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## WSP Technical Note

Subject: Highways Solution Agreed with LCC Highways Development Control

Scheme: MIAMI Building, Garforth (14/03109/OT)

Date: 14<sup>th</sup> May 2015

### Introduction

On the 22<sup>nd</sup> April 2015, LCC Highways Officer Neil Chamberlain confirmed that LCC Highways would provide a positive highways recommendation in regard to the proposed redevelopment of the MIAMI building located on Aberford Road in Garforth to a proposed food store (Application Reference: 14/03109/OT).

This note is provided to clarify the agreed highways proposals between KUC Properties (herein referred to as 'the applicant') and LCC Highways in a single document rather than providing historical details of all holistic discussions and technical inputs produced to reach this recommendation.

However should any of the technical data such as modelling outputs and traffic flows be required, these can be provided upon request. LCC Highways are already in receipt of all previous technical assessments and correspondence.

The highways proposals agreed are detailed in this note and are the following:

- Site Access Proposals and Bar Lane Improvements;
- Main Street / A642 Improvements.

This note is also supported by the following documents:

- Appendix A – LCC Highways Agreement on Highways Proposals;
- Appendix B – Layout Detailing Site Access Proposals and Bar Lane Improvements;
- Appendix C – Layout Detailing Main Street / A642 Improvements.

### Site Access Proposals and Bar Lane Improvements

The proposed layout is provided in Appendix B and the applicant has agreed to fully fund the improvement works as detailed.

The proposed improvements are to widen Aberford Road to three lanes (from the existing two lane width) across the frontage of the site extending past Bar Lane. This provides a significant benefit to existing capacities by providing dedicated turning lanes for vehicles.

The site access is proposed to be a 3 arm traffic signal junction with associated pedestrian crossing facilities to ensure appropriate highways safety for vulnerable users. The site access proposes dedicated individual right and left out lanes for shoppers, with access into the site from dedicated left in and right in lanes respectively which removes delays to east / west traffic movements on Aberford Road. The modelling undertaken has shown that the proposed junction operates with appropriate capacity during both the network and shopping peak hours.

Bar Lane currently suffers during peak periods from westbound queuing due to right turning vehicles blocking eastbound vehicles on Aberford Road, exacerbated when a number of vehicles require to turn right. A dedicated right turn lane has therefore been provided to minimise any conflicts and will significantly reduce the level of existing delay, providing an improvement to the existing junction capacity particularly during peak period.

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## **Main Street / A642 Signal Junction Improvements**

The proposed layout is provided in Appendix C and the applicant has agreed to fully fund the improvement works as detailed.

LCC Highways had raised some concerns relating to the Main Street / Aberford Road signal junction and its existing layout. On site observations during peak periods had shown that there were instances of queuing on Aberford Road caused by poor driver alignment of right turning vehicles in the middle of the junction leading to blocking through traffic.

We understand from LCC Highways that this junction has been identified within a package of wider highway improvements to be delivered and funded by WYCA to improve the existing junction capacity, however to date no scheme has been designed, nor is funding secured.

Therefore WSP on behalf of the applicant has designed an improvement scheme for this junction to alleviate the existing issues and improve the operation and capacity of the junction, in turn mitigating any impact of the proposed development. The proposal provides formalised and lined 2m right turn lane pockets and 3m eastbound and 3.65m westbound through lanes respectively by widening the existing lane widths and overall junction layout.

This will deliver a significant improvement on the existing situation and the knock on effect of this issue on the wider highway network and is wholly deliverable within the adopted highway boundary.

## **Further Information**

Should any further information on the agreed schemes be required these can be obtained from the following contacts:

LCC Highways Officer : [neil.chamberlain@leeds.gov.uk](mailto:neil.chamberlain@leeds.gov.uk)

WSP (Applicant's Highway Consultant) : [andrew.moseley@wspgroup.com](mailto:andrew.moseley@wspgroup.com)

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**Appendix A**  
**LCC Highways Agreement on Highways Proposals**

Moseley, Andrew

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From: Chamberlain, Neil <Neil.Chamberlain@leeds.gov.uk>  
Sent: 22 April 2015 17:00  
To: Jones, David  
Cc: Moseley, Andrew; Hodgson, Adrian; Robertson, Gordon  
Subject: FW: MIAMI Building, Garforth - LCC ref: 14/03109/OT - Highways Timeline, Clarifications and Officer Recommendation Request

David

Please see the email (below) from Andrew at WSP, which confirms that the applicant is willing to fully fund the improvement works at Main Street/A642.

I can confirm that the planning application is now acceptable from a highway viewpoint subject to suitably worded conditions to cover the delivery of the site access junction signalisation and improvement works at Main Street/A642. The internal site layout at Appendix A also looks generally acceptable, however as the application is in outline only, issues of the parking/servicing/layout etc. will need to be agreed at detailed application/reserved matters stage.

I hope this message will suffice to confirm the highway position, however if you need anything more formal please let me know.

Regards

Neil

N Chamberlain  
Transport Development Services  
Tel no. 247 5288

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From: Moseley, Andrew [mailto:Andrew.Moseley@WSPGroup.com]  
Sent: 22 April 2015 15:59  
To: Chamberlain, Neil; Robertson, Gordon  
Cc: Jones, David; cdarley@nlppanning.com; Hodgson, Adrian  
Subject: RE: MIAMI Building, Garforth - LCC ref: 14/03109/OT - Highways Timeline, Clarifications and Officer Recommendation Request

Neil,

Many thanks for your response, we are agreeable to fund the improvement works to Main Street / A642 in line with my submitted drawings.

I'm assuming that you will be providing a revised HDC response (in your report format) to David Jones, just to square things off, but will give you a call to clarify our positions in the morning.

Thanks for your continued efforts on helping us both reach an agreeable solution.

Kind regards,

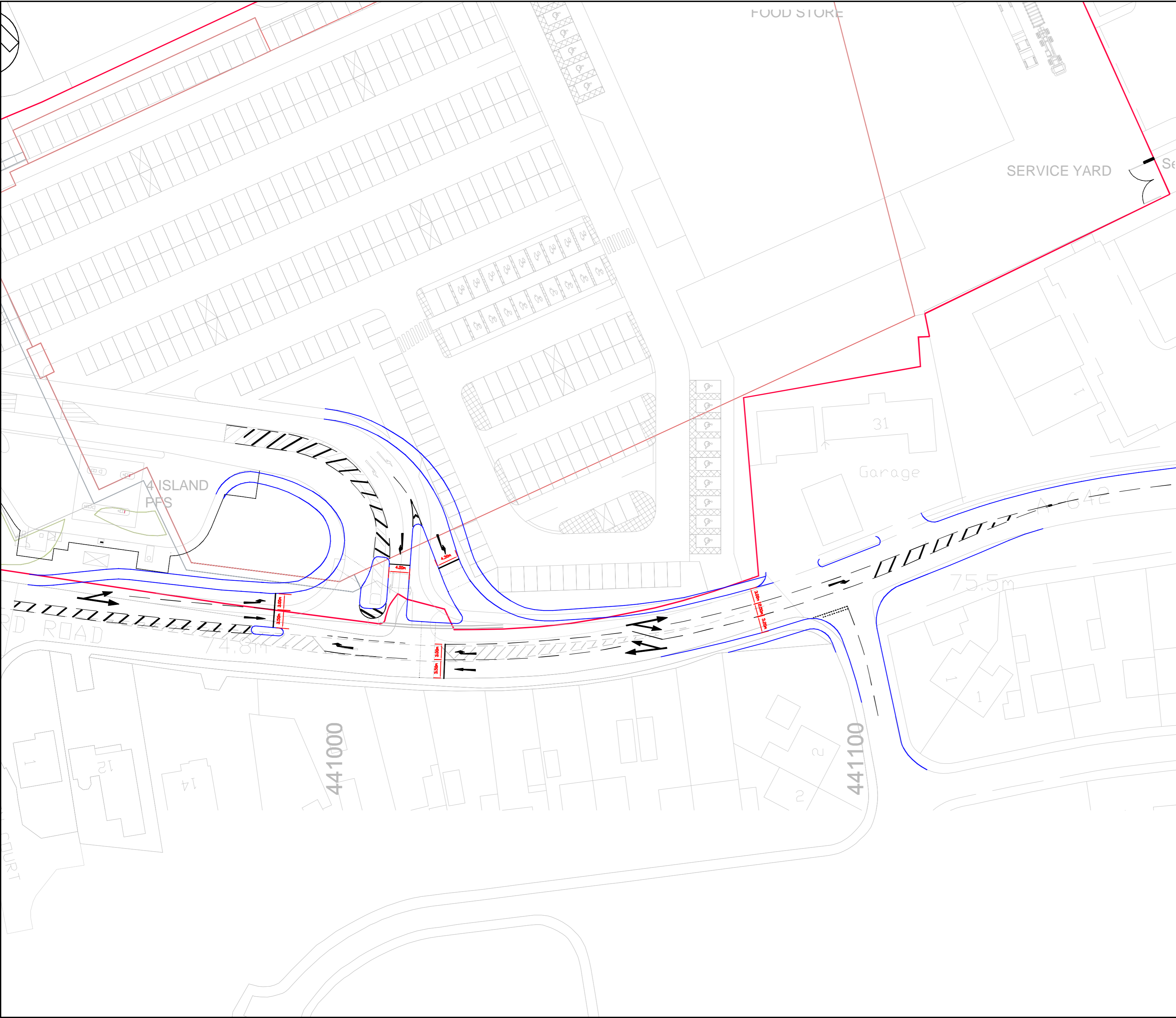
Andy

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## Appendix B

### Layout Detailing Site Access Proposals and Bar Lane Improvements

T:\50401011 - Garforth Food Retail\Development\AUTOCAD\SK Sketches\1011-SK-10 REV-C(GDM)-.dwg 23/02/2015 11:43:52 Maclean, George



DO NOT SCALE

REV	DATE	BY	DESCRIPTION	CHK	APD
A	23.02.15	GDM	FIRST ISSUE	AM	AM

DRAWING STATUS: FOR INFORMATION ONLY



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CLIENT: KUC PROPERTIES LIMITED

ARCHITECT:

PROJECT: GARFORTH FOOD RETAIL

TITLE: PROPOSED JUNCTION IMPROVEMENTS

SCALE @ A2: 1:500	CHECKED: AM	APPROVED: AM
CAD FILE: 1011-SK-10 REV-C(GDM)-	DESIGN-DRAWN: GDM	DATE: February 2015
PROJECT No: 50401011	DRAWING No: 1011-SK-010	REV: C

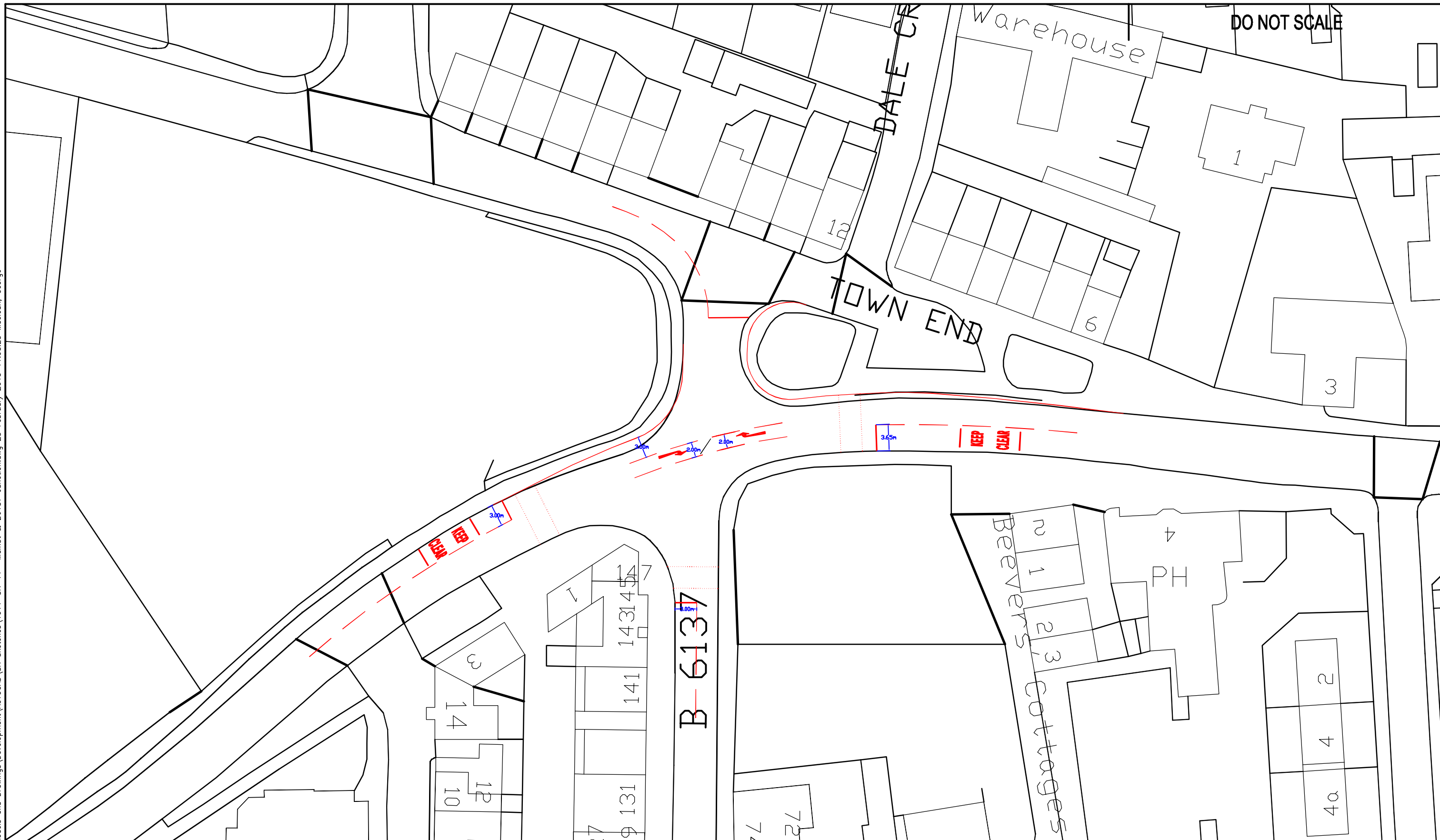
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## **Appendix C**

### **Layout Detailing Main Street / A642 Improvements**

T:\50401011 - Garforth Food Retail\Development\AUTOCAD\SK Sketches\1011-SK-11 - MainSt & B6137 Junction.dwg 23 February 2015 11:08:25 Maclean, George



REV	DATE	BY	DESCRIPTION	CHK	APD
A	23.02.15	GDM	ISSUED FOR	AM	AM

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**WSP**

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<http://www.wspgroup.com>

CLIENT: <b>KUC Properties Limited</b>
ARCHITECT:

PROJECT: <b>GARFORTH FOOD RETAIL</b>
TITLE: <b>PROPOSED JUNCTION IMPROVEMENTS</b>

SCALE @ A3: <b>1:500</b>	CHECKED: <b>AM</b>	APPROVED: <b>AM</b>
CAD FILE: <b>1011-SK-011</b>	DESIGN-DRAWN: <b>GDM</b>	DATE: <b>February 15</b>
PROJECT No: <b>50401011</b>	DRAWING No: <b>SK-011</b>	REV: <b>A</b>
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