

**Delegated Decision**

**28 July 2022**

**Highway Adoptions**

**Ordinary Decision**



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## **Report of Neighbourhoods and Climate Change**

Paul Watson, Strategic Highways Manager

### **Electoral division(s) affected:**

Coxhoe

### **Purpose of the Report**

To consider those roads and footpaths, etc., which have been built by developers to County Council standards and are now offered for adoption, and those now deemed to be highways under the terms of Section 38 Agreement.

### **Recommendation**

The completed works at Bowburn have been inspected by Richard Anderson from the Highway Adoptions Section, Neighbourhoods and Climate Change and are considered to be up to the appropriate adoptable standards.

You are asked therefore to agree to the newly constructed highway detailed in the report becoming adopted highway.

### **Background**

- 1 The newly constructed highway described below has been offered for adoption.

#### **Durham District**

- a) Housing Estate Roads at Bowburn

Dunelm Homes Limited and Dunelm (Bowburn) Limited having made up the undermentioned access road, associated footways, parking bays, cycle path and footpaths at Bowburn in accordance with the terms of the Section 38 Agreement and they are now

deemed to be highway maintainable at the public expense effective from 28 July 2022.

### Bell Avenue

The access road, associated footways and hard landscaping (including parking bays) commencing from a point on the existing Road A177 near to No 1 Brockwell Street, heading in a generally south westerly direction, terminating at a point outside No.16 Bell Avenue, 140 metres or thereabouts in length.

The segregated cycle path commencing from a point on the aforementioned access road outside No 9 Bell Avenue, heading in a generally south westerly direction, terminating at a point outside No 23 Bell Avenue, 90 metres or thereabouts in length.

### Robert Moore Close

The access road, associated footways and service margin commencing from a point on the aforementioned access road opposite the gable of No 1 Brockwell Street, heading in a generally north westerly direction, terminating at a point outside No 1 Robert Moore Close, 66 metres or thereabouts in length.

The segregated footway commencing from a point on the aforementioned access road outside 10 Robert Moore Close, heading in a generally north westerly direction, terminating at a point outside No 1 Robert Moore Close, 50 metres or thereabouts in length.

### Harle Oval

The access road, associated footways, paved margin and parking bay commencing from a point on the aforementioned access road outside No 1 Harle Oval, heading in a generally north westerly direction before turning and heading in a south westerly direction, terminating at a point outside No 32 Harle Oval, including the stub end outside No 24 Harle Oval, 105 metres or thereabouts in length.

## Grange Way

The access road, associated footways, parking bays and hard standing commencing from a point on the aforementioned access road outside 1 Grange Way, heading in a generally south easterly direction before turning and heading in a south westerly direction, terminating at a point outside No 30 Grange Way, including the stub end leading off in a north easterly direction from the gable of No 5 Grange Way, also the stub end leading off in a north easterly direction from the gable 31 Grange Way, also the stub end leading off in a north westerly direction from outside No 53 Grange Way, also the sub end leading off in a south westerly direction between Nos 57 & 59 Grange Way, 386 metres or thereabouts in length.

The segregated footway commencing from a point on the aforementioned access road outside 35 Grange Way, heading in a south easterly direction, terminating at a point outside No 39 Grange Way, 18 metres or thereabouts in length.

The segregated footway outside 25 Bell Avenue, heading in a generally north westerly direction before turning and heading in a south westerly direction, terminating at a point opposite No 23 Bell Avenue, 16 metres or thereabouts in length.

## Brockwell Street

The segregated footway commencing from a point on the aforementioned access road outside 1 Brockwell Street, heading in a south easterly direction, terminating at a point outside No 20 Brockwell Street, 113 metres or thereabouts in length.

The segregated footway commencing from a point on the aforementioned access road outside 43 Grange Way, heading in a north easterly direction, terminating at a point outside on the aforementioned footpath outside No 17 Brockwell Street, 19 metres or thereabouts in length.

The segregated footway commencing from a point of the aforementioned access road outside 25 Grange Way, heading in a north easterly direction before turning and heading north, terminating at a point on the existing adopted footway (on Road A177) opposite No 6 Brockwell Street, 50 metres or thereabouts in length.

## **Options**

None

## **Main implications**

### *Legal Implications*

The implication of agreeing to the contents of the report is - Durham County Council will now be responsible for the maintenance of the new highway (the new roads, footpaths, etc.)

### *Finance*

Financed by private developers. Future maintenance will be carried out and financed by D.C.C, Neighbourhoods and Climate Change.

## **Conclusion**

That the newly constructed highways detailed in the report are adopted as publicly maintained highways and a Final Certificate of completion issued.

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**Contact:** Richard Anderson

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## **Appendix 1: Implications**

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### **Legal Implications**

The implication of agreeing to the contents of the report is - Durham County Council will now be responsible for the maintenance of the new highway (the new roads, footpaths, etc.)

### **Finance**

Financed by private developers. Future maintenance will be carried out and financed by D.C.C, Neighbourhoods and Climate Change.

### **Consultation**

No

### **Equality and Diversity / Public Sector Equality Duty**

It is considered that there are no Equality and Diversity issues to be addressed.

### **Climate Change**

None

### **Human Rights**

No impact on human rights

### **Crime and Disorder**

Not affected

### **Staffing**

None.

### **Accommodation**

No impact.

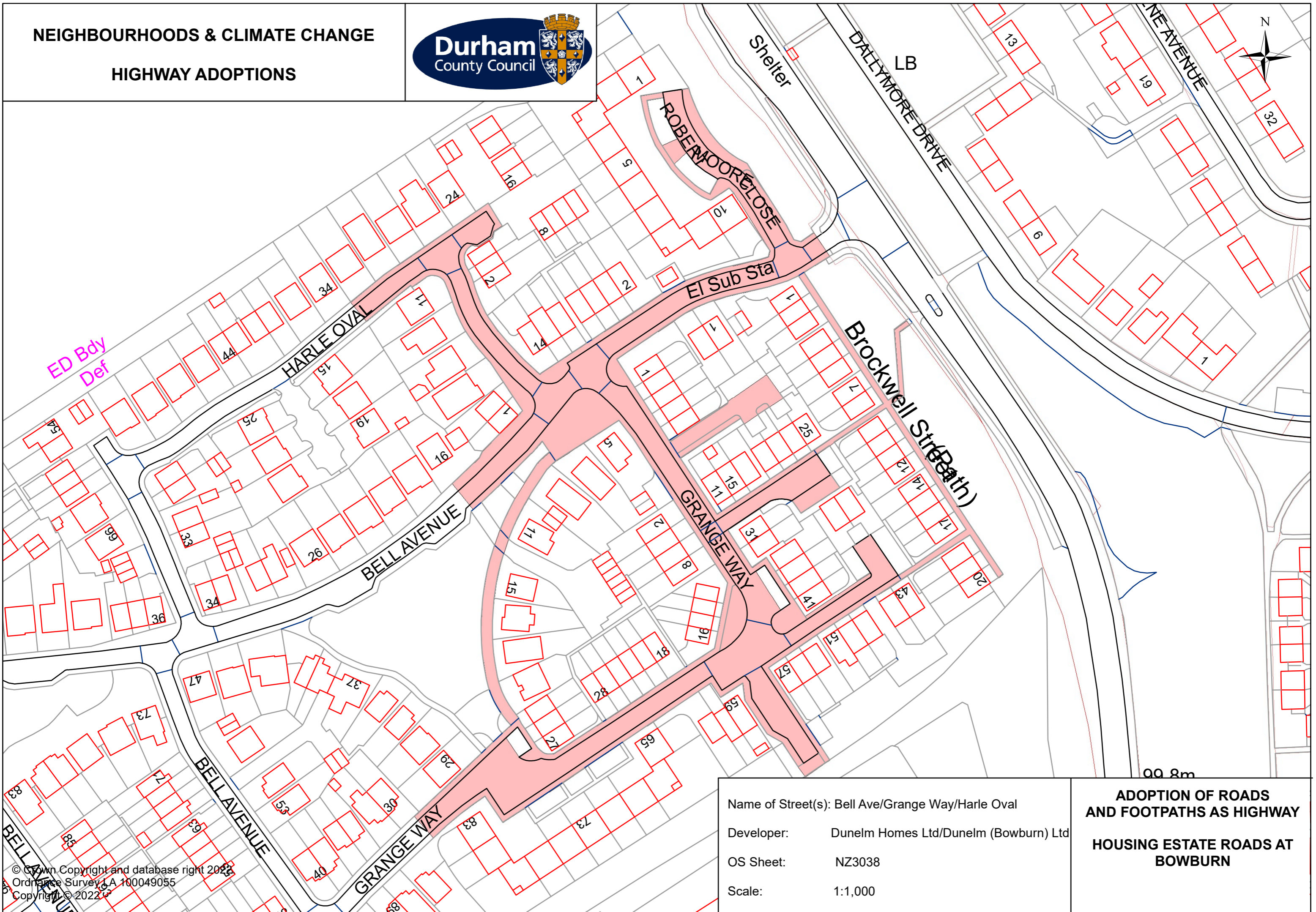
### **Risk**

Not applicable.

### **Procurement**

Not applicable.

NEIGHBOURHOODS & CLIMATE CHANGE  
HIGHWAY ADOPTIONS



Name of Street(s): Bell Ave/Grange Way/Harle Oval  
Developer: Dunelm Homes Ltd/Dunelm (Bowburn) Ltd  
OS Sheet: NZ3038  
Scale: 1:1,000

**ADOPTION OF ROADS  
AND FOOTPATHS AS HIGHWAY**  
**HOUSING ESTATE ROADS AT  
BOWBURN**

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