

Original for Planning Board Minutes Book

ANTRIM PLANNING BOARD

Antrim, New Hampshire March 11, 1985

Antrim Board of Selectmen:

HANCOCK ESTATES

The Antrim Planning Board received a presentation from Michael Salera of Hancock Estates at its meeting on February 28, 1985. As a result of Mr. Salera's meeting with your Board on February 25, he informed the Planning Board about his plans for a subdivision of 17 lots off Loveren Mills Road that was approved by the Planning Board in July 1973.

Implicit in that subdivision approval was the construction by the developer of a satisfactory road, acceptable to the Town, serving 15 of the lots, since only 2 had frontage on Loveren Mills road. Mr. Salera explained to you and to the Planning Board that in 1973, or soon thereafter, some preliminary work had been done on that new road, but work was stopped and the way has been impassable to passenger vehicles ever since.

According to the statutory provision reflected in paragraph 1.10 of Section 1.00 of the Antrim Subdivision Regulations, adopted on December 4, 1980, Mr. Salera's 1973 subdivision could be considered no longer valid, since "substantial completion of the improvements as shown on the plat" did not occur within four years after the plan was recorded. Those improvements were the road serving the subdivision.

If it were decided that Mr. Salera had to reapply for his Loveren Mills subdivision, the required road construction would be governed by Paragraph 4.05 of the current Regulations, which specifies "black-topping" or "hot-topping" new roads in developments. Since Loveren Mills Road is presently a gravel road, and since the Town has no expectation of "black-topping" it, and since it is not reasonable to require "black-topped" roads leading off of the ends of remote gravel roads, the Selectmen on February 25 agreed to allow Mr. Salera to construct a gravel way meeting either Town specifications or those in the Subdivision Regulations. The Planning Board could also allow such a variation under the Waiver provisions in Section 8 of the current Regulations.

At its meeting with Mr. Salera on Feb. 28, the Planning Board accepted the reasoning permitting a gravel road, and strongly urged the Selectmen to make such permission conditional upon Salera's submission of a specific plan, to be approved by both the Planning Board and the Selectmen, for the construction of the new road, including a cul-de-sac turnaround at the dead end of the street, as specified in paragraph 4.05 2(d) ii.

HANCOCK ESTATES continued

The Planning Board's greatest concern is not directly related to the Salera subdivision. It is the well-recognized hazard of the bridge on Loveren Mills road over the North Branch. That bridge is now posted for passenger cars only. Its survival was in great jeopardy during the floods of the Spring of 1984. It will not stand up under the weight of heavy trucks and construction equipment.

It is understood that some reinforcement of that bridge was carried out under contract to Hancock Estates some time after approval of the subdivision, so that road-building equipment could safely use the bridge. It is not clear whether the Town has done further work on that bridge since then.

The Planning Board very strongly recommends to the Selectmen that Hancock Estates be required to rebuild the Loveren Mills Road bridge, if any heavy equipment is to be taken across it. As required by Section ~~7.00~~ ~~Performance/Bond/and~~ ~~Maintenance~~ 7.01 "Improvements and Performance Bond" of the current Subdivision Regulations, the developer should post bond for satisfactory completion of both the road and the bridge.



J.T. Dennison, Chairman

Antrim Planning Board

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