

**WOLFEBORO CONSERVATION COMMISSION  
DREDGE & FILL MEETING  
December 18, 2009**

**Members Present:** Dan Coons, Chairman, Mike Hodder, Vice-Chairman, Ed Roundy, Dave Wheeler, Randy Tetreault, Members.

**A.B. & L.N. Williams  
41 Brackett Road  
TM #249-11-1  
Minimum Impact Expedited**

The applicant proposes to construct a 8' wide elevated tractor crossing for access between an existing barn and house to prevent impact to the wetland from foot traffic and the public road through tractor traffic.

**Referencing the A.B. & L.N. Williams Minimum Impact Expedited application, TM #249-11-1, the Wolfeboro Conservation Commission sent the application to NH DES unsigned; noting the absence of construction details, elevations and a detailed description of the project.**

**Richard Osgood  
122 Broadside Road  
Lake Winnepesaukee  
TM #213-5  
Standard Dredge & Fill**

The applicant proposes to modify the existing docking & breakwater to provide 2 protected boat slips.

**Referencing the Richard Osgood Standard Dredge & Fill application, TM #218-99, the Wolfeboro Conservation Commission questioned the need for dredging and expressed concern for impact to the shoreline; noting the application requests construction of a 6' x 28' permanent dock along and overlapping the shore line, rather than perpendicular to the shoreline. The Commission questioned whether the length of the dock and/or breakwater meets current regulations.**

**Michael Murphy  
310 Governor Wentworth Highway  
TM #151-6  
Standard Dredge & Fill**

The applicant proposes to install a new foundation under an existing house in a new location meeting zoning requirements between buildings.

**Referencing the Michael Murphy Standard Dredge & Fill application, TM #151-6, the Wolfeboro Conservation Commission does not feel the proposed project is the least impacting alternative available. It appears the proposed relocation of the dwelling is more impacting than what exists currently. Furthermore, it appears the house can be moved elsewhere on the lot and be less impacting than moving it to the proposed location. Additionally, the Commission feels it is possible for the**

**applicant to reduce impervious impacts by designing the garage so that vehicles can drive straight in, rather than pulling around, and entering the garage from the rear. We question the advisability of constructing a retaining wall within the jurisdictional wetlands, and note that the design provides for no vegetated buffer. It appears that the proposed foundation/frostwall and slab construction is significantly more impacting than the current pier design.**