

Environmental Protection Plan

Ferrish Cove, NL. ATV Trail

Crown Lands Registration Application #: 162432

Environmental Assessment Project Release Registration #: EA 2331

Submitted By:

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Date of Submission

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Table of Contents

Section 1.0 - Introduction and Purpose	3
Section 2.0 - Geographic Location	4
2.1 Physical Features	5
Section 3.0 Recognition of the Environment & Permit Process.....	5
Section 4.0 Construction	5
4.1 Proposed Timeline	6
4.2 Proposed Labor, Materials and Equipment.....	6
4.3 Proposed Maintenance Schedules and Procedures.....	6
Section 5.0 Operation	6
Section 6.0 Habitat.....	7
6.1 Preventative Measures.....	7
6.2 Storage, Handling and Transfer of Fuel.....	8
6.3 Clean-up, Garbage and Disposal Management	8
6.4 Decommissioning Plan	8
6.5 Digital File of the Ground-Truthed GPS.....	8
6.5 Photographic Documentation (Before and After)	8
Attachments - Project Related Documents:	9
Attachment 1 - Location of Project in the Island of Newfoundland	10
Attachment 2 - Picture of Surrounding Area: (Trinity Bay NL.).....	11
Attachment 3 - Picture of ATV Trail from Blue Hill, NL.....	12
Attachment 4 - Ferrish Cove ATV Trail (Kmz file).....	12

Section 1.0 - Introduction and Purpose

The Ferrish Cove, NL. ATV Trail undertaking was registered on October 24, 2024, Reference Application # is 162432 and on December 5th, 2024, the Minister determined the project is released Project reference # is EA 2331.

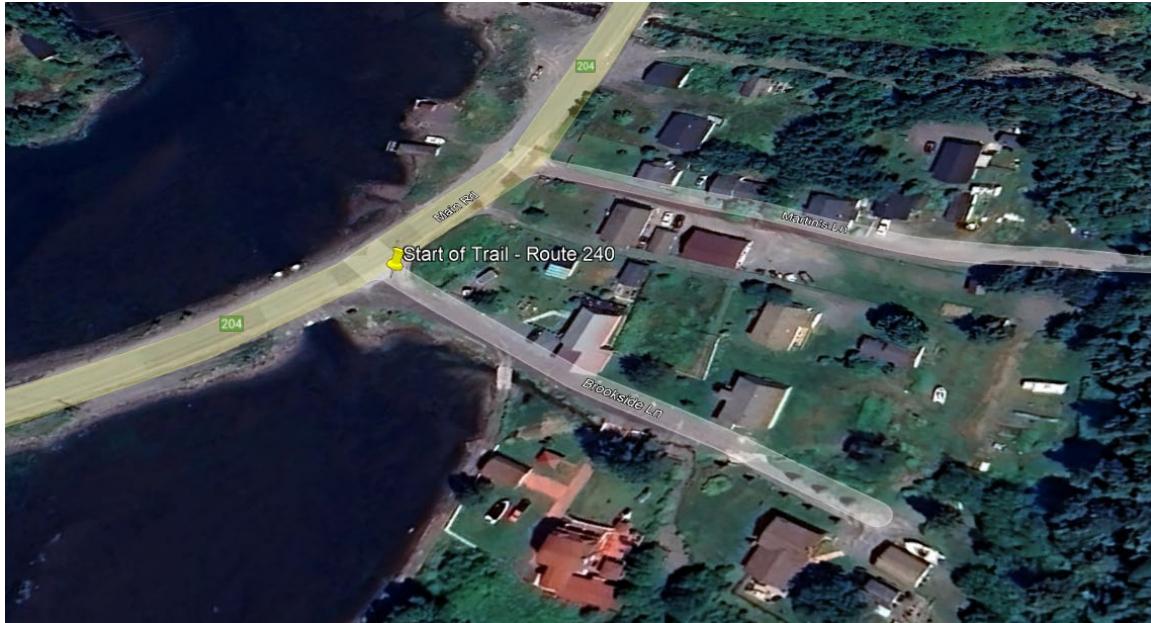
The Ferrish Cove, NL. ATV Trail has been proposed to ensure access to our private cabin, fishing stage & wharf to ensure access to the commercial fishery via land. It is intended to provide an alternate route to the cabin in bad weather conditions. Additionally, it will provide an emergency access during bad weather events.

The Ferrish Cove Trail is an extension from the Blue Hill Trail located near the community of Little Hearts Ease, NL. The trail is accessed from Little Hearts East on Highway Route 240 Main Road at the intersection of Brookside Lane. Please refer to **Section 2** below for further details.

Section 2.0 - Geographic Location

Trinity Bay NL, near Saint Jones Without. Nearest communities are Little Hearts Ease, NL and Hodges Cove NL. The trail is accessed from Little Hearts East on Highway Route 240 Main Road at the intersection of Brookside Lane. This is an existing trail that goes alongside the Heart's Ease Pond through to Blue Hill Pond. Location of new proposed trails starts at Blue Hill Pond (Lat: 47°58'56.61"N Long: 53°43'10.21"W) and goes to Ferrish Cove NL. (Lat: 47°55'35.03"N Long: 53°42'18.11"W).

Pic. 1 – Access From Little Hearts Ease



Pic. 2 – Start of Trail from Blue Hill to Ferrish Cove.



2.1 Physical Features

The proposed trail is approximately 7 km long and the area is sparsely treed and barren land with exposed rock. There are no schedule salmon rivers or wetlands on the trail. The trial elevation at the start of Blue Hill Pond is at approximately 310 ft above sea level as you travel towards Ferrish Cove there is a rise in elevation over the next 4 Kilometers of approximately 100 ft. to 150 ft. and the last one kilometer the elevation drops to approximately 200 ft. above sea level. The final elevation at Ferrish cove side is approximately 10 ft to 15ft. above sea level. The intended trail will avoid waterways such as ponds, streams and wetlands. The goal is to clear area with firm ground and young tree growth and small vegetation.

Section 3.0 Recognition of the Environment & Permit Process

We recognize that health, safety and environment is important to all of us and for this project it will be our key focus to protect the environment and safety of people and equipment in all aspects of the project construction activities. We are committed to ensuring appropriate and cost-effective environmental protection measures are in place to prevent any serious or irreversible environmental damage or injury throughout the project. Through proper pre-planning and during the implementation phases of the project we will ensure government regulations, advise and comment are adhered.

The work will be continually monitored on a regular basis to ensure we are following all regulatory requirements as outlined above referenced Minister's Decision to release for the Project EA 2331 (Dec. 5th, 2024) including the following documents:

- Attachment A - Conditions of Release.
- Attachment B – Regulatory Advice from Government Screening Department/Division.
- Attachment C – Government Screening Agency Comments.
- Health Canada Guidance document.

Section 4.0 Construction

Proposed trial work will include grubbing and cutting some trees and making bridged to cross some streams as necessary. Overall, our intent is to make a trail that is safe and easy to use.

The construction of the trail will require the use of a small track excavator and small chain saws during construction. For the work, care and attention will be given to the environmental and will ensure compliance will all regulations. The use of spill kits on the excavator and spill trays will be always used during refueling on site and any oil changes required. Only tree and boughs will be removed where necessary to ensure a right of way is wide enough to ensure ATV can safely travel on the tails without any incidents or damage. If any fill material is required during the work, we will utilize the gravel/soil the excavator digs up while clearing the trail. Other potential work could include construction of small bridges to cross small streams. In the event bridges are required attention to ensure no blockage of the waterway will occur. This trail will be maintained every year to ensure it is always safe to use.

The labor resources to be involved during the construction of the trails will be typically 3 to 4 person providing support to David Soper. All cost will be borne by proponent, family and friends.

4.1 Proposed Timeline

Proposed start will Winter 2024 thru to Spring 2025, expected duration is approximately 6-8 months. The utmost care and attention will be to avoid fire season and hot weather conditions and any hunting seasons.

4.2 Proposed Labor, Materials and Equipment

For the execution of this project, it is envisioned the following elements to be engaged during construction.

Labor - The work will be self-performed by David Soper and a small group of family friends. Typically, there will always be at least two persons working on the trail. The focus is to have as a minimum three to four persons helping with the construction activities along with David Soper. There will be no requirements for any sub-contracts for support services.

Equipment - The equipment is limited to a 5-ton Kubota Excavator for grubbing and clearing the trail and 2 to 3 chain saws will be utilized at any given point in time. For Travelling back on forth to the work area ATV will be used to get access to the area. Note all fueling of ATV's will be at the home destination of Little Hearts Ease. Typically, ATVs has a travel range of 200 kms. to 300 kms.

Materials - It is anticipated there will be minimal fill material needed as it is intended to reuse the earth and granular material during the grubbing operation. In the event there are stream crossing the intend is to install wooden bridges with metal or wooded girders. For any ditching activities to control surface water PVC or metal pipe will be used for culverts to redirect the surface water.

4.3 Proposed Maintenance Schedules and Procedures

Long term maintenance of the trails will be performed by the proponent and family friends. It will include ensuring any erosion issues are mitigated and vegetation growth in the direct path of the access way is keep in check. The frequency inspection and maintenance of the trail is to be done on a quarterly basis. All deficiencies will document and remediated as early as practical. In the event, safety concerns are observed and noted appropriate signage will be posted to disclose the problem and if the trail in not safe for use or access.

Section 5.0 Operation

The trail will be available to operate throughout the year but with a primary use being spring, summer and fall focus. It is anticipated that winter use will be required but not as frequent. The trail will accommodate safe travel of recreational vehicles such as ATV's, Snowmobiles and UTV's. For any safety issue we anticipate placing signage of any impending issue with the trail. With respect to any environmental pollutants, we anticipate it to be limited to the vehicles being used and associated fluid such as petroleum product and coolants. In this case it is expected that each recreational vehicles will have some form of a spill kit to capture any waste.

Section 6.0 Habitat

The Proponent recognizes wilderness is a sensitive ecology and respects the area and is home to Moose, ducks, geese, rabbits, trout. The animals and species of this are not to be bothered by human activity and observed over the years. The main priority will be not to disturb any habitat in the area and always give full right away to them. The trail will avoid wetlands and marshes and keep to the hard barren ground as possible.

6.1 Preventative Measures

The Preventative measures put in place for this environmental protection plan for construction of this trail will be as follows.

- The identification of the trail is planned for appropriate signage and wooden peg markers/ reflectors to be set every so often to keep users on the same path and clearly identify the trail.
- Marking of the trail with pegs and signage to clearly identify and keep users within the trail and away from wetlands or bogs.
- To ensure trail braiding and trail development over barren areas is prohibited, signage will be highlighted in the affect areas to remind users to stay on the approved trail.
- If necessary, post signs of animals/species in area.
- Install bridges over rivers/streams (Using required Permits) per the following Environmental Guidelines regarding construction procedures at watercourses: Chapters 5, Culverts and 13, General Construction Practices, and must obtain regulatory permits and approvals prior to start of work.
- Construction period will take place outside of breeding season for animals (moose, duck, geese; May1 to July 31)
- If trout observed in streams when attempting to construct bridges work will be stopped and resumed at another time when trout and not observed. (No known trout in these streams).
- If wildlife observed movement will be stopped until animals have moved on from the area.
- Fire extinguishers installed on ATVs and Excavator during construction.
- Follow the Conditions of Release as per Attachment A and Attachment B the Regulatory Advice from Government Screening Departments/Agencies.
- No Fueling of any ATVs will occur during the work on this trail. Refueling will occur from homebase Little Hearts Ease, NL as the ATVs has sufficient fuel range to return daily.
- Chain saws will be fueled prior to the area of the trail. In the Event a chain saw had to be refueled there will be no fueling within 100m of any water body a spill kill will be on hand if needed.
- A GPS track of the Trail extension will be recorded, along with photos of bridges installed over streams and made available to government regulators as required.
- Proponent will follow all requirements/permits issued pertaining to this trail per the link to the Project Release from environmental assessment subject to the conditions as outlined in the Minister's decision letter available on the Department's Project web page at <https://www.gov.nl.ca/ecc/projects/project-2331/>

We plan to follow all regulatory requirements and policies while operating this trail. Our main priority is to always protect the environment around us.

6.2 Storage, Handling and Transfer of Fuel

Fuel storage and hazardous material will not be permitted in the vicinity of any waterways or streams. The proponed and support personnel will take all necessary precautions to prevent the spillage, misplacement, or loss of fuels and other hazardous material. Oils, greases, diesel, hydraulic and transmission fluids or other fuels will be stored at least 100m from any watercourse, water body or wetland. All fueling activities will be carried out to prevent any spill and resulting in contamination of soil or water. Waste oils and lubricants will be retained in a tank or closed container and disposed of in a proper way at recognized disposal site with the local region of Clarenville, NL.

The Proponent will ensure that all mechanical equipment is free of leaks and no servicing or washing of equipment occurs within 100m of a water course or water body except within a designated area.

As previously mentioned, all ATVs will be filled prior to travelling to the work site and there will be no need to refill the equipment as there is sufficient fuel rage for the ATVs. Filling location will occur at home base of Little Hearts Ease, NL.

6.3 Clean-up, Garbage and Disposal Management

On completion of any portion of the work, all equipment and surplus material will promptly be removed to an approved storage area. All areas will be kept in a neat, clean and safe condition. All lunch waste and empty oil containers will be recovered and disposed of appropriately. All litter and debris will be cleared. All waste material will be considered for reuse or recycled and the nearest municipal disposal sites.

6.4 Decommissioning Plan

In the event the Trail is abandoned appropriate measures will be taken by the proponent to reinstate the affected area to promote vegetation growth. Additionally, the proponent will block access to the trail and place signage that states "Dead-end" and trail is not complete or available for use.

6.5 Digital File of the Ground-Truthed GPS

Provided in as an **Attachment 4** of this email is the native file of the trail route which demonstrates avoidance of sensitive ecosystems such as barrens and wetlands, as per the NL Off-road Vehicles Act and associated regulations. www.assembly.nl.ca/legislation/sr/statutes/o05-1.htm.

6.5 Photographic Documentation (Before and After)

In the early stages of the trail preparation and starting work a survey will be performed to document all stream, wetland and bogs. In review of the Google Earth path the Trail should minimally impact stream and bogs. However, Proponent will provide before and after pictures and survey pictures of the trail progress and document any streams and wetland/bog crossings before (and after) construction and will propose mitigations for these crossings as they become known. All pre and post photo surveys will be incorporated into

subsequent revisions (versions 2,3,4 etc.) of this EPP document and will also be emailed to wildlifereferrals@gov.nl.ca with subject line “EA 2331” once the trail construction is complete.

Final “GPS Route will be submitted by Proponent once the trial is completed and it will be emailed to wildlifereferrals@gov.nl.ca with subject line “EA 2331” .

Attachments - Project Related Documents:

Provided in **Attachments** is the proposed layout of the ATV trail for Blue Hill Pond to Ferrish Cove NL. The following attachments is considered supporting documentation to the EPP submission.

Attachment 1 - Location of Project in the Island of Newfoundland

Attachment 2 - Picture of Surrounding Area: (Trinity Bay NL.)

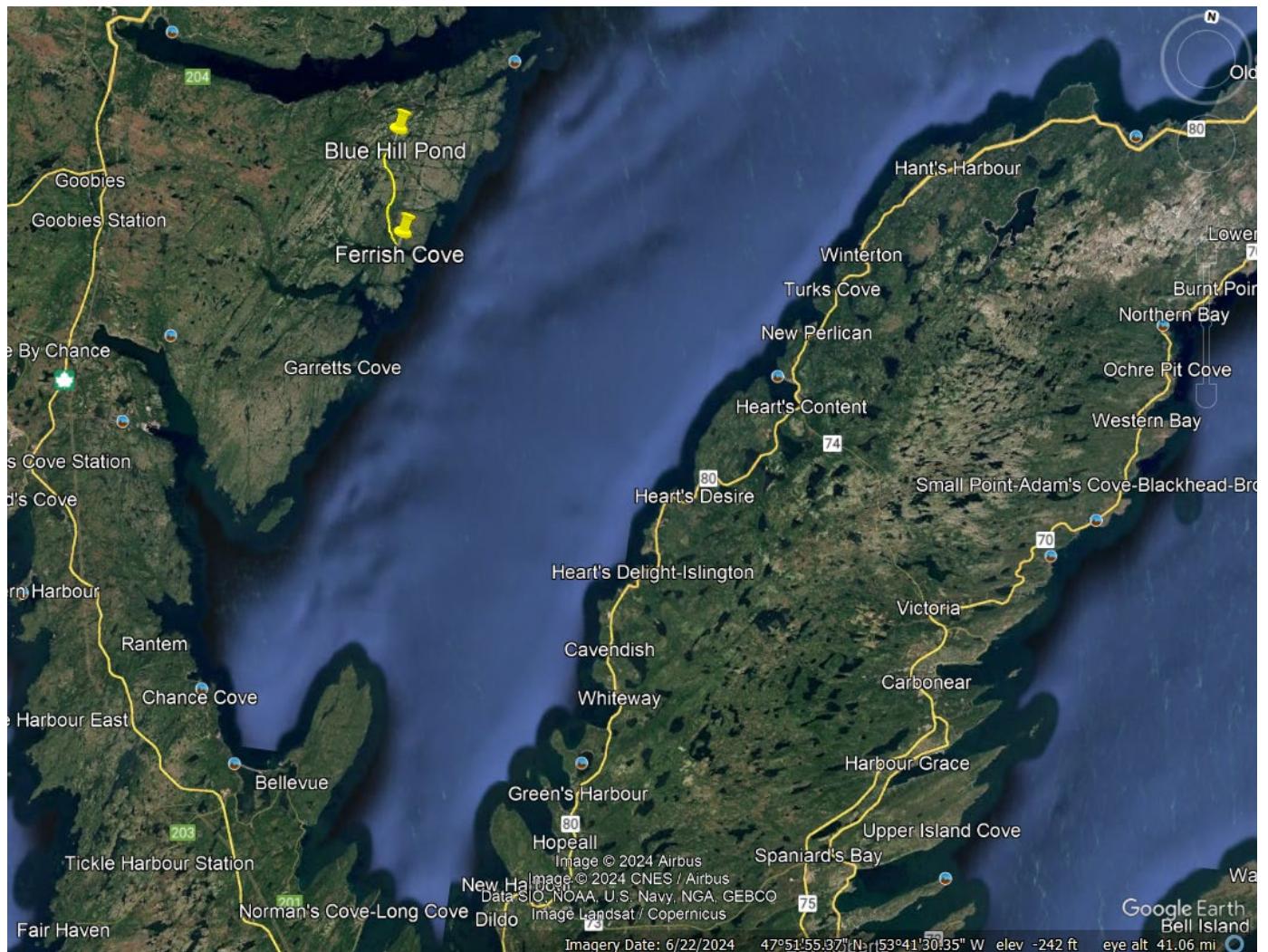
Attachment 3 - Picture of ATV Trail from Blue Hill, NL.

Attachment 4 – Ferrish Cove ATV Trail (Kmz file)

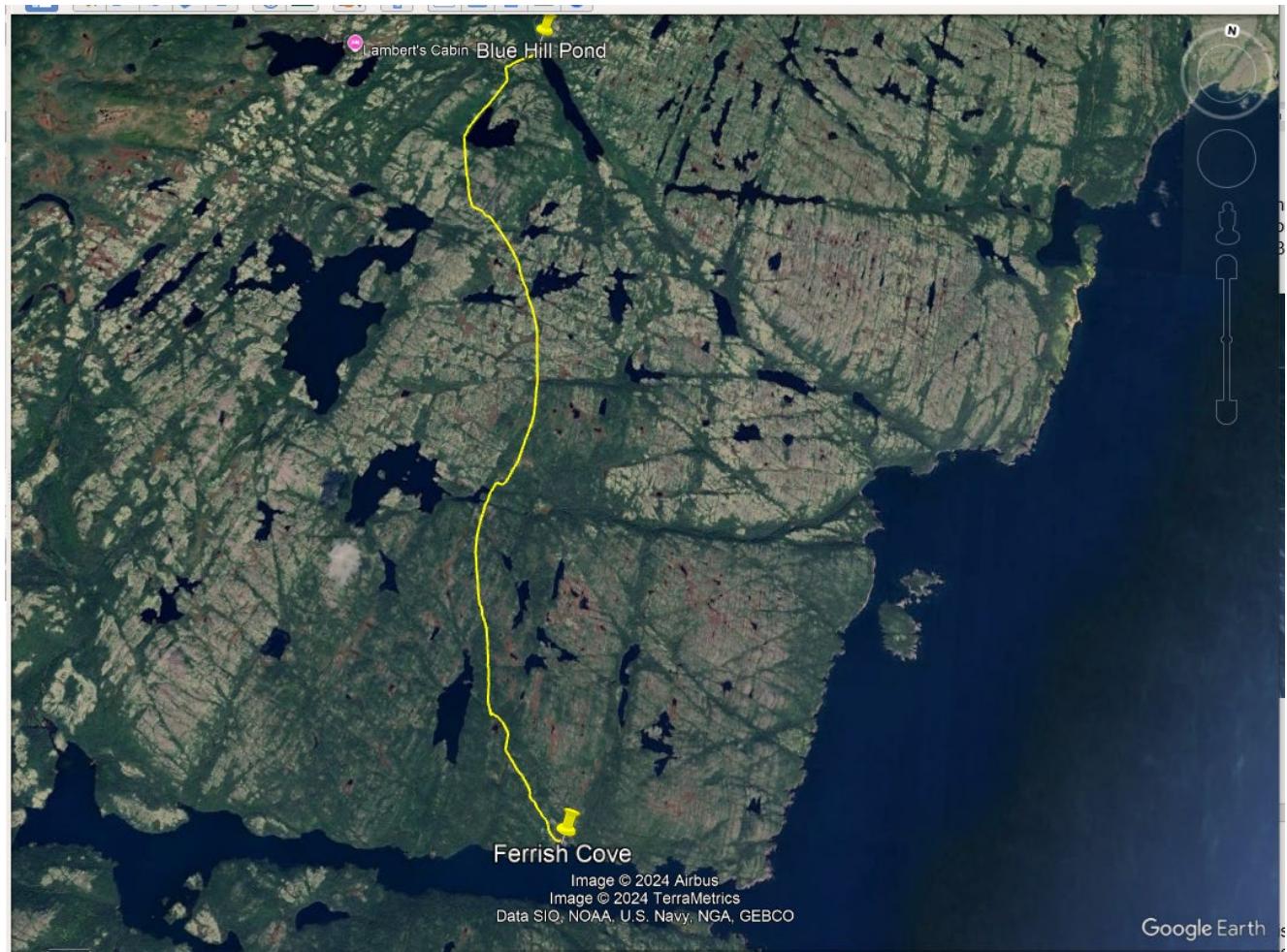
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Attachment 3 - Picture of ATV Trail from Blue Hill, NL.



Attachment 4 - Ferrish Cove ATV Trail (Kmz file)

Note: The native Kmz file, Attachment 4 is enclosed within email.