PERMIT APPLICATION
PLN 13/0989
LOVELL CHEN
LEVEL S
175 WELLINGTON PARADE
EAST MELBOURNE 3002 AUSTRALIA
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ARCHTECTS MRRI TAGFD O NTA NT S 1 April 2014

SCALE 1:750

BUILDING DEMOLITION
4B
AMCOR FAIRFIELD
626 Heidelberg Road, Alphington
1 April 2014

LEGEND

PERMIT APPLICATION
PLN 13/0989
1 Mill systems buildings
2 Administration building
3 Grinding room workshop and foot bridge
4 Engineering workshop
5 Waste paper slushing plant
6 Machine Room 1, 2, 3 and associated structures
7 Coal tippler
8 Switch yard
9 Workshop
10 Trade waste pond
11 Recovered fibre storage and sludge treatment plant and hardstand
12 Storage sheds
13 Vapour absorption annexe
14 Silo
15 Refining annexe
16 Silo
17 Recovery basin
18 Clarification plant
19 Surge storage tanks
20 Water treatment plant and control rooms and various pipe and plant work across site
21 Boilers No 5 and No 6 including concrete chimney
Note: Application includes the removal of all hard stand areas and paving.
22 Medical Centre (now office)
23 Canteen
24 F5 Machine Room
25 Railway sidings
26 Coal conveyor and north tower

PERMIT APPROVED WORKS
PLN 13/0861
PLN 13/0862

For and on behalf of the Responsible Authority
DATE
This is NOT a Building Permit

Extent of site
Brick boundary wall
Conveyor to be demolished to North face of the tower. Opening to be boarded up for protection.
DEMOLITION MANAGEMENT PLAN
Planning Application No. 4b

Project Name: AMCOR FAIRFIELD MILL
Site Address: 626 Heidelberg Road, Alphington VIC 3078
Revision: 1 – 04/04/14
CONTENTS

1.0 INTRODUCTION ........................................................................................................... 3
1.1 PURPOSE .................................................................................................................. 3
1.2 PROJECT LOCATION ............................................................................................... 4
2.0 DEMOLITION VEHICLE ACCESS TO AND FROM SITE ........................................... 5
3.0 DUST & NOISE CONTROL ....................................................................................... 5-6
4.0 DRAINAGE PLAN ..................................................................................................... 7
5.0 PEDESTRIAN ACCESS DURING DEMOLITION WORKS .......................................... 7
6.0 PUBLIC SAFETY ISSUES .......................................................................................... 7
7.0 HOURS OF DEMOLITION WORKS TO BE UNDERTAKEN ....................................... 8
8.0 HOARDING AROUND DEMOLITION SITE ................................................................ 8
9.0 DEMOLITION OF STRUCTURES WITH HERITAGE INTEREST ............................... 8-9
10.0 PROTECTION OF VEGETATION .............................................................................. 10
11.0 OTHER .................................................................................................................... 10
12.0 PERMITS FOR WORKS ........................................................................................... 10
13.0 DEMOLITION WORK METHOD STATEMENT ....................................................... 10-14
14.0 SITE PLAN .............................................................................................................. 15
15.0 DEMOLITION PLAN ............................................................................................... 16
16.0 TRAFFIC MANAGEMENT PLAN ............................................................................ 17
17.0 WASTE MANAGEMENT PLAN .............................................................................. 18-19
1.0 INTRODUCTION

Applicant: Delta Pty Limited ABN 67 007 069 794  
577 Plummer Street, Port Melbourne, VIC, 3207  
Telephone 03 9646 8277 Facsimile 03 9646 6877  
Prepared: 4th April 2014, Steve Young

The Following forms part of 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.
- Dust control measures implemented will be reviewed on a regular basis for effectiveness.
- 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 at 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 activities 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:
  - Partial occupation of Latrobe Ave during demolition
- 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 DEMOLITION OF STRUCTURES WITH HERITAGE INTEREST

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

The structures which hold potential heritage interest to be demolished as part of this management plan are shown below highlighted in orange. These buildings include the FS Machine, Canteen and Medical Centre, Coal Conveyor and Rail Siding. 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 green, blue and yellow are not applicable to this demolition permit applications.
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. For demolition of structures in close proximity to public areas (i.e. FS Machine along Latrobe Avenue).

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 structures 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. 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.
- Occupation of Latrobe Ave as required to conduct demolition of Recycling Centre and Paper Storage.

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).
• Liftit out Gantry Cranes

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 MEDICAL CENTRE & CANTEEN
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 F5 MACHINE BUILDING**

Prior to the demolition of the structure occupation of Latrobe Ave may be required.

The following method will be used to demolish the 3 storey Recycling Centre building:
- Excavator(s) (45T or similar) fitted with appropriate attachments will work from ground level
- Working from North to South, the perimeter brick walls will be demolished down along with the slabs in a sequential manner. Brick rubble is to be removed progressively onto ground level.
- Remove rubble at ground level and load onto trucks using an excavator for removal to crushing compound on site 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 along with spotters on Latrobe Ave 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

14. **RAILWAY SIDING REMOVAL**

The following methods will be used to remove the railway siding:
- Prepare and clear immediate area around the railway spur line.
- Remove railway line in suitable lengths to enable tracks to be relocated/transported.
- Stockpile railway tracks for interpretation by client

15. **COAL CONVEYOR**

The following methods will be used to demolish the existing coal conveyor:
- Prepare and clear immediate area around adjacent to coal conveyor.
- Set up crane/s, plant and work area and generate SWMS and have all workers tool boxed on methodology and SWMS prior to commencement of the conveyor demolition.
- Locate landing area for sections which are away from retained structures.
- Cut sections of the conveyor while supported by crane/s.
- Demolish redundant conveyor when on ground.

16. **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.
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.
14.0 SITE PLAN
15.0 DEMOLITION PLAN
16.0 TRAFFIC MANAGEMENT PLAN
17.0 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.
ACMOR
PLANNING PERMIT 4B
PHOTOGRAPHIC RECORDING
626 Heidelberg Road, Alphington

Prepared for
Glenvill

April 2014
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 elements at 626 Heidelberg Road, Alphington. The buildings and elements proposed for demolition under this application are as follows:

- F5 Machine room
- Canteen
- Medical centre
- Railway siding
- The north south coal conveyor

The photographic schedule is in addition to the extensive archival photographic record prepared in 2013. Additional archival photographic recording of individual buildings and structures subject to the permit application was undertaken on the 5 and 6 December 2013. Photographs were taken to augment the existing archival record and intended to ensure that the buildings and structures are recorded in detail sufficient to enable their future interpretation.

This schedule identifies the number of archival images contained within the full archival recording and the number of photographs included in the supplementary record. It is a summary of the photographic recording containing examples on the supplementary images and identifying the number of images in the record overall. The record of the buildings identified for demolition will be provided on 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  | Canteen and former Medical Centre      | ![Image](image) | Archival record includes 8 images of the buildings. The images below are identified in the Photo Location map: 1.13  
A111: Southern elevation  
A113: Northern elevation of the canteen  
A114: Northern elevation of the canteen  
A115: North elevation of the canteen  
A116: North elevation of the former medical centre  
A117: Western elevation of former medical centre  
A118: Southern elevation  
A119: Western elevation of former medical centre entry |
| 2  | F5 Machine Room                        | ![Image](image) | Archival record includes 35 images of the F5 Machine Room. The images below are identified in the Photo Location map: PL1.05, PL1.05a Level 1, PL1.06, PL1.06a Level 1, and PL1.07.  
A228: Detail of pipes southern elevation  
A260: Northern elevation  
A261: Northern elevation  
A262: Western elevation  
A263: Eastern elevation  
A264: Eastern elevation  
A265: Eastern elevation  
A266: Eastern elevation  
A288: Elevated view of F5 Machine Room from top of silo facing south |
<table>
<thead>
<tr>
<th>No.</th>
<th>Location Description</th>
</tr>
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<tbody>
<tr>
<td>3</td>
<td>Railway Sidings</td>
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</table>

Archival record includes 34 images of the railway siding and alignment. The railway siding is also reflected in contextual shots of the site and buildings.

The images below are identified in the Photo Location maps: PL1.02, PL1.03, PL1.04, PL1.11d, PL1.12, PL1.13

- A004: North west of No. 6 Machine Building facing south
- A011: West of tippler building facing south
- A014: West of tippler building facing south
- A015: West of power plant facing north
- A132: West of Finishing Area Building facing north east
- A133: Western elevation of Finishing Area Building
- A137: North east of Chandler Highway Silo facing north
- A138: East of Chandler Highway Silo facing north
- A139: West of Wet Lap Building facing north east
- A180: North elevation of Tippler Building
- A181: North elevation of Tippler Building
- A182: South west of tippler building facing north east
- A183: Tippler Building internal facing south
- A184: Tippler Building internal facing north
- A187: South of tippler building facing north east
- A189: West of Finishing Area Building facing south
- A190: West of Finishing Area Building facing south
- A191: South of engineering workshop facing south
- A192: North elevation of Pulp Substitution Plant Building
- A194: West of Wet Lap building facing north west
- A195: West of Wet Lap Building facing west
- A198: Eastern elevation of Pulp Substitution Plant
- A204: West of Wet Lap building facing west
- A249: South of tippler building facing south
- A250: South of tippler building facing south
- A269: South of engineering workshop facing south
Archival record includes 16 images of the conveyor belt and north tower.

The images below are identified in the Photo Location maps: PL1.02, PL1.05, PL1.07, PL1.11, PL1.11d, PL2.02, PL2.05

A209: Eastern elevation
A210: Eastern elevation
A224: Eastern elevation
A225: Eastern elevation
A226: Eastern elevation
A227: Eastern elevation
A229: Eastern elevation
A230: Eastern elevation
A231: Eastern elevation
A275: View from above facing east
A276: View from above facing east
A278: View from above facing east
A285: Context shot including north elevation
A419: Context shot including south eastern elevation
A420: Context shot including eastern elevation

Supplementary images not identified in the Photo Location maps:

0139: Context shot including eastern elevation
0143: Context shot including eastern elevation