

# Chester Site Plan Review Regulations

## Article 6 - Procedures for Site Plan Review

### 6.4 - Acceptance, Formal Consideration and Public Hearing

6.4.8 - Approval and conditional approval shall be good for a term of ~~one (1) year~~ **two (2) years** from the date granted. The plan will become null and void if active and substantial improvements have not commenced.

**Purpose:** *To bring this section into conformance with RSA 674:39.*

**Delete:** 6.4.8.1 - For the purpose of these regulations, "active and substantial improvements" shall be defined as:

- ~~i. Construction of and/or installation of basic infrastructure to support the development (including all of the following: **at least one building foundation wall/footing**, roadways, access ways, etc. to a minimum of gravel base; and utilities placed in underground conduit ready for connections to proposed buildings/structures) in accordance with the approved plan; and~~
- ~~ii. Construction and completion of drainage improvements to service the development in accordance with the approved plans; and~~
- ~~iii. All erosion control measures (as specified on the approved plans) must be in place and maintained on the site; and~~
- ~~iv. Items i, ii, iii shall be inspected and approved by the Town of Chester.~~

**Add:** 6.4.8.1 - Active and Substantial Development or Building: For the purposes of these regulations and conditional approvals, "active and substantial development or building" shall be defined as to have occurred:

1. When a subdivision has completed construction of all the following components within twenty-four (24) months in accordance with the approved plans:

- a) Up to the finish grade of the road/s (*see subsections 5.1.1 thru 5.1.8 under Article 5 - Construction*); and
- b) All of the drainage and stormwater management infrastructure associated with the road/s (*see sections 3.14 - Storm Drainage and 4.7 – Storm Drainage Systems*); and
- c) All side slopes, ditches, treatment swales and detention areas have been final graded, loamed, seeded and fully stabilized, and
- d) All erosion control measures must be in place and maintained on the site; and

- e) And satisfactory financial guarantees remain on deposit with the Town to insure completion of the remaining improvements.

6.4.8.2 – Substantial Completion of Improvements: For the purposes of these regulations and conditional approvals, “substantial completion of improvements” shall be defined as to have occurred:

1. When a subdivision has completed construction of all the following components in accordance with the approved plans:

- a) Up to and including hot bituminous binder course of the road/s (see subsection 5.1.9 under Article 5 - Construction); and
- b) All utilities have been installed, if proposed to be installed underground, in underground conduit ready for connection to the proposed structures; and
- c) All on-site drainage improvements have been completed, and
- d) All other on-site and/or off-site improvements have been completed.

The Board recognizes that not all subdivisions are the same. The Board reserves the right, therefore, to adjust the conditions to achieve the vesting of rights when drafting conditions of approval for unique situations.

**Purpose:** To advise and clarify what must be achieved for vesting in accordance with RSA 674:39.

## **Appendix A - Road Design Standards**

### **A.1 - Design Standards**

#### **A.1.11 - Table of Geometric & Other Standards for Streets**

- i) Road Base (minimum) 24”
    - Upper Base (crushed gravel) 8”
    - Middle Base (bank-run gravel or crushed gravel) 8”
    - Upper Lower Base (sand) 8”
- (Road base The hot bituminous binder course shall be installed by the developer prior to the issuance of building permits.)

A.3.2 - Before grading is started, the right-of-way area directly dedicated to the construction of the roadway and shoulders shall be cleared of all stumps, roots, brush, and other objectionable material. All ledge, large boulders, and tree stumps shall be removed from this area.

Test pits shall be performed, as directed by the Board's approved engineering consultant, to determine if ledge or the Estimated Average Seasonal High-Water Table (EASHWT/ESHWT) exists within two (2) feet below the two (2) foot subgrade level. Test pits shall be performed at least every fifty (50) feet along the centerline of the roadway.

The installation of underdrains shall be required if the EASHWT/ESHWT is located at or above the two (2) foot subgrade of the roadway.

A.3.3 – Subgrade: Tree stumps and other organic materials shall be removed below the subgrade of the roadway. Rocks and boulders **and ledge** shall also be removed to a depth of two feet below the subgrade of the roadway. **The installation of underdrains shall be required where ledge is removed.**

On soils which are not suitable for roadways, the subsoil shall be removed from the street site to a depth of two feet below the subgrade **where suitable material is encountered**, and replaced with material, **whether from onsite or offsite**, meeting the specifications for gravel aggregate sub-base **grade** below.

<u>Sieve Size</u>	<u>Percent Passing by Weight</u>
6 inch	100
No. 4	20 – 100
No. 200	0 - 12

A.3.4 - Base: A **sand and** gravel base shall be placed on a previously prepared subgrade of acceptable well-draining granular soil **(see Subsections 5.1.3 and 5.1.4 of the Subdivision Regulations for additional construction requirements)**. The **sand and gravel** sub-base shall consist of eight inches of sand **and above** eight inches of well-compacted bank-run gravel **or crushed gravel** covered with **above** a minimum of eight inches of equally well-compacted crushed bank-run gravel.

**The crushed gravel layer, bank-run gravel layer, and the sand layer under the pavement shall each be graded at a cross slope of one quarter (1/4) inch per foot. Crushed gravel, bank-run gravel base and the sand base under the pavement shall conform to Section 304 of the Standard Specifications for Road and Bridge Construction (latest edition) by the State of New Hampshire Department of Transportation.**

A.3.7 - Street Standards: The Planning Board may require the reservation of a **fifty (50) sixty (60)** foot easement connecting the new street with an external boundary to provide a continuation of the street where future development is possible. This future street will allow for safe future traffic circulation. In a case where the subdivision would landlock hitherto accessible land, the **fifty (50) sixty (60)** foot reserve strip **shall** be required by the Planning Board. All easements proposed under this regulation ~~must~~ **shall** be deeded to the Town to facilitate their future use.

***Purpose:*** To correct some confusing terms, match the specifications in the Subdivision Regulations, and advise construction supervisors and contractors that this is an acceptable material substitution.

A.3.3 & A.3.4 have been edited to match Subsections 5.1.3 & 5.1.5 of the Subdivision Regulations.