



Expansion of Anfield Stadium for
Liverpool Football Club

Summary Guide to Application

Expansion of Anfield Stadium

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Preamble

1. This Guide sets out a summary of the hybrid application prepared by Liverpool Football Club and Athletic Grounds Ltd (LFC) to expand and redevelop its existing Anfield Stadium. The application seeks full planning permission to expand the existing Main Stand and outline planning permission to expand the Anfield Road Stand to increase the capacity at the current stadium to c. 58,500. The application also seeks full planning permission for extensive public realm associated with the development.

2. The development will be phased with the Main Stand expansion and public realm comprising the first phase of development; and the expansion of the Anfield Road Stand as phase two.

3. The proposal is part of a wider initiative for the regeneration of the Anfield area as set out in the Anfield Spatial Regeneration Framework (Anfield SRF), albeit the wider proposals do not form a part of this application.

4. The application comprises 8 core reports, plus supporting documents:

- Planning Statement
- Environmental Statement (ES)
- Transport Strategy
- Design and Access Statement
- Sustainability Appraisal
- Economic Assessment
- Heritage Statement
- Statement of Community Engagement

5. This guide has been prepared by Turley (Consultant Chartered Town Planners) and provides a brief summary of the submitted documents along with reference to other material submitted as part of the overall application submission.

6. A schedule providing a full list of documents and plans which comprise the planning application can be found in Appendix 1.

1. Introduction

1.1 On 4 June 2014, Liverpool Football Club and Athletic Grounds Ltd (LFC) submitted a hybrid application for full planning permission to expand the existing Main Stand (phase 1) and associated public realm and outline planning permission to expand the Anfield Road Stand (phase 2) to increase the capacity at the current Anfield stadium to c.58,500.

1.2 The application has been submitted to Liverpool City Council (LCC) who will consider and make a decision on the application in late summer/autumn 2014.

1.3 The full application can be viewed at LCC planning department offices on the second floor of Millennium House, Dale Street, Liverpool; the documents are also available on the Council's website (www.liverpool.gov.uk) – accessed via a search using the planning application reference number that will be allocated to the application after its registration by LCC.

Aerial view of the proposal (Source KSS Architects)



2. The Application Site

Site Description

2.1 The application site comprises:

- The existing LFC stadium site
- Land to the north of Anfield Road, formerly occupied by dwellings that were cleared in 2007, and that land is now used as a car parking for the stadium and 'family zone' prior to matches
- That part of Anfield Road lying between the existing stadium site and the 'family zone'
- The area of open space, formerly occupied by dwellings, bounded by Tinsley Street, Gilman Street, Walton Breck Road and Back Rockfield to the south west of the existing stadium, and
- Land immediately to the north west of the existing stadium comprising both sides of Lothair Road and the east side of Alroy Road where properties are currently in the process of being demolished by LCC under a separate planning application.

2.2 The application site is identified below:

2.3 The total area of the application site is 6.9ha; that compares to the site occupied by the existing stadium within the gated walls, which is 3.6ha.



Wider Surroundings

2.4 The surrounding Anfield/Breckfield area is characterised by a predominance of pre-1919 terraced housing of varying size and quality. It has long been identified as suffering from multiple problems of social exclusion, poor environment, relatively poor health and lower than average educational achievement. The wards are ranked amongst the worst both within Liverpool and in the country in terms of poverty and deprivation indicators. Whilst there has been significant growth in the Merseyside and Liverpool economy in recent years, the Anfield/Breckfield area has been slower to improve with some economic and social indicators confirming that the area continues to lose jobs and population against the overriding trend in the City. Notwithstanding this, there are some positive signs of improvement predominantly as a result of the housing regeneration commenced under the former Housing Market Renewal Initiative (HMRI).

2.5 To the south of the ground, on Walton Breck Road, there is a linear shopping area consisting of local shops and facilities. However, the range and quality of shops is, on the whole, limited and generally fails to meet the needs of the community. There are a high proportion of hot-food take-away shops predominantly serving the demands of football supporters on match day.

2.6 Stanley Park and Anfield Cemetery comprise a significant area of open space (c.101ha in total) immediately to the north of the existing Anfield stadium. They were both laid out towards the end of the 19th century and are included on the English Register of Historic Parks and Gardens; Stanley Park has recently been upgraded to a II* landscape following the implementation of the Stanley Park Regeneration Plan, 50% funded by LFC as a consequence of the previous consent for a new stadium. Stanley Park is highly valued as a resource by the local community and its recreational use has increased since the restoration was completed in August 2010.

2.7 East of Mill Lane the Park is dominated by a large surface car park that was constructed in 1964 related to the hosting of football matches at nearby Goodison Park in the 1966 World Cup. The tarmac car park is currently leased by both LFC and Everton FC for the parking of up to 1000 vehicles on match days. The Vernon Sangster Sports Centre formerly occupied a site adjacent to the car park. In March 2007 the Vernon Sangster Centre closed and the majority of its staff and facilities were transferred to the up-graded and extended premises of the former Anfield Youth Centre at Lower Breck (now ASCC). The sports centre building was subsequently demolished.

2.8 Everton Football Club's ground at Goodison Park is located to the west of Stanley Park less than 1km from Anfield. The two football stadiums effectively 'book end' the park.

3. Background to Anfield Stadium and the Expansion Proposals

3.1 Anfield has been home of LFC since the Club was formed in 1892. In the intervening years the Club has grown and several permissions granted to enable the stadium to expand and evolve to meet changing needs. LFC is one of the leading Premiership clubs in the country; it has a long history of success in national and European competitions and an extensive worldwide fan base. In order for the Club to remain in the top-flight of the domestic game and sustain a long-term return to European competitions a larger stadium is necessary to generate additional revenue, leading to further investment in players and greater success on the field. That success is important to both the City of Liverpool and the Club.

3.2 A hybrid application for new 60,000 seat stadium in Stanley Park and mixed use development on the site of the existing stadium was submitted to LCC in October 2003. The application was approved by the City Council on 12 April 2006 and a material start was made on site in early 2011 (LPA ref: 03F/3214). That consent establishes the principle of developing a 60,000 capacity stadium in Anfield; it sets a baseline position and is a material consideration in the determination of the current application.

3.3 In October 2012 LFC, LCC and Your Housing Group (YHG) announced plans to work together to deliver the regeneration of the Anfield area building upon initiatives that had and/or were already taking place. In entering into that partnership, the Club confirmed its preference to remain at and extend its existing ground to increase the capacity to c.60,000 seats, culminating in this planning application.

3.4 A redeveloped and enhanced Anfield stadium is consequently the key centre-piece in the main regeneration plan to bring about comprehensive and sustained regeneration of the Anfield area; this being the Anfield Spatial Development Framework (ASRF) which was recently adopted by LCC as a Supplementary Planning Document (SPD).

4. The Development Proposals

4.1 The planning application that has been submitted is for planning permission for the expansion of the Main Stand to the Anfield stadium with public realm improvements. More specifically, it includes:

- Addition of a further 8,300 seats comprising of a mix of general admission and hospitality seating plus new concourse facilities for all spectators
- Conference and banqueting facilities
- Executive boxes
- 78 additional wheelchair positions and 120 additional amenity seats
- Improved accommodation for players, officials and the media
- A podium running along the extended stand forming an interface to the adjacent housing and opportunities for an active frontage throughout the week.
- Clubshop (which will be in addition to the retained shop in the Kop Stand)
- Car park for 60 vehicles and team coach access beneath a podium
- A Hillsborough Memorial to be erected beneath the podium in a specially designed colonnade and semi-secluded 'memorial garden' accessed from the main concourse.

Public realm and highway works comprising:

- 45m wide concourse including community garden area ('The Grove') lying between the Main Stand and retained properties on Alroy Road
- 'Fan Zone' between the extended Main Stand; existing Kop Stand and Walton Breck Road.
- Proposed improvements to Alroy Road comprising provision of 16 parallel parking bays within an improved highway with up-graded footpath, green verge and planting of semi-mature trees. The one-way vehicular traffic flow will be reversed enabling cars to access from the north (Anfield Road) and egress to the south (towards Walton Breck Road) only.
- Pedestrian crossing improvements on Walton Breck Road
- Improvements to the Club's existing car park on Anfield Road
- A new Outside Broadcasting Area (OBA) to accommodate outside broadcast vehicles

4.2 The outline application is for the expansion of the Anfield Road Stand to provide:

- An additional c4,800 seats for general admission
- 55 new wheelchair positions and 60 amenity seats
- Car parking beneath the expanded stand (circa 102 spaces)
- Landscaping to the immediate north of the stand
- Upper level accommodation to be used for either a small number of residential apartments or commercial use

External Appearance

4.3 The Main Stand will be constructed predominantly of red brick, with a darker tone at the lower level creating a 'base' to the structure. Two red brick circulation cores will extend to the full height of the stand at either end, while the central section will be glazed to provide views from the concourses and hospitality suites. Back-coloured red glazing will be used to articulate the upper concourse level. The Club's name will be applied to the elevation and its crest will be picked out in key locations, including the large circulation cores. The building and roof structure will wrap around the extended seating and fold down and around at the ends to meet the existing Kop and Anfield Road stands.

Visual of the Main Stand Expansion (Source KSS Architects)



4.4 It is likely that the architectural design and materials for the Anfield Road Stand expansion will reflect that of the Main Stand comprising a solid form clad in brick and red panels with an over-sailing roof supported by an external prismatic roof truss.

Proposed public realm for stadium expansion (Phase 1)
(Source Planit IE)



Access

4.5 Lothair Road, Lake Street, Tinsley Street and a small part of Back Rockfield will be closed to facilitate the Phase 1 development. Stopping-Up and Traffic Regulation Orders will be required under separate procedures for closure of those roads and re-routing traffic in the area. Anfield Road will be Stopped-Up at Phase 2 in order to create a widened concourse around the northern end of the stadium and enhanced security without the requirement for significant anti-terrorism bollards and infrastructure. During Phase 1, that road will be closed on match days as currently occurs, with stewards controlling access.

4.6 There will be limited vehicular access to the expanded stadium. Anfield Road will be used to provide access into the car park beneath the podium; that route will also be used by the team coaches that will then be able to turn and manoeuvre safely within the site. Emergency and maintenance vehicles will also access the stadium beneath the podium from Anfield Road.

4.7 Access to the Centenary Stand car park will be from Walton Breck Road as existing.

Planning Obligations

4.8 A number of planning obligations are proposed by the Club and draft S106 Heads of Terms accompanies the planning application (Document A4/4). The Heads of Terms include:

- (1)** A payment of £0.8m to LCC as a contribution towards the costs of carrying out the East of Mill Lane Regeneration Works. The East of Mill Lane Regeneration Works are the works to the area of Stanley Park, east of Mill Lane, which will complete the regeneration of Stanley Park
- (2)** The submission, approval (by LCC) and implementation of a number of specific transport intervention measures including:
 - (a)** A Match Day Traffic Management Strategy to manage traffic on match days which will incorporate integrated ticketing and measures to create awareness of the Transport Strategy which forms part of the planning application
 - (b)** A Transport Strategy Working Group to be formed to review and monitor the effectiveness of the Transport Strategy
 - (c)** A Signage Strategy in relation to a walking route to/from Liverpool city centre, including local way-finding around the stadium
 - (d)** A Staff Travel Plan to encourage staff to use alternative modes of transport other than the private car
 - (e)** A Training and Employment Strategy to encourage the involvement and employment of local people and companies in the construction of the development and its subsequent operation.

Construction Programme

4.9 The development programme is based on a 20-month construction programme for the Main Stand. The aim is to minimise disruption both for stadium-goers and also the surrounding community; the new stands will be erected to the rear of the existing enabling them to remain fully functional throughout the majority of the works, in particular during the football season. The more disruptive works, comprising erection of the primary roof truss and demolition of parts of the existing Main Stand will be carried out during the two closed seasons (mid-May to mid-July) occurring during the construction programme.

4.10 Key elements of the programme are summarised below:

- Site preparation works
- Relocation of key facilities (including hospitality lounges, OB area and Hillsborough Memorial) to temporary locations
- Construction of concrete pad foundations to support the roof truss
- Construction of the Main Stand extension to the rear of the existing stand
- Erection of the primary roof truss
- Alterations to the front of the Kop and Anfield Road stand roofs
- Demolition of the rear section of the existing upper tier
- Infill between existing and new Main Stand structures
- Demolition of the existing roof structure
- Landscaping
- Testing
- Formal opening of the new Main Stand

4.11 It is anticipated that the enlarged Main Stand will open at the start of the 2016/17 season. There is currently no programme for the Anfield Road Stand expansion; that development will be subject to further feasibility and financial modelling. Once the Club is satisfied that there is a sound business case to proceed with that part of the development an application for reserved matters (external appearance and landscaping) will be submitted.

5. Design Evolution

5.1 The Design and Access Statement (Document D1/1) (D&A) outlines the key elements that have been considered in the design process for the stadium expansion. It explains the design brief which comprised of the following principles:

- Achieve increased capacity of between 55,000-60,000 seats; that increased capacity to be achieved without significant disruption of the existing stadium operation.
- Provide additional improved and varied hospitality accommodation including premium lounges, hospitality and private suites, additional boxes and VIP accommodation.
- Successfully integrate the stadium expansion into the wider area so that it makes a significant and meaningful contribution towards regeneration but in a manner which does not compromise nearby heritage assets (Stanley Park, Anfield Cemetery and nearby Listed Buildings).
- Use the character and historic growth of the existing stadium as a four stand structure to inform design; in other words, the need for the expanded stadium to remain as four individual stands; so the expanded stands are to “look as though they have always been there”; and the need to maintain the Kop and the atmosphere of the ground.
- Provide a safe and secure stadium that meets with current sports regulation documents.

5.2 The D&A also explains the rationale behind the public realm proposal citing the key objectives being as follows:

- Facilitate large match day pedestrian flows and gathering of fans
- Mark the transition between the stadium and the Park
- Create the a space that is relevant and usable to the local community, particularly on non-match days
- Provide a contemporary landscape that encourages longer dwell time
- Connect Walton Breck Road with Stanley Park
- Create an attractive interface between the expanded stadium and adjacent dwellings.

5.3 While the external areas around the enlarged stadium will be in the demise of the Club, the majority will remain open and publicly accessible at all times and have been designed for informal recreation and to become a community focal point on non-match days.

5.4 The D&A confirms that the detailed design of the Main Stand and associated public realm has been the subject of detailed pre-application consultation with LCC and key stakeholders including Places Matter! Design Panel, English Heritage, Police Architectural Liaison, and the Hillsborough Families Support Group.

Night time visual (Source: KSS Architects)



6. Transport

6.1 The planning application is supported by Transport Strategy (Document C/1) which demonstrates how the stadium expansion and the associated changes to travel it is anticipated it will generate can be accommodated. The Transport Strategy is supported by a number of documents including:

- A Transport Assessment (Document C2/3) – a detailed technical document setting out the justification and rationale behind the proposed transport strategy
- A Transport Chapter contained within the Environmental Statement (Document B1/5) which provides a technical review of potential transport environmental impacts and mitigation measures of the proposed development
- Interim Staff Travel Plan (Document C3/3) which sets out a framework of travel planning measures for staff working at the stadium to encourage sustainable modes of travel.

6.2 The Transport Strategy that has been devised aims to build on the steps already taken to improve access to the stadium and is primarily aimed at limiting the number of private vehicles being used by people attending matches at the stadium. As such it proposes a range of ‘intervention’ measures to limit car use and encourage alternative modes of transport.

Cars

6.3 Recent surveys (at matches in December 2013) confirm that the proportion of match-goers using private cars as their main mode of travel to games has decreased over recent years. This is likely to be as a result of the expansion and effective operation of the Football Match Parking Zone (FMPZ) paid for by the Club as part of their earlier planning permission for a new stadium in Stanley Park. In contrast, the proportion of persons travelling to the stadium by taxi has increased dramatically, linked to Liverpool city centre as a key transport hub (bus and rail) and overnight stays in the city.

6.4 The Transport Strategy assumes that the effectiveness of the FMPZ will continue to discourage travel to the stadium by car, except for those that have a pre-booked ticket in one of the car parks operated by the Club. While the absolute number of car journeys is predicted to increase in the short term as a result of the development, the majority of match-goers will be diverted to parking locations outside the FMPZ where there is significant on-street car parking capacity and the effects dissipated; as a consequence there will be negligible impact in any one area.

6.5 Overall, the number of cars entering the Anfield area on a match day is predicted to continue to be lower than that previously accepted and agreed as a consequence of the proposals for a new stadium in Stanley Park. In the longer term, the measures identified in the Transport Strategy are expected to affect a modal shift towards public transport and a further reduction in the use of private cars for access to the stadium.

Public Transport

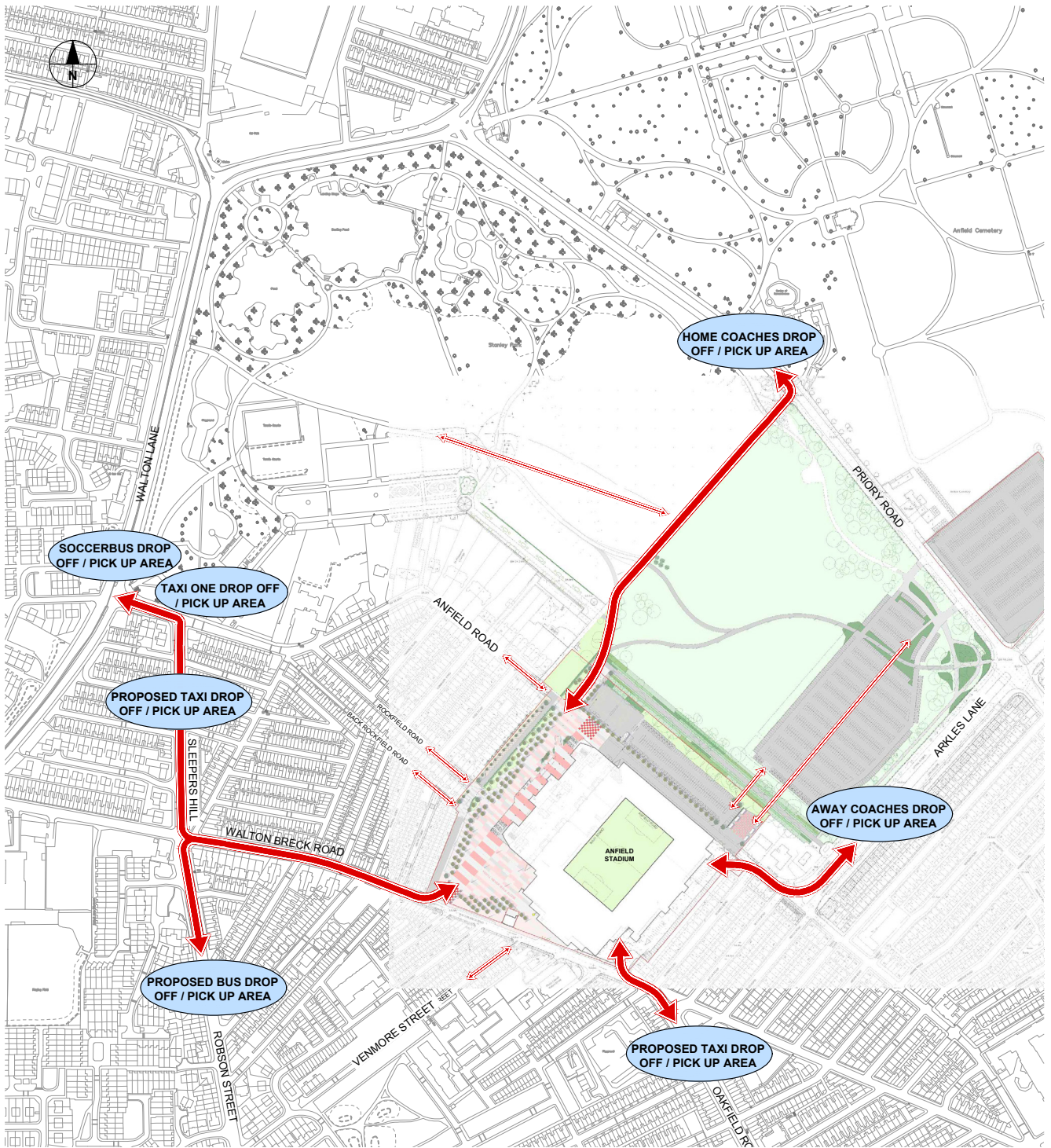
6.6 In tandem with the control and management of the majority of car parking within the Anfield area, the Club has been in discussion with public transport and taxi operators. It is clear that those operators see a significant business opportunity in the expanded stadium and have indicated both a willingness and ability to increase services to/from the area pre and post-match.

6.7 Additional services will be supported by carrying out temporary match-day road closures in the area (particularly Walton Breck Road) and providing formal dedicated areas for:

- holding buses (along Robson Street) for the enhanced service of the City Centre Express Bus service (currently the 917); and
- taxi pick-up zones pre and post-match (on Sleepers Hill, Oakfield Drive and Arkles Lane).

6.8 The existing Soccerbus service will continue and will continue to drop off and pick up on Walton Lane but the service will be enhanced and its route amended to improve the fan experience and convenience. Standard scheduled buses will continue to operate through the Anfield/Breckfield area to timetable but will operate to an improved route on match-day in order to make them more attractive and convenient to fans.

6.9 The use of public transport as a main mode of travel to the stadium will be widely publicised by the Club through their website, ticketing and programmes; and they will explore opportunities for providing integrated bus/public transport ticketing for all general admission and season ticket holders.



Pedestrian and Public Transport Provision (Source Mott MacDonald)

Pedestrians

6.10 Walking forms part of everyone's journey to and from the stadium. The scheduled temporary closure of Walton Breck Road, the new public open space and a number of proposed pedestrian improvements at road junctions and footways within the area will give a much improved pedestrian experience around the stadium and to public transport hubs and the proposed drop-off/pick up areas identified for taxis and buses.

6.11 A signage strategy is proposed to direct supporters to key walking routes leading to public transport facilities post-match (express and scheduled bus services, Soccerbus, rail stations and taxi pick-up areas), as well as a safe walking route towards the city centre.

Coaches

6.12 Some fans will continue to arrive at the stadium by organised coach. In order to facilitate maximum segregation for safety and security, coaches for away fans will be parked on Arkles Lane and the away fans seating area relocated to that end of the Anfield Road Stand. Home fans coaches will continue to be accommodated on Priory Road, enabling access through Stanley Park. The lay-by for home coaches will be extended to accommodate additional coaches that are anticipated as a result of the increased stadium capacity and LFC's publicity for sustainable travel modes.

Other Transport Measures

6.13 To oversee guide and maintain the delivery of the Transport Strategy, the Club proposes to set up a Transport Working Group. This is proposed to be made up of a wide number of organisations including:

- The Club;
- The Stadium Safety Action Group;
- Liverpool City Council;
- Merseyside Police;
- Merseytravel;
- The Club's appointed traffic management company; and
- Public transport operators – bus and taxi.

6.14 The group will meet regularly to review the performance of the Transport Strategy and to recommend change where necessary based on monitoring and performance.

7. Heritage

7.1 The submitted Heritage Statement (Document G1/1) assesses the proposals from a heritage perspective given the stadium's proximity to Stanley Park and Anfield Cemetery and to nearby Listed Buildings.

Stanley Park and Anfield Cemetery

7.2 Stanley Park is a Grade II* registered historic park. The design of the expanded stadium and its environs has given full recognition of the status of the Park (and Anfield Cemetery) as a registered historic landscape and paid due regard to it through detailed design principles. As set out above, one of the key drivers of the expansion scheme design has been to ensure the Park is more integrated and the development addresses it in an appropriate manner, this is primarily achieved through the landscape design and enhanced linkages between the stadium, Stanley Park and the surrounding residential area.

7.3 The Heritage Statement confirms that there has been a football ground within the setting of Stanley Park since the late 19th century. The Anfield Stadium has been successively extended and altered and now comprises a large, modern structure that currently forms part of the setting of the Park along Anfield Road.

7.4 It goes on to note that the proposed development will increase the scale, massing and height of the stadium to the extent that it will be more visible and seen from additional areas within Stanley Park. However, it will principally continue to be most visible from the less sensitive and informal landscape of the middle ground and east of Mill Lane, with only limited views from the formal and decorative elements of the designed landscape. The development will not alter or interrupt any of the intended or designed views from the Park, all of which were intended to be northwards towards Anfield Cemetery and the (then) countryside beyond. Nevertheless, due to the increased visibility of the stadium from within the registered landscape the stadium expansion will cause some harm to the significance of the Park; the heritage statement concludes that this constitutes 'less than substantial harm'.

7.5 Having regard to an assessment of the key viewpoints of the proposed development and its visibility from Anfield Cemetery, the Heritage Statement concludes that while the stadium expansion will alter the experience of some users of parts of the Cemetery, the degree of harm to the significance of the heritage asset that will result is also less than substantial.

7.6 This harm would be less than the approved stadium (in Stanley Park) whilst offering the benefits of securing the completion and sustained regeneration of the Park. It is concluded that the harm is outweighed by the significant regenerative and overall public benefits delivered by the stadium expansion.

Listed Buildings

7.7 There are a number of listed buildings in close proximity to the application site and which the expanded stadium has the potential to impact on their setting.

7.8 The Heritage Statement confirms that the existing stadium has formed part of the established setting of no.s 35 – 45 Anfield Road, the Arkles Public House and Stanley House (the latter a non-designated heritage asset) for over 100 years. It goes on to assess the impact on the setting of those buildings as follows:

- The phase 1 development will be largely screened from 35 – 45 Anfield Road by existing terraced dwellings and will have limited impact on the setting of those dwellings. While phase 2 will result in the closure of Anfield Road the domestic setting and immediate private garden curtilage of the dwellings, and their relationship with Anfield Road, will be unaffected. The development will not change, alter or harm the key elements of setting that contribute to the significance of those properties, but will change the way in which they are experienced resulting in a limited degree of harm to their significance but no harm to their setting.
- While the views eastwards along Anfield Road towards the Arkles PH will be eroded by the phase 2 development the building remains prominently sited at the junction of Arkles Lane and Anfield Road. The prominence and significance of the building will not be compromised or challenged by either phase of the stadium expansion due to the distance and degree of separation between the two. Taking into account the significance of the asset as a Grade II listed building and its setting, the proposed development will not have a harmful effect on the asset and its significance will be sustained.
- The expanded stadium will have no effect on the immediate domestic setting of Stanley House, but the Anfield Road expansion will have a dominating effect on the overall setting of that property resulting in a small degree of harm to the significance of the asset. The property will, however, retain its significance which is inextricably linked to Liverpool FC as being the former residence of the Club's founder.

7.9 Overall, the Heritage Statement concludes that the development will result in less than substantial harm to the significance of the listed buildings and wider public benefits will accrue which outweighs this harm.

8. Environmental Impact Assessment

8.1 The planning application is accompanied by an Environmental Statement (ES) (Document B1/4).

8.2 The purpose of the ES is to determine the significant effects which the proposed development is likely to have on the environment.

8.3 The issues considered in the ES were identified by the Club's consultant team and agreed with the LCC through a Scoping Report. Statutory consultees and national and local interest groups were also consulted on this report.

8.4 The ES Regulations require effects to be assessed against the existing situation and environmental factors of the proposed development site (baseline conditions). In this scheme, regard must be had to the presence of the existing stadium when seeking to predict the effects of the new development. The final requirement for ES is to suggest mitigation measures which can be proposed to remove or reduce an effect. In addition, positive effects can be identified alongside neutral/negligible effects.

8.5 The effects that have been assessed in detail in the ES comprise:

- Built Heritage
- Townscape, Landscape and Visual Amenity
- Sunlight and Shading
- Light pollution
- Microclimate (wind)
- TV Reception and Telecommunications
- Transport
- Air Quality
- Noise and Vibration
- Ecology
- Geology and Soils
- Flood Risk and Water Resources
- Socio - Economics

8.6 These are fully considered in the ES Report (with its Appendices and Plans) (Documents B1/5, B2/5, B3/5 & B4/5) and summarised in the Non-Technical Summary document (Document B5/5).

8.7 A summary of the anticipated significant residual impacts associated with the construction phase and the operation phase of the proposed development is shown in the two tables below:

Summary of Residual Impacts (Construction Phase) (Temporary)

Environmental Topic	Description of Effect/Receptor	Residual Impact
Built Heritage	Effect on listed assets	Moderate adverse
	Effect on registered parks	Moderate adverse
Townscape and Visual	Effect on designated landscapes	Not significant
	Effect on townscape character	Moderate adverse
Sunlight and shading	Effect on window receptors	Not significant
	Effects on gardens and amenity	Not significant
Light pollution	Effects on residents with direct views of the stadium	Not significant
Microclimate	Effect on pitch conditions	Not significant
	Effect on spectators comfort	Not significant
	Effects on off-site streets and pedestrian routes	Not significant
	Effects on Stanley Park	Not significant
	Effects on stadium concourse	Not significant
	Effects on stadium entrances	Not significant
TV Reception	Effects on terrestrial and satellite reception	Not significant
	Effects on Freesat and Sky TV reception	Not significant
Transport	Effects on surrounding residential community	Not significant
	Effects on construction route residents	Not significant
	Effects on surrounding residential community	Not significant
Air Quality	Effects on residents	Not significant
Noise and Vibration	Effects on residents	Low risk/minor adverse
Ecology	No effects	No impact
Geology and Soils	Effects on geology	Not significant
	Effects on soils	Not significant
	Effects on groundwater	Not significant
	Effects on construction workers	Not significant
	Effects on general public	Not significant
	Effect on fauna and flora	Not significant
Flood Risk and Resources	Effects on sewer flood risk	Not significant
	Effects on surface and sewer water quality	Not significant
	Effects on groundwater	Not significant
Socio-Economics	Effects on the employment base	Minor beneficial
	Effects on the labour market	Minor beneficial

Summary of Residual Impacts (Operational Phase) (permanent)

Environmental Topic	Description of Effect/Receptor	Residual Impact
Built Heritage	Effect on listed assets	Not significant
	Effect on registered parks	Not significant
Townscape, Landscape and Visual	Effect on designated landscapes	Minor adverse
	Effect on townscape character	Minor to major beneficial
Sunlight and shading	Effect on window receptors	Not significant
	Effects on gardens and amenity	Not significant
Light pollution	Effects on area wide	Not significant
	Effects on residents	Not significant
	Effects on Stanley Park	Not significant
Microclimate	Effect on pitch conditions	Not significant
	Effect on spectators comfort	Not significant
	Effects on off-site streets and pedestrian routes	Not significant
	Effects on Stanley Park	Not significant
	Effects on stadium concourse	Not significant
	Effects on stadium entrances	Not significant
TV Reception	Effects on terrestrial and satellite reception	Not significant
	Effects on Freesat and Sky TV reception	Not significant
	Effects on fixed microwave links	Not significant
Transport	Effects on surrounding residential community	Not significant
	Effects on residents affected by road closures	Not significant
	Effects on scheduled bus services and users	Not significant
	Effects on residents on Walton Breck Road (WBR)	Not significant
	Effect on improved safety for Soccerbus users	Not significant
	Effect on residents on streets to host formalised bus and taxi pick up points	No significant
	Effects on Local Transport Network	Not significant
Air Quality	Effects on human health	Not significant
Noise and Vibration	Effects on residential and non-residential receptors in the vicinity of the stadium	Not significant
Ecology	No effects	No impact
Geology and Soils	Effects on groundwater	Not significant
Flood Risk and Resources	Effects on surface water run-off	Not significant
	Effects on groundwater	Not significant
Socio-Economics	Effects on the employment base (Liverpool Impact area)	Minor beneficial
	Effects on the labour market (Liverpool Impact area)	Minor beneficial
	Effects on the visitor economy (Liverpool Impact Area)	Minor beneficial

8.8 Due to the temporary nature of the construction phase of the proposed development, the effects identified in the specialist technical ES chapters will be temporary and reversible. Some adverse effects have been identified for noise and visual intrusion arising from the construction phase but it is expected that these will be mitigated with the implementation of an appropriate Construction Environmental Management Plan (CEMP), reducing the overall effect to an acceptable level. The ES identifies significant beneficial socio-economic effects for the construction phase of the proposed development for both the employment base receptor and labour market in the Liverpool city region and beyond.

8.9 The level of impact the ES identifies during the operational phase in relation to Stanley Park, Anfield Cemetery and listed buildings (Nos. 35 to 45 Anfield Road and Stanley House) accurately reflects the conclusion of 'less than substantial harm (in the context of the National Planning Policy Framework – NPPF) as set out in the Heritage Statement in support of the planning application and does not equate to a significant effect in EIA terms.

8.10 There will be residual adverse effects, albeit insignificant, to transport on the local residents expected from the closure of several roads and the additional match day pedestrian and vehicle movements. However, there will be beneficial effects resulting from the proposed scheduled bus services and formalisation of road closures to Walton Breck Road.

8.11 The ES also anticipates that the proposed development will bring significant beneficial effects to the townscape and visual character, significantly improving the townscape component within the Anfield area. Significant beneficial effects will also result from socio-economic aspects of the proposed development in the Liverpool region on the employment base, labour market and visitor economy receptors for the proposed development.

8.12 All other permanent impacts attributable to the operational phase of the proposed development are considered not significant.

8.13 In conclusion, some potential temporary impacts for the construction phase of the proposed development will be adverse, however they will be controlled to an acceptable level and will be short-term. Balancing the adverse temporary and permanent impacts against the long term benefits the proposed development will bring, the overall conclusion of the ES is that the proposed Anfield Stadium Expansion will have an overriding beneficial impact, enhancing and improving the existing area.

9. Regeneration

9.1 The Planning Statement (Document A1/4) confirms that urban regeneration and urban renaissance objectives are a central thread in national and development plan policies.

9.2 The contribution of LFC's stadium proposals to meeting the overriding regeneration objectives has been long recognised in policy documents and reports prepared by LCC including the North Liverpool Economic Action Plan (NLEAP), North Liverpool Area Action Plan and the former Anfield/Breckfield Regeneration Strategy (A/BRS); the latter document which was formerly adopted by the City Council as a framework for regeneration of the Anfield/Breckfield area, had a new stadium for LFC at the heart of its proposals:

'LFC's expansion proposals could be the catalyst for regeneration and will certainly drive the regeneration process. The fullest advantage needs to be taken of the profile that LFC will generate, not only to ensure that its proposals move forward smoothly but to ensure that it provides a sustainable basis for continuing improvement and development over the long term'

9.3 More recently, the Anfield Spatial Regeneration Framework (ASRF) uses the Club's preference for expansion of the existing stadium as a key driver for regeneration across Anfield, including housing renewal and improvement in the Rockfield and Anfield Village areas.

Direct Regeneration Benefits

9.4 The direct benefits of the expanded stadium; that is those elements of the ASRF that will be directly delivered by Liverpool FC as part of the stadium expansion comprise:

- New direct job opportunities (c.81 Full Time Equivalent (FTE) jobs)
- Significant improvements to the physical environment and visual amenities for people living in proximity to the stadium
- Greater management of car parking and improved public transport provision for people attending football matches, so as to limit impact on the surrounding residential areas
- Commitment to a 50-year licence at an enhanced rate for the car park in Stanley Park, providing a guaranteed income to LCC for the long term management and maintenance of the restored park
- Maintaining the long-term presence of LFC in Anfield and ensuring its on-going socio-economic benefits to the area

- Additional visitors and spending being drawn into the area as a result of the enlarged stadium
- A significant private investment demonstrating market confidence in the area to encourage other investment and development
- Enhanced security and surveillance linked to the expanded stadium and associated public realm
- Provision of major areas of new open space available for public use at all times and capable of accommodating community and other uses on non-match days, including an informal all-weather pitch on the Outside Broadcast area
- Enhanced linkages between Walton Breck Road, surrounding residential areas and Stanley Park encouraging greater use and enjoyment of the Park

9.5 The Economic Impact Assessment report (Document F1/1) confirms that these benefits will make a major contribution to the physical, social and economic regeneration of the area. In physical terms, the demolition of the vacant and derelict housing, expansion of the stadium and associated public realm with enhanced links to Stanley Park will result in significant improvements to the built environment of the area. There will be direct job creation in the new stadium, and greater opportunities for tourism resulting in increased visitor spending and more money into the local economy. The Club's investment will also ensure guaranteed income to LCC over a sustained period enabling the council to manage the long term maintenance of Stanley Park.

Regeneration Deliverables

9.6 The Economic Impact Report also cites wider regeneration deliverables that will be achieved directly as a result of the stadium expansion. Whilst clearly linked to the stadium development, the responsibility for delivery does not lie with LFC but with the City Council and other local partners, including Your Housing Group. The partnership arrangement between the three parties will enable the proceeds from the sale of properties to LFC to facilitate the expansion of the stadium to be re-invested in other projects identified in the SRF; the receipts to LCC will also be used to lever in additional grant funding.

9.7 The key regeneration deliverable arising from the stadium expansion is completion of the restoration of Stanley Park. As a result of the planning permission for a new stadium in the Park a combination of private and public funding (including by LFC) was obtained to carry out major restoration works to the west of Mill Lane; those works were completed in 2010. Land to the east of Mill Lane was not included in the works as that part of the Park regeneration was to be delivered through the new stadium development.

9.8 Now that LFC has stated a preference to expand the existing Anfield Stadium, an 'East of Mill Lane Regeneration Plan' (EMRP) is proposed to complete the restoration of the Park. The EMRP sets out proposals including the re-surfacing and new lighting to the car park, reinstatement of the footpath across the middle ground, restoration of Dahlia Walk and new landscaping in accordance with Kempian principles. There is a commitment from the Club to make a contribution of £0.8m to facilitate the works which will be delivered by LCC.

Indirect Regeneration

9.9 The regeneration benefits identified above are clearly and inextricably linked to the stadium expansion; directly as part of the stadium construction or delivered as part of the mitigation works. Other elements of the Anfield SRF are not so obviously linked to the development however, the stadium expansion does have an important role to play in their delivery and on-going success.

9.10 The partnership arrangement between LCC, LFC and YHG will enable the proceeds from the sale of properties to LFC to facilitate the expansion of the stadium to be re-invested in other projects identified in the SRF. Those monies will also enable LCC to lever in additional grant funding to support the regeneration programme and delivery of key projects including:

- A new hotel quality branded hotel on Anfield Square. The hotel will be run as a social enterprise and provide training opportunities for local people in the hospitality industry. The hotel will front the new 'fan zone'. It will also act as an interface between the retained housing in Anfield Village (Pulford Street) and activity around the enlarged stadium.
- Commercial offices on Anfield Square. The first phase will be occupied by YHG who are committed to relocating their Liverpool presence to the area.

9.11 In addition to the above, the proposed direct and indirect investment by the Club will result in increased confidence to accelerate the delivery of other regeneration projects in the area including housing renewal (clearance, redevelopment and refurbishment) being carried out by Keepmoat on land to the south of Walton Breck Road; and LCC's own proposals for housing refurbishment and environmental improvements in the Rockfield / Anfield Village areas.

9.12 Similarly LCC and its development partner, Keepmoat, will have increased confidence to deliver a reinvigorated high street of new shops and community facilities, including further development on Anfield Square. Those developments will benefit both from increased visitor numbers to the stadium, enhanced footfall generally as a consequence of the improved housing market offer in the area, and improved spending power through the indirect economic benefits of the stadium expansion investment. Included within this is the new and innovative Community Land Trust; Homebaked, formed to retain and restore a historic high street bakery and engage the community at grass roots level with a tangible stake in the areas regeneration.

9.13 Building on the restoration work already started in Stanley Park, a range of proposals are now in place to increase use and visitor numbers including the improvement of historic routes through the park, redesigning the Stanley Park car park so that it is better integrated into the park and can be used for other purposes and the attraction of events that bring families to the park – including music, food and arts festivals.

9.14 Finally, there are proposals to construct a new University Training College (UTC) 'Liverpool Engineering and Logistics' on the site of the former Anfield Comprehensive, providing vocational study for 14 – 18 year-olds. While not directly linked to the stadium development, there are opportunities for the UTC to link with the Training Hotel and LFC, particularly through its Foundation, to broaden learning opportunities at the college.

10. Economy

10.1 Liverpool FC is already a major driver of the city and local economy through tourism spending, direct and indirect job and wealth creation. Details are set out in the Economic Impact Assessment (Document F1/1) which confirms that the stadium Club currently supports 688 FTE jobs and £16.3m gross employment income to the economy of the city.

10.2 The stadium expansion is predicted to create 191 net additional FTE jobs and £4.43m net additional employment income to the economy of Liverpool. Construction impacts will add a further c.130 FTE jobs per annum in the city. While there are no clear indicators to qualitatively assess the likely impacts at the local (ward) level, the Economic Impact Assessment and related chapters in the ES (Document B1/5, chapter 19) indicates that the development is likely to have a moderately beneficial impact on local employment and expenditure.

10.3 The economic benefits of football particularly arising from a club's participation in European competitions and raising the profile of Liverpool as a tourist destination, is a key economic driver identified in the Economic Impact Assessment. With sustained success in European competitions, which is more likely due to higher revenues arising from increased ticket sales at the enlarged stadium, the development has the potential to offer considerable long-term economic benefits to the city.

11. Sustainability Appraisal

11.1 The Sustainability Appraisal (SA) (Document E1/1) demonstrates how the proposed redevelopment of Anfield Stadium and adjacent public realm will deliver sustainable development.

11.2 The Anfield Spatial Regeneration Framework (ASRF) has been adopted by LCC to guide the regeneration of the Anfield area. As part of the SRF development process, a Strategic Environmental Assessment/Sustainability Appraisal was undertaken to ensure the ASRF promoted local and national sustainability objectives. At the time, it also assessed the sustainability credentials of a potential redevelopment of Anfield Stadium against a series of set objectives.

11.3 The SA reassesses the proposed development against these sustainability objectives and confirms that it has improved its performance in respect of:

- Biodiversity, Flora and Fauna and Biodiversity;
- Flood Risk;
- Air Quality;
- Cultural Heritage;
- Climate Change Mitigation; and Resource use and Waste Management

11.4 The assessment confirms that the design proposals will make a positive contribution to sustainability objectives in respect of:

- Climate Change adaption
- Townscape and Landscape
- Economy
- Employment Skills and training
- Health and wellbeing
- Housing

11.5 The SA confirms that the Club are targeting a BREEAM 'Very Good' which will ensure that sustainable design and construction measures will continue to be promoted during the future design and construction and operational stages of the development.

12. Community Engagement

12.1 The planning application is supported by a Statement of Community Involvement (SCI) which summarises the pre-application consultation undertaken with the local community and stakeholders by LFC in support of the application.

12.2 The statement demonstrates the Club's proactive approach to consulting the community and key stakeholders before submitting its stadium expansion application.

12.3 The publicity and public consultation exhibition events for the project as a whole were wide ranging and reached a global audience. At a local level focussed consultation included the local community, local council members, neighbouring residents and important stakeholder groups.

12.4 There was an excellent response to the pre-application consultation with over 2,000 responses received. Feedback received during the events and submitted through the questionnaire confirmed that the local community are generally supportive of the Stadium proposals. This is further backed by the overall lack of any clear objections to the plans and reinforced from discussions that have taken place in the project office and through 1-2-1 meetings with local community groups. This support builds on the recent consultation that has taken place on the Anfield Project 'Visioning' document where there was confirmed 'in principle' support for the Stadium expansion proposals.

12.5 In response to the question, 'Do you think the Stadium proposals will meet the requirements of fans and those visiting the Stadium', over 80% of answers from the consultation events and website were positive demonstrating a high level of support for the stadium proposals. This was strongly reflected in the 87% of 'yes' answers provided by the local community responses.

12.7 The majority of comments received, by fans and the local community, relate to the details of ticketing, facilities within the expanded Stadium and parking/access. Specific design comments, particularly relating to the Hillsborough Memorial, Alroy Road improvements and disabled seating/access, have been addressed through direct consultation with relevant groups and have subsequently informed the planning application.

13. Planning Statement

13.1 The submitted Planning Statement (PS) (Document A1/4) sets out the context for the development by providing the background to the proposals including a description of the site and its surroundings, relevant planning history, the planning policy framework and key issues. It draws together all the information contained within the application and sets out the case on behalf of LFC as to why planning permission should be granted.

Planning Policy

13.2 The PS confirms that the key theme of policy guidance at a national and local level is for development to be sustainable and make a positive contribution to economic growth objectives. Regeneration of cities is also an important policy objective, particularly in Liverpool; the City Council recognises that this will only be delivered by taking an holistic view and addressing issues of social, economic and physical decline.

Key Issues

13.3 There is a presumption in favour of sustainable development that accords with the development plan. The PS considers the application proposals against the objectives, policies and proposals of the development plan and any other material considerations.

13.4 The key planning issues the PS identifies for this application comprise:

- The principle of development
- Impact on residential and general amenity
- Transport related impacts
- Impact on the historic environment
- Regeneration and economic benefits

The Principle of Development

13.5 The adopted UDP contains a specific policy that aims to facilitate the growth and development of Liverpool and Everton football clubs. Specific support for the expansion of the Anfield stadium is set out in various other policy documents prepared by LCC, including the recently adopted Anfield Spatial Regeneration Framework (Anfield SRF). There is, therefore, general 'in principle' development plan and other policy support for the development. This needs to be considered in the context of impact on residential amenity and other policies in the plan.

Amenity

13.6 The proposed development will have an impact on the residential amenities of people living in close proximity to the expanded stadium, and the wider area. The ES predicts a combination of positive and negative impacts on the residential amenities of adjacent occupiers. Following appropriate mitigation at either the construction or operational phase of the development, no permanent discernible significant adverse effects are predicted.

Transport

13.7 The Anfield area has already benefitted from a reduction in match-day traffic following the expansion of the Football Match Parking Zone (FMPZ) carried out in relation to the previous consent for a new stadium in Stanley Park. The measures proposed in the Transport Strategy aim to further dissipate the effects of car parking and match-day traffic in the area and encourage greater use of public transport and walking routes to the stadium. Overall, and as a consequence of the transport measures affecting a modal shift away from the private car, the development is predicted to result in less traffic in the Anfield area than previously accepted for the new stadium in Stanley Park.

Heritage

13.8 Planning permission exists for the construction of a new 60,000 capacity stadium in Stanley Park. That development would have a direct major impact on the setting and significance of the heritage landscape, including the adjacent Anfield Cemetery. The expansion of the existing Anfield stadium would result in less than substantial harm to the significance of the heritage assets; that harm would be less than the approved new stadium whilst also offering the benefits of securing the completion and sustained regeneration of the Park. The harm is outweighed by the significant regenerative and overall public benefits delivered by the stadium expansion.

Regeneration

13.9 The overriding objective of the Liverpool UDP, linked to the corporate vision for the City, is to secure urban regeneration. Successful and lasting urban regeneration requires a holistic approach to addressing all of the elements of society, including social, economic, health/education, as well as the physical environment. Football stadia can play an important and unique role in regeneration, particularly in deprived communities, and where they contribute to the wider community through wealth creation and shared facilities.

13.10 The expanded stadium will deliver direct local regeneration benefits in terms of new jobs and wealth creation, widening recreational opportunities, and significant improvements to the physical environment. Further regeneration benefits will flow directly from the development primarily as a result of the positive impact that the enlarged stadium and generous public realm will have on the image of Anfield, leading to market confidence, improving the prospects of delivering other commercial investments and enhancing the success of housing regeneration in the area. LCC policy and reports recognise that the stadium sits at the heart of these regeneration initiatives and has the potential to act as a catalyst for holistic and lasting regeneration.

Overall Conclusions and Planning Balance

13.11 The PS concludes that the expansion of the Anfield stadium is a sustainable development that is supported by the policies of the adopted and emerging Liverpool development plan and supplementary planning and other policy documents. The development sits at the heart of regeneration proposals for the wider Anfield area and will assist in bringing forward holistic and sustainable regeneration of the area in the short term. The development will also deliver city-wide benefits in terms of improving the profile and image of Liverpool and attracting more visitors.

13.12 The comprehensive regeneration benefits are sufficient to outweigh any temporal adverse impact on the residential amenities of a small number of nearby dwellings on match days and the less than substantial harm to heritage assets. The development is justified and a grant of planning permission is appropriate and in the wider public interest.

14. Addresses and Contacts

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Appendix 1: Document and Plan Schedules

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Document Schedule

Ref	Document
	Application Forms and Certificates
A1/4 and A2/4	Planning Statement and Appendices
A3/4	Application Plans
A4/4	S106 Heads of Terms
B1/5	Environmental Statement, Volume 1: Main Report
B2/5	Environmental Statement, Volume 2: Technical Appendices (Part 1)
B3/5	Environmental Statement, Volume 2: Technical Appendices (Part 2)
B4/5	Environmental Statement, Volume 2: Technical Appendices (Part 3)
B5/5	Environmental Statement: Non-Technical Summary
C1/3	Transport Strategy
C2/3	Transport Assessment
C3/3	Interim Staff Travel Plan
D1/1	Design and Access Statement
E1/1	Sustainability Appraisal
F1/1	Economic Impact Assessment
G1/1	Heritage Statement
H1/1	Contaminated Land Checklist
J1/1	Statement of Community Involvement
K1/1	Summary Guide to Application

Drawing Schedule

Ref	Scale	Drawing	Title/Rev
001	1:2500	Location Plan	PL1
002	1:1000	Proposed Site Plan – Phase 1	PL1
003	1:1000	Proposed Site Plan – Phase 2	PL1
010	1:500	Existing Level 0 Plan	PL1
011	1:500	Existing Level 1 Plan	PL1
012	1:500	Existing Level 2 Plan	PL1
013	1:500	Existing Roof Plan	PL1
Main Stand Phase 1 (Plans)			
110	1:250	Level 0 – Ground Floor Plan	PL1
111	1:250	Level 1 – Plant Mezzanine	PL1
112	1:250	Level 2 – Lower Concourse Plan	PL1
113	1:250	Level 3 – Hospitality Plan	PL1
114	1:250	Level 4 – Hospitality Plan	PL1
115	1:250	Level 5 – Hospitality Plan	PL1
116	1:250	Level 6 – Upper Concourse Plan	PL1
117	1:250	Level 7 – Plant Roof Plan	PL1
118	1:250	Roof Plan	PL1
Anfield Road Stand Phase 2 (Plans)			
120	1:500	Level 0 & 1 Plans	PL1
121	1:500	Level 2 & 3 Plans	PL1
122	1:500	Level 4 & 5 Plans	PL1
123	1:500	Level 6 Plan	PL1
Main Stand Phase 1 (Sections and Elevations)			
200	1:250	Section A-A	PL1
201	1:250	Section B-B	PL1
202	1:250	Section C-C	PL1
210	1:500	Site Section – Existing & Proposed	PL1

Ref	Scale	Drawing	Title/Rev
300	1:500	Exist & Prop NW Site Elevation	PL1
301	1:500	Existing & Prop SW Site Elevation	PL1
302	1:500	Existing & Prop NE Site Elevation	PL1
303	1:500	Existing & Prop SE Site Elevation	PL1
310	1:250	North West Elevation	PL1
311	1:250	South West Elevation	PL1
312	1:250	North East Elevation	PL1
320	1:100	Detail Elevation 1 - NW Elevation	PL1
321	1:100	Detail Elevation 2 – NW Elevation	PL1
322	1:100	Detail Elevation 3 – NW Elevation	PL1
330	1:100	Detail Study – Hillsborough Memorial	PL1
Anfield Road Stand			
250	1:500	Site Section – Existing & Proposed	PL1
350	1:500	Existing & Proposed Outline Elevation	PL1
Landscaping and Public Realm			
PL1312.GA102		Phase 1 General Arrangement	PL01
PL1312.GA104		Phase 2 General Arrangement	PL01
PL1312.GA106		S278 Works	PL01
PL1312.GA107		Tree Removal & Protection	PL01
PL1312.GA108		Phase 1 – Hardworks	PL01
PL1312.GA109		Phase 1 – Softworks	PL01
PL1312.GA101		Phase 1 – Lighting Layout	PL01
PL1313.GA111		Detail Area 1: The Grove	PL01
PL1312.GA113		Detail Area 2: Anfield Square	PL01
PL1312.GA114		Detail Area 3: OB	PL01
PL1312.GA115		Section 1 – Concourse	PL01
PL1312.GA116		Section - Anfield Square	PL01
PL1312.GA117		Section 3 – OB	PL01
PL1312.GA118		Section 4 – Phase 2 Dahlia Walk	PL01
PL1312.GA119		Phase 1 Circulation: Match Day	PL01
PL1312.GA120		Phase 1 Circulation: Non Match Day	PL01
PL1312.GA124		External Furniture Layout	PL01

