

Burnt Lake Cabin Access-road Application.

Proponent: David Noel

Address: 293 Grenfell Heights, Grand Falls-Windsor, NL

CEO/Principal Contact. David Noel

The Undertaking: Burnt Lake Cabin Access-road construction

Application Number: 152703

File Reference # 2017670

Description/Rationale:

The purpose of this undertaking is to create a new, alternate route to access two cabins on the lower steady area of Burnt lake. Burnt lake is a long water body in the Sunday Pond area off of the Bay D'Esquire Highway in central NL. The area in which mine and my neighbour's cabin are found was once a busy logging campground with all of necessary road access. Over the past decade the present road has deteriorated considerably and last fall, during Hurricane Mathew, the bridge that crossed the brook was washed away. At present the only access to the cabins is by crossing the brook which, in my opinion, is very unsafe for us as cabin owners. Additionally, crossing the brook would incur significant negative impact on the native trout populations as the former bridge was over what is known to be an area where the trout come to spawn each fall. I do not wish to negatively impact this spawning as Burnt Lake is known to hold some very healthy trout populations.

The applied for access road will basically cut a swath through an area of timber that bisects a larger boggy area behind the two cabins and reaches the present Sunday Pond resource road. It should be noted that a former logging road still exists behind the cabins, albeit the road has grown in over the last twenty five years, and that the proponent would like to connect the proposed access road with this existing road. I've walked the former logging road and believe the road-base is still in great shape. The only requirements to upgrade the road for future use would be to cut back the large alders and some softwood/hardwood trees that have grown into the road. Minimal environmental impact would result from the remediation of this road.

Construction:

Construction of the new access road would involve the cutting of trees to provide a through-fare and the placement of some granular material to allow vehicular traffic. The trees to be cut include Balsom fir, Black and White spruce as well as some White Birch and Alder.

The new road construction will encompass tree harvesting and root removal. Subsequent to this will be the placement of granular material suitable for vehicle traffic and water percolation. There should be, as far as all surveys to this point indicate, no need to cut and fill(corduroy) any of this road as the base is stable. As well, the proponent estimates the need to utilize three (3) culverts to replace those presently in place but in need of replacement. One new culvert will be installed at the beginning of the new road to allow for natural water flow parallel with Sunday Pond road. Appendix 4 shows the placement of the needed culvert in the existing roadway. It appears that ATV traffic has created a water vent and a culvert will be needed to repair the road. As well, I assume that all side roads would require the installation of a culvert to prevent any backing up of water.

The proponent is quite capable of cutting and creating the road but is quite open to having a commercial harvester hired if the wood is of sufficient quantity and desire. This construction would commence in May of 2018. The only potential pollutants would be possible fuel spillage during equipment fill-up. The proponent would have on site a waste material/hazardous material clean up kit. Fire suppression equipment would also be on-site.

The construction would involve the use of some heavy equipment for a weekend. I would use two excavators to clear the roadway of stumps and then haul in some granular material with dump truck. This granular material would then be spread using a rubber-tire backhoe.

It should be noted that the existing road is approximately 1100m long and roughly 8 meters in width while the new road will be approximately 590 meters in length and 5 meters in width.

Operation:

The purpose of the road remediation and new construction is to serve as an access road to the two cabins situated on Sunday Lake steadies. Myself and the other cabin owner will be the ones to use the road though the proponent is prepared to fund the project.

The vehicles that will utilize the road will be personal pickup trucks and, on occasion, heavy equipment such as a dump truck and rubber tire backhoe when and if repairs/maintenance is needed.

The proponent foresees the use of the road to year-round other than when Sunday Pond road is groomed for snowmobile use. Other than that cabin use will be whenever time permits.

The maintenance of the road will be done by the proponent and will basically involve the cutting of alders and the levelling of any depressions that may be created over time. Again, the proponent has access to sufficient Class-A which may be used to 'top' the road when needed.

There is no present decommission date as this cabin and road will be granted to the proponent's son who is quite capable of assuming responsibility for the upkeep of the property and road.

Attached are maps showing the proposed access road in relation to location in NI and central NI in particular.

Appendix 1: Road location in relation to NI as a whole.

Appendix 2: Road location in relation to central NL.

Appendix 3: Close up of new road and existing road.

Appendix 4: General area with culvert install outlined in red

Funding:

The proponent would be responsible for funding this entire operation.

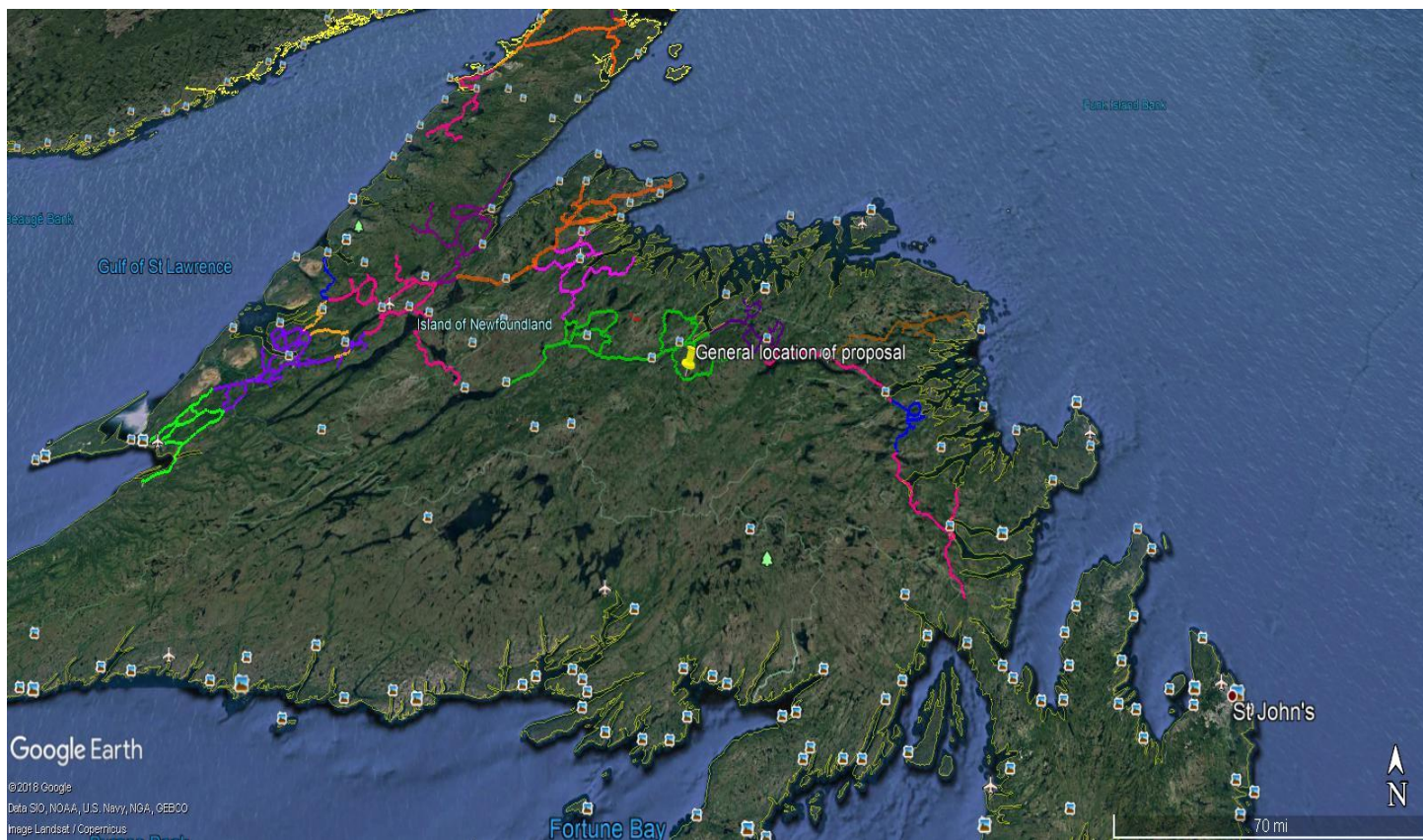
Date: January 30/2018

David M. Noel, Proponent.

David Noel

Appendix 1:

Here is a map of NI showing the location of the proposal.



Appendix 2:

Here is a general map of the location of the proposed work:



Appendix 3:

Here is a picture of the scope of the work including the road to be repaired and the new road to be built.



Appendix 4: General Area with culvert install outlined in Red.

