

MAY 21, 2020



Girl Guides  
of Canada  
Guides  
du Canada

# ENVIRONMENTAL ASSESSMENT REGISTRATION DOCUMENT

GIRL GUIDES OF CANADA – PINCHGUT LAKE PROPERTY

GEOFFERY PARK  
MARINE CONTRACTORS INC.  
PO Box 640, 4 White Lakes Road, Corner Brook, NL, A2H 6G1

## Environmental Assessment

### Pinchgut Lake (West) Cabin Area – New Road Construction

#### Name of the Undertaking:

Construct a new access road approximately 470m long from existing Gull Pond road along Southwest side of Pinchgut Lake to existing private properties.

#### Proponent:

- (i) Girl Guides of Canada (GGC)
- (ii) 63 Roosevelt Ave., St. John's, NL, A1A 0E3
- (iii) Newfoundland Commissioner: Brandi O'Keefe
- (iv) Principal contact person:  
Name: **Geoffery Park**  
Official Title: **Civil Engineering Technologist**  
Address: **PO Box 640, 4 White Lakes Road, Corner Brook, NL, A2H 6G1**  
Office: **(709) 639-2330**  
Cell: **(709) 640-2175**  
Email: **gpark@marinecontractors.ca**

#### The Undertaking:

- (i) Nature of the Undertaking: GGC is in the process of constructing a new camp/lodge facility on their private property. The current access route is poorly constructed and located within the GGC private property. Another adjacent property owner is also utilizing the existing access road to access that property. See attached Figures 1-5
- (II) Purpose/Rational/Need for the Undertaking: Access to adjacent private property should not be via private property. Proposed new road will travel to the south of the GGC property and connect to the adjacent private property, thereby providing access to both properties.

#### Description of the Undertaking:

Geographical Location: An existing cabin area located on the west end of Pinchgut Lake. The new access road will service two existing private properties. The new road will be 470m long and the easement will be 15m wide. A portion of the road will be located within an existing Newfoundland Power easement. The new road will leave the existing Gull Pond woods access road at a point 121m from Pinchgut Brook, a scheduled salmon river. The new access road will be 55m further away from Pinchgut Brook than the existing access road. The new road will be set back from Pinchgut Lake high water mark on average by 98m. See attached Figures 3 for exit point from Gull Pond Road. Figures 7 & 8 show small existing stream to be crossed.

- (i) Physical Features: Preparation of the 15m easement will consist of clearing and grubbing of the existing forested area. The already cleared existing Newfoundland Power corridor would account for approximately 11% of the new road footprint. Grubbing material will be used to reinstate the roadside. Large stumps will be removed from site and dumped at an approved site. There will be one culvert crossing required as the road crosses a small stream.
- (ii) Construction: Construction of the new road will begin when all approvals are received. The first phase of construction will be survey of center line and clearing of brush. Any merchantable timber will be salvaged, all smaller sized material will be mulched on site. A shallow layer of organics will be grubbed off and moved to the side of the easement for eventual reinstatement after road is constructed. The road will be constructed using on site material and imported rockfill as required (see Figure 5 for proposed road profile and Figure 4 for road cross section and layout). Road will be topped using a 150mm layer of 50mm crushed stone and a 100mm layer of 20mm stone. 2 450mm diameter HDPE culverts will be installed at the crossing of any existing stream (existing access road uses 300mm and 450mm sized culverts). Culvert will be installed as per Chapter 5 – Environment Guidelines for Culverts from the Department of Municipal Affairs and Environment: Water Resources Management Division. 1 in 25 Year return periods were utilized for the sizing of the stream culverts. Refer to Appendix B for calculations.
- (iii) Operation: The new access road will be a permanent installation. The road will provide access to two existing private property owners.
- (iv) Occupations: The number of crew on site will vary during the project but will generally be between three and five crew. Equipment will include two 20t excavators, two dump trucks, a 5t dozer, and a 10t roller. The duration of construction would be approximately ten days.
- (v) Project Related documents: As referenced above.

Approval of the Undertaking:

The following approvals have already been obtained for the project:

Crown Lands

Government Services

Corner Brook Pulp and Paper

DFO

Approvals are required by:

Newfoundland Power

Department of Environment

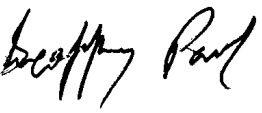
Schedule:

Construction of the new access road would begin as soon as all approvals are in place. Construction is expected to take ten days.

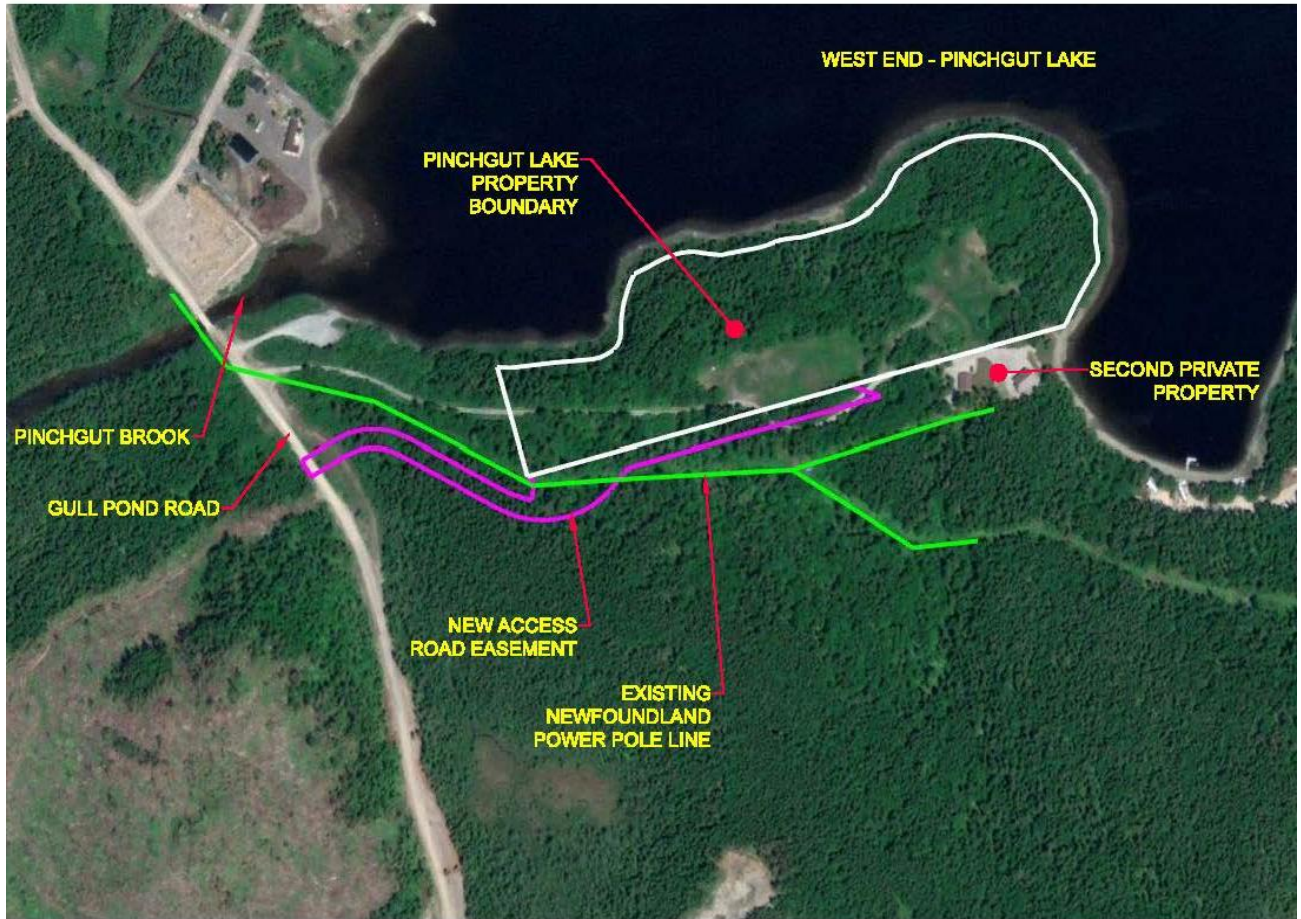
Funding:

The construction of the new access road will be funded by Marine Contractors as part of a cost share agreement to develop the private land owned by Girl Guides.



Date: May 21, 2020

Signature: 

**Appendix A**  
**Maps & Pictures**



**Legend:**

-  **New Road Easement**
-  **Newfoundland Power Pole Line Easement**

**Figure 1: Existing Newfoundland Power Pole Line and Proposed Access**

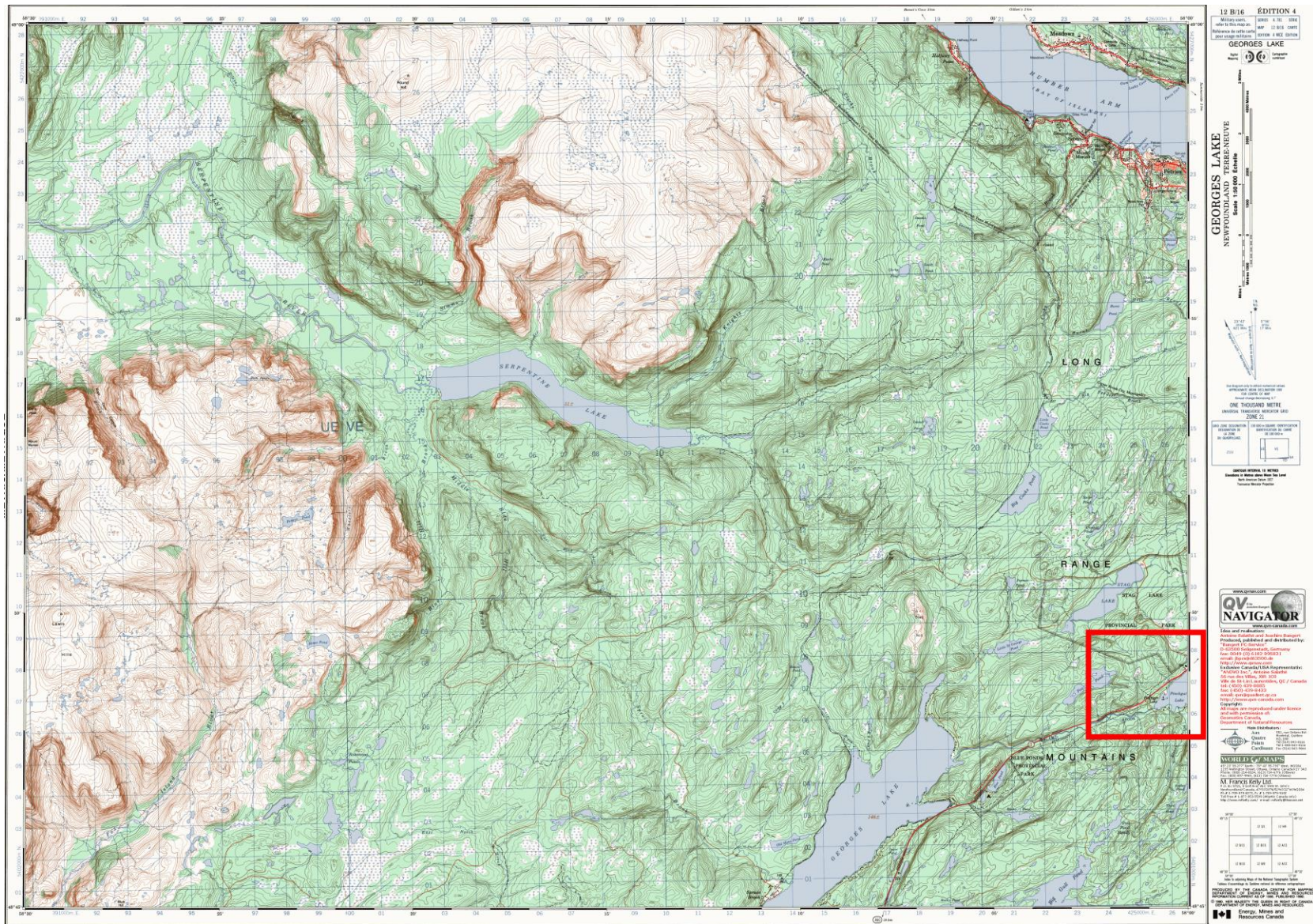


Figure 2: 1:50000 Topo Map Location (Map 12 B/16)

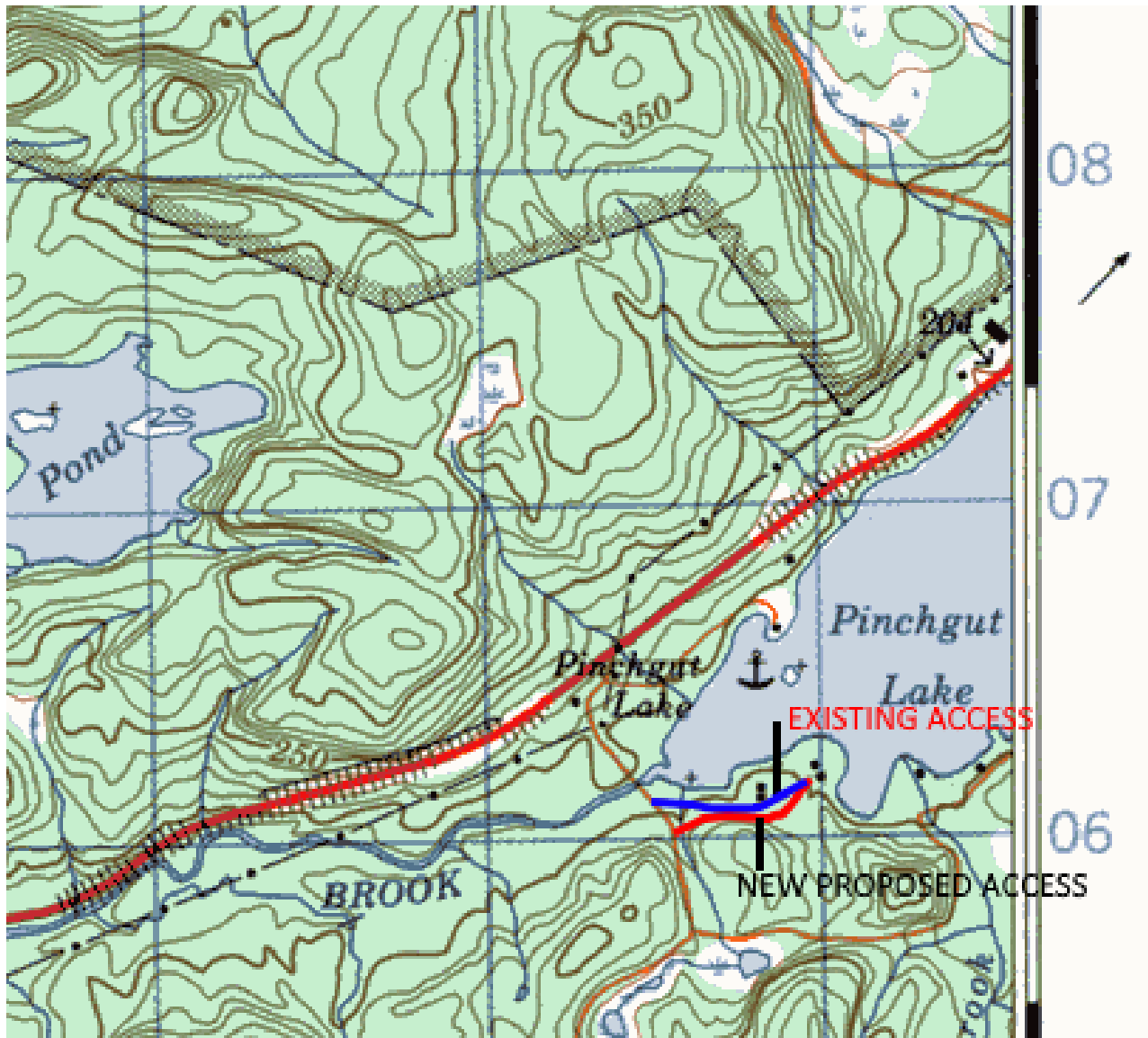


Figure 3: 1:50000 Crop of Project Area (Map 12 B/16)





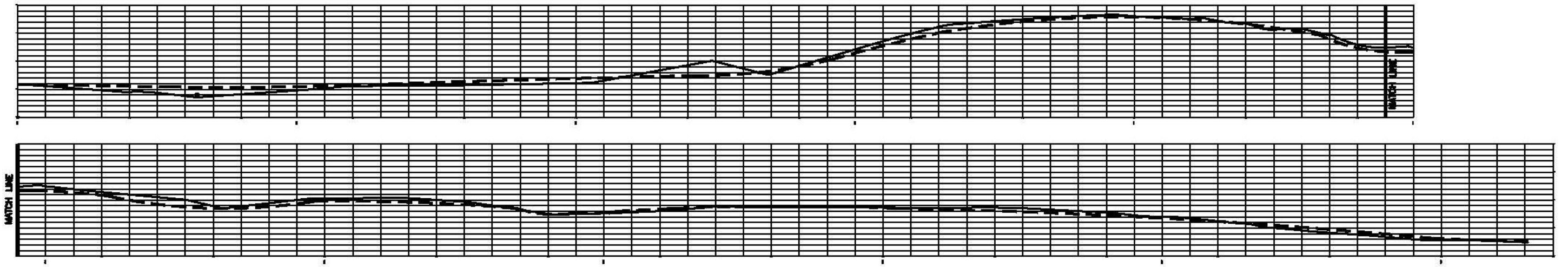


Figure 5: Proposed Road Profile



**Figure 6: Existing Conditions at Proposed Access Point**



**Figure 7: Existing Brook at Proposed Culvert Location**



**Figure 8: Existing 300mm and 450mm Culverts**

## **Appendix B**

### **Permit for Alterations to a Body of Water**

## Schedule A - Culvert

### Project Description (Please complete one Schedule for each crossing)

#### Location

Site Name/No/Civic Address: Pinchgut Lake Girl Guides - Gull Pond Road

Please mark location on a copy of a topographic map (preferably at 1:50,000 scale) or Google Earth Image and include as a separate attachment with the application.

If including a 1:50,000 Topographic Map, Please Provide:

Map No: \_\_\_\_\_

Or, UTM Coordinates:

N 5406290.15 E 425623.29 NAD 83 ZONE 21

#### Design

##### Drainage Area Profile:

Drainage Area: 0.20 km<sup>2</sup>

Main Channel Length: .275 km

Slope of Drainage Area: 0-7% %

##### Drainage Area Classification:

Forest: 97.5 %

Barren: 0 %

Wetland: 2.5 %

Urban: 0 %

##### Hydrologic Details:

Return Period: 1: 25 years

Estimation Method:  Rational  TR55  RFFA  Other \_\_\_\_\_

Maximum Flow: 0.254 m<sup>3</sup>/s Design Flow: .874 m<sup>3</sup>/s

##### Description of Estimation:

Please show calculation(s) below or attach separate sheets, if required.

Max:	Design Per 450mm Pipe:
Q=CIA	$Q=1/n \cdot A \cdot (R^{2/3}) \cdot (S^{1/2})$
C=.15	N=.012 (HDPE)
I=31.31mm/hr - Stephenville IDF	A=.15909m <sup>2</sup>
A=196348m <sup>2</sup>	R=.1125m
Q=.254m <sup>3</sup> /s	S=.02
	Q=.437m <sup>3</sup> /s Per Pipe

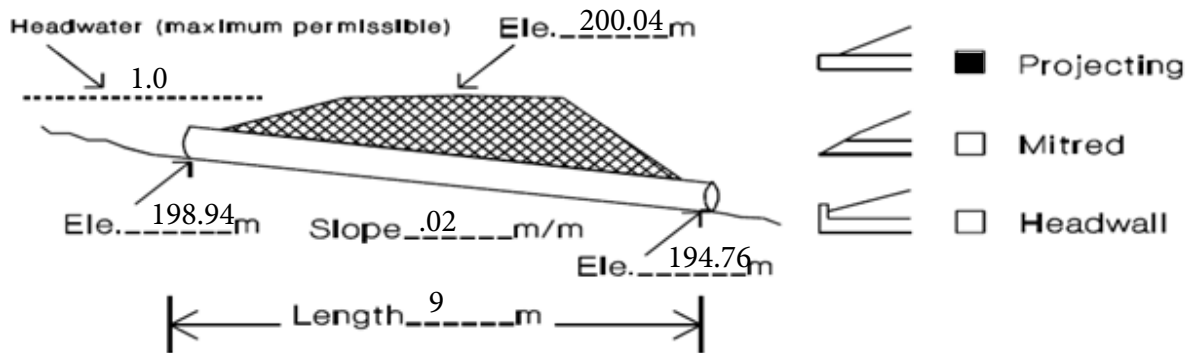
## Design (cont'd)

Culvert Shape:  Round     Pipe-arch     Other \_\_\_\_\_  
 Culvert Material:  Steel     Concrete     Aluminum     Other HDPE  
 Headwall Type:  Concrete     Wood     Rip-rap     Other \_\_\_\_\_  
 Number of Pipes: 2    Length: 9 metres  
 Width: 450 mm    Height: \_\_\_\_\_ mm (for arch-pipe)  
 Diameter: 450 mm (for round pipe)  
 Max Velocity: 2.75 m/s    Min Velocity: .04 m/s

**If the undertaking involves replacing an existing culvert, please provide dimensions of existing culvert and reasoning behind the replacement (undersized, collapse, etc.):** \_\_\_\_\_

Existing 300mm and 450mm CSP culverts downstream from new installation 50m. Existing roadway on private property and to be relocated to new access point.

**Complete the diagram below and check inlet/outlet type:**



## Construction

Equipment to be used: One 20t Excavator, One 10t Roller, One 100mm Pump

Proposed dewatering method: Pump downstream during installation

Briefly describe how erosion control and stabilization will be carried out:

3 Runs of silt fence to be installed prior to construction. Rock check dams above to prevent fish from entering construction zone and to filter any overflow. After construction silt fence and check dam to be removed

Briefly describe how site restoration will be carried out:

Suitable material on site to be reused. Rock Rip-Rap to be used on upstream side of road .  
Any disturbances to surround area will be restored to initial condition.

Technical guidelines, departmental policies and application forms are available at:

<http://www.env.gov.nl.ca/env/waterres/regulations/appforms/index.html>