



New

All-Weather Road / Access Trail

7/31/2023 7:33:54 PM

from 0001-01-01 to 0001-01-01

from 0001-01-01 to 0001-01-01

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[illegible]

ᐅᓂᕈᑦᐸᕆᕐᑎᕐᑏ: 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.

▷ ΔΑΝΩΣ: N/A

[illegible]

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

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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

[illegible][illegible]

Kivalliq

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ᓂᓴᓴᓂᓄᓇᓂᓪᓗ ᓂᓴᓴᓂᓄᓇᓂᓪᓗ	Should the selected Access Trail pass through Inuit Owned Land, a Right of Way approval will be required.	Not Yet Applied		
ᓂᓴᓴᓂᓄᓇᓂᓪᓗ ᓂᓴᓴᓂᓄᓇᓂᓪᓗ	A Type B license will be required for construction of roads where culverts or water crossings over water bodies are required.	Not Yet Applied		
ᓂᓴᓴᓂᓄᓇᓂᓪᓗ	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		
ᓂᓴᓴᓂᓄᓇᓂᓪᓗ, ᓂᓴᓴᓂᓄᓇᓂᓪᓗ	A Land Use Permit will be required from GN-CGS if any of the selected Access Trail passes through Commissioners land.	Not Yet Applied		
ᓂᓴᓴᓂᓄᓇᓂᓪᓗ ᓂᓴᓴᓂᓄᓇᓂᓪᓗ	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.	Not Yet Applied		

◀▷σ◀^{ε_b}▷^{ε_b}

A^cd^c d^ar^ts^b d^cs^bCd^csd^ah^ts^b ΔL^chⁱp^dn^jr^c ΔjCΔ^c, Γ^c→d^rn^c, s^bL^cΓ^s, qe^rd^c d^ra^r→

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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

[illegible][illegible]

ΔL^{ϕb} ◁^{ϕb} C▷^{ϕb} ↯^{ϕb} L^{ϕb} ▷^{ϕb}

[illegible]

$$\Delta^b C d r n \sigma \Delta^c \sigma^c b$$

$\triangleleft \nabla \Gamma \triangleright C^{\circ} J^C \triangleleft^b J^{qb} C \triangleright L^c$

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

[illegible]

L^ae AENP^c ‘bɔΔ^C-lɛnɔσ^s: ðLʔ^bC^bσ^s

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

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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

[illegible]

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

Cumulative Effects

Impacts

$\mathbb{A}^{\mathfrak{b}} \mathbb{C} \triangleright \sigma^{\mathfrak{a}} \mathfrak{r}^{\mathfrak{c}} \triangleleft \mathfrak{e} \mathfrak{n} \Gamma \triangleright \mathbb{C} \dot{\sigma}^{\mathfrak{c}} \mathbb{D}^{\mathfrak{c}} \triangleleft \mathfrak{b} \mathbb{D}^{\mathfrak{b}} \mathbb{C} \triangleright \mathfrak{r} \mathfrak{L} \mathfrak{r}^{\mathfrak{c}}$

[illegible]

($P = \langle b \rangle_{\mathcal{A} \cap \mathcal{C}}$, $N = \langle b \rangle_{\mathcal{A} \cap \mathcal{C}}$, $M = \langle b \rangle_{\mathcal{A} \cap \mathcal{C}}$, $U = \langle b \rangle_{\mathcal{A} \cap \mathcal{C}}$)

1	point	approximate road location
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1 point approximate road location