

Delegated Decision

3 September 2024

Highway Adoptions

Ordinary Decision



Report of Neighbourhoods and Climate Change

Paul Anderson, Strategic Highways Manager

Electoral division(s) affected:

Pelton

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 Chester le Street have been inspected by Phillip Thompson 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.

Chester le Street District

- a) Housing Estate Roads at Ouston

Persimmon Homes Limited having made up the undermentioned roads and footways at Ouston in accordance with the terms of the Section 38/278 Agreement, and they are now deemed to be

highway maintainable at the public expense effective from 3 September 2024.

Ripley Close

The access road, parking bays and associated footways, commencing from the existing adopted highway known as Bradley Close, adjacent to The Cherry Tree Public House, heading in a generally south westerly direction, terminating at a point adjacent to Nos. 19 & 20 Ripley Close, 167 metres or thereabouts in length.

The segregated footpath, commencing from a point on the abovementioned access road, opposite No. 6 Ripley Close, heading in a generally easterly direction, linking to Urpeth Footpath No.37, 25 metres or thereabouts in length.

The segregated footpath, commencing from a point on the abovementioned access road, to the rear of No. 19 Ripley Close, heading in a generally westerly direction, linking to the existing adopted footpath known as Middleham Close, 4 metres or thereabouts in length.

The access road, parking bays and associated footways, commencing from a point on the abovementioned access road, adjacent to Nos. 10 & 19 Ripley Close, heading in a generally north westerly direction, terminating with the turning head serving to No. 12 Ripley Close and 8 & 9 Pickering Walk, 67 metres or thereabouts in length.

The access road, parking bays and associated footways, commencing from a point on the abovementioned access road, adjacent to No. 24 Ripley Close, heading in a generally southerly direction, terminating with the turning head serving Nos. 33 – 38 Ripley Close, 109 metres or thereabouts in length.

The stepped segregated footpath, commencing from a point adjacent to No. 33 Ripley Close, heading in a generally southerly direction, linking to the existing footpath known as Middleham Close, 8 metres or thereabouts in length.

Pickering Way

The segregated footpath, commencing from a point on the abovementioned access road, opposite The Cherry Tree Public House and adjacent to No.1 Ripley Close, heading on a generally westerly direction, merging into a single footpath, linking to the existing footpath opposite No. 35 Leyburn Close, and including

the link to Ripley Close, between Nos. 8 & 9 Pickering Walk, 173 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.

Contact: Phillip Thompson

Tel: 03000 267 106

Appendix 1: 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.

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

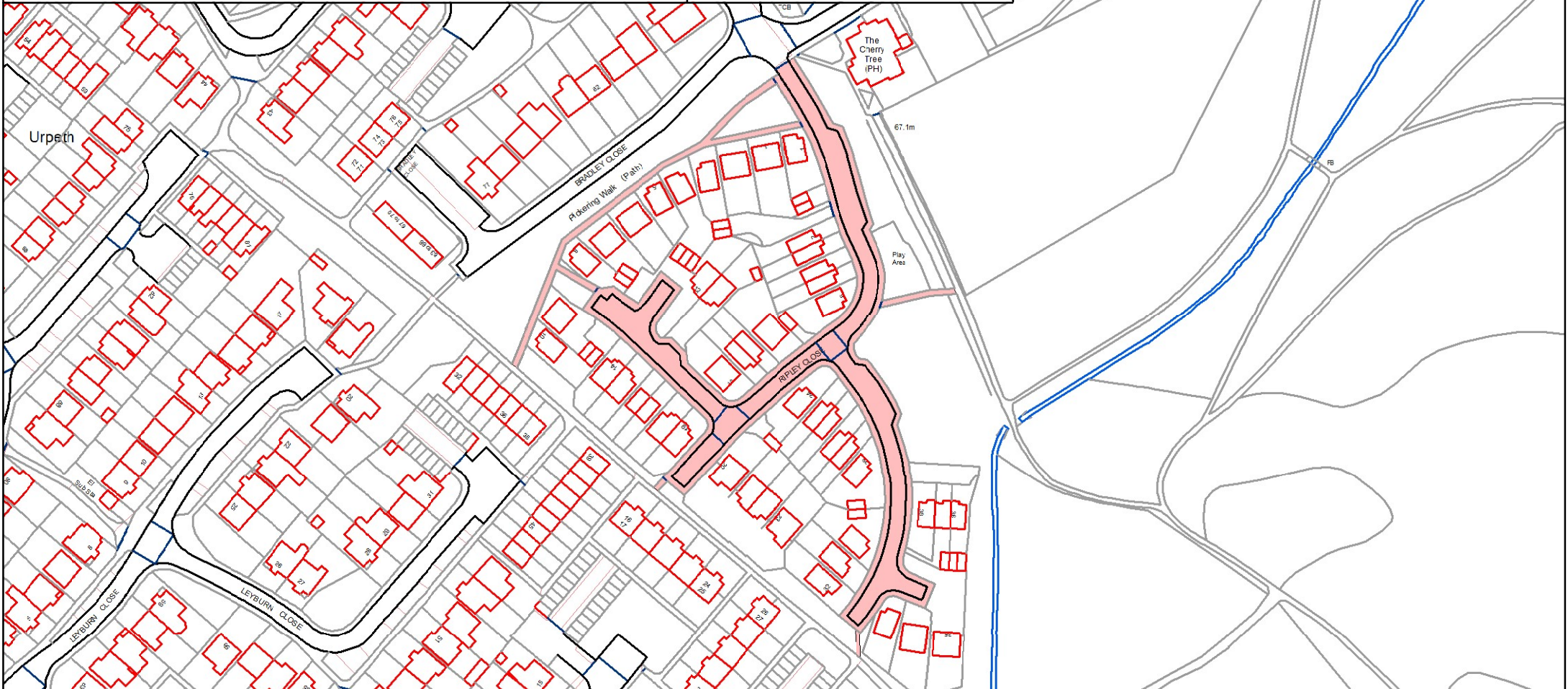
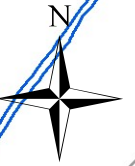
Not applicable.

Procurement

Not applicable.

NEIGHBOURHOODS & CLIMATE CHANGE

HIGHWAY ADOPTIONS



Name of Street(s): Ripley Close/Pickering Walk FP

Developer: Persimmon Homes Limited

OS Sheet: NZ2554

Scale: 1:1,750

**ADOPTION OF ROADS
AND FOOTPATHS AS HIGHWAY**

**HOUSING ESTATE ROADS AT
OUSTON**