

# Kirklees Council

## Highways Guidance Note – Existing Roads and Paths Affected by New Developments

March 2019 (version 1)

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### This guidance note

#### Introduction

**1** This guidance note gives an overview of Kirklees Council’s approach to assessing the works that might be required to existing roads and paths to mitigate any undesirable effects caused by new developments.

**2** This guidance note has been written mainly to help developers, but it will also be used by highways teams within Kirklees Council.

#### Implementation

**3** This guidance note applies to all applications for technical review submitted on or after 1 April 2019.

### Existing roads and paths

#### Introduction

**4** Most developments will affect the roads and paths they gain access from or front onto. For example, a new access onto an existing road would require vehicles to turn, brake, or accelerate in ways that did not happen previously at that location. This can put additional strain on road surfaces: ones that could cope with the pre-development traffic might be unable to cope with the new situation and break up. In addition, roads near junctions require higher standards of visibility, lighting, resistance to skidding, and drainage. Similarly, new developments

might increase the numbers of people walking or cycling near them and change the routes they take. Footpaths and crossing points that could cope with the pre-development situation might then be inadequate once the new development is completed, particularly if road traffic also increased.

**5** The local effects and the works required to deal with them need to be appropriately considered to ensure that any undesirable effects would be avoided or suitably mitigated. However, they are not usually covered by transport statements, transport assessments, or travel plans.

### Strategy for existing roads and paths

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**6** During the design of the proposed development, the existing roads and paths that might be affected should be identified. These should include any existing roads and paths that the new development would gain access from or front onto. They should also include any that would be affected by the installation of new utility apparatus.

**7** The existing conditions and suitability of any potentially affected roads or paths should be assessed. The items to be considered should include the pavements, kerbs, drainage, street lighting, and traffic signs.

**8** Appropriate measures to mitigate any undesirable effects should be designed. The measures proposed should be proportionate to the size and impact of the new development.

### Drainage

**9** The drainage systems of existing roads, whether rural or urban, have often evolved informally in response to incidents or localized improvements.

Where a development would alter the existing drainage regime of a road, for example through the introduction of new kerbs or gullies or an increase in the impermeable area, then the existing drainage system might need to be upgraded or replaced to modern standards, including flow control.

### Highways technical approval

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**10** Most large developments would require a written strategy for the mitigation of any undesired effects on the existing roads and paths to be submitted as part of the application for highways technical approval.

### Consultation

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**11** To avoid abortive work or unnecessary delays, developers should consult with Kirklees Council's highway engineers before commissioning any surveys or assessments of existing roads or paths or before designing any mitigation measures.

## Further information, comments, and queries

### Kirklees Council highways standards and guidance

#### Highways guidance notes

- Existing Roads and Paths Affected by New Developments
- Gradients
- Highway Adoption Drawings
- Highway Adoptions and the CDM Regulations
- Highway Adoptions Criteria
- Highways Technical Approval
- Highways, SuDS, and Private Drainage
- Introduction to Highways and Adoptions
- Operation and Maintenance Manuals for Adopted Highways
- Requirements of New and Improved Roads and Paths
- Requirements of Submitted Documents
- Section 38 Agreements for Highway Adoptions
- Soakaways
- Technical Approval of Surface Water Flow Attenuation Tanks and Pipes

#### Other highways documents

- Kirklees Highways Standard Details

### Comments and queries

#### Kirklees Council welcomes comments and queries about this guidance note

*Although Kirklees Council is not responsible for the content of external websites, please report any broken links*

- Huddersfield (01484) 22 1000 – ask for ‘Highway Adoptions’
- [Highways.Section38@kirklees.gov.uk](mailto:Highways.Section38@kirklees.gov.uk)
- [www.kirklees.gov.uk/highwayadoptions](http://www.kirklees.gov.uk/highwayadoptions)
- Kirklees Council  
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