



March 12, 2026

Summary

The purpose of this application is to obtain authorization to access an existing road network to reach our registered isolated outfitting lodge located on Glover Island, NL (see Figures 1 and 2). The land is currently utilized by Where Ya Wannabee Outfitting Lodge for non-resident big game outfitting operations, specifically bear and moose hunting.

Due to increasingly low water levels in the adjacent pond, float planes are often unable to land during dry periods in the fall season. This significantly restricts access to the lodge and leaves helicopter access (which is very costly) and/or boat travel as the only alternatives.

Approval of this access route would allow us to reach the lodge by boat and ATV using the existing road network. The route would be used infrequently, with a maximum of five (5) trips per year, primarily to transport supplies, hunters, and harvested game meat.

Where Ya Wannabee Outfitting Lodge is committed to taking all reasonable measures to minimize any ecological or environmental impacts associated with the use of this access route.

Regards,

A handwritten signature in blue ink, appearing to read 'Dave Butt', is written over a horizontal line.

Dave Butt
Where Ya Wannabee Outfitters
P.O Box 147, Corner Brook, NL A2H 6C7
Tel: 709-640-2581
Email: dbutt@toalltech.com



NAME OF UNDERTAKING:

PROPONENT:

- (i) Name of Corporate Body: Where Ya Wannabee Outfitting Lodge
- (ii) Chief Executive Officer:
Terry Smith
- (iii) Name: Dave Butt
Official Title: Director
- (iv) Principal Contact Person for purposes of environmental assessment:
Name: Dave Butt
Official Title: Director

THE UNDERTAKING:

(i) Name of the Undertaking:
Access Route to Road System on Glover Island, NL.

(ii) Purpose/Rationale/Need for the Undertaking:
The purpose of the application is to gain authorization to use an existing access route connecting our isolated hunting cabin to an existing road system on Glover Island, NL (see Figures 1 and 2). The land is currently used by Where Ya Wannabee Outfitting Lodge for non-resident big game outfitting operations (bear and moose hunting). This access route would be used for 5 or fewer trips per year to facilitate the transport of hunted game meat. Due to increasingly low water levels in the adjacent pond, float planes are often unable to land during dry periods in the fall season. This significantly restricts access to the lodge and leaves helicopter access (which is very costly) and/or boat travel as the only alternatives. Currently we use float plane and helicopters to access the island. We currently have 1 ATV and 1 Argo left on the island.

Access Route coordinates and Figures

Access Route coordinates:

Format: NAD_1983_CSRS_UTM_Z0ne_21N (2962)

Approximate start of access route (camp):

450,804.9053901633 5,405,418.3405318860 Meters

Approximate end of access route (at existing road/access route end):

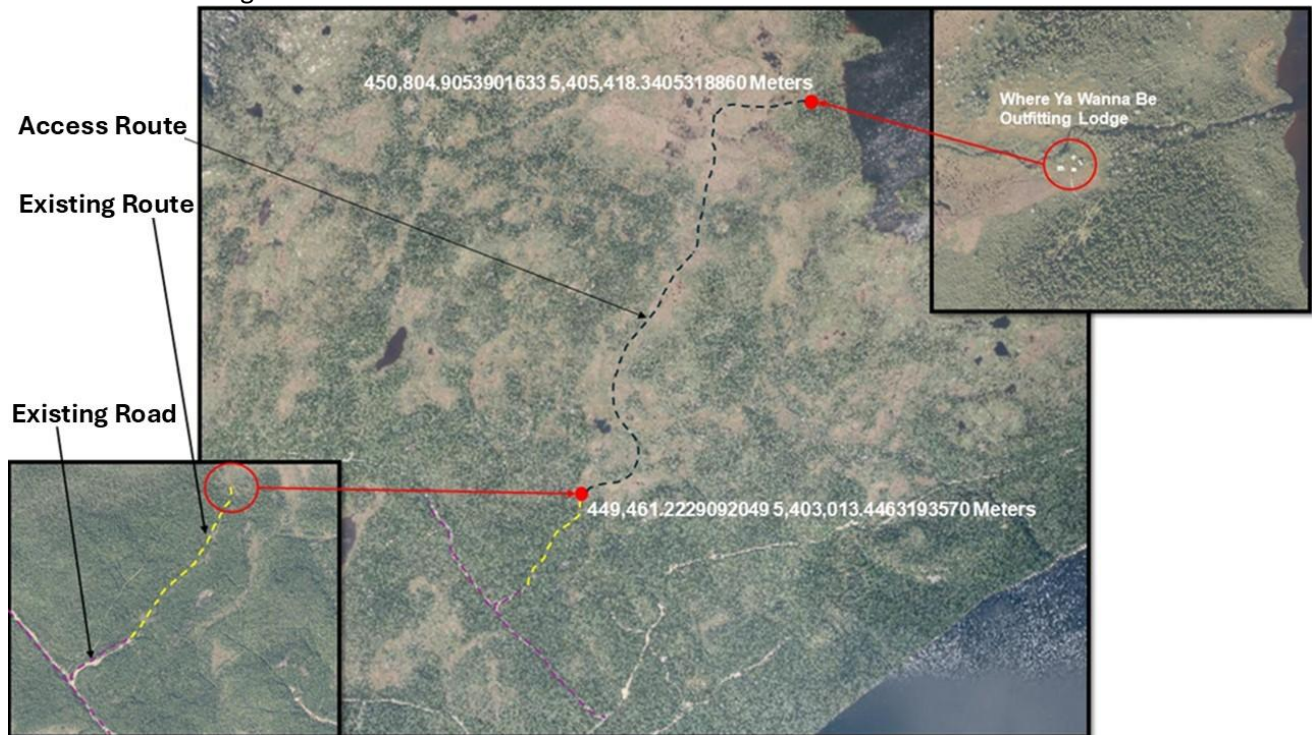
449,461.2229092049 5,403,013.4463193570 Meters



Figure 1. Location of Where Ya Wannabee Outfitting Lodge on Glover Island (Access start point).



Figure 2. Detailed map of Where Ya Wannabee Outfitting Lodge location, approximate existing access route location and existing road.





DESCRIPTION OF THE UNDERTAKING:

(i) Geographical Location:

- The proposed location for the access route is located on Glover Island, NL. The area is dominated by a combination of softwood stands (mainly composed of black spruce situated on moderately to poorly drained soils), unproductive/open stands, deciduous shrubs (alder and willow spp.), ericaceous species, bogs, and streams and ponds.
- Please refer to the attached figures (1 and 2) that indicate:
 - The location of Glover Island and Where Ya Wanna Be Outfitting Lodge in relation to Corner Brook, NL (Figure 1). Where Ya Wanna Be Outfitting Lodge marks the existing access route start point.
 - The location of Where Ya Wannabee Outfitting Lodge, the approximate existing access route location and length, and the existing road network that the proposed access route would connect to (Figure 2).

(ii) Physical Features:

- No construction or cutting would be required to gain access to the road network. This proposal does not include any other scope of work.
- Area to be affected by the undertaking: The existing access point from the cabin to the road network is approximately 3.5 km.
- Artist's conceptual drawing/visual rendering/aerial imagery is not applicable as there is no proposed construction of structures, merely the use of an existing ATV access route that will be infrequently utilized (maximum of 5 trips per year).
 - Physical and biological environments within the area potentially affected by the access route usage: topography, vegetation (coniferous and hardwood tree species, shrubs, etc.), and wildlife species (micro and macrofauna).

(iii) Construction:

- **No construction is required.**
 - There are no potential sources of pollutants during the construction period since the access point to the road network already exists.
 - Resource conflicts are not expected.
 - Proposed measures to mitigate potential adverse environmental effects on receptors and resource/land use conflicts (this includes mitigation measures employed during the use of the access route):
1. Access to the road system will be to a minimum of 15 meters of any lake, pond, seashore or foreshore, or along a river. At all times reasonable attempts will be made to ensure the access to the road system A) is as far away from water bodies or watercourses as possible beyond this 15-meter limit; B) on soils with higher drainage potential (ex. moderately to well drained soils that can potentially be found in close proximity or within tree lines), thereby avoiding



poorly drained areas; C) on as level a surface as possible (i.e. avoid moderate to steep slopes); and D) with as few access route curves/turns as possible, or where curves are necessary, to develop them as gradually as possible.

The objective of these mitigation measures is to maintain ecosystem integrity, health and services and minimize individual and cumulative impacts. Specifically, such an approach will:

- a. Minimize/avoid the degradation of the natural landscape.
- b. Minimize soil erosion and soil compaction (maintain soil and hydraulic function) and associated increased runoff or puddle formation (also see point 2a below). This will minimize the channeling of water into preferential flow paths resulting in rill erosion. Rill erosion can increase soil loss and stream sediment deposition.
- c. Maintain vegetation productivity and growth. For example, care will be taken during access route use to minimize removal of the forest litter layer and root system damage to trees, bushes, and shrubs removal of the forest litter layer. Minimizing soil cover loss (removal of vegetation or forest litter) will minimize soil and wind erosion. Wind erosion can mobilize debris and fine particles when the exposed soil is dry. The deposition and accumulation of mobilized matter can impact plant respiration and photosynthesis, reducing plant productivity, survival, and reproduction.
- d. Avoid impacts to aquatic vegetation and organisms, as well as vegetation and organisms in the immediate vicinity of aquatic ecosystems.
- e. Avoid sedimentation of waterways (minimize stream sediment delivery), which can decrease water quality, aquatic organism habitat quantity and quality and reproductive success.
- f. Avoid impacting/affecting areas of ecological significance (threatened/at risk vegetation and wildlife) and minimize disturbance to wildlife habitat and wildlife behaviour (movement, escape response, reproduction, and physiological state).
- g. Avoid the disruption of the food chain.
- h. Minimize habitat fragmentation.

2. Ensure proper ATV and equipment maintenance and use:

- a. Access to the road network will be used for a maximum of five (5) or fewer trips per year, thereby minimizing environmental effects as outlined in point 1 (a-h) above, as well as physical damage to plants (abrasion, breakage, and height compression).
 - b. When accessing the road network, the ATV will always travel the same route to minimize damage to the adjacent environment (wildlife and vegetation).
 - c. The ATV is equipped are equipped with a spill kit.
 - d. All equipment will be well maintained to prevent the release of gas or engine fluids and breakdowns, and associated contamination.
 - e. Access points that may create gouges, ruts, depressions, or otherwise damage the access route will be avoided.
- Due to the limited small-scale nature of the proposed activities, coupled with the location in a remote area, public and Indigenous consultations were not conducted.



(iv) Operation:

- The access point will be used to gain access to the nearby pre-existing roadway.
- The estimated period of operation would be a 2-week period. This period would generally run between September 15-30 annually.
- Resource conflicts are not expected.
- Due to the limited small-scale nature of the proposed activities, coupled with the location in a remote area, public and Indigenous consultations were not conducted.

(v) Occupations:

- Since the access route already exists, no construction will occur.

(vi) Project Related Documents:

- No project-related documents have been generated by or for the proponent apart from the information and figures found in this document.

APPROVAL OF THE UNDERTAKING:

We are not aware of any permits, licenses, approvals or other forms of authorization required for the proposed undertaking.

SCHEDULE:

No construction is required.

CAPITAL COST AND FUNDING

This project does not depend upon a grant or loan of capital funds from a government agency (federal, provincial or otherwise).

Regards,

Dave Butt
Where Ya Wannabee Outfitters
P.O Box 147, Corner Brook, NL A2H 6C7
Tel: 709-640-2581
Email: dbutt@toalltech.com