

Tesco, Hall Street, Alfreton

Free Bus Service Review

Addendum

July 2026

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Comments

Comments

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1. Introduction

1.1. ECS Transport Planning Limited (ECS) has been commissioned by Tesco Store Ltd to undertake an assessment of the accessibility of the Tesco Superstore adjacent to Hall Street, Alfreton as part of an overall review on whether a funded bus service is required with respect to compliance with current policy.

1.2. The Section 106 agreement associated with the original store dated circa 1987 was revised as part of the store redevelopment application and was signed on 24th January 2003. The revised legal agreement indicates that the free bus service which formed part of the original consent should be maintained.

1.3. To satisfy the above agreement, Tesco Stores Ltd provide a free local bus service on a Tuesday and Friday. The bus serves route T1 on a Tuesday and T2 on a Friday, as follows:

- T1 - Tesco Alfreton – Kilburn, Codnor, Riddings & Selston; and
- T2 - Tesco Alfreton – Belper, Heage & Clay Cross.

1.4. It is now considered that the free bus provision is no longer required and as such this submission supports the application to remove the obligation to provide the bus service.

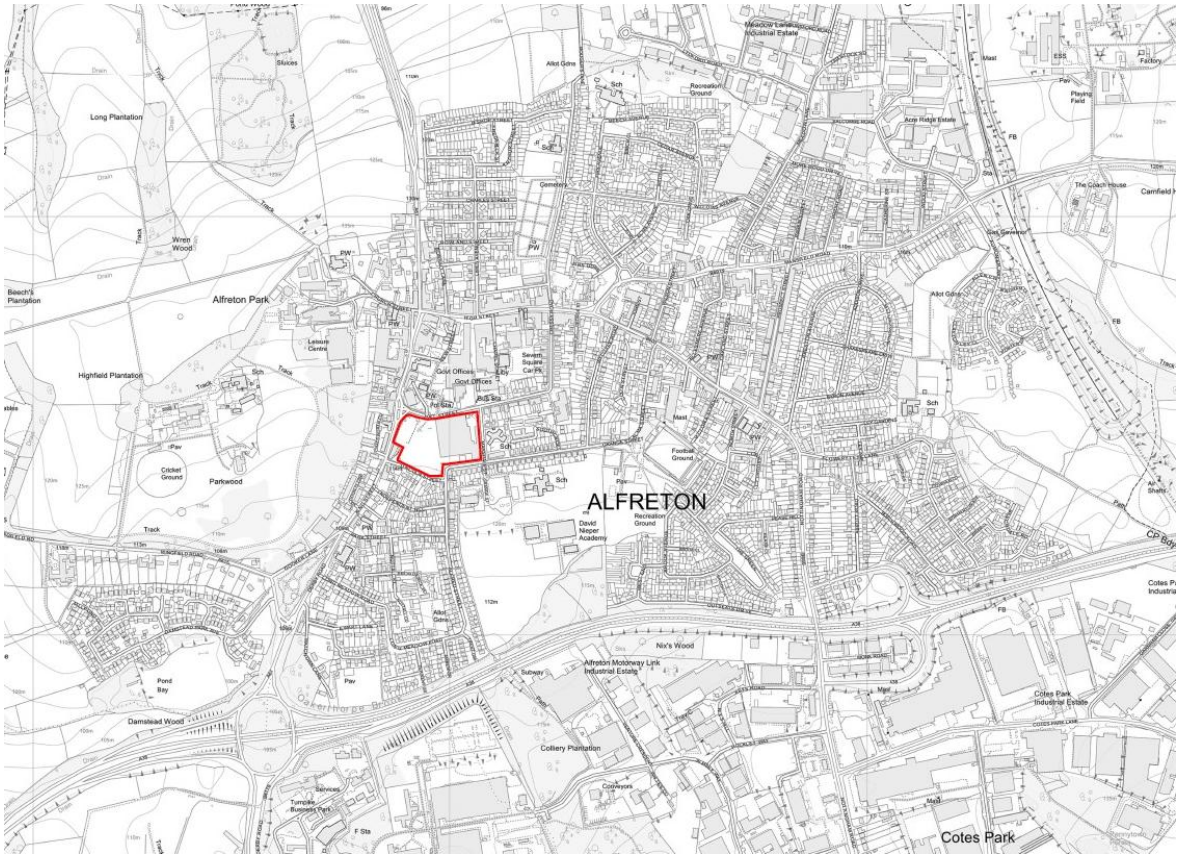
1.5. This addendum report has been prepared to address comments received from Derbyshire County Council and provide the additional information requested within the consultation response dated 29th August 2025. This report is accompanied by a rebuttal letter which should be read in conjunction.

1.6. The location of the site, in a local context, is highlighted in red within *Figure 1* overleaf.

1.7. The subsequent chapters of this report are structured as follows:-

- Retail Provision Adjacent to the Site;
- National Transport Planning Policy;
- Public Transport;
- Active Travel; and
- Summary & Conclusions.

Figure 1: Site Location



2. Retail Provision Adjacent to the Site

2.1. The foodstore provision within the Alfreton area when Tesco secured their planning consent is a material consideration as competing stores influence the catchment area the store is likely to serve. As a result, the accessibility of the store to the wider settlement at the time of the consent and at this present time requires to be considered to provide an objective view on the store's accessibility.

2.2. In addition, the consent of competing foodstores and whether they were required to provide a similar bus service should be considered to provide an understanding on consistency of approach.

Tesco Planning History

2.3. Tesco was granted planning consent to redevelop their existing store in 2003 and, as part of the planning consent, there were a number of conditions and legal agreements linked to the decision. The applicant and Amber Valley Borough Council agreed that a free bus service which was provided as part of the original store permission would be maintained unless otherwise agreed in writing by the Local Authority.

Foodstore Provision in 2003

2.4. The Tesco store opened in 2003 and it is therefore important to understand what foodstore provision was available within the Alfreton area and how this would have influenced the likely catchment for the store.

2.5. It is believed that there were no large scale food retailers in the town in 2003 with the area being served by various convenience type stores. As such, the Tesco store was the first large food operator and could have been considered to serve Alfreton and the wider area.

2.6. The extent of the catchment in 2003 would likely have been a material consideration when determining the need for the bus service. The Tesco service may have been considered necessary to serve areas which were not served at that time by commercial services or a competing food retail store.

Current Foodstore Provision

2.7. The following provides a summary of the current food operators within the settlement and how these potentially influence the need for the Tesco free bus service.

Lidl – Mansfield Road, Alfreton

2.8. The Lidl store opened in October 2009 and is located to the north east of the Tesco store adjacent to Mansfield Road, a primary east – west route in the settlement. It is evident that the introduction of the Lidl would have a significant impact on the catchment area located to the town.

2.9. It is understood that Lidl are not required to provide a free bus service.

Aldi – Nottingham Road, Somercotes

2.10. The Aldi store was opened in July 2018 and is located with the northern area of Somercotes which is to the south of the Tesco Alfreton store. As well as serving Somercotes, the store is readily accessible to Leabrooks, Swanwick and Riddings.

2.11. The Aldi is as accessible to South Normanton and Pinxton to the east as the Tesco store. Beyond these settlements to the east, residents are likely to shop in Sutton in Ashfield.

2.12. The Aldi resulted in a material change to the Tesco store catchment to the south. It is understood that Lidl are not required to provide a free bus service.

Home Bargains - Institute Lane, Alfreton

2.13. The Home Bargains store opened 2016 and is located directly to the north of the Tesco Store. The catchment for this store will be similar to Tesco and is understood that this operator is not required to provide a free bus service.

Summary

2.14. It is evident that there has been a significant change in the food retail offer since Tesco opened for trade in 2003. Many of the main food operators have opened a store since the store was built which ensures that the settlement and wider area are served by competing food retail stores.

2.15. It is understood that none of the other retailers are required to provide a bus service for their customers despite the stores either being in less accessible locations or serving an identical catchment. Tesco's obligation to provide a bus service when none of its competitors are required to provide a similar service shows a lack of consistency by the Local Authority when considering food retail applications and the application of Government policy.

2.16. If the Local Authority do not require any of the other food retail store to provide a bus service to be compliant with Government policy it is considered that there is no justification to require a service from Tesco.

3. National Planning Policy

3.1. The planning system is used to make decisions about the future development and use of land in our towns, cities and countryside. It considers where development should happen and how development affects its surroundings. The system balances different interests, including transport, to make sure that land is used and developed in a way that creates high quality, sustainable places. These chapters also demonstrate that the areas served by the Tesco shopper buses are now being served by new foodstores that have opened since 2003.

3.2. To inform this process, National and Local Government have developed a series of policy documents / statements and guidance in terms of transportation. As most forms of transport are fundamental to modern life, whether moving people to school, work, shopping or recreation, the integration of transport and land use is a key element to support economic growth, as well as, social inclusion. In reducing carbon footprint, the promotion of public transport is seen as key for new developments with walking and cycling taking also an important role.

3.3. The following provides an overview of the current national / central and local government policies and guidelines, which the development proposals and site will be reviewed against within this report.

National / Central Government Transport Planning Policy

The Government's White Paper

3.4. The White Paper 'The Future of Transport: A Network for 2030, Executive Summary, Paragraph 6' states that:-

"We need a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives. This means coherent transport networks with:-

- *the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;*
- *the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;*
- *bus services that are reliable, flexible, convenient and tailored to local needs;*
- *making walking and cycling a real alternative for local trips; and*
- *ports and airports providing improved international and domestic links."*

National Planning Policy Framework

3.5. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The NPPF provides the overarching framework for plan-making and decision-taking and establishes a presumption in favour of sustainable development.

3.6. National planning policy provides the context for local planning policy and guidance, including policies relating to transport planning and the integration of land use and transport to support sustainable, inclusive and healthy communities. The NPPF promotes a vision-led approach to transport planning, seeking to reduce the need to travel by private car and maximise opportunities for travel by walking, cycling and public transport.

3.7. The NPPF provides a framework within which locally prepared plans can deliver housing, employment and other forms of development in a sustainable manner, whilst supporting economic growth, environmental protection and social objectives. Sustainable transport considerations are recognised as a key component in achieving these objectives.

3.8. Chapter 9 of the NPPF, Promoting Sustainable Transport, states that transport issues should be considered from the earliest stages of plan-making and development proposals to ensure that:

a) opportunities to promote sustainable transport modes can be identified and pursued;

b) the environmental impacts of traffic and transport infrastructure are identified, assessed and appropriately mitigated, whilst seeking opportunities for environmental enhancement;

c) opportunities arising from existing and proposed transport infrastructure, changing travel patterns and emerging technologies are realised;

d) patterns of movement, streets, parking and servicing arrangements are integrated into the design process to create safe, attractive and high-quality places; and

e) development contributes towards a vision-led approach to transport planning and place-making, ensuring that transport networks support sustainable patterns of growth and development.

3.9. The NPPF further advises that planning policies and decisions should support development that can be accommodated within sustainable transport networks and which provides genuine travel choices. Particular emphasis is placed upon locating development in accessible locations where opportunities exist to travel by walking, cycling and public transport, thereby reducing reliance on the private car.

3.10. In relation to development proposals, the NPPF identifies a number of key transport considerations, which can be summarised as follows:

a) priority should be given first to pedestrian and cycle movements, both within developments and in connections to neighbouring areas, and secondly to facilitating access to high-quality public transport services;

b) developments should provide safe, suitable and attractive access for all users and address the needs of people with disabilities and reduced mobility across all transport modes;

c) proposals should create places that are safe, secure and attractive, minimise conflict between different road users, and respond positively to local character and design objectives;

d) developments should accommodate the efficient delivery of goods and provide suitable access for servicing and emergency vehicles;

e) opportunities should be provided to support the transition to low-emission transport, including the provision of infrastructure for electric and ultra-low emission vehicles where appropriate;

f) development proposals should support healthy and active lifestyles by encouraging walking, wheeling and cycling as attractive alternatives to private car use; and

g) transport impacts should be considered alongside wider environmental, social and economic objectives, ensuring that development contributes positively to sustainable communities and place-making.

3.11. The NPPF states that development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.

3.12. All developments that are likely to generate significant amounts of movement should be supported by an appropriate Transport Assessment or Transport Statement, enabling the likely transport impacts of the proposal to be fully assessed. Such developments should also be supported by a Travel Plan, where appropriate, to encourage sustainable travel behaviour and minimise reliance on single-occupancy car journeys.

Summary

3.13. The NPPF outlines the transportation aspects which should be considered when determining a planning application. It is considered that the store meets the requirements of NPPF without the currently provided free bus service which is demonstrated in the following chapters and by the Local Authority's support for neighbouring retailers without the need for a similar service.

4. Public Transport Review

4.1. Alfreton Bus Station is located adjacent to Hall Street, some 100m to the north east of the store. The pedestrian concourse on the store frontage connects to the southern footway on Hall Street which provides access to a signal controlled pedestrian crossing on Hall Street some 20m from the Tesco store frontage. The footway on the northern side of Hall Street provides direct access to the bus station and onwards in to the town centre.

4.2. Alfreton Bus Station benefits from five bus stances which serve a range of local and strategic bus services as well as the Tesco services T1 & T2. The bus stops are accessible by good standard footways which benefit from crossing facilities at junctions ensuring that pedestrians can safely access the various stops.

4.3. When compared to other competing stores within the wider area, and foodstores in general, it is evident that the level of public transport infrastructure at the store is considered excellent.

Tesco Services T1 & T2

4.4. The free Tesco bus provides two services which serve four different routes, operating at different times of the day on a Tuesday and Friday. *Figure 2, 3 and 4, overleaf,* indicate the routes in relation to the store with plans of the full routes and timetables included within *Figure 5*.

4.5. *Table 1*, below, details the route of the Tesco services and the frequency during the week. All services are provided by the same bus and driver with the various routes provided at different times of the day / different days.

Table 1: Tesco Bus Services

Service	Route	Frequency
T1	Tesco Alfreton, Street Lane, Kilburn School, Denby Village, Loscoe Denby lane, Codnor Clock, Riddings G. H. Lane, Swanwick Church, Tesco Alfreton	Tuesday 9am, 11am and 1pm
T1	Tesco Alfreton, Somercoates Tiger, Riddings By-pass, Jackdale Franklin Road, Selston Portland Road, New Selston, Pinxton / South Normanton, tesco Alfreton	Tuesday 10am, 12pm and 2pm
T2	Tesco Alfreton, Ripley Hartshay Hill, Heage Windmill Pub, Kilburn Road, Laund Hill, Heage Eagle Pub, Ripley Hartshay Hill, Tesco Alfreton	Friday 11am and 1pm
T2	Tesco Alfreton, Westhouses, Newton, Tibshelf White Heart, North Wingfield, Clay Cross, Higham Greyhound, Morton School, Stonebroom Double Six, Tesco Alfreton	Friday 10am, 12pm and 2pm

4.6. The various services pass the following Tesco or competing stores which now serve the catchment the bus routes were designed to service:

- T1 – Tesco Heanor / Aldi Heanor / Tesco Express Codnor / Co-Op Leabrooks / Booths Swanwick;
- T1 – Aldi Somercoates / Co-Op Somercoates / Co-Op Jacksdale / Co-Op Selston / Co-Op South Normanton;
- T2 - Sainsbury Ripley / Lidl Ripley / Morrisons Belpher / Aldi Belpher / Co-Op Belpher; and
- T2 – Co-Op Tibshelf / Tesco Extra Clay Cross / Aldi Clay Cross

Figure 2: Existing Tesco Bus Service T1

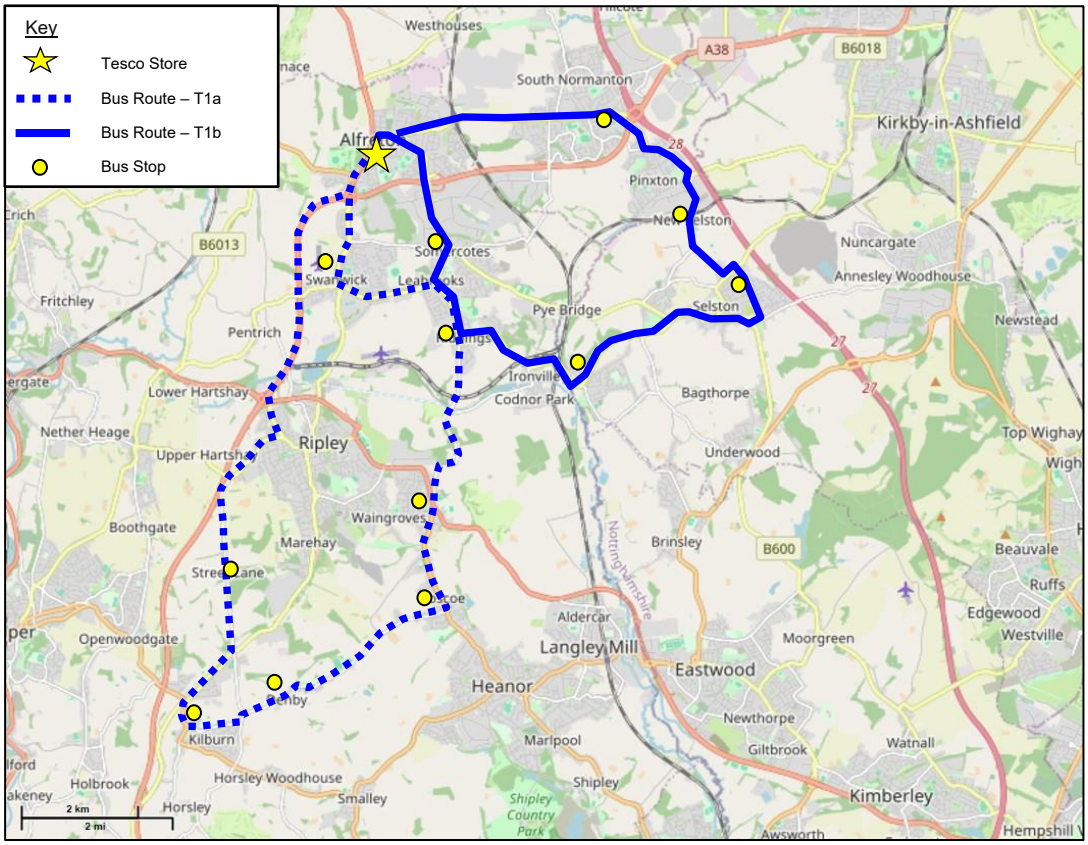


Figure 3: Existing Tesco Bus Service T2a

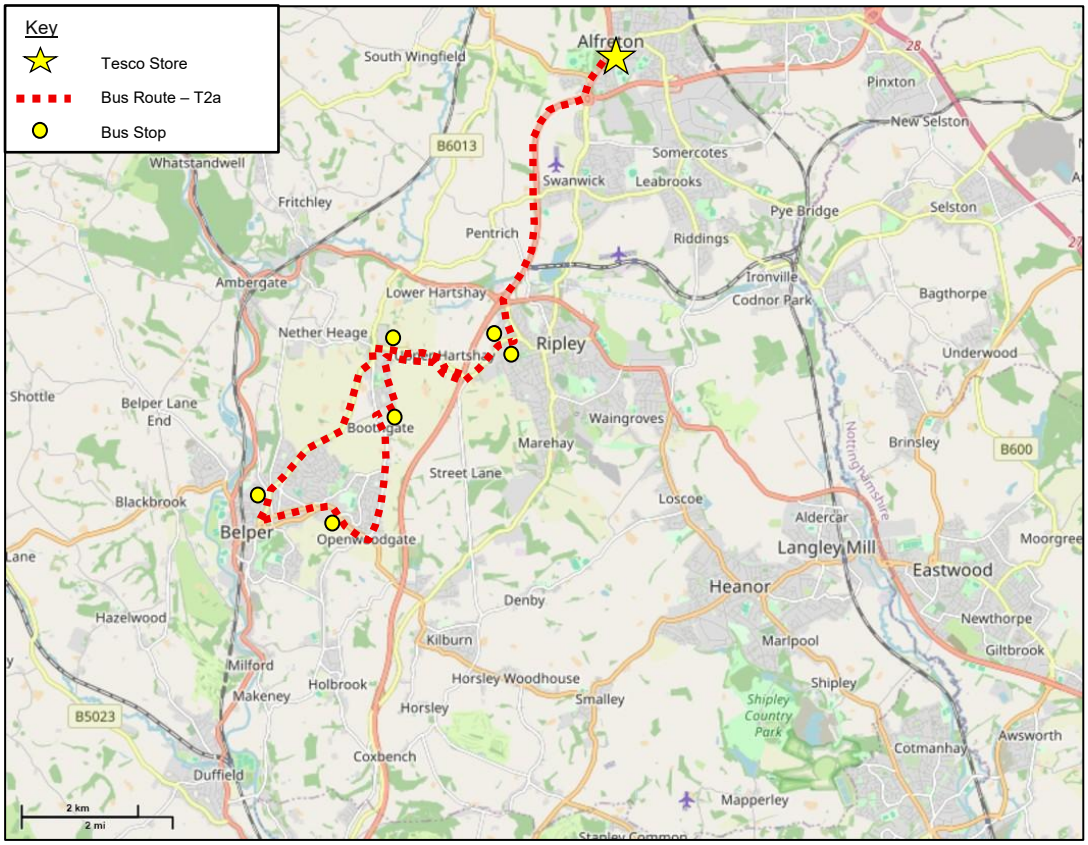


Figure 4: Existing Tesco Bus Service T2b

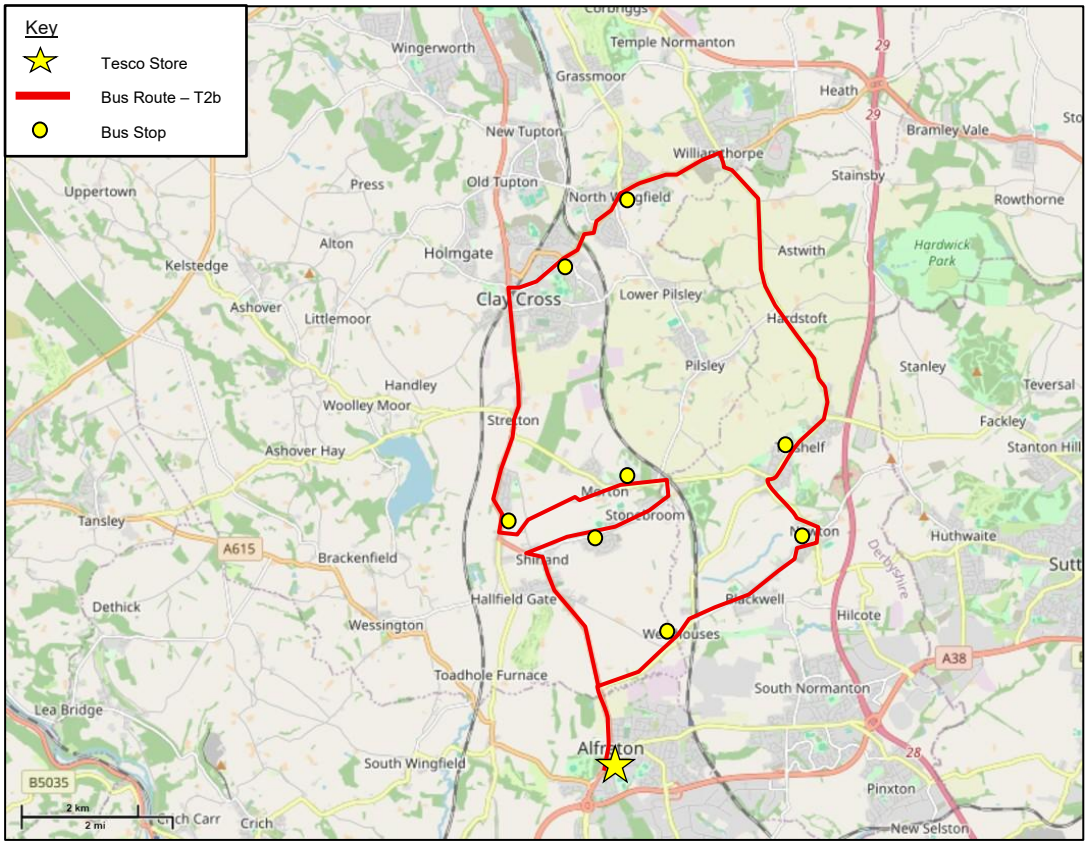


Figure 5: Timetable Information



Bus timetable

Tesco Alfreton look forward to welcoming you to your local store. This bus service guide shows times of the free services that call at this store.

We hope you find this guide useful when travelling by free bus to Tesco.

Every little helps

Bus Route

T1 - Kilburn, Codnor, Riddings & Selston

FREE BUS SERVICE

Tuesdays

TESCO Alfreton	-	1100	1300
Street Lane	0910	1110	1310
Kilburn School	0915	1115	1315
Denby Village	0920	1120	1320
Loscoe Denby Lane	0925	1125	1325
Codnor Clock	0930	1130	1330
Riddings G. H. Lane	0935	1135	1335
Swanwick Church	0940	1140	1340
TESCO Alfreton	0945	1145	1345
TESCO Alfreton	1000	1200	1400
Somercotes Tiger	1006	1206	1406
Riddings By-pass	1015	1215	1415
Jackdale Franklin Road	1020	1220	1420
Selston Portland Road	1025	1225	1425
New Selston	1030	1230	1430
Pinxton / South Normanton	1035	1235	1435
TESCO Alfreton	1045	1245	1445

T2 - Belper Heage & Clay Cross

FREE BUS SERVICE

Friday

TESCO Alfreton	-	1100	1300
Ripley Hartshay Hill	-	1105	1305
Heage Windmill Pub	-	1110	1310
Kilburn Road	0920	1120	1320
Laund Hill (Windy Gap)	0925	1125	1325
Heage Eagle Pub	0932	1132	1332
Ripley Hartshay Hill	0940	1140	1340
TESCO Alfreton	0945	1145	1345
TESCO Alfreton	1000	1200	1400
Westhouses	1005	1205	1405
Newton	1010	1210	1410
Tibshelf White Heart	1017	1217	1417
North Wingfield	1022	1222	1422
Clay Cross	1030	1230	1430
Higham Greyhound	1037	-	-
Morton School	-	1237	1437
Stonebroom Double Six	-	1243	1443
TESCO Alfreton	1045	1252	1452

TESCO Every little helps

4.7. *Table 2* below details the each stop that the Tesco T1 bus service stops at, alternative buses the operate from these specific stops and the main foodstores available from these stops. It is clear from the table below that alternative bus services are available from each stop which provide access to food retail offers.

Table 2: Tesco T1 Bus Review

Existing Stop	Alternative Service(s)	Route(s)	Foodstore Available From Alternative Service
T1 a			
Street Lane	147	Street Lane – Belper (Via Ripley)	Sainsbury's Ripley
Kilburn School	9.1 The Nines	Derby – Mansfield via Alfreton	Several including Tesco Alfreton
Denby Village	138 / 450	Belper - Langley	Tesco Heanor
Loscoe Denby Lane	450 / H1 / Rainbow One	Alfreton – Derby	Tesco Alfreton / Tesco Heanor / Siansbury's Derby
Codnor Clock	450 / H1 / Rainbow One	Alfreton – Derby	Tesco Alfreton / Tesco Heanor / Siansbury's Derby
Riddings GH Lane	90 / H1 / Rainbow	Ripleyu - Mansfield	Aldi Kirkby/Lidl Ripley
Swanwick Church	148	Alfreton - Ripley	Tesco Alfreton
T1 b			
Somercotes Tiger	Rainbow	Nottingham - Alfreton	Tesco Alfreton
Ridding By-Pass	90 / H1 / Rainbow One	Ripley - Mansfield	Aldi Kirkby/Lidl Ripley
Jackdale Franklin Road	90 / Rainbow One	Ripley - Mansfield	Aldi Kirkby/Lidl Ripley
Selston Portland Road	90 / 528	Ripley - Mansfield	Aldi Kirkby/Lidl Ripley
New Selston	90	Ripley - Mansfield	Aldi Kirkby/Lidl Ripley
Pinxton / South Normanton	90	Ripleyu - Mansfield	Aldi Kirkby/Lidl Ripley

4.8. *Table 3* below / overleaf details the each stop that the Tesco T2 bus service stops at, alternative buses the operate from these specific stops and the main foodstores available from these stops. *Table 3* confirms that only stop, Morton Primary School, isn't serviced by an alternative bus, however, service 55 is available within 800m.

Table 3: Tesco T2 Bus Review

Existing Stop	Alternative Service(s)	Frequent Route(s)	Main Foodstore Available From Alternative Service
T2 a			
Ripley	147	Street Lane – Belper (Via Ripley)	Sainsbury's Ripley
Heage Windmill Pub	6.3 The Sixes	Ripley - Derby	Co-Op Ripley / Morrisons & Aldi Belper / M&S Derby
Kilbourne Road	6.3 / 6E / 142	Ripley - Derby	Co-Op Ripley / Morrisons & Aldi Belper / M&S Derby

Laud Hill	6.2 / 142	Alfreton - Belper	Tesco Alfreton
Heage Eagle	6.2 / 6.3 / 6E / 141 /319	Ripley - Derby	Co-Op Ripley / Morrisons & Aldi Belper / M&S Derby
Ripley	147	Street Lane – Belper (Via Ripley)	Sainsbury's Ripley
T2 b			
Westhouses	1 / 143	Alfreton - Matlock	M&S Alfreton / M&S Matlock / Tesco Alfreton
Newton	1	Alfreton - Masfield	Tesco Alfreton / Asda Sutton / Asda Mansfield
Tibshelf	1 / 55	Alfreton - Masfield	Tesco Alfreton / Asda Sutton / Asda Mansfield
North Wingfield	1 / 55	Alfreton - Masfield	Tesco Alfreton / Asda Sutton / Asda Mansfield
Clay Cross	55	Chesterfield - Alfreton	Tesco Alfreton – M&S Chesterfield
Higham	The Comet	Derby – Chesterfield via Alfreton	Tesco Alfreton – M&S Chesterfield
Morton	Service 55 Available within 800m	Chesterfield - Alfreton	Tesco Alfreton – M&S Chesterfield
Stonebroom	55	Chesterfield - Alfreton	Tesco Alfreton – M&S Chesterfield

4.9. *Figures 6 & 7*, overleaf, illustrate the services and routes available from the bus stops currently served by the Tesco Buses.

Figure 6: Services and Routes North of Alfreton

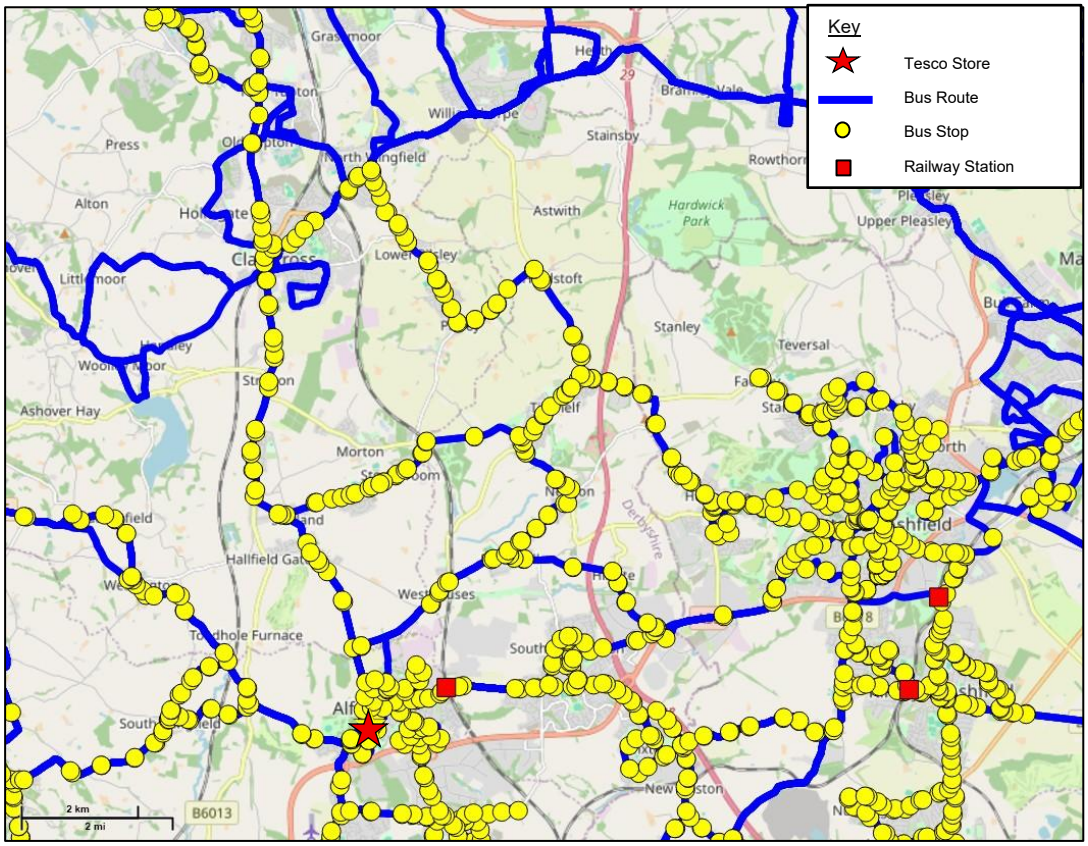
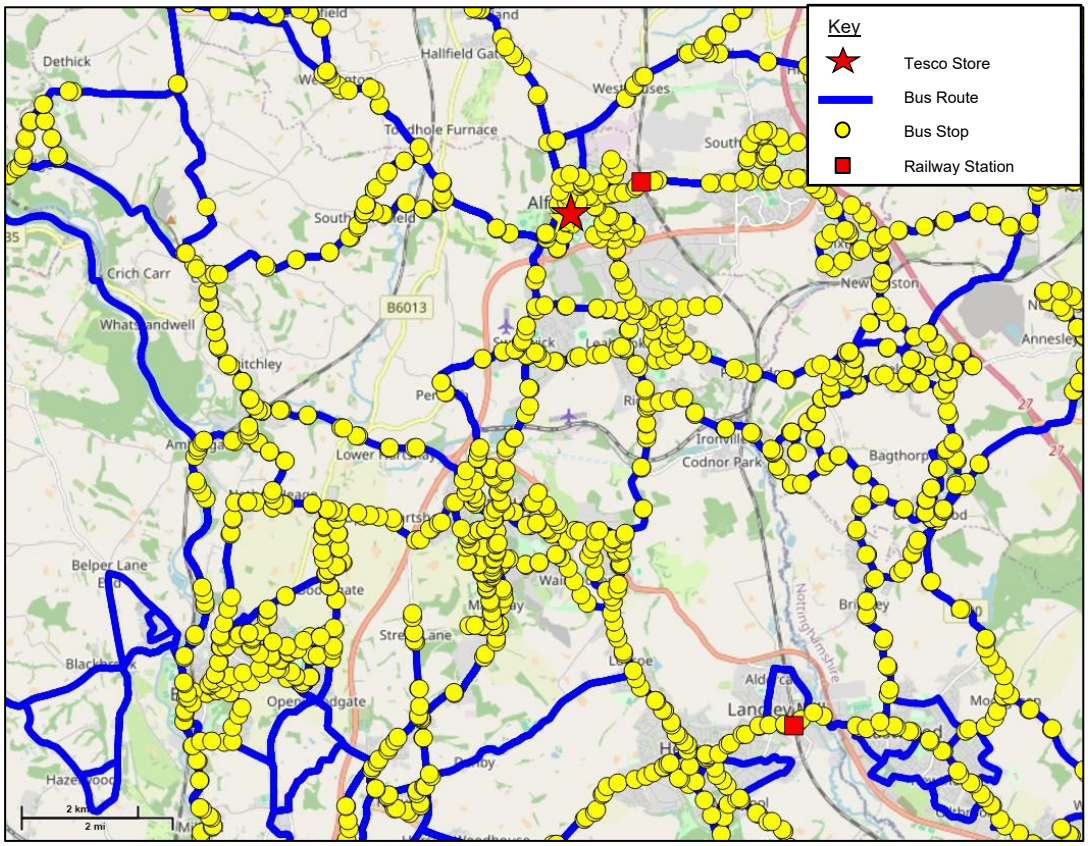


Figure 7: Services and Routes South of Alfreton



4.10. It is clear from *Figure 3* and *Table 2* that there are an extensive range of bus services available to / from the Tesco Store which serve the residential catchment nearby the site. It is evident that the store meets the relevant accessibility criteria with respect to public transport provision and there is no justifiable reason to continue to require a public transport contribution or service.

4.11. In addition, the numerous bus services in the wider area connect the residential population with competing foodstores which have been consented by the council since the Tesco store. As a result, the majority of the catchment which may have been considered inaccessible by public transport is now well served by competing stores since the decision date in 2003.

4.12. It is considered that the available public transport within the area ensures that the store is located in a high accessibility area and will provide residents with an alternative option to the private car, with timetables accommodating store opening times.

4.13. Removal of the free service would not impact on the ability of local residents to access a local supermarket via public transport. It is envisaged that if the free service was withdrawn, other operators would experience an increase in patronage which would likely encourage them to increase operations and enhance frequencies by generating additional revenue to pay for these services.

4.14. It is evident that the store is accessible to a comprehensive bus network with a bus stop located on the store frontage, as such, the store would continue to meet the requirements of the NPPF without Services T1 & T2. The services identified in Table 2 were clearly considered adequate for the Local Authority to

consent Tesco's competitors within the settlement and the various non-food retailers nearby to the site which are all subject to the same assessment of accessibility when applying for planning permission.

Summary

4.15. The Tesco store is located in a high accessibility location which benefits from direct access to a range of bus services providing access to the wider settlement. The commercial services available adjacent to the site serve the route covered by Services T1 & T2 providing a frequent alternative. The areas of the Tesco catchment which may have been considered inaccessible by public transport in 2003 are now well served by competing stores'.

4.16. The removal of the Tesco funded services would provide the commercial services within increased patronage and therefore revenue which may encourage further improvements to the already comprehensive services being provided.

4.17. The Tesco store would meet the requirements of the NPPF without T1 & T2 and therefore it is not considered to be justified with respect to national policy.

5. Summary & Conclusions

Summary

5.1. ECS Transport Planning Limited (ECS) has been commissioned by Tesco Store Ltd to undertake an assessment of the accessibility of the Tesco Superstore adjacent to Hall Street, Alfreton as part of an overall review on whether a funded bus service is required with respect to compliance with current policy.

5.2. The Section 106 agreement associated with the original store dated circa 1987 was revised as part of the store redevelopment application and was signed on 24th January 2003. The revised legal agreement indicates that the free bus service which formed part of the original consent should be maintained.

5.3. To satisfy the above condition, Tesco Stores Ltd provide a free local bus service on a Tuesday and Friday. The bus serves route T1 on a Tuesday and T2 on a Friday, as follows:

- T1 - Tesco Alfreton – Kilburn, Codnor, Riddings & Selston; and
- T2 - Tesco Alfreton – Belper Heage & Clay Cross.

5.4. It is now considered that the free bus provision is no longer required and as such this submission supports the application to remove the obligation to provide the bus service.

5.5. It is evident that there has been a significant change in the food retail offer since Tesco opened for trade in 2003. Many of the main food operators have opened a store since the store was built which ensures that the settlement and wider area are served by competing food retail stores.

5.6. It is understood that none of the other retailers are required to provide a bus service for their customers despite the stores either being in less accessible locations or serving an identical catchment. Tesco's obligation to provide a bus service when none of its competitors are required to provide a similar service shows a lack of consistency by the Local Authority when considering food retail applications and the application of Government policy.

5.7. If the Local Authority do not require any of the other food retail store to provide a bus service to be compliant with Government policy it is considered that there is no justification to require a service from Tesco.

5.8. The Tesco store is located in a high accessibility location which benefits from direct access to a range of bus services providing access to the wider settlement. The commercial services available adjacent to the site serve the route covered by Services T1 & T2 providing a frequent alternative. The areas of the Tesco catchment which may have been considered inaccessible by public transport in 1987 are now well served by competing stores'

5.9. The removal of the Tesco funded services would provide the commercial services within increased patronage and therefore revenue which may encourage further improvements to the already comprehensive services being provided.

5.10. The Tesco store would meet the requirements of the PPF without T1 & T2 and therefore it is not considered to be justified with respect to national policy.

5.11. In accordance with local and national transport policy, an assessment of the development proposals has been undertaken for all sustainable modes of travel. This indicates that the current walking and cycling infrastructure meets the requirement of the NPPF and directly serves an extensive residential catchment.

5.12. Competing retailers also serve the same catchment as the Tesco and the wider settlement which may be considered outwith a reasonable walk from the Tesco site. As a result, it is evident that residents within the wider area can access a food operator on foot or bicycle and do not require Services T1 and T2.

Conclusions

5.13. The NPPF outlines the transportation aspects which should be considered when determining a planning application. It is considered that the store meets the requirements of the NPPF without the currently provided free bus service as it is located in a high accessibility area. Furthermore, the areas of the Tesco catchment which may have been considered inaccessible by public transport in 1987 are now well served by competing stores and the Local Authority's support for neighbouring retailers without the need for a free bus service demonstrates that that the policy tests on accessibility must be met.