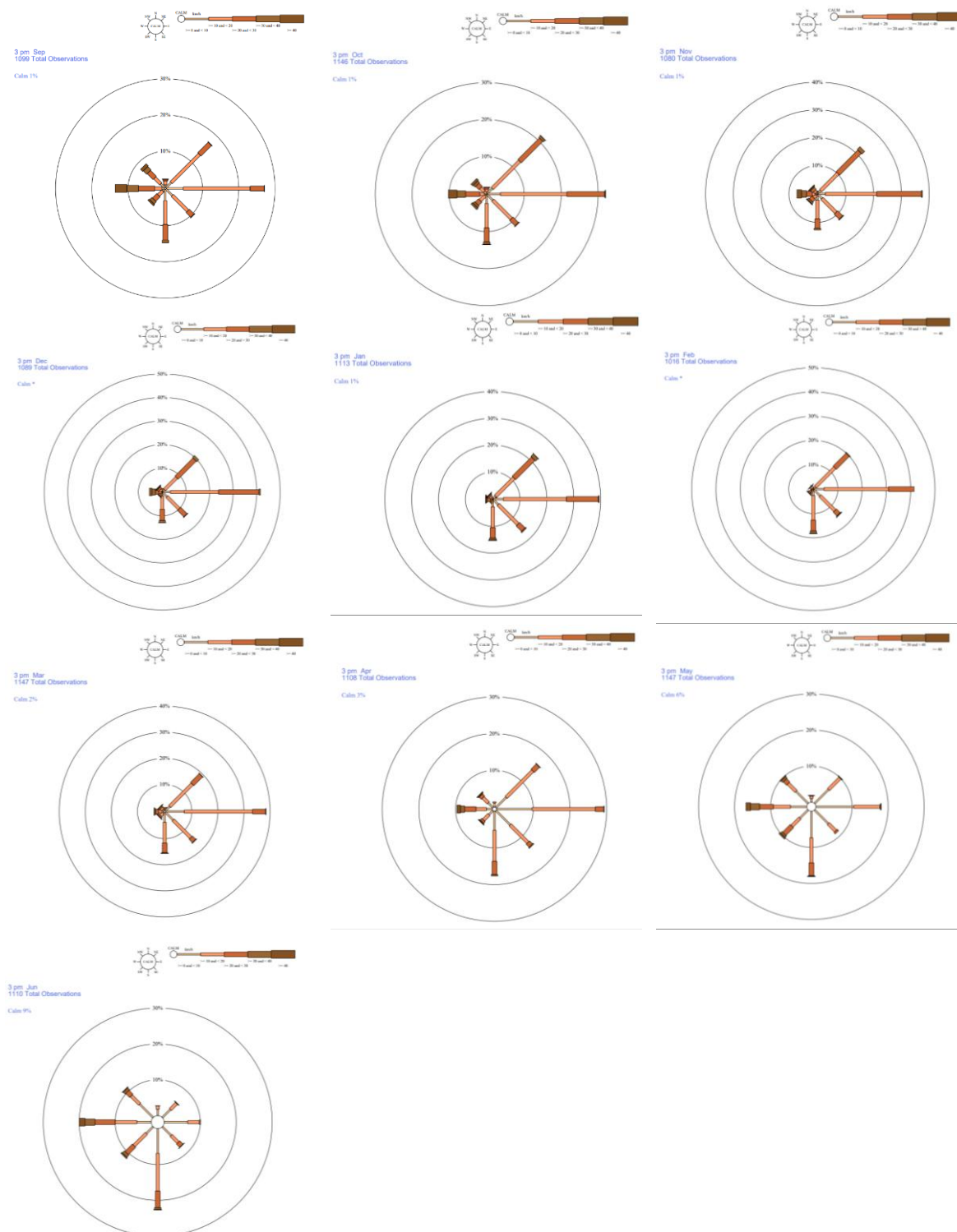


Plate 3.4: Wind roses for Sydney (Observatory Hill) for August to January 1955 to 1992⁷

⁷ It is noted that wind monitoring at the Observatory Hill meteorological station ceased in 1992. However, given the long-term climatic stability of the region and the timeframe relevant to this assessment, the recorded data are considered representative of current prevailing site conditions. It is further noted that the next closest meteorological station is located at Sydney Harbour (Wedding Cake West), which is subject to headland-influenced wind conditions that are not considered representative of the site location.

Two consistent and well-defined directional wind patterns are evident across the assessed period for the site. During the beginning of the assessed period (September), winds are predominantly aligned along an east–west axis. This transitions to a more easterly to north-easterly dominant pattern during the middle to latter part of the assessed period (October to April). The final assessed months (May and June) exhibit an increased frequency of westerly and southerly winds, broadly consistent with the pattern observed during September.

Overall, a strong and persistent contribution from easterly sectors is evident throughout the assessed duration, with comparatively minor contributions generally observed from the south and west.

Two dominant wind patterns are identified during the demolition phase of works:

- **Easterly Dominant Pattern (October to April):**
Prevailing winds predominantly originate from the east and north-east sectors, with infrequent (<10%) contributions observed from the west and north.
- **Westerly Transitional Pattern (September and May to June):**
Prevailing winds are generally aligned along the east–west axis, with frequent occurrences of southerly winds. Stronger westerly contributions are also observed during this period.

During the easterly dominant pattern, airborne emissions generated during demolition are expected to be directed towards receptors located to the west and southwest. Consequently, these receptors (inclusive of retail and residential) are likely to experience a relatively higher potential for impact compared with those situated to the north, south or east. This potential is, however, moderated by the intervening waterbody (Blackwattle Bay) and localised topographic influences.

During the westerly dominant pattern, airborne emissions generated during demolition are expected to be directed towards receptors located to the north and the east. Consequently, these receptors (inclusive of industrial, light retail and retail and residential) are likely to experience a relatively higher potential for impact compared with those situated to the west or south.

The site is also understood to lie largely in the lee of east to north-easterly winds. Under such conditions, the surrounding topography is expected to reduce wind speeds during strong easterly and northerly events, thereby diminishing the transport and dispersion of airborne emissions toward receptors located to the west.

These findings can be used to inform the selection and implementation of risk mitigation measures (controls) throughout various stages of the demolition program. In this context, and with consideration to seasonal variability in prevailing wind directions over the anticipated 7-month period, the installation of wind fences along all site boundaries is recommended. This measure would provide consistent coverage under shifting wind conditions and assist in managing wind-driven dispersion of airborne emissions across the full range of potential impact directions identified above.

4. Regulatory Framework

4.1 Protection of the Environment Operations Act 1997

The *Protection of the Environment Operations Act 1997* (POEO Act) provides the overarching framework for management of impacts to the environment from pollution (NSW Government 2025). Of relevance to the demolition activities for the site are Part 5.4 Air Pollution and Section 128 (2), which advises that:

(2) The occupier of any premises must carry on any activity, or operate any plant, in or on the premises by such practicable means as may be necessary to prevent or minimise air pollution if—
(b) the emissions are not point source emissions.

This means that appropriate practical controls must be applied to the demolition activities to minimise air pollution from those activities, which predominantly will be fugitive (demolition/crustal) dust emissions, and particulate and gaseous emissions from engine exhausts of excavation equipment and trucks.

4.2 NSW EPA Local Government Air Quality Toolkit

The NSW EPA has published a series of guidelines (known as the Air Quality Toolkit) to assist Local Government (Councils) to manage air quality matters in their areas.⁸ The Air Quality Toolkit comprises a series of modules, a Resource Pack and Guidance Notes, with the following relevance to the management of dust emissions from demolition activities:

- Resource Pack:
 - Dust-generating activity inspection checklist⁹
 - Fallout (dust deposition) or other complaint checklist¹⁰
- Dust event diary,¹¹
- Guidance Notes and Visual Guides:
 - Construction sites guidance note (EPA 2024a); and
 - Dust from construction sites visual guide (EPA 2024b).

Section 4.16 of Module 3 (Air Pollution Control Techniques) of the Air Quality Toolkit (EPA 2024c) also describes the basic principles of dust suppression, which reference the construction sites guidance note.

These documents have been considered in this assessment.

4.3 Institute of Air Quality Management risk assessment

Whilst the assessment of risk underpins the controls detailed in the construction sites guidance note, NSW EPA does not provide specific guidelines or methods to conduct environmental risk assessment for demolition activities.

⁸ *Air Quality Toolkit*, EPA NSW, 23 September 2025, Accessed: 21 April 2026, <https://www.epa.nsw.gov.au/Your-environment/Air/Local-government-air-quality-toolkit>;

⁹ *Dust Generating Activity Inspection Checklist*, NSW EPA - As part of the Air Quality Tool Kit, Accessed: 21 April 2026, <https://www.epa.nsw.gov.au/sites/default/files/local-government-air-quality-toolkit-resource-pack-dust-generating-activity-inspection-checklist.pdf>;

¹⁰ *Fallout (dust deposition) or Other Compliance Checklist*, NSW EPA - As part of the Air Quality Tool Kit, Accessed: 21 April 2026, <https://www.epa.nsw.gov.au/sites/default/files/localgovernmentairqualitytoolkitresourcepackfalloutdustdepositionorothercomplaintchecklist.pdf>;

¹¹ *Dust Event Diary*, NSW EPA - As part of the Air Quality Tool Kit, Accessed: 21 April 2026, <https://www.epa.nsw.gov.au/sites/default/files/local-government-air-quality-toolkit-resource-pack-dust-event-diary.pdf>;

Therefore, a risk assessment of the demolition activities has been carried out using the UK Institute of Air Quality Management (IAQM) *Guidance on the assessment of dust from demolition and construction* (IAQM 2024). This guidance has been utilised by several major project assessments in NSW that include earthworks, including the staged development of Green Square Town Centre¹², Harbourside Redevelopment¹³, M1 Pacific Motorway extension¹⁴ and Transgrid Energy Connect (Eastern Section) EIS.¹⁵ As such, the IAQM methodology is considered suitable for the assessment of dust emission risks for the site.

¹² *Air Quality Impact Assessment: Stages 4 and 5, Green Square Town Centre – 411 Botany Road and 6 Geddes Avenue, Zetland*. Prepared by JBS&G Australia Pty Ltd for Mirvac Projects Pty Ltd. Date: 8/10/2025, Ref: 69329/170030;

¹³ *Bulk Excavation Air Quality Assessment: Harbourside Shopping Centre Redevelopment – 2-10 Darling Drive Sydney*. Prepared by JBS&G Australia Pty Ltd for Mirvac Retail Sub SPV Pty Ltd. Date: 7/4/2022, Ref: 62825/144577;

¹⁴ *M1 Pacific Motorway Extension to Raymond Terrance*, Environmental Impact Statement – Chapter 18: Air Quality, Transport for NSW, July 2021, <https://media.caapp.com.au/pdf/jcg41f/cf33775c-a9b4-4f7b-96e0-2299d575e53d/Chapter%2018%20-%20Air%20quality.pdf>;

¹⁵ *Environmental Impact Statement, EnergyConnect (NSW – Eastern Section)*, Technical Paper 9 – Air Quality Impact Assessment, Transgrid, December 2021, <https://www.transgrid.com.au/media/korddi1g/technical-paper-9-air-quality-impact-assessment.pdf>;

5. Site Activities

Mirvac has advised that the proposed activity involves demolition of existing site structures down to the existing concrete and asphalt hardstand levels, with site pavements to be retained until subsequent site redevelopment occurs.

5.1 Demolition

The Former Sydney Fish Market closed to the public in early 2026 when operations relocated to the new Sydney Fish Market facility at the head of Blackwattle Bay. The former Sydney Fish Market buildings and structures have since been decommissioned and reached the end of their useful life. Infrastructure NSW therefore needs to proceed with the demolition of the buildings as a matter of priority. Demolition of the Former Sydney Fish Market buildings supports the NSW Government's long-term plan to renew Blackwattle Bay with new public open space, improved waterfront access and a mix of housing, community, and commercial uses.

The proposed works include the following tasks:

- Removal of all asbestos and hazardous materials from the building's structure.
- Demolition of existing buildings at the Former Sydney Fish Market to slab level, including:
 - Demolition of suspended floors, blockwork, and other structural elements above the ground floor slab level.
 - Site clearing and establishment works, including installation of temporary site hoarding, scaffolding, and temporary facilities and amenities associated with the demolition works.
 - Site infrastructure works, including capping all redundant services back to the site perimeter.
- Removal of waste materials from the site for disposal or recovery elsewhere.

This air quality assessment has not considered risks from airborne asbestos material. Those risks are managed by engagement of licensed asbestos removal contractors that operate under the SafeWork NSW Code of Practice *How to Safely Remove Asbestos* (SafeWork NSW, 2022), in compliance with the Work Health and Safety Act (2011) and regulations. All asbestos materials and ACM will be removed from the site prior to commencement of the demolition works.

6. Potential Impacts and Controls

6.1 Relevant Air Emissions

The demolition works can give rise to airborne emissions of dust and gaseous pollutants. Dust emissions are assessed as total suspended particulates (TSP) and the fine particle fractions of TSP (PM_{10} and $PM_{2.5}$). These particulate fractions are described as follows:

- TSP are particles each having an equivalent aerodynamic diameter of up to nominal 50 micrometres (μm). The primary issue with TSP emissions that could arise from demolition activities relates to impacts on amenity from a visible dust perspective and deposition onto surfaces.
- PM_{10} is particulate matter of 10 μm or less in diameter, which is the fine particle fraction of TSP. PM_{10} includes inhalable particles that are small enough to penetrate the thoracic region of the lungs, where they can have a direct physical (inflammatory) effect and/or be absorbed into the bloodstream. All people are continuously exposed to PM_{10} from naturally occurring and anthropogenic dust emissions in urban and industrial areas. Health impacts can be related to the chemical composition of PM_{10} .
- $PM_{2.5}$ is particulate matter of 2.5 μm or less in diameter, which is the finest particle fraction of TSP of interest to the regulators. $PM_{2.5}$ particles can penetrate further into the deeper parts of the lungs, where they can have more significant detrimental effects and are also absorbed into the bloodstream. Ambient $PM_{2.5}$ in places where internal combustion engine emissions are prevalent (such as large cities) can be dominated by carbonaceous materials, some of which are carcinogenic.

Gaseous pollutants arise from exhaust emissions from demolition and earth moving equipment (e.g., excavators) and trucks. These include oxides of nitrogen (NO_x), carbon monoxide (CO), polycyclic aromatic hydrocarbons (PAHs), volatile organic compounds (VOCs) and sulfur dioxide (SO_2). These pollutants are also emitted from motor vehicles (internal combustion engines) that operate on roads surrounding the site. Of relevance is the level of emissions from the demolition works in comparison and in conjunction with emissions from nearby traffic.

As noted, fine particle (in particular $PM_{2.5}$) emissions also occur from engine exhaust. The risks from these particulates are considered separately to risks from dust emissions generated by demolition of concrete, stone and brick structures, as well as from excavation of road base, bitumen and soils from car parks and roadways on the site.

6.2 Dust emissions sources

The dust-generating sources and activities identified at the site are described in **Table 6.1**.

The extent of dust emissions will be heavily dependent on the particle sizes of the dust generated from the demolished materials and the effectiveness of controls implemented to minimise the formation and release of airborne particulates.

Table 6.1: Potential Dust Sources and Dust-Generating Activities

Activity	Duration	Dust generation mechanisms
Demolition of structures	Ongoing throughout the project duration	Physical fracturing of concrete, stone and brick; handling of materials during loading onto trucks.
Loading trucks - excavators	Ongoing throughout the project duration	Excavators placing materials into the truck's tray.
Vehicle movements: - Trucks within the site - Movement of earthmoving machinery around the site	Ongoing throughout the project duration	Heavy vehicle movements could suspend fine particles into the air (wheel generated dust emissions). Vehicles can track debris out onto the public road.
Materials stockpile(s)	Problems with truck scheduling may require stockpiling of waste materials	Stockpiled materials exposed to potential wind erosion.
Loaded truck movements from the site to the disposal or re-use location	Ongoing throughout the project duration	Potential for loss of dust from the truck dump body during transit, also potential for any soil adhering to truck to be released during transit

Note that the activities listed do not include potential for dust emissions to be generated during unloading of trucks at the location for disposal or re-use, or for the return of the truck to the site. The management of those risks is a matter for the waste materials reception facility and the trucking company.

6.3 Other Air Emissions Sources

As noted above, gaseous pollutants and fine particles will be emitted from the internal combustion engine exhausts of earthmoving equipment operated at the site and trucks that access the site to remove the waste materials. The risk assessment of potential impacts from these emissions to residences near the site has been informed by estimates of emission rates for the earthmoving equipment (excavators) at the site and estimates from nearby traffic emissions.

Engine exhaust emission rates have been estimated for NO_x, carbon monoxide, particulates and VOCs (as non-methane hydrocarbons – NMHCs) using Euro 6 emissions factors.^{16,17} It is assumed three types of machinery will be utilised at the site: 2 x 30 tonne excavators, 2 x 20 tonne excavators and 2x skid steers. Details of the emissions factors and calculated emissions rates for these machines are summarised in **Table 6.2**. Engine power ratings are derived from specifications provided by Volvo for excavators of the above sizes, as follows:

- 30 tonne – power approx.180 kW.¹⁸
- 20 tonne – power approx. 115 kW.¹⁹
- Skid Steer– power approx. 47 kW.²⁰

An assumption is made that all plant operates concurrently on a continuous basis across the working day. This provides a worst-case (conservative) estimate of emission rates for the risk assessment. Those emission rates have been calculated on an hourly basis.

¹⁶ *Australia's new Euro 6d-equivalent emission standards for light vehicles*, The International Council on Clean Transportation (ICCT), August 2024, https://theicct.org/wp-content/uploads/2024/08/ID-199-%E2%80%93Australia-Euro-6d_final.pdf;

¹⁷ The Euro 6 regulations do not include specifications for SO₂ and PAHs. Presumably this reflects the significant reductions in these emissions from the use of low sulfur fuels and improvements in emissions controls for PAHs.

¹⁸ *Volvo Construction Equipment – EC250E, EC300E*, Volvo Excavators, 2018, <https://www.volvoce.com/-/media/aprimo/pdf/crawler-excavators/ec300e/brochure-ec250e-ec300e-t4f-en-21-20040853-e.pdf?v=Pf1uPw>

¹⁹ *Volvo Construction Equipment – EC200E*, Volvo Excavators, 2019, <https://www.volvoce.com/-/media/aprimo/pdf/crawler-excavators/ec200e/brochure-ec200e-stagev-en-21-20057507-c.pdf?v=uGpuPw>;

²⁰ *Volvo Construction Equipment – MC105C, C-Series Volvo Skid Steer Loaders*, 2015, https://www.volvoce.com/-/media/volvoce/global/products/skid-steer-loaders/brochures/brochure_skid_steer_loader_t3_t4i_en_30_20033645_c.pdf?v=lnxHPw

Table 6.2: Earthmoving Equipment Exhaust Emissions Estimates

Pollutant	Euro 6 emission factor (EF) (mg/kWh)	30 tonne excavators (x2) emission rate (g/h)	20 tonne excavators (x2) emission rate (g/h)	Skid steer (x2) emission rate (g/h)	Total (g/h)
NOx	460	166	106	43	315
Carbon monoxide	4000	1440	920	376	2,736
Particulates	10	3.6	2.3	0.9	6.8
NMHC	160	58	37	15	110

The estimated emissions associated with excavator movements have been compared against emission data for traffic operating on the nearest major roadway, the Western Distributor, which is elevated approximately 20 m to the north-east of the site.

Annual 2024 traffic data indicate that eastbound traffic flow comprises approximately 50,000 vehicles per day (AADT^{21, 22}). It is therefore assumed that westbound flows are comparable, resulting in an estimated total two-way traffic volume of approximately 100,000 vehicles per day.

Traffic on the Western Distributor and surrounding roads are considered representative of the typical air emissions experienced by nearby residents and workers. Accordingly, it provides a suitable benchmark for contextualising and assessing the relative air quality impacts associated with the proposed demolition activities.

Annualised traffic data for the Western Distributor monitoring location indicates peak hourly volumes of approximately 3,650 total vehicle movements at 07:00. No site-specific breakdown by vehicle class is available for this location.

In the absence of this data, vehicle composition has been inferred from the nearest comparable monitoring point at the Rozelle Interchange, which indicates an approximate 90:10 split between light and heavy vehicles. For the purposes of this assessment, the heavy vehicle component has been further apportioned, assuming 66% light commercial vehicles and 33% heavy vehicles.

The adopted vehicle classification applied in the assessment is summarised in **Table 6.3**.

Table 6.3: Assumed Vehicle Classification for Peak Hour Traffic (Western Distributor)

Vehicle Category	Proportion of Total Traffic (%)	Eastbound Vehicles (per hour)	Total Vehicles (per hour, two-way)
Light Vehicles	90.0	3,288	6,576
Light Commercial Vehicles	6.6	241	482
Heavy Vehicles	3.3	121	242
Total	100	3,650	7,300

Note: Two-way traffic volumes assume equal directional distribution (eastbound = westbound). Values have been rounded to the nearest whole vehicle; totals may not sum exactly due to rounding. This has been adopted as it is more conservative than using data from the Rozelle Interchange

²¹ Traffic Volume Viewer, Transport for NSW | Western Distributor, Date: 2024, <https://maps.transport.nsw.gov.au/egeomaps/traffic-volumes/index.html/?z=15&lat=-33.860736838447934&lon=151.19496945468535&yr=2023&id=02379>

²² Post-2024, JBS&G notes that the monitoring location was relocated to the Rozelle Interchange, which is not considered representative for traffic volume calculations. The Rozelle interchange operates as a large inter-city intersection receiving and discharging traffic from multiple directions, and therefore provides an overestimation of traffic volume data.

Euro 6 emissions factors for cars and light commercial vehicles are based on km travelled (mg/km). Those values were multiplied by the total vehicle km travelled (vkt) for a 1 km section of the Western Distributor to generate a total hourly emission rate (g/h). The emissions factors for heavy vehicles are based on engine power rating (kWh). An assumption was made of an average engine power rating of 350 kW for that vehicle class, to estimate emission rates. **Table 6.4** shows the comparison of these emissions from the excavator operation at the site with peak emissions from 1 km of the Western Distributor. The calculations are repeated to identify the distances along the Western Distributor that give the same emissions as the excavators.

Table 6.4: Exhaust emissions estimates

Pollutant	Total Demolition Excavators (g/h)	Peak emissions from 1 km of the Western Distributor (g/h)	Distance required for Western Distributor emissions to match demolition excavator emissions
NOx	315	729.5	432 m
Carbon monoxide	2,736	9,300.7	294 m
Particulates	6.8	37.24	183 m
NMHC	110	541.6	203 m

This assessment suggests emissions rates of pollutants from excavators operating at the site are significantly lower than rates from peak traffic on 1 km of the Western Distributor, with equivalent emissions rates obtained for 183 to 432 m of that road. The inference from this comparison is that risks of adverse impacts to residences opposite and to the north, east and west of the site from the operation of the excavators are likely to be no worse than for residents adjacent to the nearby major road (Western Distributor).

Exhaust emissions from construction trucks accessing the site are expected to be lower in total contribution than those from excavators due to the relatively low number of vehicle movements (approximately 25 trucks per day, or ~2 trucks per hour on average). Emissions associated with truck activity will primarily occur during short-duration site entry, manoeuvring, and departure, with idling assumed to be minimised during loading where operationally feasible. Given the limited spatial extent of the site and short on-site travel distances, truck-related exhaust emissions are expected to represent a minor contribution to total construction-phase emissions relative to excavation equipment.

7. Mitigation Measures

A range of mitigation measures will be implemented at the site as part of normal operations to minimise dust generation and earthmoving equipment exhaust emissions. The control measures aim to achieve a residual risk of fugitive dust emission that is as low as reasonably practicable. The measures listed are consistent with the EPA Construction Site guidelines (EPA 2024a) and Module 3 of the Local Government Air Quality Toolkit (Air Pollution Control Techniques) (EPA 2024b). The earthmoving equipment exhaust emissions controls are intended to provide best practice (lowest) emissions outcomes that are unlikely to adversely affect nearby residential and commercial areas.

7.1 General Dust Management

General dust management measures that will be applied include the following:

- During periods of high winds, work will be stopped and control measures, such as dampening exposed surfaces using a water cart, sprinklers and hand-held hoses, will be implemented as necessary.
- Weather forecasts will be used to ensure contingency measures, including (where required) minimisation of dust-generating activities during adverse meteorological conditions (including outside working hours).
- The Site Supervisor or other responsible person will maintain a dialogue with neighbouring property owners and residents to ensure adverse off-site impacts are not occurring during demolition activities.
- Notices will be erected at locations along the boundary fencing at the site, providing contact details of the person to be contacted in the event of dust emissions being observed from the site.

Specific controls for aspects of the demolition activities are described in the sections below.

7.2 Materials Handling Operations

Materials handling operations will be conducted using appropriate work practices to mitigate dust generation, including:

- Water will be applied via hoses to structures at the points where excavators will be demolishing those structures.
- Water will be applied to demolished materials prior to handling and loading onto trucks.
- The height that materials are dropped from the excavator bucket to the ground will be minimised as much as possible to avoid dust generation.
- Limiting stockpile numbers and the duration that material is stockpiled.

7.3 Management of Trafficable and Operational Areas

The following measures will be applied to trafficable and operational areas to mitigate fugitive dust:

- Surface of access roads within the site will be maintained in good condition.
- A water cart will be located on-site for pre-wetting of internal access roads and areas of the site prior to vehicle movements for the day (pre-wetting requirements to be determined on-site by the Site Supervisor).
- The water cart will be available in the event that dust emissions occur across the working day.
- Public roadways used for access to the site will be kept clear of deposited material tracked from the site by vehicles.

- Any deposited material will be removed as soon as practicable using a road sweeper or equivalent.

7.4 Operation of Vehicles

Vehicle movements across the site may generate dust, and fugitive dust may escape from vehicles during transport. The following measures will be adopted during operational activities to minimise the risk of excessive dust generation:

- Vehicle movements on the site will be minimised as far as reasonably practicable.
- Vehicles will adhere to a 10 km/h speed restriction within the site.
- All truck loads will be required to be covered with tarpaulins or hard cover prior to exiting the site.
- If necessary, soil/demolition materials that have collected on the body of the trucks will be removed via hosing prior to the truck leaving the site.

7.5 Administrative controls

The following administrative controls will be implemented:

- An air quality management plan (AQMP) is to be prepared that covers all sources of emissions and mitigation measures to be employed to minimise the risk of off-site impacts. Details of an AQMP are discussed in **Section 10** below.
- Operational personnel will be trained with respect to dust mitigation; training will include mechanisms of the generation of dust emissions, the importance of and responsibility of individuals to implement mitigation measures, and reporting of visible dust emissions.
- Site personnel and contractors will be required to report observations of visible dust emissions that cross the boundary of the site, including date, time, location and extent of the visible plume.
- An incident management system will be implemented, which will, as a minimum, record:
 - fugitive dust events are to be recorded as environmental incident reports and entered into the incident management system, with corrective actions identified and assigned accordingly;
 - the number and details of complaints received concerning off-site dust impacts; and
 - the effectiveness of any action taken in response to the complaints to reduce or eliminate the risk of future events.

7.6 Physical barriers

Wind fences can be erected along boundaries of the site in conjunction with security fencing required to prevent public access to the site. Subject to approval from the local council/consent authority, any dust that settles out from the wind fence onto the footpath or road could be removed by the proponent or its contractor as part of the site housekeeping process.

7.7 Cessation of work

If the stated dust controls are insufficient to mitigate visible dust emissions leaving the site, which may occur at times of hot and dry weather with very strong winds, then the Site Supervisor has the option to cease operations until such time as the unfavourable weather conditions abate or dust control measures sufficiently mitigate the emissions.

7.8 Earthmoving equipment exhaust emissions controls

As previously indicated, 2 x 30 tonne excavators, 2 x 20 tonne excavators and 2 x Skid steers will be utilised at the site for demolition works. Other vehicles operating at the site will be trucks that remove the demolition waste materials.

Engine exhaust emissions of NO_x, carbon monoxide, particulates (PM_{2.5}) and VOCs from those vehicles are minimised by the implementation of Australian Design Rules, which align with the European emission standards.²³ As far as reasonably practicable, excavators and trucks operating at the site will utilise the most recent engine emissions controls. Vehicles are to be serviced and maintained as per manufacturer specifications, in particular relating to vehicle emission control systems.

Operational controls will involve shutting off the engines of excavators when not actively handling demolition materials and shutting off engines in trucks being loaded. Trucks will not queue on Bank Street with engines idling while waiting for access to the site.

7.9 Summary of mitigation measures

A summary of the above mitigation measures is shown in **Table 7.1**.

Table 7.1: Summary of mitigation measures – air quality impacts

Project stage	Task	Air pollutant	Mitigation measure
Demolition works	Demolition of buildings - excavators	Dust	Water spraying of materials, visual observations of dust emissions
Demolition works	Vehicle movements on site (trucks and equipment)	Dust	Water spraying of access roads, visual observations
Demolition works	Waste materials stockpile(s)	Dust	Water spraying of stockpile surfaces, visual observations
Demolition works	(Unloaded) Truck movements back to site	Dust	Empty dump bed, covered if necessary to prevent any residual soil from being blown from the dump bed.
Demolition works	Excavator operation – all tasks	Pollutants (NO _x , CO, PM _{2.5} , VOCs)	Use of Euro 6 compliant engine technology for excavators. Engines switched off when not actively working. Excavator engines serviced and maintained as per manufacturer specifications.
Demolition works	Truck movements on site	Pollutants (NO _x , CO, PM _{2.5} , VOCs)	Relatively short duration for truck movements on site. Engines switched off during loading. Use of Euro 6 compliant engine technology for trucks. Truck engines serviced and maintained as per manufacturer specifications.
Demolition works	All tasks	Dust	Wind fences installed along all site boundary fences

²³ ADR 80/04 is the most recent amendment, which aligns with the Euro 6 standards, <https://www.nhvr.gov.au/road-access/mass-and-dimension/adr-8004-euro-vi>

8. Dust and Gaseous Emissions Risk Assessment

The risk assessment methodology is informed by aspects of the IAQM guidelines (2024) but simplified to reflect the relatively small scale of the works. The methodology for assessment of sensitivities of surrounding land uses in the IAQM guidelines (refer to Section 7.7 of the report) has been considered with nearby residences and retail workers, and visitors determined to be 'High' sensitivity. A conservative approach has been adopted whereby all other surrounding land uses are considered of equal significance in respect of a high sensitivity to dust emissions.

The assessment methodology involves an initial subjective assessment of likelihoods and consequences of dust generated by the various activities conducted as part of the demolition works impacting sensitive receptors, without controls in place. The assessment then reconsiders the likelihoods and consequences after application of controls to generate a residual risk rating. The risk rating matrix and risk criteria utilised for this assessment are shown in **Appendix B**.

A 'Low' residual risk rating for each activity is considered acceptable and indicates that the activity can proceed without harm or loss occurring to persons or the environment near the site. A 'Medium' residual risk may be acceptable for short periods of time. An example could be a short-term loss of amenity from deposition of a small amount of dust emitted from the demolition activities onto a front porch of a residence. 'High' and 'Severe' residual risks are not acceptable, and additional controls must be employed to reduce those risks.

The risk assessment of dust emissions is shown in **Table 8.1**. A separate assessment for engine exhaust gaseous and particulate emissions is shown in **Table 8.2**.

The primary control measure for all dust emitting activities is the application of water to the materials being demolished or handled. The need for watering is reduced or eliminated during wet weather conditions and potentially some days thereafter for exposed surfaces until the retained moisture evaporates. Continuous visual monitoring of dust emissions from all activities is required to inform the requirement for watering, which will ensure a low risk of dust emissions leaving the site and impacting on nearby sensitive land uses.

The primary control for engine exhaust gaseous and particulate emissions is the use of equipment that complies with Australia Design Regulations (ADR) that reference Euro emissions standards. Regular maintenance and servicing as per manufacturer specifications is required to ensure ongoing compliance with the standards that will minimise those emissions.

Table 8.1: Risk Assessment – Dust Emissions

Activity	Likelihood of dust emissions	Consequence of dust emissions	Risk rating	Dust Controls	Revised likelihood	Revised consequence	Residual risk
Demolition of buildings (excavators)	Possible	Moderate	Medium	Water spraying of materials, visual observations of dust emissions	Unlikely	Insignificant	Low
Loading trucks - excavators	Possible	Moderate	Medium	Water spraying of materials during loading, visual observations	Unlikely	Insignificant	Low
Vehicle movements on site (trucks and equipment)	Possible	Moderate	Medium	Water spraying of access roads, visual observations	Unlikely	Negligible	Low
Waste materials stockpile(s)	Possible	Minor	Medium	Water spraying of stockpile surfaces, visual observations	Unlikely	Negligible	Low
(Loaded) Truck movements from site to disposal location	Unlikely	Minor	Low	Loads covered with tarpaulins or hard cover, washing of wheels and underbody of truck and dump bed before leaving site	Unlikely	Negligible	Low
(Unloaded) Truck movements back to site	Unlikely	Minor	Low	Empty dump bed, covered if necessary to prevent any residual soil from being blown from the dump bed.	Rare	Negligible	Low

Table 8.2: Risk Assessment – Gaseous and Exhaust Particulate Emissions

Activity	Likelihood of emissions	Consequence of emissions	Risk rating	Controls	Revised likelihood	Revised consequence	Residual risk	Notes
Excavator operation	Possible (for exceedance of Euro 6 limit)	Minor	Medium	Use of Euro 6 compliant engine technology for excavators. Engines switched off when not actively working Excavator engines serviced and maintained as per manufacturer specifications.	Unlikely (for exceedance of Euro 6 limit)	Negligible	Low	The <u>Low</u> residual rating reflects an unlikely likelihood of non-compliance with Euro 6 emission limits
Truck movements on site	Possible (for exceedance of Euro 6 limit)	Minor	Medium	Relatively short duration for truck movements on site. Engines switched off during loading. Use of Euro 6 compliant engine technology for trucks. Truck engines serviced and maintained as per manufacturer specifications.	Unlikely (for exceedance of Euro 6 limit)	Negligible	Low	The <u>Low</u> residual rating reflects an unlikely likelihood of non-compliance with Euro 6 emission limits

9. Air Quality Monitoring

The above risk assessment has indicated Low residual risk ratings. As such, this does not support a requirement for instrumental monitoring of dust and/or gaseous emissions from the demolition activities at the site.

However, visual monitoring of dust emissions will be carried out by demolition personnel at times of higher dust risk to inform management decisions regarding controls that could be employed. Protocols for visual monitoring will be described in an Air Quality Management Plan (AQMP), which is anticipated to be required as part of the demolition approvals.

In addition to visual monitoring, the potential for dust emissions to occur will be informed by daily weather forecasts from the nearby Bankstown BoM station. The Site Supervisor or delegate will review the forecast prior to commencement of work each day and advise the demolition personnel of the potential risk of emissions. The extent of controls required for each day's activities will be determined and implemented as a priority for that day.

10. Air Quality Management Plan

The risks for dust and gaseous emissions from the demolition activities at the site can be managed by the implementation of an AQMP. This can consider the controls listed in this report and others that may be required for dust risks not apparent at this time. As a minimum, the AQMP should include the following information in respect of dust emissions management:

- Description of operations, dust sources and emissions risks.
- Detailed descriptions of all controls, including when and how they are to be implemented.
- Instructions for interpreting weather forecast and determining dust emissions risk.
- Procedures for visual monitoring.
- Roles and responsibilities of site personnel.
- Community communications protocols.
- Reporting requirements.

11. Conclusions

A desktop assessment of air quality impacts from demolition activities at the Former Sydney Fish Market Development Site has been carried out to identify risks to surrounding land uses. Key findings are as follows:

- Asbestos and other hazardous materials will be removed from the site prior to demolition of buildings and infrastructure commencing. Risks from asbestos fibre emissions will be mitigated by the use of a licensed asbestos removal contractor that fully complies with the NSW SafeWork Code of Practice for that activity.
- Overall, low risk ratings have been determined for dust emissions from demolition works, installation of site infrastructure and site clearing and tree removal.
- These ratings are dependent on the implementation of various controls that largely involve wetting of materials during demolition, excavation, handling and stockpiling on site, as well as all exposed surfaces and internal access roads.
- The installation of a wind fence on the boundary security fencing would assist in mitigating the risk of dust emissions from the site.
- Exhaust gaseous and particulate emissions from the demolition machinery (excavators) have been estimated to be no worse than emissions from traffic along 183-432 m of the Western Distributor at peak traffic conditions:
 - This suggests a low likelihood of significant adverse impacts from these emissions on the nearest residences (and workers and visitors of retail/commercial properties) to the demolition site, since residences are located at similar distances from the Western Distributor and occupants are exposed to traffic emissions at all times.
- The 'Low' risk ratings from this assessment do not indicate a requirement for air quality monitoring for gaseous pollutants during demolition works. Dust emissions can be monitored via visual observations, which can inform a requirement for additional controls to be implemented.
- An Air Quality Management Plan is recommended to provide guidance to operations personnel in the management of emissions risks.

A summary of mitigation measures is provided below in **Table 11.1**.

Table 11.1: Summary of Mitigation Measures – Air Quality Impacts

Air pollutant	Mitigation measure
Dust	Preparation of an AQMP. Water spraying of materials during handling and loading. Water spraying of access roads. Water spraying of stockpiles. Retention of site pavements Loads covered with tarpaulins or hard cover. Washing of wheels and underbody of truck and dump bed before leaving site. Visual observations of dust emissions. Cessation of work in high wind conditions where visible dust emissions are observed. Wind fences installed along all site boundary fences.
Pollutants (NO _x , CO, PM _{2.5} , VOCs)	Use of Euro 6 compliant engine technology for excavators. Engines switched off when not actively working. Excavator engines serviced and maintained as per manufacturer specifications. Relatively short duration for truck movements on site. Engines switched off during loading.

Air pollutant	Mitigation measure
	Use of Euro 6 compliant engine technology for trucks. Truck engines serviced and maintained as per manufacturer specifications.

Subject to implementing the mitigation measures set out in this report, the conclusion of this assessment is that the proposed Activity is not likely to significantly affect the surrounding residential and commercial premises in relation to dust and gaseous pollutant impacts.

Figures



Legend
 Approximate Site Boundary



Job No: 68065

Client: Mirvac

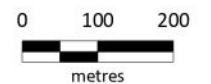
Version: R04 Rev A

Date 13/05/2026

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Checked By: RL/NC

Scale 1:10,000



Coord. Sys. GDA2020 MGA Zone 55

Old Sydney Fish Markets
56-60 Pyrmont Bridge Road
Pyrmont, NSW

SITE LOCATION

FIGURE 1

Appendix A Limitations

Scope of services

This report (“the report”) has been prepared by JBS&G in accordance with the scope of services set out in the contract, or as otherwise agreed, between the Client and JBS&G. In some circumstances, a range of factors such as time, budget, access and/or site disturbance constraints may have limited the scope of services. This report is strictly limited to the matters stated in it and is not to be read as extending, by implication, to any other matter in connection with the matters addressed in it.

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The report is based on conditions encountered and information received at the time of preparation of this report or the time that site investigations were carried out. JBS&G disclaims responsibility for any changes that may have occurred after this time. This report and any legal issues arising from it are governed by and construed in accordance with the law as at the date of this report.

Environmental conclusions

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Appendix B Risk Rating Matrix and Risk Criteria

Risk rating matrix

Likelihood	Consequence				
	Negligible	Minor	Moderate	Major	Severe
Almost certain	Medium	High	High	Severe	Severe
Likely	Medium	Medium	High	High	Severe
Possible	Low	Medium	Medium	High	Severe
Unlikely	Low	Low	Medium	Medium	High
Rare	Low	Low	Medium	Medium	High

Risk criteria

Consequence	Criteria
Severe	Catastrophic off-site impacts to environment, loss of life
Major	High-level off-site environmental impacts, frequent and large exceedances of air quality standards, adverse health impacts requiring medical intervention
Moderate	Mid-level off-site environmental impacts, some exceedances of air quality standards, low level adverse health impacts, not requiring medical intervention
Minor	Low-level environmental impacts, no exceedances of air quality standards, no adverse health impacts, some impact to amenity at sensitive locations
Negligible	Minimal off-site impacts to environment and people

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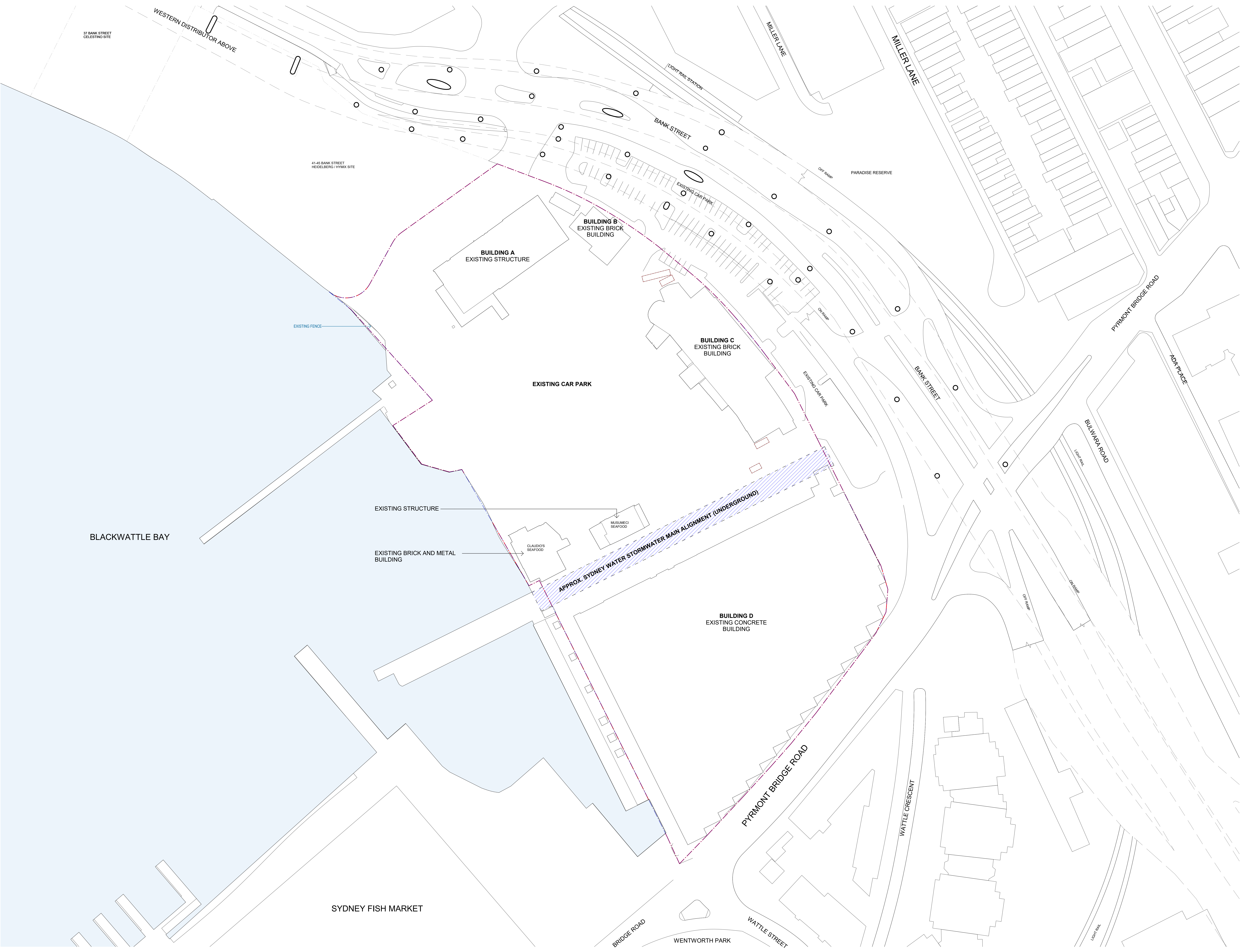
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A		ISSUE FOR REF	29.04.2026

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EXISTING CONDITION LEGEND:

- EXISTING STRUCTURE
- SITE BOUNDARY

EXISTING CONDITION NOTES:



Project
BLACKWATTLE BAY
MASTERPLAN

Client
INSW

Issued
W-B
WOODS BAGOT

Project number 122088	Size check 25mm
Checked SB	Approved ZL
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Sheet title
General Arrangement
EXISTING CONDITION

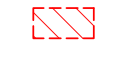
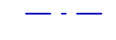
Sheet number 2000	Revision A
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Recent revision history		
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DEMOLITION LEGEND:

 DEMOLISH IDENTIFIED STRUCTURE
 SITE BOUNDARY

DEMOLITION NOTES:

- DEMOLITION RESTRICTED TO BUILT FABRIC ONLY. EXCLUDES ALL LANDSCAPING, TREES, AND PLANTS.
- IDENTIFIED BUILDINGS TO BE DEMOLISHED TO RELATIVE GROUND LEVEL.
- SERVICES EXTENDING INTO DEMOLISHED BUILDINGS TO BE CAPPED AND TERMINATED. REFER TO RELEVANT SERVICE ENGINEERS' DOCUMENTATION.
- UNDERGROUND SERVICES ARE EXCLUDED FROM THESE WORKS.



Project
BLACKWATTLE BAY
MASTERPLAN

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General Arrangement
DEMOLITION PLAN

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