PARSONS PAVING LTD.
ROCKY POND QUARRY PERMIT

Environmental Assessment
Registration Document

Submitted by:
Parsons Paving Ltd.
1221 Kenmount Rd.
Paradise, NL
A1L 2E6

Prepared with the assistance of:
NCD Consulting Limited
34 Yellow Wood Drive
Paradise, NL
A1L 0X9

February 7, 2022

TABLE OF CONTENTS

LIST OF FIGURES

Page

LIST OF TABLES

Page

1.0 NAME OF UNDERTAKING

Rocky Pond Quarry Permit Application

- Quarry Permit Identification
  - File 711:12758 covering 25 ha
- Environmental Assessment Registration Identification
  - File Reference No. 200.20.2995

2.0 PROPONENT

2.1 Name of Corporate Body

Parsons Paving Ltd.

2.2 Address

1221 Kenmount Rd.
Paradise, NL
A1L 2E6

2.3 Chief Executive Officer

Mr. Neil Parsons
President
1221 Kenmount Rd, Paradise, NL
A1L 2E6
Telephone: 709-782-3158
Email: parsonspaving@outlook.com

2.4 Principal Contact Person

Ms. Michelle Moores
Office Manager
1221 Kenmount Rd, Paradise, NL
A1L 2E6
Telephone: 709-782-3158
Email: parsonspaving@outlook.com

3.0 THE UNDERTAKING

3.1 Nature of the Undertaking

The proposed project, referred to as the Rocky Pond Quarry, is a 25 ha quarry permit application area (File 711:12758) located ~800 m east of Rocky Pond and ~230 m northeast from the Foxtrap Access Road (Route 61), shown on ***Figures 2*** and ***3***. The quarry will be developed under a quarry lease for sourcing rock which will be used for onsite asphalt production to supply Parsons Paving's residential and commercial construction projects throughout the Northeastern Avalon. Although rock extraction for asphalt production is the main project focus, sand, gravel, till and armourstone resources within the quarry area will also be utilized. Rock will also be removed from the site for general civil construction projects.

3.2 Purpose/Rationale/Requirement for the Undertaking

The main purpose/rationale of this project is to source rock for onsite asphalt production for residential and commercial projects across the Northeastern Avalon. Other resources within the quarry lease area including sand, gravel and armourstone will also be utilized. Rock resources will be utilized for requirements by municipalities and other agencies on the Northeastern Avalon thus providing a more diversified contractor base in the region.

There is no currently established truck drivable access to the quarry area, therefore, an existing all-terrain vehicle trail will be upgraded over a length of ~335 m (***Figures 2*** and ***3***), branching from the Foxtrap Access Road (Route 61), and travelling northeast to the quarry area. This access road will cross a stream 50 m from the western boundary of the quarry area and will require the installation of a culvert. Road construction and the culvert installation is addressed in ***Section 4.3.1*** and ***Section 4.3.2***.

When development begins, upon completion of the road construction and site clearing, an ADM mobile asphalt plant will be brought on site to allow for efficient asphalt production in the quarry lease area. The plant specifications and details are discussed in ***Section 4.3.5***.

4.0 DESCRIPTION OF THE UNDERTAKING

4.1 Geographic Location

The project is located ~800 m east of Rocky Pond and ~230 m northeast of the Foxtrap Access Road, on NTS Map Sheet 1N/07 (***Figures 1*** to ***3***). The quarry application area lies within the municipal boundary of the City of St. John's (within the City's Forestry (F) Zone) and the Big Pond Valley domestic cutting area. Parson Paving received approval for discretionary use of the area (File: DEV2000163 & INT2000070) in late 2020 from the City of St. John's. In late 2021 approval was also received from the Department of Fisheries, Forestry and Agriculture; Forestry and Wildlife Division.

As the quarry operations will include drilling and blasting, a buffer significantly greater than 300 m, as required by the standard terms and conditions of the issuance of a quarry permit, will be maintained between the quarry site and any sensitive human receptors. The receptors near the project are shown on ***Figure 4*** and include private

properties/houses, the closest of which is an abandoned private dwelling under a crown title (Vol #131 / Folio #122) sitting ~700 m to the southwest on the opposite side of the highway. While this structure is considered near the development, it is a seemingly abandoned property that is 560 m from the Black Diamond Rock Quarry project, previously released from Environmental Assessment (EA) review. The now closed CLB Armoury 'Old Comrades Lodge' lies 1.2 km to the southeast on the opposite side of the highway. Roughly 5.6 acres of private farmland sits ~1.9 km to the northwest of the project area, off the Foxtrap Access Road.

4.2 Physical Features

4.2.1 Project Site Description

The 25 ha quarry application area is situated in a developed quarry region with multiple adjacent quarries including Next Century Holdings (File 711:7852), Murphy's Services Inc. (File 711:9501) and Fairview Investments (File 711:6043) which lie ~1.2 km west of the project, off Incinerator Road. Clarke's Trucking and Excavating quarries (File 711:12300 & File 711:12301) and Black Diamond Construction Ltd. quarry permit (File 711:12622) lie to the south, across the highway. Quarry application areas are also located nearby including Platinum Construction Co. Ltd quarry application area (File 711:11995) to the immediate southwest and C.W. Parsons quarry permit application area (File 711:12717) ~1 km to the south, on the opposite side of the TCH (shown on ***Figure 2***). Both these projects have been released from EA review and are in the issuance process under a quarry lease as required by the Government of Newfoundland and Labrador (NL) and the City of St. John's.

The quarry area is located ~280 m southeast of Big Pond and ~125 m southwest of Trout Pond. Two streams are located within the direct vicinity of the quarry area, the western stream which feeds Big Pond, at its closest point, is 50 m from the application area's western boundary (shown on ***Figure 3***). The eastern stream feeding Trout Pond is over 255 m from the application area's eastern boundary. This spacing will allow the quarry to maintain the 30 m reservation from all waterbodies (including wetlands) required by the Water Resources Management Division of the Municipal Affairs and Environment Department of the Government of Newfoundland and Labrador. As previously stated, the access road will need to cross the western stream, which is addressed in ***Section 4.3.2***.

The south and southeastern portion of the application area hosts exposed bedrock currently at the highest elevation within the quarry permit area at ~170 m above sea level. This higher elevation portion of the permit area faces the Trans-Canada Highway which sits ~475 m to the south. Moving north across the permit area, away from the highway, the elevation declines towards the northern boundary. Therefore, the working areas of the site will be generally non-visible and mostly hidden behind the height of the land. Rock resources at higher elevations extend from the application area towards the highway but were excluded from the project area so that operations could be hidden as much as possible. The construction and operations plans are discussed in ***Section 4.3***.

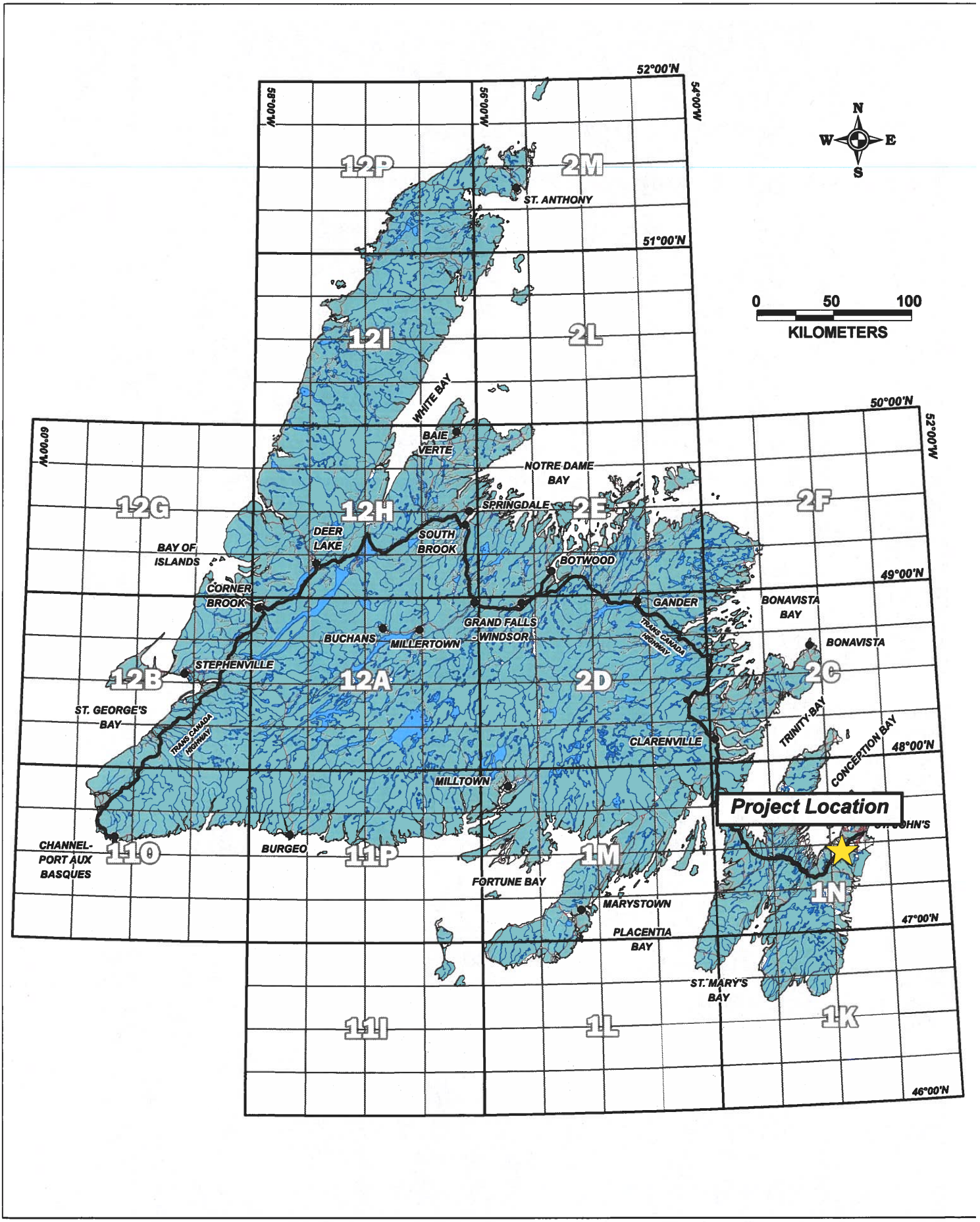

Figure 1: Project Location Map (N.T.S. 1N/07)

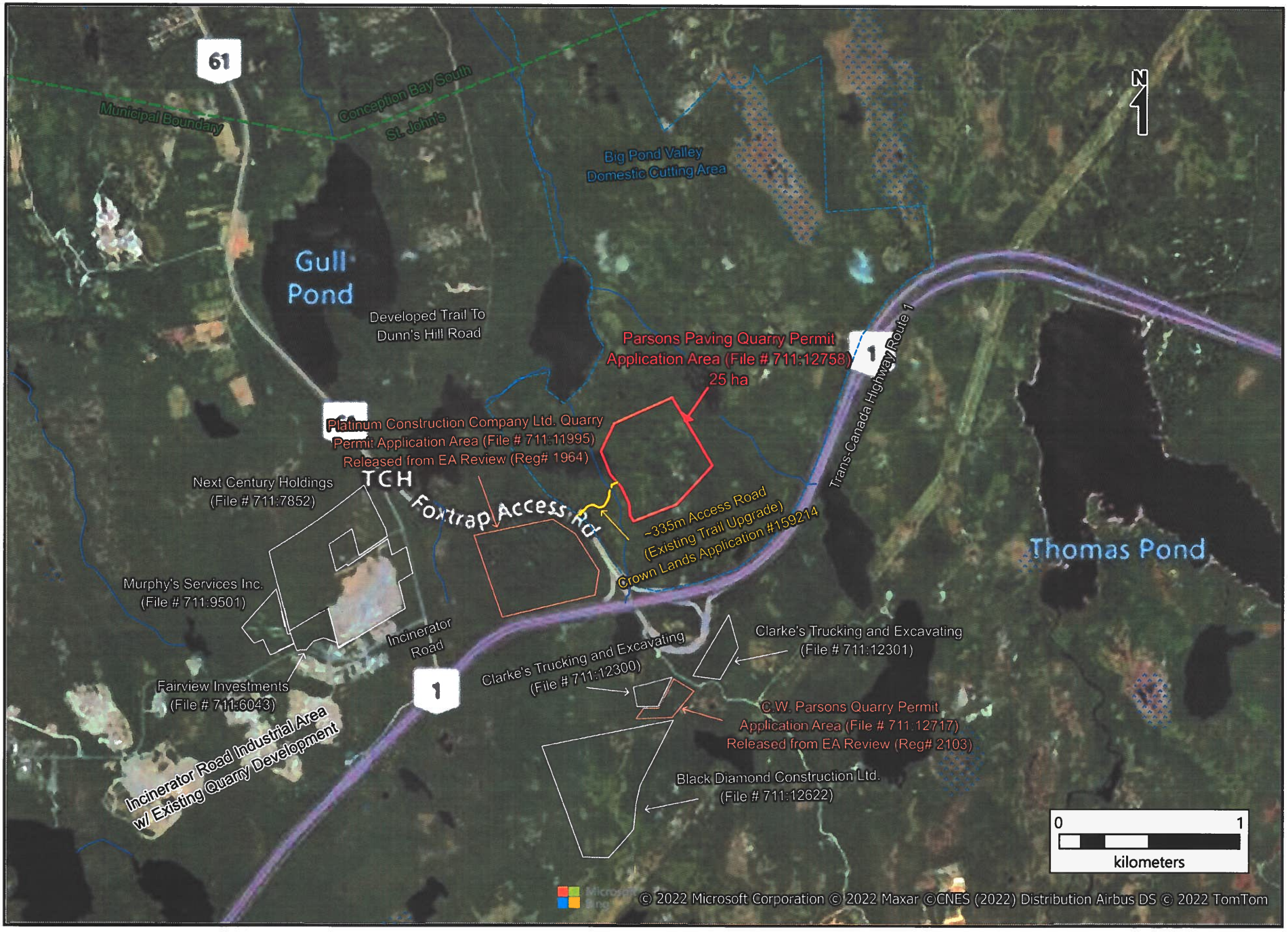

Figure 2 : Detailed Project Location Map

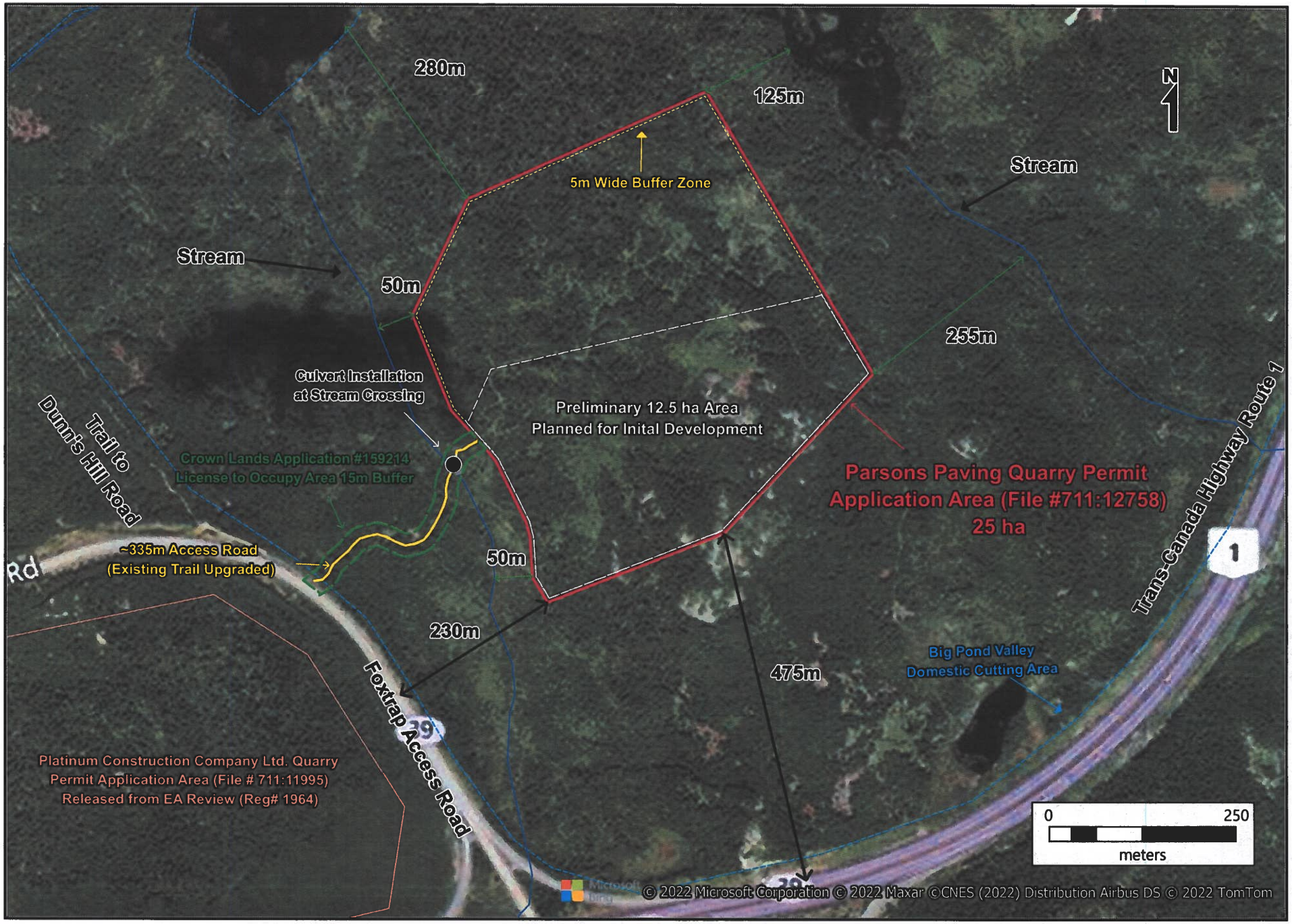

Figure 3 : Quarry Permit Location Map

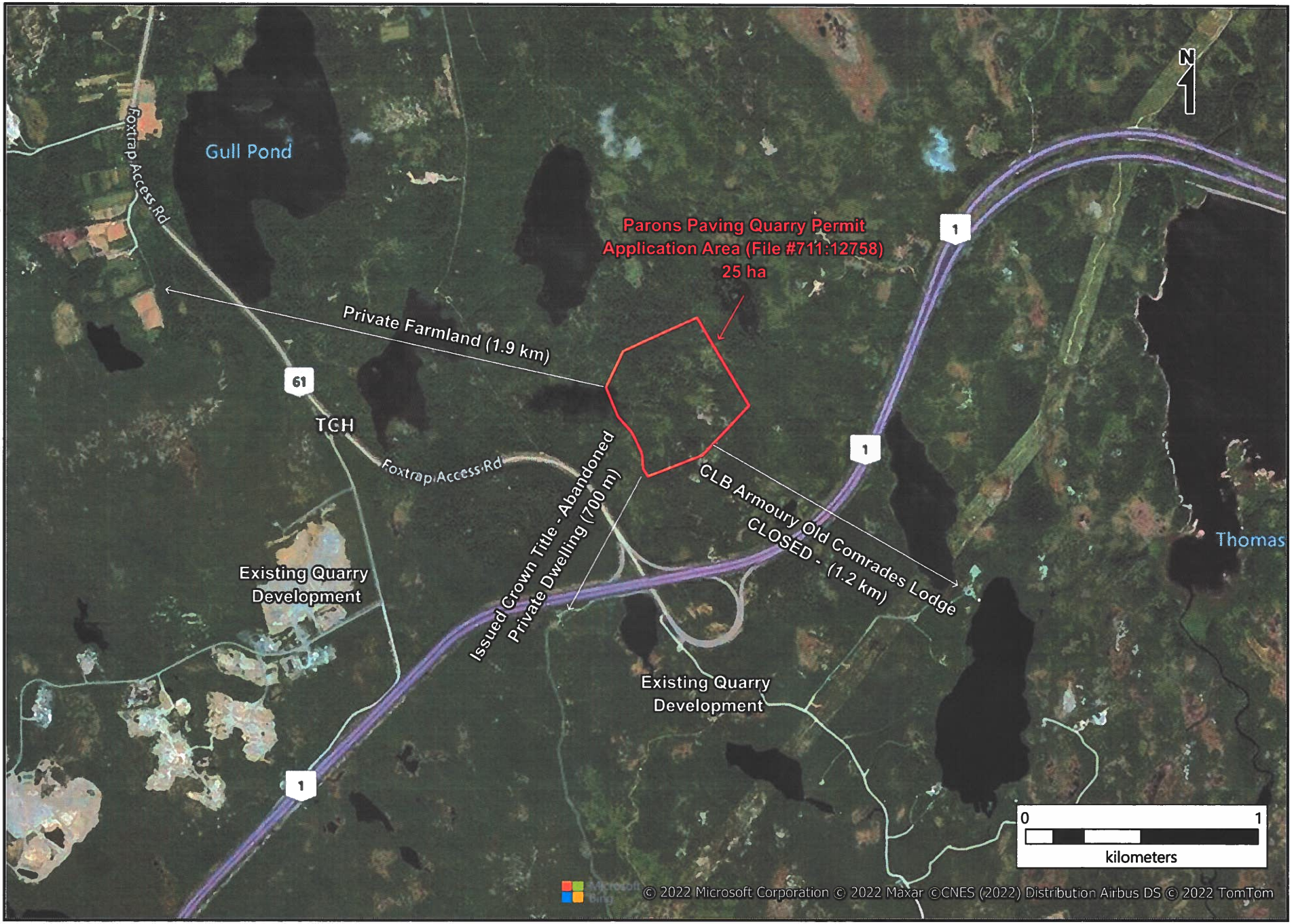

Figure 4 : Receptor Location Map

4.2.2 Existing Biophysical Environment

The site is located within the *Northeastern Barrens Subregion* of the *Maritime Barrens Ecoregion*. The climate of this ecoregion is heavily influenced by the Atlantic Ocean, which is characterized by short, cool summers and generally wet, moderate winters. The mean annual temperature is 5.5°C, with a mean summer temperature of 11.5°C and a mean winter temperature of -1°C. This ecoregion is generally host to high precipitation amounts with annual ranges from 1200 mm to over 1600 mm, it is also susceptible to prolonged periods of fog throughout the year.

The topography of this region is characterized by abrupt elevation changes along the coast with the rugged and rocky coastlines rising from sea level to over 250 m above sea level. The uplands are also rocky and jagged due to erosion while some low-lying areas have a rolling topography. Balsam fir is the dominant tree species in this region with shrubbery and some sparse black spruce and tamarack. Lichen and various mosses, including sphagnum moss, grow across boggy areas. Conditions in this broad ecoregion are suitable for black bear, red fox, coyote, caribou, moose, and lynx.

4.3 Construction, Operation and Maintenance

The construction aspect of the proposed project will consist of upgrading the existing access trail to a truck drivable road, the installation of a culvert for a stream crossing and, clearing of the site from trees and grubbing before development proceeds and eventually the mobile asphalt plant is brought to site. As shown on ***Figure 3***, the culvert will be installed along the upgraded access road at the stream crossing to control water flow and maintain the roads integrity.

4.3.1 Road Construction

On December 15th 2021, an application for a License to Occupy (LTO) for the access road was submitted to the Department of Fisheries, Forestry and Agriculture, Crown Lands Division on behalf of Parsons Paving by NCD Consulting (App # 159214 / File # 1041505). On January 25th, 2022, Parsons Paving received an acknowledgement letter confirming registration of the LTO from Crown Lands and that it was in the referral process. Construction will be kept within the 15 m buffer of the trail slated for upgrading as designated by the LTO (shown on ***Figure 3***).

Road construction will primarily be completed by an excavator/bulldozer to upgrade the existing trail (for a list of required equipment/personnel see ***Section 4.6***). Depending on the conditions encountered during the road construction phase, some alterations to the existing trail may be required. These alterations may include isolated rerouting of the trail in sporadic locations in order to continue on more stable ground. Building up of material in sections to adjust the grade of the road will also be completed and widening will be required to the preferred width of approximately 5-7 m while staying within the 15 m buffer zone designated by the previously discussed LTO (***Figure 3***).

After initial road construction and culvert installation, if material for road construction cannot be sourced from the roadway, then this will be sourced from the quarry area. In this case an excavator and tandem or tandem-tandem dump truck with an excavator to load the dump truck will be required. The road building material may also be trucked in from other approved quarry sites in the surrounding areas.

All merchantable timber that needs to be cleared during road construction will be done by either handheld chainsaws or mechanical harvesting equipment and will be garnered under a commercial cutting permit issued by the Department of Fisheries, Forestry and Agriculture.

4.3.2 Culvert

The proposed culvert will be installed on the upgraded access road to control water flow and maintain the roads integrity. The culvert will be installed where the road will cross the western stream adjacent to the quarry (shown on ***Figures 2*** and ***3***). The installation of this will be done under approval from the Water Resources Management Division under an Application for a Permit to Alter a Body of Water, Schedule A as required. All requirements of the permit approval will be followed to prevent unnecessary disturbance to the watercourse.

4.3.3 Road Maintenance

Over time gravel roads will typically require maintenance. This will be completed by utilizing an excavator to smooth or fill in ruts, settled areas and potholes as required. This may require the additional placement of material from the quarry for the purpose of road upkeep.

4.3.4 Site Clearing

As the permit area has not seen any previous development, tree removal will be required. As noted above, merchantable timber will be cleared either by handheld chainsaws or mechanical harvesting equipment and will be stacked in 6 to 8 feet lengths where possible.

Surficial soils, subsoils and organic grubbing will be stripped and windrowed to the permit boundary. This windrowed material will be used to construct perimeter berms and preserved for future reclamation and to control access to the site where required. It is important to note that development of this quarry area will not take place across the entire 25 ha area immediately. To minimize disturbances of the land within the quarry area and for the practicality of production and operations, development will only be undertaken over ~12.5 ha of the lease area in the initial years of development (shown on ***Figure 3***). Therefore, the site clearing will be taking place only within this 12.5 ha section to start. The development and operations plan is extensively discussed in ***Section 4.3.6***. Further detailed phase plans for production within the quarry will be outlined within the eventual drafting and approval of Quarry Lease Plans (QLP) reviewed and approved by the Department of Industry, Energy and Technology under the Quarry Materials Act.

4.3.5 Asphalt Plant

As previously stated, once the construction phase of the proposed project has been completed, Parsons Paving will be setting up an asphalt plant within the quarry site so that asphalt production can be completed efficiently in the area. It is anticipated that the plant will produce roughly 3,000 – 5,000 tonnes of asphalt annually. It should be noted that the production of asphalt will not be occurring on a daily basis but only as required by contracts/projects.

The plant which will be brought to site is a mobile ADM continuous mix drum plant. This continuous mix drum style plant allows for better re-introduction of recycled material, better containment of the asphalt during the mixing process and is more economical to run, which will help reduce fuel consumption and material waste.

To minimize any environmental impact of the asphalt production, the drum plant will be fitted with a baghouse filtration system instead of using more simplistic wet wash or settling pond methods. The baghouse collection system works by pumping the dust and fine particulate laden air released from the asphalt mixing drum into a containment unit hosting numerous fine mesh filtration bags. As the air is fed through these filters via various pump and fan driven mechanisms, the fine dust and particulates are removed from the air and re-entered into the mixing process while the filtered air is then released. This system will reduce fine particles from being released into the atmosphere and negate the need for water-based filtration systems that pose a greater environmental risk to surrounding watercourses.

All activities pertaining to this asphalt plant and it's required fuel and petroleum binding agent tanks will be completed under an Asphalt Plant Construction and Operation Permit, Registration of Gasoline and Associated Products and a Mobile Fuel Storage Tank Relocation Permit as required by the Government Service Branch – Operations Division of the Government of Newfoundland & Labrador. These permits will be acquired along with the submission of the plants layout and proposed operating and truck-loading locations prior to the plant being brought to site. Asphalt production activities on site will adhere to all regulations from the Government of Newfoundland and Labrador Health and Safety Act as well as the Environmental Protection Act. The above approvals will be part of the detailed quarry development design process under a set of QLP's.

4.3.6 Quarry Development and Operation

As previously stated, only ~12.5 ha of the total 25 ha permit area is initially slated for development over the first several years of production (***Figure 3***). This will allow areas that are exhausted of resources to be rehabilitated with preserved organics before additional ground is disturbed. The quarry construction work will consist of clearing this portion of the site from trees and grubbing while removing and stockpiling organics as mentioned in ***Section 4.3.4***. The depicted layout of the ~12.5 ha initial development area

on **Figure 3** is preliminary and may be adjusted during later planning stages, such as during the drafting of quarry lease plans for the site.

The initial development phase of the project will begin along the southwestern boundary of the permit area and work towards the north-northeast. This initial development start point was chosen as the most practical location as quarry access is gained from the southwestern boundary and this area is sitting at a lower elevation, allowing the quarry workings to be generally non-visible from the adjacent Trans-Canada Highway. With the highest elevation beyond the southern portion of the lease area, up to ~170m asl, the quarry operations will mostly be concealed behind the height of land. Additionally, keeping to the southern region and working north-northeast along the southeastern boundary will allow access for domestic wood cutting in the surrounding area to be maintained. Annual production from the site is anticipated to be ~28,000 m^3 per year but this amount can vary depending on market demand and individual contract requirements.

Operational activities will consist of quarrying of rock resources by drilling, blasting, and ripping. Blasting will be completed through a certified third-party subcontractor capable of producing the required rock size per blast. Quarry benches will be blasted on <10m lifts. The relatively small-scale volume requirements will minimize noise and potential safety concerns during blasting. All blasting will adhere to the Government of Newfoundland and Labradors Occupational Health and Safety Regulations under the Occupational Health and Safety Act and more specifically Part XIX pertaining to General Blasting.

After blasting, processing will be performed by using heavy equipment such as excavators and dump trucks (see ***Section 4.6*** for a list of anticipated equipment and employees required). Processing activities will include crushing and screening. Once the rock has been crushed and screened into the required aggregate sizing it will be stockpiled near the asphalt plant and used for asphalt production on site. The produced asphalt will be loaded into waiting dump trucks and trucked off site. The screener will be mobile in nature and will be readily moved as required to facilitate a more productive processing setup. The use of water for washing of material is not anticipated to be required. Typical quarrying activities will take place between May and December of each year but will ultimately be dictated by the timing of seasonal spring melt and the onset of winter conditions.

4.4 Potential Sources of Pollution During Construction and Operation

The construction and operational phases of the development will utilize equipment such as chainsaws, timber harvesting equipment, excavators, bulldozers and dump trucks. The blasting slated to take place in the quarry area will utilize drills along with this equipment. The equipment and related activities represent a potential source of noise and vibrational disturbance, exhaust emissions, the potential release of petroleum hydrocarbons, dust, domestic waste and general refuse.

4.4.1 Air

Air pollution will be controlled by having all equipment on site fitted with the appropriate emission-control equipment. Site clearing will be completed in phases, with only areas required for production cleared, reducing the overall potential of excessive dust and pollution impacts. Thus, the entire 12.5 ha will not be stripped of its organic cover initially. Dust created by equipment operation along roads will be kept at a minimum by the watering of roads as required. All activities within the quarry will be conducted in a manner that respects the province's *Air pollution Control Regulations (2004).* As previously stated, the addition of the baghouse filtration system to the asphalt plant will remove the majority of dust and fine particles from the air produced by the plant during mixing.

4.4.2 Noise and Vibration

The day-to-day operations of the quarry site are not anticipated to have an effect on nearby receptors anymore then ongoing and previous operations at the adjacent operational quarries and industrial area along Incinerator Road. All equipment will be kept in good operating order to ensure that maximum manufacture decibel levels produced are not exceeded. Workers will have the proper hearing protection and the work site will be a controlled work environment.

As previously stated, all blasting activities will adhere to the Government of Newfoundland and Labradors Occupational Health and Safety Regulations under the Occupational Health and Safety Act and more specifically Part XIX pertaining to General Blasting. Where possible, blasting will be planned to take place over several phases or within a single blast, depending on whichever method produces the least amount of vibration and noise. Based on the anticipated demand, it is expected that one blast per year will be required.

4.4.3 Domestic Waste and Sewage

Domestic waste generated during construction and operation will be collected and disposed of in accordance with the Environmental Protection Act 2002. Portable lavatories will be located within in the proposed quarry boundaries and will be utilized as required. Waste will be removed by an approved sewage service provider.

4.4.4 Fuel

Tanks for petroleum based binding agents and fuel will be required to be stored onsite for the asphalt plant, as such, all required permitting including the Registration of Gasoline and Associated Products and a Mobile Fuel Storage Tank Relocation Permit will be acquired from the Government Service Branch – Operations Division of the Government of Newfoundland & Labrador. Fuel storage tanks will also comply with the required Storage Tank System Test from Service NL. The handling of petroleum products on site

will comply with the Storage and Handling of Gasoline and Associated Products Regulations. All fuel tanks and storage areas will be regularly checked, and emergency spill kits will be available on site at all times for containment and cleanup of any hydrocarbon leaks. Any leaks or spills in excess of 70 liters will be reported to the Environmental Emergency Telephone Line and will be cleaned up immediately.

4.4.5 Effluent

There is a potential for erosion and transport of fine-grained particles during construction activities in relation to clearing of the land. This will be monitored on a constant basis during construction while clearing takes place and, if required, appropriate mitigating measures in line with industry best management practices will be utilized.

The first step will be to create erosion control ditches with check dams, hay bales, and silt fencing to filter water leaving the site. Site runoff will then be directed towards vegetated areas, that will act as a filter for fine particles. Phased development of the site will ensure that the organic layer will not be stripped all at once, this will reduce the amount of erosion. The same process will be applied for the operational phase of the project. Site runoff will be directed to various vegetated areas depending on what stage of development is occurring. If required as a larger footprint is developed, and progressive reclamation is in progress, small shallow depressions may be constructed to temporarily hold water within the quarry. This allows for suspended sediment to deposit prior to water being released into vegetated areas along ditches with check dams, hay bales and silt fencing.

All water released into the environment will meet the regulatory requirements of the *Environmental Control Water and Sewage Regulations (2003)* as well as provincial permits.

4.4.6 Odour

A typical concern related to quarry development where asphalt is being produced is the odour generated. In this case, the project area is located near Incinerator Road where Pardy's Waste Management operates a waste treatment plant. Furthermore, Newco Metal & Recycling completes their metal recycling process within the area. These businesses are odour producing in nature; therefore, the asphalt plant is not expected to have an impact any greater than the industrial activity currently ongoing in the area. Also, there are no residents in the immediate area, as presented on **Figure 4**.

4.5 Potential Resource Conflicts During Construction and Operation

Potential resource conflicts during construction and operation of the quarry could include the following; encounters with wildlife, the use of the area for recreational purposes, and domestic wood cutting. Any encounter with wildlife shall follow regulations stated in the Wildlife Regulations under the *Wildlife Act (CC. 96-809)*. The historical nature of industrial activity in the area combined with the proximity to neighboring townships is expected to limit the wildlife present in the area.

The region is host to numerous recreational trails used by locals for hiking, snow shoeing and other recreational activities. However, the construction and operation of this quarry area and the required upgrading of the existing trial for site access is not expected to cause a significant disturbance for recreational access to the non-developed areas further north of the quarry area, as there is a developed trail which extends from the Foxtrap Access Road, travelling north for ~ 2 km before transitioning into Dunn's Hill Road (***Figures 2*** and ***3***). This trail will allow people to access the undeveloped areas avoiding the quarry site. Once the construction of the access road has been completed, measures including signage and berms can be utilized to limit unauthorized access to the site if deemed necessary. The access road itself will not be restricted but a gate will be installed at the quarry entrance.

The 25 ha project lies within the Big Pond Valley domestic cutting area. The immediate use of land for domestic cutting is anticipated to be minimal because of the amount of merchantable timber in the quarry area compared to the overall domestic cutting area, which encompasses 723 ha. Access around the quarry development will be maintained for recreational users and domestic wood cutters via a trail to be constructed north of the developed area within the quarry.

The quarry area is located ~280 m southeast of Big Pond and ~125 m southwest of Trout Pond. Two streams are located within the direct vicinity of the area, the western stream which feeds Big Pond, at its closest point, is 50 m from the application areas western boundary (shown on ***Figure 3***). The eastern stream feeding Trout Pond is over 255 m from the project areas eastern boundary. This spacing will allow the quarry to maintain required buffers from all waterbodies (including wetlands) as per the Water Resources Management Division of the Municipal Affairs and the Quarry Materials Regulations from the Department of Industry, Energy and Technology of the Government of Newfoundland and Labrador. The following quarry development plan will be applied as a precautionary measure to prevent suspended solids from reaching any watercourses:

- Within the proposed quarry area, a 5 m wide buffer will be left intact where no resources will be excavated alongside the quarry boundary (shown on ***Figure 3***). Berms constructed from the windrowed organics will be placed within the 5 m buffer area.
- The pit floor will be kept lower than the perimeter berms where present as development progresses to contain precipitation water within the quarry site and confine any suspended solids to within the quarry area.
- Precipitation water for the entire site will be controlled at exit points using the mitigation measures previously mentioned in ***Section 4.4.5***

4.6 Occupation

The occupations required for the proponent's site are listed below and classified as per the National Occupational Classification (2016):

Construction

- 1 Supervisor (8221)
- 3 Heavy Equipment Operators - Excavator
- 4-6 Heavy Equipment Operators - Dump Trucks (7521)
- 1 Heavy Equipment Operator - Tree Harvester (7521)
- 1 Heavy Equipment Operator - Bulldozer (7521)

Operation

- 1 Quarry Supervisor (8221)
- 2 Heavy Equipment Operator – Excavator (7521)
- 1 Heavy Equipment Operator – Screener/Crusher (7521)
- 2 Heavy Equipment Operators – Asphalt Plant (7521)
- 4-6 Heavy Equipment Operators (amount may vary on demand) – Tandem, Tandem-Tandem, or Semi Dump Trailers (7521)

The construction phase of the project including road building and culvert installation, will require up to 12 employees to complete.

Operation of the quarry will require up to 12 employees, but typically 6-8, to run when fully active at the anticipated production rate of ~28,000 m^3 and an asphalt production rate of 3000-5000 tonnes annually. Fluctuations in material demand may lead to a change in the number of required employees and annual production.

4.7 Reclamation and Closure

The project will be rehabilitated under a reclamation plan approved under a quarry lease issued by the Department of Industry, Energy and Technology. Quarry faces will be sloped to 30-degrees.

Windrowed and preserved organic material that is stripped during the construction phase will be re-spread to promote natural revegetation. It is projected that rehabilitation can begin in a section as the resources are exhausted and development continues to the next area.

5.0 APPROVAL OF THE UNDERTAKING

Table 1 contains a list of referral agencies, responses received, and possible permits required for the project, some of which are already in progress.

Table 1: Referral Agencies, Responses and Possible Permits Required

Department/Regulatory Agency	Status	Possible Required Approvals/Permits
City of St. John's	Development Permit Required	Discretionary Use Granted
Municipal Affairs and Environment - Land Use Planning	Approved	
Municipal Affairs and Environment - Water Resources Management Division	Conditional Approval	
Municipal Affairs and Environment - Environmental Assessment Division	Project Registration Required	Environmental Assessment Registration
Industry, Energy and Technology - Mineral Lands Division	Conditional Approval	Quarry Lease
Tourism, Culture, Arts and Recreation - Tourism	No Response – Pending EA	
Tourism, Culture, Arts and Recreation - Parks	Approved	
Service NL	Will Provide Comments via EA	Asphalt Plant Permitting
Transportation and Infrastructure	Approved	Access Road Under City Jurisdiction
Department of Fisheries and Oceans Canada	No Response	
Fisheries, Forestry and Agriculture - Forestry	Approved	Operating Permit & Commercial Cutting Permit
Fisheries, Forestry and Agriculture - Crown Lands	Waiting for Approval	License to Occupy Application in Referrals
Fisheries, Forestry and Agriculture - Land Management	Conditional Approved	
Fisheries, Forestry and Agriculture - Wildlife	Conditional Approval	

6.0 SCHEDULE

The proposed schedule for this project is as follows:

Submission of Registration Document	February 2022
Review of Submission Document by Government	April 2022
Commencement of Construction and Operations	May 2022

7.0 FUNDING

Funding for the construction and operation of project will be provided entirely by the proponent.

8.0 LIMITATIONS

This environmental registration document was prepared by NCD Consulting Ltd. in consultation with Parsons Paving Ltd. for their use under the terms defined in a written contract between the two parties. The information included in this document was provided by the client and relates to the scope of this project exclusively. NCD Consulting Ltd. has worked with the client and utilized NCD's combined extensive knowledge in quarry development and potential environment related concerns to, as accurately as possible and with the information available, layout the development of the site in a safe and environmentally sustainable manner.

Name: Mr. Neil Parsons
Position: President
Parsons Paving Ltd.

Feb 7 2022
Date