

4. The Proposed Scheme

Introduction

- 4.1 This chapter provides a description of the Proposed Scheme, including a description of how the Proposed Scheme would be constructed and its timescales. This description, together with the supporting spatial plans within the ES form the basis of the technical assessments presented in **Chapters 6 – 12**.
- 4.2 A description of works during both construction and operation are discussed further below.
- 4.3 The Proposed Development is supported by the plans (**Appendix 4.1**) set out in **Table 4.1**.

Table 4.1: Proposed Scheme Plans

Ref	Drawing	Rev
Proposed Plans		
19870-KSS-AB-ZZ-DR-A-9101-S2-P2	Seating Plan	P2
19870-KSS-AR-00-DR-A-9101-S2-P7	Level 00 Proposed Plan	P7
19870-KSS-AR-01-DR-A-9101-S2-P6	Level 01 Proposed Plan	P6
19870-KSS-AR-02-DR-A-9101-S2-P6	Level 02 Proposed Plan	P6
19870-KSS-AR-M0-DR-A-9101-S2-P7	Level 00 Mezzanine Proposed Plan	P7
19870-KSS-AR-R1-DR-A-9101-S2-P6	Level R1 Proposed Roof and Plant Plan	P6
19870-KSS-AR-R2-DR-A-9101-S2-P6	Proposed Roof Plan	P6
Proposed Elevations and Sections		
19870-KSS-AR-ZZ-DR-A-9301-S2-P5	Proposed North East Elevation	P5
19870-KSS-AR-ZZ-DR-A-9302-S2-P4	Proposed North West Elevation	P4
19870-KSS-AR-ZZ-DR-A-9303-S2-P2	Proposed South East Elevation	P2
19870-KSS-AR-ZZ-DR-A-9306-S2-P2	Existing North East Elevation	P2
19870-KSS-AR-ZZ-DR-A-9307-S2-P2	Existing North West Elevation	P2
19870-KSS-AR-ZZ-DR-A-9308-S2-P2	Existing South East Elevation	P2
19870-KSS-AR-ZZ-DR-A-9320-S2-P2	Detailed Elevation 1 - Hospitality Entrance	P2
19870-KSS-AR-ZZ-DR-A-9321-S2-P2	Detailed Elevation 2 - North East Elevation	P2
19870-KSS-AR-ZZ-DR-A-9322-S2-P2	Detailed Elevation 3 - East Elevation	P2
19870-KSS-AR-ZZ-DR-A-9201-S2-P6	Proposed Section A	P6
19870-KSS-AR-ZZ-DR-A-9202-S2-P5	Proposed Section B	P5

Ref	Drawing	Rev
19870-KSS-AR-ZZ-DR-A-9203-S2-P4	Proposed Long Section C	P4
Landscaping and Public Realm		
ARS-PLA-XX-XX-DR-L-0003	Tree retention and removal plan	-
ARS-PLA-XX-XX-DR-L-0012	Public realm general arrangement	-
ARS-PLA-XX-XX-DR-L-0013	Public realm hardworks plan	-
ARS-PLA-XX-XX-DR-L-0015	Relocation of waste storage area	-
ARS-PLA-XX-XX-DR-L-0017	Public realm furniture plan	-
ARS-PLA-XX-XX-DR-L-0018	Tree protection works	-
ARS-PLA-XX-XX-DR-L-2000	Softworks general arrangement	-
ARS-PLA-XX-XX-DR-L-2002	Proposed Tree Plan	-
ARS-PLA-XX-XX-DR-L-8002	Existing Car Parking Summary	-
ARS-PLA-XX-XX-DR-L-8003	Proposed Car Parking Summary	-

- 4.4 The Site is shown on **Figure 1.1**. This includes the planning application boundary (shown in red) and, for clarity, the area which will be subject to physical works during construction of the Anfield Road Stand (shown in green). The green area includes temporary compound areas which do not require planning permission but which are subject to assessment.
- 4.5 No physical works would occur outside the Construction Area (as shown on **Figure 1.1**), with the exception of the assembly/disassembly of temporary stages on the pitch, within the Stadium envelope. Where effects associated with events are assessed, this has been clearly stated within **Chapters 6 – 12**.

Site Preparation and Construction Overview

- 4.6 The overall strategy is to construct the new Anfield Road Stand to the rear of the existing stand to allow it to remain fully functional throughout the majority of the works, in particular during the football season. The more disruptive works affecting the operation of the Stadium will be carried out during the close season (early-May to early-August).
- 4.7 The construction site itself will primarily occupy the existing match day parking and fan zone area adjacent to the north of Anfield Road within the Site. During the close season the existing Outside Broadcast (OB) area will be utilised as a lay down area. These areas are located to the north of Anfield Road and south of Stanley Park.
- 4.8 During match days an Access Zone sufficient for the safe operation of the Stadium will be provided between the construction site and Anfield Road Stand, in the approximate alignment of Anfield Road to allow match-goers to access the stadium.

Construction Compound

- 4.9 During construction, a compound will be provided for use by contractors. This will include site offices and welfare facilities and be located within Stanley Park. The preferred location is shown on **Figure 1.1**, pending agreement with LCC. Following completion, this area will be restored to current conditions, or improved. Should vegetation loss occur, this will be replaced.

Working Hours

- 4.10 The permitted hours of work¹ for activities which would be audible at the Site boundary are:
- Monday-Friday 8.00am-6.00pm;
 - Saturday 8.00am-1.00pm; and
 - No working on Sundays or Bank Holidays (except with the agreement of LCC Environmental Protection Unit).
- 4.11 Any work audible at the Site boundary outside the hours stated above would be subject to agreement with the LCC Environmental Protection Unit.

Construction Programme

- 4.12 Construction timescales have not been confirmed at this time and will be influenced by a number of considerations. In order to establish a position for the purposes of assessment work within the ES, the earliest construction timescales have been used, which would be a start date of 2021. The anticipated construction period is up to two years, which would mean the earliest the Proposed Scheme could become operational is 2023
- 4.13 **Table 4.2** summarises an indicative programme of the earliest anticipated timescales for the activities that will be carried out in the close season and mid-season. Key construction activities are further explained following the table.

Table 4.2: Indicative Key Construction Activities

Activity	Programme
Foundations and substructure	Late summer/early autumn 2021 to Spring 2021
Superstructure	Spring 2021 to Spring 2022
Roof	Summer 2021 to Spring 2022 Primary elements in Close Season 1 (2022)
Works to Anfield Road Stand	Close Season 0 (2021)

¹ In accordance with Liverpool City Council *Construction hours of work Guidance note for contractors and developers*: <https://liverpool.gov.uk/media/2779/construction-site-noise-guidance.pdf> (accessed in November 2019)

	Close Season 1 (2022) and Close Season 2 (2023)
Existing Upper Tier and Roof Demolition	Close Season 2 (2023)

Demolition Works

- 4.14 The existing roof of the Anfield Road Stand will be subject to demolition, as will the steel and concrete upper tier. A lightweight crane will be required on the pitch side to assist with supporting and lowering dismantled elements. It is likely that components would be lowered by a crane onto a working platform and then cut up into smaller sections before being lowered to the ground. The small sections would then be transported out of the Stadium through the existing access routes at the corner of the Anfield Road Stand and Main Stand.
- 4.15 There may also be a requirement for some advance/enabling works prior to Close Season 2 to soft strip, remove cladding and divert services.

Foundations, Substructure and Superstructure

- 4.16 Foundations will be shallow concrete pads supported on the existing rock formation just below ground level. These pads are likely to be around 1.5m-3m deep. Ground anchors may also be required in some locations.
- 4.17 A steel framed structure will support composite concrete floors in the stand, whilst steel raker beams will support precast concrete terracing.
- 4.18 Stair cores are likely to be formed from reinforced concrete walls and slabs with precast staircases.

Works to the Anfield Road Stand

- 4.19 The new extension to the Anfield Road Stand will be constructed behind the existing stand to its full height, initially retaining an access strip behind the existing stand and adjacent stands in order to allow access for stadium operations and match day spectators. The steel frame of the new building will be erected between matches using tower cranes (although the selected contractor may wish to engage mobile cranes).
- 4.20 Whilst the access strip behind the existing stand will initially be left uncovered, as early as possible in the programme it will be infilled with new floors above to provide a 'crash deck' which enables further construction activities to continue above whilst maintaining the access strip on match days.
- 4.21 The existing roof structure will be demolished once the new roof is complete and facilities/equipment supported by the roof replicated in the new works, anticipated to be in Close Season 2.
- 4.22 The existing upper tier will be demolished once the new grandstand extension is complete, anticipated to be in Close Season 2.
- 4.23 Internal and external works to the existing building would be completed during the construction programme to suit ongoing stadium operation requirements.

Roof Construction

- 4.24 The methodology for the roof construction is yet to be fully identified with a contractor but it is likely that the roof members will be delivered to Site and the OB area utilised for assembly (as per the Main Stand project).
- 4.25 It is envisaged that the primary and secondary trusses will be prefabricated in welded sections which can be assembled using bolted connections on Site. The prefabricated elements of the truss will be brought to Site on standard low loader vehicles. In order to minimise the number of bolted connections on Site, lengths of up to 20m may be required to be delivered to Site, with load widths of up to 2.5m and heights of 4.5m. Layout and assembly areas will be required such that the individual elements can be laid out and assembled on the ground into components that are lifted into position. These layout and assembly areas will primarily be located in the OB area.
- 4.26 New steel tower structures supporting the roof at each end of the building will first be assembled on the ground and lifted into position by cranes. It is envisaged that the primary (portal) truss elements will be assembled in sections using mobile cranes and temporary towers to support it. The permanent crash deck at Level 1 above the access strip behind the existing stand may also be used as an assembly and lifting area.
- 4.27 Once the primary long span portal truss is complete, the secondary trusses will be assembled on the ground in the OB area and then paired up with bracing and ties. Each pair of trusses, complete with safety netting, will be lifted into position in a planned sequence by tower cranes or a crane positioned in front of the new building. Members between each secondary truss pair will be lifted and fitted on an individual basis.

Works to Anfield Road

- 4.28 As part of the Proposed Scheme, Anfield Road (insofar as it is present within the Site) will be realigned around the new Anfield Road Stand. Anfield Road will be closed to all vehicles during the construction period.

Construction Cost

- 4.29 The construction cost is anticipated to be in the region of £42m excluding inflation.

Indicative Plant Requirements

- 4.30 At this time, precise construction plant requirements are subject to further consideration and confirmation by the appointed contractor. **Table 4.3** sets out an indicative plant list. To ensure a worst case, this details both crawler cranes and tower cranes, the precise solution being subject to confirmation.

Table 4.3: Indicative Construction Plan

Construction Activity	Plant
Site Clearance and Preparation	Mobile Crane
	Dozer
	Tracked Excavator
	Dumper Truck
	Wheeled Loader

Construction Activity	Plant
	Tipper Wagons
Demolition of Anfield Road Stand Roof and Seating Tier	Tower crane Mobile crane Lightweight Crane Spider Crane Hand Held Gas Cutter Articulated low loader lorry Tipper Wagon MEWP
Superstructure	Articulated low loader lorry Tower crane Mobile Crane Spider Crane MEWP Ready mix concrete delivery lorry Concrete pump Hand held vibrating pokers Access scaffold and staircases
Roof	Articulated low loader lorry Tower crane Mobile Crane MEWP Access scaffold
Foundations	Dumper Wheeled Loader Tracked excavator Hydraulic Breaker Mounted on tracked excavator Tipper wagons Vibratory Roller Dumper Truck Mobile crane Tower Crane Ready mix concrete delivery lorry Concrete pump Hand-held vibrating pokers Mobile rock crusher

- 4.31 Due to the existing underlying geology, it is anticipated that piling will not be required for the Proposed Scheme, although a limited number of ground anchors may be adopted.

Point of construction access and details of the likely routes for construction traffic when approaching and leaving the Site

- 4.32 It is likely that the access and egress configuration for construction traffic would route vehicles to the Site via Priory Road, Arkles Lane and then Anfield Road from the east. The egress route would be the reverse of this. Construction traffic will not travel along Anfield Road from Walton Lane, except on the very few occasions when particularly large deliveries for roof members are brought to site. The actual preferred construction route for HGVs will be agreed within a Construction Environmental Management Plan and a Construction Traffic Management Plan.
- 4.33 The Construction Traffic Management Plan will ensure that traffic associated with the construction of the Site is managed in a way that minimises its impact upon the highway network. This will likely include avoiding peak times of travel, ensuring vehicles are able to enter directly into site and not cause an obstruction on the highway, and details on any traffic management felt necessary to ensure safe movement of construction vehicles. This will also specify the route vehicles should take to and from the Site, and detail roads which should not be used.

Construction Vehicle Movements

- 4.34 Based on information from the Main Stand expansions, the construction traffic for the expansion of the Anfield Road Stand is predicted to average 22 one way (so 44 return) movements per day. Over the 10 hours of construction, this would equate to 2 one way (or 4 two way) trips per hour. It is likely that during specialist works, such as bringing large items of plant onto site, that this would vary. This would be an exception and short term.

Services and Telecommunications Strategy

- 4.35 Services within the Site will be subject to some diversions, albeit this is not anticipated to effect services beyond the Site (such as those to nearby properties).
- 4.36 Radio-frequency signals used for telecommunications are attenuated, reflected and scattered by buildings and as such, the increased stadium mass has the potential to impact on broadcast and communications signals that pass near the Proposed Scheme.
- 4.37 Terrestrial TV reception is currently provided by a transmitter at Winter Hill, the signal from which could potentially be occluded by the stadium mass, however, there are alternative transmitters whose line of sight is not interrupted by the Proposed Scheme. Furthermore, TV antennas will be realigned by a TV aerial installer, through arrangement with and by Liverpool Football Club (LFC), in order to pick up a signal from an alternative transmitter.
- 4.38 There are currently no residential properties located in the satellite signal shadow produced by the Proposed Scheme so satellite TV reception for householders will not be impacted by the Proposed Scheme. However, the OB compound does fall within the shadow of the Proposed Scheme and broadcasters in the compound may be affected.

- 4.39 FM and DAB radio reception will not be affected due to the relatively low frequencies used (which propagate more readily around corners in the presence of obstructions) and the very strong coverage in the Liverpool area.
- 4.40 Initial consultation has been carried out with Ofcom (Office of Communications, the independent regulator for the UK communications industries) who provided information on parties who have either point-to-point radio links that pass near the Site or mobile network operators that operate near the Site.
- 4.41 Further consultation will be undertaken to confirm if any radio links or networks will be affected and if appropriate, what design measures/remedial measures will be required to prevent disruption. Initial discussions with LCC have confirmed that any required such measures will be controlled by way of planning condition.
- 4.42 No impingement upon existing microwave links has been identified as the nearest fixed microwave link is approximately 1 km away from the Site.

Details of features for retention

- 4.43 There are a number of trees located on the boundary with Stanley Park. Some are on LFC land but the majority are within Stanley Park. Trees within the Park are protected under its listed status. The Proposed Scheme seeks to minimise losses with the remaining trees requiring protection during the construction process. An updated Arboricultural Assessment has been undertaken in accordance with the requirements of BS 5837:2012 (**Appendix 7.5**). A tree retention and removal plan is included as **Figure 4.1**.
- 4.44 The Park boundary railings were replaced in 2016 and counter terrorism bollards added to the two existing gateways in 2018. These elements will be retained.
- 4.45 Food and retail containers contained within the Family Park will be relocated into the completed scheme.

Presence and quantities of contaminated land and remediation strategy

- 4.46 The Proposed Scheme is considered to present a low risk to human health and controlled waters. Exploratory holes at the Site, undertaken during the 2015 Jacobs Phase 2 site investigation (Trial pits TP245 – TP257), identified Made Ground deposits to a maximum depth of 1.0m (TP254). Given that the foundations for the Proposed Scheme will be shallow concrete pads approximately 1.5m-2m deep, supported on the existing rock formation, this will necessitate removal of Made Ground across the footprint of the proposed work. Due to Site space constraints, any in-situ material excavated as part of the proposed works will be removed from the Site, thereby removing any potential source of contamination, including ground gas. The underlying sandstone bedrock is of low ground gas generation potential. Furthermore, with the exception of the existing areas of soft landscaping, the proposed works will be hardstanding surface on completion. This would therefore break the source-pathway-receptor linkage across the Site. No further remedial measures are deemed necessary to mitigate risks to human health and controlled waters.
- 4.47 The acute risks to construction and maintenance workers resulting from short-term exposure to soils, will be mitigated by the Contractor, through appropriate design of

the works and compliance with health and safety legislation. The Unexploded Ordnance (UXO) report for the Site confirms the Site is within an area of low risk of encountering UXO.

Groundwork and Construction Waste

- 4.48 In the order of 1,500 tonnes of demolition material will be removed from the existing Anfield Road Stand.
- 4.49 The design intent for the new Anfield Road Stand extension will be to achieve a net cut and fill balance, utilising stand stone arisings from excavation as granular fill, however, there will be some existing materials (road surfacing, made ground etc) which will be unsuitable for re-use and will need to be removed from Site. Approximately 1,500m³ is assumed to be removed at present.

Community Engagement and Prior Notification

- 4.50 At the start of the construction phase, during mobilisation and Site set up, best practice for the management of construction works will be implemented. This will include:
- Notifying the LCC Environmental Health Officer of the works and providing contact details for a nominated person on Site who will act as point of contact to address any complaints. The Environmental Health Officer will then be kept informed of the works progress and the time and dates of any particularly disruptive activities.
 - Review of project conditions relating to agreed working hours and any restrictions on levels of noise and incorporating any such requirements into the Project Management Plan.
 - As required, make contact with local residents and business owners by letter drop to keep them informed of the construction progress and how to contact the construction team. For residents it may be appropriate to contact local councillors or community representatives.
 - Where it is perceived that there is a risk of construction or demolition works creating a nuisance, the local community will be informed in advance by letter.

Construction Environmental Management Plan

- 4.51 A commitment has been made to a number of management practices during the construction phase. These will be secured by a Construction Environmental Management Plan (CEMP) and are set out within each technical chapter (**Chapters 6 - 12**) and detailed in **Chapter 14: Summary of ES and Schedule of Mitigation**.

Development Principles

Overview of the Proposed Scheme

- 4.52 The Proposed Scheme seeks to increase fan capacity at the Anfield Road Stand through the provision of a new stand increasing seating from 8,962 to approximately 16,000, along with the provision of new associated facilities. The Anfield Road Stand will accommodate a mixture of home and away fans; the number of away fan tickets for each match depends upon the type of game (league or cup) and will vary between

3,000 and 9,000. New wheelchair positions for home and away fans will be provided in improved (elevated) locations as part of the Proposed Scheme to ensure they are compliant with guidance from the Sports Grounds Safety Authority.

- 4.53 In addition, the Proposed Scheme also seeks to establish permanent use of the Stadium for other uses. Further information on both the new stand and events are detailed in the following section.

Land use classes and maximum quantum proposed

- 4.54 The Proposed Scheme is for an extension to the existing Stadium. The primary use is as a football stadium for the hosting of Liverpool first team football matches; the current permission for the Stadium also allows it to be used for other football matches (including international games) and rugby, which will continue.
- 4.55 The Stadium is also used as a venue for conferences and meetings on non-match days. The majority of those activities take place in the recently completed new Main Stand. There are currently no facilities in the Anfield Road stand for non-match day activities. The newly expanded concourse space at the lower level of the extended stand will provide opportunity to host exhibitions on non-match days.
- 4.56 The Proposed Scheme looks to provide some additional office space for LFC at Level 0 mezzanine level.
- 4.57 A summary of proposed floor areas is set out in **Table 4.4** below.

Table 4.4: Proposed Floor Areas

Usage	Floor Area (sqm)*
GA Facilities - Home (inc Toilets, Concessions & Circulation)	5,840
GA Facilities - Visiting (inc Toilets, Concessions & Circulation)	2,170
GA Fanzone	1,790
Hospitality Facilities (inc Toilets, Concessions & Circulation)	3,075
Staff Facilities	1,780
Storage & Plant & BOH Facilities	975
Catering Facilities (inc Holding Kitchen, goods lobbies, Food Cart Stations)	270
Total	15,900

*All areas stated are Gross Internal Area (GIA)

Height

- 4.58 The Proposed Scheme will be up to 94m AOD² in height to the top of the highest part of the roof.

Appearance and External Materials

- 4.59 The external appearance of the new stand echoes that of the Main Stand, maintaining a similar design approach and palette of materials. The primary material is red facing brickwork, enclosing elements of glazing and cladding with profiled metal cladding to the roof and gables.
- 4.60 The brickwork will be smooth dark red facing brick in stretcher bond with coloured mortar to match the Main Stand with panels of textured brickwork to the gables. Curtain walling will be grey powder coated with clear glazing, incorporating matching glazed doors at ground level, with grey and red back painted glazed spandrels and colour matched louvres at upper floors. Cladding used at ground level (Level 0) will be red stove enamelled metal cladding with matching doors. Louvres generally will be powder coated red or grey to match the curtain walling and cladding as required.
- 4.61 The principal (north) façade facing Stanley Park is composed of a three-storey high brick colonnade enclosing full storey height bays of metal cladding and curtain walling. The ground floor façade is composed of storey high stove enamelled cladding denoting the concourse entrances, and curtain walling to the hospitality entrance. The three central glazed bays provide access to the premium hospitality areas and are defined with splayed brickwork reveals with LFC signage surmounted by a sandstone band at first floor string course level. Upper floor façades are composed of two storey bays of curtain walling set within the brickwork colonnade, incorporating red and grey back painted spandrel panels with colour matched metal louvres. The glazed facade would be protected by a powder coated security roller shutter for when the building is closed, and continuous louvre cladding for plant ventilation would sit over.

Football Matches

- 4.62 Anfield is home to up to 32 first team football matches (including cup ties) per annum and this is not expected to change. The Proposed Scheme increases capacity at the Stadium to allow more fans to attend these matches.

Events

- 4.63 As part of the previous hybrid application^[1] the Applicant can use the pitch in the Stadium for a specified list of team-sport events or televising certain of those events if played away. Further to the hybrid application, permission was granted^[2] to allow up to 6 concerts or other major events (for example boxing) to take place on the pitch in the football close season in any one year, apart from the month of July, at a noise limit

² Grade levels are c.58.00m AOD at the north west end of Anfield Road and c.56.50m AOD at the north east end, and likely to be c.57.00m AOD along the facade line closest to the Stanley Park Boundary.

^[1] Condition 2, LCC planning reference 14F/1262

^[2] A Section 73 application to vary Condition 2, LCC planning reference 18F/1632

of 75 dB. The permission was temporary and granted for period of 2 years from the hosting of the first concert or major event, that permission expires on 5 June 2021.

4.64 Pending submission of the Application for the Proposed Scheme, a further application has been approved to allow the hosting of concerts and other major events up to 30 June 2021, to bridge the short gap under the current permission between the first concert held in 2019 (6 June 2019) and the full two-year close season window being 30 June 2021.

4.65 The Proposed Scheme seeks approval for the pitch to be used: (i) for a wider range of team sporting events (such as Gaelic games and American Football); and (ii) for hosting up to 12 concerts and other major events, 6 events with a music noise level at a limit of 75 dB and up to 6 events at a reduced limit of 70 dB. Events would conclude by 23:00hrs, with the exception of the potential for up to 2 of the events (e.g. boxing) extending to 23:30hrs due to broadcasting requirements.

The proposed operational hours

4.66 There are no planning restrictions on the hours of operation of the Stadium for football / rugby matches or non-match activities in the Stadium (conferences, meetings etc.).

4.67 The majority of football matches are held in the afternoon / early evening of weekends during the football season. Some matches, in particular cup-ties, are held during the week with kick-off time around 8.00pm; other than in exceptional circumstances (extra-time and penalty shoot-out) games usually finish by 10.00pm. Hospitality lounges stay open for 90 minutes following the final whistle; those hours will apply to the new hospitality lounge in the Anfield Road Stand.

4.68 The temporary permission for concerts / major events requires that all music events finish by 2300hrs; non-music events (such as boxing) may extend up to 2330hrs albeit this would only happen up to twice a year.

Parking Provision

4.69 Liverpool Football Club currently manages match-day car parks outside the Sir Kenny Dalglish Stand, in Stanley Park, Utting Avenue (the former Anfield Comprehensive School) and on Anfield Road. Collectively, they provide 1,944 spaces, including 73 disabled parking spaces. Access to the car parks is by pre-allocation only, principally linked to hospitality tickets in the stadium.

4.70 The Proposed Scheme will result in the loss of the Anfield Road car park (125 spaces). The disabled parking bays will be re-provided in the Stanley Park car park resulting in an overall reduction of 25 standard parking bays from this car park. In total, 125 standard spaces will be lost as a result of the Proposed Scheme.

4.71 During concerts and major events part of the Stanley Park car park will be required as a promoters' compound; at those times the majority of that car park will be used for managed drop-off and pick-up pre and post the event.

Transport Strategy and Operational access arrangements

4.72 LFC have a Transport Strategy in place which supports fan travel to and from the stadium on match days, with a focus on supporting sustainable travel choices. This will be updated as part of the Proposed Scheme. Key elements of the current Strategyⁱ are:

- Controlled parking provisions (as noted above) coupled with the existence of a Football Match Parking Zone (FMPZ) being in place on surrounding streets preventing on-street parking without a residential permit.
- Temporary closure of Anfield Road and Walton Breck Road in the run up to matches and post matches to protect pedestrian safety.
- Match day special bus services (commercially operated by third parties) provide connections pre- and post- match between the City Centre and Walton Breck Road/Anfield Road. These are in addition to existing scheduled bus services which continue to run during matches. Some scheduled services however are diverted for periods of time around matches due to the temporary road closures.
- A Soccerbus service, which is a bus link between Sandhills Station and Walton Lane, supporting onward rail journeys on the Northern Line.
- The provision of taxi ranks to enable taxi journeys to and from the stadium.
- Wayfinding signage to direct fans to the City Centre and Sandhills Station, to promote journeys by foot and rail.
- The provision of cycle parking at the stadium to support trips by bike.

Operational waste strategy

4.73 The Applicant proposes the relocation and installation of new waste compactors within the Sir Kenny Dalglish Stand car park. Existing compactors will be relocated from adjacent to the southern entrance (to Walton Breck Road) to the northern end of the car park. An additional compactor will be provided to deal with the additional waste generated by the Proposed Scheme.

4.74 The compactors will operate intermittently between the hours of 08:00 and 21:30. The compactors will be fitted with noise reducing mufflers and an appropriate acoustic enclosure to ensure that the rating level of the emitted sound as defined in BS4142 shall not exceed the current baseline background noise levels of 46 dB LA90,T daytime at the nearest noise sensitive receptors on Skerries Road.

The proposed lighting strategy

4.75 The lighting design for the Proposed Scheme will accord with all applicable lighting standards from relevant British / European / UEFA standards to ensure lighting is appropriate to the work that is being undertaken and the operation of the football stadium. A lighting mitigation strategy (set out in detail within the Scoping Report, **Appendix 2.2**) has been developed to guide the formulation of a detailed lighting strategy, which will accord with best practice and the criteria set out to avoid any nuisance issues.

Overview of any open space proposed

- 4.76 The Main Stand development established a number of guiding principles in relation to the public realm and the Stadium's relationship to the adjacent Stanley Park. These included bringing the park into the stadium environment through significant tree planting and greening, recognising historical links and views and increasing pedestrian permeability between the stadium and the park. These guiding principles remain equally as relevant to the Proposed Scheme.
- 4.77 The proposed landscaping scheme includes six approximately 5m high deciduous trees along Anfield Road; eighteen 50% porous screens (2m wide by 3m high) located at 3m above the ground; 5m high 50% porous screen around the north-west entrances to the Proposed Scheme (leaving 2.5m of clearance from ground level); and 2m high 50% porous fence around the OB area.
- 4.78 As part of the proposed Scheme, additional routes through the Park boundary will be delivered, the principle of which was set in the outline permission. The exact location, number and size of any new routes will be determined by ongoing crowd modelling, existing trees, levels and heritage considerations.
- 4.79 The existing uses on Anfield Road (car park, family park, OB area and LFC TV studio and retail unit) will all be impacted on to some extent by the Proposed Scheme. In summary the car park will be lost with accessible parking relocated to Stanley Park, the family park will be re-provided both within the new stand and the new public realm.

Overview of surface water drainage strategy

The drainage strategy for the Proposed Scheme has been developed in accordance with the guidelines of the National Planning Policy Framework (NPPF)ⁱⁱ, local planning requirements and the SuDS Manual - CIRIA 753ⁱⁱⁱ. The drainage design incorporates a limited discharge rate and Sustainable Drainage Systems (SuDS) to provide attenuation which will help to mitigate the risk of pluvial flooding during the operational phase. A separate Flood Risk Assessment and Drainage Strategy is submitted alongside the application.

References

ⁱ Detailed information on the strategy is provided on the LFC website:

<https://www.liverpoolfc.com/fans/fan-experience/getting-to-anfield>

ⁱⁱ Ministry of Housing, Communities and Local Government (2019). National Planning Policy Framework. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2> [Accessed 28/11/2019].

ⁱⁱⁱ CIRIA (December 2015). The SuDS Manual (C753).