

## Planning Board Site Walk

**Location:** 243 First Crown Point Road, Strafford, NH

**Date & Time:** June 15, 2022 6:00PM

**Voting Members Present:**

Charlie Moreno – Chairman  
Phil Auger – Vice Chairman  
Tim Reed  
Don Clifford – Alternate

**Non-Voting Members Present:**

Terry Hyland, Sr

**Others Present:**

Terry Hyland, Jr, Property Owner  
Brianna Hyland, Property Owner  
Ashley Rowe, Norway Plains & Associates  
Blair Haney, Strafford Regional Planning Commission, Regional Planner  
Robert Fletcher, Minutes Recorder

The Chairman, Charlie Moreno, called the public meeting to conduct a site walk to order at 6:02PM, recognized Board members Phil Auger, Tim Reed, Terry Hyland and, Don Clifford as present. He also recognized as present Terry Hyland, Jr, Brianna Hyland, Ashley Rowe, Blair Haney, and Robert Fletcher.

During presentation of a Subdivision Application for a proposed 2-Lot Subdivision (Tax Map 19, Lot 35) at the June 2, 2022 Planning Board Meeting, the Board requested a site walk to view a proposed easement and driveway along an existing road bed. Property owners are Terrence and Brianna Hyland of 243 First Crown Point Road, Strafford, NH. All references to distances and slopes are approximate.

**Site Walk Discussion and Observations**

- The road bed is about 2,150 feet long with the proposed building site about 1500 feet in along the proposed driveway.
- Access to proposed Lot 35-1 is from First Crown Point Road through a proposed 20-foot-wide easement, which widens to about 40 feet along the northeast property line of proposed Lot 35. The appropriate method to record this access, either easement or deed, is in question.
- The invert of an existing 36-inch corrugated metal pipe (CMP) culvert located about 125 feet along the road bed is rusted out and should be replaced.
- Where the road bed curves to the right (at 400 feet) the road bed is narrow, and trees will need to be removed to widen the driveway to make it safe.
- At about 500 feet along the road bed the slope increases to about 11 percent, then to about 16.4 percent, and then decreases to about 9 percent over a total of 600 feet. The 16.4 percent sloped section continues for about 150 feet within the 600-foot long section. The slope of the remaining road bed to the building site is about 4 percent.

- Extensive trenching and use of multiple culverts in the excessive slope area will be required to control storm water runoff. Phil Auger recommended a minimum culvert size of 16 inches to reduce the likelihood of the culverts becoming blocked with sediment.
- Terry Hyand Jr. identified the proposed building site, which is a relatively level spot located west of the road bed curve where it turns from extending west and extends to the southeast. At this location, there are many tall trees that obscure the view from surrounding roads and properties.
- The site walk continued to the field on the adjacent lot (Map 20, Lot 48). Terry Hyland, Jr. reminded the board that they would prefer to access the building site from First Crown Point Road using the existing road bed to avoid having to get an easement and construct a roadway through the field.

### **Planning Board Recommendations**

- In lieu of a deed to record lot access, a Declaration of Easement must be recorded and indicated on the plan. The plan must also indicate the specific metes and bounds of the easement.
- The existing 36-inch CMP culvert will need to be replaced with an appropriately sized culvert, and additional culverts will likely be needed along the driveway. The board recommended installing corrugated plastic pipe (CPP) culverts because they will not rust.
- The board does not believe that a change to the route of the existing road bed is needed for the driveway.
- The driveway travel width must be a minimum of 12 feet.
- Proper construction of the driveway will require a base layer of gravel, and the depth of gravel may be reduced with the use of a roadway stabilization fabric. The board suggested that the applicant provide to the board a proposed driveway section with specifications for the gravel and fabric.
- The driveway will require a well-defined swale on the upslope side for stormwater management, and due to the slope along the driveway, the swale will need to be armored to prevent erosion. This could be accomplished with riprap installed above a geotextile fabric. Tim suggested that turf reinforcement mats (TRM) are usually less expensive and can be designed to provide the erosion protection needed for the swale.
- The board believes that the slope of the proposed driveway using the existing road bed alignment can be reduced significantly in the section that is 16.4 percent, and if a waiver is granted, it will include a maximum allowable slope. The board requested that the applicant work with their engineer and contractor to determine the maximum slope they will need to construct the driveway and present that to the board.

Prior to the next Planning Board Meeting, the applicant agreed to consider each of the above and obtain a written opinion from the Town Road Agent on what slope is possible by grading the excessive slope area.

There being no further discussion, the Chairman appointed Don Clifford as a voting Board member and asked for a motion to adjourn, which was so moved by Phil Auger and seconded by Tim Reed. The Board voted verbally and unanimously in favor. The meeting adjourned at 7:34PM.