

DELEGATED DECISION
REGENERATION AND LOCAL SERVICES



17 August 2017

Highway Adoptions

Report of Regeneration and Local Services
Dave Wafer- Strategic Traffic Manager

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 38/278 Agreements.

Background

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

Sedgefield District

- a) Housing Estate Roads at Spennymoor

Persimmon Homes Limited having made up the undermentioned roads and footpaths at Langley moor 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 17 August 2017.

Sledmore Drive

The access road and associated footways commencing from a point on the existing adopted highway, south of No 34 Sledmore Drive, heading in a generally westerly direction before turning to head in a southerly direction, at a point outside No 46 Sledmore Drive, linking with the existing extent of adopted highway adjacent to No 51 Sledmore Drive, 187 metres or thereabouts in length.

Castle Howard Close

The access road and associated footways commencing from a point on the abovementioned access road, adjacent to No 60 Sledmore Drive, heading in a westerly direction, serving Nos 1 – 7 Castle Howard Close, 64 metres or thereabouts in length.

Burton Constable Close

The access road and associated footways commencing from a point on the existing adopted highway, known as Studley Drive, from a point adjacent to No 2 Burton Constable Close, heading in a northerly direction, serving Nos 2 – 16 (even) and 1 – 11 (odd) Burton Constable Close, 104 metres or thereabouts in length.

Sedgefield District

b) Housing Estate Roads at Spennymoor

Persimmon Homes Limited having made up the undermentioned roads and footpaths at Langley moor 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 17 August 2017.

Watson Park

The access road, associated and contiguous footways, parking bays and hard-landscaping commencing from a point on the existing adopted highway, known as Dean Lane, between Nos 17 & 149 Watson Park, heading in a generally south westerly direction before turning to head in a north westerly direction, at a point outside No 92 Watson Park, terminating at the turning/parking area adjacent to No 142 Watson Park, 136 metres or thereabouts in length.

The access road, associated and contiguous footways, parking bays and hard-landscaping commencing from a point on the abovementioned access road, adjacent to No 20 Watson Park, heading in a generally south easterly direction, terminating at the turning/parking area outside Nos 32 - 36 Watson Park, including the stub leading off in a north – easterly direction between Nos 27 & 28 Watson Park, 118 metres or thereabouts in length.

The access road, associated and contiguous footways, parking bays and hard-landscaping commencing from a point on the abovementioned access road, opposite to No 24 Watson Park, heading in a generally south westerly direction before turning to head in a north westerly direction, at a point outside No 74 Watson Park, terminating at the turning/parking area adjacent to No 120 Watson Park, excluding the six number allocated parking spaces outside Nos 114 – 119 Watson Park, 224 metres or thereabouts in length.

The access road, associated and contiguous footways, parking bays and hard-landscaping commencing from a point on the abovementioned access road, adjacent to No 51 Watson Park, heading in a generally south westerly direction, terminating at the turning/parking area adjacent to No 59 Watson Park, including the stub leading off in a south – easterly direction outside Nos 55 & 56 Watson Park, 114 metres or thereabouts in length.

The segregated footpath commencing from a point of the aforementioned access road, adjacent to No 17 Watson Park, heading in a southerly direction, terminating at a point outside No 1 Watson Park, including the link heading off in a south westerly direction between Nos 6 & 7 Watson Park, 136 metres or thereabouts in length.

The segregated footpath commencing from a point on the aforementioned access road, adjacent to No 109 Watson Park, heading in a generally westerly direction terminating at a point on the site boundary, 48 metres or thereabouts in length.

The segregated footpath commencing from a point on the aforementioned access road, adjacent to No 120 Watson Park, heading in a generally north easterly direction terminating at a point adjacent to No 141 Watson Park, 107 metres or thereabouts in length.

The segregated footpath commencing from a point on the aforementioned access road, to the rear of No 120 Watson Park, heading in a generally north easterly direction terminating at a point to the rear of No 141 Watson Park, 109 metres or thereabouts in length.

The segregated footpath commencing from a point on the aforementioned access road, adjacent to No 103 Watson Park, heading in a generally north easterly direction terminating at a point to adjacent to No 92 Watson Park, 89 metres or thereabouts in length.

The segregated footpath commencing from a point on the aforementioned access road, adjacent to No 142 Watson Park, heading in a generally north easterly direction terminating at a point on Dean Lane outside No 155 Watson Park, 58 metres or thereabouts in length.

Details of any alternative options considered and rejected when making the decision

None

Recommendations and reasons

The completed works at Spennymoor have been inspected by Phillip Thompson from the Highway Adoptions Section, Regeneration & Local Services 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.

Decision

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

Finance - Financed by private developers. Future maintenance will be carried out and financed by D.C.C, Regeneration and Local Services.

Staffing - None

Risk – Not applicable

Equality and Diversity / Public Sector Equality Duty - It is considered that there are no Equality and Diversity issues to be addressed.

Accommodation – No impact

Crime and Disorder – Not affected

Human Rights – No impact on human rights

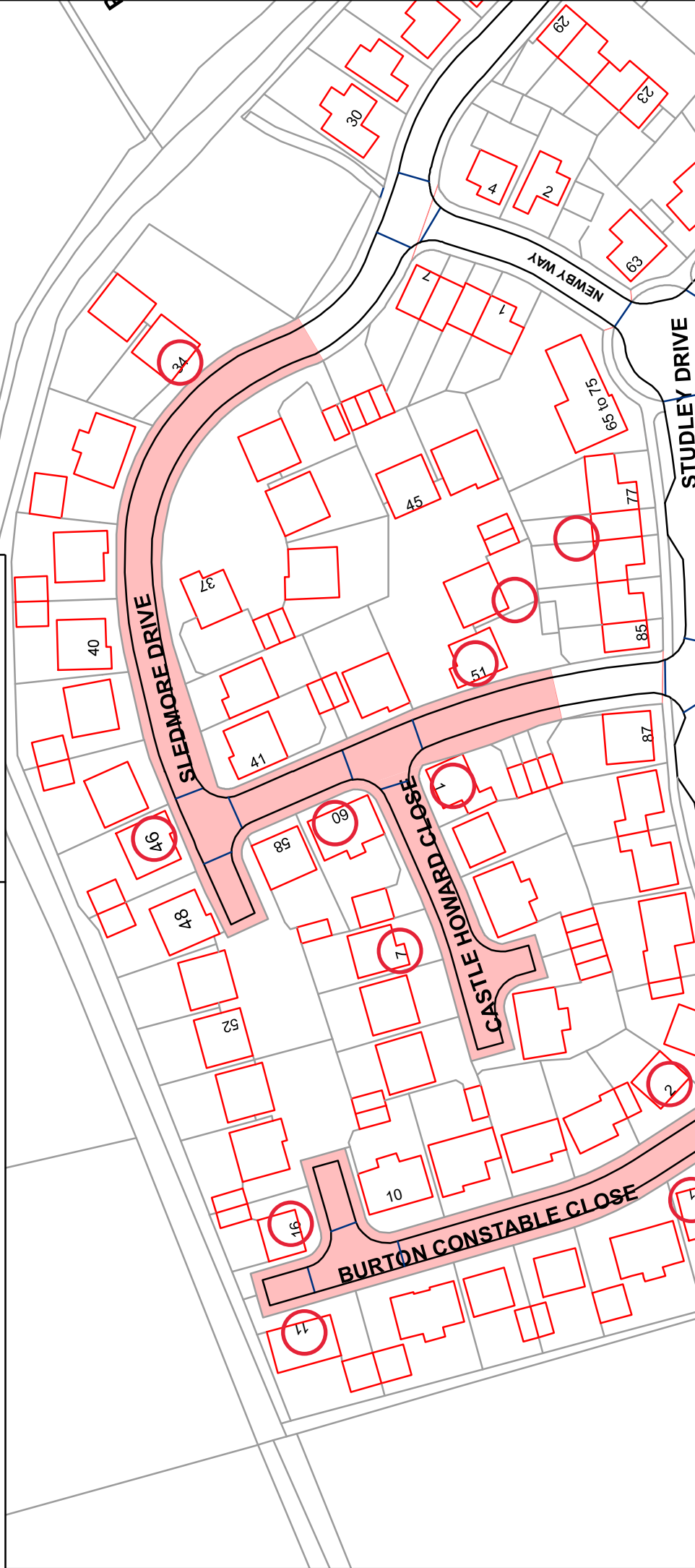
Consultation - No

Procurement – Not applicable

Disability Issues - None

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.)

REGENERATION & LOCAL SERVICES
HIGHWAY ADOPTIONS



Name of Street(s): Sledmore Drive, Castle Howard Close,
 Burton Constable Close

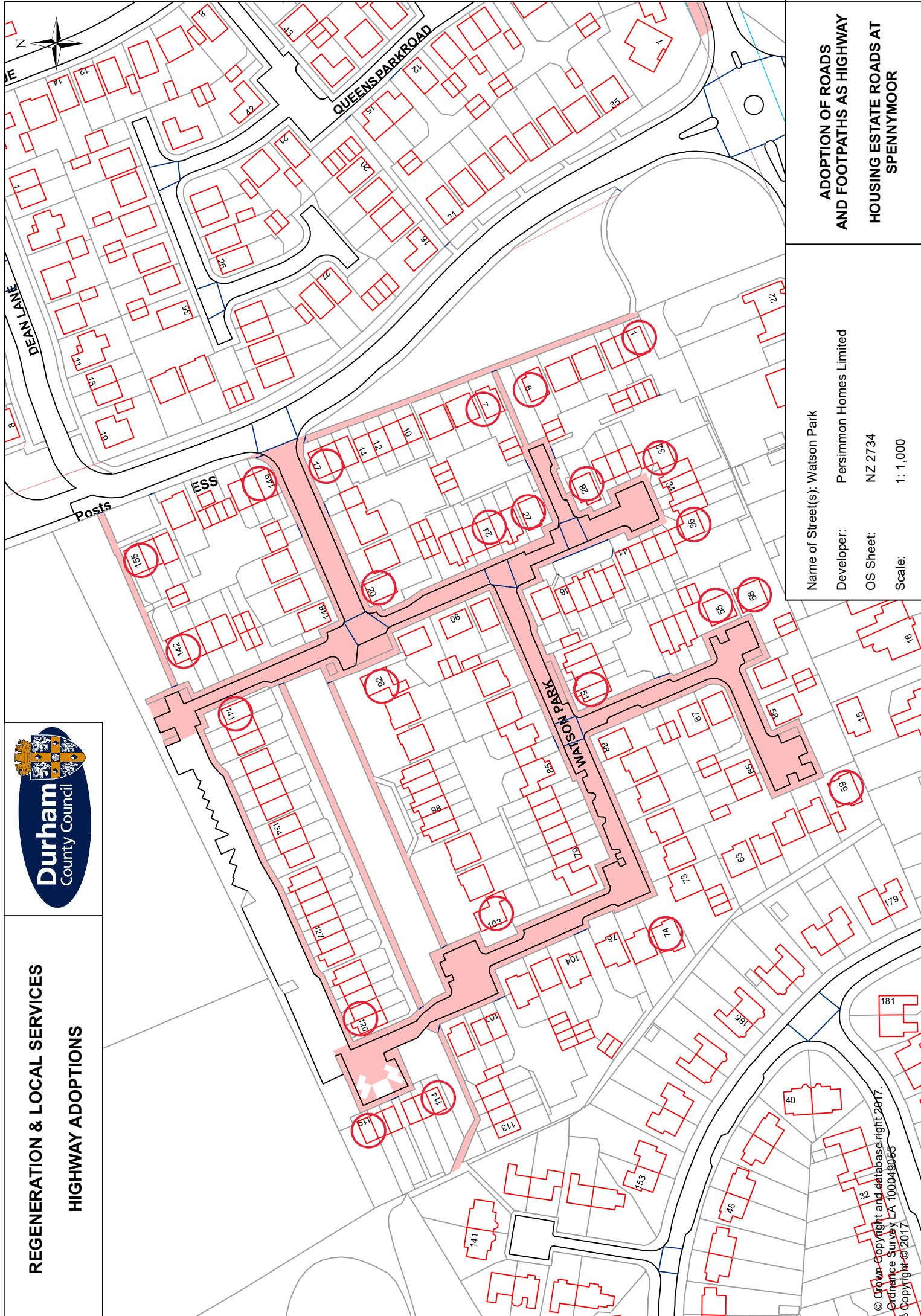
Developer: Persimmon Homes Limited

OS Sheet: NZ 2434-2534

Scale: 1: 1,000

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

REGENERATION & LOCAL SERVICES
HIGHWAY ADOPTIONS



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

Name of Street(s): Watson Park
 Developer: Persimmon Homes Limited
 OS Sheet: NZ 2734
 Scale: 1:1,000