

## 5.4 Appearance and Materials

The appearance of the expanded stand has been developed with the Club's brief in mind and uses a similar architectural language and identical materials to those successfully employed on the Main Stand.

The rugged "Anfield aesthetic" would be maintained through the design by emphasising the structural honesty and using the naturally orthogonal and splayed elements to generate the overall form. External claddings would suit the scale, internal configuration and construction methodology in a clearly legible manner, with the Club's colours used in a subtle rather than overt fashion.

### Primary External Envelope

The primary external envelope composition is based on strong red brick splayed "book end" corners with a 3-storey main elevation brick colonnade providing vertical articulation and design continuity with the Main Stand, with entrance and exit elements at grade and a grey powder coated glazed curtain walling façade above and between piers.

The brick corners would be enhanced by feature and vertical strip windows set in splayed reveals, and the central splayed panels would include the same recessed brick detail used on the Main Stand as the backdrop to the silver metallic powder coated LFC club crests.

The curtain walling elements would include clear and red tinted panels, grey spandrel panels at intermediate floor levels, and integral metal louvre panels for fresh air ventilation to the unheated internal spaces.

The central hospitality entrance would be clad in reconstituted sandstone with splayed outer elements "gathering" spectators in. The glazed facade and doors would be protected by grey powder coated security roller shutters when the stand was not in use.

The main glazed façade faces NE, so would generally be in shade and not therefore cause any issues with reflective glare. Roof level plant items including air handling units would be screened off with a dark grey metal louvre screen similar to that used on the Main Stand.

The wind analysis in the Environmental Statement has identified that mitigation measures may be required in the NW corner to ensure appropriate levels of spectator comfort on the external concourse. With regard to the expanded stand envelope, and subject to further analysis, this may take the form of powder coated metal vertical fins incorporated into the mezzanine level of the inset NW corner.

The concrete underside of the upper tier would be exposed / expressed, and the supporting raking steel framework and expressed "V" column structure exposed and painted grey.



MAIN STAND MATERIALS





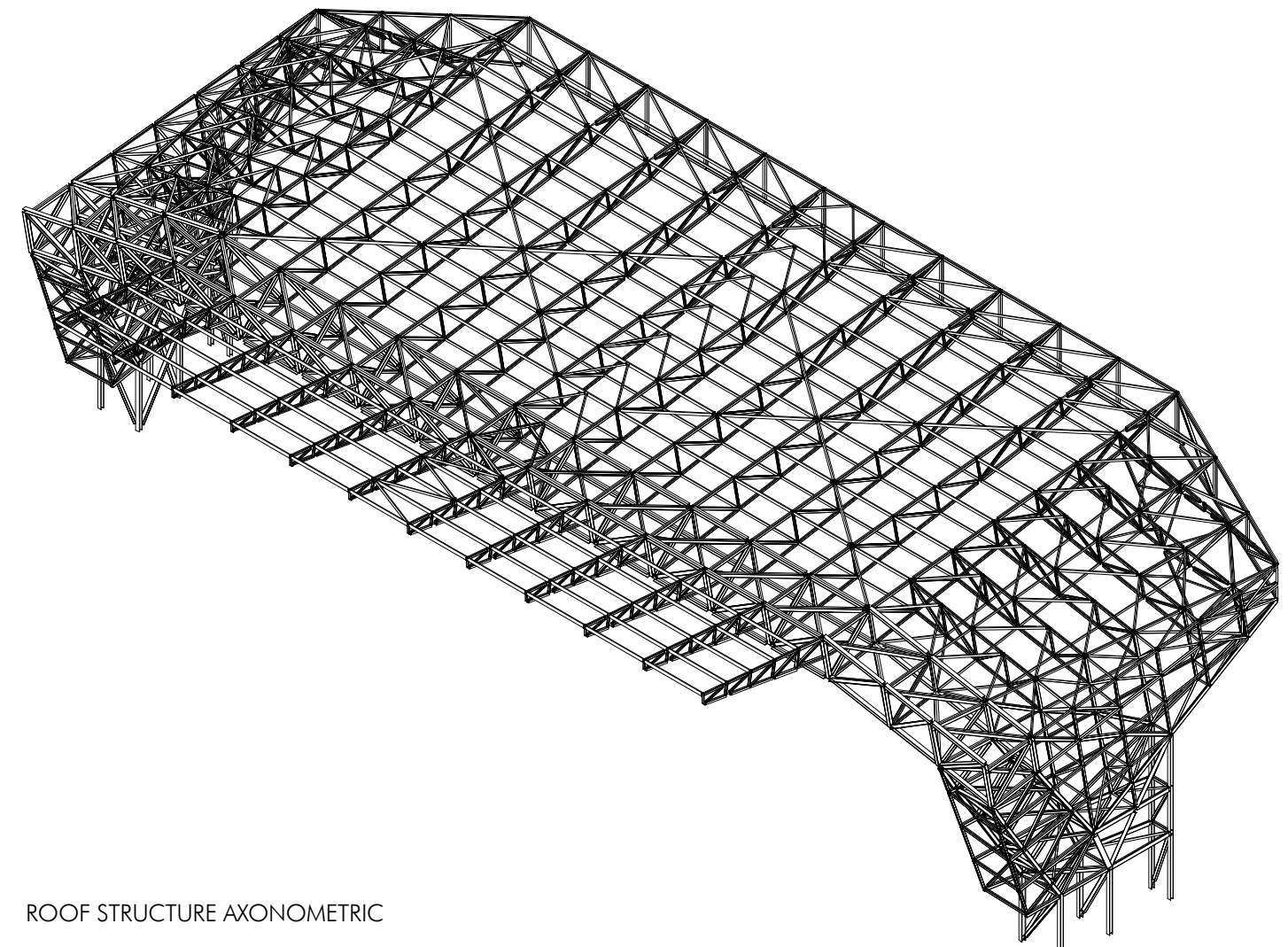


## Roof Structure and Cladding

The roof concept would be an encapsulated steel portal frame with folded end sections, providing a simple uncluttered capping to the extended stand, thereby maintaining the primacy of the Main Stand design. The top surfaces, gables and soffit would be clad in grey profiled metal cladding, and the gables would incorporate clear polycarbonate cladding elements.

The roof front section would be clad in clear polycarbonate sheet cladding on galvanised box purlins set on painted steel tapered box section rafters. The inner upstand connection to the main roof body would incorporate openings for pitch lighting and roof void ventilation louvres.

All rainwater drainage would be concealed within the encapsulated void. A photo-voltaic panel array would sit adjacent to and parallel with the main roof front gutter, and access from the void onto the roof top surface would be via two access hatches. The soffit would include inset sections for further pitch lighting and PA/VA winch points.



ROOF STRUCTURE AXONOMETRIC

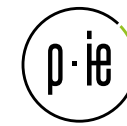


MAIN STAND ELEVATION



MAIN STAND ROOF





## 6.0 VEHICLE ACCESS AND PARKING

### 6.1 Travel to Anfield

Anfield Stadium is well served by regular scheduled public bus services which pass close to the stadium. Anfield is also within walking distance of 3 rail stations (Sandhills, Kirkdale and Bank Hall), which provide quick and easy access to Liverpool City Centre as well as other destinations across the wider City Region.

On match days, scheduled bus services are supplemented by special match day bus services which provide direct connections between the City Centre and Anfield Stadium, as well as Sandhills Station in the pre and post-match periods. The area is also conducive to walking and cycling, with continuous footways provided adjacent to highways and the National Cycle Route 810 which connects the City Centre to Stanley Park and continues north to Ainsdale. Cycle stands are provided at the stadium on both match and non-match days.

On match days, a series of road closures are activated to protect supporter safety, which restrict the movement of vehicles within the area. These closures predominantly affect Anfield Road and Walton Breck Road as well as Priory Road for post-match only. Several smaller residential streets are also closed to prevent movements within them. Roads are closed between 2 - 4 hours pre match, after which they are re-opened after kick off, and then closed again just before final whistle. The exception to this is the section of Anfield Road between the automated bollards – this remains closed for the duration of the pre and post-match period and will continue to do so post expansion.

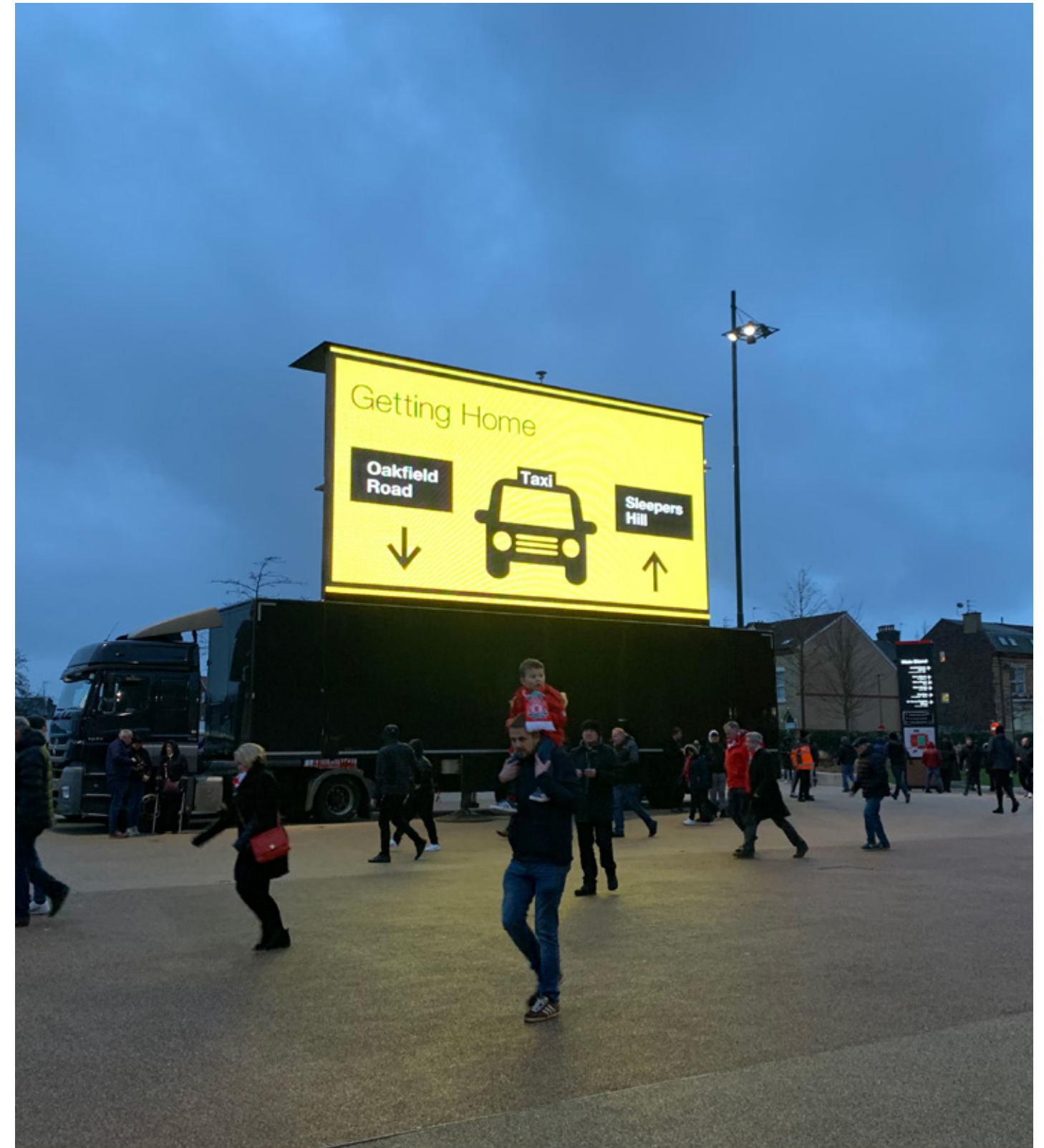
As part of the Main Stand expansion, several measures to encourage sustainable travel were implemented as part of the Match Day Transport Strategy (MDTS) to manage supporter travel options; these included pedestrian wayfinding and match day special bus services.

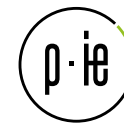
LFC has undertaken a series of travel surveys with home supporters in 2013, 2015, 2018 and 2019 to understand how they travel to Anfield on match days and to monitor changes over time. The surveys show that there has been a steady decline in private car use over the years, coupled with an increase in public transport which can, in part, be attributed to the success of the MDTS.

In 2019, private car (either as a driver or passenger) accounted for around 40% of trips, compared to a high of 64% in 2013. By contrast, bus travel (including both regular as well as match day services) has risen from 8% in 2013 to 19% in 2019. Taxi use has also increased from around 18% in 2013 to 30% in 2019. There have also been small increases over time for walking and cycling.

The following charts show the 2019 mode splits for both a weekday and a weekend.

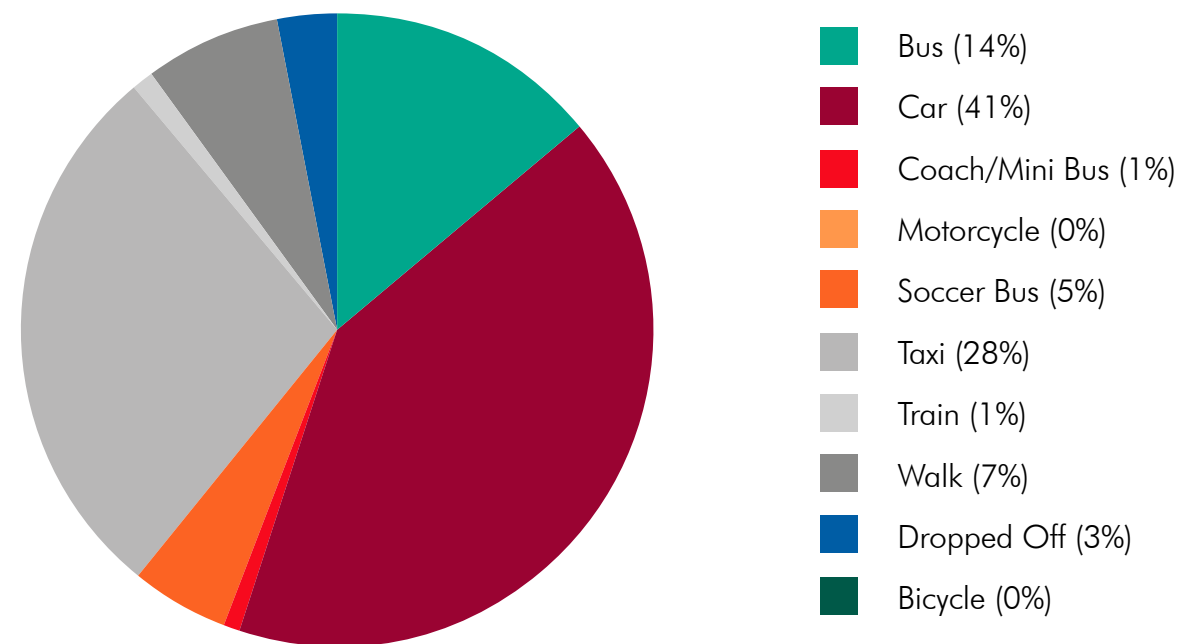
The information from the latest 2019 surveys has been used to shape the updated Transport Strategy which sets out how match day transport options will continue to be promoted on match days to accommodate the proposed additional capacity as part of the Anfield Road Stand development.





2019 SUPPORTER TRAVEL SURVEY WEEKDAY MATCH MODE SPLIT

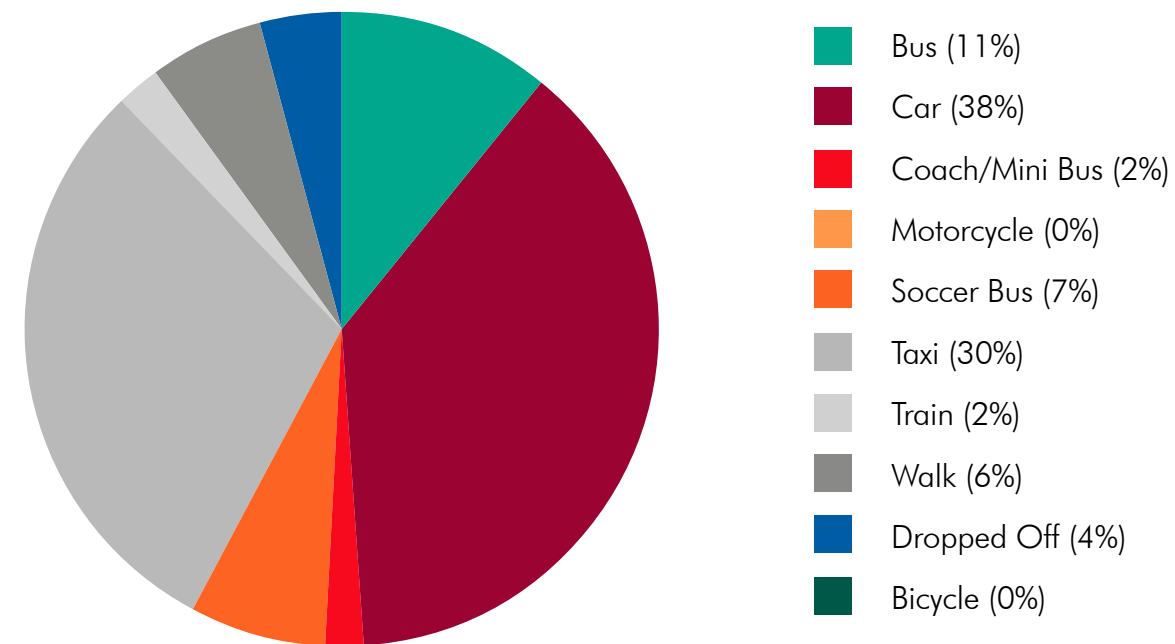
Weekday



Source: LFC Travel Surveys, 2019

2019 SUPPORTER TRAVEL SURVEY WEEKEND MATCH MODE SPLIT

Weekend



Source: LFC Travel Surveys, 2019





6.2 Parking

The surrounding residential streets at Anfield are part of a Football Match Parking Zone (FMPZ), vehicles parking within the zone are required to display a valid parking permit. The zone is operated and enforced by Liverpool City Council and deters supporters from parking in residential streets around the stadium on match and event days. The FMPZ has recently been extended to operate 10.00 – midnight between 1 August and 30 June annually.

LFC manage several off-street parking sites, within the curtilage of the Sir Kenny Dalglish Stand and the Anfield Road car park. These have 109 and 125 spaces respectively. The Anfield Road parking spaces will be lost as part of the expansion of the Anfield Road stand, however the disabled spaces (no.25) will be relocated to the adjacent Stanley Park car park. In addition, further disabled spaces will be provided at the southern end of Stanley Park car park (with a corresponding reduction in non-disabled spaces) to ensure a minimum of 6% of match day spaces (across the LFC controlled car parks) are allocated for disabled use.

Stanley Park car park is owned by Liverpool City Council but operated by LFC on match days and restricted to permit holders only. On non-match days, Stanley Park car park is open to the public. There is also a second match-day only car park operated by LFC at Utting Avenue, on the corner of Priory Road, which is also reserved for permit holders only on match days.

No new car parks are proposed as part of the expansion plans. The following table summarises the official off-street parking for Anfield Stadium.

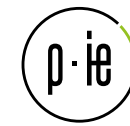
OFFICIAL LFC OFF-STREET PARKING CAPACITY

Car Park	Currently		Post expansion		Comment
	Non-disabled	Disabled	Non-disabled	Disabled	
Anfield Road	100	25	0	0	To be closed due to expansion
Sir Kenny Dalglish	107	2	90	2	Not operational on match and event days.
Stanley Park	1073	46	982	101	LFC managed on match days only, reserved for permit holders. Open to the public on non-match days. LCC owned.
Utting Avenue	515	0	515	0	Only operational on match and event days. Permit holders only.
Total	1795	73	1587	103	

Source: LFC, 2019

In addition to the above sites, private off-street car parks operate in the wider surrounding area, particularly on match days, offering ad hoc arrangements for supporters to park their vehicles for a charge.





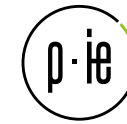
### 6.3 Transport Strategy

A Match Day Transport Strategy was produced to support the Main Stand Expansion. The strategy is a dynamic document which is constantly under review to respond to the growing match day demands placed upon the transport network. It has been updated to reflect how match day travel demand will be managed to accommodate the proposed additional capacity at the stadium. Key elements of the strategy include:

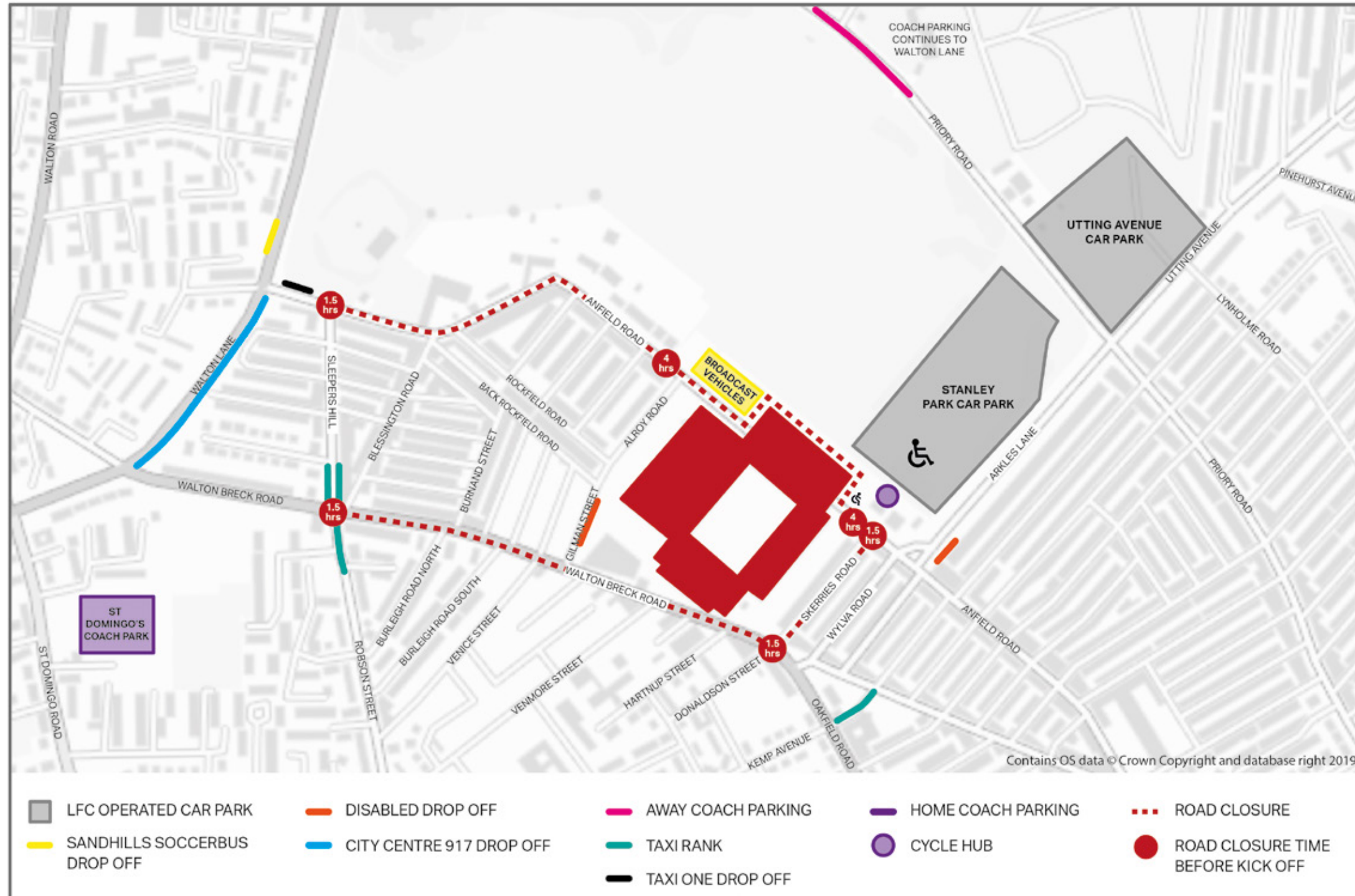
- Continued temporary road closures on match days, to include enhanced restrictions on Walton Breck Road for the exclusion of buses and taxis.
- Relocation of dedicated match day bus services drop off and pick up points from Walton Breck Road to Walton Lane.
- Continued diversion of regular scheduled bus services to avoid road closure areas and maintain the efficient operation of existing services. Increasing capacity on these services by use of double decked vehicles where possible.
- Relocation of home supporters' coaches to St Domingo's car park, (or an alternative off-road location if this is unavailable).
- Relocation of away supporters' coaches from Arkles Lane to Priory Road
- Trialling of additional taxi ranks on Robson Street
- Review of existing directional signage, particularly for walking routes to public transport facilities, and provision of additional signage where necessary
- Review of LFC access pass system and its wider roll out to include businesses and local residents enabling smoother and safer operation of road closure points.
- Marketing and promotion of the Match Day Transport Strategy to raise awareness of travel options
- Update of the Staff Travel Plan to continue to manage and support staff travel on both match days and non-match days.
- Continuation of the Transport Working Group as a forum for reviewing transport / travel and parking issues on both match and event days, identifying solutions for implementation.



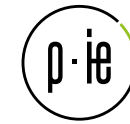




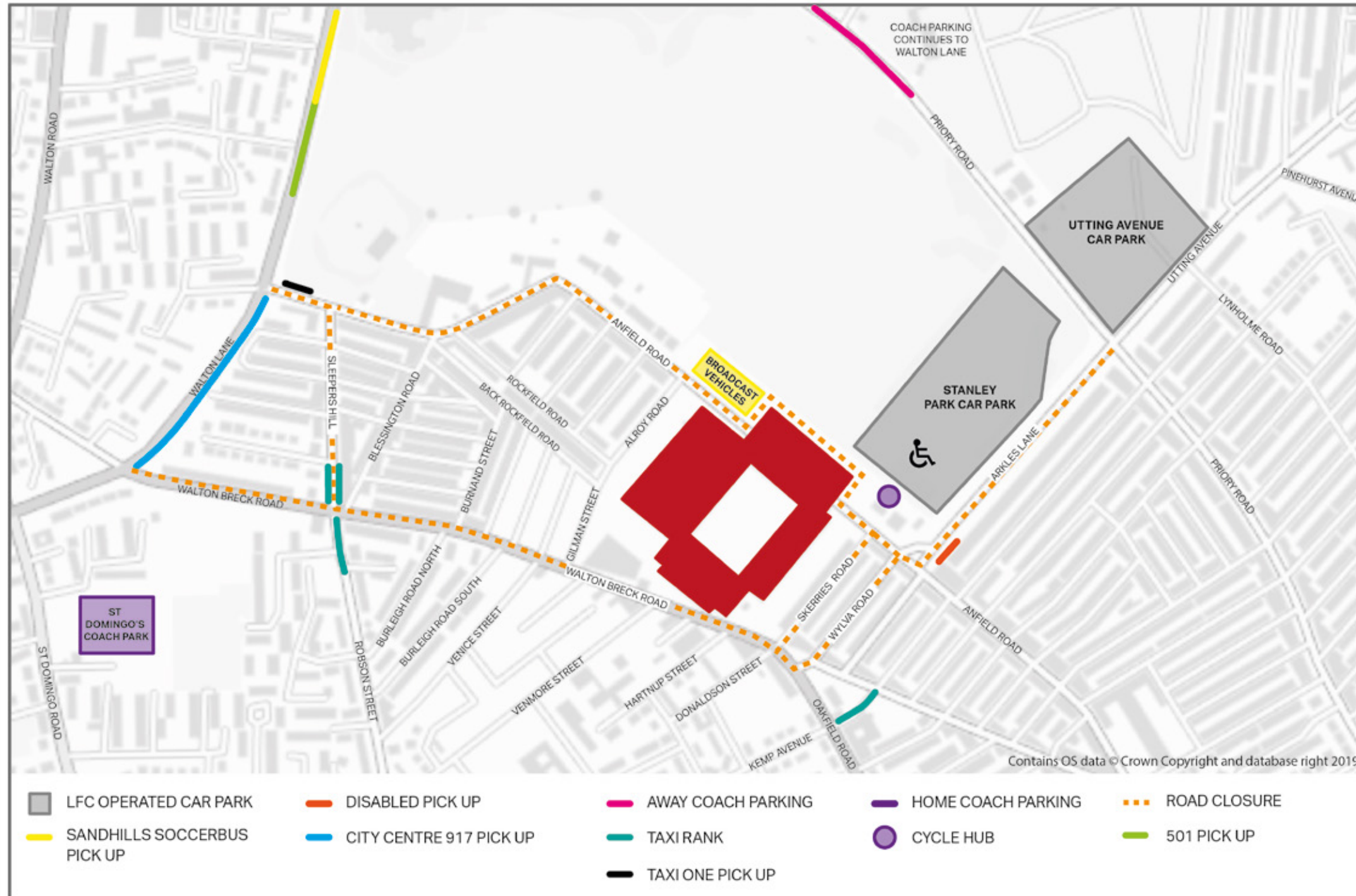
## ANFIELD ROAD EXPANSION - PROPOSED MATCH TRANSPORT PLAN (PRE-MATCH)







## ANFIELD ROAD EXPANSION - PROPOSED MATCH TRANSPORT PLAN (POST-MATCH)







## 6.4 Events Strategy

On event days, access options generally mirror those of match days, with the regular public transport services running, supplemented by taxis, private car and in most cases event-only bus services.

For the temporary events permissions, an Event Traffic Management Strategy (ETMS) was created, which largely reflects the Match Day Transport Strategy. The ETMS sets out the approach for managing access, traffic and movement for concerts and major events at Anfield Stadium.

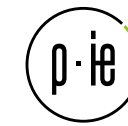
Bespoke, tailored Event Traffic Management Plans (ETMPs) are then produced specifically for each event, to reflect that access requirements may vary between each individual event. For each of the three concerts held in 2019, an ETMP was prepared in accordance with the approved ETMS and detailed how travel to and from the stadium would be managed and supported according to the timing and audience profile of each event. This approach will continue to be applied to ensure future events held at Anfield are carefully planned and managed from a transport perspective.

## 6.5 Anfield Road

The proposed stand footprint extends over Anfield Road. Following feedback from public consultation events, the road will be re-aligned to follow the perimeter of the new structure. It will become a private road managed and maintained by the Club and made available for all users other than restrictions to vehicular access on match / event days as currently occurs. The current alignment of the road between the existing automated bollards will be permanently stopped up via a S247 Road Closure Order.

In order to operate the Stadium safely on match and event days, Anfield Road will still require temporary road closures, as is currently the case. There is also a requirement to temporarily close Anfield Road during the construction period. During this time, pedestrian and cyclist connectivity will be maintained via Dahlia Walk, but vehicles will be required to divert via the surrounding residential streets until construction is complete and the new private road is opened.

Preparatory work to clear the site was undertaken as part of the Main Stand development, however there are existing utilities within Anfield Road which will require diverting.



## 7.0 INCLUSIVE ACCESS

The proposals reflect LFC's continued positive approach to inclusive design within the context of the constraints imposed by the existing stadium and the Club's ongoing commitment to consultation with its supporter groups.

They incorporate significant improvements in accessible facilities particularly wheelchair user viewing positions and amenity seating, and respond to the following design legislation and guidance:

- Guide to Safety at Sports Grounds 6th Edition: 2018 (The Green Guide)
- SGSA Guide No.1 "Accessible Stadia": 2006
- SGSA ASG Supplementary Guidance: 2015
- BS8300:2018 "Design of Buildings and Their Approaches to Meet the Needs of Disabled People"
- Building Regulations Approved Document M: 2015

### 7.1 Access around the Stadium

All spectators would approach the expanded stands via a public realm external concourse with hard surfacing designed and laid to falls ensuring full accessibility for wheelchair users and the mobility impaired. External way finding signage (extended into the stands) would be adopted throughout for clarity of access and venue usage.

### 7.2 External and Internal Access

Access for home and visiting general admission GA spectators in the existing lower tier would be via automatic turnstiles with proximity reader activation in the Level 0 façade, and internal routes through to the respective lower concourse areas.

Access for home and visiting general admission GA spectators in the proposed upper tier would also be via automatic turnstiles in the Level 0 façade, linked to vertical stair cores designed to GG6 / ADM standard, connecting to the middle concourse on Level 1 (visiting only) and upper concourse on Level 2.

Independent inclusive access for home and visiting GA wheelchair users and mobility impaired spectators would be via dedicated entrances in the Level 0 facade (adjacent to the turnstiles) linked to lifts serving the concourse areas and wheelchair viewing tribunles and concourses on Level 1 and the concourse on Level 2.

Independent inclusive access for hospitality members would be via a central hospitality entrance with access up to Level 1 via an internal stair, lift and escalator.

LFC match day staff access would be in the NW corner at Level. Access into the accreditation area would be via steps and a small platform lift. Access to the NW mezzanine staff changing facilities and offices would be via a stair and the same platform lift.





### 7.3 Wheelchair User Viewing Positions

The Accessible Stadia Guide should be used to determine the number of GA wheelchair positions based on GA capacity, with additional hospitality positions identified at an appropriate rate to meet anticipated demand. This has been confirmed in an exchange of emails with SGSA (see Appendix 2). In this case the GA capacity of the expanded stadium would be 52,500.

#### Existing Stadium

The existing 53,862 capacity stadium includes up to 239 GA wheelchair positions and 12 dedicated hospitality positions plus convertible positions, distributed as follows:

##### Main Stand

- 87 GA positions (including 26 pitch side)
- 10 hospitality positions
- Further positions could be provided to boxes as required by removing seats

##### Sir Kenny Dalglish Stand

- 40 GA elevated positions
- 2 hospitality positions

##### The Kop

- 52 GA pitch side positions

##### Anfield Road Stand

- 36 home GA pitch side positions
- 12-24 visiting GA pitch side positions, depending on demand

LFC provided additional positions to the Kop and Sir Kenny Dalglish Stands in the 2017 close season in order to achieve compliance with the numbers then required under the Accessible Stadia Guide (ASG) and based on the now superseded view that the GA provision should be calculated on the total stadium capacity.

The pitch side positions to The Kop, Anfield Road Stand, and Main Stand tribunes are not fully compliant with ASG as companions sit behind the wheelchair users rather than adjacent. This results in 50% of GA positions being pitch side rather than the recommended maximum 25%.

#### SGSA Specific Guidance

The guidance on position numbers in ASG is ambiguous by SGSA's own admission, and further specific guidance was therefore sought from SGSA in November 2019.

This effectively established that LFC over-provided on the number of wheelchair provisions in 2017, and that 224 GA wheelchair positions based on the 47,000 GA capacity in the stadium would have met the minimum requirement (with 10% of those positions made available for visiting fans under Premier League rules).

#### Proposed Expansion

The latest interpretation of ASG compliance for the increased 52,500 GA capacity would be a requirement for 235 positions. In the circumstances, there is no proposal to increase the total number of 239 GA positions already provided. Notwithstanding this, the proposal would include significant improvements to the wheelchair viewing provision including:

- Increasing the proportion of elevated positions
- Ensuring pitch side positions in the stadium are ASG compliant in terms of companion seats adjacent
- Providing family positions in other stands with two companion seats

The Anfield Road Stand provision would be increased from up to 60 GA positions to up to 83 GA positions (+23) and 3 hospitality positions reconfigured as follows:

- 27 home GA pitch side positions
- 32 home GA elevated positions
- 3 hospitality elevated positions
- 18 visiting GA elevated positions
- 6 visiting GA pitch side positions, depending on demand

All positions would be compliant with ASG in terms of companion seats adjacent. The 23 seat overage would be used to help offset the loss of positions in other stands when converting them to companion seat compliant.



## 7.4 Amenity and Easy Access Seating

The existing 53,862 capacity stadium includes up to 238 GA seats allocated as amenity and easy access, and a further 32 amenity and easy access seats in the Main Stand hospitality.

This level of provision meets the minimum number required for ASG compliance for the increased 52,500 GA capacity (235 positions) and so the proposal would be to maintain but not increase the existing provision.

## 7.5 Supporting Facilities

The home GA wheelchair users would have their own dedicated concourse facility on Level 1, and the visiting team wheelchair users would share the Level 1 concourse with their own fans.

Accessible unisex toilets would be provided within a 40m max travel distance from viewing positions to a ratio of one facility per 15 wheelchair users. All sanitary facilities would be designed to BS8300:2018. Baby changing facilities would be provided at Level 1 and 2 for non-match day concert usage.

Lower height counters for general admission and hospitality bars, concessions and kiosks would be provided for wheelchair users throughout, and specific positions would be provided with induction loops for the hard of hearing.

## 7.6 Normal Egress and Emergency Evacuation

Normal egress and emergency evacuation routes for general admission and hospitality areas would generally be via the same gangways, vomitories, stairs and lifts, but not escalators in the case of an emergency. Spectators in the lower tier would continue to be able to escape onto the pitch via stewarded gates.

The egress and emergency evacuation strategy would comply with Green Guide 6th Edition recommendations on spectator flow rates, exit widths and timings. Heads of stairs barriers would be provided at the approach to the staircases on Level 2 in order to slow down exiting crowd flows and control the direction of approach.

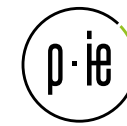
General admission concourses on Levels 0, 1 and 2 would be designed as lower risk fire sterile spaces, and therefore places of relative safety. High risk accommodation including food cook concessions, kiosks and stores would be enclosed in fire rated construction and fitted with fire rated roller shutters and doors.

Wheelchair users and amenity seating user egress and emergency evacuation would be managed and via the same routes and lifts used for access. Appropriately located and sized refuge areas would be provided adjacent lifts used for evacuation.

## 7.7 Concert Usage

LFC wish to maintain occasional concert usage in the stadium during the summer close seasons. Although the preferred arrangement is to maintain the stage at the Anfield Road end, consideration is being given to locating the stage at the Kop End in order to allowing elevated viewing from the proposed Anfield Road Stand wheelchair positions.





## 8.0 PUBLIC REALM AND EXTERNAL LANDSCAPE

### 8.1 Liverpool Football Clubs Aspirations for the Public Realm

This chapter of the Design and Access Statement describes the approach to the design, layout and function of the public realm associated with the expansion of the Anfield Road Stand.

The design of the public realm is fundamental to the safe operation of the stadium, in particular, during an emergency evacuation incident. Above all this is a public space for the people of Anfield, visiting fans and LFC staff. Whilst the stand frontage will not be active for most of the year it is incumbent on the public realm to provide interest and activity all year round, linking to the Main Stand environment, network of residential streets and the adjacent Grade II\* Stanley Park.

The primary design objective is to create a public realm that balances all of these demands and provides a match and non-match day experience that places Liverpool Football Club at the forefront of Premier League Hospitality.

Key considerations of the public realm design:

- The public realm needs to demonstrate a sensitivity to its relationship with Stanley Park and provide a high quality piece of public realm that is accessible to all.
- Following public consultation, Anfield Road should be retained and diverted around the new stand.
- The public realm needs to accommodate all necessary safety and operational issues and match day crowd flow requirements.
- Counter terrorism measures should be considered as part of the wider stadium strategy.
- New penetrations in the Stanley Park boundary could enhance match day access and egress as well as the non-match day experience.
- Accessible parking currently provided within Anfield Road car park should be re-provided and enhanced within Stanley Park.
- Outside Broadcast vehicle movements and team coaches should minimise impacts on residents.



MAIN STAND PUBLIC REALM



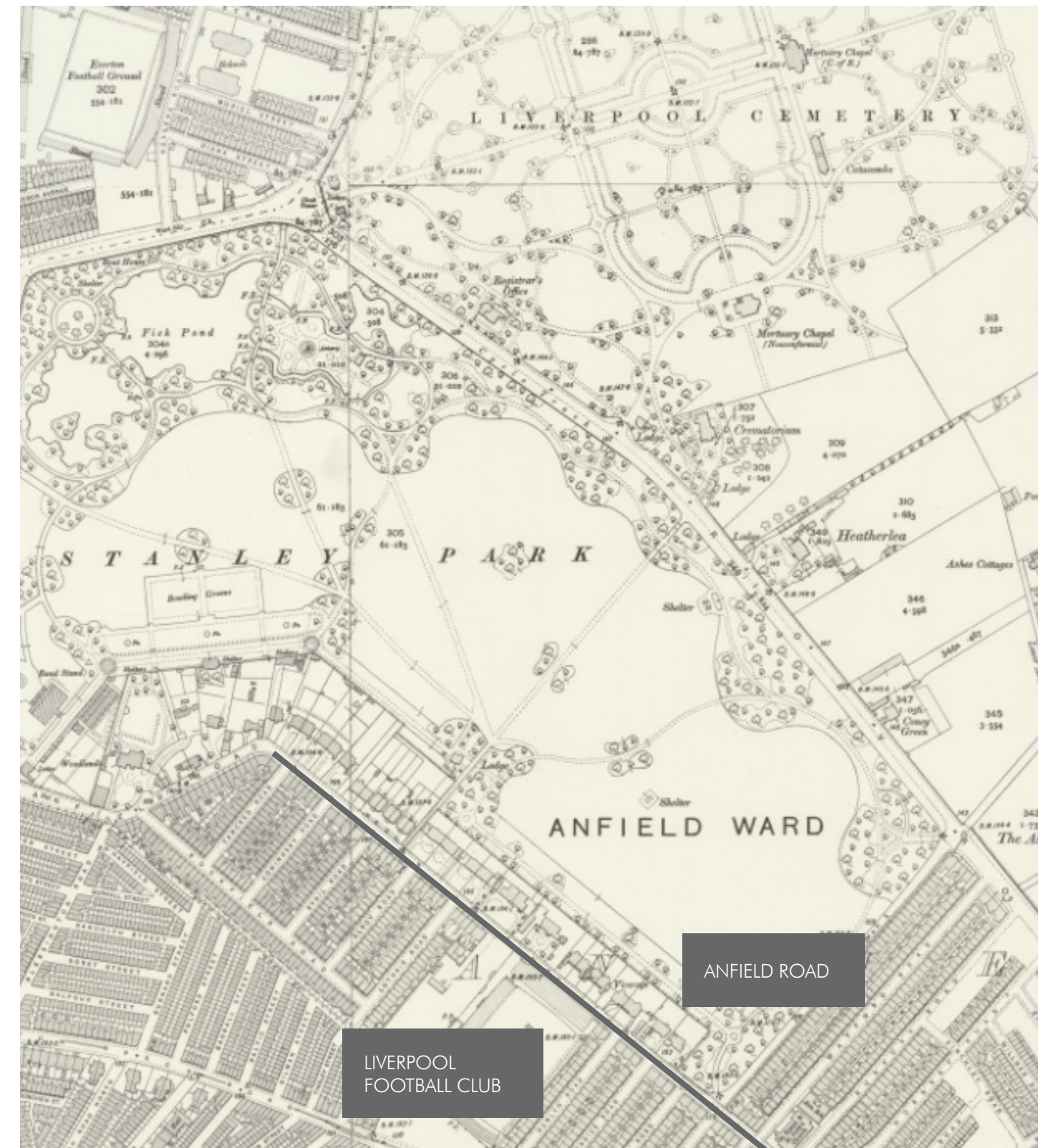


## 8.2 Anfield Road and Stanley Park Wider Heritage

This area of Anfield has a rich heritage including the adjacent Grade II\* registered Stanley Park and Anfield Cemetery both of which were designed by Edward Kemp, a leading parks and gardens designer of the mid-Victorian era. Stanley Park opened to great plaudits in 1890, 27 years after Anfield Cemetery's opening in 1863.

At its opening, Stanley Park was described by the mayor as the 'Peoples Park' due the large amount of public open space that was available for use by the general population. By 1878 this included football in the park and the development of the first formalised football teams playing within an organised league. Stanley Park has, therefore, always had a close association with football and the birthplace of football in Liverpool. Today, Stanley Park is known as being the green divide between the two main Merseyside Clubs.

In recent years Stanley Park has benefited from significant investment that enabled completion of the park-wide restoration. This culminated in works to the east of Mill Lane in 2017, including repairs to heritage walls and gateways, substantial tree planting, restoration of Dahlia Walk, re-provision of heritage routes, lighting and street furniture improvements and implementation of an active drainage system.





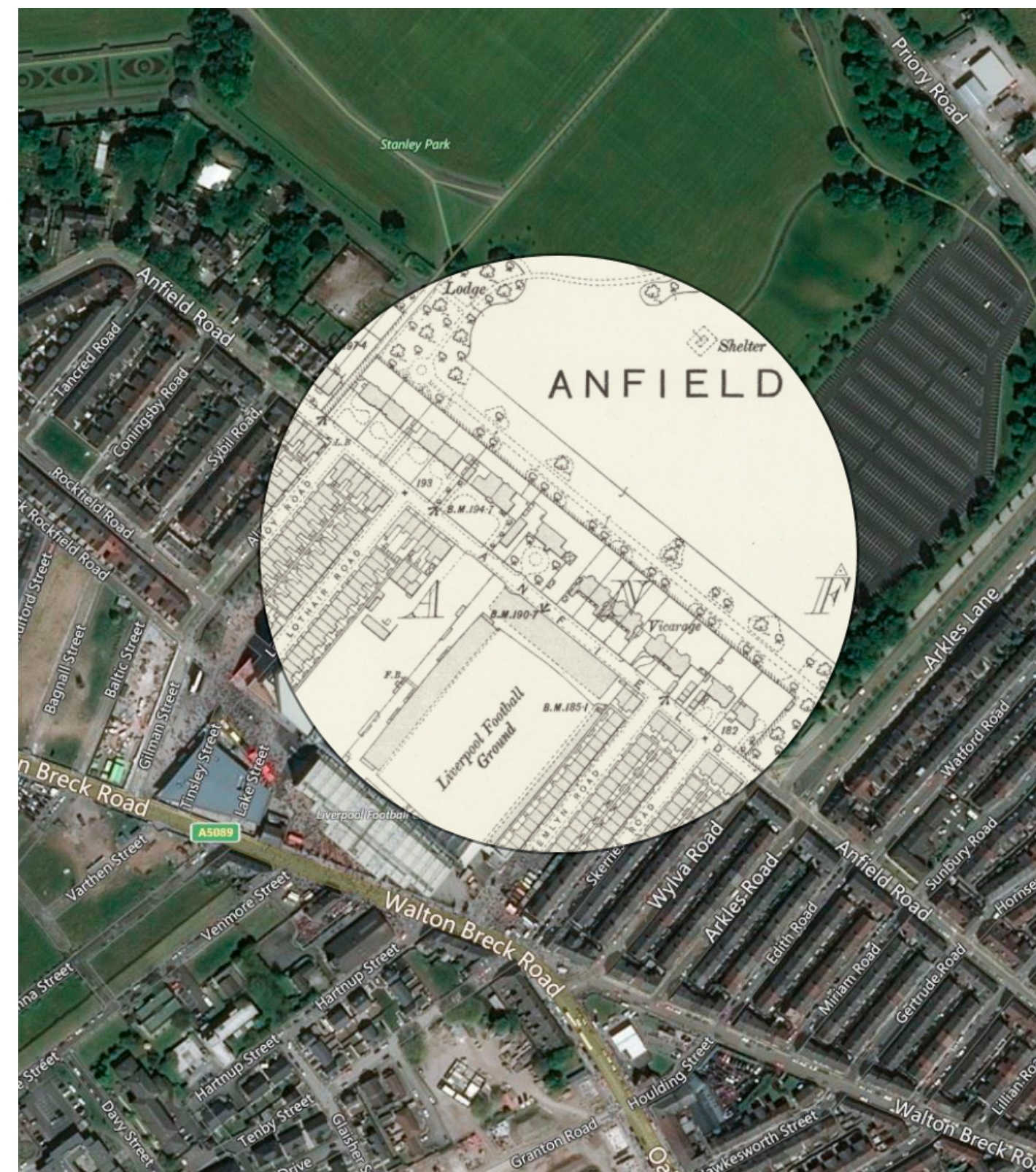


### 8.3 Anfield Road Heritage

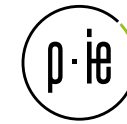
Stanley Park has always had a very close association with football, by providing green open space to facilitate recreational and formalised football as well as ‘cheek by jowl’ proximity to the adjacent football stadia. There has been a football ground on Anfield Road since 1884, with Liverpool Football Club being in residence since 1892.

The villas that lined Anfield Road, opposite the football ground, were constructed in the mid 19th Century just before the construction of Stanley Park in 1870. These villas enjoyed an elevated position, overlooking Stanley Park and the hills beyond. When designing the park, Edward Kemp maximised the higher topography so that park users could also enjoy the picturesque parkland views and wider landscape. The formal Dahlia Walk ran to the rear of the villas with many of the residences enjoying private entrances into the park and the upper formal walk.

Today, Stanley Park includes a large area of car parking. This was originally constructed in 1966 to support the World Cup and improved during the recent restoration works. This car park is now used for match day parking for LFC and Everton, including a large number of accessible bays, and for general park use. During the restoration works new park railings were installed to the Anfield Road boundary and two additional links created between the stadium and the park to aid pedestrian movement on a match day. These links remain open on a non-match day and have improved the free flow of people moving from the park to the Anfield stadium environment and vice versa.







## 8.4 Public Realm Improvements at Anfield

### Outline application 2014

The hybrid application for the Main Stand works included outline public realm proposals for an expanded Anfield Road Stand. Key elements of this application were:

- Closure of Anfield Road
- Extended concourse areas to the perimeter of the stadium
- Retained outside broadcast area



### Elements delivered with the Main Stand

Under the Main Stand works, Anfield Road provided supporting external activities to support the stadium operations, this included:

- Widening of the footpath to a combined footpath and highway width of 13.5-15m.
- Installation of a 2,000m<sup>2</sup> outside broadcast area.
- Creation of 3 new links to Stanley Park to aid pedestrian flow and provide a stronger connection to the park.
- Creation of a large car park over two levels (levels dictated by cut and fill operations) and an agreement to permit vehicular access over Dahlia Walk to gain access to the Anfield Road car park on a match day.
- Inclusion of automated PAS bollards and other counter terrorism measures to Anfield Road.
- Soft landscape works.







## 8.4 Public Realm Improvements at Anfield

### Stanley Park restoration Section 106

Under the Main Stand planning approval a Section 106 agreement ensured the completion of the park restoration works. An earlier phase of restoration (2012) had provided significant improvements to the park west of Mill Lane.

#### Key improvements included:

- Restoration of Dahlia Walk
- Re-provision of a serpentine walk across the park
- Restored heritage walls, railings and gateways
- Renewed lighting scheme
- Car park surfacing and drainage improvements
- Tree works and thinning
- Substantial new tree and shrub planting in line with the original design ethos for the Park established by Edward Kemp







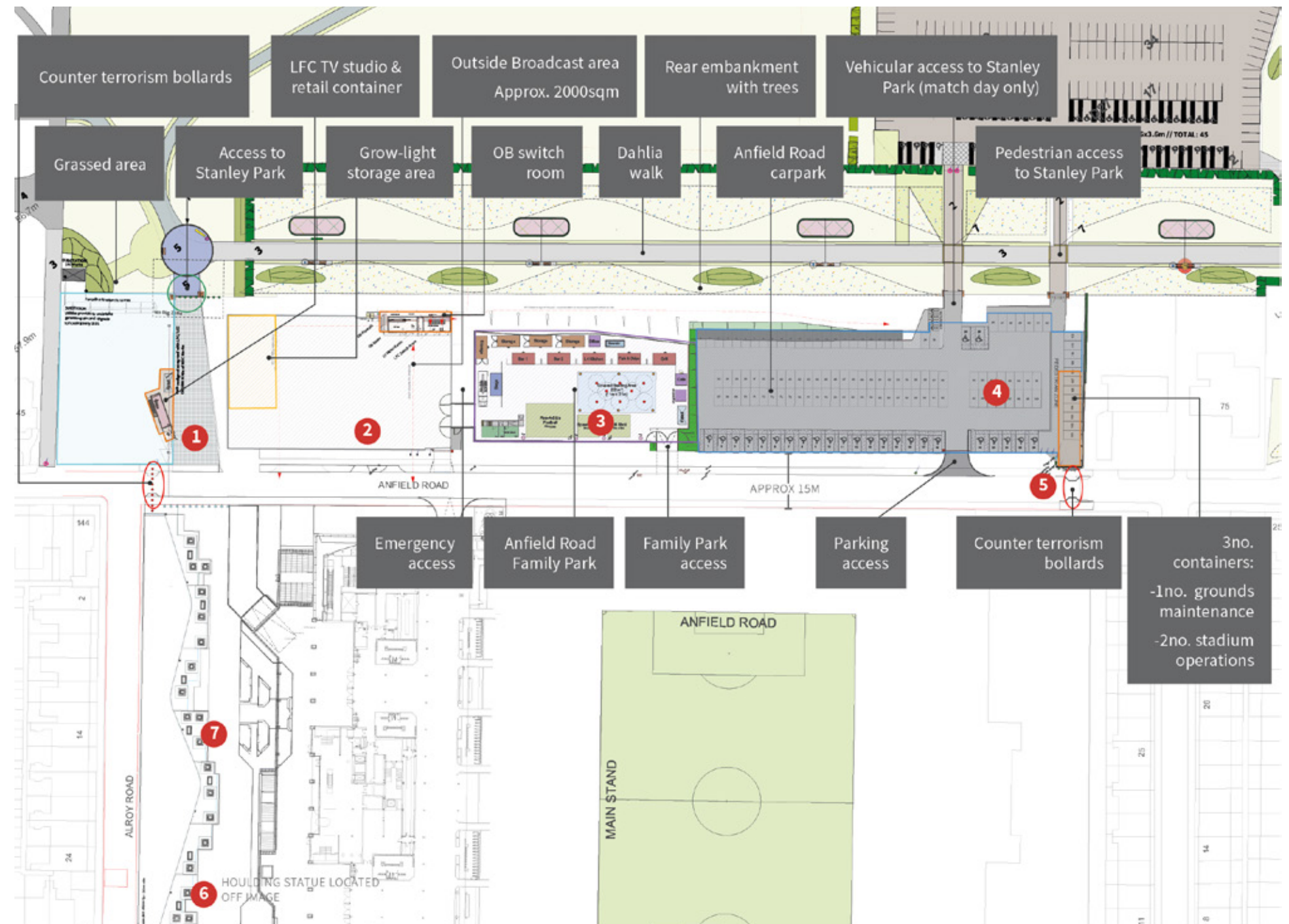
## 8.4 Public Realm Improvements at Anfield

### Anfield Road current uses

Since the completion of the Main Stand works and Section 106 improvements the uses along Anfield Road have undergone some alterations in order to improve Stadium security and provide an enhanced match day experience.

### Key improvements include:

- Implementation of LFC TV studio and retail units adjacent to the main access route to the park.
- Fencing and new gateways added to the OB area.
- Installation of the Family Park within the lower parking area.
- Reconfiguration of the upper Anfield Road car park and minor repairs to the boundary wall.
- Installation of hostile vehicle measures to the Stanley Park entrances.
- Installation of temporary bunds and boulders to reinforce the secure line.
- Containers added to Anfield Road car park for grounds maintenance and stadium operations







LFC TV AND RETAIL UNIT



OUTSIDE BROADCAST AREA WITH GROW LIGHT STORAGE



FAMILY PARK



ANFIELD ROAD CAR PARK AND STORAGE CONTAINERS  
TO 73 ANFIELD ROAD BOUNDARY WALL



AUTOMATED HVM BOLLARDS CONTROL BOX

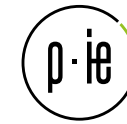


JOHN HOULDING STATUE  
(PUBLIC ART RECENTLY INSTALLED)



FAN PERSONALISATION PROJECT  
(WITHIN MAIN STAND CONCOURSE)

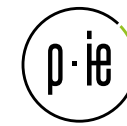




## 8.5 Existing Anfield Stadium Masterplan





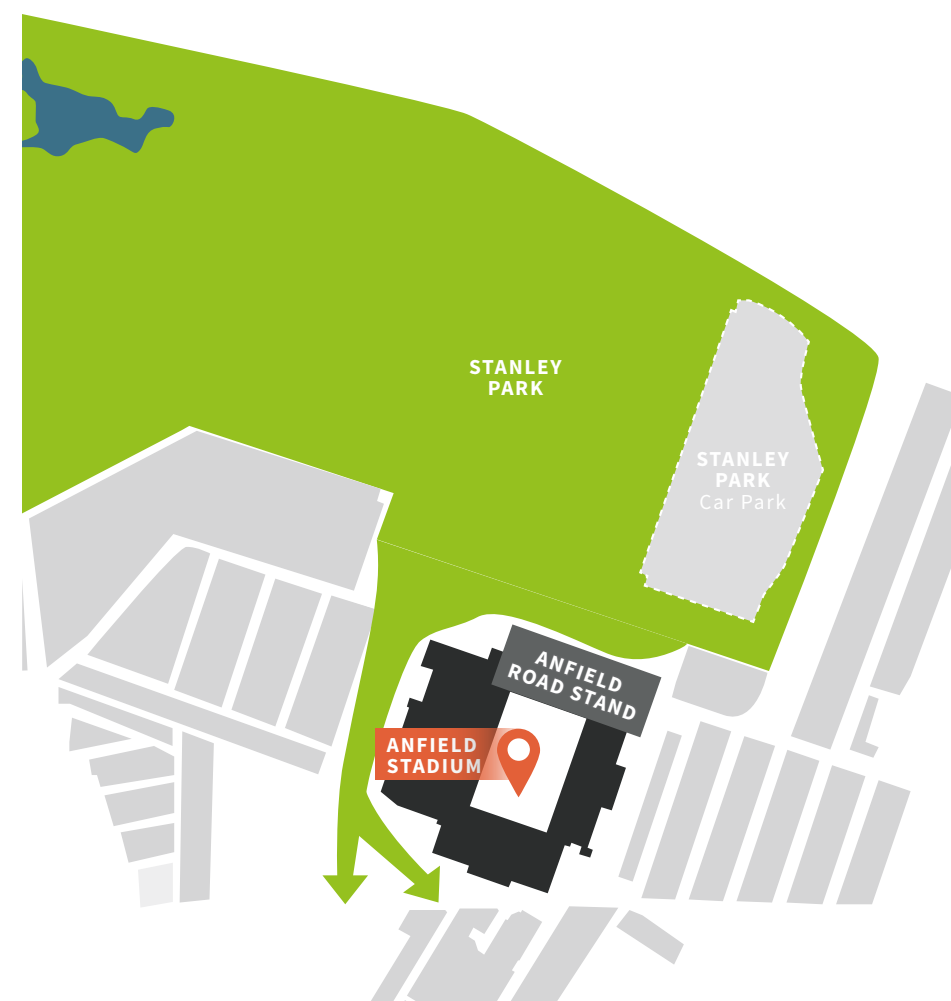


## 8.6 Design Principles

In developing the proposals for the Main Stand expansion a series of public realm design drivers were established. These provided high level design principles relating to the Stadium's position and relationship with the adjacent Grade II\* listed Stanley Park.

It could be argued that the expansion of the Anfield Road Stand has a more prominent and direct association with the park than the Main Stand and, as such, these principles remain equally valid.

### Extending the park in the neighbourhood



### The stadium on the park - the 'Welcome Mat'



### Reinterpreting and reconnecting historic routes



Maximising the match day and non-match day experience



As sequence of views



Respecting the urban grain







## 8.7 Development of the Public Realm

### A Balancing Act

The public realm proposals represent a fine balance between match day use, non-match day use, proximity to the historic park and status of Anfield Road. The resulting design aims to meet the needs of stadium operations whilst creating a piece of high quality public realm that respects its position on the park and meets the needs of all users.

### Match day versus non-match day requirements

#### Match day considerations:

- Unimpeded and safe movement of fans around the stand (removal of trips, falls and impact risks).
- Safe exit strategy from the stand - including emergency evacuation.
- Ability to move fans into Stanley Park to alleviate crowd pressures, improve crowd dispersal and achieve greater permeability.
- Ability to deploy crowd control measures such as fan segregation and queuing rails especially for high security games.
- Whole of the public realm to become a pedestrian priority area - closed to vehicular traffic from 4 hours before kick-off.
- Inclusion of appropriate counter terrorism measures including hostile vehicle mitigation.

#### Non-match day considerations:

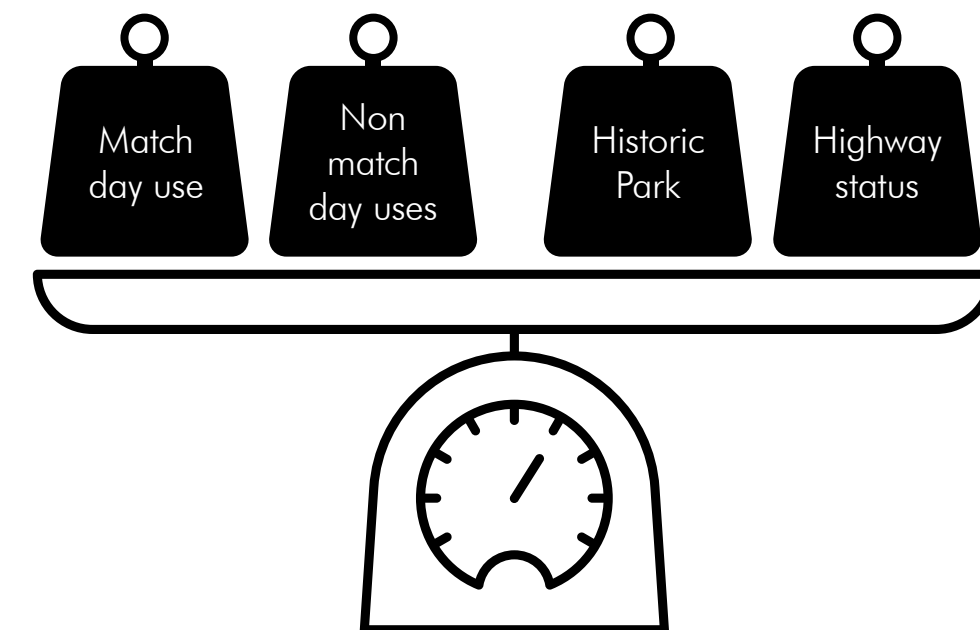
- Segregation of vehicular and pedestrian movement.
- Re-balancing of the street - reduced vehicular dominance through a variety of control and design measures.
- Ability for pedestrians to enjoy a high quality piece of public realm and improved access to Stanley Park.
- In consultation with accessibility groups, create an inclusive and safe environment for all users.
- Maintain access for stadium operations.
- Discourage vehicular use.

### Modern development versus historic park considerations:

- Establish an appropriate relationship with Stanley Park.
- Creation of a high quality piece of public realm reflective of its position on the park.
- Ensure that the stadium proposals are not detrimental to the status of the park.
- Continuation of the design aesthetic already established under the Main Stand works.
- Minimise the impact on the boundary trees, whilst enabling sufficient crowd movement, and provide sufficient mitigation for any loss.

### Adopted versus unadopted highway:

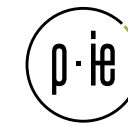
- Taking the re-routed Anfield Road into LFC ownership enables increased flexibility in terms of both design and materiality.





PROPOSED STADIUM MASTERPLAN WITH WIDER CONTEXT





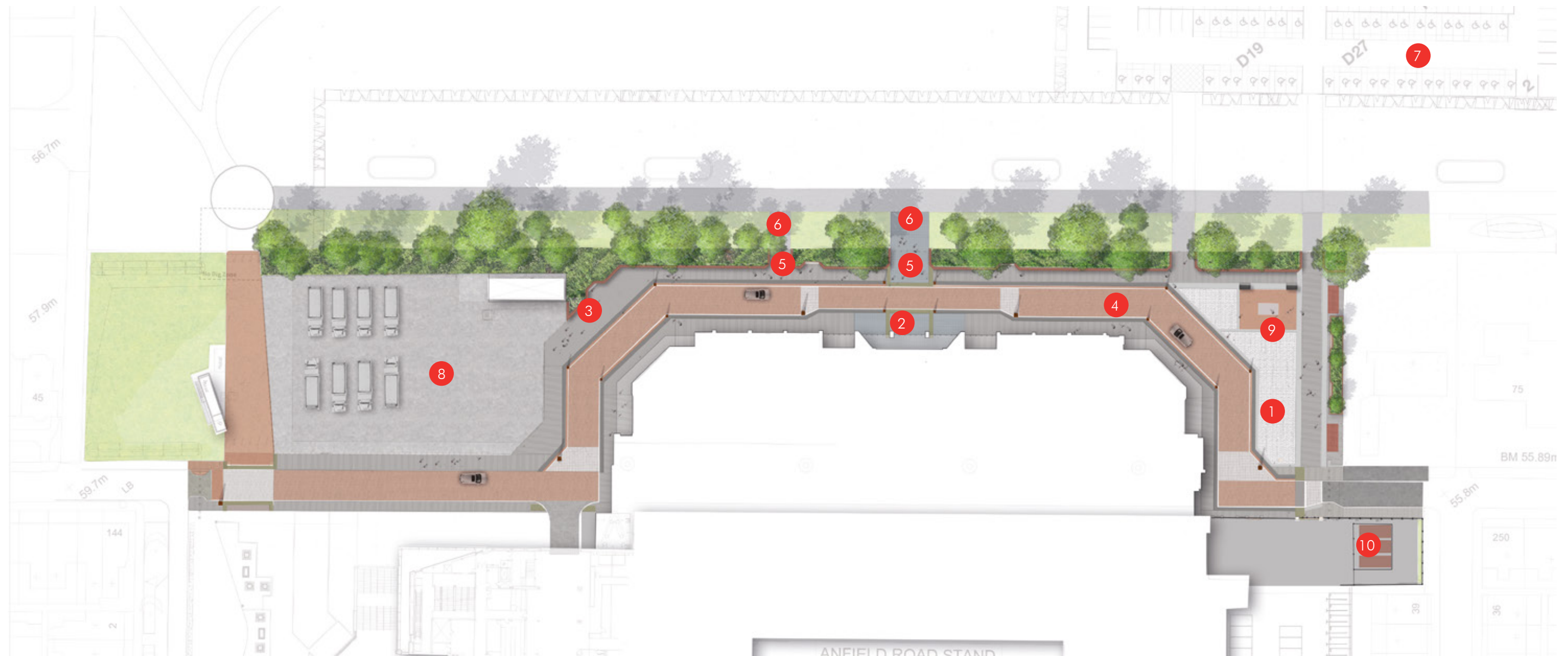
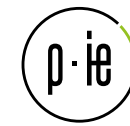
## 8.8 Proposed Stadium Masterplan

Following feedback received through the consultation process that design of the public realm has evolved to include the following key elements:

- Re-routing of Anfield Road around the extended stand and its integration within the public realm as a flush kerb solution whilst maintaining segregation of users on a non-match day.
- Inclusion of pedestrian safety and speed reducing measures to establish a pedestrian priority scheme.
- Creation of a match day perimeter concourse facilitating necessary crowd movement and emergency evacuation.
- Creation of new access points through the boundary with Stanley Park to aid crowd movement.
- Continuation of the existing aesthetics established by the Main Stand works (96 Avenue).
- Reconfiguration of the outside broadcast area.
- Implementation of semi mature trees and ground cover planting.
- Creation of a new waste storage area to enhance wider stadium operations.
- Inclusion of street furniture, signage and wayfinding elements.







# Key

1. Anfield Square
2. Arrival plaza from Stanley Park
3. Design considers crowd flow, existing buildings and OB area
4. Vehicular access permitted around the new stadium.
5. Counter terrorism measures to be included to Anfield Road and Stanley Park boundaries
6. New penetrations in the Stanley Park boundary enables access and egress including in an emergency evacuation situation
7. Accessible parking currently provided within Anfield Road car park re-provided and expanded in Stanley Park.
8. Additional access point added to reconfigured outside broadcast area.
9. Anfield Plaza to include seating opportunities and potential for fan personalisation.
10. Relocated waste storage area.





NON-MATCH DAY VISUAL

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MATCH DAY VISUAL

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