PROVINCIAL ROAD 304 TO BERENS RIVER

ALL SEASON ROAD

ENVIRONMENTAL ASSESSMENT
SCOPING DOCUMENT

Submitted By

East Side Road Authority Inc.

1. Introduction

1.1 Purpose of Scoping Document

The purpose of this Scoping Document is to provide information related to the scoping of the environmental assessment of a proposed all weather road from Provincial Road 304 to the Community of Berens River (the Project).

The Scoping Document for the Project has been developed with consideration of:

- requirements under The Manitoba Environment Act for transportation developments,
- requirements under The Canadian Environmental Assessment Act,
- the importance and need to include the use of Aboriginal and local knowledge and public and stakeholder views in the assessment process; and
- issues identified during previous public involvement programs.

1.2 Background

In support of the preparation of an Environmental Impact Statement for the Project, the East Side Road Authority Inc. is proceeding with an environmental assessment including physical, biological, socio-economic and traditional knowledge studies and additional stakeholder[1] consultations.

2.0 Regulatory Framework

The Project constitutes a Class 2 development as a two lane road in new location which also involves widening of an existing road in areas sensitive to environmental disturbance as defined by the Classes of Development Regulation under the Manitoba *Environment Act* (MEA). With respect to the *Canadian Environmental Assessment Act* (CEAA), two federal triggers may exist - under the *Fisheries Act* (FA) and the *Navigable Waters Protection Act* (NWPA). At a minimum, the all season road will require a screening level decision under the CEA Act. It is the East Side Road Authority's understanding that the filing of an Environment Act Proposal Form (EAPF) under the MEA initiates the formal regulatory review process.

The East Side Road Authority anticipates that the Project may be reviewed under the provisions of the *March 2007 Canada/Manitoba Agreement on Environmental Assessment Cooperation*, and the East Side Road Authority would welcome such a cooperative process. Pursuant to that Agreement, it is expected that a Provincial/Federal Project Administration Team (PAT) will be established to administer and to provide advice on the environmental assessment process and on the scope and content of the Environmental Impact Statement (EIS).

[1] When used on its own, the term `stakeholder' means all interested parties.

The EIS will outline other regulatory and legislative approvals required for Project implementation.

3.0 Environmental Assessment Engagement

Consultation is an integral component of the planning and assessment process for the Project. The Community Engagement Plan (CEP) for the Project will involve Aboriginal and Non-aboriginal communities, organizations, and municipalities; potentially interested stakeholders; and government departments and agencies,.

The overall objective of the CEP is to provide information on the Project to interested and potentially affected parties and to create meaningful opportunities to receive input on the Project. The engagement program aims to achieve the following:

- Provide opportunities for the early involvement of Aboriginal people, local residents, the public, and other stakeholders in the process in order to ensure their continued participation throughout the environmental assessment process and all stages of project development;.
- Utilize a variety of mechanisms to provide information, receive feedback, and engage in a meaningful dialogue with stakeholders in a consistent and transparent manner;
- Adopt and demonstrate an adaptive approach to ensure that the CEP can be adjusted in response to stakeholder issues and concerns;
- Effectively use the information received through the CEP to avoid or minimize any potential adverse effects and maximize Project benefits; and
- Communicate to stakeholders how community input and information provided was used.

For the purpose of this project, the CEP will consist of two rounds of consultation in addition to incorporating all previous consultation initiatives and/or programs.The first round will describe the Project and solicit input on issues/concerns relating to potential Project effects. The second round will present predicted Project effects and mitigation measures for feedback prior to submission of the EIS to respective regulatory agencies. The second round will also be used to discuss how the information revealed during the first round was used or addressed by the East Side Road Authority.

4.0 Aboriginal Traditional Knowledge (ATK)

Aboriginal and local knowledge are valuable sources of information for the environmental assessment. All reasonable efforts will be made to ensure that knowledge from these sources is collected and incorporated into the

environmental assessment of the Project. The incorporation of Aboriginal Traditional Knowledge (ATK) within the environmental assessment process allows for the use of a valuable and unique source of local information pertaining to traditional land use, economic activity, ceremonial pursuits etc. ATK also permits the direct inclusion of First Nations and Métis communities within project planning and design,

A protocol/contract for research utilized by the Project Team in the final submission of the EIS or any other public document will be established between the community and Proponent at the commencement of the Aboriginal Traditional Knowledge Study. Non-disclosure agreements will also drafted to protect study participants, and confidential information, knowledge, resources or materials

5.0 Scope of Project and Assessment

5.1 Scope of Project

The scope of the project comprises the physical works and activities associated with the construction, operation and maintenance, and decommissioning of the following components and associated infrastructure:

Associated infrastructure with the Project includes:

- Construction workforce accommodations/facilities;
- Storage areas and offices;
- Water and wastewater treatment and disposal;
- Borrow areas;
- Access roads to the borrow sites for the project.

The EIS will describe the Project using appropriate figures, maps and/or orthophotos, and will include the following:

- Location of the existing road, proposed realignment of the existing road and new right-of-way;
- Location of water crossing structures;
- Location of Special Protected Areas;
- Location of staging areas for construction;
- Location of borrow areas;
- Roadway design;
- Outline of roadways and access routes to be used during pre-construction, construction and operation stages of the Project;
- Traffic types, types of users and volumes;
- Location of construction workforce accommodations and other supporting infrastructure;
- Schedule of all construction activities including:
    - Contractor mobilization and demobilization activities;
    - Construction of new buildings and supporting infrastructure;

    - Decommissioning of existing road right-of-way;
- Description and assessment of the effects of the Project on navigation;
- General cost estimates and funding;
- Size and composition of the workforce during construction activities and future maintenance activities;
- Health and safety programs and measures;
- Plans for decommissioning of any temporary infrastructure or facilities;
- Plans to address accidents and malfunctions;
- Wastes generated by the Project and how waste will be managed.

5.2 Scope of Assessment

The scope of the assessment will address the requirements of a Class 2 Development pursuant to the Manitoba Environment Act and federal requirements pursuant to the Canadian Environmental Assessment Act. For the purpose of the assessment the definitions of "environment" and "environmental effect" from the Canadian Environmental Assessment Act will be used (the definition of environment is broader in the federal act and the provincial act does not include a definition of environmental effect).

5.3 Factors to be Considered in the Assessment

The following factors will be considered in the environmental assessment:

- The environmental effects of the project and any cumulative environmental effects that are likely to result from the project in combination with other projects or activities that have been or will be carried out;
- The significance of the environmental effects;
- Comments from stakeholders that are received through the environmental assessment consultation process;
- Mitigation measures for any significant adverse environmental effects of the project that are technically and economically feasible;
- The purpose of the project;
- Alternative means of carrying out the project that are technically and economically feasible and the environmental effects of any such alternative means; and
- The need for, and the requirements of, any monitoring plan in respect of the project.

6.0 Alternatives

The EIS will include the following:

- A summary of any alternatives considered.
- An explanation of the rationale for selection of the preferred alternative; and
- A description of the process undertaken to determine the final alignment and general arrangement of the Project components.

7.0 Existing Environmental Setting

Physical, biological and socio-economic studies and activities will be undertaken to describe the physical, biological, and socio-economic components of the existing environment within the Study Area. The description of the existing environmental setting will include the following:

7.1 Physical Environment

7.1.1 Climate/General Environment

The EIS will provide information on the following:

- Climate change (including both the effects of the project on climate change and effects of climate change on the project);
- Averages and extremes in monthly temperatures and dates of freeze and thaw;
- Monthly precipitation and snow cover;
- Local air quality

7.1.2 Physiography and Landscape

The EIS will provide information on the following:

- Physiography;
- Geology;
- Soils;
- Hydrographic information on the area to be affected by the project;
- Groundwater conditions; and
- Geologic deposits that may be used for the Project.

7.2 Aquatic Environment

Overall Approach

For the aquatics portion, a habitat-based approach is proposed, to reflect the nature of potential impacts associated with the project. In terms of overall study design, three levels of information will be gathered:

1. Potential for impacts associated with general road construction and maintenance, not associated with any particular waterbody within the study area, will be assessed with reference to standard construction practices and mitigation measures (e.g. erosion control, etc.).
2. Each stream to be crossed will be assessed for aquatic habitat value, with reference to anticipated utilization by representative or indicator fish species based on habitat associations. This will be a high-level examination, using GIS and hydrological analyses and helicopter overflight, to characterize the

watershed upstream and downstream of the proposed crossing location and its accessibility to Lake Winnipeg fish populations. This level of information will include TK gathered through community consultation, and will be used to provide input to the corridor selection.

3. Each stream crossing location will be assessed for site-specific habitat value and sensitivity to disturbance or alteration. This will achieved through helicopter access that will provide details on channel features and expected use by fish, potential for destabilization and erosion, and the presence of unique or critical habitat features. Data gathered will include descriptors of incidence and type of visible in-stream cover, riparian vegetation, bank and streambed substrata (examined physically or through inference from surrounding soils types and water velocities), approximate discharge at the time of assessment, seasonality of flows, and estimated channel, floodplain and valley dimensions. Fish collections will not be conducted, but anecdotal fish presence data may be collected through visual observations. This level of information will depend upon precise delineation of a proposed centerline alignment.

The habitat-based approach described above will provide concise information pertinent to the assessment of potential impacts of the project and sufficient detail to allow initiation of environmental permitting processes to follow submission of the EIS (i.e. approvals under the *Fisheries Act* and *Navigable Waters Protection Act*). Due to the linear nature of the Project, the largely undisturbed nature of habitats within and upstream of the study area, and established information on Lake Winnipeg fish species and their habitat requirements, minimal environmental sampling will be conducted. Specifically, neither sampling nor taxonomic or chemical analysis of fish, benthos, plankton, aquatic vegetation, water, or streambed sediments are proposed. At small stream crossings, physical properties of sediments will be characterized to the extent practical to provide preliminary information for initiation of development of mitigation and habitat compensation plans, but more detailed sampling, including that at large stream crossings, will not be conducted.

The approach and format described above closely follow those used in the 2006 EA for the km 0-88 portion of the road, and, therefore, will ensure project efficiency and continuity in the final product. It will also facilitate adaptive management within the assessment, allowing collection of more specific data where potential for specific impacts is identified during the course of the study

The EIS will provide information on the following:

- The diversity of aquatic habitats in the area to be affected by the project;
- Fish species inhabiting the area to be affected by the project, including commercially and recreationally important species and Species At Risk;

- Potential utilization by fish of habitats within individual watercourses, both upstream and downstream of proposed watercourse crossing locations; and
- Potential fish habitat value and sensitivity to disturbance or alteration in each watercourse at or near the proposed crossing locations
- The overall plan will be implemented utilizing published data sources and supplemented with information gathered during the Traditional Knowledge studies and field characterization for the preferred alignment.

7.3 Terrestrial Environment

Overall Approach

Given the limited time available before submission of the EIA document, information on the proposed road corridors will be largely obtained from existing sources.

These information sources will include:

- East Side Lake Winnipeg Hydro Transmission Line Studies, various consultants
- Rice River Road Upgrade and Extension Report, UMA/Aecom
- East Side Lake Winnipeg Road Scoping Study, Dillon Consulting
- Abitibi Price (Tembec) Logging Road Extension Study.
- Manitoba Ecosystem Based Management Pilot Project: Lac Seul Upland, Ecoregion 90

- University of Manitoba, Taiga Research Station reports, Dr. W.O. Pruitt , Woodland Caribou, fisher, boreal ecology, Dr. Spencer Sealey, boreal bird populations, Dr. David Punter, boreal plant populations: other personnel and library/research resources.
- Manitoba Conservation, Wildlife and Ecosystem Protection, Dr. Vince Crichton, large mammals, ungulates, caribou.
- Manitoba Conservation Data Centre, species information, rare and endangered species in Manitoba
- Manitoba Conservation, Forestry Branch, forest stand classifications, mapping information
- Manitoba Conservation, Wildlife and Ecosystem Protection, Brian Knudson. Trapping. Fur records, species reports, trap lines and block areas.
- Manitoba Museum of Man and Nature, Dr Diana Bizecki-Robson, rare and endangered plant species in the province, other personnel and library/research resources.
- COSEWIC databank on rare and endangered species
- SARA public registry

- Canadian Wildlife Service (CWS), species reports, general library/research resources
- NatureServe Canada, integrated databank with Manitoba and general Canadian records.
- Canada Land Inventory classifications.

The study area breaks out into three rough areas of concern due to past road construction. The zone from PR 304 to km 74 is the existing Rice River Road. This area has provided logging access in the past and clear cuts have previously disturbed this zone. Upgrading of the Rice River road will have little impact compared to that already experienced in the area except for upgrading water crossings. The 14 km further from the road terminus that connects to the Bloodvein First Nation is an intermediate situation, acting as a winter road and allowing some summer access. The zone from Bloodvein First Nation to Berens River First Nation has an existing winter road, and thus experiences winter disturbance that may be continued depending on the final alignment of the all season road. This northern zone does not currently experience summer disturbance.

Field work will be done primarily through winter flights by fixed wing aircraft, and spring flights by helicopter. The existing Rice River Road will provide access by truck given favourable conditions during the survey period. If wet weather makes the existing road impassible, surveys in this area will be conducted by helicopter. The winter flights over these 3 zones will follow the proposed alignments to look for areas of large mammal activity, especially caribou. Both woodland caribou and moose show a preference for winter "yards" that are sensitive to habitat type. These areas tend to be critical for winter survival. The spring flights will be concerned primarily with water crossings for aquatic mammals and birds, and confirmation of habitat and vegetation types along the proposed alignments. Sensitive areas identified in the information gathered from existing studies and the winter survey will be spot surveyed by helicopter, and if possible, through truck access along the Rice River road segment. All field time will be used where possible to gather additional information on habitat and vegetation types along the proposed alignments to add to that obtained from literature sources.

The major concern with any road is provision of access into areas that were formerly isolated. This allows hunting of large mammal species in areas that were not previously accessible. The sudden increase in hunting pressure usually causes an equally sudden drop in local large mammal populations. In this case, concern centers on the woodland caribou population between Bloodvein and Berens River First Nations. The road itself provides major access but of more concern is side access via construction trails, and access to water courses and rivers. The opportunity to extend logging north towards Berens River is a possible cumulative effect of the development of an all weather road in this area. A major environmental concern for the present EIA in terms of large

mammals, and especially woodland caribou, is the incursion of the all weather road into critical winter habitat, and through areas that provide high quality food sources.

Habitat and vegetation typing is thus a high priority for this study. This information will be obtained through existing forestry stand classifications, air photo interpretation, vegetation mapping from university and museum sources, Canada Land Inventory information, and ground truthing from the spring flight. The opportunity to block side access to the main road from Boodvein to Berens River First Nations through physical barriers or destroying side trails and work areas should be considered in planning for road construction. The existing Rice River Road is accompanied by a network of logging roads and clear cut areas and no such opportunity for blocking side access exists in this area. Disturbance of large mammal species in this area has already taken place.

Once habitat and vegetation classes are established along the preferred alignment, known populations of mammals, birds, reptiles and amphibians, along with vegetation communities, and any potential rare and endangered species, will be assembled from literature sources and the field survey. These information sources and known habitat associations will allow a reasonable expectation of what species will be encountered in the construction areas. Possible sensitive habitats will be flagged. Mitigation and appropriate construction practices will be recommended for these areas.

Atikaki Park

The road alignment necessary to provide the best crossing point on the Bloodvein River is anticipated to require the removal of 12.1 ha of land along the extreme western border of Atikaki Provincial Park. The road corridor will parallel the existing hydro line crossing that marks the western boundary of the park. The need for stable bridge foundations at this point requires the road crossing to make use of the rocky outcropping to the east of the hydro line, on the park side of the boundary. The west side of the hydro line is low and wet for some distance downriver.

The approaches to the bridge, the water crossing and the road corridor within the existing park boundary will be surveyed in detail to ensure that no species or habitats of concern will be impacted by the construction of the road and bridge. The hydro line construction and maintenance has disturbed this area, and some impacts from this previous activity are expected in the proposed road corridor. The field survey will provide detailed information on the current state of the proposed corridor area, and the vegetation, wildlife and aquatic resources that now exist there.

7.3.1 Vegetation and Terrestrial Habitat

The EIS will provide information on the following:

- Relative abundance, diversity and habitats of terrestrial and semi-aquatic vegetation; and
- Threatened and endangered species.

7.3.1 Amphibians and Reptiles

The EIS will provide information on the following:

- Relative abundance, diversity and habitats of amphibians and reptiles; and
- Threatened and endangered species.

7.3.4 Birds

The EIS will provide information on the following:

- Relative abundance of migratory and breeding birds, diversity and habitats;
- Nesting sites of colonial nesters and raptors; and
- Threatened and endangered species.

7.3.5 Mammals

The EIS will provide information on the following:

- Relative abundance, diversity and habitats of mammal populations with particular consideration of woodland caribou; and
- Threatened and endangered species.

7.4 Human Environment

Demography

This EIS will provide information on the following:

- Current demographic information according to Statistics Canada and Indian and Northern Affairs;
- Population composition of various aboriginal identities – First Nation, Métis, Inuit, other; and
- Household Composition

Human Health & Well-Being

This EIS will provide information on the following:

- General health of the population;
- Identified health concerns; and

- Fertility, child health.

Wage and Traditional Economy

The EIS will provide information on the following:

- Wage Economy: Labour force characteristics including education, business/economic sectors, employment and unemployment, participation rates, and income levels;
- Profile of economic sectors within the Study Area including commercial resource use;
- Traditional Economy: Existing Aboriginal harvesting, including hunting, fishing, trapping, and gathering.
- Commercial Resource Use: Hunting; Trapping; Fishing; Guiding and outfitting; Harvesting of wild rice; Mining; Forestry; and Recreational Resource Use and Tourism

Economic Development

This EIS will provide information on the following:

- Community Development Plans;
- Provincial Economic Development Plans; and
- Review of current projects within the study area.

Education and Training

This EIS will provide information on the following:

- Literacy and enrolment;
- Trades and training programs;
- Challenges in the current public school system;

Infrastructure and Services

The EIS will provide information on the following:

- Roads and highways, community facilities and other services.

Tourism

This EIS will provide information on the following:

- Tourism development within the community and region

The EIS will provide information on the following recreation and tourism uses:

- Hunting;
- Trapping;
- Fishing;
- Gathering;

- Lodges and associated facilities;
- Cottage developments;
- Outfitters;
- Campgrounds;
- Recreational operations;
- Outdoor recreation activities;
- Tourism and eco-tourism opportunities; and
- Navigation safety and warning measures.

Crime

This EIS will provide information on the following:

- Local and regional crime rates; and
- Criminal code offences.

Social Issues

This EIS will provide information on the following:

- A review of key social issues discussed throughout the baseline

Property Ownership

The EIS will provide information on the following:

- Property ownership and land tenure, land/resource and water use, and land use and development controls.

Heritage Resources

The EIS will provide information on the following:

- Historical-cultural characterization;
- Archaeological and culturally significant sites;
- Known burial sites; and
- Past and present traditional land use and occupancy.

8.0 Proposed Assessment Approach

8.1 Effects Assessment Principles and Objectives

The overall effects assessment approach will consider scientific study and analysis, Aboriginal knowledge, local knowledge, and other stakeholder perspectives, issues and concerns.

The effects assessment approach will embrace the following principles:

- That an understanding is required of the existing physical, biological, and socio-economic environments in the Study Area;

- That an understanding is required of the Project and the potential interactions between the Project and the environment;
- That Aboriginal knowledge, local knowledge, and scientific analysis all contribute to gaining an understanding of the existing environment and how the existing environment may be affected by the Project;
- That an understanding is required of how other past and potential future human activities have and continue to affect the environment and how these activities may interact with the Project;
- That Project effects will need to be viewed from the perspective of different stakeholders;
- That stakeholder perspectives will be sought through consultation;
- That adverse effects will be avoided or mitigated and positive effects will be maximized to the extent practicable; and
- That follow-up monitoring is required.

The effects assessment approach is designed to describe and address potential Project effects on the physical, biological, and socio-economic environments for use in the preparation of the EIS for the Project.

The main objectives of the effects assessment for the Project are as follows:

- Assist in the planning and design of the Project by identifying and assessing potential environmental effects and mitigation options to avoid or minimize adverse effects and maximize positive effects to the degree practicable;
- Address concerns and issues identified by Aboriginal peoples, local residents, and other stakeholders with respect to the Project;
- Provide sufficient information to prepare an EIS for consideration by regulators to exercise their legislated mandate; and
- Provide sufficient information about the existing environment, so that follow-up monitoring studies can be planned.

The effects assessment will consider the existing environment without the Project, as the baseline condition against which changes caused by the Project will be assessed and measured.

Potential effects of the Project will also be considered in terms of sustainability as outlined in this Scoping Document.

8.2 Effects Assessment Process

The effects assessment will include the following steps:

- The Project and the existing environment will be described;
- Interactions between the Project and environment will be identified and assessed;
- A selected list of appropriate Valued Environmental Components (VECs) will be determined for the Study Area. These VECs will be used to

provide a focus to the assessment and an evaluation of the significance of the potential environmental effects of the Project;
- Technically and economically feasible measures to mitigate adverse effects will be identified, as will measures to enhance positive effects; and
- The significance of residual effects will be determined.

Using this process, the EIS will describe and assess the potential effects of the Project on the physical, biological, and socio-economic environments for each phase of the Project – construction, operation and decommissioning.

8.2.1 Mitigation and Residual Effects

The EIS will describe any mitigation or effect management measures proposed to be implemented during the phases of the Project, including any need for fish habitat compensation, fish passage, and navigation rights and safety. Feasible measures to enhance the potential benefits associated with the construction and operation of the Project will also be detailed.

The EIS will identify any residual Project effects expected to remain after mitigation measures have been implemented.

8.2.2 Determination of Significance

The EIS will outline the framework to be used in the evaluation of the significance of residual adverse effects by using the following criteria:
- Nature of the effect;
- Magnitude of the effect;
- Duration of the effect;
- Frequency of the effect;
- Reversibility of the effect; and
- Geographic extent of the effect.

Characterization of the significance of the residual adverse effects will consider scientific study and analysis, Aboriginal knowledge, and local knowledge, and will relate to all phases of the Project – construction, operation, and decommissioning.

8.3 Cumulative Effects Assessment

In addition to describing the direct effects of the Project, the EIS will also include an assessment of cumulative effects. The Cumulative Effects Assessment (CEA) will include a consideration of the potential for Project effects to act in combination with the effects of other past, present and/or reasonably forseeable future projects in the Study Area (to be defined for the CEA). The EIS will outline the approach and methods for the CEA, and will include a description of the spatial and temporal boundaries used in the assessment. Guidance documents such as the *Operational Policy Statement OPS-EPO/3-1999 Addressing Cumulative Environmental Effects Under the Canadian Environment Assessment Act*

and the *Cumulative Effects Practitioners Guide* will be used to formulate the CEA process.

8.4 Sustainability Assessment

The environmental assessment will consider the principles of sustainable development in all of its activities associated with the planning, development, operation and maintenance of the Project.

The EIS for the Project will address and incorporate the *Principles and Guidelines of Sustainable Development* as contained in *The Manitoba Sustainable Development Act.*

9.0 Monitoring and Follow-up

The EIS will provide details of, and commit the East Side Road Authority to, a Monitoring and Follow-up program extending through the construction, operation and decommissioning phases of the Project. The Monitoring and Follow-up program will incorporate the following:

- Identification of proposed methods to avoid and mitigate adverse environmental effects, including summaries of potential environmental sensitivities and mitigation actions;
- Emergency response plans developed in consultation with local authorities;
- Monitoring plans and reporting protocols;
- Closure plans for winter roads, relocated portions of the existing road, borrow areas, including mitigation of potential hazards to public safety;
- Information on waste management practices to be utilized during all phases of the Project;
- Documentation of EIS commitments;
- An implementation plan for the EIS commitments; and
- A commitment to mitigate environmental effects. Field construction and operating personnel will be provided clear instructions on the mitigation measures to be implemented and on the lines of communication to be followed.

Where appropriate, monitoring of the physical, biological, and socio-economic effects on local, Aboriginal, or other affected communities will be conducted during the construction of the Project. The monitoring program is intended to confirm impact predictions related to anticipated effects and to determine whether unexpected effects are occurring.

A compliance monitoring program for the construction, operation and decommissioning phases of the Project will be provided. The monitoring program will describe parameters to be monitored, methodologies and time

frames. Further research respecting issues relevant to the operation of the facility may also be recommended.

As part of the process of follow-up and monitoring, the principles of adaptive management will apply. The EIS will describe a process that will be implemented in the event that it is determined that the Project is having unexpected adverse effects, or if mitigation measures are proving to be ineffective.

10.0 Report Format

The EIS for the Project will be written with a minimum of technical terminology and will include a glossary of terms used throughout the document. An Executive Summary for the EIS will be provided.

The EIS will use maps, charts, diagrams and photographs as appropriate for presentation. To the extent possible, maps and diagrams will be presented at a common scale so that these may be overlaid for ease of reference.

Supporting scientific, local and Aboriginal information will be contained in reference appendices to the EIS.