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Date: 25 July 2023
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Dear Councillor

PLANNING COMMITTEE - WEDNESDAY 26TH JULY, 2023

I refer to the agenda for the above meeting and now enclose the following report which was unavailable when the agenda was published.

Agenda No.	Item	
8	Late Representations Report of Chief Planning Officer	(Pages 3 - 16)

Yours faithfully,

A handwritten signature in black ink, appearing to be "Ian Barton".

Democratic Services

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Planning Committee: 26th July 2023

Late Representations/Information

Appendix 4 - Approvals

Item 4A: DC/2023/00540 - 201A Altway, Aintree

Alteration to paragraph 3.1:

The application site occupies a corner plot where Altway meets Stowe Avenue, Stowe Avenue itself is residential. The nearest property to the site is located to the rear on Stowe Avenue and its flank wall is 4.0m from the rear of the application site across the entrance to the rear alleyway. The nearest property to the site on Altway is to the east ~~west~~ and is ~~over~~ **nearly** 47.0m **8.0m** away.

This paragraph has been altered to relate to the nearby first floor flat (no. 199A).

Item 4B: DC/2023/00952 - Street works Gorsey Lane, Liverpool

The wording of Condition 3 to be amended from:

The mast and associated equipment approved under reference no. DC/2020/00477 shall not be implemented.

To:

The mast and associated equipment for which prior approval was granted on 11 May 2020 under reference no. DC/2020/00477 shall not be implemented.

Item 4C: DC/2022/01702 - Summerhill Primary School DC/2022/01702

Corrections

Paragraph 3.1 relates to the southern boundary of the school site not the eastern boundary. Paragraph 6.8.8 states that the Council could apply to the Department of Transport (DfT) for legal powers and funding to undertake enforcement using a camera on Grange Park. However, it is just the legal powers that could be applied for. The Department of Transport would not cover the cost of the enforcement camera.

Conditions

There are some changes proposed to the conditions as set out below:

Condition 2 Approved Plans: the drawings ED133 – 8 - P03 Rev F Proposed Site Plan has been updated to ED133 – 8 - P03 Rev G Proposed Site Plan and ED133-8-P06 Rev E Proposed Landscape Plan to ED133-8-P06 Rev F Proposed Landscape Plan to remove

Agenda Item 8

reference to a car park bay that is no longer planned in this location.

Condition 5 Surface Water Drainage: to include reference to the management of the maintenance of the drainage details and should read:

No development shall commence until full details of a scheme for a surface water sustainable drainage scheme to serve the site, and management of its maintenance for the life time of the development has been submitted to and approved in writing by the Local Planning Authority in consultation with Lead Local Flood Authority. The approved scheme shall be implemented in accordance with the approved details and timetable. Thereafter the surface water sustainable drainage system shall be managed and maintained in accordance with the approved scheme.

Condition 12 Travel Plan: to omit reference of 'single occupancy' and should read:

The development shall not be occupied or brought into use until a Travel Plan comprising immediate, continuing, and long-term measures to promote and encourage alternatives to car use, has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored, and reviewed in accordance with the agreed Travel Plan Targets.

Three additional conditions are recommended:

Construction Environmental Management Plan

No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction period and shall include measures on how the following shall be controlled/mitigated:

- *Dust*
- *Noise*
- *Vibration*

Reason: to protect the amenity of neighbouring residential premises.

Obscure Glazing

To ensure the glazing to the first-floor window on the southeast elevation of the two storey block the following condition is recommended.

Before the two-storey class room block hereby permitted is first brought in to use, the first-floor window on the southeast elevation of Drawing Reference: ED133 – 8 - P30 Rev D entitled Proposed General Elevations shall be fitted with obscure glazing and shall be non-opening. The windows shall be permanently retained in that condition thereafter.

Reason: To ensure that the privacy of neighbouring occupiers/land users is retained at all times

Noise attenuation to the playground adjacent to Grange Park

To ensure that the noise from the playground adjacent to Grange Park is robustly assessed and appropriate attenuation is provided the Environmental Health Officer has requested the following condition:

Prior to commencement of the use hereby approved, a noise mitigation scheme to protect the neighbouring residential properties on Grange Park from playground noise shall be submitted to, and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to use of the playground and retained thereafter.

Reason: To protect the amenity of neighbouring residential premises

The conditions have been reordered and amended to reflect these changes as set out below:

Time Limit for Commencement

- 1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.
Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 2) The development shall be carried out in accordance with the following approved plans and documents:
 - ED133- 8 - P01 Location Plan
 - ED133 - 8 - P02 Existing Site Plan
 - ED133 - 8 - P03 Rev G Proposed Site Plan
 - ED133 - 8 - P06 Rev F Proposed Landscape Plan
 - ED133 - 8 - P20 Rev D Proposed Building
 - ED133 - 8 -21 Rev E Teaching Block
 - ED133 - 8 -22 Rev E Teaching Block First Floor
 - ED133 - 8 -23 Rev C kitchen Block
 - ED133 - 8 -24 Rev C Entrance
 - ED133 - 8 -25 Rev D Proposed Roof
 - ED133 - 8 - P30 Rev D Proposed Elevations
 - ED133 - 8 -P31 Rev C Sections/Elevations

Reason: For the avoidance of doubt.

Before the Development is Commenced

- 3) No development shall commence, including any works of demolition, until details of all wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall include provision for the wheel washing of every vehicle directly engaged in construction/demolition activity prior to it leaving the site and shall be implemented during the course of the entire demolition/construction period.
Reason: To ensure the safety of highway users during both the demolition and construction phase of the development.
- 4) No development shall commence, including any works of demolition, until a Highways Construction Traffic Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the demolition and construction periods and shall include but not be limited to the following:
 - the parking of vehicles of site operatives and visitors
 - site access
 - site operational hours and materials delivery times
 - loading and unloading of plant and materials

Agenda Item 8

- storage of plant and materials used in constructing the development.
- measures to control the emission of dust, dirt during demolition and construction.

Reason: To ensure the safety of highway users during the construction phase of the development.

- 5) No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction period and shall include measures on how the following shall be controlled/mitigated:
- Dust
 - Noise
 - Vibration

Reason: to protect the amenity of neighbouring residential premises.

- 6) No development shall commence until full details of a scheme for a surface water sustainable drainage scheme to serve the site, and management of its maintenance for the life time of the development has been submitted to and approved in writing by the Local Planning Authority in consultation with Lead Local Flood Authority. The approved scheme shall be implemented in accordance with the approved details and timetable. Thereafter the surface water sustainable drainage system shall be managed and maintained in accordance with the approved scheme.

Reason: To ensure satisfactory drainage facilities are provided to serve the site in accordance with the National Planning Policy Framework and Policy EQ8 of the Sefton Local Plan.

- 7) No tree felling, scrub clearance, hedgerow removal, vegetation management, ground clearance or building works is to take place during the period 1 March to 31 August inclusive. If it is necessary to undertake works during the bird breeding season then all buildings, trees, scrub, hedgerows and vegetation are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. If present, details of how they will be protected are required to be submitted for approval.

Reason: To protect nesting birds during the bird breeding season.

During Building Works

- 8) No development shall commence above slab level until details of the materials to be used in the construction of the external surfaces of the extensions are submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: These details are required prior to external construction to ensure an acceptable visual appearance to the development.

- 9) No piling shall take place until a scheme of piling methodology, which provides justification for the method chosen and details of proposed noise and vibration suppression methods, has first been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
Reason To safeguard the living conditions of neighbouring occupiers and land users.
- 10) Site working hours shall be restricted to the following times: Monday to Friday - 8am to 6pm, Saturday - 8am to 1pm. No work on site should be carried out on Sundays or Bank Holidays. Should there be any need to deviate from the hours of work proposed, notice should be given to the Council, and agreed, prior to this work taking place.

Before the Development is Occupied

- 11) In the event that previously unidentified contamination is found at any time when carrying out the approved development, immediate contact must be made with the Local Planning Authority and works must cease in that area. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of the remedial works identified in the approved remediation strategy, a verification report that demonstrates compliance with the agreed remediation objectives and criteria will be required, which is subject to the approval in writing of the Local Planning Authority.
Reason: to safeguard the living conditions of neighbouring occupiers and land users.
- 12) The development shall not be occupied until facilities for the secure storage of cycles and motorcycles have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority and they shall be retained in perpetuity thereafter.

Reason In order to meet sustainable transport objectives including the increased use of public cycling.
- 13) A scheme to control fumes, noise and odour for any proposed plant and equipment to be installed on site shall be submitted to and approved in writing by the Local Planning Authority before its use becomes operational and retained thereafter.

Reason: To safeguard the living conditions of neighbouring/adjacent occupiers and land users.
- 14) The development shall not be occupied or brought into use until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall then

Agenda Item 8

be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets.

Reason In order to meet sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

- 15) The new school building development shall not be occupied until a scheme detailing any proposed external lighting to be installed on the site shall be submitted to and approved in writing by the local planning authority. All external lighting shall be installed and maintained in accordance with the agreed scheme. All lighting installations should be suitably positioned, angled and orientated so that light glare and overspill does not affect neighbouring properties.

Reason: To safeguard the living conditions of neighbouring/adjacent occupiers and land users.

- 16) No development shall be occupied until space has been hard surfaced and laid out within the site in accordance with drawing no. ED133- 8- P03 Rev G Proposed Site Plan for cars to be parked and that space shall thereafter be kept available for the parking of vehicles in perpetuity thereafter.

Reason To ensure that enough car parking is provided for the development and to ensure the safety of highway users.

- 17) The extension shall not be first occupied until a scheme and appropriate scaled plan identifying suitable locations on the site for the erection of bird nesting boxes and bat boxes together with a timetable for implementation has been submitted to and approved in writing by the Local Planning Authority. The approved scheme of nesting and bat boxes shall be installed in accordance with the approved details and timetable.

Reason: To support ecological and biodiversity within the site.

- 18) Before the two-storey class room block hereby permitted is first brought in to use, the first-floor window on the southeast elevation of Drawing Reference: ED133 - 8 - P30 Rev D entitled Proposed General Elevations shall be fitted with obscure glazing and shall be non-opening. The windows shall be permanently retained in that condition thereafter.

Reason: To ensure that the privacy of neighbouring occupiers/land users is retained at all times

- 19) Prior to commencement of the use hereby approved, a noise mitigation scheme to protect the neighbouring residential properties on Grange Park from playground noise shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to use of the playground and retained thereafter.

Reason: To protect the amenity of neighbouring residential premises

Ongoing Conditions

- 20) Within the first planting/seeding season following the occupation of the classrooms , all planting, seeding or turfing comprised in the approved details of

landscaping shown on drawing no. ED 133-8-PO6 Rev F shall be carried out; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure an acceptable visual appearance to the development and to meet the aims of Policy NH2 of the Sefton Local Plan.

Informatives

- 1) There are a variety of piling methods available, some of which cause considerably greater noise and vibration than others. It is common for the prevailing ground conditions to influence the chosen method of piling. Where the prevailing ground conditions would permit more than one piling method, the Council would expect the contractor to choose the method which causes the least amount of noise and vibration, in accordance with the following hierarchy Pressed-in methods, e.g. Hydraulic jacking Auger / bored piling Diaphragm Walling Vibratory piling or vibro replacement Driven piling or dynamic consolidation. Should the contractor propose to use a method which is not the preferred lower impact option, then satisfactory justification will need to be provided in order to demonstrate the piling method that is utilised meets Best Practicable Means (BPM). Please note vibration monitoring will be required for all piling projects. For further advice on what to include in your piling methodology scheme and current standards please contact Seftons Pollution Control Team.
- 2) When you carry out the work, you must not intentionally kill, injure or take a bat, or intentionally or recklessly damage, destroy or block access to any structure or place that a bat uses for shelter. These would be offences under the Wildlife and Countryside Act 1981 and Conservation of Habitats and Species Regulations 2017. Should you become aware of bats or bat roosts present, works should cease immediately and further specialist advice sought.
- 3) For any proposed noise barrier to perform in accordance with acoustic principles the barrier should be designed as follows:
 - The barrier material must have a minimum mass of 10kg/m²
 - The Barrier Should be a minimum of 2 metres in height, with no holes or gaps between or in the boards/panels/blocks etc.
 - In order to ensure that no gaps exist under the barrier it should be installed on a partially buried rail or gravel board or similar etc.
 - Where joints are formed these should be sealed with acoustic sealant etc.

Agenda Item 8

Appendix 5 - Refusal

Item 5A: DC/2023/00548 – Porters Fuchsias Moss Side Formby Liverpool L37 0AE

This is the Council's response to the applicant's late representation

The applicant has provided the late representation (appended), requesting the committee defer the application to allow consideration of further highways information. In response to the various matters raised in the cover letter:

Firstly, whilst the proposals are considered to be consistent with the relevant retail policies in Local Plan and Neighbourhood Plan, the report clearly sets out why the development would harm the Green Belt Policy. As set out in the National Planning Policy Framework substantial weight must be given to the harm to the Green Belt. This harm would not be clearly outweighed by the other considerations so as to amount to the very special circumstances required to justify the proposal.

With regards to highways comments, the planning agent was contacted on the 8th of June with a request for further information from the Local Highway Authority, specifically a Road Safety Audit which was required to enable the Local Highway Authority to fully assess the proposals. The applicant was asked to provide this information by 23rd June.

The agent replied confirming they had requested a Stage 1 Road Safety Audit from the applicant's transport consultants. However, this information was not forthcoming, and the Local Highway Authority provided comments based on the submitted details. No further highways information was provided from the applicant until late afternoon on Monday (24th July), after the planning committee agenda had been published.

As well as the covering letter, the applicant's late representation includes a technical note and accompanying appendices and technical plans packs. Given the nature and lateness of this technical information it has not been possible to carry out the necessary consultations, therefore it has not been considered or assessed as part of the application.

Furthermore, the applicant acknowledges on their application form and in the planning statement, that they did engage in pre-application discussions, this was towards the end of 2022. However, at that pre-app stage they were provided consultee responses raising issues and concerns in relation to Green Belt policy, and the Local Highway Authority concerns in relation to the access arrangements, amongst other matters. Therefore, the assertion that the Local Planning Authority has not acted proactively and positively cannot be sustained.

The matters raised in the leaflet that accompanies the letter have already been addressed in the committee report.

Further Objections

- Two further objections have been received from local residents raising concerns in relation to highway safety, over development of the site, not needed, poor location and contrary to Green Belt policy. These matters have been addressed in the committee report.
- An objection has also been received from the developer of the Local Plan Strategic employment allocation to the north of Formby Industrial Estate (Ref. MN2.49). They highlight that the site-specific policy for their allocated site requires a dedicated signal-controlled junction off the Formby Bypass. They are concerned that the

proposed Aldi access would have negative highways implications on their site. They also believe a food store would be required on the strategic employment site to cross subsidise its delivery, and that if approved this proposal could jeopardise the viability of the strategic employment allocation.

- An objection has also been received from an agent acting on behalf of Tesco, objecting on the grounds of misapplications and failures against retail policy tests; in particular they believe consumer choice outside of the Town Centre would not accord with paragraph 90 of the National Planning Policy Framework, Town Centre first principle, non-compliance with Local Plan Policy SD2, failure of the sequential approach, lack of a robust retail assessment. Also, inappropriate development in the Green Belt, beyond the protected settlement boundary, highways safety, limited benefits to weigh against breaches of policy and substantial harm, which have been addressed in the main body of the officer report.

With regards to the retail policy objections, the Council's retail planning advisors Nexus have clarified that paragraph 90 of the NPPF states ...'the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).' Nexus remains of the view that an improvement in choice generally can be a positive consideration.

Nexus accepts that the 'town centre first' tests can be considered of some relevance in determining the broad consistency of a proposal with Local Plan Policy SD2. However, they reiterate that they find the proposal is generally policy compliant in respect of the key retail policy tests (and that there is no direct conflict with Policy SD2 on this basis).

Nexus also note that they have undertaken their own assessment of the sequential test and carried out their own retail impact assessment, and they remain of the view that the sequential test is appropriate and that there are no sequentially preferable sites which could accommodate the application proposal. They remain of the view that the proposal is consistent with the 'town centre first' policy tests and that there is no direct conflict with Policy SD2 on this basis.

Further Support

12 further representations in support of the scheme have been received, reiterating that it should be approved because the proposal would redevelop a derelict brownfield site, would bring investment to the area, provide choice for food shopping, and has received a lot of support from local residents. These matters have been addressed in the committee report.

Merseyside Environmental Advisory Service (MEAS)

Have reviewed the submitted ecological report, the findings of which are generally accepted, MEAS recommend conditions to secure various measures in relation to Red Squirrel, bats and lighting, breeding birds, water voles, Japanese Knotweed, a Construction Environmental Management Plan (CEMP) and planting.

Agenda Item 8



ALDI STORES LIMITED

Chester High Road, Neston, Cheshire, CH64 3TS

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FOA: Ian Barton
Democratic Services Officer
Democratic Services
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Planning Application Ref. DC/2023/00548

Proposed Foodstore Development on Behalf of Aldi Stores Ltd

Site of Former Porters Fuchsias, Moss Side, Formby, Liverpool, L37 0AE

Dear Planning Committee Members,

I write in connection with the above site which will be heard at the Planning Committee meeting scheduled for this coming Wednesday 26th July 2023. I'm sure you are familiar with the application, but for completeness I append to this letter a briefing note which you may also have received directly from our communications consultant.

I want to start by saying that we are well aware that this site has both its opportunities and challenges, and we have been actively seeking to address the comments and queries of your planning department over the past 11 weeks through pro-active negotiations. Indeed, only recently were we informed that Nexus Planning (the Council's retained retail policy advisor) had found our retail policy case to be sound and the scheme to be fully compliant with the Council's town centre policies. This included an acknowledgement that there are no 'sequentially preferable' sites for a foodstore to serve Formby. The remaining key consultation response we had been awaiting was highways, and we had been actively chasing this for well over a month with a view to opening a dialogue with the Local Highways Authority.

It was therefore with considerable shock and disappointment that we received an email out of the blue from the case officer last Monday 17th July informing us that the planning application had been written up for refusal and was being taken to July's Planning Committee in just over a week. Ten minutes after this email we were forwarded the long outstanding highways comments – spanning six pages.

Agenda Item 8

Our disappointment was further compounded by the realisation that one of only two reasons for refusal was on the basis that “*insufficient highways information*” had been provided in support of our scheme. Given that we only received the detailed highways comments after the Committee Report had been prepared, there was evidently no realistic opportunity for us to address this reason for refusal or influence the officer report. This exchange with the officer took place well in advance of the application’s determination deadline of 3rd August 2023 and hence was neither expected nor forewarned.

Notwithstanding this lack of engagement on highways matters (which we are still genuinely struggling to make sense of), you will be aware as experienced committee members that it is best practice (and surely in everyone’s interest) for areas of disagreement between an applicant and Local Planning Authority to be narrowed before a decision is made – even if that is ultimately one of refusal.

It is unfair in our view for this planning application to be taken to committee with a recommendation of refusal on matters including highways, without the applicant having been given a realistic timeframe to respond in detail and hold necessary negotiations with the Council’s highways specialists. Indeed, **submitted alongside this letter is a very detailed and lengthily response** to the Local Highway Authority’s comments which has been prepared by our highways consultant. They have worked tirelessly to address the points raised in the short amount of time they have been afforded. However, it is appreciated that there is unlikely to now be sufficient time between now and Wednesday’s committee for the Local Highways Authority to review their submission fully and for any necessary subsequent negotiations to take place.

Accordingly, in the interests of fairness, I would therefore like to ask that our planning application is **deferred** from the July agenda and is taken to the next available committee so that the highways authority has the opportunity to review our comprehensive response, and any further necessary negotiations can take place in relation to highways matters. If officers still ultimately decide to recommend refusal following these negotiations, then so be it, but determining the application at this stage with a highways reason for refusal which is based on comments only received following preparation of the Committee Report is evidently not in the spirit of the positive, pro-active approach required of Local Planning Authorities in the NPPF.

Kind Regards,



Bryn Richards
Real Estate Director



A new Aldi food store for Formby REQUEST FOR MEMBERS TO DEFER



Application number: DC/2023/00548

Wednesday 26th July 2023 at 6:30pm

Deliverable benefits:

- £9m of investment into the local economy
- Redevelopment of a brownfield site which already has planning consent for vehicle storage and luxury residential development
- Creation of around 40 new full and part time jobs, with wages significantly higher than both the Government's National Living Wage and the Living Wage Foundation's recommended rates of pay
- Over £1m in wages generated per annum
- Investment of over £750k towards highway improvements and pedestrian safety
- An opportunity to improve recreational connectivity to the Green Belt via enhanced cycle and pedestrian links from Formby
- Providing Formby residents with local access to a discount food store
- Our customers save between 30 and 40% on their shopping without compromising on quality
- Attractive landscaping to enhance the appearance of the site

Aldi, the award-winning discount food retailer, is proposing to bring a new high-quality store on derelict land adjacent to Formby Bypass. The site, which was most recently used to store scrap vehicles, was previously home to a commercial plant nursery, which has been closed for almost 10 years. Some buildings on site have been demolished, whilst others have fallen into disrepair.

Aldi wants to invest £9m to transform the site, bring it back into use and provide a new discount food store in a convenient location. The store would support up to 40 new full and part time jobs paid at an industry-leading rate.

Despite the current condition of the land, its previous development and existing planning permission for new luxury homes, the land is located within Sefton's Green Belt. We understand that this is the main reason that council officers are recommending that the Planning Committee refuse Aldi's application.

If the application is refused, it will disregard the overwhelming support from hundreds of residents who have backed the plans, with more than 400 individuals having formally registered their support on the planning file.

Unfortunately, planning officers have expedited the determination of this application without allowing sufficient time for Aldi to complete all necessary consultee responses and due diligence. **As a result, Aldi urges members of the committee to defer the application to allow for a fair and transparent decision-making process.**

Design & Landscaping

The proposed food store has a contemporary design to complement its setting within Formby. The design includes vertical timber cladding at high level to create a softer appearance onto the bypass, with red brickwork at low level to ensure the scheme sits comfortably within its wider surroundings. The store will also utilise a range of sympathetic materials with large elements of shopfront glazing to create an active façade.

The majority of existing trees and vegetation buffer to the north of the site will be retained. A small area will have to be removed to allow for the new access road to site. Whilst this small area will be removed, a series of trees are proposed alongside new low-level landscaping to create an attractive site. There will also be a series of trees planted to the south of the site to create a buffer between the store and existing residential properties.



Cost of living

As the leading and cheapest discount supermarket in the UK, Aldi is acutely aware of the lack of affordable options in Formby during the current cost-of-living crisis. We recognise the importance of providing high-quality products at affordable prices and believe that a new Aldi food store in Formby would significantly benefit the community.

Currently, residents must travel nearly six miles to the nearest stores, and by establishing a local Aldi, we aim to reduce travel times, increase competition, and offer convenient access to budget-friendly shopping.

Aldi customers typically save between 30% and 40% on their purchases without compromising on quality, and denying this application would leave local residents worse off, forcing them to shop at more expensive alternatives.



Sustainability

We are constantly working to reduce the impact that our business has on the environment and have developed a range of initiatives to ensure our existing and future stores foster and promote sustainability:

- We estimate the proposals would save 206,225km of car travel per year reducing CO2 emissions by around 32.73 tonnes per annum
- We have been carbon neutral since 2019, with 100% of energy phased from renewable sources
- Our reduce, reuse, recycle Waste Strategy has resulted in us sending no waste directly to landfill since 2014
- We have committed to use 50% less plastic by 2025
- All new stores use heat recovery systems to recycle otherwise wasted machinery heat; in addition, our refrigerators are all fitted with doors; and we also use LED lighting throughout
- Our car parks are future proofed to provide additional electric vehicle charging spaces with this proposal including infrastructure for a further 20 spaces



The proposal site

Despite the site's location within the Green Belt, Aldi strongly believes it presents a suitable opportunity to provide Formby with a new discount food store. The site's history, along with the previously granted planning consent, establishes a strong precedent for its potential development.

Aldi believes that its plans offer a chance to enhance recreational access to the Green Belt. They envision achieving this by creating improved pedestrian and cycle links, connecting Formby to the site and the surrounding countryside.

The search for a suitable location to establish a discount Aldi food store in Formby has been ongoing for quite some time. After extensive searches, Aldi identified a piece of land off Formby Bypass, located to the east of the town. This site was once occupied by a commercial plant nursery that ceased operations nearly a decade ago. Over time, some structures were demolished, while others fell into a state of disrepair. More recently, the site served as a storage location for scrap vehicles. It is worth noting that the land had previously received planning permission for the construction of luxury homes.



Local residents have their say:

Since launching the plans, it has been clear that there is significant demand for a new Aldi store at the site and following submission of a planning application more than 450 local residents have formally registered their support. A selection of these comments are listed below:

"Just do it! Formby needs Aldi competition to bring down the cost of living as shops here are so expensive. Aldi fits in nicely with the area and people are excited to see these proposals to help with local infrastructure."

Formby Resident

"Although in the green belt, this is a brownfield site, and I support the proposal."

Formby Resident

"This is exactly what Formby needs. With a growing population the shopping here is dismal you have to go out of the area for decent, cost-effective shopping."

Formby Resident

"I welcome this and 100% support it. It will bring much needed competition to the so-called big supermarkets in the area, and it will create much-needed jobs for local people."

Formby Resident

"If the proposal had been to take 'virgin' green belt I would have opposed but since this is mainly 'change of use' and the houses otherwise being built would add to a population in an area which does not have the infrastructure to support them, I would be in support as the store will benefit many more in the community."

Formby Resident

"Myself and many other Formby residents have been hoping for an Aldi for several years."

Formby Resident

Highways

Our application prioritises safety for the local community along Formby Bypass, and we are committed to making substantial improvements that amount to an investment exceeding £750k.

These improvements include the creation of a signalised junction with additional turning lanes, carefully designed and evaluated as part of the Transport Assessment. The main goal is to maintain smooth traffic flow and prevent any disruptions caused by vehicles waiting to turn into the food store's car park.

Furthermore, we are taking extra steps to ensure pedestrian safety by installing a new pedestrian crossing. This additional measure will enhance safety for pedestrians crossing the area.

As evaluated in the Transport Assessment, the new access to the proposed Aldi store and the associated traffic will not have a significant impact on the operation of Formby Bypass or the wider local highway network. The assessment concludes that the proposal will not adversely affect the safe and efficient operation of the existing local highway network, both now and in the future.



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