



Yamoga Building, Old Airport Road
PO Box 1, Fort Good Hope NT X0E 0H0

Tel: 867-598-2413 Fax: 867-598-2325
www.slwb.com

August 28, 2024

File: S24E-006 & S24L8-003

Mark Cliffe-Phillips
Mackenzie Valley Review Board
200 Scotia Centre
Box 938, 5102-50th Avenue
Yellowknife NT X1A 2N7

Sent by email

Dear Mark Cliffe-Phillips,

Re: Oscar Creek Bridge Relocation Project – Notice of Preliminary Screening Determination – Applications for Land Use Permit S24E-006 and Water Licence S24L8-003 – Miscellaneous – Mackenzie Valley Winter Road, NT

The Sahtú Land and Water Board (Board) met on August 23, 2024 and considered the Application Packages from Government of the Northwest Territories – Department of Infrastructure (GNWT-INF) Land Use Permit (Permit) S24E-006 and Water Licence (Licence) S24L8-003 for the Oscar Creek Bridge Relocation Project at Oscar Creek, near KM 1054.4 of the Mackenzie Valley Winter Road, NT, in accordance with the *Mackenzie Valley Resource Management Act* (MVRMA).

The Board conducted a preliminary screening based on the public record for the proceeding. Based on the evidence provided, the Board is satisfied the screening has been completed according to section 125 of the MVRMA and has decided **not to refer** the Project to environmental assessment. The Board's Preliminary Screening Determination and Reasons for Decision, as required by section 121 of the MVRMA, is attached.

If the Board does not receive notice of referral to environmental assessment, it can proceed with issuance of Permit (Permit) S24E-006 and Licence (Licence) S24L8-003 on Saturday of the week **September 07, 2024**.

The Board and staff look forward to continued communications throughout the pause period. Please contact [Paul Dixon](#) via email or at (867) 445-4049 with any questions or concerns regarding this letter.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "Valerie Gordon".

Valerie Gordon
Chair, Sahtú Land and Water Board

BCC'd to: Tulita Distribution List
Chaudary Murtaza, GNWT-INF

Attached: Preliminary Screening Determination and Reasons for Decision



Yamoga Building, Old Airport Road
PO Box 1, Fort Good Hope NT X0E 0H0

Tel: 867-598-2413 Fax: 867-598-2325
www.slwb.com

Preliminary Screening Determination and Reasons for Decision

Water Licence and Land Use Permit Applications	
File Number	S24L8-003 and S24E-006
Company	Government of the Northwest Territories – Department of Infrastructure
Project	Oscar Creek Bridge Relocation Project
Location	Oscar Creek, near KM 1054.4 of the Mackenzie Valley Winter Road, NT
Activity	Miscellaneous – Public Road Construction
Date of Decision	August 23, 2024

1.0 Decision

In accordance with subsection 124(1) of the [Mackenzie Valley Resource Management Act](#) (MVRMA), the Sahtú Land and Water Board (SLWB or Board) met on August 23, 2024 to make a preliminary screening determination on the Applications from Government of the Northwest Territories – Department of Infrastructure (GNWT-INF)(Applicant) for Land Use Permit S24E-006 (Permit)¹ and Water Licence S24L8-003 (Licence)² for the Oscar Creek Bridge Relocation Project (Project).³

The Board has decided not to refer the proposed Project to the Mackenzie Valley Environmental Impact Review Board (the Review Board) for Environmental Assessment because, based on the evidence, it is

¹See SLWB Online Registry for [GNWT-INF \(Sahtú\) – S24E-006 - Permit Application – May 14, 2024](#)

² See SLWB Online Registry for [GNWT-INF \(Sahtú\) – S24L8-003 - Licence Application – May 14, 2024](#).

³ The Project is the Oscar Creek Bridge Relocation Project, which is the proposed development, where “development” is defined in Part 5 of the [MVRMA](#) as:

“any undertaking, or any part or extension of an undertaking, that is carried out on land or water and includes an acquisition of lands pursuant to the *Historic Sites and Monuments Act* and measures carried out by a department or agency of government leading to the establishment of a park subject to the *Canada National Parks Act* or the establishment of a park under a territorial law.”

the Board’s opinion that the proposed Project will not have a significant adverse impact on the environment or be a cause of public concern.

The Board’s determinations, including reasons for its decisions, are detailed in sections [3.0](#) and [4.0](#).

2.0 List of Defined Terms and Acronyms

AIA	Archaeological Impact Assessment
AOA	Archaeological Overview Assessment
Applicant	Government of the Northwest Territories – Department of Infrastructure
Applications	The complete application package submitted by the Applicant for Water Licence S24L8-003 and Land Use Permit S24E-006.
Board	Sahtú Land and Water Board
CRP	Closure and Reclamation Plan
DGG	Déłjñę Got’ine Government
EA/EIR	Environmental Assessment/Environmental Impact Review
ECCC	Environment and Climate Change
ESCP	Erosion and Sedimentation Control Plan
GNWT	Government of the Northwest Territories
GNWT-ECC	Government of the Northwest Territories – Environment and Climate Change
GNWT-ECE-PWNHC	Government of the Northwest Territories-Education, Culture and Employment-Prince of Wales Northern Heritage Centre
MVLWB	Mackenzie Valley Land and Water Board
MVRMA	Mackenzie Valley Resource Management Act
MVWR	Mackenzie Valley Winter Road
Minister	Minister of the Government of the Northwest Territories – Environment and Climate Change
NWRRC	Norman Wells Renewable Resources Council
ORS	Online Review System (www.new.onlinereviewssystem.ca)
Party	As per the LWB Rules of Procedure , an applicant, a person, or an organization participating in the regulatory proceeding for the Applications.
Project	Oscar Creek Bridge Relocation Project which is the proposed development (as defined in Part 5 of the MVRMA). ⁴
Review Board	Mackenzie Valley Environmental Impact Review Board
ROW	Right-of-way
SCP	Spill Contingency Plan
Standard Licence Conditions	LWB Standard Water Licence Conditions Template

⁴ “development” is defined in Part 5 of the [MVRMA](#) as:

“any undertaking, or any part or extension of an undertaking, that is carried out on land or water and includes an acquisition of lands pursuant to the *Historic Sites and Monuments Act* and measures carried out by a department or agency of government leading to the establishment of a park subject to the *Canada National Parks Act* or the establishment of a park under a territorial law.”

Standard Permit Conditions	LWB Standard Land Use Permit Conditions Template
TDLC	Tulit’a District Land Corporation
TG	Tłı̨chǫ Government
TK	Traditional Knowledge
VC	Valued Components
WMP	Waste Management Plan
WMMP	Wildlife Management and Monitoring Plan

3.0 Background and Scope of Screening

On May 14, 2024, the Applicant submitted applications for a new Licence S24L8-003 and new Permit S24E-006 (the Applications). The Applications are to conduct the Oscar Creek Bridge Relocation Project, which includes the relocation of the Oscar Creek Bridge located at KM1054.4 of the Mackenzie Valley Winter Road (MVWR) to a location 2.9 kilometers (km) to the east (upstream), and re-alignment of the MVWR from approximately KM1051 to KM1056 to connect with the new bridge location. The re-alignment requires construction of additional watercourse crossings of the North and South tributaries of Oscar Creek. These activities are located outside of federal areas within the Sahtú Settlement Area (Tulit’a District).

The existing Oscar Creek Bridge was constructed in 2005 and is located at KM1054.4 on the MVWR approximately 35 km northwest of Norman Wells, NWT within the Sahtú Settlement Area (Sahtú Region). The purpose of the bridge was to extend the operating season of the MVWR by replacing the need for an ice crossing of the creek; however, the bridge has never been in service. The approaches to the bridge were never able to be completed due to a meander bend within the creek that encroached on the south approach. The bridge is proposed to be relocated upstream to a less meandering section of the creek to avoid this issue.

The Project is located entirely on Sahtú Settlement Lands within the Tulit’a District, except for a 60 m wide right-of-way (ROW) centered on the MVWR, which is Commissioner’s land (public). Works and activities require approval from the Tulit’a District Land Corporation (TDLC) to access Sahtú Settlement Lands and to obtain granular material. The mechanism to secure long-term access to these lands for the purpose of a road and granular material source(s) is obtained by Agreement between GNWT-INF and TDLC. The TDLC has indicated that it has no objection to GNWT-INF submitting permit and licence applications to the SLWB while land access agreements negotiations are underway. These agreements will need to be in place prior to the Project start up.

An Engagement Plan and Records were included in the Applications⁵. GNWT-INF indicated they were engaged with the following parties:

- Tulit’a District Land Corporation (TDLC)

⁵ See SLWB Online Registry for [S24E-006 – Appendix D – Engagement Plan and Record – May 24 24](#).

- Norman Wells Land Corporation
- Norman Wells Renewable Resources Council (NWRRC)
- Yamoga Land Corporation – Fort Good Hope Land Corporation
- Sahtú Renewable Resources Board
- Fort Good Hope ʔehdzo Got’Inę Renewable Resources Council
- Sahtú Secretariat Incorporated
- Fort Good Hope K’ahsho Got’ine Dene Band
- Town of Norman Wells
- Fort Good Hope Charter Community
- Industry/Local Businesses of Norman Wells and Fort Good Hope
- General Public of Norman Wells and Fort Good Hope

GNWT-INF held one-on-one meetings as well as community meetings between April and May, 2023 with the communities and stakeholders of Tuli’ta, Norman Wells, and Fort Good Hope, NT. As well, the Applicant provided a letter of support from the Tuli’ta District Land Corporation (TDLC)⁶ as the GNWT-INF and the TDLC are in negotiations for the land lease and quarry agreement for the Project.

In 2018, the Norman Wells Renewable Resource Council (NWRRC) released *Traditional Knowledge Study: Oscar Creek Bridge Relocation Project*. In its report, NWRRC (2018) recommended that the... “*Traditional Knowledge provided for the Project will help inform construction and help to contribute to the development of environmental protection and monitoring plans. In addition, Traditional Knowledge provided for the Project will help to identify sensitive areas, historical resources and provide important information about plants and animals that are important for cultural and socio-economic purposes, including the transmission of knowledge*” (NWRRC 2018). Results from this study were incorporated into the Project regarding water quality, fish habitat and species, sensitive wildlife habitat, historical resources, cultural areas, and project-specific recommendations and mitigations.

In accordance with paragraph 125(1)(a) of the [MVRMA](#), the Board must conduct a preliminary screening of the proposed Project to determine and report to the Review Board whether, in its opinion, the proposed Project might have a significant adverse impact on the environment, or might be a cause of public concern. The details of the Board’s analysis are set out in section [4.0](#) below.

3.1 Scope of Screening:

New Areas and Activities:

The Project includes the relocation of the Oscar Creek Bridge located at KM1054.4 of the MVWR to a location 2.9 kilometers (km) to the east (upstream), and re-alignment of the MVWR from approximately KM1051 to KM1056 to connect with the new bridge location. The re-alignment requires construction of additional watercourse crossings of the North and South tributaries of Oscar Creek.

⁶ See SLWB Online Registry for [S24E-006 – Attachment B – Tuli’ta District Land Corporation Letter of Support – Aug03 23](#).

The timeline of the Project is expected to occur starting January 2025 between the months of January – March, and again from January -March 2026. In general, the construction season will occur when the MVWR is open to vehicular traffic, typically from the end of December to end of March. As the existing Oscar Creek Bridge is not in service, the construction will have minimal impact on public and commercial use of the MVWR, with the expectation of local speed reductions and signage in place for personnel and public road safety.

The scope of the Project will include:

- the operation of a winter camp for up to 40-person
- tree clearing and grubbing along a new MVWR alignment and bridge approaches with a total cleared area expected to be approximately 30 hectares (ha)
- construction of winter road access and temporary laydown areas
- construction of new piled abutments for new Oscar Creek bridge
- disassembly and relocation of existing Oscar Creek Bridge structure to the new location
- removal of existing abutments
- construction of a new bridge crossing at the North Tributary
- construction of a new large diameter culvert crossing at the South Tributary crossing
- restoration of existing Oscar Creek Bridge location
- construction of all-season bridge approach embankments
- development and extraction of borrow materials
- mobilization and demobilization of equipment and materials
- movement of vehicles and equipment between the construction site(s), the camp, the laydown areas, and the quarry
- water use, water diversion, and waste management associated with all activities
- closure and reclamation of temporary workspaces

The temporary work camp located at a potential laydown area will operate between January – March of each year of the Project, with accommodation of up to 40 workers, with expected occupancy of 25 persons. The camp may remain in place over the summer-fall months depending on ground conditions and determined in discussion with the land use inspector.

Potable water for the camp will be obtained from the municipal facilities in Norman Wells, NT and non-potable water will be obtained from the Mackenzie River or Oscar Creek as conditions allow. A total of 20m³/day of water use (total) is expected for the camp.

Regarding the waste produced from the project, all camp waste will be regularly removed for disposal to Norman Wells, NT. This camp waste includes greywater, sewage and solid waste, domestic and industrial waste. Any hazardous waste will be transferred to a licenced facility either inside or outside of the Northwest Territories. Wastes suitable for incineration, such as cardboard and food waste, may be incinerated on site. Trees and brush waste from clearing will be mulched or windrowed and compacted. Trees of salvageable size will be stored and left in an area accessible for community use. Any inert waste such as metal and concrete will be disposed of at an approved facility.

Fuel including diesel, gasoline and propane will be stored or delivered at the camp. The diesel will be stored in (2) 15,000 litre (L) double-walled enviro tanks and the gasoline will be delivered directly via a fuel 5000L delivery truck. The propane will be stored in (4-6) 500L tanks.

3.2 Public Record and Regulatory Proceeding

To assist the Board in its preliminary screening determination for the Project, the Board distributed the Applications on and a draft Licence and Permit for public review on May 31, 2024, inviting reviewers to provide comments and recommendations on the Applications and the preliminary screening (e.g., on impacts and mitigation measures) using the Online Review System (ORS). Comments were due June 17, 2024, with responses from the Applicant due June 25, 2024. The Board received comments and recommendations from Environment and Climate Change (ECCC), Transport Canada, Department of Fisheries and Oceans Canada (DFO), and Government of the Northwest Territories-Education, Culture and Employment-Prince of Wales Northern Heritage Centre (GNWT-ECE-PWNHC).⁷

Since there were no requests to extend the reviewer comment deadlines, the Board is satisfied that a reasonable period of notice was given to affected communities and First Nations, as required by subsection 63(2) of the [MVRMA](#).

The Board is also satisfied that notice of the Application was provided to the Délı̄nę Got'ı̄ne Government (DGG) and that a reasonable period of time was provided for the DGG to make representations to the Board in accordance with section 63 of the [MVRMA](#).

4.0 Potential Impacts and Proposed Mitigations

The Board will consider the potential impacts and proposed mitigations in establishing the Licence and Permit conditions. Table 1 below summarizes:

- the potential impacts of the proposed Project;
- the concerns that were identified during the regulatory proceeding and how the Applicant addressed those concerns;
- the proposed and potential mitigations for the potential impacts; and
- the Board's analysis of the potential impacts and proposed mitigations.

⁷ See SLWB Online Registry for [S24E-006 - S24L8-003 – Reviewer Comments and Proponent Responses – Jun25 24..](#)

Table 1: Potential Impacts and Proposed Mitigations for the Proposed Project

Potential Impact	Activity	Proposed Mitigations <i>Description of measures to reduce potential impacts, including consideration of cumulative impacts and climate change.</i>	Board Analysis and Determination
Change in Air Quality	<p>Site clearing and staging, bridge deconstruction, relocation, construction, and equipment mobilization/ demobilization have the potential to generate vehicle and equipment emissions</p> <p>Excavation and earthworks have the potential to generate dust</p> <p>Camp operations will create emissions if burnable waste managed by incineration</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • Project equipment will be maintained in good working order. • Equipment idling will be discouraged or limited when conditions allow. • Haul truck speeds will be limited to 50 km/h when traveling on project roads. • Incinerators, if used by the contractor, will be operated in accordance with manufacturer’s specifications and emissions will meet Canadian Council of Ministers of the Environment Canada Wide Standards for Dioxins & Furans and Mercury. • Details of management and operation of incinerators will be included in the Waste Management Plan. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:⁸</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ USE APPROVED EQUIPMENT ○ WASTE MANAGEMENT ○ WASTE MANAGEMENT PLAN 	Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.
Change in Noise Level	<p>Pile driving steel piles for abutments</p> <p>Site clearing, bridge</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • Equipment will be maintained in good working order. • Construction vehicles and equipment will be equipped with 	Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.

⁸ See the SLWB Policies and Resources webpage to access the LWB [Standard Water Licence Conditions Template](#) and LWB [Standard Land Use Permit Conditions Template](#).

	<p>deconstruction, bridge construction, equipment movements, excavation</p> <p>Camp operations, including power generation</p>	<p>manufacturer recommended noise muffling equipment.</p> <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ USE APPROVED EQUIPMENT ○ WASTE MANAGEMENT ○ WASTE MANAGEMENT PLAN 	<p>concern.</p>
<p>Change in Water Quality</p>	<p>Exposed soil and disturbance during Project activities may result in erosion of soil causing degradation of water quality</p> <p>Exposure of granular materials with acid leaching (ARD) or metal leaching (ML) potential could cause degradation of water quality</p> <p>Camp operations may result in introduction of contaminants to the freshwater environment (e.g., garbage, greywater,</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • The Erosion and Sedimentation Control Plan (ESCP) will be implemented and will incorporate measures from the GNWT Erosion and Sediment Control Manual (GNWT, 2013). Measures in the ESCP will be implemented prior to construction activities and before the spring melt/freshet, and inspected regularly to confirm they are performing as intended. • In-stream construction will be conducted using isolation techniques. • Temporary isolation will occur for the placement of rip rap and removal of culverts and will follow the Code of Practice: Temporary Cofferdams and Diversion Channels (Interim) (DFO, 2020a). • Surface runoff will be directed away from existing waterbodies, where possible. • Disturbed areas will be re-graded and stabilized per design or pre-disturbance grades as soon as is practicable. • Closure and reclamation will promote re-establishment of native vegetation ground cover. • Only processed rock material with low acid rock drainage (ARD) and metal leaching (ML) potential will be used for the Project. • Rip rap will be free of silt and other debris. • A Waste Management Plan (WMP; Appendix H) will be developed and implemented. 	<p>Based on the described mitigations, it is the Board's opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.</p>

	<p>blackwater)</p> <p>Potential spillage of fuel may result in introduction of contaminants to freshwater environment</p>	<ul style="list-style-type: none"> • Areas and containers used to store Project wastes will be constructed, operated, and maintained in a manner to prevent waste from discharging to the surrounding environment. • A Spill Contingency Plan (SCP; Appendix G) will be developed and measures in the SCP will be implemented. The SCP includes procedures to prevent and respond to spills. • Fuel handling and refueling will be in accordance with Standard Operating Procedures. • Use of equipment in water will be minimized. • Machinery will arrive on site in a clean condition and free of invasive species and noxious weeds. • All refueling and maintenance of equipment will be conducted more than 100 m from the ordinary highwater mark of a waterbody and in designated areas. • Fuels and oils/lubricants must be stored more than 100 m from the ordinary highwater mark of a watercourse or waterbody. • Equipment such as vehicles, generators and pumps will have secondary containment installed capable of containing fuel drips or leaks during operations and refueling. • Machinery will be maintained and regularly inspected for fuel, oil, or other fluid leaks. Machinery found leaking will be withdrawn from service and repaired. • All Site personnel will be provided training to ensure familiarity with safe handling and refueling procedures, spill prevention, spill response and reporting requirements. • Vehicles parked for more than 2 hours will use drip trays. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ USE APPROVED EQUIPMENT ○ CLEAN WORK AREA 	
--	---	---	--

		<ul style="list-style-type: none"> ○ NATURAL DRAINAGE ○ PROGRESSIVE EROSION CONTROL ○ REPAIR EROSION ○ WASTE CHEMICAL DISPOSAL ○ HABITAT DAMAGE ○ WASTE MANAGEMENT ○ SEWAGE DISPOSAL SUMP SETBACK ○ SEWAGE DISPOSAL PLAN ○ REPAIR LEAKS ○ FUEL STORAGE SETBACK ○ FUEL CACHE SECONDARY CONTAINMENT ○ FUEL CONTAINMENT ○ FUEL ON LAND ○ SPILL CONTINGENCY PLAN ○ DRIP TRAYS ○ CLEAN UP SPILLS ○ MEASURE WATER USE AND WASTE DISCHARGED ○ WATER INTAKE LOCATION - AUTHORIZATION ○ OBJECTIVE – WASTE AND WATER MANAGEMENT ○ EROSION CONTROL ○ SEDIMENT AND EROSION CONTROL PLAN ○ DAILY INSPECTIONS OF DISCHARGE LOCATIONS ○ WASTE MANAGEMENT PLAN ○ OBJECTIVE – PREVENT WASTE INTO WATER ○ REPORT SPILLS 	
Change in Water Quantity	<p>Water withdrawal can change flow or water levels</p> <p>Installation of culvert can change flows</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> ● Surface water withdrawals will be in accordance with regulatory requirements. ● Water withdrawal will be in accordance with the Framework for assessing Ecological Flow Requirements to Support Fisheries in Canada (DFO 2013). 	<p>Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.</p>

		<ul style="list-style-type: none"> • The culvert will be designed to maintain flows and fish passage. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ MEASURE WATER USE AND WASTE DISCHARGED ○ WATER SOURCE AND MAXIMUM VOLUME ○ WATER WITHDRAWAL - FACILITIES ○ WATER INTAKE LOCATION - AUTHORIZATION ○ OBJECTIVE – WASTE AND WATER MANAGEMENT 	
Change in Fish Habitat	<p>Loss or alteration of riparian habitat</p> <p>Loss or alteration of fish habitat below the ordinary high-water mark (OHWM)</p> <p>Barrier to fish passage</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • The Project will use previously disturbed areas for Project infrastructure and workspaces to the extent practical. • Clearing will be limited to areas required for construction and safe operations (i.e., to the width of the ROW and approved access roads). • Clearing of the borrow source will not take place within 100 m of a watercourse. • Riparian vegetation will be maintained whenever possible. • All temporary vehicle crossings will follow DFO’s Code of Practice for Ice Bridges and Snow Fills (DFO 2022a). • Temporary crossings will be constructed perpendicular to the watercourse. • Temporary bridges, if required, will not be placed below the OHWM. • In-stream work will be minimized to the extent possible. • Rip rap will be free of silt and other debris. • Rip rap installation and culvert construction will be timed to avoid restricted activity periods for fish as applicable to the watercourse. • Grading of stream banks at approaches shall be minimized, where possible. • Water flow and fish passage will be maintained during construction. • Culvert maintenance will follow the DFO Code of Practice for Culvert Maintenance (DFO 2022b). 	<p>Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.</p>

		<ul style="list-style-type: none"> • Beaver dam removal will be done in accordance with the Code of Practice for Beaver Dam Breaching and Removal (DFO 2022c) and guidance from GNWT-ECC and NWRRC. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ USE APPROVED EQUIPMENT ○ PROGRESSIVE EROSION CONTROL ○ STREAM BANKS ○ MINIMIZE APPROACH ○ MINIMIZE AREA CLEARED ○ HABITAT DAMAGE ○ PROGRESSIVE RECLAMATION ○ SEDIMENT AND EROSION CONTROL PLAN ○ OBJECTIVE – CONSTRUCTION ○ ENGINEERED STRUCTURES - GENERAL 	
Change in Fish Health	<p>Water Withdrawal</p> <p>Increased sedimentation</p> <p>Accidental spills</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • Water withdrawal will be in accordance with the Interim Code of Practice: End-of-pipe Fish Protection Screens for Small Water Intakes in Freshwater (DFO 2020a) and the Framework for assessing Ecological Flow Requirements to Support Fisheries in Canada (DFO 2013). • A Project-specific Erosion and Sedimentation Control Plan (ESCP) will be developed and implemented. • Sediment and erosion control measures will be regularly inspected to confirm they are performing as intended. • Poned water will be directed away from existing waterbodies. • Sediment control measures will be implemented per the GNWT Erosion and Sediment Control Manual (GNWT 2013) and will be in place prior to construction activities and before the spring melt/freshet. • Excavated spoil material will be placed at least 30 m from the watercourse. 	<p>Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.</p>

		<ul style="list-style-type: none"> • Material stockpiles will be kept a minimum of 30 m from a watercourse or waterbody with the appropriate erosion control mitigation in place to prevent sediment from entering a watercourse or waterbody. • A Spill Contingency Plan will be developed and implemented. • Fuel will be stored in containers with secondary containment capable of containing 110% of the largest container. • Fuel handling and refueling will be in accordance with Standard Operating Procedures. • Washing, refueling, and servicing machinery and storage of fuel and other materials for machinery will be conducted a minimum of 100 m from the OHWM and in a manner to prevent any deleterious substances from entering the water. • Areas and containers used to store project wastes will be constructed, operated, and maintained in a manner to prevent waste from discharging to the surrounding environment. • Vehicles parked for more than 2 hours will use drip trays. • Machinery will arrive on-site and will be maintained in a clean condition and free of invasive species and noxious weeds. • Machinery will not be left in any waterbody. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ USE APPROVED EQUIPMENT ○ CLEAN WORK AREA ○ NATURAL DRAINAGE ○ PROGRESSIVE EROSION CONTROL ○ REPAIR EROSION ○ WASTE CHEMICAL DISPOSAL ○ HABITAT DAMAGE ○ WASTE MANAGEMENT ○ SEWAGE DISPOSAL SUMP SETBACK ○ SEWAGE DISPOSAL PLAN 	
--	--	---	--

		<ul style="list-style-type: none"> ○ REPAIR LEAKS ○ FUEL STORAGE SETBACK ○ FUEL CACHE SECONDARY CONTAINMENT ○ FUEL CONTAINMENT ○ FUEL ON LAND ○ SPILL CONTINGENCY PLAN ○ DRIP TRAYS ○ CLEAN UP SPILLS ○ MEASURE WATER USE AND WASTE DISCHARGED ○ WATER INTAKE LOCATION - AUTHORIZATION ○ OBJECTIVE – WASTE AND WATER MANAGEMENT ○ EROSION CONTROL ○ SEDIMENT AND EROSION CONTROL PLAN ○ DAILY INSPECTIONS OF DISCHARGE LOCATIONS ○ WASTE MANAGEMENT PLAN ○ OBJECTIVE – PREVENT WASTE INTO WATER ○ REPORT SPILLS 	
Change in Wildlife Habitat	<p>Direct loss or alteration of wildlife habitat (e.g., vegetation removal, edge effects).</p> <p>Indirect habitat loss due to sensory disturbance.</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • The Project will reduce disturbance to new areas to the extent practical. • Vegetation clearing will be completed outside the migratory bird nesting period of May 4 to August 22 (Zone B8; ECCO 2023, GNWT 2020) and will consider the Critical Breeding Periods for Raptor Species of the Northwest Territories (Shank and Poole 2016) to avoid disturbing species that breed prior to the migratory bird nesting periods. • Travel of construction vehicles will be confined to existing roads and trails as much as possible to avoid disturbing vegetated areas. • Closure and reclamation will promote re-establishment of vegetation ground cover. • Borrow source vegetated surface material, where present, will be replaced after development is completed. The Project-specific Wildlife Management and Monitoring Plan (WMMP; Appendix B) will be implemented to protect wildlife and wildlife habitat. 	Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.

		<p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ HABITAT DAMAGE ○ BRUSH DISPOSAL / TIME ○ MINIMIZE AREA CLEARED ○ DISPOSAL OF OVERBURDEN ○ SAVE AND PLACE ORGANIC SOIL ○ FINAL CLEANUP AND RESTORATION ○ NATURAL VEGETATION ○ PROGRESSIVE RECLAMATION ○ MIGRATORY BIRD NEST DISTURBANCE 	
Change in movement of Wildlife	Physical activities have potential to create physical or sensory barriers that might temporarily hinder wildlife movement	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • The height of snowbanks on the winter access road will be limited to the extent possible and to a height of less than 1 m. • Construction and quarry development activities will adhere to the applicable recommended setbacks and timing restrictions for wildlife outlined in the WMMP, where possible. • Clearing of the borrow source will not take place within 100 m of a watercourse. • Vegetation buffers will be used as visual barriers and to protect riparian vegetation, as appropriate. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ STREAM BANKS ○ MINIMIZE APPROACH ○ HABITAT DAMAGE ○ BRUSH DISPOSAL / TIME 	Based on the described mitigations, it is the Board's opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.

		<ul style="list-style-type: none"> ○ MINIMIZE CLEARED AREA ○ FINAL CLEANUP AND RESTORATION ○ NATURAL VEGETATION ○ OBJECTIVE – CONSTRUCTION ○ CONSTRUCT AS DESIGNED – ENGINEERED STRUCTURE(S) ○ PROGRESSIVE RECLAMATION 	
Change in Mortality Risk	Construction and operations can result in increased wildlife mortality risk (e.g., destruction of nests, dens, number of fatalities) due to vegetation removal, vehicular collisions, and human-wildlife conflicts.	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • Personnel will undergo a wildlife awareness program which will include prevention measure for wildlife mortality (e.g., bear safety) and reporting procedures for wildlife-related incidents and protocols to follow when a nest, den, or wildlife species of management concern is observed. This includes completing wildlife sighting and wildlife incident report forms as prescribed in the GNWT-ECC Sample Procedural Manuals & Reporting Templates (GNWT 2019b). • Vegetation clearing will be completed outside the migratory bird nesting period of May 4 to August 22 (Zone B8; ECCC 2023, GNWT 2020) and will consider the Critical Breeding Periods for Raptor Species of the Northwest Territories (Shank and Poole 2016) to avoid disturbing species that breed prior to the migratory bird nesting periods. • Pre-construction raptor stick nest surveys and bear den surveys will be completed during the fall prior to construction in collaboration with GNWT-ECC. • If construction is to take place between May and September, selected Project staff will take the GNWT’s Migratory Bird Awareness Training Webinar and obtain a certificate to demonstrate proof of training. • If an active nest is found, beneficial management practices (GNWT 2020b) will be followed, including applying an appropriate setback and timing restriction (Table G.1 in Appendix G) and discussion with GNWT ECC and ECCC. • Vegetation clearing will be completed outside the core maternity roosting period for bats of May 1 to August 31. If habitat tree removal or general tree clearing is required during the maternity roosting period, a qualified biologist 	Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.

		<p>will review the trees to make a determination on bat occupancy before removal.</p> <ul style="list-style-type: none"> • Personnel will not feed, harass, or hunt wildlife while working on the Project. • Construction and borrow activities will be limited during sensitive periods for wildlife in accordance with the WMMP. • An electric fence may be set up around the camp if deemed necessary to deter wildlife. • Food and other wildlife attractants will be stored in bear-proof containers. • Equipment, wastes, and contaminated soils will be removed once construction is completed. • Project haul trucks will be limited to 50 km/h when traveling on project roads. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ HABITAT DAMAGE ○ MINIMIZE CLEARED AREA ○ NATURAL VEGETATION ○ PROGRESSIVE RECLAMATION ○ MIGRATORY BIRD NEST DISTURBANCE ○ OBJECTIVE – CONSTRUCTION ○ WASTE MANAGEMENT PLAN 	
<p>Change to terrain and permafrost conditions</p>	<p>Construction related activities (e.g., travel and movement of equipment across the ground, cutting/excavating into the ground) could lead to:</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • A minimum of 10 cm of packed snow will be maintained on winter travel surfaces. • The design will follow the geotechnical recommendations of Tetra Tech 2021b. • Clearing and stripping of organic material and topsoil will occur 	<p>Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.</p>

	<p>Modification of local soil drainage conditions and surface hydrology; potential for water ponding</p> <p>Impact of air/ground thermal balance; increased active layer thaw depth; potential subsidence due to loss of permafrost or melting of ice-rich material near the interface between base of the active layer and uppermost permafrost</p> <p>Ground disturbance leading to soil erosion and slope instability</p> <p>Erosion and drainage pattern changes as a result of ground disturbance, modified drainage along the roadway</p>	<p>during frozen ground conditions.</p> <ul style="list-style-type: none"> ● Construction equipment will be operated on designated winter roads. Construction will be avoided on highly saturated soil (primarily during freshet) where practical or suitable ground equipment will be utilized to prevent unnecessary soil damage through rutting, etc. ● Surface disturbance to undisturbed terrain will be minimized as much as possible. Project work will be confined to the Project Area. ● Borrow source working areas will be graded to promote drainage and avoid standing water. ● Organic material will be replaced where applicable. ● The Project will minimize disturbance to new areas to the extent practical. ● Erosion and sediment control measures in the ESCP will be implemented and inspected regularly to confirm they are performing as intended. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ HABITAT DAMAGE ○ NATURAL DRAINAGE ○ PROGRESSIVE EROSION CONTROL ○ REPAIR EROSION ○ STREAM BANKS ○ MINIMIZE APPROACH ○ MINIMIZE AREA CLEARED ○ DISPOSAL OF OVERBURDEN ○ SAVE AND PLACE ORGANIC SOIL ○ FINAL CLEANUP AND RESTORATION 	
--	---	--	--

	and/or permafrost thaw	<ul style="list-style-type: none"> ○ NATURAL VEGETATION ○ PROGRESSIVE RECLAMATION ○ SEDIMENT AND EROSION AND CONTROL PLAN ○ OBJECTIVE – WASTE AND WATER MANAGEMENT ○ OBJECTIVE - CONSTRUCTION 	
Change in vegetation community diversity and species diversity	<p>Site clearing during construction may result in alteration to vegetation community distribution and abundance.</p> <p>Site clearing and vehicle and equipment travel during all project phases may affect vegetation species or introduce alien or invasive alien species</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> ● The Project will use previously disturbed areas for project activities and project infrastructure and workspaces to the extent possible. ● Travel of vehicles will be confined to existing roads and trails and approved work areas to avoid disturbing vegetated areas outside of the Project Area. ● Disturbed areas will be re-graded and stabilized per design or pre-disturbance grades as soon as is practicable. ● Equipment originating from outside of the Northwest Territories will be cleaned prior to mobilization to avoid introduction of invasive and/or alien species. ● Organic material and topsoil will be set aside for use during reclamation, where possible. ● Closure and reclamation will promote re-establishment of native vegetation ground cover. ● At the start of the growing season following bridge removal, a native seed and fertilizer mix will be applied to the affected areas. Native willow cuttings will be added at a spacing of 1/m2 in the same fall, prior to freeze-up. ● A Project-specific Erosion and Sedimentation Control Plan (ESCP) will be developed and implemented per the GNWT Erosion and Sediment Control Manual (GNWT, 2013). Measures in the ESCP will be implemented prior to construction activities and before the spring melt/freshet and inspected regularly to confirm they are performing as intended. 	Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.

		<p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ HABITAT DAMAGE ○ NATURAL DRAINAGE ○ PROGRESSIVE EROSION CONTROL ○ REPAIR EROSION ○ MINIMIZE AREA CLEARED ○ DISPOSAL OF OVERBURDEN ○ SAVE AND PLACE ORGANIC SOIL ○ FINAL CLEANUP AND RESTORATION ○ NATURAL VEGETATION ○ PROGRESSIVE RECLAMATION ○ SEDIMENT AND EROSION AND CONTROL PLAN ○ EROSION CONTROL 	
<p>Change in availability of resources for traditional land and resource uses</p>	<p>Habitat loss or alteration for species of importance (plants, wildlife) relied on for hunting, trapping, and harvesting</p> <p>Indirect habitat loss affecting availability of wildlife and wildlife habitat for species of importance</p> <p>Increase in wildlife</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> ● Mitigation measures outlined for other valued components (VCs) should serve to reduce or avoid effects to traditionally harvested plant and animal resources. ● The Project-specific Wildlife Management and Monitoring Plan (WMMP; Appendix G) will be implemented to protect wildlife and wildlife habitat. ● The Project will minimize disturbance to new areas to the extent practical. ● Construction and borrow source development activities will adhere to the applicable recommended setbacks and timing restrictions for wildlife outlined in the WMMP, where possible. ● Wildlife Monitors will be employed on the Project, as described in the WMMP ● Pre-construction raptor stick nest surveys and bear den surveys will be 	<p>Based on the described mitigations, it is the Board's opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.</p>

	<p>mortality risk which can affect the availability of wildlife species of importance</p> <p>Indirect effects on Indigenous peoples that adversely affect the perception of and/or perceived value of the availability of traditional resources</p>	<p>completed in collaboration with GNWT ECC.</p> <ul style="list-style-type: none"> • Personnel will not feed, harass, or hunt wildlife while working on the Project. • Construction and quarry development activities will be limited during sensitive periods for wildlife in accordance with the WMMP. • Travel of construction vehicles will be confined to existing infrastructure roads and trails as much as possible to avoid disturbing vegetated areas. • Clearing will be limited to areas required for construction and safe operations (i.e., to the width of the ROW and approved access roads). • Instream work will be minimized to the extent possible. • Water flow and fish passage will be maintained during construction. • A Spill Contingency Plan will be developed and implemented. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ HABITAT DAMAGE ○ NATURAL DRAINAGE ○ MINIMIZE AREA CLEARED ○ FINAL CLEANUP AND RESTORATION ○ NATURAL VEGETATION ○ PROGRESSIVE RECLAMATION ○ BRUSH DISPOSAL / TIME ○ MIGRATORY BIRD NEST DISTURBANCE ○ SPILL CONTINGENCY PLAN ○ OBJECTIVE – PREVENT WASTE INTO WATER ○ OBJECTIVE – WASTE AND WATER MANAGEMENT 	
<p>Change in access to resources for</p>	<p>Construction and operation activities which may result in</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • The height of snowbanks on Project roads will be limited to the extent possible and to a height of less than 1 m. 	<p>Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on</p>

<p>traditional land and resource uses</p>	<p>loss, alteration, restriction or alienation from trails and access ways to lands and resources which are used for traditional purposes</p> <p>Indirect effects on Indigenous peoples that adversely affect the perception of and/or perceived value of access to traditional resources for current use, and/or sites and areas of importance</p>	<ul style="list-style-type: none"> • Travel of construction vehicles will be confined to existing infrastructure roads and trails as much as possible to avoid disturbing vegetated areas. • Clearing will be limited to areas required for construction and safe operations (i.e., to the width of the ROW and approved access roads). • In-stream work will be minimized to the extent possible. • Access through the Project Area by traditional land users will not be impeded, except where restrictions are needed for public safety. • The MVWR will remain open to the public during project construction. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ HABITAT DAMAGE ○ NATURAL DRAINAGE ○ MINIMIZE AREA CLEARED ○ FINAL CLEANUP AND RESTORATION ○ NATURAL VEGETATION ○ PROGRESSIVE RECLAMATION ○ BRUSH DISPOSAL / TIME ○ ARCHAEOLOGICAL BUFFER ○ AIA – ARCHAEOLOGICAL IMPACT ASSESSMENT 	<p>the environment OR be a cause of public concern.</p>
<p>Change in cultural, spiritual, and archaeological sites</p>	<p>Construction and operation activities which may result in loss, alteration, restriction or alienation of current harvesting sites, habitation areas,</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • Travel of construction vehicles will be confined to existing infrastructure roads and trails as much as possible to avoid disturbing vegetated areas. • The Project will minimize disturbance to new areas to the extent practical • Clearing will be limited to areas required for construction and safe operations (i.e., to the width of the ROW and approved access roads). 	<p>Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.</p>

	<p>cultural and sacred areas</p> <p>Indirect effects on Indigenous peoples that adversely affect the perception of and/or perceived value of current cultural, spiritual and traditional use sites and areas</p> <p>Surface and subsurface ground disturbance can impact cultural or archaeological materials, sites, features and their context</p>	<ul style="list-style-type: none"> • Submission of Project information to the GNWT-ECE at PWNHC, via Archaeological Overview Assessment (AOA). • Completion of/compliance with requirements as issued by GNWT-ECE (e.g., Archaeological Impact Assessment [AIA]), avoidance of areas of high archaeological site potential • Develop and adhere to a protocol for chance finds of archaeological sites, features and/or materials during construction • The GNWT will adhere to regulatory requirements to protect heritage resources if present near the Project Area. <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ ARCHAEOLOGICAL BUFFER ○ ARCHAEOLOGICAL OVERVIEW ○ AIA – ARCHAEOLOGICAL IMPACT ASSESSMENT ○ AIA – HIGH POTENTIAL 	
<p>Change in capacity of municipal facilities</p>	<p>Deposition of wastewater (sewage and greywater) and solid waste in the Norman Wells Solid Waste Disposal Facilities</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> • The waste created by the Project that is to be disposed of at the Norman Wells Solid Waste and Sewage Lagoon Facilities is expected to be negligible in magnitude. • The waste disposed of will be created over (2) construction seasons • Solid waste that can be incinerated will reduce waste to Norman Wells <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ WASTE MANAGEMENT PLAN ○ NOTIFICATION OF SOLID WASTE DISPOSAL 	<p>Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.</p>

		<ul style="list-style-type: none"> ○ WASTE CHEMICAL DISPOSAL ○ WASTE PETROLEUM DISPOSAL 	
Change in Climate on the Project	<p>Potential for warming climate</p> <p>Potential for frost-free days to increase</p> <p>Potential for permafrost degradation and increased subsidence</p> <p>Potential for changes to the local hydrology</p>	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> ● The Project is designed using current best practices for the protection of permafrost ● The Project will be monitored regularly for visual signs of erosion or rutting <p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ HABITAT DAMAGE ○ NATURAL DRAINAGE ○ PROGRESSIVE EROSION CONTROL ○ REPAIR EROSION ○ MINIMIZE AREA CLEARED ○ FINAL CLEANUP AND RESTORATION ○ NATURAL VEGETATION ○ PROGRESSIVE RECLAMATION ○ SEDIMENT AND EROSION AND CONTROL PLAN ○ OBJECTIVE – WASTE AND WATER MANAGEMENT ○ OBJECTIVE - CONSTRUCTION 	Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.
Cumulative Effects of Projects	Potential for past, present and future projects to create cumulative effects to land and water, for example the existing ROW of the MVWR	<p>The Applicant proposed the following mitigations in the Applications:</p> <ul style="list-style-type: none"> ● The Project will make use of existing ROWs, cutlines, and previously disturbed areas as much as possible. ● The potential loss of habitat based on previous and currently known projects is considered moderate. 	Based on the described mitigations, it is the Board’s opinion that the proposed activities will not have a significant adverse impact on the environment OR be a cause of public concern.

	and historical trails along cutlines	<p>The Board has standard permit OR licence conditions that are typically used to mitigate the identified potential impacts. These standard conditions include:</p> <ul style="list-style-type: none"> ○ LOCATION OF ACTIVITIES ○ HABITAT DAMAGE ○ MINIMIZE AREA CLEARED ○ OBJECTIVE – WASTE AND WATER MANAGEMENT ○ OBJECTIVE - CONSTRUCTION 	
--	--------------------------------------	---	--

4.1 Consideration of Potential Impacts

Based on the potential impacts and proposed mitigations identified above in Table 1, the Board considered whether the Project might have a significant adverse impact on the environment. In general, impacts of the Project on the environment can be mitigated through the use of standard permit and/or licence conditions and/or project-specific conditions established by the Board as per the LWB [Standard Process for Creating New Conditions](#). These conditions may include requirements for management and monitoring plans that provide detailed information regarding the implementation of mitigation measures and the evaluation of their effectiveness.

A draft Licence and Permit were circulated for review during the regulatory proceeding, and all Parties were given the opportunity to provide comments and recommendations on the draft conditions. In finalizing the conditions, the Board will consider all of the evidence provided through the regulatory proceeding.

4.2 Consideration of Public Concern

In addition to considering the potential impacts of the Project, the Board considered whether the Project might be a cause of public concern.

Based on the evidence provided during the regulatory proceeding, the Board did not identify any comments or issues that indicate that the Project is a cause of public concern.

5.0 Conclusion

The Board has reviewed all the evidence received during the regulatory process with respect to the Preliminary Screening of the proposed Project. Based on the evidence, it is the Board’s opinion that the proposed Project will not have a significant adverse impact on the environment or be a cause of public concern, as set out in paragraph 125(1)(a) of the [MVRMA](#). The Board has therefore decided not to refer the proposed Project to Environmental Assessment

If the Board does not receive a notice of referral to environmental assessment by September 06, 2024 the Board can issue the Permit and Licence on September 07, 2024.

SIGNATURE



Valerie Gordon, Chair
Sahtú Land and Water Board

August 28, 2024

Date