

Subject: FW: Planning Application 25/00931/FUL - J22 of the M1 - Submission of Additional Information

From: David Cowan < >

Sent: 09 July 2026 16:13

To: Emma Baumber2

Cc: David Baker-Brook < >; Catherine Strofton < >; Adam Mcloughlin < >; 'Ben Parkes' < >

Subject: Planning Application 25/00931/FUL - J22 of the M1 - Submission of Additional Information

Hi Emma,

Please see attached documents to form updated highways submission for Markfield, following Road Safety Audit and latest LHA comments. Attachments summarised below for ease:

- Updated Stage 1 RSA and Designers Response:
 - o Report Ref: VRP2236-01 provides an updated audit and designers response for the Proposed Toucan Crossing and Site Access on the A50; and
 - o Report Ref: VRP2236-02 provides an updated audit and designers response for the Whitwick Road/A50 WB Slip Road mitigation scheme.
- The excel spreadsheet of the traffic flow diagrams which link to the raw data provided by AECOM from the PRTM;
- Raw junction model files that informed the results provided in the Transport Assessment Addendum (TAA):
 - o T22523 Whitwick Road Site Access Exit Junction PICADY Model – proposed Whitwick Road/Site Egress junction;
 - o T22523 Whitwick Road-A50 EB Off Slip Junction PICADY Model – existing A50 EB Off-Slip/Whitwick Road priority junction;
 - o T22523 Whitwick Road-A50 WB Off Slip-A50 WB On Slip Junction PICADY Model – existing A50 WB Off-Slip/Whitwick Road priority crossroads;
 - o T22523 Copt Oak Signals LinSig model – existing Copt Oak traffic signal junction (model provided by LCC);
 - o T22523 Flying Horse Proposed – proposed Flying Horse Roundabout improvements (model provided by LCC);
 - o T22523 M1 J22 Roundabout (model provided by LCC); and
 - o Whitwick Road-A50 WB Slips Mitigation – proposed mitigation scheme as set out in Drawing T22523.003 rev K.
- The PRTM forecasting report.

In response to issues raised in the RSA, some drawings have been updated since the TAA was submitted. These drawings are directly referenced within the designer's response and are included within the RSA reports.

There were a few additional drawings that were not directly affected by the above RSA tweaks but have nonetheless been updated for completeness, which are:

- T22523.002 rev N – Proposed A50 Site Access Swept Path Analysis 01;
- T22523.005 rev L – Toucan Crossing Stopping Sight Distances; and
- T22523.009 rev B – A50 Forward Visibility to New Slip Road Merge Layout.

See below complete list of current highway layout drawings:

Previous Document	Latest Document
T22523.001 rev N (submitted within T22523 TAA v5)	T22523.001 rev O (included within RSA VRP2236-01)
T22523.002 rev M (submitted within T22523 TAA v5)	T22523.002 rev N (attached to email)
T22523.003 rev J (submitted within T22523 TAA v5)	T22523.003 rev K (included within RSA VRP2236-02)
T22523.004 rev G (submitted within T22523 TAA v5)	Unamended - refer to TAA v5
T22523.005 rev K (submitted within T22523 TAA v5)	T22523.005 rev L (attached to email)
T22523.006 rev D (submitted within T22523 TAA v5)	Unamended - refer to TAA v5
T22523.007 - not submitted	N/A
T22523.008 (submitted within T22523 TN4 rev B but now superseded)	N/A
T22523.009 rev A (submitted within T22523 TAA v5)	T22523.009 rev B (attached to email)
N/A - not previously submitted	T22523.010 rev A (included within RSA VRP2236-01)
N/A - not previously submitted	T22523.011 (included within RSA VRP2236-02)

I hope the above is clear, and covers the additional information that was requested, but if you have any queries please let me know.

Thanks,

Dave

David Cowan
Development Project Manager

Caddick.

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Caddick | Suite 7.04 | Neo | Charlotte Street | Manchester M1 4ET | caddick.co.uk

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