



Londonderry Conservation Commission
Tuesday, August 12, 2008
Minutes
Page 1 of 3

Present: Deb Lievens, Gene Harrington; Paul Nickerson and Mike Speltz

Call to order; 7:35 P.M.

D. Lievens appointed M. Speltz to vote for Mike Considine.

MacGregor cut D+F and CUP- Jennifer McCourt of McCourt Engineering Associates had presented a D+F request to the LCC in August of 2006 for 5,980 square feet of wetland impact on map and lot 12-120 associated with an elderly housing project. Since that time, the amount of impact has been reduced to 5,914 sf and the configuration of the inner road has changed, but J. McCourt reviewed the plan essentially the same way she did in 2006:

“One point will occur at the entrance on Stonehenge in order to comply with the Planning Department’s request for the entrance and exit to line up with entrances across the street. A second impact area will take place at a crossing that will lead from the main development to the remaining units on the southeast side of the lot... [Jennifer McCourt] also reviewed the drainage plan, outlining the three detention ponds and how storm water runoff will be directed to the wetland on the westernmost side of the property. A temporary wetlands impact on the northwest corner will involve the connection with the sewer line which will be brought up from Mammoth Road.” (August 8, 2006 minutes)

J. McCourt noted one new area of impact along Stonehenge Road where rip rap will be added per the Public Works Department to upgrade an existing culvert. The foremost difference since 2006, however, is the requirement by Town Engineer that the inner private road be built to town standards, meaning its width will be expanded from 24 feet to 28 feet and cause greater disturbance to the wetland at the aforementioned crossing. Given that the Town would not have to maintain it and would not see any extensive degree of traffic, the LCC stated they would support the applicant’s request to leave the road at the narrower width. Conversely, J. McCourt noted, the Public Works Department does not oppose the use of 2:1 slopes since they are part of a privately owned and maintained development.

For various reasons, the actual D+F application to the Department of Environmental Services is still forthcoming but J. McCourt said she hopes to submit it within the week. Based on what was presented with this new plan, **G. Harrington made a motion that when the application is officially submitted, the Chair be authorized to verify the facts of the D+F request as presented here and upon doing so, write a letter to the Wetlands Bureau stating that the LCC has no objections with regard to it. M. Speltz seconded. The motion was approved, 4-0-0.**

When the necessary Conditional Use Permit related to Conservation Overlay District buffer impacts is presented to the LCC, they will make their recommendations to the Planning Board that the road width be reduced and a waiver granted to allow the 2:1 slopes.

Pittore Bros. Paving, D+F- Zoned commercially, map and lot 13-99 on Rockingham Road has always been used for residential purposes, although a light industrial use has been slowly introduced over the years. The owner’s paving business has now become integrated to the point that the Town has sought compliance through the site plan process. This, along with the related clean up of the site, has uncovered the need for an “after the fact” D+F permit. Michael Lambert of ECM, Inc. explained that years ago when the NH Department of Transportation required the owner to move their entrance on Rockingham Road southwesterly to a point of



Londonderry Conservation Commission

Tuesday, August 12, 2008

Minutes

Page 2 of 3

better sight distance, the work was done without benefit of approval from the DES for the wetland impact. In the process of remedying this, the opportunity has presented itself for restoration of the stream bed and abutting wetlands for the tributary of Shields Brook that runs along the road frontage.

While the LCC supported the facts of the D+F request, they noted that not only would the tributary most likely have a 100 foot buffer around it, the 100 foot buffer from Shields Brook would cover part of the western edge of the lot. The work for the D+F at the access point would therefore require a CUP. Other uses not permitted even by a CUP such as parking would also be in that buffer, however, meaning the applicant would also need to seek a variance from the Zoning Board of Adjustment.

G. Harrington made a motion to authorize the Chair to send a letter to the Wetlands Bureau stating that the LCC supports the After the Fact D+F request, particularly because of the restoration of the wetlands as proposed. M. Speltz seconded. The motion was approved, 4-0-0.

DRC (2)-

1. Kitty Hawk Landing, site plan 17-5-3 and 5-4

Comments: For construction: Buffer on wetland should be clearly marked so construction vehicles are able to completely avoid it. No snow storage marked. This plan does not show stormwater treatment.

2. William and Jane Puglisi, subdivision, 17-30 and 30-1

Comments: No wetlands scientist stamp. No soil scientist stamp. Probable need for D+F's. Need for CUP's, depending on the plan.

Alteration of Terrain permit, 14-38- D. Lievens and G. Harrington will both check their LCC records to try and confirm that the Army Corps of Engineers had instated a 150 foot buffer on either side of Horsetrail brook as part of the mitigation for the proposed Airport access road. A recent DES application for an Alteration of Terrain permit informed the Town that the owners of 14-38 (Rear Harvey Road) are seeking to excavate approximately 400,000 square feet of land on 14-38 through which Horsetrail Brook flows.

CIP- While recently discussing their upcoming application for a placeholder of \$1 million in the Capital Improvement Plan, the LCC had decided it would be prudent to present a specific project for which the funds will be used. D. Lievens said she would contact the owner who had recently approached the LCC about a potential land acquisition to see if he would be amenable to making the information public for purposes of the CIP.

Monitoring- Since the Rockingham Country Conservation District has performed monitoring in the past for some of the Town's conservation easements (e.g. Sunnycrest and Ingersoll), it was decided to research the cost of hiring them to perform additional monitoring. D. Lievens will report back to the LCC with her findings.

Plummer easement- Since 2006, the LCC has tried to determine the exact boundary line between the Plummer easement on map and lot 8-1 and a parcel on Chandler Drive where a horseshoe ring may possibly infringe on the easement. Despite various attempts to locate a boundary pin or make an exact determination of the line, there has been no definitive resolution to the issue. The decision was made that in view of this, it would be best to simply ensure that no further infringement occurs. D. Lievens will also contact the original subdivision plan engineer, Eric Mitchell Associates, to see if they can install a new pin where the line is believed to originate.



Londonderry Conservation Commission
Tuesday, August 12, 2008
Minutes
Page 3 of 3

July 22, 2008 minutes- **G. Harrington made a motion to approve the minutes of the July 22, 2008 public session as written. P. Nickerson seconded. The motion was approved, 3-0-1** (D. Lievens abstained as she had not attended the meeting).

G. Harrington made a motion to approve the minutes of the July 22, 2008 non-public session as written. P. Nickerson seconded. The motion was approved, 3-0-1 (D. Lievens abstained as she had not attended the meeting).

M. Speltz made a motion to adjourn the meeting. G. Harrington seconded. The motion was approved, 4-0-0.

The meeting adjourned at 9:50 PM.

Respectfully submitted,

Jaye Trottier
Secretary