DEMOLITION MANAGEMENT PLAN
Non-Heritage Buildings

Project Name: AMCOR FAIRFIELD MILL
Site Address: 626 Heidelberg Road, Alphington VIC 3078
Revision: E REV 3 — 03/03/14
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1.0 INTRODUCTION

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Telephone 03 9646 8277 Facsimile 03 9646 6877
Prepared: 3rd March 2014, Steve Young.

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.
1.2 PROJECT LOCATION

The site is located at 626 Heidelberg Road (corner Chandler Hwy) in Alphington as shown below.

Figure 1  Site Boundary
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.

- Traffic Management measures to comply with AS1742.3-2009 – Part 3 Traffic control devices for works on roads.

- 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.

- 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.

- Delta will reinstate any damage to council assets during the demolition phase where Delta Group’s actions have been deemed negligent.

- 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.

- Truck holding areas will be within the site. Trucks are not to stage on local roads surrounding the site which may cause disruption to local traffic.

- Trucks frequency will increase as demolition progresses with approximately 25 truck movements per day.

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.
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.

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.
- During demolition works, site traffic controllers will be responsible for ensuring vehicles exiting the site from the Gatehouse are clean of dirt and debris. If vehicles are carrying dirt and debris Delta Group will install measures which may include cattle grids and rumble grids as well as having water points available. Where required a street sweeper will be used.
- Sediment Traps shall be installed on boundaries of the site which may allow sediment to spill onto the roads and footpaths. Ongoing monitoring of the condition of the sediment traps will be conducted with trapped sediment removed as required.
- All development activities, materials, soil, debris must 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.
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 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.
- Sediment basins and swale drains will be installed where required to mitigate excessive overland surface runoff due to high rainfall events.
- Stormwater grate inlets surrounding the site will be covered with geotextile fabric /sediment traps /hay bales to allow water to enter into the existing municipal drains and trapping sediments from entering the drains.
- Stormwater will be assessed by taking regular samples and assessing the sediment quantity.

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.
- The site will be locked and secured at all times when demolition works are not in operation.
- Relevant Public protection measures:
  - Full height scaffold protection along western elevation of Pulp Substitution Plant building. Refer to attached Proposed Scaffold Location Plan for location.
  - All scaffold containing external layer of shadecloth.
- 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 work on Sundays, Saturday hours on a bank holiday

Any activities/deliveries onto 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.

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.

Where building structures are removed which act as the perimeter fence mesh fencing will be installed to ensure site security is maintained.

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 reviewed by all parties (including review by a structural engineer) prior to approval.

Refer to section 13.15 & 13.16.

The structures which may be retained and restored do not form part of the demolition management plan. These buildings include the No.6 Machine House, Recycling Centre, Paper Storage, Canteen and Medical Centre, River Pumphouse, Powerplant and Turbine House, Rail Siding and Water Tank and Tower. This plan is only indicative and may not be the final scope of works. Retained Buildings will be stripped internally and the structure will be protected by temporary fencing or similar.

The buildings highlighted in yellow are applicable to this demolition management plan. Those highlighted in green have already been approved for demolition by YCC.
Figure 2 Site Plan Non Heritage Buildings
10.0 PROTECTION OF VEGETATION

An arborist has been engaged by client to advise on protection measures and exclusion zones required around any significant vegetation identified onsite. Trees which he has identified as significant will be barricaded/sectioned off to eliminate any contact during the works. A report is currently being prepared by the arborist to supplement the onsite identification. No removal of vegetation south of the construction site is planned to occur.

11.0 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.

12.0 PERMITS FOR WORKS

During certain stages of the project, permits for the occupation of footpaths & roads will be required. These works will include:

1. During scaffold erection & demolition works to the Pulp Substitution Plant (Chandler Hwy).

   During all of these works occupation permit will be obtained from authorities prior to commencing. Any road and footpath closures will be undertaken with the assistance of ticketed traffic controllers and with an approved Traffic management plan. Letter drops will be completed to the local residents prior to the works.

13.0 DEMOLITION WORK METHOD STATEMENT

Outlined below is a Demolition Method Statement for the existing non-heritage buildings within the Amcor Fairfield Mill site 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 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 site also consists of a chimney stack constructed of concrete and stands approx. 65-70m high. Numerous buildings across the site have heritage interest and at this stage will be retained and protected.

3. SCOPE AND STAGING OF DEMOLITION WORKS

   The demolition works sequence will be as follows:
• Termination/Abolishment of all services by AMCOR.
• Site establishment including set up of site amenities.
• Strip out of buildings as required prior to asbestos removal works.
• Asbestos removal works.
• Structural demolition of buildings. Please note we anticipate some buildings to be retained for
  the purposes of the development and also due to historical overlays.
• Removal of slabs, footings and pavements.
• Final site clean and level off 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.
• Full height scaffold protection along western elevation of Pulp Substitution Plant building. Refer
  to attached Proposed Scaffold Location Plan for location.

6. HOARDINGS/FENCES
• Existing chain mesh, colour bond & brick fences currently securing the site will be maintained
  for the duration of the demolition works.

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.

• Plant will be dismantled and lifted by crane onto trucks and transported to recycling stations (where required).

• 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).

• Lift out roof trusses (if required).

• Lifting of hydraulic pulveriser for demolition of chimney.

• Lifting of Coal Conveyor from above Turbine Room and Power Plant

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 (refer to attached Demolition Plan for location) 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.

12. DEMOLITION OF BUILDINGS (2 – 3 LEVELS away from site boundaries)
The demolition of the structures will be carried out using a large excavator (47 ton or similar) established on the ground using its various attachments such as hydraulic shears, rock breaker, ripper and bucket. The materials will be separated for re-cycling and then loaded into trucks using an excavator and grapple attachment. Spotters will be used on the ground to control access within the work area, whilst demolition is in progress. Water shall be sprayed onto the demolition material to minimise dust levels.

At no time shall any part of the structure be left unsupported or in a state where it may become dangerous.

13. DEMOLITION OF PULP SUBSTITUTION PLANT BUILDING
The following method will be used to demolish the 2 storey Pulp Substitution Plant building:

• Full face scaffold and several scaffold return bays to be erected along Chandler Hwy.
• Protection measures (ie layer of crushed rock/ steel plates/ ‘no go zones’) to be placed over existing railways to protect from demolition.
• Once the full height scaffold protection is in place, the roof structure will be demolished off the level 1 concrete slab directly below by using hand tools out of a scissor and craning off trusses.
• Excavator(s) (5T or similar) fitted with rock breakers will be lowered onto the level 1 floor slab using a crane.
• Working from one end, the perimeter brick walls will be demolished down to the level 1 slab height. Brick rubble is to be removed of level 1 slab progressively into designated dump zone area on ground level.
• Once walls completed, systematically break out the level 1 concrete floor slab onto the ground slab below leaving only columns and beams in place.
• Remove rubble at ground level and load onto trucks using an excavator for removal to crushing compound onsite for recycling.
• When the ground slab has been cleared of rubble, a 47T excavator (or similar) will be established on ground and used to demolish all remaining beams, columns and perimeter walls above ground slab as required. Spotters will be used on the ground to control access within the work area, whilst demolition is in progress. Water shall be sprayed onto the demolition material to minimise dust levels.
• Perimeter scaffold protection to be maintained until all structure above ground floor has been removed. Scaffold to be progressively stripped as required.
• At no time shall any part of the structure be left unsupported or in a state where it may become dangerous.

NOTE: Boundary Brick wall will be protected during demolition works by the scaffold return bays wrapped around the building. Local demolition of the structure abutting the heritage wall to be
undertaken using small machines as required. Structural engineer to approve condition of brickwall to free-stand after demolition of the structural is complete.

14. DEMOLITION OF GROUND SLABS, FOOTINGS AND EXTERNAL PAVEMENTS
The ground slabs, footings and external pavements will be demolished and pulled up using a 47T excavator (or similar) and loaded directly into trucks. A spotter will control the area under to keep the area clear of un-authorised personnel.

15. TYPICAL DEMOLITION OF STRUCTURES IN CLOSE PROXIMITY TO HERITAGE STRUCTURES.
Typically, demolition of structures adjoining heritage buildings will be as follows:
1. A Structural Engineer to review methodology and structural integrity of structures to remain prior to proceeding.
2. Any relevant structural propping as advised by structural engineer to be installed (if required) prior to proceeding.
3. Roof structures to be demolished typically as follows:
   a. Structure will be demolished as per sections 13.12 & 13.14 (full demolition) leaving one structural bay in place from heritage structure.
   b. Non-structural roof members (sheeting/ purlins) will be stripped leaving structural roof trusses in place.
   c. An onsite inspection to be undertaken upon roof trusses to review their tie into structure to remain.
   d. Where possible roof trusses will be demolished with large excavators systematically to ensure that they are 'pulled back' away from heritage structures. Any ties to remaining wall will be separated as required using machine/ hand tools and oxyset.
   e. If required, roof trusses to be demolished via crane.

   NOTE: Care to be taken to ensure that roof trusses retain lateral bracing at all times, whether this be via existing purlins or temporary propping.

   Suspended Concrete slabs to be demolished as follows:
   a. Engineer to review if concrete slabs providing lateral bracing to remaining structures.
   b. Typically, a chase will be hammered out in the slab adjoining heritage structures to separate the slab from the wall (structural beams & columns left in place.)
   c. Structural members will then be demolished with large excavators systematically to ensure that structures are demolished away from remaining structures.

   Return walls from heritage facade typically demolished as follows:
   a. Walls to be demolished top-down, typically by sawcutting a section of wall then demolishing, sawcutting a section of wall then demolishing and so on...

   Mills Systems Office Building demolition.
   a. Building will be demolished systematically by large excavator using various attachments to ensure that demolition materials are pulled away from adjacent F6 building. Typically this will be undertaken by demolishing the south side of the structure.
allowing a large machine to be able to reach over and 'drag' back remaining structures, thus ensuring it falls away from F6 structure.

16. REMOVAL AND PROTECTION OF HERITAGE ASSETS

The heritage items which are to be retained for salvaged for reuse include trusses, fire doors, signs, timber cladding, gantry cranes and castellated beams. These items will be identified and removed prior to demolition commencing where possible using a combination of handtools and mechanical aid. Item of interests as follows:

**Trusses from Machine Room 1 & 2:**
- Demolition to proceed upto one structural bay from truss to be removed.
- Surrounding non-structural items (roof cladding, purlins etc) to be removed. **Note these works are not to compromise the lateral stability of roof trusses at any time. This will be maintained using existing purlins and/or temporary propping (engineer to site confirm).**
- Truss will be site inspected to review the connection of truss to wall/ columns etc.
- Truss will be removed via crane. Truss to be lifted using lifting points approved by structural engineer (typically structural members.)
- Trusses will be lifted onto trucks and taken to agreed storage area onsite.

If obstructed, demolition works will be conducted to the area surrounding the retained item. If damage is possible hand work will be completed to enable the item to be removed in a manner which will ensure the item is not damaged. This may include the use of a crane where necessary.

17. 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.
15.0 DEMOLITION PLAN

LEGEND

CURRENT PERMIT APPLICATION
1. Site system works
2. Cables
3. Accessible buildings
4. Excavations required and not excavated
5. Approved Waste
6. Yard area
7. Structures
8. Bushfire
9. Materials and equipment
10. Access and egress
11. Site
12. Drainage
13. Site

PERMIT APPROVED WORKS
1. Temporary soil and water control
2. Tanks
3. Watering means
4. Sites
5. Water supply
6. Constructed site
7. Water storage pond and control plan
8. Site access
9. Site development
10. Site development

BUILDING DEMOLITION
AMCOR FAIRFIELD
626 Heidelberg Road, Aldrington
Melbourne
Sydney
Canberra
Perth
Brisbane
18 November 2013
Level 1

Page No 17
16.0 TRAFFIC MANAGEMENT PLAN
18.0 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

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.
PLANNING PERMIT 3
PHOTOGRAPHIC RECORDING
626 Heidelberg Road, Alphington

Prepared for
Glenvill

January 2013
Updated 20 January 2014 for photos to correspond with Building/Element

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1.0 Introduction

This schedule of photographic recording has been prepared by Lovell Chen as part of the application materials submitted for the application for planning permit for the demolition of buildings and operational structures at 626 Heidelberg Road, Alphington.

The photographic schedule identifies the number of photographs contained within the archival photographic record prepared in late 2013 and the supplementary archival photographic recording of individual buildings and structures dating to December 2013. Photographs were taken to augment the existing archival record and intended to ensure that the buildings and structures identified for demolition are recorded in detail sufficient to enable their future interpretation.

The archival record will be provided on archival quality cd-rom with plans identifying the location of individual images.
<table>
<thead>
<tr>
<th>No</th>
<th>Building/Element</th>
<th>Image</th>
<th>Comment</th>
</tr>
</thead>
</table>
| 1  | Mill systems building  |       | Archival record includes 4 x oblique, distant and elevation images of the east and south elevation of Mill systems building. A256; A257; A258; A271; A274; A348; A349; A351; A352  
<p>|    |                        |       | Supplementary photographs: 1 x west and 1 x south elevation of the Mill Systems building. A498; A499 |
| 2  | Gatehouse              |       | Archival record includes 2 x oblique and 2 x east elevation of gatehouse. A253; A254; A255; A347                                                 |
|    |                        |       | Supplementary photographs: A482; A485; A500;                                                                                         |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Description</th>
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<tbody>
<tr>
<td>3</td>
<td>Administration building</td>
<td>Archival record includes 19 images of administration building, including oblique and elevation images and internal shots of entry. A071; A072; A073; A074; A075; A076; A077; A078; A079; A080; A081; A082; A083; A084; A085; A086; A284; A286; A287. Supplementary photographs: 8 additional images. A501; A502; A503; A504; A505; A506; A507; A508.</td>
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<tr>
<td>4</td>
<td>Grinding room workshop and footbridge</td>
<td>Archival record includes 9 x images of Grinding room workshop. A103; A104; A105; A106; A107; A108; A109; A284; A286. The footbridge is recorded from the footpath to the north-west. Additional photographs: 1 x view from south A376 &amp; A379; 1 x view from north A375; and 1 x view detailing connection to grinding room workshop. Supplementary photographs: 10 additional images. A509; A510; A511; A512; A513; A514; A515; A516; A517; A518.</td>
</tr>
</tbody>
</table>
Archival record includes 22 x images of engineering workshop. These are a combination of oblique, elevation and detail images. A087; A088; A089; A090; A091; A092; A093; A094; A095; A096; A097; A098; A099; A100; A101; A102; A103; A271; A274; A284; A286; A287;

Archival record includes 22 x images of waste paper slushing plant. These are a combination of oblique, elevation and detail images. A189; A190; A191; A192; A193; A194; A195; A196; A197; A198; A199; A200; A201; A202; A203; A204; A269; A271; A274; A389; A390; A392
Machine Room 1, 2, 3 and associated structures – demolish buildings and salvage trusses and stanchions

Archival record includes external views of these buildings and multiple internal views. A100; A101; A110; A120; A121; A122; A123; A124; A125; A126; A127; A128; A129; A130; A131; A132; A133; A134; A135; A137; A138; A139; A140; A141; A142; A145; A146; A147; A148; A149; A150; A151; A152; A153; A154; A155; A156; A157; A158; A159; A160; A161; A162; A163; A164; A165; A166; A167; A168; A170; A171; A172; A173; A174; A175; A177; A178; A179
| B  | Coal tippler | Archival recording includes 13 x internal and external images of record: A180; A181; A182; A183; A184; A185; A186; A187; A189; A190; A204; A269; A270; |
9 Switch yard

Supplementary photographs: 6 images. A275; A435; A436; A437; A438; A521

10 Garage and ablutions

Archival record includes 3 x images of Garage and ablutions. A237; A238; A275
Supplementary photographs: 4 images. A435; A519; A520; A521
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<td>11</td>
<td>Trade waste pond</td>
<td>Archival record includes 6x images of Trade waste pond and in context with the River Pump House. A242; A243; A244; A245; A246; A247. Supplementary photographs: 2 images. A522; A523.</td>
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<td>Mill pump house</td>
<td>Archival record includes oblique of the south elevation. A235; and others in context A209; A214; A215; A217; A218; A275; A276. Supplementary photographs: 7 images. A419; A420; 421; A524; A525; A526; A527.</td>
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<td>Description</td>
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<td>Effluent pump and storage</td>
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<td>Recovered fibre storage and sludge treatment plant and hardstand</td>
<td>Supplementary photographs: 4 images. A402; A403; A404; A412</td>
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<td>Storage sheds</td>
<td>Supplementary photographs: 3 images. A534; A535; A536</td>
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![Storage sheds image]