

## Public Consultation Summary

**Project Title:** Proposed Dredge Material Management Site, Little River, Victoria County, Nova Scotia  
**Proponent:** Fisheries and Oceans Canada – Small Craft Harbours

The following (**Table 1**) provides a summary of public comments received during the public review period and virtual town hall sessions (listed by subject/item of concern). It is important to note that all public comments received in relation to the proposed project are being considered during the assessment of significant environmental effects in accordance with the *Canadian Impact Assessment Act*.

**Table 1: Summary of Public Concerns with Regards to the Proposed Dredge Material Management Site at Little River, Victoria County, Nova Scotia**

Issue/Concern	Number of Comments Received	Discussed During Town Hall	Comments Addressed in SEED
Potential aesthetic impacts/ and concerns related to site design such as: <ul style="list-style-type: none"> <li>• The view and useability of the waterfront</li> <li>• The impact on the appearance of the lot from tourist locations</li> <li>• Impact on vegetation</li> <li>• Impact on local wildlife</li> </ul>	8	√	<ul style="list-style-type: none"> <li>• A surrounding buffer of existing trees will be left to minimize visual aesthetics from surrounding properties, the highway and the waterfront. Further, vegetated berms will be created to contain the dredged sediment. These berms will be constructed to reduce the visual impacts of the site within the existing landscape.</li> <li>• Dredged sediment will be placed at the site prior to periods of higher nearby land use by full and part-time residents and tourists to the area.</li> <li>• Site construction and operations (e.g., disposal of sediment, site maintenance, etc.) will be conducted outside of tourist season as much as reasonably possible. Trucking of material, expected to occur once every 8 years, will be planned for late fall to avoid higher traffic volumes associated with the summer tourist season.</li> <li>• A site management and monitoring plan will incorporate design criteria to further reduce visual impacts of the site, such as establishing optimal berm height and design, re-vegetation measures, site access measures, etc.</li> <li>• A site management and monitoring plan will include all observations of wildlife use at the site and mitigation measures to minimize negative interactions with wildlife during the construction and operation phases of the project. Additional mitigation measures may be implemented as part of monitoring to address any potential negative impacts as required. Disturbance of the existing site conditions (e.g., vegetation) will be minimized.</li> </ul>
Concerns related to proximity to public areas/residential areas:	8	√	<ul style="list-style-type: none"> <li>• A surrounding buffer of existing trees will be left to minimize visual aesthetics from surrounding properties, the highway and the waterfront. Further, vegetated berms will be created to contain the</li> </ul>



<ul style="list-style-type: none"> <li>• Impacts on quality of life of adjacent residences and tourists visiting area</li> <li>• odour</li> </ul>			<p>dredged sediment. These berms will be designed to reduce the visual impacts of the site within the existing landscape.</p> <ul style="list-style-type: none"> <li>• It is estimated trucking will only be active for approximately 15 working days per dredging event (once every ~8 years) and will be planned for late fall to avoid higher traffic volumes associated with the summer tourist season.</li> <li>• Dredged sediment will be placed at the site prior to periods of higher nearby land use by full and part-time residents and tourists to the area.</li> <li>• Site construction and operations (e.g., disposal of sediment, site maintenance, etc.) will be conducted outside of tourist season as much as reasonably possible.</li> <li>• Measures outlined in the site management and monitoring plan will be established to minimize the off-site impacts of the proposed dredge material management site. This will include design procedures to minimize the impacts to soil, surface water, and groundwater quality over the lifetime of the site as well as mitigation to address potential air quality impacts associated with odour, noise, dust, and emissions resulting from site activities.</li> </ul>
<p>Concerns related to increased truck traffic and condition of roads such as:</p> <ul style="list-style-type: none"> <li>• Increased potential for accidents</li> <li>• Potential to create a mess on roads during wet material transport</li> </ul>	4	√	<ul style="list-style-type: none"> <li>• It is estimated trucking will only be active for approximately 15 working days per dredging event (once every ~8 years) and will be planned for late fall to avoid higher traffic volumes associated with the summer tourist season.</li> <li>• Potential impacts associated with the transportation of material to the proposed management site have been assessed during the impact assessment and applicable mitigation measures will be incorporated into the site management and monitoring plan.</li> <li>• When material is being transported to the site from the SCH during dredging activities, signage will be placed at appropriate locations on Highway 30, and Little River Road to warn motorists of trucks entering the highway and slow-moving vehicles.</li> <li>• Proper handling procedures will be in place (e.g., use water tight boxes, do not overfill loads, etc.) during dredging and transport to the site to minimize spills of material onto the local roads.</li> </ul>
<p>Potential soil/surface water/groundwater/well contamination:</p> <ul style="list-style-type: none"> <li>• What measures are in place to ensure surrounding wells will not be contaminated/impacted</li> <li>• How will the groundwater be monitored</li> <li>• Concerns with eroding shoreline</li> <li>• Increased salt levels in soil and water</li> </ul>	7	√	<ul style="list-style-type: none"> <li>• Groundwater monitoring work has shown that the groundwater flow is to the east, away from any surrounding wells to the north, south, or west.</li> <li>• The containment cell will be constructed, and the site management and monitoring plan will be developed to avoid off-site surface water / groundwater impacts. As a component of the site management and monitoring plan, a long-term monitoring program will be developed to assess the effectiveness of mitigation measures and ensure off-site impacts are avoided.</li> <li>• The containment cell will be lined with an impermeable layer that will prevent water and leachate from the dredged sediment from migrating to groundwater over time. Ditching surrounding the containment cell will manage water flow to prevent erosion of the shoreline and direct surface flow away from adjacent properties.</li> <li>• Any impacts of salt on soil and groundwater are expected to be limited to the containment site.</li> <li>• The groundwater monitoring plan will be implemented to confirm and monitor possible variations over time in the groundwater quality conditions at the site following sediment disposal activities.</li> </ul>



			<ul style="list-style-type: none"> <li>Best management practices and mitigation measures will be implemented to prevent releases of contaminated material and spills (e.g., proper maintenance and use of equipment on-site), and response measures will be developed in the event of an accident/malfunction.</li> </ul>
Concerns related to the timing and extent of consultation	5	√	<p>Under section 82 of the IAA, DFO-SCH must determine whether the proposed DMMS is likely to cause significant adverse environmental effects. To help inform this decision, the following consultations were completed.</p> <ul style="list-style-type: none"> <li>Project posted to Canadian Impact Assessment Registry on January 25, 2022, for public comment.</li> <li>Notification letters (prepared in both official languages) were mailed to the five owners of the seven properties located adjacent to the proposed Site on January 25, 2022.</li> <li>Notifications were published in the Chronicle Herald and Le Courier de la Nouvelle-Écosse, informing the public of the project on February 25, 2022.</li> <li>As a follow-up to initial community feedback received, a public meeting was held at the North Shore &amp; District Fire Hall on March 15, 2022. The meeting was also accessible virtually.</li> </ul>
<p>Concerns related to odour, noise and air emissions:</p> <ul style="list-style-type: none"> <li>Concerns related to how odours will be managed</li> <li>How long will odours persist</li> <li>Concerns related to increased noise levels</li> </ul>	5	√	<ul style="list-style-type: none"> <li>Dredged sediment will be placed at the site prior to periods of higher nearby land use by full and part-time residents and tourists to the area.</li> <li>A site management and monitoring plan will include measures to minimize noise, odour, and dust.</li> <li>It is estimated trucking will only be active for approximately 15 working days per dredging event (once every ~8 years).</li> <li>Heavy equipment on-site will be limited to the time necessary to spread the material.</li> <li>Construction activities will be carried out during hours agreed upon with the project manager and times acceptable to local authorities to mitigate disturbance to residents.</li> <li>Dust suppression by the application of water will be employed when required. The project authority shall determine locations where water is to be applied, the amount of water to be applied, and the times at which it shall be applied. Waste oil must not be used for dust control under any circumstances.</li> <li>It is anticipated that due to the organic content of the material, odours are expected to occur during placement of dredged material at the site and immediately after which may persist for a short period of time following completion of placement. If odours persist, methods will be established to address odour, dust, and noise from site activities (i.e., contact SCH Area Office in Sydney). Additional mitigation measures may be utilized (e.g., cover material, hydroseeding, etc.).</li> </ul>
Potential negative impact on property value in the area	3	-	<ul style="list-style-type: none"> <li>Potential impacts to socio-economic factors such as tourism, recreation, and impacts on surrounding residential properties were assessed during the impact assessment process in the context of how potential off-site effects to the environment resulting from the project may impact these factors (tourism, recreation, etc.).</li> <li>Site activity at the DMMS property will be of a relatively low frequency (once every 8 years) as such the majority of the time the site will be inactive.</li> </ul>



			<ul style="list-style-type: none"> <li>Site mitigation measures included in the SEED as well as the associated site management and monitoring plan will also address potential off-site impacts that could result in impacts on surrounding property values.</li> </ul>
<p>Concerns related to alternative options considered:</p> <ul style="list-style-type: none"> <li>Why was this site selected</li> <li>Were other options considered</li> </ul>	6	√	<p>Several alternative disposal options were assessed based on environmental, technical and economical factors when determining the preferred option for managing dredged sediment resulting from maintenance dredging at Little River SCH.</p> <ul style="list-style-type: none"> <li>Disposal on Private Property – Historically, dredged sediment from Little River was transported and disposed of on various private properties located in close proximity to the Harbour. The Province of NS established provincial regulations and standards in 2013 / 14 prohibiting the disposal of dredge materials from harbour basins and channels on private lands. As such this option is no longer available to DFO-SCH.</li> <li>Disposal at Sea – Disposal at sea (DAS) is regulated by Environment and Climate Change Canada (ECCC) under Schedule 6 of the Canadian Environmental Protection Act, 1999. To be suitable for DAS and in adherence with permit conditions, the material must meet specific criteria with regards to physical and chemical properties, which is verified through periodic sampling and analytical testing. Preliminary assessment of the sample results have indicated that the physical and chemical composition of sediment would not meet permit criteria and costs associated with obtaining the required permits are prohibitive given the relatively small dredge volumes. Based on the aforementioned, and the lengthy permitting approval process, DAS is not considered a viable option for the material resulting from dredging at the Little River SCH.</li> <li>Consideration was given to trucking the dredge material to a Provincially-approved waste management facility; however, the nearest facility is located near Baddeck, approximately 60 km from the project site, and it does not accept dredge material.</li> <li>Alternative properties were considered during selection of the proposed DMMS, however the site in Birch Plain was selected for its close proximity to the Little River SCH (approximately 10 km north, Figure 2, Appendix A), its location along the coast, and being topographically downgradient from residential properties.</li> </ul> <p>Establishing a dredge material management site on the property located in Birch Plain, Victoria County, NS (PID 85140846) was determined to be the most feasible option to manage dredged sediment resulting from maintenance dredging at Little River SCH. This option would result in relatively shorter trucking distances providing environmental benefits related to reduced greenhouse gas, noise and dust emissions as well as economic benefits of reduced trucking costs. The site will also provide flexibility in terms of providing a management option of dredge material to accommodate dredging in time sensitive periods (e.g. following a storm) where access to the harbour may be impeded by accumulated sediment and would require immediate dredging.</p>
Concerns related to impacts on tourism and recreation:	6	√	<ul style="list-style-type: none"> <li>A surrounding buffer of existing trees will be left to minimize visual aesthetics from surrounding properties, the highway and the waterfront. Further, vegetated berms will be created to contain the</li> </ul>



<ul style="list-style-type: none"><li>• Site is visible from commercial properties and neighbouring cottages and residences.</li></ul>			<p>dredged sediment. These berms will be designed to reduce the visual impacts of the site within the existing landscape.</p> <ul style="list-style-type: none"><li>• It is estimated trucking will only be active for approximately 15 working days per dredging event (once every ~8 years).</li><li>• Dredged sediment will be placed at the site prior to periods of higher nearby land use by full and part-time residents and tourists to the area.</li><li>• Measures outlined in the site management and monitoring plan will be established to minimize the off-site impacts of the proposed dredge material management site. This will include design procedures to minimize the impacts to soil, surface water, and groundwater quality over the lifetime of the site as well as mitigation to address potential air quality impacts associated with odour, noise, dust, and emissions resulting from site activities.</li></ul>
<p>Concerns of potential disposal of material other than sediment originating from Little River SCH such as:</p> <ul style="list-style-type: none"><li>• Will dredge material from other locations be stored on site</li></ul>	1	√	<ul style="list-style-type: none"><li>• The purpose of the proposed dredge material management site is to receive and manage sediment originating from maintenance dredging activities primarily conducted at Little River SCH, and possibly other SCH facilities in Victoria County, NS, assuming the material meets the acceptance criteria for the Birch Plain site.</li><li>• The site management and monitoring plan will include measures to deter and prevent the unauthorized disposal of material within the site which will be achieved through measures such as erecting signage, restricting site access, etc.</li></ul>