



6 December 2006

Your File: NU-06-0042

Tania Gordanier
Habitat Management Biologist
Fisheries and Oceans Canada
P.O. Box 358
Iqualuit, NU
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Nunavut Water
Board
MAR 02 2007
Public Registry

Dear Ms. Gordanier:

Re: High Lake Relicensing Program

Further to the NIRB Screening Decision Report dated August 11, 2006, and in particular with reference to Condition # 4 of that report, Wolfden wishes to respond to the outstanding comments in your letters addressed to NIRB dated July 24th and July 11th that pertain to:

- 1) Watercourse Crossings along the All-season Road
- 2) Winter Road Construction
- 3) Water Withdrawal

Watercourse Crossings along the All-season Road

- The watercourse crossing locations were omitted from Figure 4, as noted in your letter. However, these crossing locations were included in an email sent to you on May 22. Detailed information about each of these crossing locations is attached. All other creeks that appear on the topographical maps either do not exist or are identified as intermittent, and do not support fish. This was noted by Mr. Dave Tyson who participated in a site tour from August 7-11, 2006. No additional crossings are necessary.
- The spur road connecting the all-season road to the proposed aggregate source south of Sand Lake crosses two watercourses, one of which supports fish. At this location, a single span culvert is proposed.
- Wolfden will follow DFO Operational Statement for the construction of Clear Span Bridges.
- For crossing AS13, Wolfden is currently investigating the option of using a single span culvert. If this is not practical, then Wolfden will provide detailed plans on the proposed closed culvert installation, and compensatory habitat measures to offset any habitat loss at this location.

Winter Road Construction

- For the winter trail between Ulu and High Lake, it is not intended that ice bridges will be constructed. If, however, there is a need to establish an ice bridge along the proposed winter trail route, then Wolfden will follow the protocols outlined in the DFO Operational Statement for Ice Bridges.
- The proposed winter trail between Ulu and High Lake will be established to a standard suitable for tracked vehicles. As such, the trail surface will be constructed by compacting snow along the route. Water withdrawal to build up the road surface will only be done if

necessary to build up ice thickness at crossings of larger water bodies. Otherwise, water withdrawal from lakes along the route is not contemplated.

Water Withdrawal

- Water withdrawal from lake L22 to supply the new camp near High Lake is estimated to be approximately 2% of the total volume of this lake, based on an estimated volume of 192,318m³ and water use of 3600m³/yr. Lake L22 is a relatively deep lake, with an average depth of 4.9m and a maximum depth of 15.8m. Assuming a maximum ice thickness of 1.8m, it is estimated that there would be from 3 to 14 m of water beneath the ice during the winter. The camp will most likely not operate during the winter months (December – March) and water withdrawal would likely only occur from about early April until late October or November.

I trust that this clarifies the outstanding questions that you raised in your letter(s).

Yours very truly,
Wolfden Resources Inc.



Mr. Andrew Mitchell, P. Geo.
Project Manager

AM/
Encl.
cc: Kevin Buck, Manager of Environmental Screenings, NIRB