DEMOLITION MANAGEMENT PLAN

-Demolition of F6 & Waste Paper Plant Structures – REVISION 8

Project Name: AMCOR FAIRFIELD MILL
Site Address: 626 Heidelberg Road, Alphington VIC 3078
Revision: 8 – 3/2/2016

For and on behalf of the Responsible Authority
DATE 12/02/2016 PAGES 145
This is NOT a Building Permit

*DEMOLITION OF F6 & WPP STRUCTURES*
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1.0 INTRODUCTION

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Telephone 03 9646 8277 Facsimile 03 9646 6877
Prepared: 3rd February 2016, Robert Ryan.

Emergency Contact Details: Robert Ryan 0408 811 103

Following is the demolition management plan for the demolition works at the Amcor Fairfield Mill site located in Alphington.

1.1 PURPOSE

The purpose of the demolition management plan is to make the principal and authorities aware of the demolition issues addressed by Delta Group on this project.

We anticipate that the demolition management plan will gain the principal’s assurance of Delta Groups ability to perform the demolition works in a professional safe, competent manner.

Scope of the demolition management plan show the methods, which will be implemented into work procedures to ensure a safe and healthy workplace is achieved on this site.

The works are expected to take a week once demolition permit issued.

All contractors, tradespersons and subcontractors will operate in accordance with the Construction Management Plan.

We acknowledge that this CMP only allows demolition of the F6 & Waste Paper Plant Structures Only. Further CMP’s will be submitted and approval obtained prior to any other demolition and development works.
1.2 PROJECT LOCATION

The site is located at 626 Heidelberg Road (corner Chandler Hwy) in Alphington as shown below.
1.3 STRUCTURES FOR DEMOLITION & STRIPOUT

- Perimeter Boundary
- Structures to be demolished
- Structures previously be demolished under existing Demolition Permit
2.0 DEMOLITION VEHICLE ACCESS TO AND FROM SITE

During the demolition, Delta Group will manage these issues with the following actions:

- Vehicle access to site will be from Latrobe Avenue through the existing gates alongside the car park area – Refer attached Traffic Management Plan.

- All demolition materials will be loaded by an excavator or bobcat within the site boundary into trucks or bins, for transfer to recycling yards or landfill.

- The impact of high frequency of trucks upon local traffic movements will be minimised by controlling movements and marshalling demolition trucks off-site. Drivers will continue to report to Delta’s traffic controller on-site to ensure street access space exists before proceeding to site. Trucks will not to stage on local roads surrounding the site.

- During demolition works, demolition debris will be transported off site with trucks and it is proposed that the site traffic controllers be inducted in such a way that they are responsible for keeping the streets and footpath clean by means of sweeping and cleaning. Where required a street sweeper will be used.

- Liaison with adjoining neighbors and local authorities.

- All site personnel will be inducted into the traffic management plan that will be operating on the demolition site. Training will be ongoing for all supervision and demolition staff during the entire demolition process.

- For the duration required to complete the removal of the overhead walkway gantry over Latrobe Ave will be closed in accordance with the attached Traffic Management Plan.

- Any deliveries on to site shall be within the confined hours of the planning permit and that any necessary deliveries outside of permitted hours, that an out of hours permit request is submitted to Council Construction Management Support Unit.

- Any trucks leaving site with demolition material will be adequately covered.

- All contractor vehicles to park onsite in dedicated carpark.

3.0 DUST & NOISE CONTROL

- The site objectives are to minimize the noise, vibration and dust generated by demolition activities, and its impact on surrounding residents, businesses and workers. Any potential complaints that arise from our works will be directed to our Site Foreman & Project Manager to address and resolve. The amenity of the area will not be detrimentally affected by the construction through
Noise Control Measures

- Establish & maintain good relations with the community and neighbouring sites.
- Delta Group will submit a Safe Work Method Statements which includes the schedule of demolition, plant and equipment to be used.
- YCC provides allowable limits on emitted noise from all mechanical plant & equipment.
- All plant and machinery shall have the correct bafflers attached.
- All activities shall comply with the Environmental Protection Authority noise control Guideline 12 for Construction (Publication 1254 Oct 2008)

Dust Control Measures

- Dust will be suppressed when potentially generated using water sprays. Specific controls will be in place to ensure there is minimal impact outside of the site.
- If required covering the trucks transporting materials from site and ensuring the tailgates are securely fixed.
- Dust control measures implemented will be reviewed on a regular basis for effectiveness.
- All development activities, materials, soil and debris will be contained within the site unless approved by the Responsible Authority.

Vibration Control Measures

- Delta Group will submit a Work Method Statement which will identify any potential vibration work.
- The times when demolition works are to be carried out will be controlled. Generally this will be accomplished by performing such work during daylight hours when the majority of residents will either not be present or will be engaged in less vibration sensitive activities. We will however consult with the representatives of the adjoining neighbours and seek to meet their requirements where/if possible.
- A dilapidation and condition audit will be carried out on all council assets (road, footpaths, trees etc) which are imperative to ensure a baseline is established prior to commencement of the works.

Rubbish Removal

- Delta Group will provide waste bins on site and recycling will be undertaken off site to ensure minimal wastage occurs and unnecessary landfill is generated.
- All concrete and brick material will be recycled.
- Additionally, waste generated from food scraps and general waste from workers will be stored in separate receptacles and taken from site on a regular basis.

The amenity of the area will not be detrimentally affected by the construction through;
- a) The transport of material or commodities to or from land;
- b) The appearance of any buildings, works or materials;
- c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash dust, waste water, waste products, grit, oil or the presence of vermin.
4.0 DRAINAGE PLAN

- Surface run-off from within the site will be allowed to flow along existing contours (down slope).
- Storm water pit inlets will be protected with silt socks/fine mesh as required.
- The site will be continually cleaned of excess rubble to minimise possible sediment flow during rainfall periods.
- Sediment traps to be formed to the southern end of the site to eliminate polluted waters (i.e. silt & debris) in the waterways.
- All Drainage control devices will be regularly checked and maintained particularly during heavy rainfall periods.
- Any discharge of treated water into the Council stormwater system must meet EPA requirements and the relevant water authority requirements.
- Any handling and disposal of contaminated site material must be in accordance with the requirements of the Environment Protection Authority and the Environment Protection Act 1970.
- No wash down from and plant or equipment will enter the Council stormwater system.

5.0 PEDESTRIAN ACCESS DURING DEMOLITION WORKS

The site perimeter will be secured at all times during the demolition works to prevent unauthorised access by pedestrians.

6.0 PUBLIC SAFETY ISSUES

A detailed demolition Risk Assessment and specific safe work method statements will be produced to identify high risk demolition actives including and not limited to public safety and security.

The key driver for Delta Group and all our sites is to ensure there is no risk to the public. This will be achieved by:-

- Lockable gates/fence for demolition site access.
- Relevant Public protection measures:
  - Full road closure of LaTrobe Ave to enable works.
  - Regulation 604 (Public Protection) obtained from Council for Demolition
  - Form 3 and Form 4 if protection works required to adjoining owners.
- All bins/trucks will be loaded within the site boundary for transfer to recycling yards or landfill.
- Delta Group Traffic controllers to control trucks entry to and from site.
- Signage will be in place to alert the public that demolition works are in progress.

7.0 HOURS DEMOLITION WORK TO BE UNDERTAKEN

The demolition works on this project, working hours will be:-
• Monday to Friday 7.00am to 6.00pm
• Saturday 9.00am to 3.00pm
• No Construction Works on Sunday, Good Friday, ANZAC Day and Christmas Day

Where specific activities are required to be carried out outside of these hours, an Out of Hours application will be made to Yarra City Council to confirm whether the proposal is feasible.

8.0 HOARDING/FENCING AROUND DEMOLITION SITE

Existing mesh & brick fences currently securing the site will be maintained for the duration of the demolition works.
When boundary walls are demolished, they will be replaced with 1.8m high temporary fencing with shadecloth.

At completion of works Stair accesses and exposed edges will be made inaccessible with compliant handrails.

9.0 PROTECTION OF HERITAGE STRUCTURES

A heritage consultant will be engaged by client and will be consulted prior to the commencement of demolition works in the immediate vicinity of any heritage buildings/elements. Work procedures will be discussed, reviewed and approved prior to commencement.

10.0 PERMITS AND CONSENTS

Permits/Consent will be obtained from the Council Construction Management Support Unit Council where required.
For any road/laneway closures 7 day notification to local residents will be issued to each resident via letter-drop, within 100m of the site. Prior to issue of notification Council must approve the notification letter.

10.0 OTHER

The intent is for all demolition works to be conducted within normal operating hours; however due to demolition methods and certain safety issues there will arise occasions where works will need to be performed outside of these hours. Where works are expected to extend beyond the normal operating hours, prior notification will be provided to the relevant authority.

Delta will not, without a permit, undertake any activity which is likely to or does damage, interfere with or destroy anything in, on or under any road or Council land including, without limitation, any fence, tree, tree band / guard, sign, sprinkler, service conduit, hydrant or other assets vested in or under the control of the Council.
Any damage to council assets throughout the site will be reinstated to the standard and satisfaction of the responsible authority and at the cost of Delta with any relevant permits or consent obtained from Council.

11.0 DEMOLITION WORK METHOD STATEMENT

Outlined below is a Demolition Method Statement for F6 Paper Machine Building and the Waste Paper Plant (WPP) Structure located at 626 Heidelberg Road, Alphington.

1. PURPOSE
The purpose of the method statement is to make the principal and authorities aware of the procedures and methodology that will be implemented for the demolition and asbestos removal works at the above site. We anticipate that from the method statement the principal will gain an assurance of our ability to perform the works by the sequences and methods proposed.

2. SITE & BUILDING DESCRIPTION
The existing Amcor Fairfield Mill site is approx. 17 hectare in area and comprises of numerous buildings generally made up of concrete slabs, columns & beams with external brick facades.

The F6 and WPP structures both consist of steel encased concrete columns and beams with infill brickwork walls. Sections of the buildings contain a Level 1 reinforced concrete slab sitting on a combination of steel and encased columns. The roof structure consists of steel roof trusses with cliplock roof sheeting in the F6 structure and a combination of roof sheeting & laserlite sheeting in the WPP.

There is asbestos present in structures. The bulk of the asbestos is contained in the asbestos ceiling panels in the F6 structure and the asbestos mastic joins in the external brickwork.

A link bridge joins the two structure which will be removed.

3. STAGING OF DEMOLITION WORKS
The demolition works sequence will be as follows:
- Termination/Abolishment of all authority services by Amcor. Incl. overhead power impacting work area.
- Site establishment including set up of site amenities if previously established amenities are not present on site.
- Strip out of buildings as required prior to asbestos removal works.
- Asbestos removal works.
- Removal of Link bridge between structures
- Make safe as required.

4. PRELIMINARIES
Prior to commencement of occupation of site the following will occur:

- A full and comprehensive method statement including an independent structural engineer’s computations, recommendations and sequence approval will be submitted for approval (where required).
- An asbestos removal plan and O H & S plan outlining details of work procedures will be submitted to the principal.
- Approvals from authorities relating to demolition will be obtained.

5. PUBLIC & PROPERTY PROTECTION

Prior to commencement of demolition the following will occur:

- Signage indicating demolition works in progress and no access will be placed at all entry points to alert pedestrians and prevent unauthorised access.
- All existing services will be checked to ascertain location and cut off points, availability of temporary supply and emergency shutdown points.
- Stormwater inlets will be protected by filters.
- A traffic management plan will be implemented comprising use and location of signs and barricades, and control of truck movements with flagmen from truck loading points.
- Site amenities will be established inside the site boundary.
- A site induction will be held for all employees explaining the safety requirements and proposed methods to be used on site.
- Road and footpath closures were required.
- Access to live edges to be managed by compliant handrails.

6. HOARDINGS/FENCES

- Existing chain mesh, colour bond & brick fences currently securing the site will be maintained where possible for the demolition works. Where structures to be demolished are acting as the boundary to the site, a 1.8m shade clothed temporary fencing will be installed in co-ordination with the demolition works to ensure that site is always secured.
- For the purpose of public safety, hoarding, temporary fencing, water filled barriers and alike are to remain in place until inspected by an authorised Council Officer, and approval has been granted for their removal.
- Temporary fencing must be supported internally, where footings/supports do not protrude past the fence-line, causing tripping hazards.

7. ASBESTOS REMOVAL

- A fully licensed and approved asbestos contractor will be subcontracted to remove and dispose of all asbestos contaminants.
- All asbestos will be removed in accordance with the O H & S approved procedures and standards.
- Asbestos to be removed as identified in the Part 6 Hazardous Materials Survey prepared by Bureau Veritas dated February 2011.
- Refer to asbestos removal plan for project specific work procedures and SWMS’s for each building.
8. **PLANT & SERVICES REMOVAL**
- All plant and services will be disconnected and decommissioned by qualified tradesmen prior to demolition of surrounding structures.
- Temporary water supply will be established during the demolition to control dust and to maintain a fire fighting capacity.
- Prior to cutting any electrical cables, a signoff will be obtained from the electrical contractor confirming that the services have been isolated. Where possible the electrical contractor will cut the cables.
- Pipes, ducts and cabinets will be cut up into manageable components using oxy-propane equipment.
- All services will be recycled or reused wherever possible.

9. **CRANAGE**
Mobile cranes will be used for the following jobs:
- Lifting of plant/ equipment (if required).
- Overhead Gantry to be brought down by machine

10. **MATERIALS HANDLING**
It is proposed to use the following methods to handle demolished materials:
- Clean concrete will be stockpiled onsite in a designated compound area where a mobile crusher & screening plant will be established and used to process concrete onsite. Final product will then be loaded onto trucks and carted offsite.
- Soft strip materials (i.e. carpets, joinery, plaster, timber etc) will be progressively loaded out during the demolition works directly onto trucks for disposal offsite.
- Steel & bricks will also be loaded out progressively during the demolition and sent off for recycling.
- Trucks during entering and exiting the site will be controlled by flagmen to ensure the safety of pedestrians and other vehicles.
- Materials will be separated so as to minimise recycled materials being sent to landfill.

11. **INTERNAL STRIPOUT**
*The following methods will be used to remove internal partitions, floor coverings and ceilings:*
- Block walls, light weight partitions, joinery, ceilings and floor coverings will be demolished with mini excavators and bobcats fitted with grapple attachments. Demolished materials will be removed from within the building to a designated dump area outside the building where a large 47T excavator (or similar) will be used to load onto trucks for removal to landfill.
*The following methods will be used to remove heavy machinery and plant;*
- Heavy machinery will be removed via a combination of 47t excavator using various attachments and the use of the overhead crane. Typically the paper machine will be access by demolishing a section of Level 1 suspended slab in order to get an access path for excavators to work on the paper machine.
18. GENERAL STANDARDS AND PRACTICES:

All demolition works will conform to the following codes and general practices.

- A full time experienced demolition foreman will be on site at all times.
- Site communication will be with the use of 2 way radios and mobile phones.
- All demolition areas will be sectioned off by the use of handrails, barricade, bunting and appropriate signage.
- All cranes will have current Worksafe approvals.
- All men to wear safety equipment including helmets, gloves, glasses, ear plugs appropriate to the works being undertaken.
- No works to be carried out in areas where potential fall hazards exist without fall arresters or handrails being used.
- No part of any structure shall be left in an unsafe condition where it may become unstable or prone to collapse.
- Due to unforeseen circumstances on site, or safer and more efficient methods being developed, changes to this procedure may be required as demolition proceeds. These changes will be documented as required.
12.0 TRAFFIC MANAGEMENT PLAN

Figure 1 Truck Access TMP
Figure 2 Overhead Walkway Removal Road Closure
13.0 WASTE MANAGEMENT PLAN

The materials disposed of during the demolition works will be tracked as follows:

**Brick**

The bricks will be loaded into trucks and transported to our Recycling Yard at 473 Sommerville Road Brooklyn. Every load will be recorded over the weighbridge and a docket received. The truck driver will hand the docket over to the site foreman or excavator operator. The dockets from the last load of each day will be returned to Delta with the drivers invoice or kept and returned to site the next day.

**Concrete**

The concrete will be loaded into trucks and transported to our Recycling Yard at 473 Sommerville Road Brooklyn. Every load will be recorded over the weighbridge and a docket received. The truck driver will hand the docket over to the site foreman or excavator operator. The dockets from the last load of each day will be returned to Delta with the drivers invoice or kept and returned to site the next day.

**Timber/Plaster (Solid Inert)**

The non-recyclable solid inert materials such as timber and plaster will be loaded into trucks and transported the Cleanaways Brooklyn Landfill. Every load will be recorded over the weighbridge and a docket received. The truck driver will hand the docket over to the site foreman or excavator operator. The dockets from the last load of each day will be returned to Delta with the drivers invoice or kept and returned to site the next day.

**Recycled Timber**

Timber which is able to be kept for re-use will be loaded into bins and transported to our Timber Recycling Yard at 577 Plummer Street Port Melbourne. Each load will be measured and a cubic metre quantity recorded. A docket for each load will be given direct to the Delta Demolition Engineer for the project.

**Ferrous Metals**

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1800 DELTA GROUP
The steel products from the projects will be loaded into trucks and transported to a steel recycler such as Simsmetal, Metalcorp or Smorgon. Every load will be recorded over the weighbridge and a docket received. The truck driver will hand the docket over to the site foreman or excavator operator. The dockets from the last load of each day will be returned to Delta with the drivers invoice or kept and returned to site the next day.

**Non Ferrous Metals**

The non ferrous metals such as aluminium, copper and stainless steel will be loaded into trucks and transported to our Metal Recycling Yard at Pinnacle Lane Altona. Each load will be recorded and a tally will be kept by the Yard Manager. This tally will be forwarded regularly to the Delta Demolition Engineer for the project.

**Other Materials**

Other non typical materials encountered during demolition will treated on a case by case basis. For instance if drums of unknown liquids/substances are discovered work will stop in the immediate area until we have had the materials tested. If the material is of a hazardous nature the materials will be removed by an EPA Licensed Company (such as Chemsal) and an EPA Waste Transport Certificate will be received for each load.
Amcor Fairfield

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Pre-Demolition Site Photos Summary

The following photos have been taken to reflect the existing conditions of public assets adjoining the 626 Heidelberg Rd former Amcor site including roads, footpaths, kerb, signage and services. The photos were taken from July 29 – July 31 2013. Visible defects included cracking, damage and general disrepair.

The pending development involves the demolition of the majority of existing buildings. The demolition will involve the installation of temporary site sheds and entry and exit of construction vehicles.

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<tr>
<td>Parkview Rd</td>
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<tr>
<td>Yarra River</td>
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Latrobe Ave

Image 001
Parkview Rd

Image 134

Image 135

Image 136
Chandler Hwy

Image 229

Image 230

Image 231
Yarra River

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Image 293

Image 294