

Department of Transportation and Infrastructure

Greenspond Quarry Extension

Environmental Assessment Registration

Submitted to:

Minister of Environment, Conservation and Climate Change

P.O. Box 8700

St. John's NL A1B 4J6

Attention: Director of Environmental Assessment

September 2026

Table of Contents

1.	Nature of the Undertaking	4
2.	Proponent	4
	2.1 Name of Corporate Body.....	4
	2.2 Address	4
	2.3 Minister	4
	2.4 Principal Contact Persons.....	4
3.	The Undertaking	5
	3.1 Name of the Undertaking	5
	3.2 Purpose/Rationale/Need for the Undertaking	5
4.	Description of the Undertaking	6
	4.1 Geographical Location.....	6
	4.2 Physical Features	8
	4.3 Construction.....	10
	4.4 Operation	11
	4.4.1 Potential Sources of Pollutants	12
	4.4.1.1 Fuel	12
	4.4.1.2 Air and Noise	12
	4.4.1.3 Garbage Disposal	12
	4.4.1.4 Runoff	12
	4.4.2 Potential Resource Conflicts.....	12
	4.4.3 Viewscape concerns	13
	4.5 Occupations	13
5.	Approval of Undertaking.....	14
6.	Schedule	15
7.	Capital Cost and Funding.....	15

List of Figures

Figure 1: Location map of proposed project.	7
Figure 2: Proposed quarry area as shown on NTS map sheet 2F/04.	8
Figure 3: Proposed quarry location with nearby land uses.	9
Figure 4: Location of site with setbacks to waterbodies.	10

List of Tables

Table 1: List of approvals required permits from provincial agencies.	14
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1. Name of the Undertaking

Greenspond Quarry Extension

2. Proponent

2.1 Name of Corporate Body

Department of Transportation and Infrastructure
Government of Newfoundland and Labrador

2.2 Address

Department of Transportation and Infrastructure
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2.3 Minister

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2.4 Principal Contact Persons

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3. The Undertaking

3.1 Nature of the Undertaking

The proposed project involves the extension of the existing bedrock quarry permitted to the Department of Transportation and Infrastructure (TI) (Mineral Lands file number 7116682). The existing site has served as a source of amour stone aggregate for provincial infrastructure projects for the past number of years, supporting coastal causeway improvement and shoreline stabilization projects throughout the region.

3.2 Purpose/Rationale/Need for the Undertaking

Quarry materials are non-renewable resources that are critical to the development and maintenance of infrastructure throughout the province. The quality of these materials is crucial to the longevity of infrastructure such as roads, bridges and causeways. Using inadequate quarry materials may lead to premature deterioration of infrastructure, thereby reducing the planned life-cycle and increasing maintenance requirements. This can ultimately impact costs incurred by the province through more frequent procurement requirements to repair and maintain infrastructure.

The Department of Transportation and Infrastructure and the Mineral Lands Division of the Department of Energy and Mines are committed to acquiring and maintaining Crown quarry sites throughout the province to facilitate TI's infrastructure projects. Securing access to quarry materials that have physical properties suitable to produce aggregate products required for infrastructure projects such as amour stone for shore stabilization projects, improvement to causeways, along with granular and hot mix paving aggregates will reduce the risk of bidding contractors by having quarries available once a contract is awarded.

The bedrock in the Greenspond quarry area has been in use to support road construction and maintenance projects within the region since the early 2000's. Bedrock in this area is in high demand for use as aggregate due to its physical properties, which meet the engineering specifications required for amour stone.

The proposed 11-hectare expansion to the quarry allows continuation of quarry resource extraction by expanding access to additional rock outside the existing permitted area. It is anticipated that this expanded quarry is sufficient to sustain TI for the next 20 years in this region. While quarry tenure would be issued to TI, TI will require its agents to obtain subordinate quarry permits issued to them by the Department of Energy and Mines (EM).

This project would be a source of quarry material to support provincial road construction and maintenance contracts awarded by TI. This project is required to be registered with

Environmental Assessment as required under section 33(3) and 52 of the Environmental Assessment Regulations, 2003.

4. Description of the Undertaking

4.1 Geographical Location

The proposed quarry is located on the northeast coast of the Island of Newfoundland in Bonavista Bay (Figure 1 and Figure 2). The 11-hectare proposed extension would combine with the existing 2.74 ha site for a total permitted area of 14 ha. The quarry is located approximately 2 km west of the community of Greenspond along route 320-33 (WGS 84 Zone 22U 309672 m E 5438751 m N) (Figure 2). The site is located outside the jurisdiction of any municipality.

The project is located adjacent to an existing authorized quarry;

- Department of Transportation and Infrastructure 2.74 ha quarry permit (File number 7116682)

The project can be accessed by taking the exit for Route 320 (Road to the Shore) from the Trans-Canada and travelling approximately 60 km northeast of the community of Gambo before turning on to Route 320-33 to access Greenspond (Figure 1).

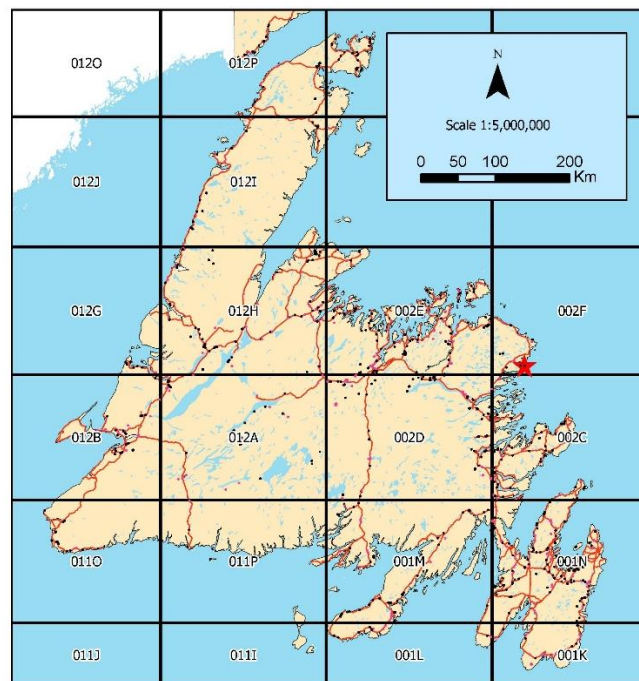


Figure 1: Location map of proposed project.

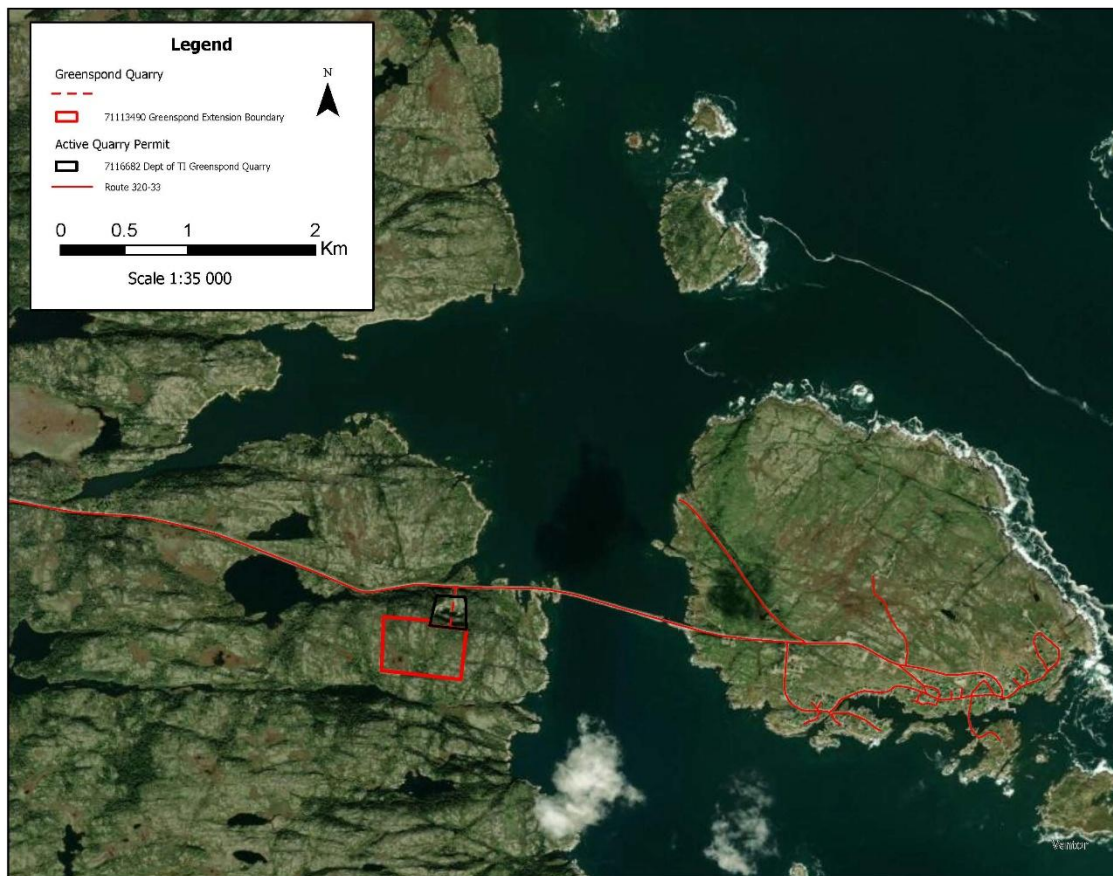


Figure 2: Project area as shown on NTS map sheet 2F/04.

4.2 Physical Features

Located on the northeast coast of the Island of Newfoundland, the project lies within Bonavista Bay and the Eastern Hyper-Oceanic Barrens ecoregion. This region is characterized by flat, to gently rolling topography that ranges in elevation from sea level to 200 m. The cold rocky coastlines hosts stunted scattered areas of balsam fir (tuckamore) and is otherwise characterized by open barrens and bogs including extensive carpets of heath moss. Blanket and plateau bogs are common where drainage is poor. The proximity of the ocean affects the climate seen in this ecoregion. Summers are cool, with greater frequency of fog while winters are mild with daytime temperatures often above freezing (<https://www.gov.nl.ca/eccc/files/natural-areas-pdf-island-7-eastern-hyper-oceanic-barrens.pdf>).

The low temperatures within the growing season result in dense carpets of crowberry, lichens and arctic-alpine plants. The barrens are home to a number of fruit species

including bakeapples, partridgeberry and blueberry that are harvested for domestic and foreign markets.

The area is also home to a variety of bird species. Common Murres along with Common and Arctic terns, Razorbills and Atlantic Puffins are part of the Cabot Islands breeding colony northeast of Greenspond. The rough-legged hawk, snowy owl, Savannah sparrow and American pipit are all common bird species found on the barrens.

Mammals inhabiting the region include snowshoe hare, little brown bat, lynx, red squirrel and moose (<https://www.gov.nl.ca/eccc/files/natural-areas-pdf-island-9-strait-of-belle-isle-barrens.pdf>).

Geologically, the Greenspond Quarry is located within two granitic units that include the Cape Freels Granite and the Newport Granite. The bedrock is overlain by a thin vegetation mat and a veneer of till.

Greenspond Quarry is located 173 m east of a protected Shambler's Cove Pond Water Resources Management Area for the community of Greenspond (Figure 3). As shown in Figure 4, appropriate environmental setbacks have been taken into consideration to establish the proposed boundary and access to the site.

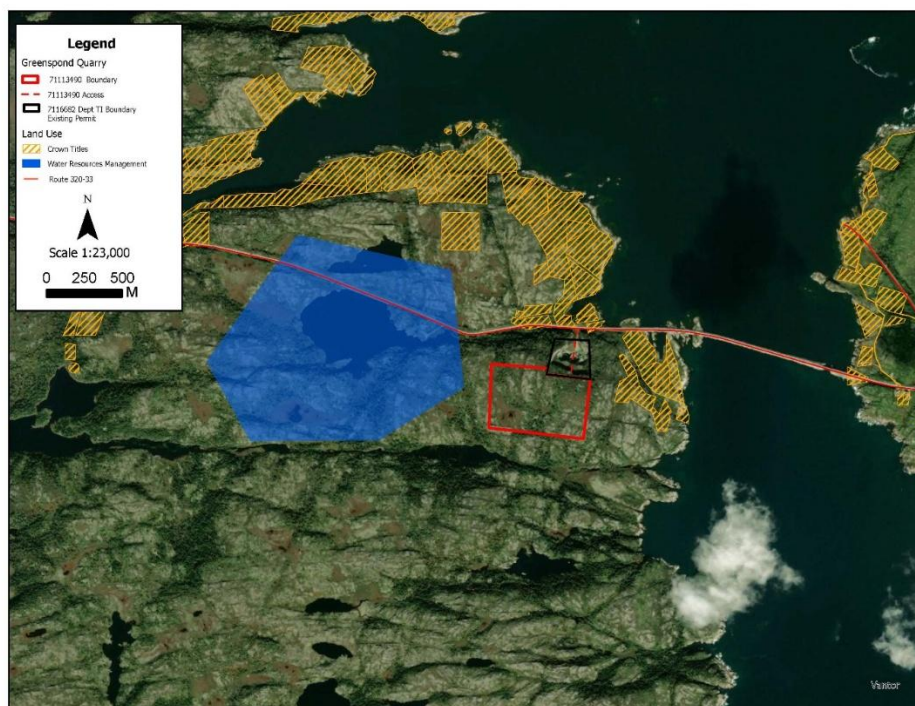


Figure 3: Map of the Greenspond quarry area and nearby land uses.

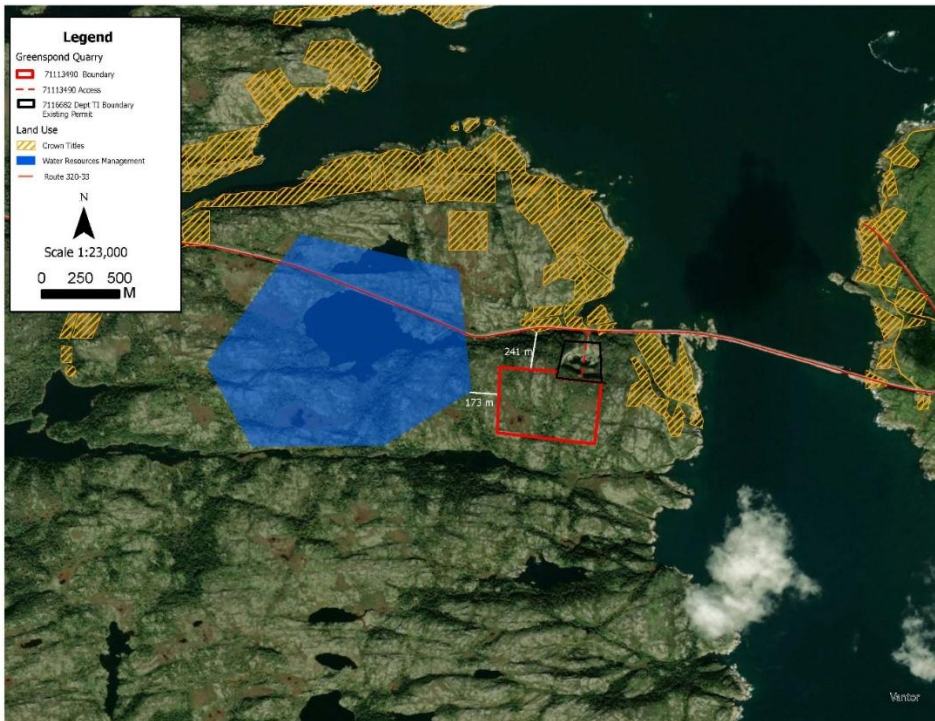


Figure 4: Location of site showing setback distances from Crown Land Titles and from the Water Resource Management Area.

4.3 Construction

The quarry will be accessed from an existing access road off Route 320-33.

As outlined in table 1, prior to development, additional permits and approvals from government agencies will be required. Onus will be on TI or its agents to apply for and obtain all additional permits and approvals. Copies of all permits and approvals are required to be submitted to EM for review before the issuance of a quarry permit to TI and be in place prior to the issuance of a subordinate quarry permit to an agent of TI. Development of the project area will not commence until all permits and approvals are obtained.

TI agents applying for subordinate quarry permits will be required to submit a detailed site plan to TI to coordinate approval of the permit by EM's Mineral Lands Division. Site plans will outline staged phases of excavation showing areas where operations will occur with a volume of material specified, location of stockpiles (quarry materials, overburden, and topsoil), and location of stationary equipment (i.e. crushing equipment etc.). Issuance of quarry tenure to meet contract deadlines will not be approved without an approved site plan. Planned operations will be further developed through the creation of quarry lease plans.

4.4 Operation

While the rights to the quarry will be held by TI, development and operations at the site are anticipated to occur by contractors with awarded government contracts. Requests to access the quarry will be reviewed and managed by TI Geologists with the Mineral Lands Division, and all operations will be inspected routinely to ensure compliance with the Quarry Materials Act and Regulations.

Operations will continue to occur within the existing permitted area and expand progressively to the south and west. The existing site will be retained under permit, and the area once depleted of quarry resource will be used for processing and laydown (e.g., screening and stockpiling of material). Areas not required for laydown will be progressively rehabilitated.

Most of the quarry area has been cleared of overburden from historical operations at the site, but there are local areas that have not previously been excavated. In these areas, operations will include the clearing of overburden material to expose any underlying surficial materials. Topsoil and grubbing will be cleared and stockpiled for progressive and final rehabilitation of the quarry.

The processing of materials extracted from the quarry will include drilling and blasting, pit run-removal, and stockpiling quarry materials using various types of equipment such as excavators, and front-end loaders. Other associated equipment may include portable asphalt plants if authorized by the Department of Government Services. Various sizes of dump trucks will be used for transportation to the project location.

The frequency of drilling and blasting will depend on the length of the project and the amount of material required. Activity at the site is anticipated to be periodic and within the construction season, which typically extends from April to November annually.

The life expectancy of the quarry is anticipated to be 20 years, but this estimate is dependent on the demand for quarry materials in the region and the volume of aggregate available from other sources. Operations will be conducted in a logical, staged sequence and in accordance with development plans reviewed and approved by TI Geologists. While the annual production may vary from year to year, it's anticipated to be less than 100,000 cubic metres per year.

4.4.1 Potential Sources of Pollutants

4.4.1.1 Fuel

Any required fuel caches will be registered with the Department of Government Services. In the event of a spill, immediate action will be taken to ensure the spill is contained and does

not enter any waterbodies (i.e. create a catchment ditch and berm). All spills and leaks will be cleaned up immediately and reported to Government Services for inspection and clearance. Any spills in excess of 70L will be reported to the Environmental Emergencies Line. Storage, handling and disposal of waste oil and fuels will be compliant with the *Used Oil and Used Glycol Control Regulations*.

4.4.1.2 Air and Noise

Equipment will be equipped with emission and noise control devices. Equipment is to be properly maintained to minimize noise and exhaust, and where applicable, subject to certification by Government Services. Any equipment entering the Trans-Canada Highway / Route 1 will be equipped with effective dust-mitigation measures to ensure dust and debris is not tracked onto the highway.

4.4.1.3 Garbage Disposal

All waste generated through quarry operations will be collected and disposed of on a regular basis. The nearest waste management facility is the Indian Bay Transfer Station located in Indian Bay approximately 30 km to the southwest. Access to the site will be restricted to prevent illegal dumping of refuse materials. Onus will be on TI or its agent to remove garbage and or refuse materials if illegal dumping occurs during issuance of quarry tenure.

4.4.1.4 Runoff

There is potential for runoff as the quarry is developed and quarry materials are extracted. As required, sedimentation controls will include ditches to control water in the site, and silt fencing to ensure there is no sedimentation of nearby waterbodies. Prior to issuance of quarry tenure, operators will be required to submit a Site Plan that details surface water drainage to ensure proper measures are in place to ensure runoff from the site is mitigated.

4.4.2 Potential Resource Conflicts

Given the nature of the project site, there is a possibility of the presence or an encounter with wildlife. Development and operations within the project site will operate as outlined in the Wildlife Act and the Migratory Birds Convention Act and Regulations.

During the development of the site, vegetation will not be cleared within:

- i) 800 metres of a bald eagle or osprey nest between March 15 and July 31; 200 meters during the remainder of the year.
- ii) 200 meters of other raptor nests between March 15 and July 31.

No ground disturbance or vegetation clearing is to occur within:

- i) 800 meters of a short-eared owl nest between May 15 and August 15

Locations of raptors nests will be reported to the Wildlife Division.

Current buffer distances between the quarry and nearby waterbodies and wetlands exceed the minimum 30 m required to protect riparian and aquatic species and habitats.

The Greenspond Quarry lies approximately 241 m south and of issued Crown land grants (Figure 4). TI geologists responsible for the quarry will ensure quarry activities are contained within the approved boundary and that the appropriate set-back to Crown titles are maintained.

Access to the site will be restricted to prevent any unauthorized access to the site for recreation and to deter indiscriminate dumping.

4.4.3 Viewscape Concerns

While the existing Greenspond Quarry is visible from the current highway access route, future development can be effectively screened, making the site visibility a minimal concern. Operations will be carried out in a planned development sequence that allows the viewscape to be managed and visual impacts to be minimized.

4.5 Occupations

Although TI is the proponent for this project, TI will not be the sole operator of this site. The permit area would be used by contractors after award of contract to acquire material via a subordinate quarry permit (SQP). Typical occupations involved with the scope of this project include;

- Heavy Equipment Operators (73400)
- Heavy Equipment Mechanics (72401)
- Laborers (75110)
- Site Supervisor (72021)
- OH&S Inspector (22232)

Exact number of required staffing is unknown.

Quarry operations are largely dependent on the work or contracts obtained by the company/individual. As such, the exact schedule of operations would be dependent on the Department of Transportation and Infrastructure for timing of issuance of provincial contracts, which would vary year to year. During busy years, activity at the site may continue provided weather and ground conditions allow (e.g., April – November), while in slower periods, activity may be intermittent or dormant for an entire year or more.

Hiring will be largely dependent on the company or companies that obtain approval to work in the Department's quarry site. Depending on the size of a company's existing workforce and current/upcoming contracts, the project may be operated with the same staff, or new staff may need to be hired. This quarry expansion project would likely not result in the addition of staff, merely the movement of staff and equipment from one work area to another.

5. Approval of Undertaking

Table 1 contains the list of permits, licenses and/or approvals that are required for this project:

Issuing Authority	Permit/Approval Required
Dept. Environment, Conservation and Climate Change – EA Division	Release from EA
Dept. Energy and Mines – Mineral Lands Division	Quarry Permit and Quarry Lease
Dept. Forestry, Agriculture and Lands	Operating and commercial forestry permit

Table 1: List of approvals required permits from provincial agencies.

6. Schedule

Scheduled start of project is dependent on TI's contract award scheduling. It is anticipated that the first phase of development would begin as early as Spring of 2027 with continued phased development as required for future contracts that are tendered and awarded.

7. Capital Cost and Funding

Due to TI's tendering process, the cost of the development of this quarry is largely unknown as the cost is dependent on the type of construction project and operations to occur on site (e.g. pit run removal, screening, etc.) and the location of end product of the quarry materials (i.e. small scale road maintenance vs large scale awarded provincial contracts). Funding for the development and operation of the project would be borne by individual companies and sub-contractors through awarded TI contracts.