

Demande de la CNER faisant l'objet d'un examen préalable #125842
Access Trail Project Chesterfield Inlet

DÉTAILS

Description non technique de la proposition de projet

Anglais: The Hamlet of Chesterfield Inlet (the Hamlet) is interested to build road infrastructure to support the development of a series of gravel sites. The intention of the gravel sites is to support community maintenance activities (e.g., road and airport runway maintenance, development of housing pads/commercial lots) within the Hamlet. Dynamic Ocean Consulting Ltd (Dynamic Ocean) has been retained by the Hamlet to support with regulatory approvals from Authorities Having Jurisdiction (AHJs). Approval from AHJs will be required for the portions of the road infrastructure that extend outside of the municipal boundaries. Several access trail routes to new quarries are being considered, all of which will be constructed entirely outside of municipal boundaries. The Hamlet will be responsible for the construction of the access roads and utilization of the gravel material. Construction is dependent on funding opportunities with the territorial and federal governments, however, the Project is expected to initiate in 2024. Construction of the full extent of the road may occur gradually over a period of 10 years. In total it is expected that construction can be completed in approximately 40 days but as above, may occur gradually over a period of a decade. Construction will be undertaken during 12-hour day shifts, seven days a week. It is anticipated that construction will require six to 10 construction workers.

Français: N/A

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Inuinnaqtun: N/A

Personnel

- Personnel on site: 10
- Days on site: 40
- Total Person days: 400
- Operations Phase: from 2024-06-22 to 2034-06-22
- Operations Phase: from 2024-06-22 to 2034-06-22
- Post-Closure Phase: from to

Activités

Emplacement	Type d'activité	Statut des terres	Historique du site	Site à valeur archéologique ou paléontologique	Proximité des collectivités les plus proches et de toute zone protégée
approximate road location	Access Road	Municipal	Chesterfield Inlet is a hamlet located on the western shore of Hudson Bay in the Kivalliq Region of Nunavut, Canada, at the mouth of Chesterfield Inlet. Chesterfield Inlet it is the oldest community in Nunavut.	An Archaeological Impact Assessment will be undertaken prior to construction of the Project	N/A

Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
Information is not available			

Autorisations

Indiquez les zones dans lesquelles le projet est situé:

Kivalliq

Autorisations

Organisme de régulation	Description des autorisations	État actuel	Date de l'émission/de la demande	Date d'échéance
Kivalliq Inuit Association	Should the selected Access Trail pass through Inuit Owned Land, a Right of Way approval will be required.	Not Yet Applied		
Office des eaux du Nunavut	A Type B license will be required for construction of roads where culverts or water crossings over water bodies are required.	Not Yet Applied		
Autre	Class 2 Archaeologist Permit from GN - Culture and Heritage to confirm construction will not impact any important archaeological features and, if required, an AIA will be undertaken prior to construction.	Not Yet Applied		
Gouvernement du Nunavut, Services communautaires et gouvernementaux	A Land Use Permit will be required from GN-CGS if any of the selected Access Trail passes through Commissioners land.	Not Yet Applied		
Pêches et Océans Canada	A project Request for Review (RFR) will be submitted should the project involve water crossings, or if culverts are fish bearing, or if any project components occur in-water or near-water that have the ability to result in harmful alteration, disruption, or destruction to fish or fish habitat.	Not Yet Applied		
Hamlets and Municipalities	Quarry permit	Not Yet Applied		

Project transportation types

Transportation Type	Utilisation proposée	Length of Use
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Land	Project personnel will travel to construction areas via land.	
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Project accomodation types

Collectivité

Utilisation de matériel

Équipement à utiliser (y compris les perceuses, les pompes, les aéronefs, les véhicules, etc.)

Type d'équipement	Quantité	Taille – Dimensions	Utilisation proposée
Loader	1	20.25ft H x 7.91ft.W	Access trail
Cat	1	14.95 ft. L x 7.65 ft. W	Access Trail
Dump Truck	1	21 ft. L x 8.5 ft. W	Access Trail

Décrivez l'utilisation du carburant et des marchandises dangereuses

Décrivez l'utilisation de carburant :	Type de carburant	Nombre de conteneurs	Capacité du conteneur	Quantité totale	Unités	Utilisation proposée
Diesel	fuel	1	1000000	1000000	Liters	Mobile equipment, generators and heaters
Gasoline	fuel	1	5000	5000	Liters	Proposed use Mobile equipment, generators and heaters
Propane	fuel	5	20	100	Liters	heaters
Lubes and Oils	hazardous	10	5	50	Gallons	Maintenance of mobile equipment

Consommation d'eau

Quantité quotidienne (m3)	Méthodes de récupération de l'eau proposées	Emplacement de récupération de l'eau proposé
0		

Déchets

Gestion des déchets

Activités du projet	Type des déchets	Quantité prévue	Méthode d'élimination	Procédures de traitement supplémentaires
Access Road	Déchets combustibles	2 tons	Hamlet landfill	N/A
Access Road	Déchet dangereux	2000 litres	Returned to the south in sealed drums or lined bags, transported in 20' shipping containers and disposed of according to regulatory procedures.	N/A
Access Road	Déchets non combustibles	0.5 tons	Hamlet landfill	N/A
Access Road	Mort-terrain (sol organique, déchets, résidus)	negligible	quarry	N/A

Répercussions environnementales :

A description of the potential environmental impacts, as well as mitigation and monitoring measures, are presented in Sections 3 and 4 of the attached supplementary letter (LET-CHES-01-NIRB Application Letter-0001-23.R0). An Environmental Effects Table is also provided in Appendix A of the attached supplementary letter, outlining activity-specific environmental impacts.

Additional Information

SECTION A1: Project Info

Please refer to the attached supplementary letter (LET-CHES-01-NIRB Application Letter-0001-23.R0).

SECTION A2: Allweather Road

Please refer to the attached supplementary letter (LET-CHES-01-NIRB Application Letter-0001-23.R0).

SECTION A3: Winter Road

SECTION B1: Project Info

SECTION B2: Exploration Activity

SECTION B3: Geosciences

SECTION B4: Drilling

SECTION B5: Stripping

SECTION B6: Underground Activity

SECTION B7: Waste Rock

SECTION B8: Stockpiles

SECTION B9: Mine Development

SECTION B10: Geology

SECTION B11: Mine

SECTION B12: Mill

SECTION C1: Pits

Please refer to the attached supplementary letter (LET-CHES-01-NIRB Application Letter-0001-23.R0).

SECTION D1: Facility

SECTION D2: Facility Construction

SECTION D3: Facility Operation

SECTION D4: Vessel Use

SECTION E1: Offshore Survey

SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

SECTION F1: Site Cleanup

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

SECTION H2: Disposal At Sea

SECTION I1: Municipal Development

Description de l'environnement existant : Environnement physique

Description de l'environnement existant : Environnement biologique

Potential environmental impacts are described in Section 3 of the attached supplementary letter (LET-CHES-01-NIRB Application Letter-0001-23.R0).

Description de l'environnement existant : Environnement socio-économique

Potential social impacts are described in Section 3 of the attached supplementary letter (LET-CHES-01-NIRB Application Letter-0001-23.R0).

Miscellaneous Project Information

Identification des répercussions et mesures d'atténuation proposées

Mitigation measures are described in Section 4.1 of the attached supplementary letter (LET-CHES-01-NIRB Application Letter-0001-23.R0).

Répercussions cumulatives

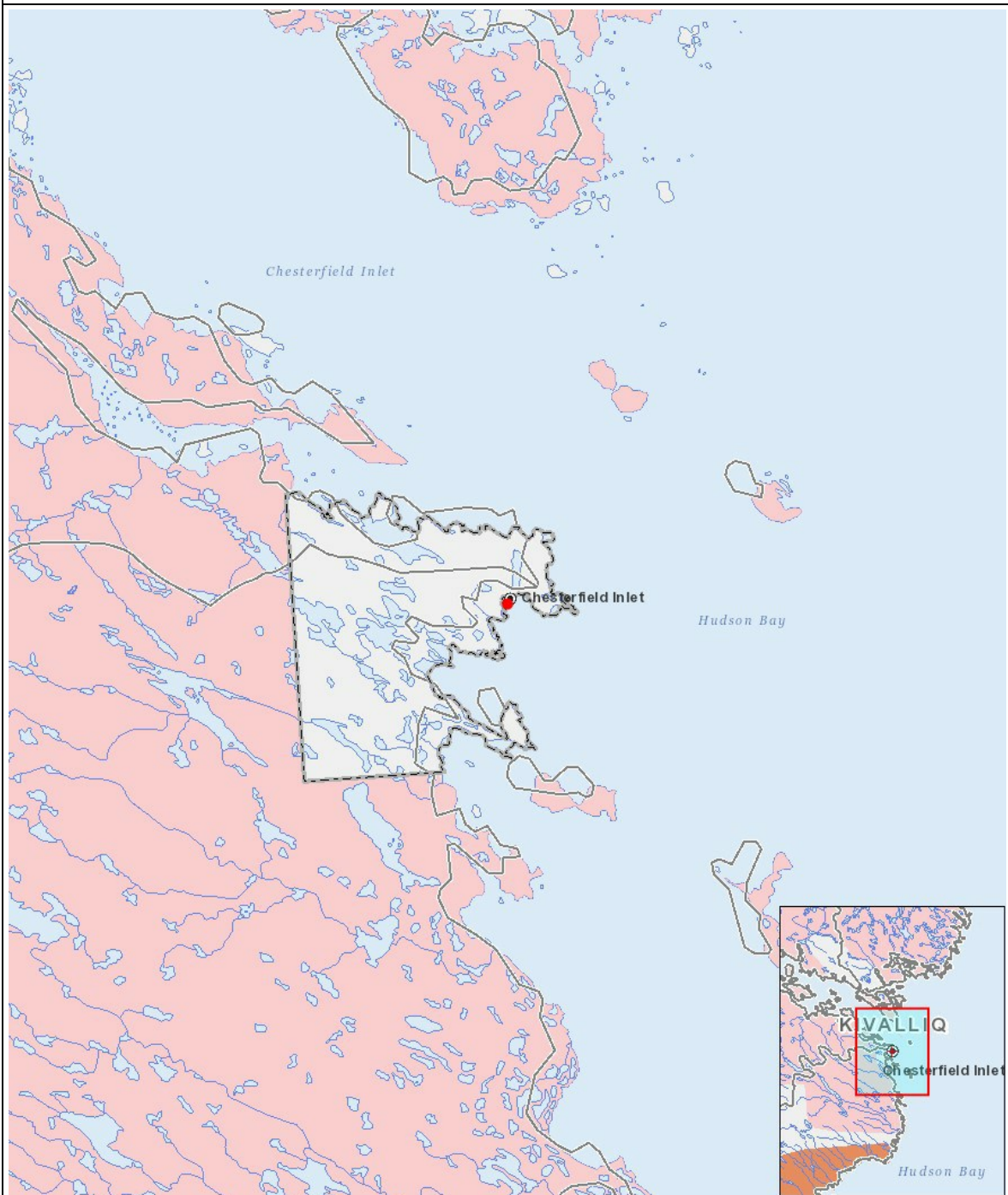
Impacts

Identification des répercussions environnementales

	PHYSICAL																								
	Designated environmental areas																								
	Ground stability																								
	Permafrost																								
	Hydrology / Limnology																								
	Water quality																								
	Climate conditions																								
	Eskers and other unique or fragile landscapes																								
	Surface and bedrock geology																								
	Sediment and soil quality																								
	Tidal processes and bathymetry																								
	Air quality																								
	Noise levels																								
	BIOLOGICAL																								
	Vegetation																								
	Wildlife, including habitat and migration patterns																								
	Birds, including habitat and migration patterns																								
	Aquatic species, incl. habitat and migration/spawning																								
	Wildlife protected areas																								
	SOCIO-ECONOMIC																								
	Archaeological and cultural historic sites																								
	Employment																								
	Community wellness																								
	Community infrastructure																								
	Human health																								
Construction																									
Access Road		-	M	M	-	-	-	-	-	-	-	M	M		M	M	M	M	M		M	P	M	M	M
Exploitation																									
Access Road		-	-	-	-	-	-	-	-	-	-	M	M		M	M	M	-	-		-	P	-	P	-
Désaffectation																									
-		-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-

(P = Positive, N = Négative et non gérable, M = Négative et gérable, U = Inconnue)

Site du projet



Liste des géométries de projet

1	point	approximate road location
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