

19th June 2026

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Dear Emma,

25/00931/FUL – Additional Information to be Submitted

We write on behalf of Caddick Developments Limited and their interests at Land at Junction 22, Cliffe Hill Farm ('the Site').

As you know, a full planning application (ref: 25/00931/FUL) has been submitted to Hinckley and Bosworth Borough Council (HBBC) and is under determination for the '*Redevelopment of a logistics park for storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure*'. This will deliver circa 64,794 sqm of employment floorspace which will help meet the identified employment needs in Hinckley and Bosworth and those in the wider Leicestershire Functional Economic Market Area (FEMA).

This submission seeks to provide additional documentation in relation to highways and drainage which addresses comments made by consultees.

The submission consists of new documentation which supersedes previously submitted information in respect to the Framework Travel Plan and Flood Risk Assessment and Drainage Strategy. The Transport Assessment Addendum being submitted is supplementary to the existing Transport Assessment. The Table below sets out the new documentation and also identifies, where relevant, the information which has now been superseded.

Table 1 - Additional Documentation to be Submitted

Proposed Plan / Document	Existing / Superseded Plan / Document
Framework Travel Plan – T22523 FTP rev F	Framework Travel Plan - T22578 Rev D – to be superseded
Transport Assessment Addendum – T22523 TAA v5	Transport Assessment – T22523 Rev C – to be retained
Flood Risk Assessment and Drainage Strategy – 30206-BGL-XX-XX-RP-D-00001 P11 FRA and Drainage Strategy	Flood Risk Assessment and Drainage - 30206-BGL-XX-XX-RP-D-00001 P05 – to be superseded

We have provided brief additional commentary below.

Traffic Modelling

This submission includes Leicestershire's Pan Regional Transport Model (PRTM) which models the traffic impact of the scheme in various future scenarios and also accounts for other consented schemes and planned highway upgrades. This has been requested by Leicestershire County Council (LCC) and National Highways.

The modelling has been carried out by AECOM, on behalf of LCC, with modelling parameters agreed with the local highways authority and National Highways, with input from the applicant's transport consultants: Ridge (formerly named Hub). The highways documents submitted in this application have been prepared in response



to the PRTM modelling outputs and comments received from the local highways authority on the original submission documents.

The results of the PRTM demonstrate that the existing highways network can support the proposed development, with mitigation only required to one off-site junction: Whitwick Road/A50 Westbound Off-Slip. The PRTM results shows that the planned improvements at the Flying Horse Roundabout increase the number of right turn movements from Whitwick Road (North) to the A50 Westbound on-slip causing it to operate over capacity in the AM peak even without the proposed development (c.1.04 RFC); thus, any additional quantum of development would worsen the junction and therefore require a mitigation scheme. The proposed scheme would fully mitigate the impact of the proposed development well beyond a 'nil-detriment' solution and therefore the junction operates more effectively with the proposed development and proposed mitigation than it would in the future base scenario.

The proposed development has been reviewed to ensure the highways solution accords fully with the traffic modelling results. This has resulted in the following changes:

1. Signalisation of the Whitwick Road/A50 WB Off-slip/WB on-slip as shown by drawing T22523.003 rev J. This incorporates widening into the existing verge to provide right turn storage in front of the stop line and providing signalised puffin crossings on the north and eastern approaches to connect the site with Markfield. Additionally, the existing link used by right turning vehicles from Whitwick Road (N) to the A50 WB on-slip will be removed.
2. The toucan crossing on the A50 is moved c.70m to the east (Drawing T22523.001 rev N) to avoid any queuing traffic blocking back and impacting movements on the circulatory. This has resulted in the westbound bus stop being moved west and some minor carriageway realignment to ensure that the verge between the two carriageways is sufficient width for a 3.0m shared footway and the necessary offsets for guard railing etc.

Further revisions have been made in direct response to LCC's formal response of 27th March 2026. The comments made by LCC's Highways Development Management team are presented alongside the action/response in section 2 of the Transport Assessment Addendum.

An updated Stage 1 Road Safety Audit has been commissioned to demonstrate the updates to the proposed development are safe and achievable.

Framework Travel Plan

To reflect the results of the PRTM and the consequential minor amendments to proposed highways solution, the Framework Travel Plan (FTP) has been updated. This also addresses the previous three comments from LCC Highways on the FTP in regard to the bus stop, length of travel vouchers and Travel Plan Co-ordinator.

Flood Risk Assessment and Drainage

In response to feedback from the LLFA an updated Flood Risk and Drainage Strategy has been produced for the site which reflects an updated drainage strategy for the Site. It is proposed that the eastern portion of the site shall be collected, attenuated, and discharged into an existing ditch towards the southeast this of the site, flows are then directed through an existing culvert under Whitwick Road connecting into a downstream watercourse.

The western portion of the site shall be collected, attenuated, and discharged into an existing drainage ditch within the site boundary towards the southwest of the site; the ditch currently discharges via a pipe which connects into a highway sewer located in the footway of the A50. Flows are then directed through a culvert under the A50 connecting into a downstream watercourse which flows south.

The relevant post-development site area discharging into each catchment has been matched to the current scenario with no cross-catchment flows proposed. On site attenuation and flow control result in a betterment in

discharge rates for both catchments compared to the current greenfield runoff rates. The reduced, controlled, and slower discharge into the existing drainage networks post-development provides a reduction in offsite flood risk.

Conclusion

The additional documents provide the requested PRTM outputs which demonstrate that the development can be accommodated within the wider highway network with mitigation to one off-site junction: Whitwick Road/A50 Westbound Off-Slip. Updates to the Travel Plan and Transport Assessment address all LCC Highways comments.

In addition, a revised drainage strategy is submitted which proposes no cross-catchment flows as requested by the LLFA.

We consider the additional information provided addresses issues raised by consultees.

We trust the above is self-explanatory. However, if you have any questions, please do not hesitate to contact Ben Parkes or Adam Key at the above address.

Yours sincerely

Adam Key

Adam Key
Director

Encs.