

**Environmental  
Assessment  
Registration**

**May 28, 2010**

**Trinity Bay Salvage, Disposal and Recycling  
c/o Harvey D. Pollett, Owner/Manager  
PO Box 165  
New Harbour, NL A0B 2P0  
582-2480**

**PROPONENT:**

Name of Corporate Body: Trinity Bay Salvage, Disposal and Recycling  
Address: PO Box 165  
New Harbour, AOB 2P0  
Chief Executive Officer: Harvey D. Pollett  
Official Title: Owner/Manager  
Address: PO Box 165, New Harbour, AOB 2P0  
Telephone #: 582-2480  
Principal Contact Person for purposes of environmental assessment:  
Harvey D. Pollett  
Owner/Manager  
PO Box 165, New Harbour, AOB 2P0  
582-2480

**THE UNDERTAKING:**

**Nature of the Undertaking:** Trinity Bay Salvage, Disposal and Recycling is being designed in order to serve as a **depot** for the collection, disposal and recycling of metals and hazardous materials (HazMats). When the materials are salvaged, the vehicles and white goods(eg appliances) will be crushed, to become scrap metal.

The facility will have, initially, a capacity to process approximately 300 vehicles/white goods per year; on-site storage will be minimized by **regular** shipments of materials to other facilities.

Deliveries of vehicles and white goods etc. will be accepted from the public and from business (eg tow truck operator); Trinity Bay Salvage, Disposal and Recycling may collect also.

**Materials accepted:** The depot will accept discarded vehicles, white goods, scrap metal (including copper, aluminum, brass, stainless steel etc) and HazMats.

**HazMats will be collected by:**

New Alta, Foxtrap, NL,  
834-7350,  
Glen Costello

New Alta collects HazMats from garages, scrapyards etc and will collect from Trinity Bay Salvage, Disposal and Recycling.

Until a tire recycling facility is available, **tires will be picked up by:**

Multi Materials Stewardship Board (MMSB),  
753-0955, 800-901-6672  
Glenda Melbin

**Processed wrecks and metals will be crushed and removed by:**

Newco Metal and Auto Recycling Ltd,  
50 Robin Hood Bay Road, St. John's, NL,  
753-4892.

**Purpose:** Mr. Pollett is aiming towards maximizing the reuse of materials that have often been sent to dumps and to landfills. Mr. Pollett is aiming, also, to provide the area with a **depot** for safe (**temporary**) storage of HazMats.

**Rationale:** A critical focus of this operation is to collect the various HazMats, and other disposable and recyclable materials, from discarded vehicles and from other items. The reason for setting up this operation is to ensure that materials (HazMats etc) from discarded items are dealt with properly, ie, either disposed of properly or recycled/reused.

**Need:** In that there is not, as yet, such a depot in the Trinity Bay area, Mr. Pollett believes that therein lies the need. This venture will provide for a reduction of car wrecks etc being left in people's yards, garage yards etc., thereby helping to maintain a wholesome character in these rural areas.

**DESCRIPTION OF THE UNDERTAKING:**

Geographic location: The site of the operation is on the North side of Route 73 (New Harbour Barrens), approximately 250 meters to the East of the Route 80/Route 73 intersection.

***see enclosed map***

**Setback** from Route 73 will be 100 meters.

The site covers 4.6 Acres (500' x 400') and has Route 73 as its South boundary.

***see enclosed site plan***

The site is near the North boundary and within the Local Service District of New Harbour.

**Land use, zoning:** The land is privately owned and is within the boundaries of the New Harbour Local Service District, which has no zoning laws.

**Businesses etc nearby:** At the intersection of Route 80 and Route 73, there is a storage facility (boats, campers etc.); across Route 73, from the storage facility, is a gravel pit/topsoil operation. Otherwise, the adjacent lands are undeveloped.

***see enclosed map***

**Current condition of the site:** The site is currently undeveloped and is covered by trees; it has never been developed.

The land is owned by the family of Mr. Harvey Pollett.

**Effect on Aesthetics of the area:** As the facility is to be a depot, with all materials being shipped away, after processing, ***the operation will not be a scrapyard, as such.*** Therefore, with fencing, building layout and trees, the facility will have no effect on the aesthetics of the area; it will be mostly not noticeable from Route 73.

**Physical features:** The operation will consist of the following buildings etc.:

**Main Building:** This structure (50' x 30') is to be the location where HazMats and other fluids will be removed from vehicles etc., upon entry to the site, for **temporary** storage in the yard.

In this building, also, will be an office, washroom and a lunchroom.

**Battery storage:** this area will serve as **temporary** storage of batteries, mercury switches etc., for collection by New Alta.

**Water well housing:** This structure will enclose a water well and pump.

**Fenced tire storage:** This (100'x50') area will store, **temporarily**, tires, for pickup by, MMSB.

**Liquids storage area:** This area will serve as **temporary** storage of petroleum materials (oils, transmission fluids, brake fluids, power steering fluids etc), for collection by New Alta.

**White goods storage area:** This area will serve as **temporary** storage of refrigerators, stoves, etc. that have had the HazMats (Freon etc) removed, for collection by New Alta; the metal will be crushed and removed by Newco Metal and Auto Recycling.

**Vehicle storage:** This area will serve as **temporary** storage of vehicles, (from which all HazMats and reuse/recycle materials have been removed and stored **temporarily**) for crushing and removal by Newco Metal and Auto Recycling.

**Storage vessels on site:** Proper HazMat storage vessels will be provided by New Alta.

**Barriers to spillage:** Transfers and storage of HazMats will be restricted to areas that are sheathed by impermeable barriers.

**Process of disposal of HazMats:** These materials will be shipped, via New Alta, for proper disposal.

**Process of disposal of tires:** Tires will be shipped to the MMSB.

**Area to be affected by the undertaking:** The site of the undertaking is large enough to include a **buffer zone**, to ensure that effects of the operation can be contained within the boundaries of the site.

***See enclosed site plan***

The biological and physical environment that will be affected, by the operation, is within the **buffer zone**, of the site.

**Construction:** The construction time schedule is expected to cover two years.

During the **first year**, excavations of buffer zone, roadway, foundation, water well, water line trenches and outdoor storage areas are to be completed by a contractor.

During the **second year**, construction of the Main building, the battery storage building, the water well building, the tire compound fencing, the barrel storage facility, the white goods storage fencing and the vehicle storage area fencing will be completed.

**Time schedule of construction:** Construction will commence within a month of receipt of permission, by Cabinet, to proceed. Depending on available funding, construction will be completed within two years.

**Funding:** No sources of funding, other than personal, have been sought, as yet.

**Estimate of Capital Costs:** \$150,000

**Potential sources of pollutants during construction:** The sources of pollutants, during construction, include those that are normally present when building construction occurs, eg vehicular emissions.

The site will be cleared of all debris upon completion of construction.

**Potential sources of resource conflicts:** As the effects of the operation will be contained to the site, there are no foreseeable resource conflicts.

**Operation:** The operation involves the collection of discarded vehicles and white goods for removal of HazMats and recyclable/reuseable materials. HazMats will be stored **temporarily**, in **impermeable** containers, for regular collection by New Alta; processed wrecks will be collected by Newco Metal and Auto Recycling.

**Hypothetical procedure (car wreck):** The wreck is delivered to the site; it is taken to the Main building for processing.

At the Main building, the engine oil and filter, transmission fluid, brake fluid, windshield washer fluid, battery, engine coolant, power steering fluid, gear oil, mercury switch, Freon and gasoline are removed and placed into **temporary** storage; tires are then removed and placed into **temporary** storage.

Any part, that is to be reused, is removed and the recipient, of the part, is contacted for immediate pickup.

The processed vehicle is then moved to the crusher section; vehicles will be crushed and removed regularly by Newco Metal and Auto Recycling; HazMats will be collected and removed regularly by New Alta.

**Hypothetical procedure (white good):** The white good will arrive at the site and be taken to the Main building for processing. There, fluids will be removed and stored for the regular removal by New Alta.

The operation will **not** be for long-term storage of materials; it will be a **depot** for the redistribution of materials.

The facility is intended to house a **permanent** operation.

The facility is designed to contain any and all sources of potential pollutants; it will have a sewer system and appropriate containment areas for materials.

In that the operation will be enclosed by a site **buffer zone**, resource conflicts are not anticipated.

**Occupations:** The number of employees to be involved in the construction, of the facility, is five.

During construction, an Excavator Operator (7421\*) will work for the first construction season.

\*These numbers are National Occupation Codes

During the second season, a Concrete Worker (7282) will work for about a month; a Plumber (7251) will work for a week; a Carpenter (7271) will work for a month; an Electrician (7241) will work for a week; a Well Driller (7373) will work for a day; these occupations can work on an overlapping time schedule.

The number of employees to be involved in the operation of the facility is two: a mechanic (7321) and a clerk (1411); the mechanic will be trained in HazMat handling and in storage procedures.

Employment equity will be part of the hiring process.

Permits, Licences and Approvals required:

Environmental Registration	Dept of Env. & Conser.
Environmental Assessment Approval	Dept of Env. & Conser.
Fuel Storage and Handling	Dept of Gov. Services
Workers' Health & Safety	WHSCC

Project related documents (bibliography): N/A

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Date: 08-30-10

Owner Signature:

  
Harvey Pollett