

**NAME OF UNDERTAKING:**

**Sleigh Pond ATV Trail**

**Proponent:**

**Name:** **Sleigh Pond Cabin Owner's Association**

**Contact:** **Barry Humby**

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**The Undertaking:**

Nature of the Undertaking: To modify and construct a ten kilometer All-Terrain Vehicle (ATV) trail generally in the footprint of two existing approved ATV trails with additional routing through the established seasonal/snowmobile trail. The proposed ATV trail will be two to three meters wide and will begin at an existing ATV access point located approximately four kilometers west on the White Hills woods road near Clarenville. The trail will continue to the Sleigh Pond area.

Purpose/Rationale//Need for Undertaking:

The purpose of the proposed ATV trail is to access the Sleigh Pond cabin owner's remote cabins and traditional hunting/fishing and trapping areas by complying with the current ATV regulations. The proposed trail would also provide for safe travel by avoiding the large lakes currently utilized via boat. Sleigh Pond cabin owner "Wince Lethbridge" is the designated Trapper for Beaver for the Sleigh Pond area (Zone 05) as well as holding a regular Trapping license. The trail will provide trapping access prior to Jan/Feb safe ice conditions..

This area has been utilized for a number of decades via foot and boat during the summer/fall and snowmobile in the winter. The cabin owners would like to construct the ATV trail following the traditional snowmobile trail to allow them continued access to this area as they get older as well as allowing family members to join them during the summer/fall months. Cabin owners that will directly benefit from the trail are: two

Cabins on Sleigh Pond; one shared by Barry Humby and Graham Jolliffe (built in 2000); the other by Wince and Vera Lethbridge (built in the 1982) and Les and Judy Stanley on Goose Pond (built in 1980)

**Description of the Undertaking:**

- (i) Geographical Location: Refer to the attached Maps. The commencement of the ATV trail is approximately four kilometers west on the White Hills woods road near Clarenville. It will start at an existing ATV trail (LTO 101774) then follow the traditional snowmobile route through to Goose Pond, joining another existing ATV trail (LTO 101466) for approximately one Kilometer and then traveling to Sleigh Pond and ending east of Hornet Steady-Western Pond . The start point off White Hills Road is in the Clarenville Watershed area but is not within the town of Clarenville boundaries so there is no Land use zoning for the area. Although the start of the trail is within the Clarenville PWSA, the trail will be using the existing approved ATV trail through the first two kilometers and will be out of the PWSA after another 1.5kms. Cottage development also exists in the area and there are no restrictions on motorized watercraft. The proposed trail is approximately 23 kilometers (river distance) or 8.8km (straight line) from the main Clarenville water intake and the route will maintain a 30 meter buffer from all water bodies where possible.
- (ii) Physical Features: The access point via the existing ATV trail (LTO 101774) is approximately 2 kilometers through heavy timber and hard ground. From there the trail will travel through a combination of bogs, grasslands, low brush, and hard ground. There are a few streams that must be crossed but many on the route can be avoided. Known wildlife in the area are moose, bear, caribou, rabbits, ptarmigan grouse, foxes, lynx, coyotes, beaver, mink, otter, and various bird species.
- (iii) Construction: We intend to build wooden bridges for approximately seven stream crossings (three in the PWSA) and use logs in the recommended corduroy fashion on wet areas. Chain Saw and ATV/trailer will be used for construction activities. Airborne emissions would be exhausts from the ATV and chainsaw. To further reduce the environmental impact only Argo ATVs will be used. The ground pressure of an Argo is 2.1 PSI on tires and .67 PSI on tracks. No heavy equipment will be used. All waste will be removed at the end of each work day via the ATV's and disposed of in the appropriate manner at approved provincial dump sites. Any fuel required for ATV and Chain saws will be carried in approved containers and stored at the owner's cabins until required. No resource conflicts are anticipated.

- (iv) Operation: Construction activities will be done April through to December. Winter construction may occur if conditions and weather permit. From an ATV point of view this trail will be used primarily in the fall with some use during the summer months when the ground is not frozen or snow covered. As mentioned previously, the proposed trail is the traditional winter snowmobile route for many so the trail will be used extensively during that time. All waste materials will be packaged and removed from the location and disposed of at an approved government dump site. No resource conflicts are anticipated.
- (v) Occupations: There will be no construction employment as the work will be completed by the cabin owners, however; revenues would continue to be recognized through the trapping and sale of fur bearing animals.
- (vi) Project Related Documents: Map from Crown Lands showing the location of proposed trail route, and Protected Watershed Area.

#### **Approval of the undertaking:**

The proponent will require the approval, permits, and licenses, etc. from the following provincial government agencies.

Department of Environment and Conservation

- Water Resources Management Division for construction in a Protected Water Supply Area (Shoal Harbour River Supply for the Town of Clarenville).
- Crown Lands ATV trail permission to occupy trail.

Department of Government Services

Department of Natural Resources

- Forestry Branch (cutting permit)

#### **Schedule**

Begin construction of the trail as soon as approvals and permits are provided. Target start date is April, 2014 with completion in the year of 2014.

#### **Funding**

All costs are considered minimal and will be paid by the proponent.

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: March 14, 2014

Signature: Barry Humby