Auto Recyclers and Parts Exporter – Operational Environmental Management Plan

Address: **Lot 26, DP14658 No.14 BERESFORD AVE GREENACRE**
Date: **08/06/2021**
Issue : **A**

INTRODUCTION

This operational environmental management plan (OEMP) for an automotive recycling company at No.25-27 BERESFORD AVE GREENACRE.

Motor vehicle repair in this business is the process of carefully checking and diagnosing vehicles for faults or parts no longer operating or functioning, following this process the vehicles are placed in designated areas internal space within the workshop for mechanical and/or electrical repairs.

The following statement and documentation consider provisions specified within the NSW Environmental Protection Authority.

It is proposed to retain the existing site and building as is. The tenancy is for the whole site and all structures within approximately 463.60m^2 approximately and building area of 268.05m^2. The proposal will have a maximum of 2-person operation qualified in motor vehicle repairs.

This is a low risk site that has minor contamination from previous which is considered typical of low risk industrial sites. Instead of a large soil sampling plan, based on the site risk, we focused on prevention through management changes and an operational environmental management plan, and processes for safely managed oil and petrol removed from vehicles to be dismantled.

Areas of use

- 23.30m² offices,
- 190.25m² Workshop Light Industrial Area
- 54.50m² Mezzanine 2 Storage
- 38.60m² Ground Floor Amenities and customer waiting area
- Total Area 283.35m^2

Plan of Management

The proposed business operation to diagnose and repair customers privately owned vehicles as a consumer service.

The operational environmental management plan examined the current and planned activities at the site, noting that most of the motor vehicle repairs are done onsite by qualified and licensed motor

The completed OEMP provided the automotive repair company with responsibilities, controls, and actions to carry out for both the current and planned site activities. The protections in the OEMP were easy to follow and manageable and were tailored to the overall environmental risk and sensitivity of the site.

Based on the low-risk sensitivity of the area, the process of dismantling vehicles will be managed under the OEMP.

The process of Repairing vehicles.

Check In -*When receiving a vehicle from a customer, it usually arrives one of three ways. The customer stops in unannounced or is scheduled into an allocated time, In other circumstances the vehicle has broken down and is towed in, or the customer has made an appointment. Once the vehicle has been checked in, regardless of the circumstance, it is then assigned to a technician.*

Inspection - Verbally communicated and/or emailed a lot of our findings to customers prior to repairing the vehicle and an estimated quote is provided to the vehicle owner.

Customer Authorization - *Without verbal or written authorization work will be performed with customer authorization on a customer's vehicle. It is unethical to skip this step.*

Work In Progress - Once authorized, the technician can now start the job as the estimate has been written.

Completion - *Once a service is completed, the service adviser should review with the technician that nothing was forgotten. In this instance they should also check that there are no grease marks left on any body panels, no debris from the repair and/or dirty and messy interiors from work done on/in the vehicle. Vehicles should always be returned in the cleanest manner feasible.*

Follow Up - *After major repairs, it is always good to personally follow up with customers. This shows that you care. In general, it's good practice to follow up with every customer and try to get feedback about their experience.*

The site operation will employ maximum 2 persons to repair and remove/fit vehicle parts, faulty parts will be placed in allocated metals into waste bins.

The site is proposed to have 4 cars-spaces and 1 loading and off-loading vehicle space off-street car-parking. In keeping and compliance with the Canterbury Bankstown DCP part B5.
Metal covered waste bins located onsite for loading of waste carried out by waste disposable safe methods (refer to Waste Management Plan part of this application).

The mezzanine shown on plan will will be used as a mezzanine storage and administration office. The administration will be conducted by the operator on this level.

The signage is as per architectural plans of flat printed board sign and no other signage or advertising proposed.

This business intends to provide service maintenance and repairs to customer vehicles only.

There will not be any retail sales of products or goods to the public.

Entry and exit into the site will be via the driveway through the metal roller door and side hinged door.

Vehicle replacement parts will be off-loaded from the delivery van and placed near the vehicle to be repaired.

Recycling Process

Oil spill kit to be placed below vehicles whilst the following process is undertaken.

Drip trays to be used to catch liquids and contain and clean up oil and chemical spills as soon as they occur.

Removed vehicle parts can be cleaned in a bund area.

- Vehicle requiring oil change drained of oils using spill kit.
- Drained oil to be stored into oil holding sealed metal container drum.
- Oil holding metal container drum located rear of the workshop.
- Metal oil container drum will be chemical storage unit to be regularly check for leaking.
- Motor oils emptied into oil waste bin for recycling.
- An oil water separator to be used.
- Oils will not be disposed of into stormwater drain. (Store oils in areas that will not allow spills to escape to the environment)

- Liquid waste contractor to dispose of spent chemicals and other liquid waste. Weekly collection will be arranged for stored for collection by waste recycling contractor (refer to waste management Plan part of this application).

- Brake oils to be collected into drip kit and place into oil storage waste bin.

- Radiator coolant to be drained into liquid container. Collected coolant to be placed into designated liquid waste bin for collection.

- Air-conditioning refrigerant to be extracted and disposed of legally into sealed gas holding tank, Aircon gas will NOT be released into atmosphere.

- Separate different kinds of waste bin allocated for easy collection and recycling. Weekly collection will be arranged(refer to waste management Plan part of this application).

Following Completed Bunding area process

Vehicle will be located following into rear of site for dismantling of all parts.

- Detach all the ducts and wires. Before starting the auto dismantling process, remove the bonnet and detach the battery from the vehicle. ...
- Remove the Engine.
- Get the Car Body Parts Separated. ...
- Take off the Tyres. ...
- Dismantle the car body into pieces. ...
- Interior Accessories Stripping.

- Wheels and batteries removed and placed separately for recycling.

- Wheels and tyres places in a designated area separately for resale or recycling. (refer to Architectural Site plan).

- Removed batteries will be placed indoors within the warehouse area designated for batteries storage. Batteries will be placed in an area to be collected for recycling.

- Left over metal strips, body shell and chassis put aside for truck to pick up cater away to metal recycling plant.

This whole process will be carried out on a daily process 6 days a week as per the noted operating hours.

Interior and other smaller parts including gearbox and whole engines will be stored Internally within the warehouse of the additional vehicles will be placed for processing.

Fire extinguishers and exiting signs will be as per the architectural plans.

Next to the dismantling bays will be 2 air compresses to operate Pneumatic hand air tools ie: wheel nut driver and metal cutters.

Stormwater Management

All vehicles and parts for repairs to a designated vehicle exchange area that is sealed, and roofed and set up for containing any wastes.

There are no floor drains known to be present within the workshop floor therefore stormwater drains are not at risk.

- All oils to be evacuated and drained, coolant from vehicles as required and parts before replacement takes place takes place.
- Vehicles will not be washed with detergents or degreasers in open areas that drain to the stormwater system.
- Vehicles will only be degreased including engines.
- No hosing of the work floor only sweeping or vacuuming the area; using absorbent material to remove most of the grime and then using some solvent on a rag to remove the rest. Dispose of rags in the waste bin.
- A spill kit will be kept onsite in an accessible place, clearly labelled and ready for use.

Waste Management

- All liquid wastes to be stored in sealed metal containers that are stored upright on a floor at the rear of the workshop to prevent spills from escaping. Containers are located within covered internal area and out of the rain.
- Dry, solid, inert wastes will be placed in industrial waste bins.
- Old tyres will not be stockpiled– they are an extreme fire hazard and can cause the spread of disease by vermin. Business operator will contact a licensed tyre recycler for pick-up of commercial quantities of tyres.
- Wastes generated by this business will be treated appropriately (e.g. liquid wastes, tyres, hazardous wastes) and transported within sealed compartment or waste container.
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Air Quality Management

Dust, fumes, gases and smoke from the vehicle repair activity.

- Installation, servicing or parts replacement of vehicles and air conditioners will be removed by Licensed, Commonwealth Refrigerant Handler under the Ozone Protection and Synthetic Greenhouse Gas Management Regulation 1995.
- Brakes with compressed air as this creates a fine dust will not be cleaned.

Hours of Operation

Business operational hours will be 6 days a week except main public holidays and hours of work will be:
Monday to Friday 6:00am to 8:00pm
Saturday 6:00am to 5:00pm

Loading and Unloading

There will loading or offloading of goods to this business with pick up and deliveries will be conducted within the existing loading/offloading area within the site. (refer to site plan DA.01).

Loading and off loading of goods delivered to the proposed will be mainly to the loading area for small parts access from Beresford Avenue refer to drawing No. 1 DA.00 Site Plan and as a result Loading and off loading of goods delivered will not interfere with the local traffic within the area.
Metal containers and bins will be brought to site for loading and continue to the recycling plant.

Disabled Car parking

The site doesn't have provision for disabled car space that can be used by disabled persons with access from Beresford Avenue.

CONCLUSION

The vehicle checking and repairs process is within the industry guideline of the NSW Environmental Protection Authority.

Environmental protection and waste minimization is to be followed to ensure protection of the environment and well as safe work methods.