NOTE:

Following demolition of the existing red brick boundary wall, a new chain wire fence is to be installed in place of the demolished brick wall. Chain wire fence to be 2.4m in height.

Extent of boundary wall to be demolished approximately 180m.
DESTRUCTION MANAGEMENT PLAN
UST & Brick Wall Demolition Chandler Hwy

Project Name: AMCOR FAIRFIELD MILL
Site Address: 626 Heidelberg Road, Alphington VIC 3078
Revision: X G

NB: No vegetation is approved as part of this application 12/5/15

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PNL/14/1093.2
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 18/5/2015 PLAN 2
This is NOT a Building Permit

Page No 1
CONTENTS

1.0 INTRODUCTION .................................................................................................................. 3
1.1 PURPOSE .............................................................................................................................. 3
1.2 PROJECT LOCATION .............................................................................................................. 4
2.0 DEMOLITION VEHICLE ACCESS ......................................................................................... 5
3.0 DUST & NOISE CONTROL ................................................................................................. 5
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 ................................................ 7
8.0 HOARDING AROUND DEMOLITION SITE ......................................................................... 8
9.0 DEMOLITION WORK METHOD STATEMENT ................................................................... 8-13
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


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 location of the Brick wall and UST is at the Amcor site, 626 Heidelberg Road (on Chandler Hwy) in Alphington as shown below.

Figure 1  Wall and Tank Location
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 strips as well as having water points available. Where required a street cleaner or 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:
  - Concrete barriers/Water Barriers along roadway
  - Temporary Fencing at property boundary outside of excavation area with shadecloth.
- 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.
- Permanent Chain Wire Fence to be installed at the completion of works.
- See attached TMP for reference.

7.0 HOURS DEMOLITION WORK TO BE UNDERTAKEN

The demolition works on this project, working hours will be:-
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

The existing brick fence currently securing the site will be demolished to enable the tank roof to be demolished in addition to a large internal retaining wall. Where the brick fence is removed, concrete/water barriers and temporary mesh fencing will be installed to ensure site security is maintained. Vegetation will need to be removed to install the required perimeter fencing.

Engineer to indicate the extent of brick wall to be removed and specify any rectification works which may be required to ensure the structural integrity of the wall.

Permanent Chain Wire Fence to be installed at the completion of works. Height of chain mesh fencing will not be greater than 2.4 metres.

See Traffic Management Plan for the works.

9.0 DEMOLITION WORK METHOD STATEMENT

Outlined below is a Demolition Method Statement for the existing Underground Storage Tank 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. WORKS DESCRIPTION

Within the Amcor Fairfield Mill site is a large underground storage tank positioned on the Chandler Hwy boundary south of the Pulp Substitution building. The concrete pit, which is approx. 12m in diameter and 11.5m in depth is to be retained and the void filled to enable future works. Within the tank footprint are three main structures, a circular metal above ground hut with circular subterranean pump well and two UST's adjacent to the pump well both encapsulated within the circular concrete pit.
The tank is located about 1m from the existing surface. On the surface is the brick boundary fence. The fence will need to be removed to the extent determined by the engineer to enable the larger fuel oil tank to be removed.

In addition to the underground tanks is a large retaining wall within the site ranging from 5m to 15m in height. In order for the large retaining wall to be removed the adjacent parallel external brick wall has to be removed to allow for the required excavation. The extent of brickwall to be removed will be assessed with the required excavation. Currently the top of the retaining wall sits 4m above road level. For this to occur a new fence is to be installed between the external brick fence and Chandler Hwy. Vegetation will be removed to enable this to occur.

3. STAGING OF DEMOLITION WORKS

The demolition works sequence will be as follows:

- Remove vegetation on Chandler Hwy (nightworks due to lane closure of Chandler Hwy)
- Establish revised site boundary with concrete/water barriers and temporary fencing or equivalent.
- Demolish brick boundary fence to the extent required by engineer (bricks are to be retained where possible for future brick wall rectification)
- Signage indicating Demolition Works and Deep Excavation to be installed surrounding work areas.
- Demolish the tank top plate working from West to East
- Remove all plant and equipment from inside the tank structure using both machines and hand tools.
- Inspection by Environmental Consultant prior to further works
- Penetrate the bottom of the tank to allow for drainage if required
- Fill the remaining tank structure with brick fill up to 2.5m from the surface.
- From 2.5m to 2m from the surface to be filled with stabilised sand.
- Top 2m to be filled with compacted clean fill.
- Erect chain mesh fencing to site perimeter.

4. PRELIMINARIES

Prior to commencement of works 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).
- 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.
- All environmental precautions to be undertaken to ensure there is no further contamination to the surrounding area.

6. VEGETATION REMOVAL
An arborist will be engaged by client to advise on protection measures and exclusion zones required around any significant vegetation identified in the applicable location. The areas will be barricaded/sectioned off to eliminate any contact during the works.

- Council Permit obtained to remove vegetation and also complete works at night due to Vicroads restriction.
- Vicroads M.O.A to be approved which will include Lane closure on Chandler Hwy with traffic control in accordance with approved traffic management plan.
- Works to be conducted only during approved hours of works
- Vegetation removed with chainsaw and excavators fitted with grab attachments. Material to be disposed offsite after removal works are completed from within site.

7. **HOARDINGS/FENCES**

- New fence line to be established prior to works commencing. Fencing to be located on former APM property boundary until works completed. Permanent Chain Wire Fence to be installed at the completion of works.
- No permanent impact to be made to the traffic flow of Chandler Highway as per attached TMP

![Figure 2 Revised Boundary Fencing](image-url)
8. **DEMOLITION OF BRICK WALL**
- Brick wall to be demolished in accordance with engineers requirements i.e. 5m past the extent of the tank.
- Machine to pull over wall and make good with small machine.
- Where possible remove, clean and stockpile bricks on pallets for reuse.
- Temporary Works to be installed if required by Independent Structural Engineer.

9. **DEMOLITION OF TANK ROOF**
- Large machine to penetrate roof of the tank to expose the structure.
- Engineer to approve plant/machinery working on or adjacent to the structure.

10. **DECOMMISSIONING OF UST’s**
It is proposed to use the following methods to decommissioning the insitu UST’s:
- Inspect UST prior to removal to determine the condition of the tank and confirm appropriate removal strategy.
- Remove UST from concrete pit as dispose in accordance with AS4976-2008 and supply Certificate of Destruction to Environmental Consultant.
- Works to be undertaken by a suitably trained contractor with all permits and approvals in place;
- Work area should be kept free of any possible ignition source;
- Awareness of flammable/combustible liquid, toxicity, confined space entry and entry to excavations;
- Appropriate removal of product from tank;
- Disconnect and isolate aboveground pumping equipment, if present;
- Seal all ground level connections to tank, if present, leaving the vent open;
- Purge tank of vapours;
- Removal of USTs from concrete pit;
- Inspect condition of USTs and concrete pit;
- Ensure any associated infrastructure such as pipes are purged of any remaining product prior to removal;
- Tanks should be placed on a hard stand to prevent potential cross-contamination;
- Appropriate storage of tanks prior to transport;
- Environmental consultant to be present during works to observe the integrity of the UST and concrete pit. In addition validation samples should be collected from beneath the concrete if possible.
- Penetrate the base of the concrete pit to allow the drainage to occur from future rainfall and groundwater.

11. **REMEDIAION OF TANK STRUCTURE**
It is proposed to use the following methods to remediate the existing tank:
- Tank to be filled up to 2.5m with site material approved by environmental consultant from adjacent demolition works.
- From 2.5m to 2 metres from surface to be filled with stabilised sand.
- Top 2m to be filled with compacted clean fill imported into site.

12. **RELOCATION OF SITE BOUNDARY FENCE**
Permanent Chain Wire Fence to be established at APM boundary. Height of chain mesh fencing will not be greater than 2.4 metres.
13. **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. TRAFFIC MANAGEMENT PLAN
Complete Traffic Services (Vic) Pty Ltd
3/25 Westside Drive Laverton North 3206
T 03 9314 4511 F 03 9314 8333 M 0400 990 179
accounts@completetrafficservices.com.au
www.completetrafficservices.com.au

Project
(Former) Amcor Packaging Site
Client
Delta
Location
Chandler Highway Alphington
Municipality
City of Yarra/Boroondara
Date
ASAP
Time
ASAP
Notes

Drawing Number
Revision
CTS-DELTA-10914-1
V1-0
Status
Provisional
Melways Ref
31 B12
Drawn By
Approved
SWT
gB
Scale
Date Drawn
NTS
10-09-2014

This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are included only as a guide and may need to be adjusted to traffic conditions during works. Complete Traffic Services accepts no responsibility for incorrect installation or implementation. Work site to be fully compliant with Australian Standards 1742.3-2009: The Road Management Act 2004 & Work Safe Victoria Traffic Management 2010.

CONSTRUCTION

Exclusion Zone for removal of underground tank

Concrete Barriers
Underground Tank to be removed
Temporary Fencing

Chandler Highway
Rex Avenue

CONCRETE BARRIERS
UNDERGROUND TANK TO BE REMOVED
TEMPORARY FENCING

Traffic Management
Gary Bennett - 0400 990 179

CONCRETE BARRIERS
UNDERGROUND TANK TO BE REMOVED
TEMPORARY FENCING

Exclusion Zone for removal of underground tank

Chandler Highway
Rex Avenue