







## 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
Coral Harbour Solar Project	Access Road	Crown	A short access road will be built to connect the project site to the existing road north of the site (approximately 150m). No historical uses of the area are known.	None known	2.4 km east of centre of airport runway. 10.3km northwest of Coral Harbour community. The site is located in the far southwest corner of the Coral Harbour Community Water Source Watershed
Coral Harbour Solar Project	Equipment installation	Crown	This activity is for the proposed construction/installation of a solar energy project. This site is located near (within 3km) to the local airport, however, the site itself is not currently known to have had any historical uses	None known	2.4 km east of centre of airport runway. 10.3km northwest of Coral Harbour community. The site is located in the far southwest corner of the Coral Harbour Community Water Source Watershed area
Coral Harbour Solar Project	Staging areas	Crown	A staging area will be required for equipment and material laydown during construction. No historical uses of the site area are known.	None known	2.4 km east of centre of airport runway. 10.3km northwest of Coral Harbour community. The site is located in the far southwest corner of the Coral Harbour Community Water Source Watershed area

### Engagement de la collectivité et avantages pour la région

Collectivité	Nom	Organisme	Date de la prise de contact
Coral Harbour	Luis Manzo, Director	Kivalliq Inuit Association	2022-03-08
Coral Harbour	Bert Dean, Assistant Director	Nunavut Tunngavik, Department of Wildlife and Environment	2022-04-07
Coral Harbour	Shana, Interim Manager	Aiviit Hunters and Trappers Organization (Coral Harbour)	2022-06-09

Coral Harbour	Community Open House	Open house run by: Northern Energy Capital, Sakku Investments Corporation, and Government of Nunavut Climate Change Secretariat	2022-06-09
Coral Harbour	Mayor Nakoolak and Council	Hamlet of Coral Harbour	2022-03-07

## 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
Transports Canada	An Aeronautical Assessment Form for Obstacle Notice and Assessment must be completed for this project, as it is within 4km of an aerodrome	Not Yet Applied		
Indigenous and Northern Affairs Canada	A lease and land use permit will be required from CIRNAC for this project, as the project site is located on Crown Land	Not Yet Applied		
Autre	A land use proposal form must be submitted to NAV CANADA for this project	Not Yet Applied		
Gouvernement du Nunavut, Société d'énergie Qulliq	A Power Purchase Agreement will be required for the project to sell electricity to QEC. This cannot be applied for until QEC releases their Independent Power Producer policy.	Not Yet Applied		

### Project transportation types

Transportation Type	Utilisation proposée	Length of Use
Air	Any non-local personnel working on the project will come to site via plane. Some smaller equipment and materials may be brought in via air outside of the summer barge windows, as required.	
Water	The majority of materials, supplies, and equipment will be brought to site via barge in the summer months	

### 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
Passenger vehicles	4-5	Pick up truck	Site vehicles will be required for the movement of personnel on site, and for transport to and from site. Trucks may also be used for moving smaller equipment or supplies around, and for various site needs.
Drill Rig	1	TBD	A drill will be required on two occasions: (1) for geotechnical work in summer/fall 2022 to obtain core samples for informing project engineering; and (2) during construction, for the installation of the solar array foundations. The specific type of foundation to be installed will not be finalized until after the geotechnical assessment, but could include adfreeze pipe pile foundations, rock socket anchors, or other design as appropriate.
Gravel Hauling Truck	1-2	19 x 24 ft (approx.)	Large hauling trucks (single box, tandem axle dump truck) will be required for the delivery of fill material (eg. gravel) required for construction of the short segment of new road (approximately 110m).
Excavator	2-3	Standard size	Excavators will be required to move earth during construction of the solar array. This includes earthworks while building new road, levelling of ground for battery pad, pad for electrical equipment housing, and inverter pads. Excavation for installation of the array foundations will also be needed
Mobile Concrete Batching Plant	1	Small/mobile size	A small mobile concrete mixer will be used to mix and pour concrete for the solar array foundations on site, and possibly for concrete equipment pads. The exact size is not known at this time, likely around 30 ft in length and attachable to a vehicle as a trailer.
Pile Driver	1	Small	If a pile foundation design is selected for the project, a

			pile driver may be required to carry out installation of the solar array foundations. This may either be a small, walk along pile driver suitable for installing small solar pilings, or a pile driver attachment to an excavator.
Diesel Generator	2	30kW (approx.)	A generator will be used on site to power the site office. Additionally, a second generator may be required for other power needs, such as charging small tools, or for lighting.
Flatbed Telescopic Truck Crane	1	37 x 12 ft (approx.)	Equipment will be delivered to Coral Harbour via barge in seacans. Once the seacans arrive, they must be loaded onto a truck, brought to site, and then offloaded from the truck. The crane will be used for offloading at site.

**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	2	50	100	Gallons	For use in the site generators, and heavier equipment such as the excavators, drill rig/pile driver, and gravel trucks. Minimal fuel will be stored on site (up to 2 x 50 gal containers), most equipment will be filled with a mobile fuel truck. As construction is still 1.5 - 2 years away, exact quantities are not known at this time and estimates are very approximate
Grout or Ready-Mix Concrete	hazardous	2	10	20	Cubic Meters	It is expected that grout or ready-mix concrete batching will be completed on site, therefore dry grout or

					ready-mix concrete will be delivered to and stored on site. This material will be used for the solar array foundations, and concrete pads. Exact quantities required are unknown at this stage, however, are estimated at around 20 m3.
--	--	--	--	--	---

### Consommation d'eau

Quantité quotidienne (m3)	Méthodes de récupération de l'eau proposées	Emplacement de récupération de l'eau proposé
1	Water will be retrieved via truck for concrete mixing. Jugs of potable water will be kept on site for personnel consumption.	Hamlet of Coral Harbour

# Déchets

## Gestion des déchets

Activités du projet	Type des déchets	Quantité prévue	Méthode d'élimination	Procédures de traitement supplémentaires
Other	Déchets non combustibles	5-10 m3	Non-recyclable construction waste will be taken to the local landfill.	As the waste is inert and does not contain any harmful substances, no other treatment is required.
Other	Eaux usées (matières de vidange)	5000 gal	Port-a-potties or a built outhouse will be required on site. Outhouse holding tanks will be emptied at regular intervals as required with a honey truck, under supervision and direction of the Hamlet.	Collected waste would be transported to the Hamlet's wastewater facility for appropriate treatment.

### Répercussions environnementales :

All predicted environmental impacts and proposed mitigation measures are discussed in the Additional Information section of this application.

# **Additional Information**

**SECTION A1: Project Info**

**SECTION A2: Allweather Road**

**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**

**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**

The project site is located on a flat, open area, just to the south of an existing road running in the NE-SW direction which connects the site area to the airport and community. The project site is about 10km northwest of the community of Coral Harbour, and about 3km northeast of the local airport. Ground surface/soil appears to be primarily barren clay/silt and gravel, with limited vegetation scattered across the surface in small clumps. Some bodies of water exist nearby, bounded by low shrubs, mosses, and grasses. Some low lying areas are quite saturated and unstable to walk upon, while others are slightly higher up, firm, and dry, as observed during a site visit in June. The Project area has been selected to sit atop a drier section of barren land within this region. The project is located in the very far southwest corner of the Coral Harbour community watershed protected area, as noted in the NPC's 2016 interactive maps. No other overlap was noted with wildlife protected areas or migration routes, recreational areas, heritage sites, or sensitive areas. This location was recommended to the team by the Hamlet of Coral Harbour as an ideal site for the construction of a renewable energy project. At this time, information about the subsurface conditions, including permafrost, are not known, but will be investigated prior to project construction in order to inform project design and engineering.

### **Description de l'environnement existant : Environnement biologique**

Vegetation in the area is sparse, mostly clustered around the edges of water bodies and in marshy low lying areas. During the team's site visit in June, no wildlife was encountered, however, due to the site's location several km from the community and the airport, there could be wildlife present in the area. A review of the Nunavut Planning Commissions interactive maps revealed no overlap with critical wildlife areas, migration routes, breeding grounds, or valued ecosystem components. Several SARA registered species of concern have general habitat ranges that overlap with southern Southampton Island, including caribou, wolverine, short eared owl, red-necked phalaropes, red knot rufas, and polar bears, however, due to the relatively small footprint of the project and the low-impact nature of operations, impacts to these species is not anticipated to be a risk. Nonetheless, the project site area will be checked for species presence before construction.

### **Description de l'environnement existant : Environnement socio-économique**

The project site is located away from the community and the airport, along an existing road which runs in the NE-SW direction, approximately 100m north of the site. There are no known designated land uses at the proposed site location, and the general area was recommended to the project team by the Hamlet of Coral Harbour as an ideal location for the development of a renewable energy project. As such, the Project is not expected to interfere with existing land use or economic activities in the region. Furthermore, initial conversations with both the Kivalliq Inuit Association and the Hunters and Trappers organization did not reveal any concerns with the development of a solar energy project in this area.

### **Miscellaneous Project Information**

## Identification des répercussions et mesures d'atténuation proposées

1.Risk: Disturbance of land resulting in habitat destruction. Mitigation Measure: Prior to construction, a review of the site for sensitive plant and animal species will be undertaken via desktop by consulting available databases to identify species of concern within the vicinity of the project. At the time of writing, no important biological or ecological protection areas for wildlife were noted to overlap with the project site. If threatened species are identified within the site area, a plan will be prepared to preserve them. This could look like a slight adjustment to the site location or layout, a plant relocation plan, or a protection plan to ensure disturbance does not occur during construction, as appropriate. Care will be taken during construction to disturb only the land required for the footprint of the solar array and associated components. Once construction is complete, the site will be cleaned up and areas of disturbed vegetation will be revegetated. 2.Risk: Impact to caribou migratory corridors and habitat range. Mitigation Measure: A desktop review of the Caribou Protection Measures outlined in the KRLUP was conducted, as well as a review of the most current (2016) Caribou Ranges Valued Ecosystem Component Map available on the NPC's website. The project site is not located within any caribou protection areas or migration corridors. The project is located 10 km away from the community, and would be built within a fenced area alongside an existing road. The fenced area would present a minor, new obstacle to caribou if they were to move through the area. However, once operational, solar projects do not have any moving parts, are contained within the fenced area, operate with very little noise, and do not often require the presence of human personnel to operate. The greatest potential for impact to caribou will be during construction in the summer months, in the event caribou were to stray from their typical movement corridors and come close to the project site. During construction, the site will be active with large, noisy equipment such as excavators, trucks, and drill rigs. Because of the project's proximity to the community and its existence outside of known ranges, potential impacts to caribou posed by these activities are considered low. However, the project safety plan will include plans to temporarily cease construction activities if caribou are observed within sight or sound range of the project area. 3.Risk: Leak or spillage of fuel, leading to ground contamination. Mitigation Measure: Minimal fuel will be kept on site during the construction phase, estimated to occur over one summer season. The construction site safety plan will include detailed spill mitigation procedures, including protocol for the safe storage of fuel on site, and prevention and containment measures and supplies in the event of a spill or leak. All personnel will be briefed daily on site safety and fuel handling. 4.Risk: Interference with local, traditional use of the land. Mitigation Measure: The project team has initiated consultation with both the local Hunters and Trappers Organization, and the Kivalliq Inuit Association to share the proposed project location and understand if there are any potential impacts to traditional land use. At this early stage, no impacts to traditional land use have been identified at the site location. The project team will continue to work with the HTO, the KIA, and the Hamlet as project planning progresses, to ensure there are no anticipated impacts to traditional land use. 5.Risk: Presence of archaeological sites or artefacts within the project area. Mitigation Measure: Prior to construction, the project team will undertake any required heritage assessments of the site area in cooperation with the GN Department of Culture and Heritage, to screen for possible archaeological sites or artefacts. The project team envisions completing a desktop model of archaeological potential within the project area, followed by further field study in the event it is not possible to modify the project footprint to avoid areas of significant archaeological potential. During construction, the project will put in place procedures to cease activities in the event that an archaeological site is discovered, and will notify the appropriate entities for direction before any activities are resumed. 6.Risk: Generation of construction waste and human waste at the site during construction. Mitigation Measures: The project team will take all appropriate measures to ensure that waste generated during construction is contained and disposed of properly. The project will not generate any hazardous waste, but may generate minimal construction waste including steel, wiring, glass, wood, etc. All waste will be properly stored during construction and will be disposed of at the local landfill following the completion of construction. The site will also have port-a-potties or an outhouse on site for personnel use during construction. Outhouses will be locked when the site is not occupied, and emptied at frequent intervals by an assigned operator from the Hamlet, to be disposed of appropriately. 7.Risk: Impact to watershed, based on location of project at edge of Community Watershed Protected Zone. Mitigation Measures: The project team has identified that the site chosen for the project is located on the far southern edge of the protected watershed zone for the community of Coral Harbour. This location presents a possible conflict with the protected area. However, with the preferred site located at the very edge of the protected zone, and given the nature of the project (renewable energy), the potential for impacts to the watershed are expected to be very low. Solar projects generally have very low environmental impacts, especially during operations. The greatest potential for adverse impacts occurs during construction. The project will work closely with environmental experts to prepare a robust environmental protection and safety plan to ensure there are no adverse impacts that could affect water quality. This includes a strict safety plan surrounding the handling of fuel on site (see risk 3), ensuring fuel storage on site is minimized to the greatest degree possible, containment of sanitary waste/greywater to port-a-potties with removal of waste at regular intervals, and an assessment of possible sediment impacts to surface waters that could be caused by work at the site.

## Répercussions cumulatives

Given the low frequency of commercial and utility scale solar projects in Nunavut, this project is not expected to add significant cumulative effects to past and present developments in the region. Cumulative impacts are thus expected to mainly apply in the context of future development in the territory. Cumulative impacts could include increasing land displacement and habitat loss, as solar projects require significant space to construct and operate. Other cumulative

impacts could include the build up of solar PV waste products at end of project life. Solar panels contain harmful chemicals and should be disposed of properly. Currently, recycling of solar PV panel components is available, but not widespread, and based almost entirely in the USA and Europe. In 30 years when this project reaches its end of life, it is anticipated that the project would be re-commissioned for continued operation, and only some components may need to be replaced. By that time, advances in recycling options are expected to have improved as well. From an energy and climate change perspective, some cumulative effects from this project could be considered positive, as the project will increase the amount of available energy in the region, while simultaneously decreasing regional reliance on fossil fuels and decreasing air pollutants and emissions that adversely affect air quality and contribute to global warming.

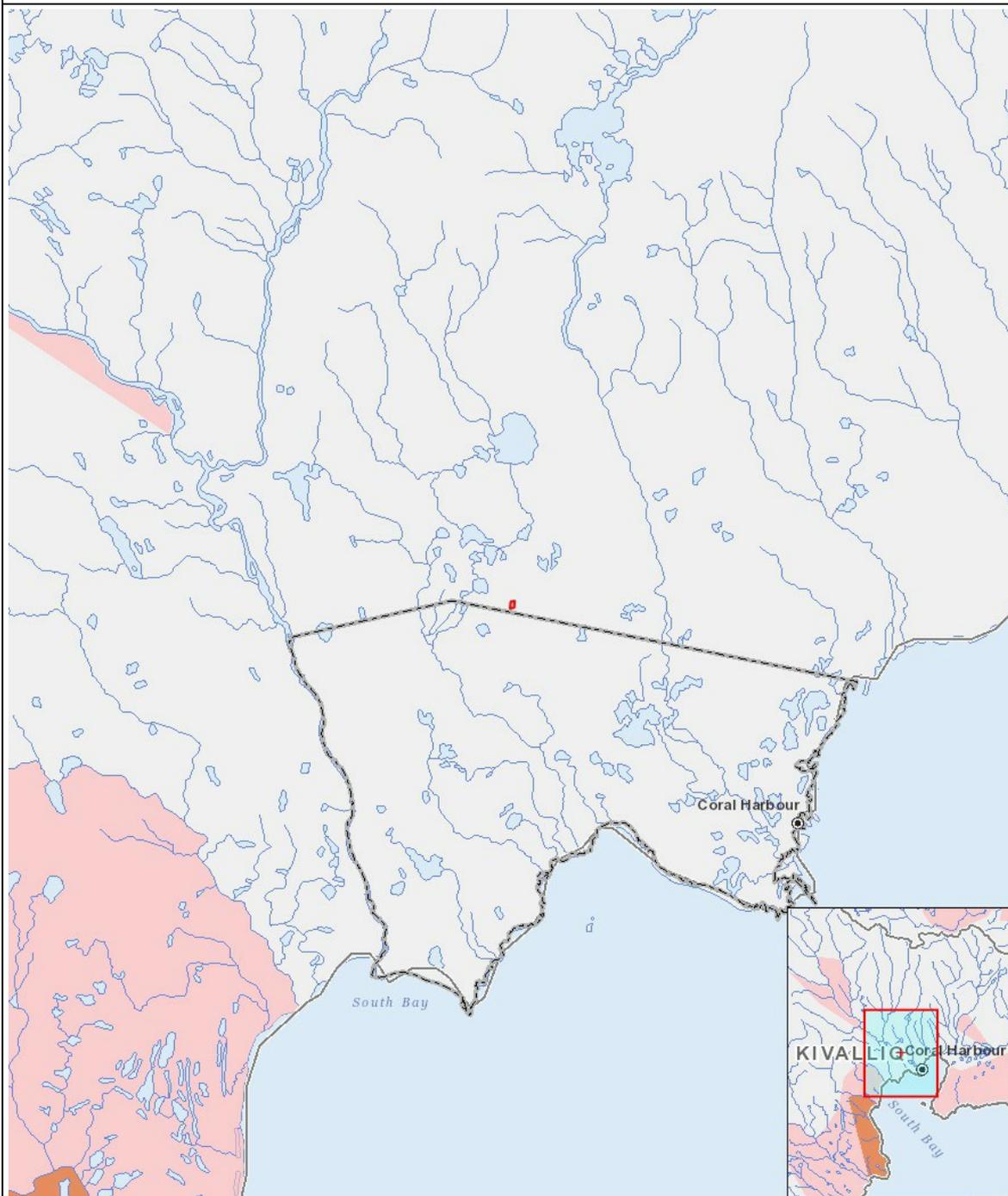
# Impacts

## Identification des répercussions environnementales

	PHYSICAL										BIOLOGICAL										SOCIO-ECONOMIC				
	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	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health			
<b>Construction</b>																									
Equipment installation	U	U	U	-	U	-	-	U	U	-	-	M	N	U	U	-	-	U	P	-	P	-			
Access Road	U	U	U	-	U	-	-	U	U	-	-	M	N	U	U	-	-	U	P	P	P	-			
Staging areas	U	U	U	-	U	-	-	U	U	-	-	-	M	U	U	-	-	U	-	-	-	-			
<b>Exploitation</b>																									
Equipment installation	U	U	U	-	-	P	-	-	-	-	P	-	-	U	U	-	-	-	P	P	P	P			
Access Road	U	U	U	-	-	P	-	-	-	-	P	-	-	U	U	-	-	-	P	P	P	P			
<b>Désaffectation</b>																									
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			

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

## Site du projet



## Liste des géométries de projet

1	polygon	Coral Harbour Solar Project
---	---------	-----------------------------