



RIDGE

**PLOT 3B DOVE VALLEY PARK,
FOSTON**

TRAVEL PLAN

25.06.26

PLOT 3B DOVE VALLEY PARK, FOSTON

TRAVEL PLAN

02.06.26

Prepared for

Dove Valley Park Ltd

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1 INTRODUCTION

1.1 Background

- 1.1.1 Ridge and Partners LLP has been commissioned by Dove Valley Park Ltd to provide transport advice for a proposed employment development at Dove Valley Park, Foston. The application is a full planning application for employment development (B2/B8 and ancillary E(g) uses) with associated landscaping, drainage, parking, refuse stores and other infrastructure.
- 1.1.2 The site forms Plot 3B of Dove Valley Park and will provide up to 40,257ft² (3,740m²) GF Warehouse and 3,003ft² (279m²) FF associated office space. This TP has been produced specifically for Plot 3B. The occupier of Plot 3B is as yet unknown.
- 1.1.3 The context of Plot 3B in relation to the overall DVP development is indicated on the masterplan as Appendix A; the DVP site location is shown on Figure 1.1 below.

Figure 1.1 – Site Location Plan



1.2 Structure of the Report

- 1.2.1 The purpose of this report is to present a package of measures to encourage travel by sustainable transport modes, rather than the private car. The production of this report demonstrates the applicant's commitment to encouraging a culture of sustainable travel from early occupation of development.
- 1.2.2 Following this introduction, the report is set out as follows:
- Section 2.0 – Background Information;
 - Section 3.0 – Policy Review;

- Section 4.0 – Local Facilities and Sustainable and Active Travel;
- Section 5.0 – Travel Plan Targets;
- Section 6.0 – Travel Plan Measures and Initiatives;
- Section 7.0 – Travel Plan Implementation.

1.3 Limitations of the Report

- 1.3.1 This report has been undertaken at the request of Dove Valley Park Ltd, thus should not be entrusted to any third party without written permission from Ridge and Partners LLP. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Ridge and Partners LLP.
- 1.3.2 This report has been compiled using data from several external sources (such as public transport websites); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2 BACKGROUND INFORMATION

2.1 Dove Valley Park

- 2.1.1 DVP is an operational employment site in Foston, South Derbyshire.
- 2.1.2 Access to the main DVP site is from Packenham Boulevard via a roundabout with the A511. The A511 gives access to/from the A50 via an overbridge and dumbbell roundabout arrangement, with slip roads to/from the A50.
- 2.1.3 DVP is built out to a considerable extent. Plot 3B lies to the north of the A50 sharing access with the existing and planned plots on the main DVP site, with plots 10A and 10B to the south of the A50. The proposed layout for Plot 3B is indicated on the plan included as Appendix B to this report.
- 2.1.4 This Travel Plan (TP) has been prepared in support of the full planning application for Plot 3B.

2.2 Travel Plan Objectives

- 2.2.1 The specific aim of the TP for this proposed development is to promote and facilitate sustainable travel choices, particularly to reduce single-occupancy car use. This links to the principal transport aim for the site, which is to make it, within reason, as sustainable as possible in terms of people movement to and from the site.
- 2.2.2 The primary objectives of the plan for the proposed development are as follows:
- To reduce reliance on the private car and to minimise the number of single occupancy car traffic movements to/from the site;
 - To encourage the use of sustainable modes of travel, particularly walking, cycling and bus to access local facilities and for different journey purposes; and
 - To minimise, where possible, the impact of the site on the local area.

2.3 Methodology for Formulating the Travel Plan

- 2.3.1 A detailed timetable is provided in Section 7.0, however the implementation process for the TP, once the site is close to being in use as a development, is likely to be as follows:
- Appoint a Travel Plan Co-ordinator (TPC)
 - Implement initial measures/initiatives; and
 - Derive potential travel patterns to/from the site and investigate incentives for residents to use more sustainable modes of travel.

3 POLICY REVIEW

3.1 Introduction

3.1.1 This section summarises the relevant transport policy and guidance documents against which the development proposals are considered at a national, regional and local level. The most relevant documents relating to this site are detailed below:

- National Planning Policy Framework
- South Derbyshire Local Plan Part 1 ("LPP1") (adopted 2016)
- Local Plan Part 2 ("LPP2") (adopted 2017)
- Derbyshire Local Transport Plan

3.2 National Planning Policy Framework

3.2.1 The National Planning Policy Framework (NPPF) was last updated in December 2024. It sets out the government's planning policies for England and provides a framework for delivering housing and other development in a sustainable manner.

3.2.2 The most relevant paragraphs to the proposed development are 115, 116, 117 and 118, which are detailed in Table 1.

Table 1 – Relevant paragraphs from the NPPF relating to the proposed development

PARAGRAPH REF	DESCRIPTION
115	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: • sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; • safe and suitable access to the site can be achieved for all users; • the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and • any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
116	Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

117	Within this context [related to paragraph 116], applications for development should: • give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; • address the needs of people with disabilities and reduced mobility in relation to all modes of transport; • create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; • allow for the efficient delivery of goods, and access by service and emergency vehicles; and • be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
118	All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

3.3 South Derbyshire Local Plan

3.3.1 The Local Plan sets out key strategic objectives that include:

- To enable, support and promote a robust and diverse economy resistant to downturns and providing a strong base for sustainable growth which respects environmental limits and safeguards natural resources.
- To ensure sustainable living and working in urban and rural communities.
- To reduce the need to travel and to encourage necessary travel to be by sustainable modes of transport, providing access to jobs, shopping, leisure, services and facilities from all parts of the district.

3.3.2 Policies that link to both the proposed site and themes of transport are listed below:

- Policy S6 – Sustainable Access
- Policy E1 – Strategic Employment Land Allocations 2011 – 2028
- Policy E5 – Safeguarded Employment Sites – Dove Valley Park
- Policy SD1 – Amenity and Environmental Quality
- Policy BNE1 – Design Excellence
- Policy INF1 – Infrastructure and Developer Contributions
- Policy INF2 – Sustainable Transport

3.3.3 The Local Plan refers to Supplementary Planning Documents (SPDs) to deal with car and cycle parking standards. These SPDs have not been prepared but car parking standards are

available in the 6C's Highways Design Guide referred to by Derbyshire County Council (DCC) and these standards are indicated in Table 2 and 3 below.

Table 2 – Normal maximum parking standards

USE	NORMAL MAXIMUM PARKING STANDARD BASED ON ONE SPACE FOR EVERY SQUARE METRE (M ²) OF GROSS FLOORSPACE UNLESS OTHERWISE STATED	THRESHOLD FOR APPLYING THE STANDARD (GROSS FLOORSPACE)
B1 Non-office and B2 General Industry	Urban town centre or edge of centre; One space for every 130m ² Rest of urban town; One space for every 80m ² Rural town centre or edge of centre; One space for every 90m ² Rest of rural town; One space for every 65m ² Out of any town; One space for every 55m ²	2500m ²
B8 Warehousing	Urban town centre or edge of centre; One space for every 300m ² Rest of urban town; One space for every 180m ² Rural town centre/edge of centre; One space for every 200m ² Rest of rural town; One space for every 150m ² Out of any town; One space for every 120m ²	2500m ²
The parking standard for motorcycles and mopeds is one space, plus an additional space for every 10 car parking spaces.		

Table 3 – Minimum provision for cycle parking

USE	DESCRIPTION OF LAND USE	PROVISION
A2 and B1	Financial and professional services, and research and development and offices	One space per 400m ² GFA for staff and operational use. Parking to be secure and under cover. Customer parking to be assessed on a site-by-site basis.
B2 to B8	General industry and storage and distribution	One space per 400m ² GFA. Parking to be secure and under cover.
All cycle parking must:		
- Be secure and normally with weather protection; - Be conveniently located at entrances to buildings; - Enjoy good natural observation; - Be well lit; and - Be located so it does not obstruct pedestrian and cycle routes.		

3.4 Derbyshire Local Transport Plan

3.4.1 The five transport goals of the Derbyshire Local Transport Plan Three (LTP3) are:

- Supporting a resilient local economy
- Tackling climate change
- Contributing to better safety, security and health
- Promoting equality of opportunity
- Improving quality of life and promoting a healthy natural environment

4 LOCAL FACILITIES AND SUSTAINABLE AND ACTIVE TRAVEL

4.1 Walking Distance Guidance

- 4.1.1 The Institution of Highways and Transportation (IHT) (now Chartered Institution of Highways and Transportation (CIHT)) guidance document 'Providing for Journeys on Foot' provides advice for sustainable travel infrastructure provision within new developments. The suggested walking distances to key facilities (e.g. healthcare, shops) are presented in Table 4.

Table 4 – Suggested Walking Distances (IHT Guidelines)

	TOWN CENTRES (M)	COMMUTING/ SCHOOLS/ SIGHTSEEING (M)	ELSEWHERE (M)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 4.1.2 Table NTS0303 from the 2024 National Travel Survey (released August 2025) indicates that the national average walk trip distance in 2024 was 0.7 miles or 1.12km.
- 4.1.3 The 2024 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 76% of trips under one mile (1.6km) being completed by foot in 2024, which is very similar to 2023 (77%) and 2022 (80%).

4.2 Cycling Distance Guidance

- 4.2.1 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 4.2.2 The CIHT Planning for Cycling document (2014) states that *"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT), 2014a)."*
- 4.2.3 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that *"Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."*
- 4.2.4 The second cycling and walking investment strategy published by DfT in 2022 does not specifically reference the statement in the paragraph above, however one of the main objectives is to increase the percentage of short journeys (i.e. those under five miles) in towns and cities that are walked or cycled from 41% in 2018/2019 to 46% in 2025.
- 4.2.5 The 2024 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.3 miles or 5.3km. Therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.

- 4.2.6 The following section considers the opportunities for destinations to be accessed by sustainable travel that are available in the vicinity of the site.

4.3 Local Facilities

- 4.3.1 Figure 4.1 indicates the location of the site in relation to the available nearby facilities likely to be used by employees of the site. A list of these facilities and their distances from the centre of the site are provided in Table 5.

Table 5 – Distance to Local Services

AMENITY (LABEL)	DISTANCE
Rascal's Café (R1)	2.3km
Essar PFS & Shop (R2)	2.9km
Sunar Gow Indian Restaurant (R3)	3.0km
The Tavern Public House (R4)	3.3km
Good Life Pharmacy & Hatton Post Office (R5)	3.9km
Hatton Sandwich Bar & Newsagents (R6)	3.9km
Nisa Local (R7)	3.9km
Hatton Fish Bar (R8)	4.1km

NB: Note all distances include a measurement of 80m from the centre of the proposed development.

- 4.3.2 Although such distances might be considered too far to take advantage of during limited break times, delivery options are available from Sunar Gow.
- 4.3.3 In addition to these off-site opportunities, Plot 3B will provide kitchenette facilities that include a kettle and microwave suitable for making hot drinks and for the reheating of food on site, thus minimising the need for employees to leave site during drinks/meal breaks.

Figure 4.1 – Local Facilities



4.4 Walk

- 4.4.1 Footways with verges are provided along both sides of Pakenham Boulevard, the main access to DVP, and Park Avenue.
- 4.4.2 Footways are provided along all main DVP access roads and are in good condition.
- 4.4.3 Dropped kerb crossing facilities are provided at splitter islands on each arm of the on-site roundabout junctions, including at the roundabout from which access to Plot 3B will be taken from.
- 4.4.4 A footway is provided along the A511 towards Hatton, with signalled crossing facilities provided to cross towards Station Road and connect to the facilities provided within Hatton.
- 4.4.5 There are various Public Rights of Way (PRoWs) which connect to DVP, including a PRoW which provides a link towards Hatton via Church Broughton Road.
- 4.4.6 As part of the planning permission associated with Plot 11, improved pedestrian footways will be provided, which will connect towards the existing PRoW network to the east.
- 4.4.7 In addition to this, a new countryside walkway is also planned as part of the Plot 11 development along the eastern boundary of that site, connecting to existing PRoWs to the south, and an existing road to the north.
- 4.4.8 The footway improvements and proposed countryside walkway are shown in Appendix C.

4.5 Cycle

- 4.5.1 Cycling within DVP is suitable for all levels of users with on-site routes being relatively lightly trafficked and subject to a 30mph speed limit.
- 4.5.2 Surrounding routes towards residential areas and facilities are likely to be intimidating for all but experienced cyclists, given that there are high traffic volumes, and the road network is subject to 40mph and 50mph speeds for majority of the routes.
- 4.5.3 Observations noted cyclists using both the footway and carriageway on the A511 towards Hatton.
- 4.5.4 Dedicated cycle infrastructure provided in the vicinity of the site is limited to NCN Route 549, a route between Marston on Dove and Hatton which crosses with NCN Route 68 and 54.
- 4.5.5 Walking and cycling maps are provided in Appendix D.

4.6 Bus

- 4.6.1 The nearest bus stop is located along Packenham Boulevard, c. 935m away from the centre of Plot 3B. The bus stop is comprised of a flagpole stop, with service and timetable information as well as sheltered seating.
- 4.6.2 The bus stop is served by the 401 bus service, a summary of the services can be seen in Table 6.
- 4.6.3 There is an additional bus stop located along the A511 Foston Interchange (Foston, adj Watery Lane Stop), c. 1.5km from the centre of the site. Which is comprised of a flagpole stop, with service and timetable information; this is also served by the 401 service, with a higher frequency of buses throughout the day.

Table 6 – Local Bus Services

SERVICE NO.	ROUTE	FREQUENCY		
		MON-FRI	SAT	SUN
401	Uttoxeter – Doveridge – Dove Valley Park – Hatton – Tutbury – Burton upon Trent	07:03		
		07:41	07:44	
		08:51	08:55	
		09:21	17:22	n/a
		17:19	18:32	
		18:35	19:42	
		19:40		
401	Burton upon Trent – Tutbury – Hatton – Dove Valley Park – Doveridge – Uttoxeter	09:06 15:15	n/a	n/a

- 4.6.4 Return services for the Saturday are available from the Foston, adj. Watery Lane Stop as mentioned above.
- 4.6.5 Table 6 demonstrates that there are regular bus services available during both the AM and PM peak periods, allowing employees to travel to and from the development around normal working hours.

- 4.6.6 The owner and operator of Dove Valley Park is currently in discussions with Arriva to provide a bus service from the centre of Derby to Dove Valley Park with the service planned to be implemented 11 September 2027 prior to the occupancy of Plot 11.
- 4.6.7 This new bus service would also directly serve the rest of the site including the Plot 3B area.
- 4.6.8 The internal route of the proposed bus service can be seen in Appendix C.

4.7 Rail

- 4.7.1 The nearest station to the development is Tutbury and Hatton Railway Station, c. 4.3km from the centre of the site; the station can be accessed via a c. 15-minute cycle, a c. 20-minute bus journey (including the 13-minute walk) or by a c. 7-minute car journey.
- 4.7.2 The station benefits from 4 cycle storage spaces.
- 4.7.3 Services from Tutbury and Hatton Railway Station run towards:
- Crewe (via Uttoxeter, Blythe Bridge, Longton, Stoke-on-Trent, Kidsgrove and Alsager)
 - Lincoln Central (via Derby, Long Eaton, Attenborough, Beeston, Nottingham, Carlton, Burton Joyce, Lowdham, Fiskerton, Rolleston, Newark Castle and Hykeham)
- 4.7.4 Employees will have a viable opportunity to travel to and from the proposed development site via rail, particularly through multi-modal forms of travel.

5 TRAVEL PLAN TARGETS

5.1 Method of Travel to Work

- 5.1.1 A key measure of the success of the Travel Plan will be with respect to the level of reduction in single occupancy car journeys in favour of other sustainable modes of transport.
- 5.1.2 Targets will be used to assess the effectiveness of the Travel Plan initiatives and measures which are outlined in Section 6.0, with the overall goal of meeting the Travel Plan objectives which are stated in Section 3.0.
- 5.1.3 The modal split for travel to/from the site has been derived from local Census data and has been used to set the baseline mode share against which targets have been set. The baseline targets will be replaced once surveys have been completed following occupation.
- 5.1.4 Journey to Work (JTW) data from the 2011 Census provides a baseline modal split for JTW trips from the 2011 MSOA South Derbyshire 001. The data is included as Appendix E to this report.
- Car or Van Driver = 83%
 - Car or Van Passenger = 7%
 - Taxi = 0%
 - Train = 0%
 - Bus, Minibus or Coach = 2%
 - Underground, Metro, Light Rail or Tram = 0%
 - Motorcycle, Scooter or Moped = 1%
 - Bicycle = 3%
 - Walk = 3%
 - Other = 0%
- 5.1.5 As part of the travel plan targets in pursuing a more vision-led approach, the proposed development will ensure ambitious but realistic targets are put in place, along with active/sustainable travel improvements planned for the development.
- 5.1.6 To ensure that the targets are realistic and achievable, they will be reviewed following the first set of mode share travel surveys on the site after occupation.
- 5.1.7 Therefore, following the initial set of surveys, the site will seek to deliver a minimum reduction of 10% in single-occupancy car journeys. Following this approach, this would seek to reduce car driver trips by 8.3% to 74.7% from 83% (the existing level of single-occupancy car use in this area).
- 5.1.8 This is likely to provide a challenging, but achievable, target for the site; with car sharing, bus and cycling in particular expected to assist in achieving the modal shift, subject to initial surveys.

6 TRAVEL PLAN MEASURES AND INITIATIVES

6.1 Introduction

- 6.1.1 Travel Plans provide a package of measures to encourage residents at the site to choose alternative travel options in preference to single-occupancy car use.
- 6.1.2 There are also further, equally important, reasons for promoting sustainable travel including health and environmental benefits.

6.2 Promotion of Sustainable Modes of Travel

- 6.2.1 The employees will be encouraged to travel via sustainable modes, particularly walking and cycling, in order to minimise traffic impacts of the site on the local area; this will be done through the following sustainable travel measures and initiatives:
- Encouraging cycling to/from the site by:
 - o Providing secure on-plot cycle storage and on-site facilities such as showers and changing facilities.
 - o Promoting cycling information websites such as: www.cyclinguk.org/cycle/cycling-derbyshire, www.derbyshire.gov.uk/site-elements/documents/pdf/leisure/countryside/access/cycling/cycle-derbyshire-leaflet.pdf, www.lovetoride.net, <https://makingourmove.org.uk/>
 - o Promoting the government's 'Cycle to Work' scheme to offer interest-free loans to employees;
 - o Provision of high-visibility vests to all employees that wish to cycle to work; and
 - o Publishing and providing details of the local cycle network and routes.
 - Encouraging walking to/from the development by:
 - o Providing a map of local walking routes to the site from key locations such as local residential areas, nearest bus stops and local facilities;
 - o Provision of high-visibility vests to all employees that wish to walk to work;
 - o Providing further appropriate pedestrian linkages to/from the site access points to/from the existing pedestrian network;
 - o Promoting the health benefits of walking.
 - Promoting the use of public transport through:
 - o Provision of detailed public transport information to be provided to all new employees at the site and for this information to be displayed on information boards within staff break-time areas, including appropriate bus services, fares, and journey planning services;
 - o Contributions to the provision of bus 'taster' tickets to employees wishing to take up the offer; and

- o Encouraging employees to sign up to, or access website and app services such as: <https://www.midlandclassic.com/>, www.traveline.info and <https://www.nationalrail.co.uk/>
- Encouraging sustainable car journeys to/from the site by:
 - o Making employees and attendees of the site aware of car club and car sharing schemes, such as liftshare.com;
 - o Raising awareness of car ownership costs through the Travel Packs; and
 - o Providing electric vehicle charging points.
- Promoting the Travel Plan and its measures by:
 - o Publicising the Travel Plan on the development website;
 - o Including the Travel Plan, complete with features and benefits in the induction process for all new employees at each unit;
 - o Providing personalised travel planning for all employees on request; and,
 - o Including the Travel Plan as an agenda item on any employee forum/staff meeting or equivalent for each employment unit at least twice per year.

7 TRAVEL PLAN IMPLEMENTATION

7.1 Travel Plan Information Packs

- 7.1.1 A key aspect in achieving the Travel Plan measures and initiatives will be the distribution of travel information to employees once the development is complete.
- 7.1.2 Each employee will be provided with a Travel Pack which will contain information about the modes of transport which are available for journeys to and from the site. The information packs will include public transport and sustainable travel information about services and routes within the local area.
- 7.1.3 The packs will also include maps giving details of safe pedestrian routes from the site, together with fare, contact and timetable information for public transport services.
- 7.1.4 A simple statement outlining the benefits of sustainable transport versus the use of private car will also be set out in the information pack, as well as the aims of the Travel Plan. The Travel Pack will also inform employees how to claim the public transport vouchers.

7.2 Travel Plan Coordinator (TPC)

- 7.2.1 A fundamental aspect of any Travel Plan is the identification and appointing of a TPC for the site.
- 7.2.2 The TPC will be approachable, amenable to suggestions and possess a high level of interpersonal skills; they will be required to converse with outside bodies such as public transport operators and the local authority.
- 7.2.3 The TPC will be responsible for the setting up, promoting and monitoring the majority of the initiatives and schemes listed in Table 7 below.
- 7.2.4 It will be the responsibility of the operator of each Plot 3B to identify a TPC, which is likely to be a senior member of the management team. Equally, a TPC could be appointed to provide the role for a group of plots across DVP.

Table 7 – Action Plan

TRAVEL MODE	INITIATIVE	TARGET DATE	PERSON RESPONSIBLE	OTHER DELIVERY PARTNERS
Cycling	Providing secure on-plot cycle storage and consider installing on-site facilities such as showers and changing rooms	Prior to occupation	Developer	
	Promoting cycling information websites	On occupation	TPC	
	Promoting the government's 'Cycle to Work' scheme to offer interest-free loans to employees	On occupation	TPC	

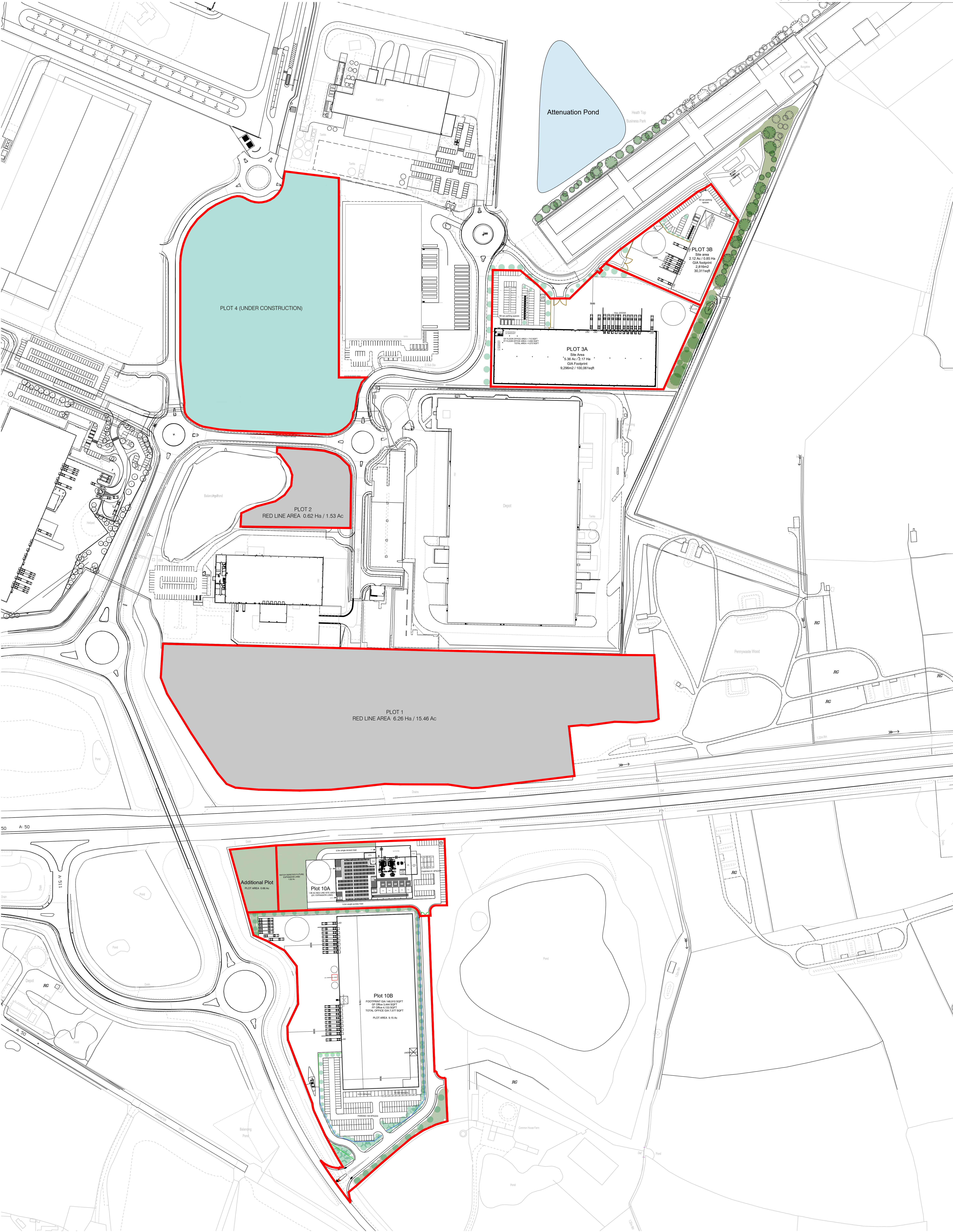
TRAVEL MODE	INITIATIVE	TARGET DATE	PERSON RESPONSIBLE	OTHER DELIVERY PARTNERS
	Providing Provision of high-visibility vests to all employees that wish to cycle to work;	On occupation	TPC/operator	
	Publishing and providing details of the local cycle network and routes.	On occupation	TPC	
Walking	Providing a map of local walking routes to the site from key locations such as local residential areas, nearest bus stop and local facilities;	On occupation	TPC	
	Provision of high-visibility vests to all employees that wish to walk to work;	On occupation	TPC	
	Providing further appropriate pedestrian linkages to/from the site access points to/from the existing	Prior to occupation	Developer	
	Promoting the health benefits of walking	On occupation	TPC	
Public Transport	Provision of detailed public transport information to be provided to all new employees at the site and for this information to be displayed on information boards within staff break-time areas, including appropriate bus services, fares, and journey planning services;	On occupation	TPC	Public Transport Providers
	Contributions to the provision of bus 'taster' tickets to employees wishing to take up the offer.	On occupation	TPC	Public Transport Providers
	Encouraging employees to sign up to, or access website and app services	On occupation	TPC	
Encouraging Sustainable Car Journeys	Making employees and attendees of the site aware of car club and car sharing schemes, such as liftshare.com;	On occupation	TPC	
	Raising awareness of car ownership cost through the Travel Packs	On occupation	TPC	
	Providing electric vehicle charging points	Prior to occupation	Developer	

TRAVEL MODE	INITIATIVE	TARGET DATE	PERSON RESPONSIBLE	OTHER DELIVERY PARTNERS
Promoting the Travel Plan	Publicising the Travel Plan on the development website; and	On occupation	TPC	
	Including the Travel Plan, complete with features and benefits in the induction process for all new	On occupation	TPC	
	Providing personalised travel planning for all employees on request; and,	On occupation	TPC	
	Including the Travel Plan as an agenda item on any employee forum/staff meeting or equivalent for each employment unit at least twice per year.	On occupation	TPC	

7.3 Travel Surveys and Monitoring

- 7.3.1 Travel surveys will be produced for the employees to complete; at this stage, it is considered that the surveys should be undertaken within the first six months of the first occupation at the site.
- 7.3.2 The travel surveys will derive the initial modal split and thus facilitate the setting of realistic targets.
- 7.3.3 The occupier will carry out monitoring within three months of occupation as well as the first, second, third and fourth anniversaries of that date in order to monitor the effectiveness of initiatives.
- 7.3.4 The Travel Plan and its objectives will be reviewed by the TPC on an annual basis, the survey results summarised and then discussed with the local highway authority.

APPENDIX A MASTERPLAN



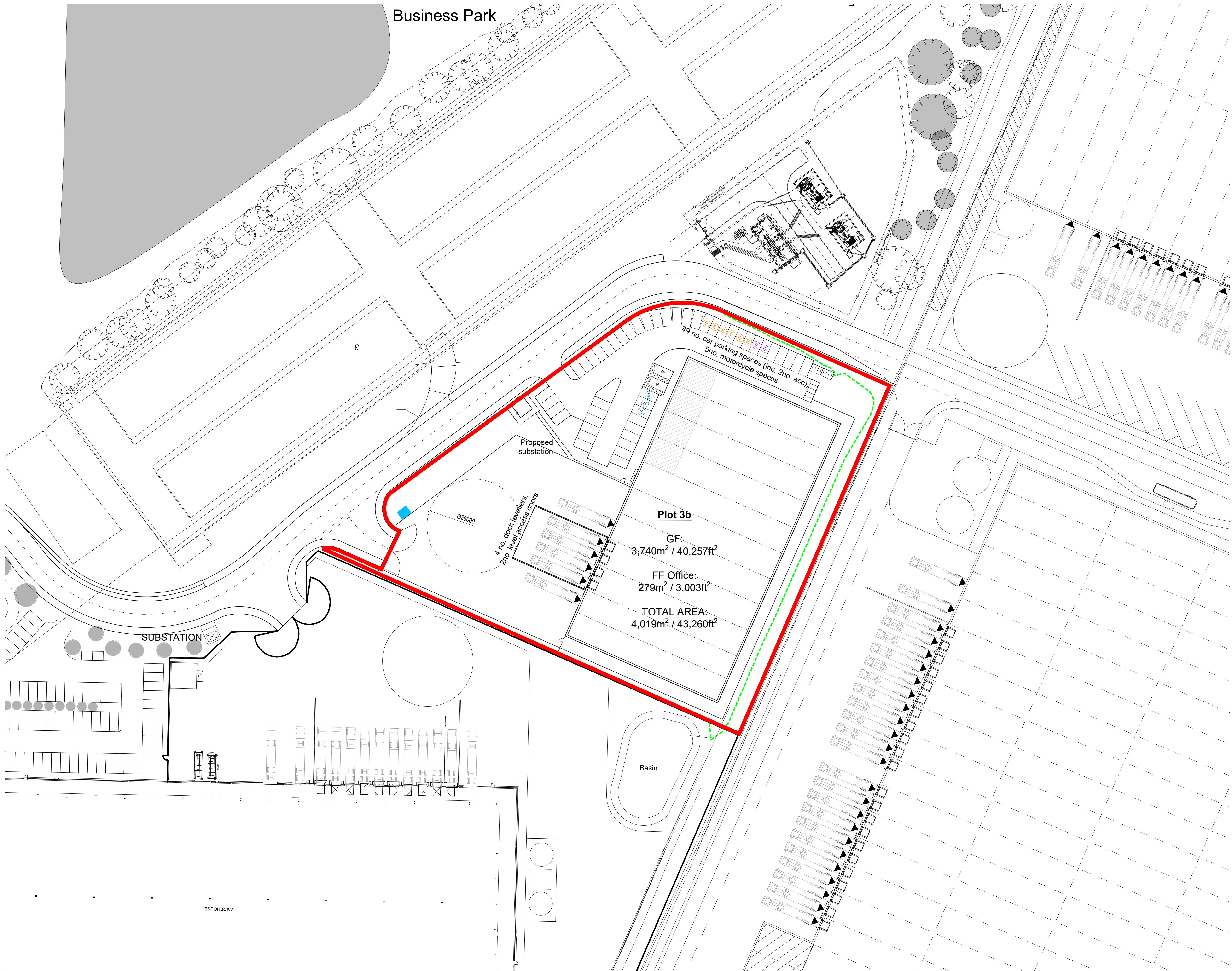
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DETAIL DRAWINGS AT LARGER SCALE TAKE PRECEDENCE OVER GENERAL ARRANGEMENT DRAWINGS.

DOVE VALLEY PARK - MASTERPLAN
SCALE 1:1250 AT A0

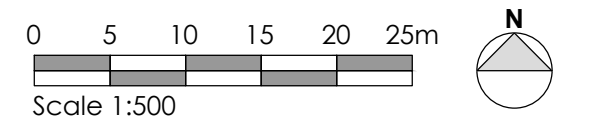
PROJECT:	CLOWES DEVELOPMENTS DOVE VALLEY PARK FOSTON, DERBYSHIRE		
STATUS:	MASTERPLAN		
DRAWING TITLE:	DOVE VALLEY PARK - MASTERPLAN		
DATE:	14/02/2022	DRAWN BY:	JM
SCALE:	SCALE AT A0	CHECKED BY:	APD
ima ARCHITECTS 6 Rose Way, Blaby Business Park, Lutterworth Road, Blaby, Leicester, LE8 4BY 0116 2781200 www.ima-architects.co.uk			
DRAWING NO:	220001-MP01	REVISION:	-

APPENDIX B

PLOT 3B PLAN



- NOTES**
- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences
 - Whilst information on this sheet is issued to scale, scaling directly from this drawing may result in inaccuracies. For precise measurements, refer to the stated dimensions or contact the Architect
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
 - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
 - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.



- Legend**
- Plot 3b Site Boundary
2.44 acres / 0.99 ha
 - Proposed extent of plateau
(JPL drawing:
1167-JPL-3B-EX-DR-D-0100)
 - 6no. proposed EV car parking
 - 2no. future EV car parking
 - 3no. car sharing priority space
 - Bin store
 - Bike store

P03	04/06/2026	DS	DRS
Adjustments to ease levels			
P02	21/05/2026	CG	DRS
Substation added			
P01	15/05/2026	CG	DRS
Initial Issue			
REV	Date	Drawn by: -	Checked by: -
Status	Purpose of Issue		
S4	For Approval		
drawing stage	Stage 3 - Planning		

client

Clowes
DEVELOPMENTS

project

**Dove Valley Park
Plot 3b**

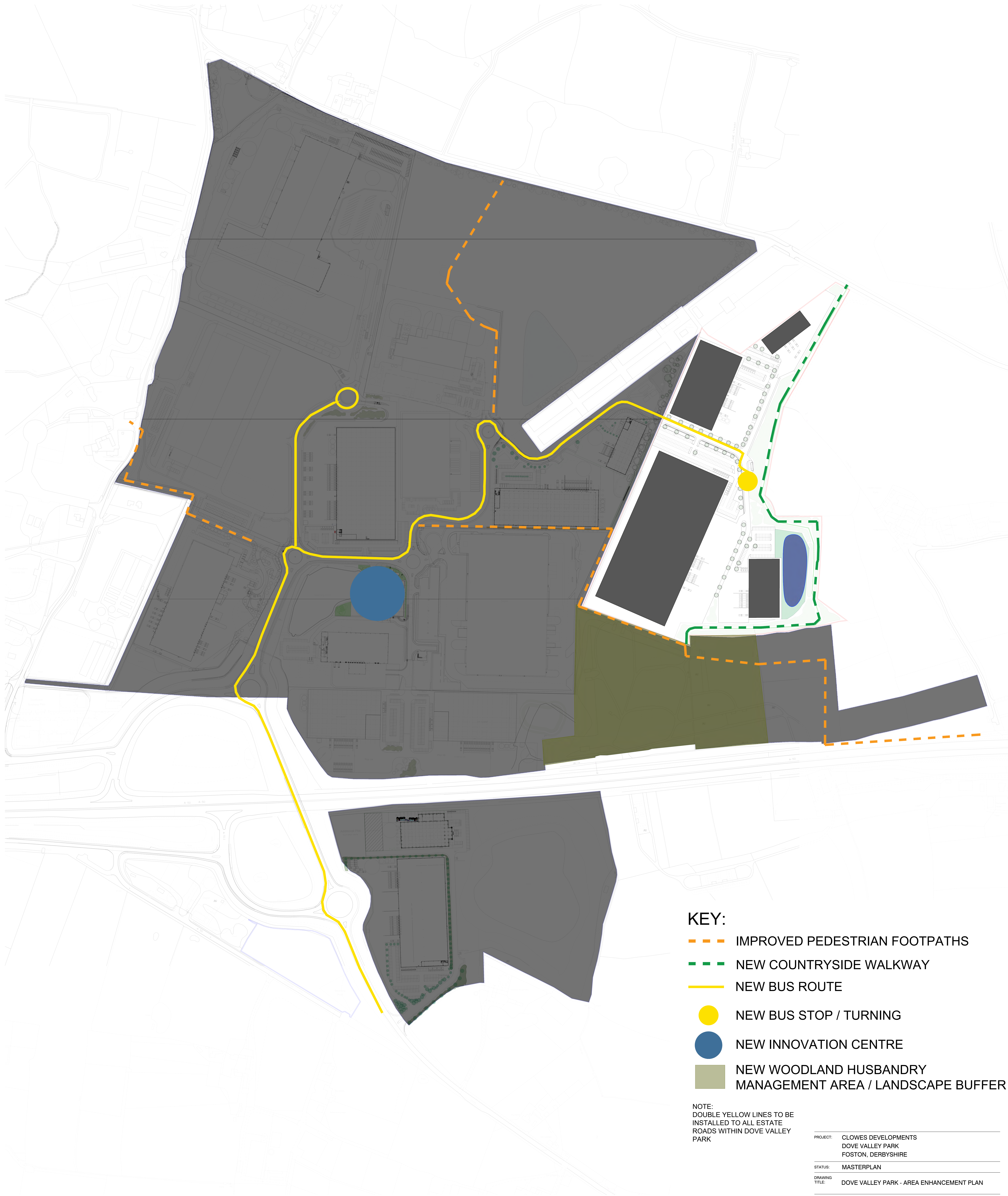
drawing title

Plot 3b Proposed Site Plan

date	April 2026	drawn	MW
scale@A1	1:500	checked	DRS
AEW Reference Number 15318			

APPENDIX C

SITE PLAN – PEDESTRIAN/BUS CONNECTIVITY

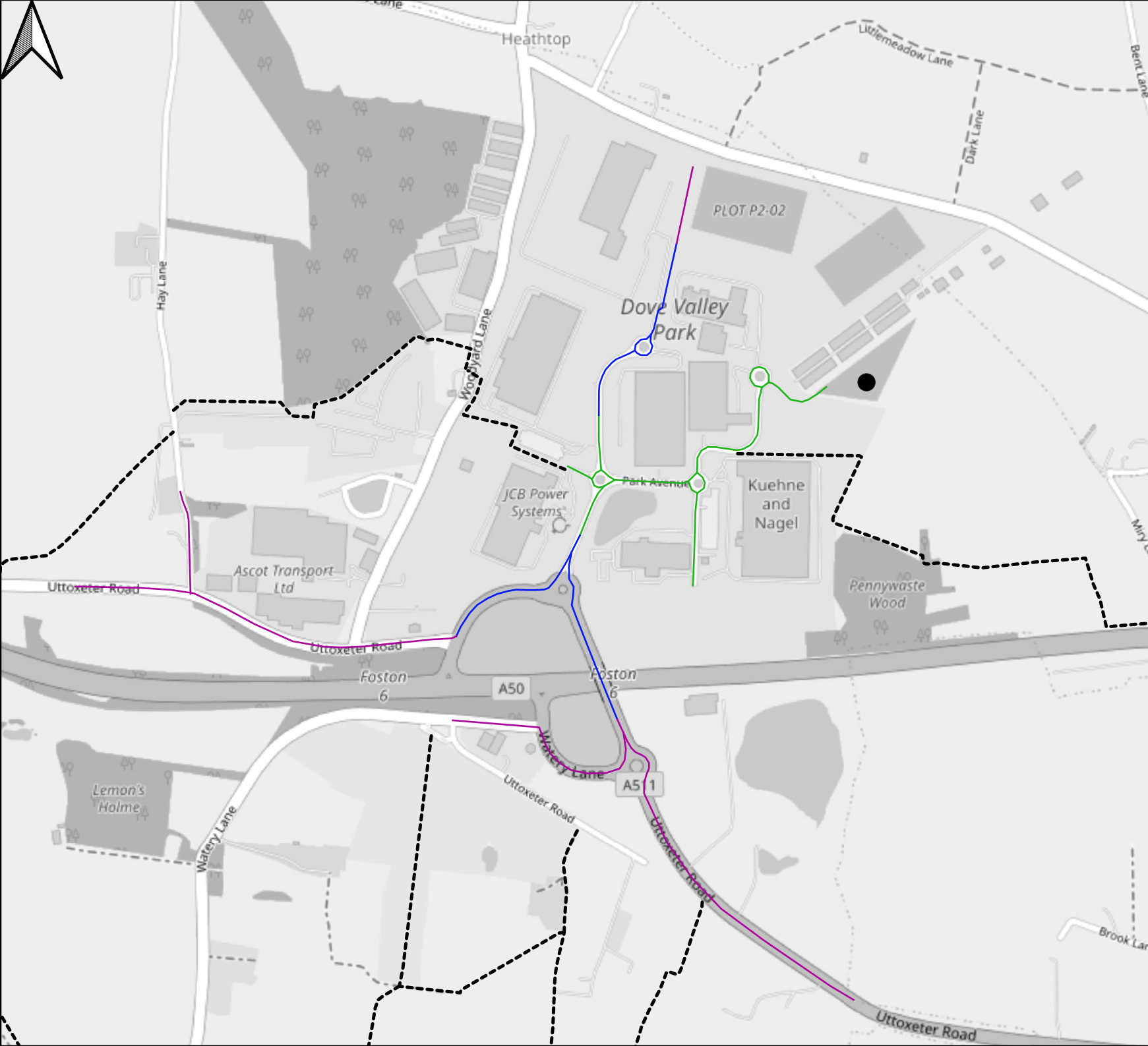


- KEY:**
- IMPROVED PEDESTRIAN FOOTPATHS
 - NEW COUNTRYSIDE WALKWAY
 - NEW BUS ROUTE
 - NEW BUS STOP / TURNING
 - NEW INNOVATION CENTRE
 - NEW WOODLAND HUSBANDRY MANAGEMENT AREA / LANDSCAPE BUFFER

NOTE:
DOUBLE YELLOW LINES TO BE
INSTALLED TO ALL ESTATE
ROADS WITHIN DOVE VALLEY
PARK

DOVE VALLEY PARK - AREA ENHANCEMENT PLAN
SCALE 1:2000 AT A0

APPENDIX D WALKING AND CYCLING MAPS



Legend

- Site Location
- 800m
- 1.2km
- 2.0km
- + + Byway open to all traffic
- - Public Bridleway
- - - Public Footpath
- . . Restricted Byway

T26554 Plot 3B Dove Valley Park,
Foston

Appendix D - Walking Distances Map

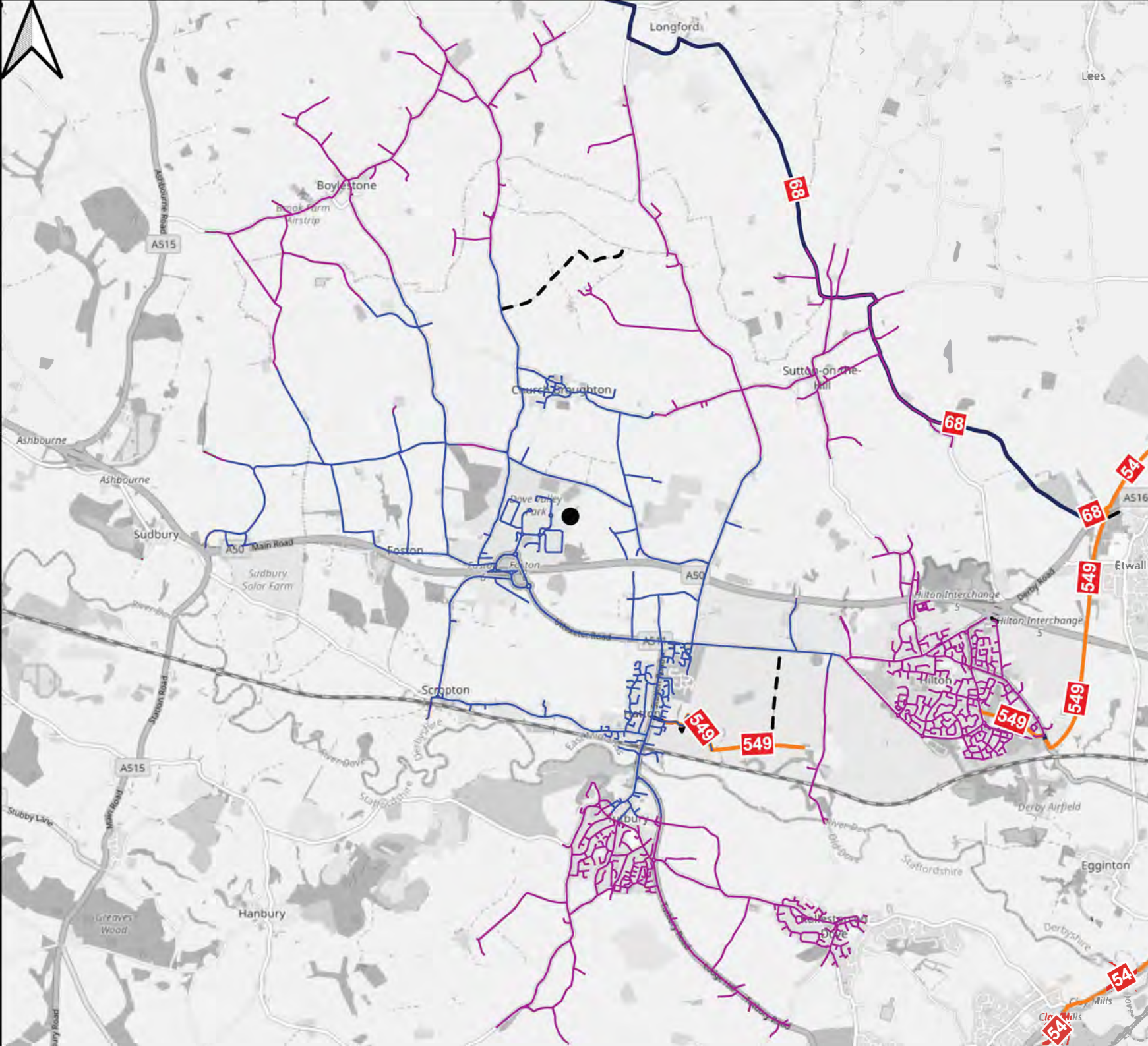
Dove Valley Park Ltd

RIDGE

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0 200 400 m





Legend

- Site Location
- 5.0km
- 8.0km
- ++ Byway open to all traffic
- Public Bridleway
- National_Cycle_Network_Public
 - On-Road Route not on NCN
 - On-Road Route on NCN
 - Traffic-Free Route not on NCN
 - Traffic-Free Route on NCN

**T26554 Plot 3B Dove Valley Park,
Foston**

Appendix D - Cycling Distances Map

Dove Valley Park Ltd

RIDGE

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0 1 2 km

APPENDIX E

JTW DATA

WP703EW - Method of travel to work (2001 specification) (Workplace population)

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population

units

area type

area name

All usual residents aged 16 to 74 in employment in the area the week before the census

Persons

2011 super output areas - middle layer

E02004118 : South Derbyshire 001

Method of travel to work	2011	%			
All categories: Method of travel to work (2001 specification)	6,405	100%			
Underground, metro, light rail or tram	1	0%			
Train	16	0%			
Bus, minibus or coach	101	2%			
Taxi	13	0%			
Motorcycle, scooter or moped	82	1%	5%	10% diff. (2011 - 10%)	
Driving a car or van	5,302	83%	78.6%	74.5%	8.3%
Passenger in a car or van	477	7%			
Bicycle	166	3%			
On foot	219	3%			
Other method of travel to work	28	0%			

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.