

PROPOSED NEW PEAT MOSS QUARRY, SOUTH BRANCH ROAD

Happy Valley-Goose Bay, NL

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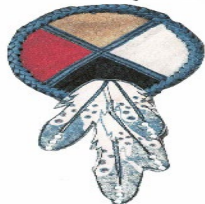
Environmental Assessment

Registration Document

Environmental Protection Act, 2002 and Environmental Assessment Regulations

Prepared By:

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1.0 Introduction

1.1 The Proponent

The proponent is **44980 NFLD Inc. (JJ's Trucking)**. JJ's Trucking is an incorporated company, general contractor based in Happy Valley-Goose Bay, NL. with over fifty (50) years of experience in the local area. The general contractor has completed hundreds of civil related projects, building demolitions, and property restorations. JJ's Trucking also operates an existing peat moss quarry and supplies the local area with quality top soil.



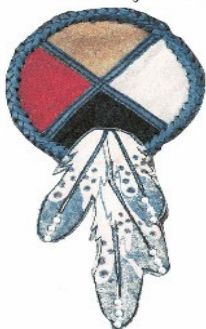
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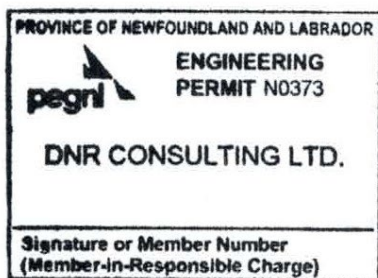


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1.2 The Location

The project is located in close vicinity to a local access road, South Branch, approximately 24 kilometers from the intersection of Hamilton River Road, Town of Happy Valley – Goose Bay, NL/Route 520 along the Trans Labrador Highway (TLH), Route 500 as shown in figure 1 below. The proposed new access road and quarry is approximately 700 meters from the intersection of TLH and South Branch Road.

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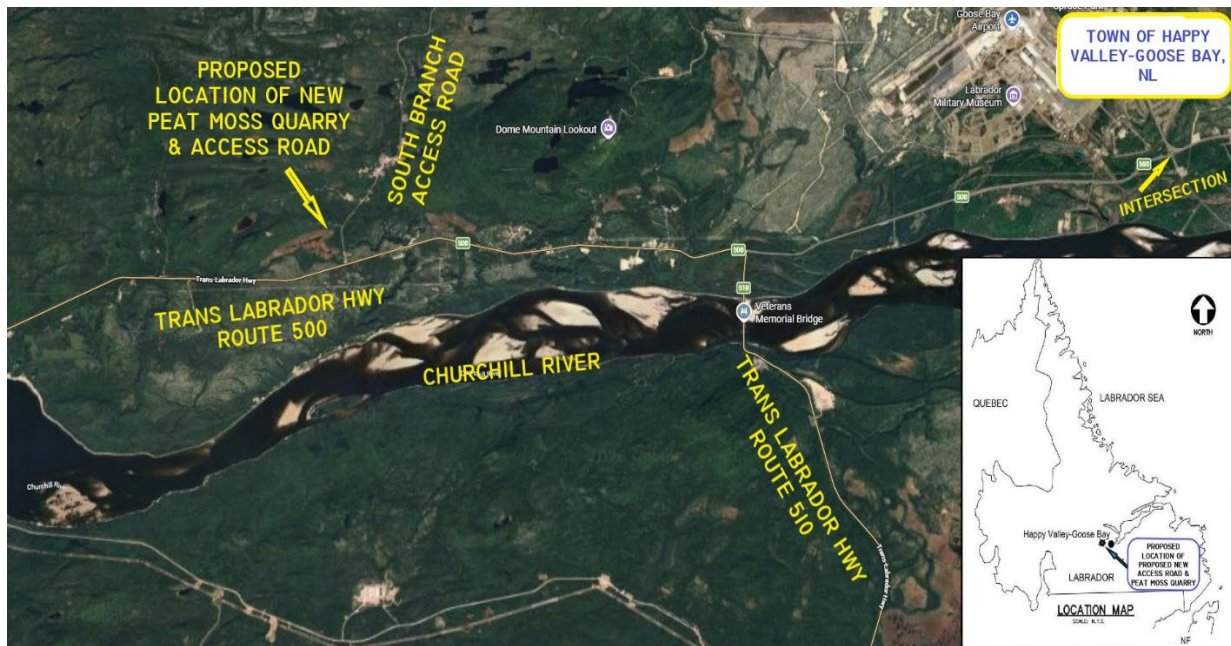


Figure 1 - Project Location

The proposed new access road is shown in figure 2 below.



Figure 2 – Center Line of Proposed New Access Road

The proposed new quarry is shown in figure 3 below.



Figure 3 – Proposed New Peat Moss Quarry

1.3 The Undertaking

JJ's Trucking proposes to construct a new access road and peat moss quarry. The new access road and peat moss quarry will be constructed in conformance with the Government of Canada, Government of NL and Town of Happy Valley-Goose Bay latest requirements and regulations. Other aggregate quarry currently exists in the area. The quarry operation would involve the excavation of peat moss, screening, stockpiling, loading and transporting top soil.

1.4 The Purpose/Rationale/Need

The existing peat moss quarry, owned and operated by 44980 NFLD Inc., is in its last year of operation and with the extraction of peat moss nearing completion. The contractor currently has existing contracts to supply and deliver topsoil and foresee a real potential over the next ten (10) years to continue its business. With new residential and commercial developments in the area increasing, and the latest

news of the military base (5 Wing Goose Bay) expanding/improving its operations, the need to supply and deliver topsoil will be critical for area. Also, demolition project and property restorations will only increase the demand for topsoil.

2.0 Existing Site Conditions

2.1 Access Roads

The existing South Branch access road is a seasonal two-way graveled surfaced road that is utilized by many contractors and numerous cabin owners. It has been in existence for over fifty (50) years and starts at the TLH and continues to Route 520, North West River/Sheshatshiu road. It has numerous side roads and generally rises in elevation from TLH to higher mountain/plateau elevations. Grey Rock Inc., General contractor, owns and operates a major quarry, approximately 1.85km from the TLH intersection as shown in the figure 4 below.



Figure 4 - Existing Grey Rock Quarry

This section of the main access road is well maintained and in good condition. See figure 5 below and photographs in the Appendices. The remaining sections of the South Branch access road and its side roads vary in condition.



Figure 5 - South Branch Access Road

2.2 Surface Features

The surface features as shown in figure 5 above consist of wetland areas, forest, and the main access road. There are no major rivers and/or streams in the area. The wetland area consists mostly of boggy marsh and shallow ponds in the lower sections. The forest consists mostly consist of spruce and fir species with scatter birch, maple, and alders.

2.3 Soils

The soils in this area are typical for historic river deltas with thin layer (150mm to 305mm) of organic, gravels, sand, and silt. However, being approximately 30 kms from sea level there is more gravels, cobbles and scatter bolder. See photographs in Appendix A. The wetland area has a much thicker organic layer, estimated from the site investigation to be approximately 1 meter thick.

2.4 Drainage Flow Patterns

The main access road and the side road are higher in elevation than the wetland area, estimated to be approximately 6 meters in difference. The natural flow of water is away from the two (2) roads in a South to South-West direction, towards



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Figure 6 - Upper Wetland/Watershed Area

the wetland and ponds. Figure 6 above and Figure 7 below show blue arrows indicating the water flow patterns.



Figure 7 - Lower Wetland/Watershed Area

2.5 Wildlife

The typical wildlife for this area would consist of moose, black bears, fox, rabbits, squirrels, must rats, and variety of small varmints. There would also be ducks, geese and variety of small birds.

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3.0 Construction and Operation Activities

3.1 Road Access

A new gravel access road would be constructed on the side road approximately 50 meters from the intersection. It would construct on an angle to follow the contours of the incline and balance the required cuts and fills. Typical road section is shown in figure 8 below.

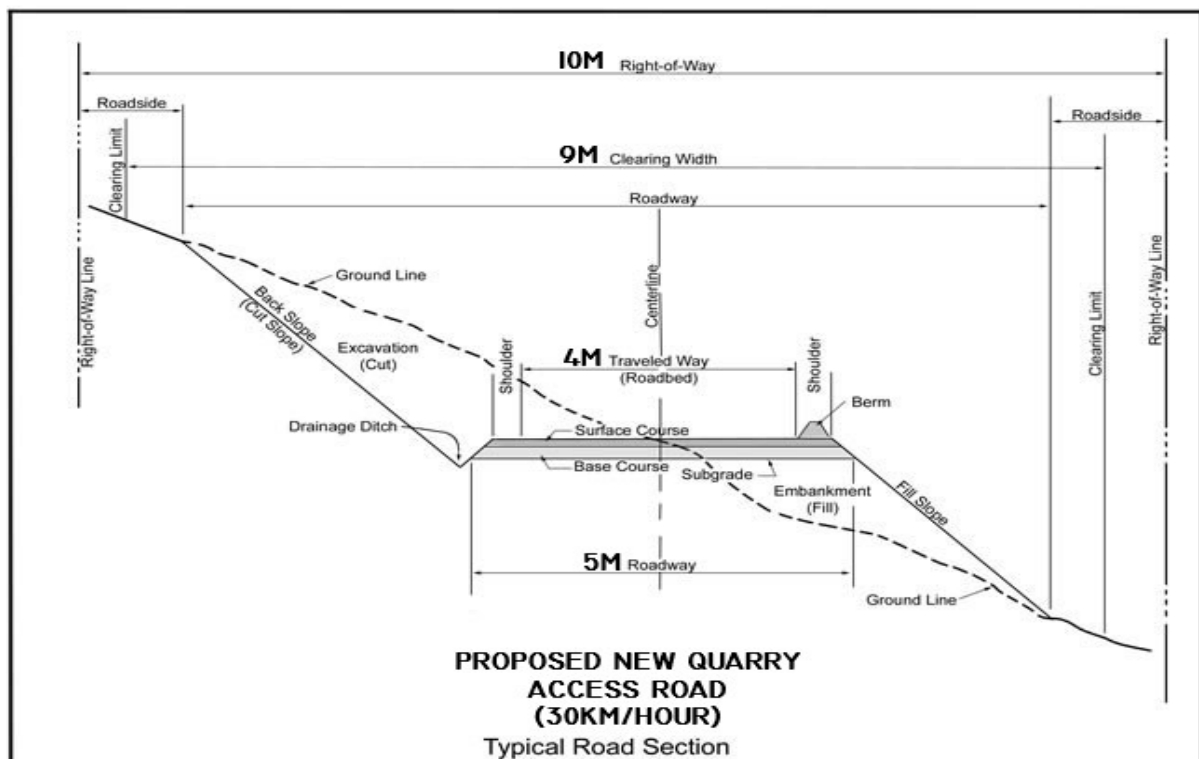


Figure 8 - Typical Road Section

The new road would be approximately 150 meters long with a four (4) percent slope. It would have a four (4) meter driving surface, restricted to a 30 km/hour speed limit, and the end of the road would be in the top north-east corner of the proposed new quarry. The following construction work will basically consist of:

- Cutting and removing trees
- Clearing & grubbing
- Excavation and backfilling
- New culvert at the intersection
- Ditching on the north side to provide runoff towards the quarry and corresponding wetlands.

3.2 Quarry Development

The quarry construction work will commence at the north-east corner and proceed in a north west and south-west direction at the existing tree line. This will match the natural drainage pattern allowing surface and ground water to flow into the wetland and ponds. The construction work will basically consist of the following:

- Clearing and Grubbing
- Excavation of organic layer, estimated at one (1) meter
- Ditching on north perimeter and continuing around excavation
- Construction of sump pits and silt screens/dams
- Grubbing materials to utilized on end of ditching for filters
- Screening and stock-piling topsoil.

With respect to potential resource conflicts, the proposed quarry is not located within any known mineral claims, active mines, cabins, or licensed forestry areas. No conflicts with hunting, fishing, or traditional land use are anticipated.

The occupations involved with the construction and operations during peak operations is expected to employ approximately four (4) to six (6) workers, as follows:

- 1 Foreperson, Supervisor (72021)
- 1-2 Operators (73400)
- 2-3 Trucking Personnel (73300)

3.3 Quarry Operations

The quarry will operate seasonally, in daylight hours, with estimated topsoil yields of approximately 3600 cubic meters. Approximate life of the quarry is estimated at ten (10) years. A buffer zone of thirty (30) meters will always be maintained between quarry limits, shown on figure 3, and wetland/pond high water levels.

4.0 Environmental Safeguards & Mitigation Measures

The environmental/public safeguards and mitigation measures are as follows:

1. There will be noise generated from the heavy equipment operations, but the proposed site is away from the town, cabins, and any public gatherings. Noise is not expected to result in any significant impacts.
2. Dust will be generated from the vehicle traffic on unpaved surfaces and dry conditions. Dust suppression measures will consist of watering the access road on a daily basis.
3. Excavation of native soils will increase water runoff. Ditching, silt screens/dams, sump pits, and grubbing will be utilized to control erosion, sedimentation, and filtering of water before releasing back into the wetland areas. A detailed water management plan will be prepared and implemented in the construction of new access road, quarry's development and operations.

4. Vehicle movements may interfere with other traffic on the main access road. Traffic management will be co-ordinated with Grey Rock Inc. and/or other commercial operators to ensure no interference and lower the risk of accidents.
5. Fuel and oil used by heavy equipment present a potential risk of contamination in the event of spill or leaks. Proper fuel handling procedures will be followed, including designated fueling areas, regular inspection of equipment, and the use of on-site spill kits. Spill response training will be provided to all personnel. Also, because of the close vicinity to the town of Happy Valley-Goose Bay, fueling and maintenance activities will be minimized and/or eliminated on the site.
6. Garbage/Waste will be the responsibility of all employees. However, daily inspection and clean-up will be completed by the quarry supervisor. All waste will be disposed of at an approved disposal site, Town of Happy Valley- Goose Bay.
7. All construction activities/work will be in conformance with Occupational and Health Standards/Regulations of NL. JJ trucking is core certified and will be completing hazard assessments and daily toolbox meetings. Safety management plan and associated documentation would be available.
8. Development of the quarry and new access road will follow applicable regulations and guidelines to minimize impacts on wildlife and their habitats. To reduce potential impacts, the following measures will be implemented:
 - Vegetation stripping will be scheduled outside of nesting, breeding, and rearing periods where possible.
 - If clearing must occur during these periods, pre-construction surveys will be conducted to confirm the absence of active nesting or breeding.
 - A minimum 30-metre buffer will be maintained around identified nesting or breeding areas during sensitive periods.
 - Equipment and vehicles will not be used in a manner that harasses or disturbs wildlife.
 - Nest searches will be completed prior to clearing activities. If active nests are identified, those areas will be avoided until nesting is complete.

9. Remediation of the site will be done on a yearly basis consisting of grading, ditching, and erosion and sedimentation controls are in place to ensure water naturally flows back to the wetland areas as per the preconstruction stage.

5.0 Approval Requirements

The approval requirements are as follows:

- Government of NL, Department of Environment, Conservation and Climate Change Division. Release from EA.
- Construction/development permit(s) from the Town of Happy Valley-Goose Bay.
- Government of NL, Department of Environment, Conservation and Climate Change, Water Resources Management Division. Water Use licence and Permit to alter body of water.
- Government of NL, Department of Forestry, Agriculture and Lands. Licence to occupy land.
- Government of NL, Department of Energy and Mines. Quarry permit.
- Government of NL, Department of Transportation and Infrastructure. Access road
- Federal Government of Canada, Department of Environment and Climate Change.
- Federal Government of Canada, Department of Fisheries and Oceans. DFO Projects near Water. Project review.
- Others as required.

6.0 Project Schedule

The following milestone schedule for the construction will commence after all permits and approvals have been received as follows:

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|-----------------------|----------------|
| 1. New Access Road | 2 weeks |
| 2. Quarry development | June – October |

The actual start date will depend on the permits/approvals.

7.0 Project Funding

The project Funding is 100 % provided by the contractor, JJs Trucking.

Appendix A

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Ground Photographs



Photograph 1 - Existing Side Access Road



Photograph 2 - Existing Side Access Road & Intersection



Photograph 3 - Proposed Location of New Access Road



Photograph 4 - Existing Bolder



Photograph 5 - Proposed New Access Road



Photograph 6 - Proposed New Access Road



Photograph 7 - North-East Corner of Proposed New Quarry



Photograph 8 - Proposed New Quarry

Appendix B

Aerial Photographs



Photograph 9 - South Branch Access Roads



Photograph 10 - Proposed New Quarry



Photograph 11 - Wetland Area



Photograph 12 - Wetland Area