

# Coastal Works Review

**Rum Point – Construction of a Private Residential Dock  
Block: 33M Parcel: 10**



**PREPARED FOR: MINISTRY OF HEALTH, ENVIRONMENT, CULTURE AND HOUSING**

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Authored by: Technical Review Committee - Department of Environment

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## Rum Point – Construction of a Private Residential Dock Block: 33M Parcel: 10

### Project Proposal

The applicants- Lisa and Mark Burgess- are seeking permission for the construction of a private residential dock located at 658 Water Cay Road, as shown on Figure 1. The dock is intended for personal use for owners and guests of the property and for the mooring of a 24ft boat with 16 inch draft.

The works will affect approximately 460 square feet of Crown property. The shore perpendicular dock walkway shall measure 5ft wide by 60ft long with steps at the shore terminal end. The L-shaped ending shall measure 10ft wide by 16ft long.

The dock will be supported by 6 inch diameter concrete reinforced PVC piles that will be inserted into the seabed by water jetting from a low draft barge. The decking will comprise 6 inch by 2 inch Trex decking with ½ inch spacing between boards. Silt screens will be in place to contain the dispersion of silt disturbed by the construction. Although the DOE recommended positioning the dock in the middle of the parcel during pre-application advice, the proposed dock is located 10ft from the eastern property boundary. Cabinet may wish to request a revision to this in order to increase the setback of the dock from the neighbouring parcel.



FIGURE 1: IMAGERY SHOWING PROPOSED LOCATION OF DOCK (SOURCE: DOE 2020, LIS 2018)

## Environmental Impacts

The application site is located within a Marine Protected Area, the North Sound Replenishment Zone. The seabed cover in this location is primarily seagrass beds, therefore the construction of a dock in this location has the potential to impact this resource. The environmental impacts of this project are identified as follows:

### *Replenishment Zone*

The proposed works are located in a Replenishment Zone in a location with mostly sea grass cover, which is a specific marine area identified as needing protection. The Replenishment Zones were primarily created to protect the stocks for marine species such as lobster and conch, including their habitats, especially seagrass that is vital for their survival. Constructing the dock has the potential to impact this key habitat.

### *Loss of Benthic Habitats*

The benthic habitat in this area is characterised as dense seagrass beds as can be seen from the aerial imagery (as shown in Figure 1). Long term shading of seagrass beds are a particular concern as the dock structure reduces vital light penetration required for seagrass growth and productivity. Therefore, environmental mitigation fees have been recommended accordingly.

### *Construction Impacts*

Direct environmental impacts will result from the construction of the dock, mainly through the placement of the PVC pipes into the seabed by water jetting. The fine silts, sediments and sands of the seabed in this area are easily disturbed and suspended in process of installing the pilings, thus resulting in detrimental sediment plumes which can impact surrounding seagrass communities and marine organisms that depend on good water quality. Therefore it will be important to limit the impacts of sediment plumes generated during construction of the dock. The applicant has confirmed the use of silt screens as part of their mitigation measures.

In addition the barge have the potential to impact the seagrass beds outside the dock footprint, especially when closer to shore working in shallower waters to install the pilings, therefore it recommended that the barge only operate during high tides closer to shore to ensure that the seagrass beds are not impacted by the barge resting on the seabed.

There is no mention of an excavator or heavy equipment working from shore to install the pilings in the shallower ends. Therefore no heavy equipment should be allowed in the water or a causeway built to allow the machinery to enter the sea to install pilings, and should be included in the conditions of the Permit.

## Comments & Recommendations

Although the proposal will have an impact on the environmental characteristics of the North Sound Replenishment Zone (namely the seagrass beds within the footprint of the proposed dock), the mitigation measures to be taken and the presence of many other docks along this coastline provides adequate justification for the dock. Therefore the Department **recommends this application for approval** subject to the standard Permit conditions and recommended Permit fees (Royalty, Environmental Mitigation and Administration & Monitoring) outlined in Appendix 1.

**Director of Environment**  
**On behalf of the National Conservation Council**