

# Liverpool John Lennon Airport **Master Plan** to 2050



Consultation Report  
February 2018





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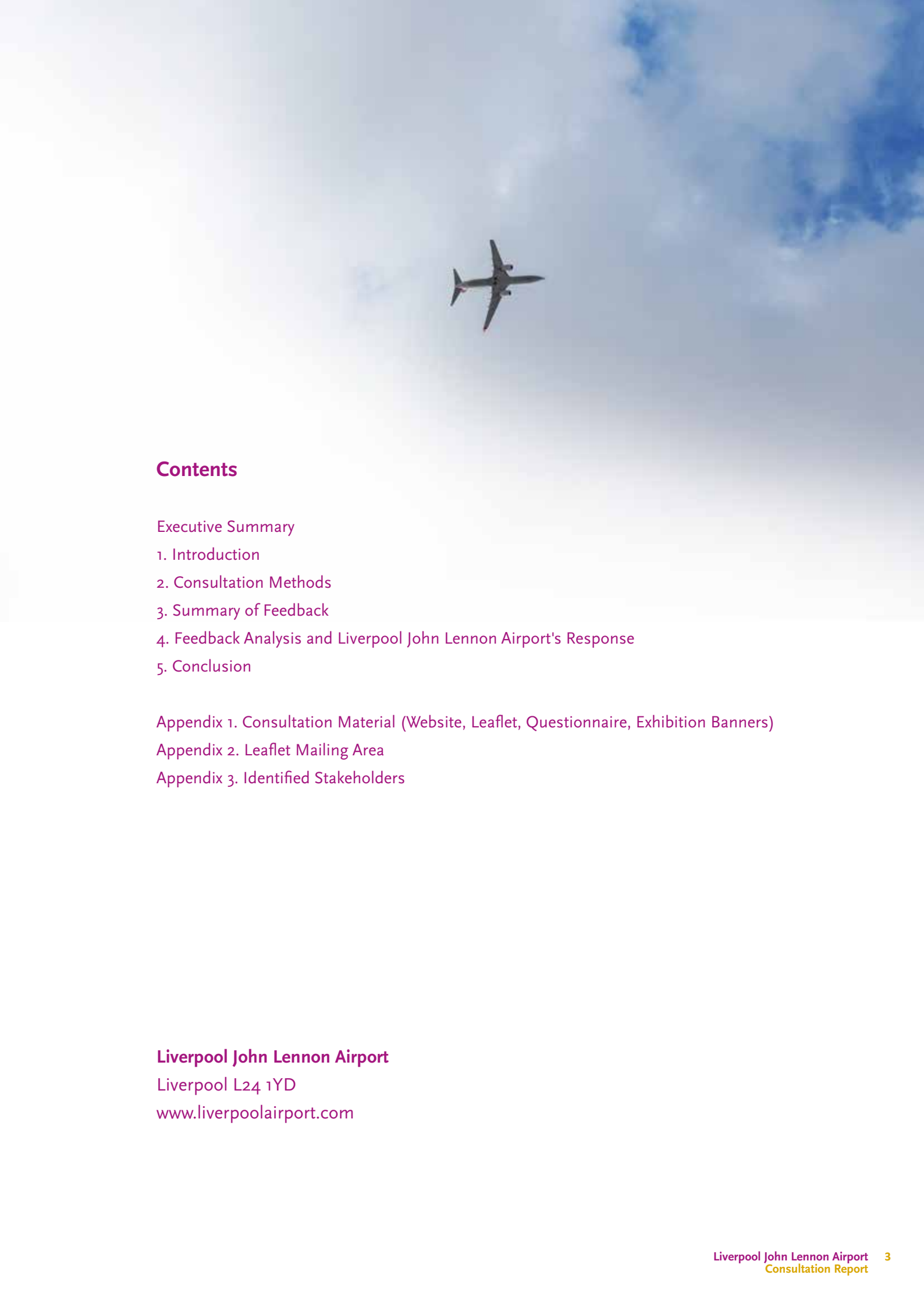
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**Liverpool John Lennon Airport**

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## Executive Summary

The draft Liverpool John Lennon Airport (LJLA) Master Plan was published for consultation over a four-week period in June and July 2017.

The purpose of this Consultation Report is to provide a summary of the activities undertaken during the consultation, an analysis of the feedback received and LJLA's response to the feedback.

The consultation was widely publicised by the distribution of leaflets to local residential and business properties, and a media launch. Key stakeholder groups and statutory groups were also consulted on the Master Plan proposals.

A number of public consultation events were held during a four-week consultation. This included exhibitions at Hale Youth Centre and the Airport on the plans. During these events, local residents, Airport staff, tenants and users were invited to provide feedback. Approximately 300 people attended these events.

The draft Master Plan was available to view on a dedicated page on the LJLA website. An online questionnaire was also available to complete along with dedicated email and Freepost addresses.

In total, 190 responses were received to the consultation. This included feedback from individuals and organisations. Overall there was strong support for the vision and objectives, as set out in the draft Master Plan, with 67% of respondents to the questionnaires either agreeing with or strongly supporting the vision. A number of respondents recognised the important role LJLA plays in the regional economy and supported the economic investment and jobs the Master Plan will support.

The ambition and principles set out in the draft Master Plan were supported by Liverpool City Council, Liverpool City Region Combined Authority and Warrington Borough Council. While Halton Borough Council and Cheshire West & Chester Council all recognised the important role the Airport plays in the region.

Comments were received regarding a number of overarching themes. Respondents expressed some concerns that the plans would lead to an increase in noise. A minority felt that the runway extension was unnecessary. Comments were received with regard to the connectivity to the Airport, in particular there was an expressed desire to see a rail link as well as improvements to public transport.

The Airport is grateful for all of the feedback and comments it received. All of the comments received during the consultation have been carefully considered whilst preparing the final Master Plan. LJLA's response to the feedback received is included in section 4 of this report.







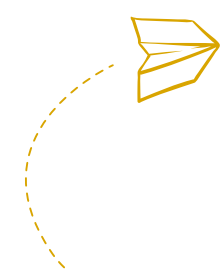
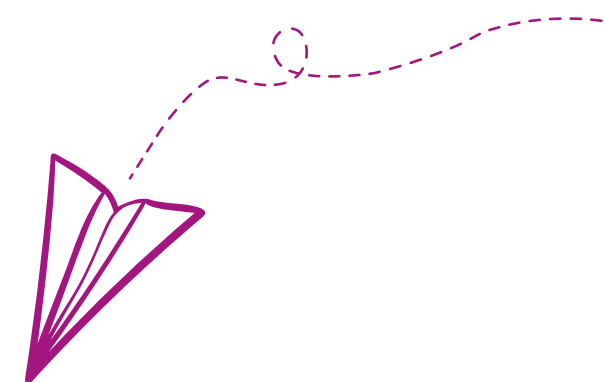
# 1. Introduction

**Liverpool John Lennon Airport (LJLA) formally consulted on the draft Master Plan to 2050 from Monday 26 June to Monday 24 July 2017. The Master Plan will update LJLA's first Master Plan document, which was adopted in 2007.**

The draft Master Plan has been prepared in accordance with guidance in Annex B of the Aviation Policy Framework. The Aviation Policy Framework sets out the Government's policy to allow the aviation sector to continue to make a significant contribution to economic growth across the country.

During the four-week consultation period, LJLA engaged with identified stakeholders, local residents, Airport users and staff members. The consultation was publicised via a comprehensive leaflet drop in the surrounding area and a press campaign, to ensure awareness in the wider region.

This Consultation Report summarises the activities undertaken throughout the period and the feedback received which will inform the final LJLA Master Plan to 2050.





## 2. Consultation Methods

A range of consultation methods were used to inform stakeholders, local residents and the wider area of the consultation. These methods and activities are summarised in this chapter.

The methods of consultation undertaken included:

- A media launch
- Communication with identified stakeholders
- Distribution of a summary leaflet
- A dedicated consultation page on the LJLA website
- Several public exhibitions
- A number of feedback channels

### Media launch

A press release provided information about the Master Plan consultation and details about the public exhibitions.

The press release was issued to several media outlets including:

- Local and national press
- Local radio and TV channels
- Travel trade and aviation media
- Online local business news websites

On Friday 23 June 2017, an article was published in the *Liverpool Echo*. The article provided details of the Master Plan consultation alongside an interview with LJLA Strategy Director Mark Povall.

In addition the *Runcorn and Widnes Weekly News* also highlighted the consultation in an edition on 6 July 2017. The consultation was also covered by ITV Granada News in television news reports as well as appearing on the ITV news website.

Further articles were published online on *Frontier Magazine*, *Click Liverpool*, *Buying Business Travel*, *B Daily* and *Airport Business* amongst other publications.





## Communication with identified stakeholders

On Friday 28 May 2017 a presentation was delivered to the LJLA Consultative Committee. The Committee is the forum at which the management of the Airport interacts with local public agencies, with the local business and residential communities and with Airport users on a range of environmental and other airport issues. The purpose of the presentation was to provide an overview of the forthcoming draft Master Plan public consultation and for members to bring it to the attention of their respective organisations.

On Wednesday 21 June 2017, a letter was issued by LJLA to identified stakeholders providing them with an overview of the Master Plan proposals. The letter provided details of how the draft Master Plan could be viewed and how comments could be provided. A full list of identified stakeholders is included in Appendix 3.

## Summary leaflet

On Monday 26 June 2017, a four-page A5 leaflet was distributed to c.7,500 properties in Speke and Hale by a private distribution company.

The leaflet contained the following information:

- Key information about the Master Plan
- Information about the public consultation process
- Details about the public and resident exhibitions
- Details of how feedback could be provided

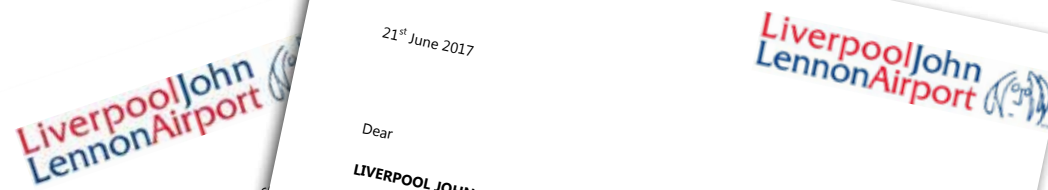
The distribution area was chosen as it contained properties likely to be affected by the developments proposed in the Master Plan. The map below highlights the distribution area.



LJLA consultation leaflet



Leaflet distribution area



21<sup>st</sup> June 2017

Dear

**LIVERPOOL JOHN LENNON AIRPORT MASTER PLAN TO 2050**

In 2007 Liverpool John Lennon Airport (LJLA) published its Airport Master Plan which set out its future plans for development and growth through to 2030, and it is now necessary to update and review this document and to set out the Airport's long term ambitions and vision to 2030 and beyond to 2050.

In developing this updated Master Plan, the Airport is keen to take into account, the views of local stakeholders with an interest in the growth of LJLA including local communities, businesses, tourism and regeneration agencies and representatives of local Government. A period of consultation of the draft Master Plan will therefore be announced later this week, which will run from 24<sup>th</sup> June to 26<sup>th</sup> July and I would welcome your views or those of your organisation as part of this process.

**Updated Airport Master Plan**

The updated Master Plan will align its growth with the ambitions of the Liverpool City Region, and further develop its synergy with the Port of Liverpool and Liverpool SuperPort initiative. The Master Plan will also support the Government's commitment to air travel and its requirement for airports to periodically review and update their Master Plans.

LJLA is an important transport and economic asset for the Liverpool City Region. It acts as an international gateway and currently supports around 6,000 jobs and contributes circa £250 million per annum to the local economy.

The Airport has ambitious plans to serve more destinations including long haul with passenger forecasts indicating the potential to grow passenger numbers from 4.8 million passengers per year in 2016 to 7.8 million by 2030, and to 11 million by 2050. These increases will require investment in an extension of the runway, expansion of the terminal building, additional car parking and passenger facilities including hotels, retail and food and drink services.

There is also significant potential to grow cargo operations at LJLA, to attract specialist aviation businesses and to develop a cluster of related high quality employment opportunities. These can be accommodated on land to the south of the Airport and it is proposed to allocate land with direct airside access to meet this need. In doing so, the Master Plan proposes to extend the Speke Garston Coastal Reserve providing additional managed habitat for public use alongside the Estuary.

- Public consultation**
- The four week draft Master Plan consultation leaflet to local residents and businesses which highlighting key aspects of the Master Plan leaflet is attached.
- There will also be two drop-in sessions for:
- **Thursday 29<sup>th</sup> June 2017** - LJLA
  - **Saturday 8<sup>th</sup> July 2017** - Hale Village

As an important local stakeholder, I would like to introduce the updated draft Master Plan and to ensure this would be of interest, please contact me via email on 0151 907 1501 or please feel free to attend either above.

Yours sincerely

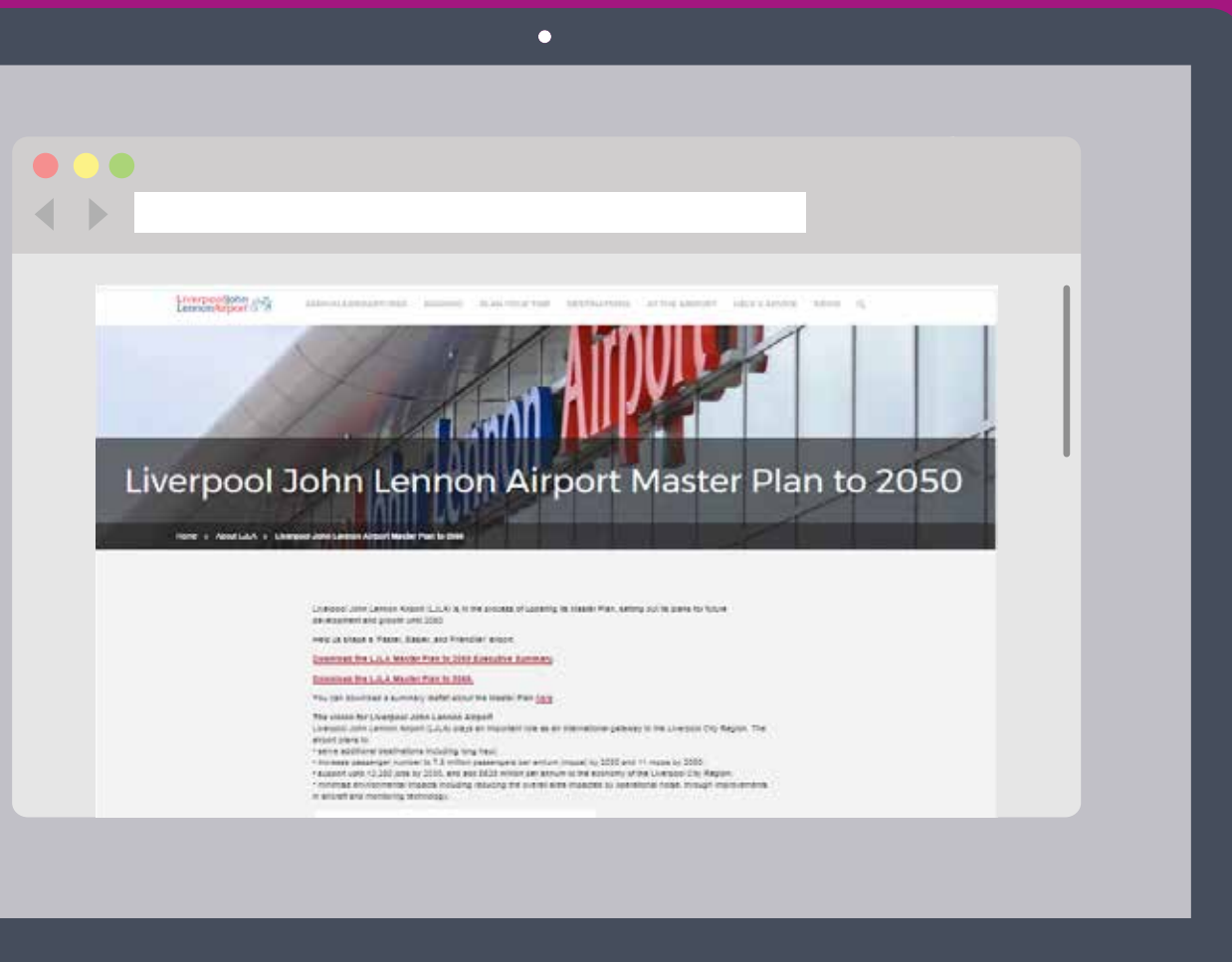
## Consultation page on the LJLA website

As part of the consultation process, the LJLA website had a page dedicated to the Master Plan proposals.

The page provided:

- A brief outline of the Master Plan
- A link to the Master Plan Executive Summary
- A link to the full Master Plan
- A link to the summary leaflet that was distributed to local residents
- Information on the public exhibitions taking place
- An online questionnaire

During the consultation period the dedicated Master Plan page received 2,243 visits from 1,721 individual users. The average time spent on this page was 3:23 minutes, which is 2 minutes longer than the Airport average.



A number of public exhibitions were held to provide local residents and other interested parties the opportunity to learn about the Master Plan and provide feedback.

The first public exhibition took place within the Airport on Thursday 29 June 2017 between 4pm and 7:30pm. The location was chosen as it is accessible to nearby residents in Speke and free car parking tickets were available to visitors upon request.

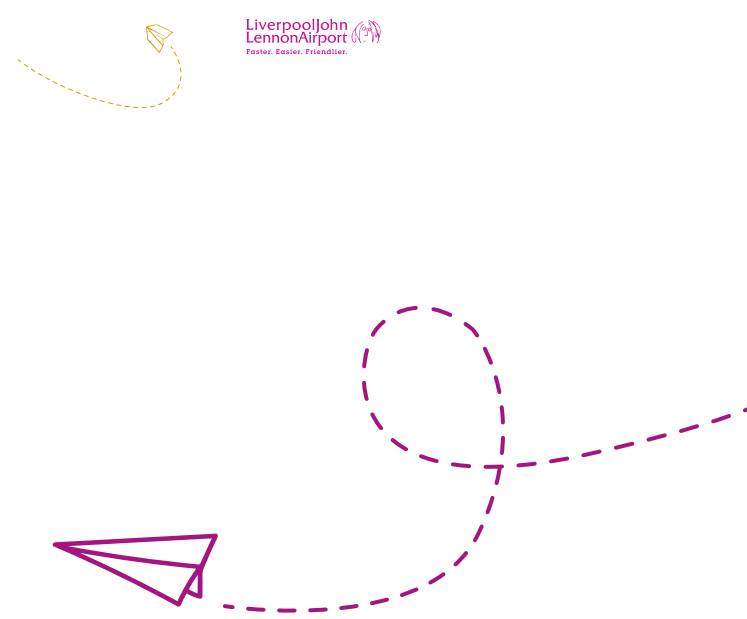
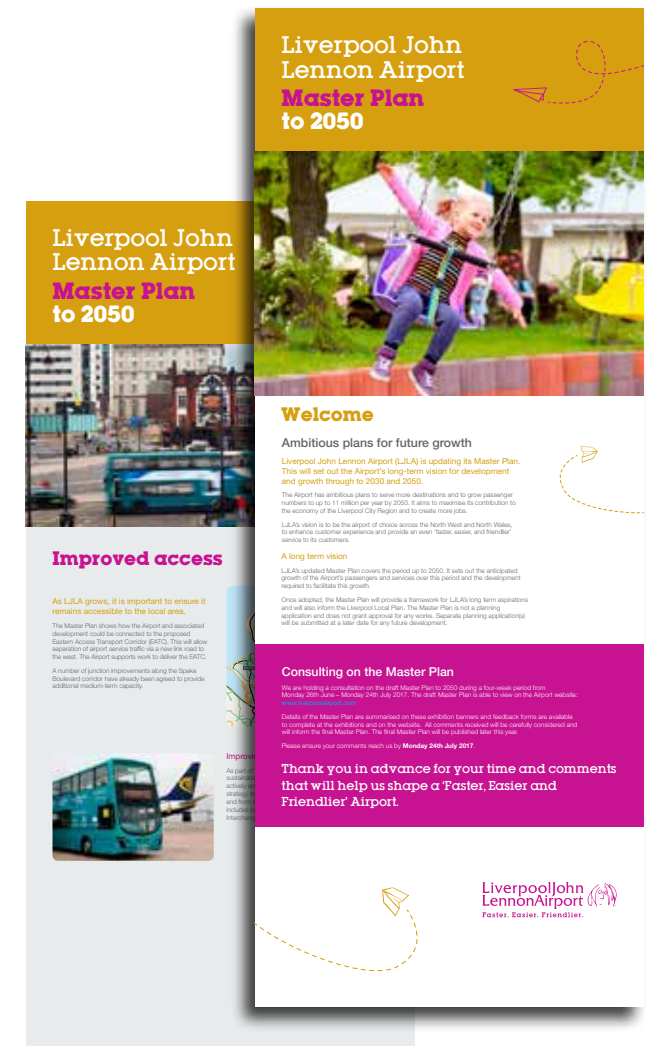
A second exhibition was held on Friday 30 June 2017 in the Airport departure lounge. This session was aimed at Airport workers, businesses within the Airport and Airport users.

The third exhibition took place at Hale Youth Centre on Saturday 8 July 2017 between 12pm and 4pm. The venue was chosen due to its close proximity to residents of Hale and nearby villages.

At all of the events, project team members were available to answer questions and exhibition banners were displayed. The exhibition banners provided the following information:

- An overview of the Master Plan proposals
- Details about offsetting noise pollution
- Details about ground transport
- Details about how the Master Plan would aid the development of employment opportunities in the region
- Information about the environmental considerations the Airport had considered within the Master Plan proposals
- Information about how to provide feedback on the Master Plan

Questionnaires were available to complete at the exhibitions.

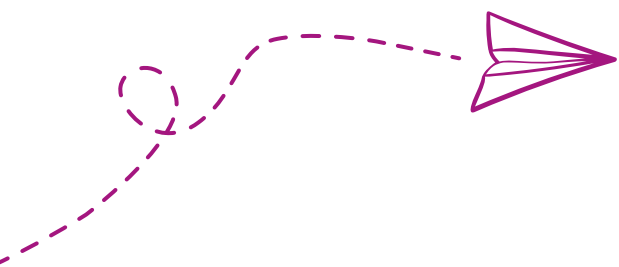




## Feedback channels

To ensure residents and stakeholders had an opportunity to provide feedback, a number of dedicated feedback channels were available during the consultation period. These were:

- A questionnaire available to complete at the public exhibitions
- A online questionnaire was available to complete on the LJLA website - [www.liverpoolairport.com](http://www.liverpoolairport.com)
- A Freepost address - Consult LJLA, Freepost RTGS-GYFY-AXBZ, Turley, 1 New York Street, Manchester, M1 4AY
- A contact email address: [consultljl@turley.co.uk](mailto:consultljl@turley.co.uk)
- A Freephone number: 0808 168 8296





### 3. Summary of feedback

This section of the report sets out a summary of the feedback received during the consultation period. It summarises the feedback received in questionnaires and provides a summary of comments. A more detailed analysis is included in section 4 along with a response to the comments received from LJLA.

The following responses were recorded during the consultation:

- Around 300 people attended the Master Plan exhibitions
- A total of 47 questionnaires were received
- 91 online questionnaires were received via the LJLA website
- 29 emails were received
- 5 letters were received
- 3 phone calls were received
- 15 responses were received from identified stakeholders

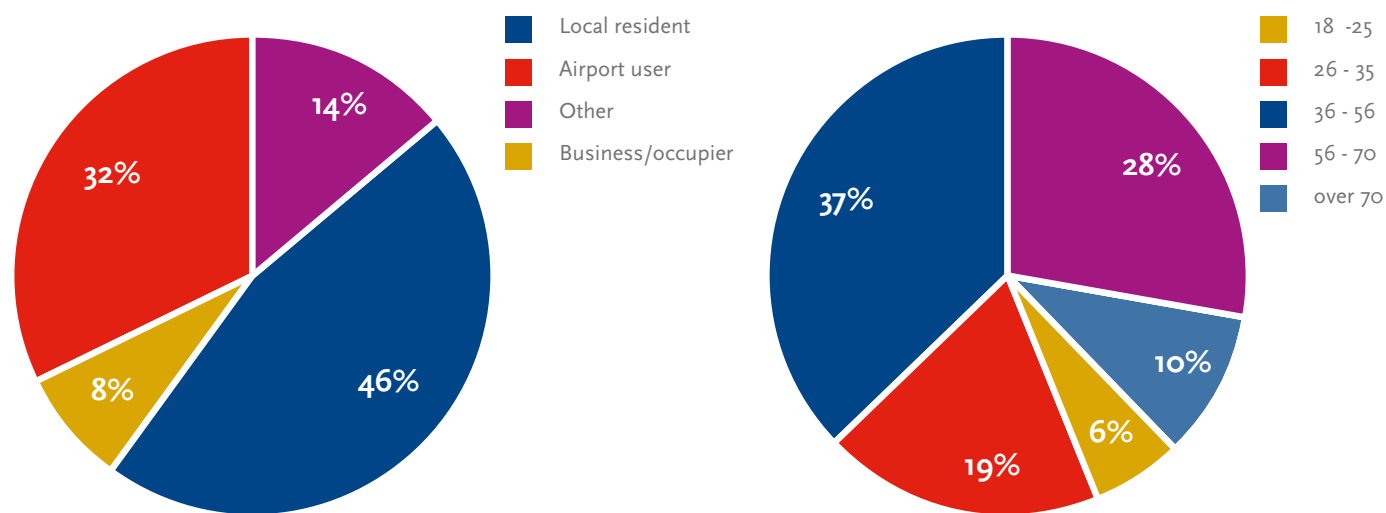
#### Master Plan Questionnaire Feedback

##### Question 1: I am...

The first question was in two parts. The first part asked respondents to state their relationship with the Airport. Of the 177 respondents who answered the question, the majority, 46% were local residents. A full summary of responses is included on the chart below.

##### Please confirm your age

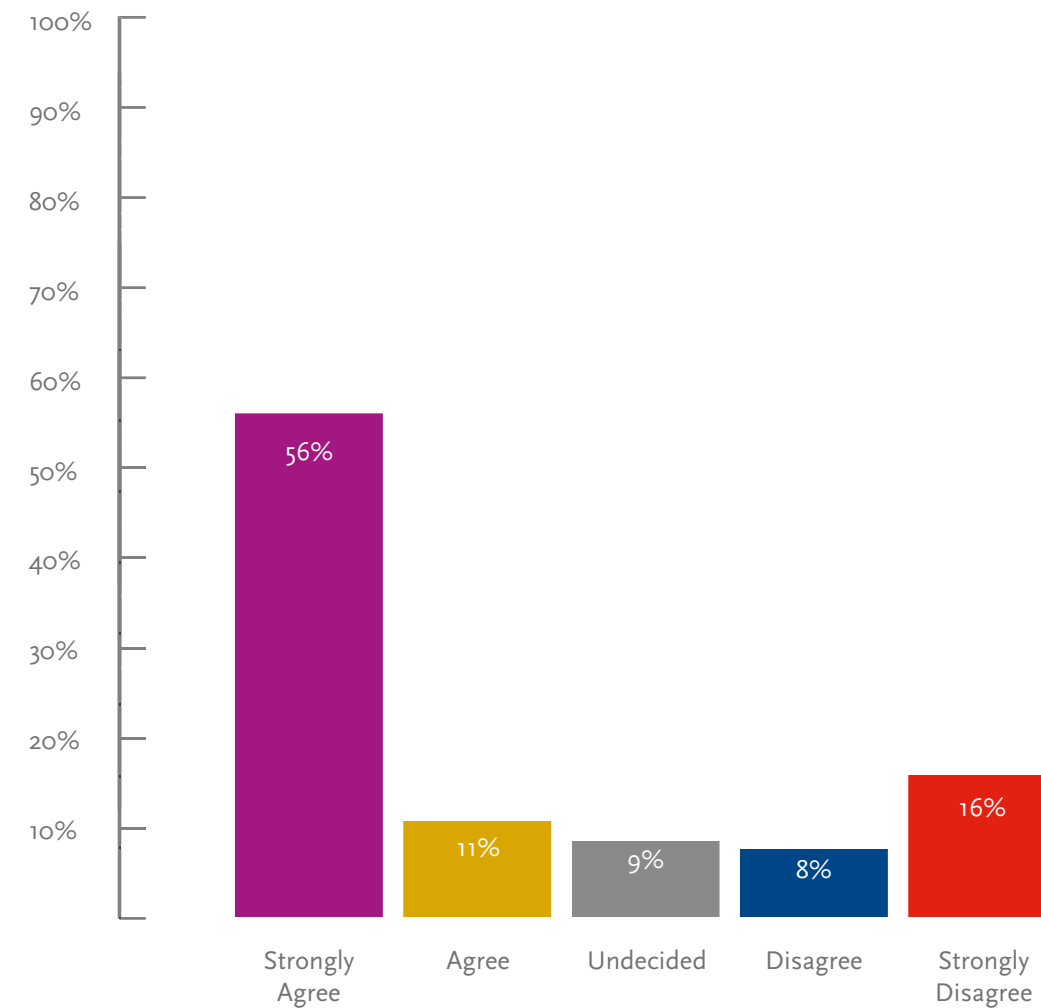
The second part of the first question, respondents were asked to confirm their age. Of the 122 people that responded to this question, the majority, 37% were aged between 36 - 56. A full summary of responses is included on the chart below.



##### Question 2: I support the Airport's vision and objectives as set out in the draft Master Plan

For each question, respondents were provided with a statement and five boxes ranging from strongly agree to strongly disagree and asked to select one.

Of the 138 respondents who answered this question, the majority of respondents, 67%, either agreed or strongly agreed with the statement. 9% of respondents were undecided and 24% either disagreed or strongly disagreed with the statement.



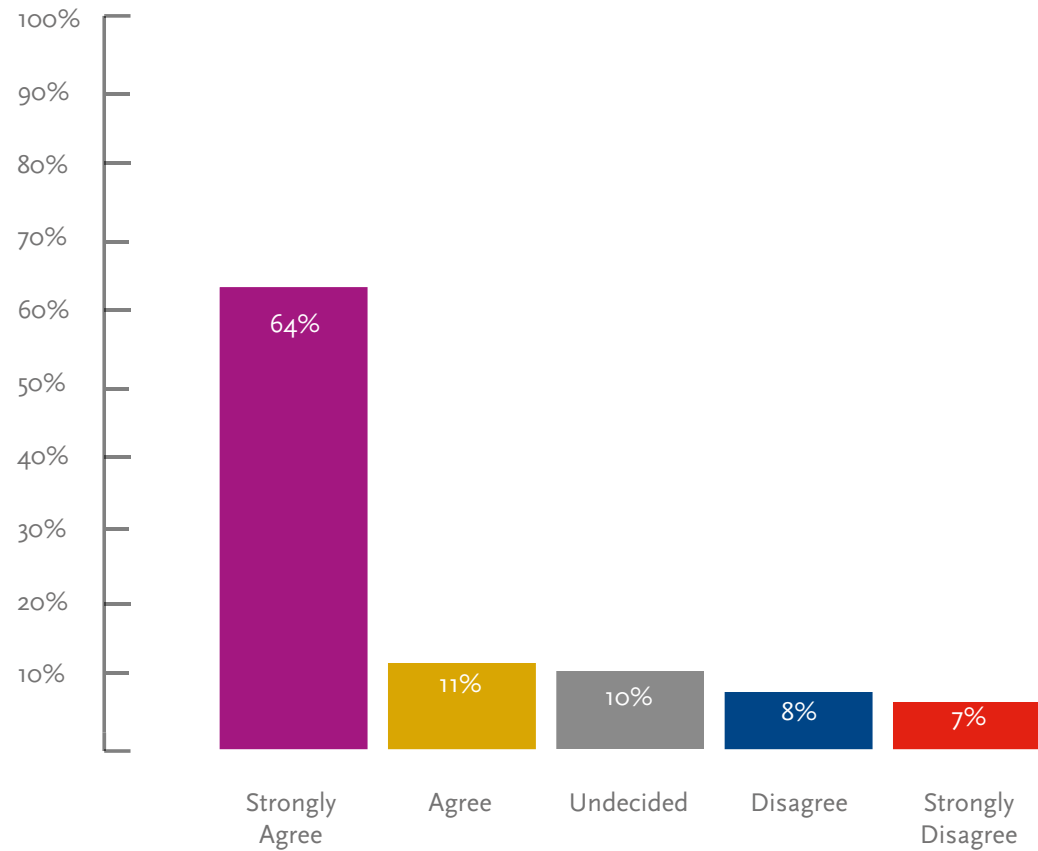
"A larger airport can only attract new business and investment into the city and the wider area as well as attracting visitors to boost the local economy"

"As a local resident I do not support the expansion as it will increase traffic to an already tight area"



**Question 3: I agree that the Airport plays an important role in the local economy and the draft Master Plan will help to strengthen its role in the Liverpool City Region**

Of the 138 respondents who answered this question, the majority 75%, either agreed or strongly agreed with the statement. 10% of respondents were undecided and 15% either disagreed or strongly disagreed with the statement.

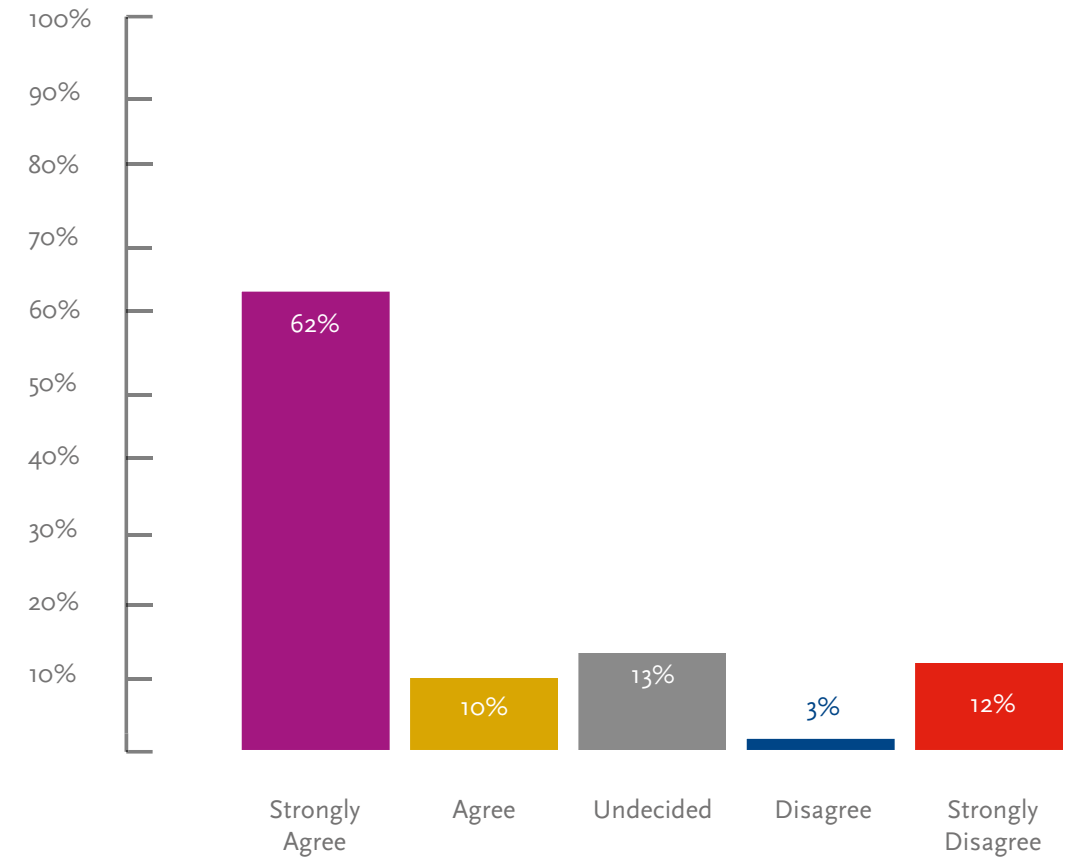


**"Make it happen sooner rather than later please"**

**"The development of the Airport is vital for the region's economy"**

**Question 4: I support the proposals to deliver new employment development to the south of the Airport**

Of the 137 respondents who answered this question, the majority 72%, either agreed or strongly agreed with the statement. 13% of respondents were undecided and 15% either disagreed or strongly disagreed with the statement.



**"Employment in this area and the commitment to help local people should be encouraged"**

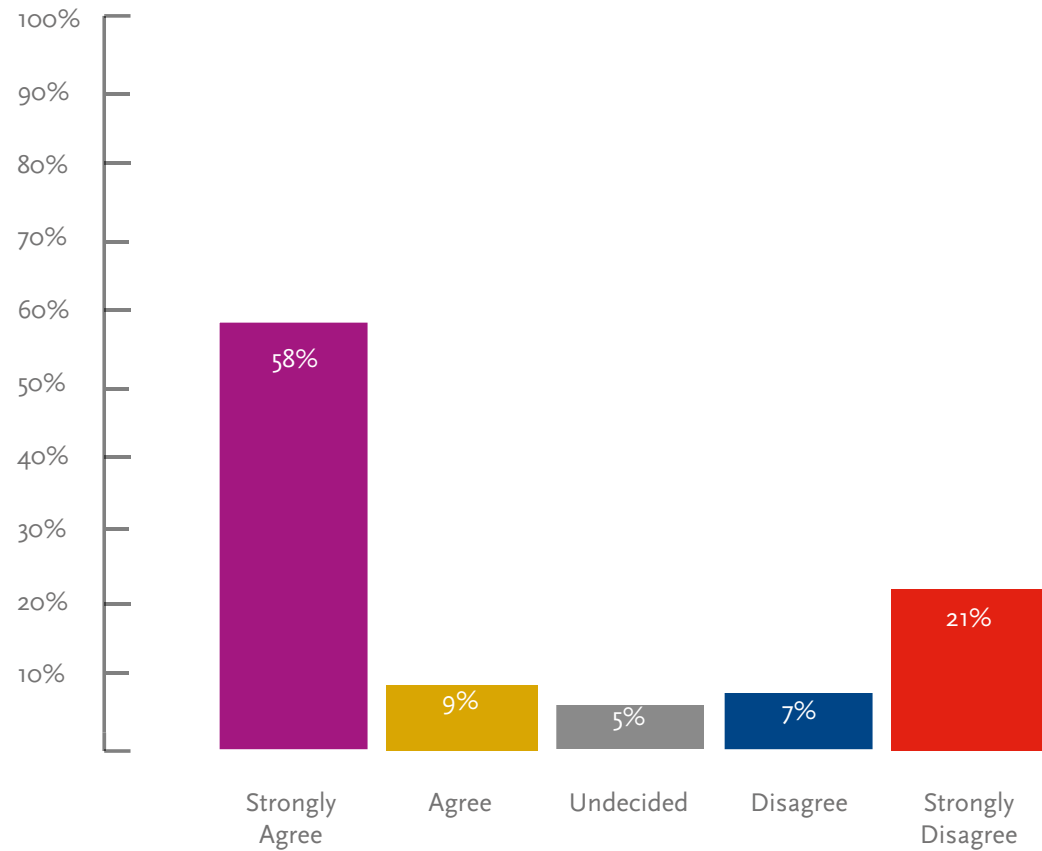
**"I would like employment opportunities to be based in existing purpose built employment areas"**

**"It is encouraging to see the level of jobs growth at the airport and related support facilities"**



**Question 5: I support the proposed expansion to the Airport runway to enable flights to new destinations, including long-haul.**

Of the 139 respondents who answered this question, the majority, 67% either agreed or strongly agreed with the statement. 5% of respondents were undecided and 28% either disagreed or strongly disagreed with the statement.

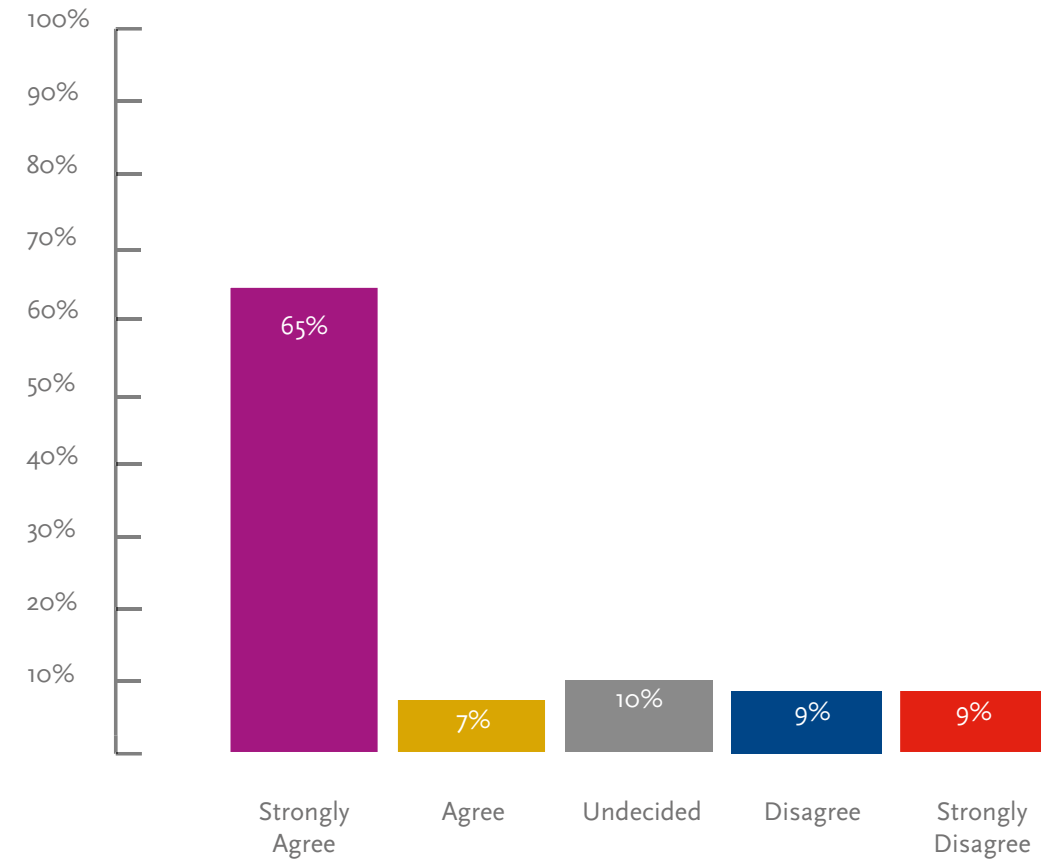


"I propose an extension to the runway by building into the Mersey in order to allow Jumbo 747's to land and take off fully loaded"

"We need more flights to Tenerife, plus holiday destinations not served at present such as Corfu, Pathos, Dalaman, airports in Scandinavia"

**Question 6: I support an expansion and improvement to the terminal building to increase passenger numbers and provide a higher standard of quality to our customers**

Of the 138 people who answered this question, the majority, 72% either agreed or strongly agreed with the statement. 10% of respondents were undecided and 18% either disagreed or strongly disagreed with the statement.



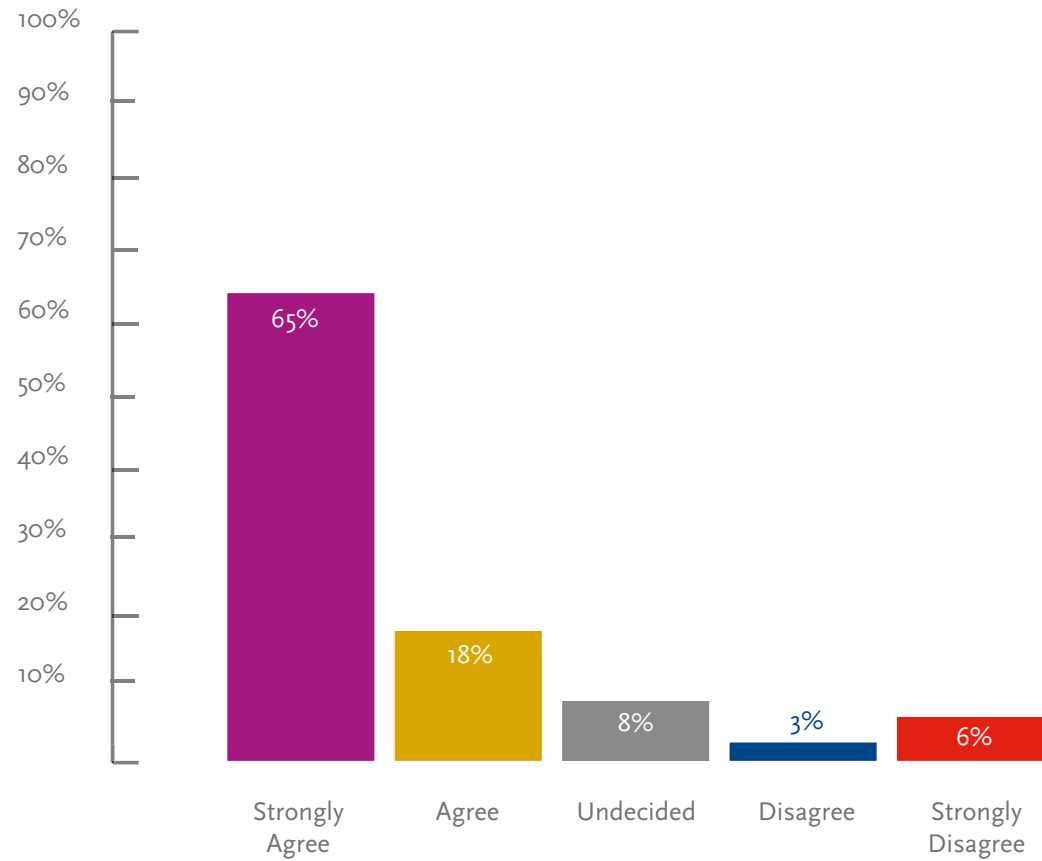
"We are pleased that the general aviation will be moved. It causes more noise and disruption to us than any other aircraft"

"I think the terminals should be made bigger in terms of more shops and restaurants"



**Question 7: I support the creation of a Coastal Nature Reserve in the Oglet, adjacent to Mersey shoreline**

Of the 137 people who answered this question, 83% either agreed or strongly agreed with the statement. 8% of respondents were undecided and 9% either disagreed or strongly disagreed with the statement.

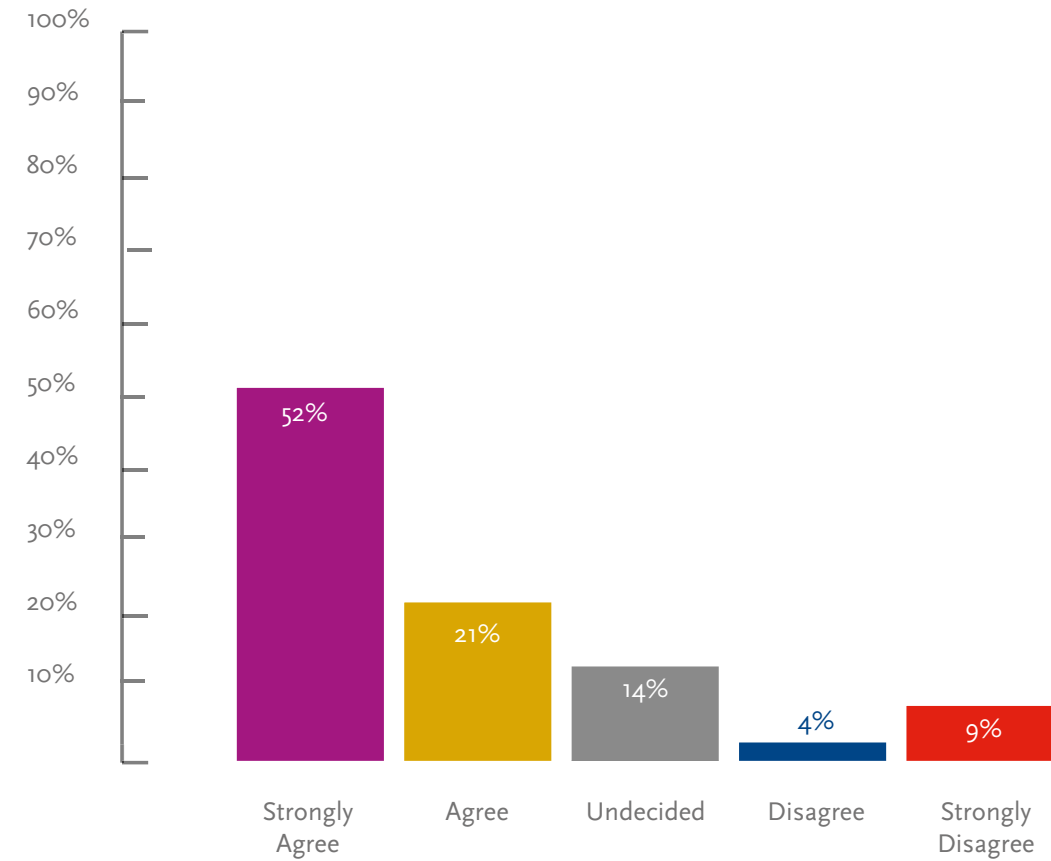


**"Use local friends groups and locals to take some ownership and input into the nature reserve area"**

**"Impact on RAMSAR / SSSI / SPA from disturbance and loss of supporting habitats caused by a more intense pattern of flights"**

**Question 8: I support the inclusion of a solar farm to produce renewable energy for the Airport**

Of the 138 people who answered this question, 73% either agreed or strongly agreed with the statement. 14% of respondents were undecided and 13% either disagreed or strongly disagreed with the statement.

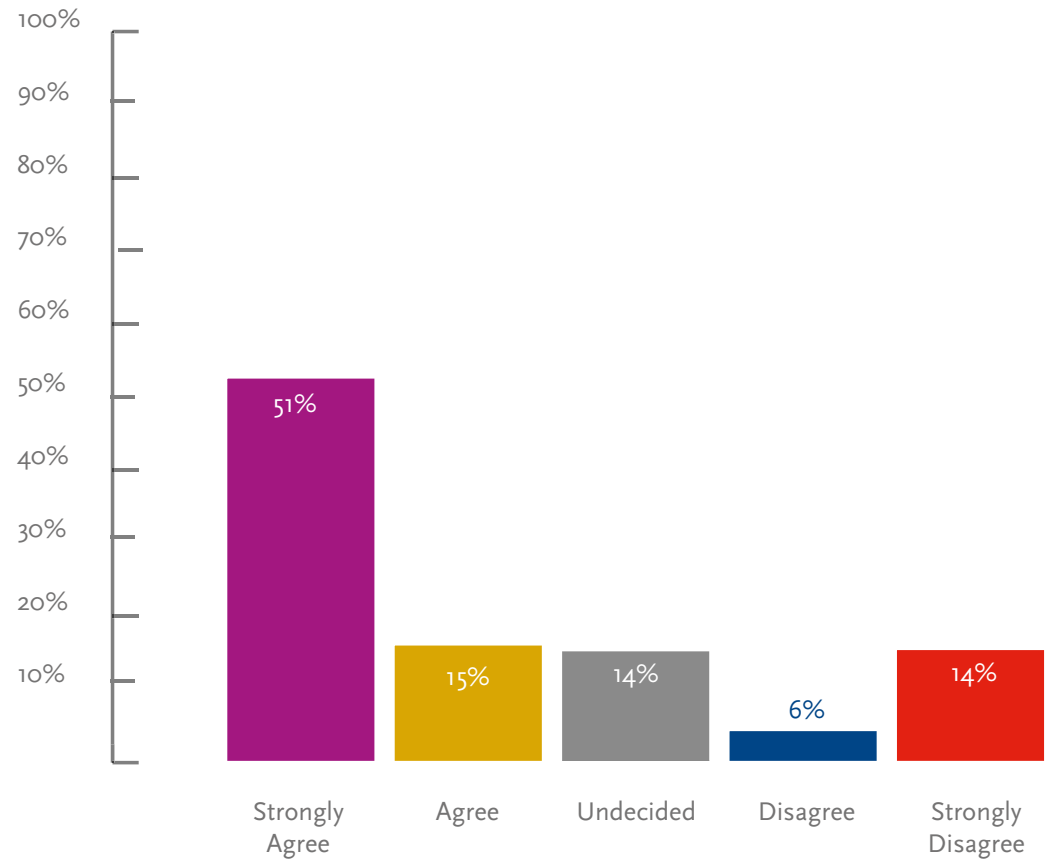


**"The renewable energy area is identified as an opportunity: is there any commitment to using this area for sustainable energy sources, and if so, is there the potential for this to not be used for solar but for energy recovery instead?"**



**Question 9: I agree that improvements in aircraft technology will help to minimise noise and environmental impacts.**

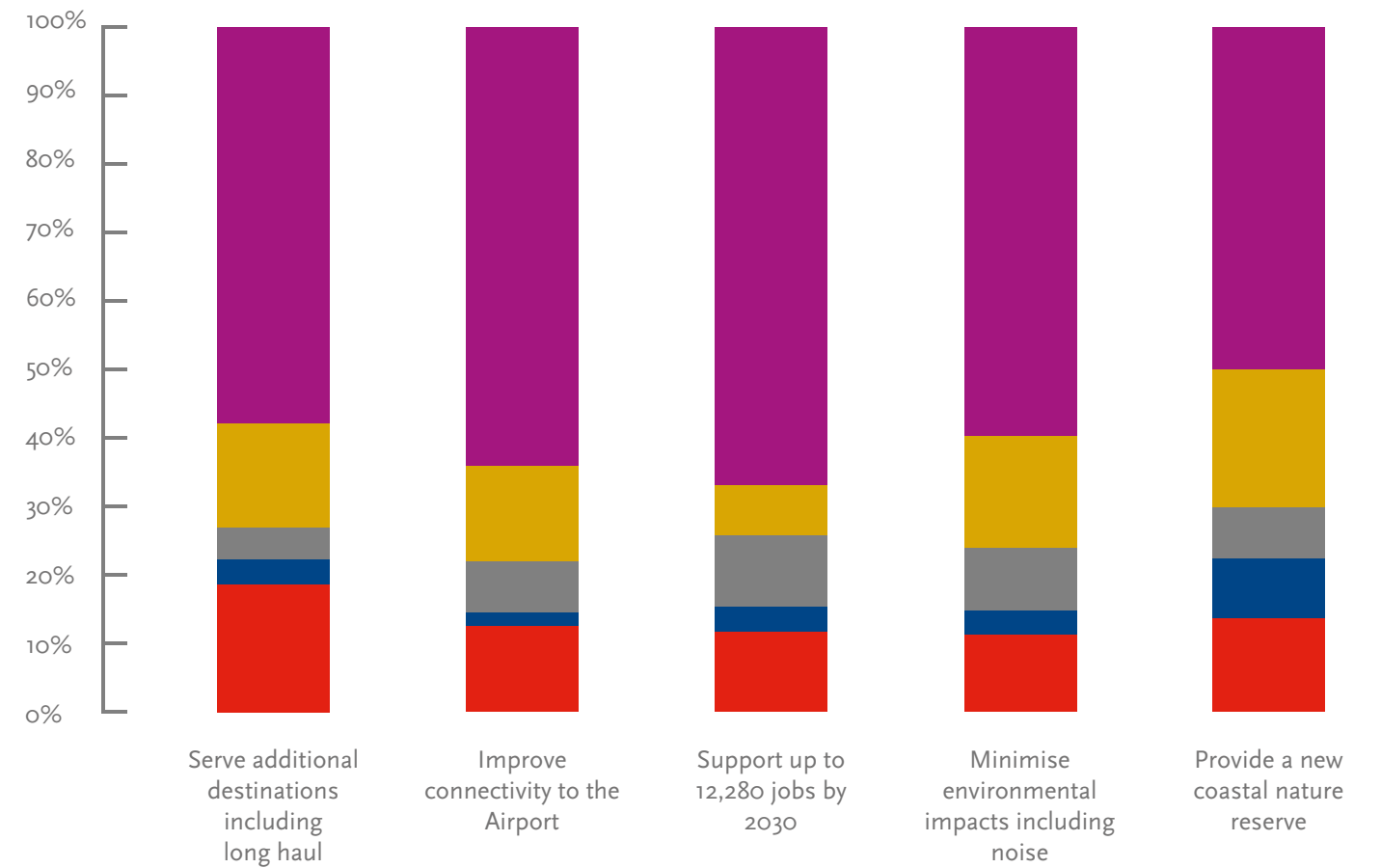
Of the 138 people who responded to this question, 66% either agreed or strongly agreed with the statement. 14% of respondents were undecided and 20% either disagreed or strongly disagreed with the statement.



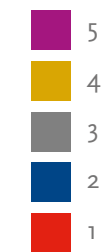
**"If you increase the amount of flights, you will obviously increase the noise level"**

**Question 10: Most important objectives**

Not all respondents responded to each question. An average response to each question has been calculated and is displayed on the graph below. The most important objective of the draft Master Plan was considered to be job creation, with the highest number of respondents rating this objective 5. Improved connectivity and minimising environmental impacts were also considered to be important.

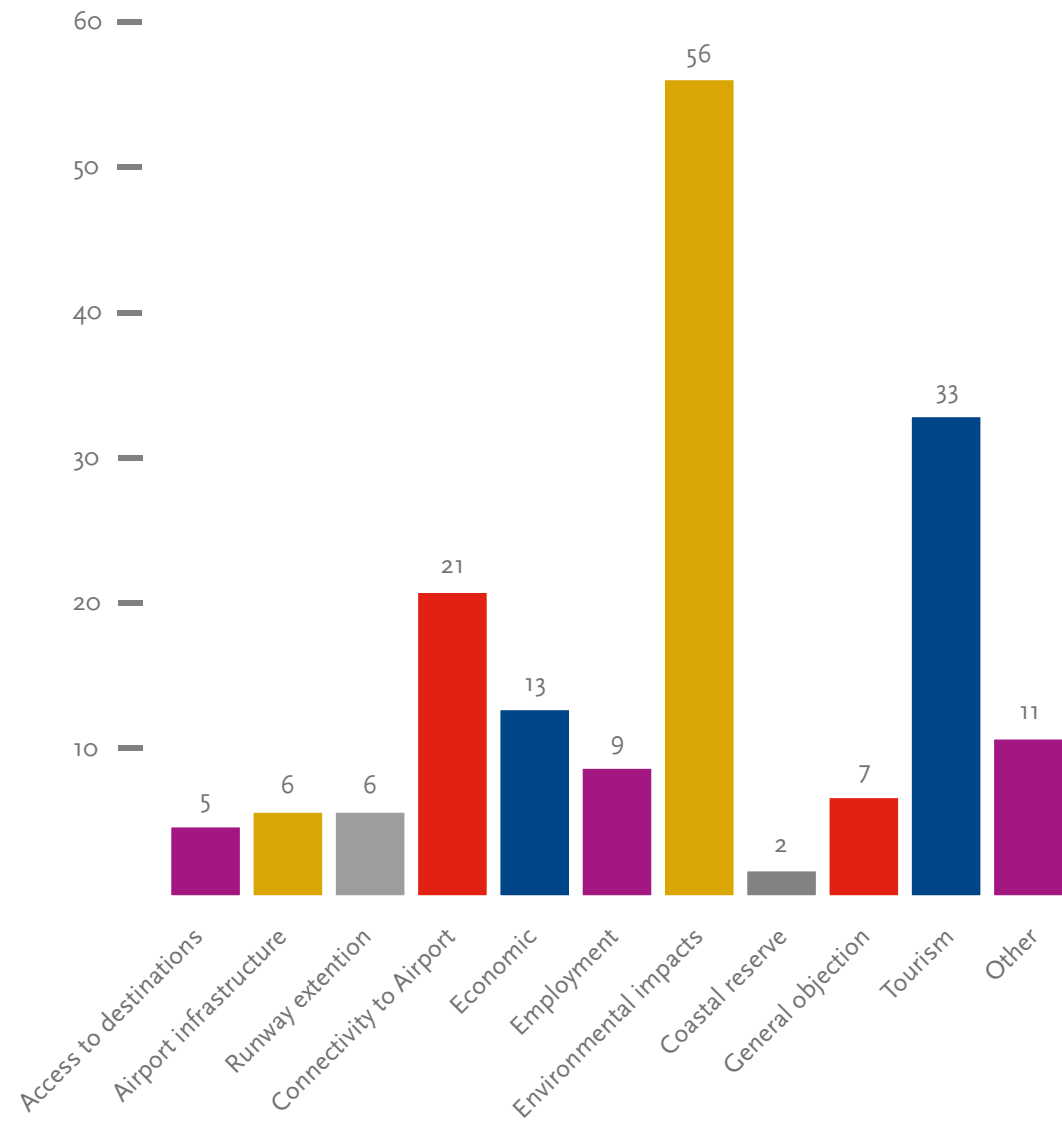


1 - 5, 1 being not important, 5 being very important.



**Question 11: Do you have any further comments with regards to the Master Plan proposals?**

Space was provided on the final question for further comments with regards to the Master Plan proposals. For ease of analysis and reporting, all comments have been analysed alongside comments received via email and letter. These comments have been analysed in overarching themes. The graph below illustrates the number of comments received per theme.



A brief summary of the comments received per theme is included on the next page.





A summary of the comments received per theme is included below. In the next section of this Report, each theme is analysed in more detail, with representative comments received per theme.

## Access to destinations

Respondents generally welcomed the potential new routes that could be provided through the implementation of the Master Plan. Connectivity into major European hubs, such as London, and the establishment of long-haul routes were particularly welcomed.

A small number of respondents suggested that Manchester Airport already provided access to major routes and LJLA should concentrate on providing domestic travel instead.

## Airport infrastructure

There was support for the expansion of the terminal to allow for more shops and restaurants. However, there were suggestions that it was not clear what the expansion of the terminal would include.

In terms of parking, it was noted by residents of Speke that the current parking facilities are inadequate and a small number of Airport users objected to the parking charges.

## Coastal reserve

Some respondents welcomed the expansion of the coastal reserve, but concerns were raised with regard to the impact on wildlife and ecology. These comments have been analysed within the Environmental Issues theme.

It was suggested that local resident groups could potentially take ownership of the proposed reserve.

## Connectivity to the Airport

A high number of respondents expressed views with regards to the current connectivity to the Airport, with calls for better connections between the Airport and Liverpool South Parkway railway station. Some respondents suggested that a rail link to the Airport would be welcomed.

Concerns were raised from residents of Hale village with regards to the potential increase in traffic, with respondents requesting mitigation to avoid congestion and parking in local residential areas. A high number of Hale residents sought clarification on detailed plans and timescales for the proposed Eastern Access Transport Corridor.

## Economic

A number of respondents welcomed the potential economic benefits that an expanded airport would bring to the local region and recognised the role the Airport plays in the regional economy.

Several respondents questioned the benefits, suggesting there was no direct evidence of regional airports significantly benefiting the local economy. A small number of local residents also expressed concerns that future plans could negatively affect house prices in the area.

## Employment

Respondents generally welcomed the large employment opportunities that would be supported by the Master Plan, applauding the Airport's commitment to supporting local employment.

However, some respondents suggested that the job opportunities would not necessarily be for local people and called for a commitment to ensure a proportion of the work force was local. It was also suggested that employment opportunities should be in existing areas near the Airport.

## Environmental issues

The majority of respondents comments were with regard to environmental concerns. A key concern from local residents was the potential noise that would be generated by an increase in air traffic. Some respondents sought reassurance that any movements of flight paths would not lead to further disturbances in terms of noise.

There was also concerns raised with regard to the potential impact on air quality and how this could be detrimental to the health of local residents.

## General objections

General objections to the Master Plan noted that there was no need to expand LJLA as Manchester Airport was in close proximity and that the Master Plan had been designed not to meet existing demand but to stimulate it.

## Tourism

A majority of respondents stated that the Airport was an important driver in the development of Liverpool City Region's infrastructure and would be a benefit to promoting the city as a world class destination.

## Runway extension

Some respondents sought further detail on the runway extension, in particular what this would mean for the volume of aircraft and the direction of take-off and landing.

It was also suggested by several respondents that the runway could instead be expanded outward into the estuary.

## Other issues raised

A number of other comments were received during the consultation. A suggestion was made that the Airport needed to be more ambitious with its Master Plan.

A small number of respondents called for further detail, in particular with regards to timescales. Residents of Hale also questioned what compensation would be offered to those directly affected by the proposals set out within the Master Plan.

## Responses received from identified stakeholders

The responses received from identified stakeholders were generally positive. The ambition and principles set out in the draft Master Plan were supported by Liverpool City Council, Liverpool City Region Combined Authority and Warrington Borough Council. While Halton Borough Council and Cheshire West & Chester Council all recognised the important role the Airport plays in the region.

Support was also received from Highways England, Liverpool and Sefton Chambers of Commerce and South Liverpool Homes.

Comments were received from the Heswall Society with regards to noise, from the National Trust with regard to air quality and visual impact and from North Cheshire Rail Users Group with regards to connectivity.

## 4. Feedback Analysis and Liverpool John Lennon Airport's Response

During the consultation comments were received with regard to a number of themes. This feedback has been summarised into representative comments using the themes listed in the Summary of Comments section along with the Airport's response to these comments.

### Access to destinations

| Representative Comment  | Response   |
|---|--|
| The establishment of long-haul flights is very exciting. What new destinations are you hoping to service in the future?   | The Master Plan will enable LJLA to market itself for long haul services from Liverpool, which will open up significant potential for new routes to new markets. This will enable LJLA to compete with other larger airports in the region and bring associated benefits to the City Region.   |
| Some UK destinations are still not covered by LJLA. The focus should be on providing these before long haul destinations. | LJLA and the airline operators frequently review its destination offer to provide consumer variety and choice for services to the UK and Europe. New destinations have been added recently including Alicante, Milan, Larnaca and Rome. Expansion of the terminal space and runway will allow the Airport to offer a wider choice to consumers.  |
| Manchester Airport provides adequate long-haul flights. There is no need for Liverpool Airport to do the same.            | Recent months have seen a steady increase in passenger growth; in August 2017 more than 517,000 passengers chose to fly through LJLA compared to the same period last year – an increase of 3%.<br><br>Whereas LJLA may not be able to offer the same breadth of routes as Manchester International Airport due to space, importantly it offers competition and choice for the Regions passengers by providing a convenient and friendly alternative to residents of Liverpool, the North West and North Wales region, and beyond into Yorkshire and the Midlands. |

### Airport infrastructure

| Representative Comment  | Response  |
|---|---|
| It is not entirely clear from the plan what the expansion of the terminal will include.   | The Master Plan provides guidance in terms of the space required to meet the estimated increase in passengers. Finer details will be provided in future planning application(s).  |
| There is a need for more shops, restaurants, bars and passenger services. The will also be a requirement to expand the Arrivals area, which is already beyond capacity at busy times. | The Master Plan recognises that the additional accommodation and facilities will need to be of a high quality to meet the expectations of long distance travellers.   |
| Will the proposed terminal expansion be large enough to cope with the estimated passenger growth?   | The figures used within the Master Plan are based on current estimates and provide guidance. This will be reviewed at the planning application stage to ensure the terminal expansion is adequate.                          |
| Can a public viewing platform be included as part of the terminal expansion?  | A small visitor centre/aircraft viewing area is included in the Master Plan. This will be located to the east of the site and will provide views north over the airfield and south across the Reserve to the Estuary.       |
| Can more detailed plans be provided for specific areas such as the arrival gateway, parking and the terminal?   | Detailed plans will be provided at the planning application stage.  |
| The current level and cost of parking provisions for Airports users often results in people parking on local roads. Can something be done about this?                                 | At-grade car parking will be extended to the west and the east with additional multi-storey parking to be provided in front of the terminal.<br><br>In terms of parking charges, this is regularly reviewed by the Airport. |

### Coastal Reserve

| Representative Comment  | Response   |
|---|--|
| Can local groups be used in connection with the management of the proposed coastal reserve expansion? | A management company has been set up to ensure the long-term management and development of the landscape. This will be reviewed in the future as the plans progress. |

### Connectivity to the Airport

| Representative Comment  | Response   |
|---|--|
| The current connectivity between Liverpool Parkway rail station and the city centre is inadequate. Could this be improved?              | The Airport strongly supports initiatives to improve access to the wider area. Earlier this year work started on a programme that will see the 1.5 mile Halton Curve link the West Coast Main Line with the line that runs from North Wales. The Airport will continue to support similar future schemes to improve connectivity to the wider area.  |
| We would like to know what is happening with road access, especially the proposed Eastern Access Transport Corridor (EATC).             | The Airport has been working in partnership with Knowsley, Halton and Liverpool Councils to explore ways of maximising capacity on the surrounding highways network. A new EATC would improve transport connections and help to ease congestion on existing roads. This is currently at an early investigative stage and potential routes are being explored.<br><br>It should be noted that while the Airport is supportive of the EATC and will work with the relevant authorities to support its aspirations, the scheme would be led by the relevant Local Authority. For this reason it is not a principal item within the Master Plan. |
| I am concerned about increased congestion due to the additional traffic.  | Medium term improvements to the local highway network have been identified and agreed with the Local Authorities, which intend to serve the medium-term demand associated with growth in the Southern Corridor Development area. The EATC scheme being pursued by the Local Authorities would serve the longer-term demand, and also provide benefits to non-car trips by facilitating bus corridor improvements that can enhance the reliability of public transport journeys and reduce journey times.   |
| What improvements are planned for the surrounding highways network? This can be confusing at times due to a lack of sufficient signage. | The road network in front of the terminal will be upgraded and changed to a one-way system. A new roundabout to the north-west of the terminal will enable a link with the proposed EATC and also allow separation of airport service traffic via a new control point and link road to the west.<br><br>Further details will be included in a future planning application, which will be subject to public consultation.   |
| Can more be done to promote sustainable travel to / from the airport?   | The Airport Surface Access Strategy sets out the Airport's targets and objectives for surface access across all travel modes. This seeks to maximise sustainable travel, by customers and employees, through public transport enhancements and initiatives such as 'through-ticketing' and remote check in. Private vehicle travel is also considered by the ASAS, as private car access will likely always represent a share of the Airport's surface access demand. The Airport's measures therefore seek to ensure that such travel takes place in the most sustainable manner possible.  |
| A commitment to public transport is required to improve the connectivity of the Airport to the surrounding area.                        | The Airport is continually seeking to improve public transport connections to improve customer service and maximise sustainable transport opportunities for its employees. Such initiatives form part of the discussion at the Air Transport Forum meetings, which involve stakeholders including the Airport, representatives of local rail and bus operators, and members of the local Councils. The City Regions long term rail strategy includes a new rail link to the Airport and the Airport is supportive of such measures and would look to safeguard areas to deliver such infrastructure.   |



## Economic

| Representative Comment   | Response   |
|--|--|
| A larger airport can only attract new business and investment into the city and the wider area as well as attracting visitors to boost the local economy.  | LJLA makes a valuable contribution to the regional economy and once the proposals set out within this Master Plan are fully implemented, it is calculated that the Airport will deliver an additional £275 million GVA per year from non-passenger related development.  |
| The proposals within the Master Plan will have a negative impact on house prices.  | It is not possible to predict house prices as the housing market often fluctuates. It is possible that the development set out in the Master Plan could have a positive effect on house prices.  |
| There is no direct evidence whatsoever to suggest that regional airports such as LJLA significantly benefit the local economy beyond those employed either directly or indirectly in airport operations. | The Master Plan includes commercial development opportunities that are non-related to aviation. This development would provide employment opportunities, additional business rates and an expected additional £200 million annual contribution to productivity (GVA) across the LCR economy by 2030.<br><br>The Master Plan includes an Economic Impact Assessment, which provides more details of these benefits. |

## Employment

| Representative Comment   | Response   |
|--|--|
| While the promise of new jobs is commendable, there is no guarantee that these jobs will be available to local people. | The development opportunities set out in the Master Plan will provide a wide range of jobs, some directly with the Airport and external opportunities related to the commercial development to the south of the Airport.   |
| Employment in this area and the commitment to help local people should be encouraged.                                  | The Airport is a major employer in the region and by 2030 it is estimated that the Airport will provide an additional 1,000 direct jobs through the proposals set out in the Master Plan.<br><br>The Airport is committed to employing local residents. In 2016 the Airport launched the first Firefighter Cadet Placement Programme, open to young people living in the South Liverpool area. The Airport also runs a Traineeship Programme which provides opportunities for local young people in a number of departments, ranging from Engineering to Customer Service. |

## Environmental Issues

| Representative Comment  | Response  |
|---|---|
| As a resident of Hale village, I cannot see how we will not be disturbed day and night by noise.  | The combination of new quieter aircraft, even with more activity, does not indicate worsening conditions in Hale. In U.K., aircraft noise effects are related to the average (LAeq,T) levels, a method recently checked again by the Government's researchers (2014). The method takes into account both how noisy aircraft are and the number of them. |
| The plans will negatively impact the health of residents of Hale village.   | Preliminary risk assessment shows that the planned expansion of LJLA, as provided for in this Master Plan, can be accommodated without exceeding established measures of risk.  |
| In terms of noise, will levels be capped at current levels?   | The Master Plan gives a broad picture of the future operation and use of the Airport. The initial assessment has demonstrated that noise levels are comparable with those occurring today. However, detailed assessments will follow as specific proposals come forward through planning applications.  |
| The projected noise contour maps do not even include Widnes and we are constantly disrupted by overflying aircraft now. Any increase in volume of air traffic would be intolerable and affect us greatly" | The noise contours have been produced to illustrate the areas where noise exposure exceeds the Government's 57 dB LAeq, 16h criterion. Such contours do not reach Widnes.   |

| Representative Comment   | Response   |
|--|--|
| Can you verify and reference sources that modern planes will be quieter due to technology?   | The quieter nature of modern planes has been proven by detailed official noise certification testing, results given in EASA Approved Noise Levels webpage, and by on site tests reported by the CAA (CAP1191) and others.  |
| I am concerned about the level of air pollution, how will this be affected with the proposed Airport expansion?  | The anticipated growth in air and ground traffic as a result of the proposals in the Master Plan, may lead to an increase in concentrations of nitrogen dioxide and PM10 at locations near to these sources. However, the increase in air and ground movements should be offset by improvements in vehicle and aircraft technologies that reduce the emissions per movement. It is unlikely that the proposals would lead to exceedances of the objectives in future years.  |
| Air quality monitoring has been conducted for nitrous oxides and PM10 – is air quality not monitored for sulphur oxides, PM5 and 2.5?  | Nitrogen dioxide and PM10 are key pollutants of concern emitted from traffic and aircraft. PM5 and PM2.5 are components of PM10 and therefore are being measured, although the quantity in each size fraction is not determined. There is very little sulphur in modern vehicle and aviation fuel and sulphur dioxide concentrations are very low across the country unless directly adjacent to an industrial source. Therefore sulphur dioxide monitoring is not necessary.  |
| With regards to air quality impact, robust evidence should be provided to support claims that air quality impacts will be offset by improvements in vehicle and aircraft technologies. | Detailed assessment of the air quality impacts will be considered as part of future planning applications. This will take into account both increases in vehicle and aircraft movements as well as changes in technology.  |
| I am concerned about the proposed destruction of Green Belt and green spaces.  | Both Liverpool City Council and Halton Borough Council are in the process of reviewing their Local Development Plans. As part of the plan making process adequate space needs to be allocated for housing, employment and infrastructure in the right places. Due to a lack of suitable brownfield land it may be necessary for a limited amount of Green Belt land to be allocated for development. Ultimately this will be a decision for the Council however the Master Plan does include an extension of the Speke Garston Coastal Reserve along the Mersey shoreline. Careful consideration during a detailed design stage would ensure that where possible, important landscape features are retained. |
| Please can you provide further clarity in terms of the position of landing lights should the runway be extended?   | It is not possible to confirm at this stage. However, safeguarding procedures adopted by the Airport ensure that runway approach lighting is not obscured by development and that lights elsewhere cannot be a cause of confusion.   |
| What are the plans regarding breeding birds, bats and other wildlife that use the proposed expansion area?   | Full details will be provided in the associated planning applications. The relevant Council will consult on planning applications in line with their statutory duty.   |
| The Master Plan makes reference to ecology surveys carried out in 2005/6 – aren't these now significantly out of date?   | New surveys will be undertaken at the detailed planning stages and the results of these will be included within the associated planning application(s).  |
| How will waste be decreased with an increased number of passengers and staff?  | The Airport places great importance on the sustainable design, construction and operation of existing and proposed building. As a consequence, future planning applications will be prepared in accordance with the Airport's Waste Management Minimisation Strategy, which seeks to minimise (and where possible reduce) the waste associated with the existing and proposed commercial and terminal buildings.   |
| Are there plans for surface water to be monitored for potential contamination from pollutants from air traffic?  | The Master Plan has considered the potential sources of ground water contamination that are likely during the construction and operational phases. Any development will need to incorporate appropriate working procedures to mitigate / avoid potential adverse contamination impacts and prevent the creation of a pathway between any contaminants and sensitive hydro-geological receptors. These measures will be secured through future planning applications.   |

## General Objections

| Representative Comment  | Response   |
|---|--|
| There is a lack of detailed plans showing the impact the Master Plan would have on the surrounding area.                | More detailed plans will be included in supporting documents for the relevant planning application(s).   |
| There is a lack of ambition in the draft Master Plan, the Airport should be aiming higher to better service the region. | The Master Plan sets out ambitious plans to double passengers by 2050. The investments in the Airport's physical infrastructure has a potential to increase total annual GVA impact to £625 million, and will enable the Airport to support 12,280 jobs across the City Region by 2030, benefitting the wider Northern Powerhouse too. |

## Tourism

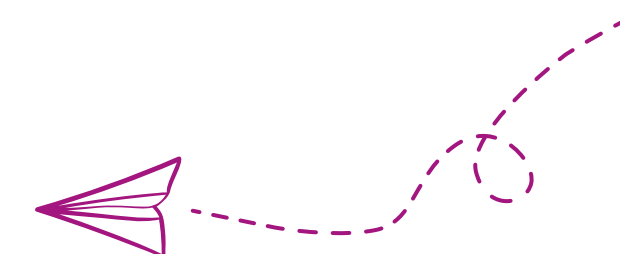
| Representative Comment   | Response   |
|--|--|
| We need to see the airport expand and grow to meet the needs of passengers and to reflect the status of a world-class city like Liverpool. | LJLA supports inbound tourism and the visitor economy of the City Region. The Airport has been particularly successful in supporting growth of the visitor economy of the region and the proposals set out in the Master Plan would help to ensure this continues to grow. |
| The North West needs and can sustain two major international airports, and this vision goes some way to realising that.                    | The Airport is pleased with the support from the public and stakeholders during the consultation and shares the view that the North West can sustain two major international airports.   |

## Runway Extension

| Representative Comment   | Response  |
|--|---|
| Will the flight paths change to accommodate the Airport expansion?   | Any permanent formal change to the way aircraft arrive and depart from an airport is likely to trigger the airspace change process recently revised in CAP1616. The whole north of the UK will be reviewing airspace procedures in the next few years to help systemise the UK airspace infrastructure. Alongside this, LJLA is continually safeguarding the airspace around the Airport to protect flight paths and airspace around the Airport.   |
| What airlines and models of aircraft will be using the new runway extension?   | This will be confirmed once agreements are in place with airlines.  |
| I do not believe that the runway extension is necessary.   | The length of the existing runway is insufficient to accommodate aircraft operating on long haul routes on both passenger and cargo services.   |
| The runway is in the wrong place. It should be positioned towards the river and the extension could be delivered by using stilts in the river. | Since to the west, the runway is constrained by the proximity of the Mersey the eastward extension of the runway represents the most suitable and deliverable solution to meet the operational requirement of the Airport, whilst balancing impacts on environmental and residential receptors.   |
| What will the runway extension mean in terms of the direction of taking off and landing?   | All aircraft will continue to take off from the same location. However, landing locations may change.   |
| Would there be an opportunity to expand the runway further again in the future should demand deem this necessary?                              | The expansion of passenger routes and the development of cargo and MRO activities have implications for the size of aircraft using LJLA. Larger aircraft which can carry larger payloads and access long haul destinations will require extension of the runway. Hence, the modest extension of the runway will allow LJLA to accommodate all the Aircraft that are likely to use the Airport during the Master Plan period and thus it's unlikely that a further extension would be necessary. |

## Other Issues Raised

| Representative Comment  | Response  |
|---|---|
| Are there any plans for the Airport to be expanded north of the current Master Plan area? As a resident of Hale Road, I am concerned about the future of my property.   | There are no plans for the Airport to expand beyond the existing Airport perimeter fence.   |
| Will there be cargo flights 24 hours a day?   | The Airport operates over a 24 hour period with passenger and cargo services. Night noise regulation is a current feature of the Airport's Quiet Operations Policy and this is described in the Annual Noise Report. The key features controlling night noise are the quota count system (QCS) with corresponding noise budget, and the ban on operation of the noisiest aircraft at night. Further detail is provided in the Master Plan |
| The Airport should introduce a Steering Group to ensure that views of local residents and Airport users are listened to.  | Residential communities are represented by the LJLA Consultative Committee, which meets quarterly at the Airport. Meetings are open to members of the public.   |
| Could charging points be introduced for electronic vehicles?  | The Airport will continue to explore ways in which it can support energy efficiency as part of its wider commitment to sustainability.  |
| There is a lack of timescales in the draft Master Plan. Please can you provide some clarity on when the proposals are likely to be developed?   | By the mid-2020s it is likely that further significant extension of the terminal will be required once passenger numbers exceeds 6 mppa. However, the exact timescales will be dependent on future agreements with airline operators.   |
| Residents will be affected by the construction process. What mitigation will be offered to protect residents?   | It is anticipated that future planning applications will be accompanied by a Construction Management Plan, which will be agreed with the relevant planning authority. This will include details of how the associated construction process will be managed and how impacts on local residents would be mitigated.   |
| Is there a potential for the proposed solar farm to be used for energy recovery instead?  | LJLA is committed to achieving sustainable growth and a solar farm which will generate renewable energy to support the operation of the Airport and adjacent uses. The Airport will continue to explore ways in which it can support energy efficiency.   |
| The National Trust disagrees with the assertion (p.63) that the Speke Hall Estate has 'low visual sensitivity' and should be recorded as high sensitivity and that future development should be subject to Environmental Impact Assessment. | This has been amended in the final Master Plan and Speke Hall is now referred to as having high sensitivity. The Master Plan sets out the Airport's long-term aspirations. Future planning applications will be subject to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.  |





## 6. Conclusion

LJLA is pleased with the responses received to the consultation and are thankful for all those who took the time to attend events and respond to the consultation.

The majority of feedback received was positive and supportive of the Master Plan. However, there were a number of concerns and questions raised in respect to specific aspects of the plan.

All of the comments received during the consultation have been carefully considered whilst preparing the final Master Plan.

The final Master Plan is available to view on the Airport's website - [www.liverpoolairport.com](http://www.liverpoolairport.com). The implementation of the Master Plan will be monitored and the need for future review will be considered in the light of the effectiveness of the Master Plan proposals, changes in the policy and legislative framework and developments in the aviation market.



# Appendix 1

## Consultation Materials

### Consultation Leaflet

#### Public Consultation

We are holding a public consultation for four weeks from **Monday 26th June – Monday 24th July 2017**. During this time, we welcome your comments on the emerging plans.

You will be able to find out more about our proposals from **Monday 26th June 2017** on LJLA's website [www.liverpoolairport.com](http://www.liverpoolairport.com)

#### Public & Resident Exhibitions

We will also be holding the following two drop-in events to enable you to speak with members of the project team and ask questions.

- LJLA Airport (by the John Lennon Statue) on **Thursday 29th June 2017 between 4pm – 7.30pm**
- Hale Youth Centre, Hale Village on **Saturday 8th July 2017 between 12.30pm – 4pm**

#### Feedback

You will be able to provide feedback on the website and at the events. Alternatively you can also provide feedback in the following ways:

- Freephone 0808 168 8296
- [consultljl@turley.co.uk](mailto:consultljl@turley.co.uk)
- Consult LJLA  
Freepost RTGS-GYEV-AXBZ  
Turley  
1 New York Street  
Manchester, M11 4 AY

Please ensure your comments reach us by **Monday 24th July 2017**

## Liverpool John Lennon Airport Master Plan To 2050

#### Public consultation

Liverpool John Lennon Airport (LJLA) is in the process of updating its Master Plan, setting out its plans for future development and growth until 2050.

Help us shape a 'Faster, Easier, and Friendlier' airport.

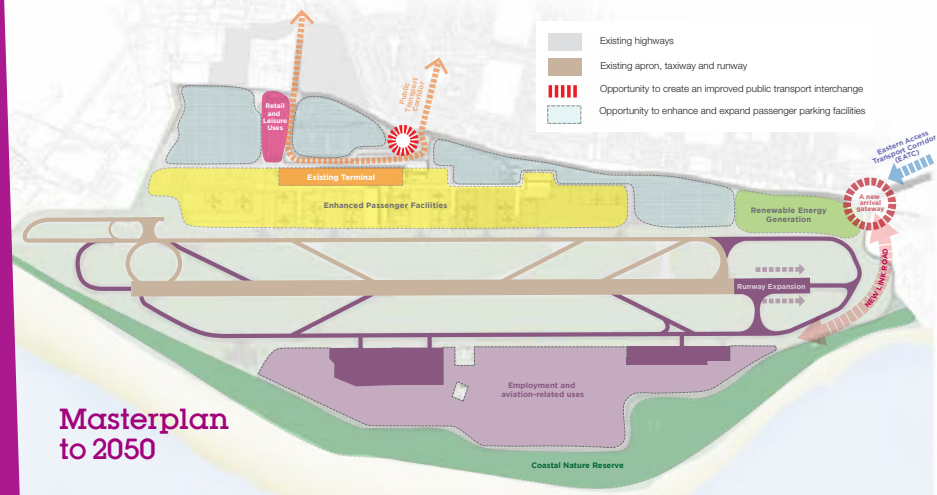


**Liverpool John Lennon Airport**  
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### The vision for Liverpool John Lennon Airport

Liverpool John Lennon Airport (LJLA) plays an important role as an international gateway to the Liverpool City Region. The airport plans to:

- serve additional destinations including long haul;
- increase passenger numbers to 7.8 million passengers per annum (mppa) by 2030 and 11 mppa by 2050;
- support up to 12,280 jobs by 2030, and add £625 million per annum to the economy of the Liverpool City Region;
- minimise environmental impacts including reducing the overall area impacted by operational noise, through improvements in aircraft and monitoring technology



#### Masterplan to 2050

**Our vision is to:**

- be the Airport of choice for business and leisure travellers from across the North West and North Wales;
- increase the number of destinations served

**The Master Plan seeks to deliver:**

- growth in passenger numbers and destinations;
- extension of the runway to enable long haul flights;
- extension of the terminal, new parallel taxiway to the south of the runway and additional aircraft stands;


**additional parking, hotel provision, office space, retail and commercial services north of the runway;**

- mixed employment development south of the runway – cargo; business and general aviation and maintenance repair and overhaul facilities; and
- extension of the Speke Garston Coastal Reserve along the Mersey shoreline



# Consultation Banners

**Liverpool John Lennon Airport Master Plan to 2050**



**Welcome**

**Ambitious plans for future growth**

Liverpool John Lennon Airport (LJLA) is updating its Master Plan. This will set out the Airport's long-term vision for development and growth through to 2030 and 2050.

The Airport has ambitious plans to serve more destinations and to grow passenger numbers to up to 11 million per year by 2050. It aims to maximise its contribution to the economy of the Liverpool City Region and to create more jobs.

LJLA's vision is to be the airport of choice across the North West and North Wales, to enhance customer experience and provide an even 'faster, easier, and friendlier' service to its customers.

**A long term vision**

LJLA's updated Master Plan covers the period up to 2050. It sets out the anticipated growth of the Airport's passengers and services over this period and the development required to facilitate this growth.

Once adopted, the Master Plan will provide a framework for LJLA's long term aspirations and will also inform the Liverpool Local Plan. The Master Plan is not a planning application and does not grant approval for any works. Separate planning application(s) will be submitted at a later date for any future development.


**Consulting on the Master Plan**

We are holding a consultation on the draft Master Plan to 2050 during a four-week period from Monday 26th June – Monday 24th July 2017. The draft Master Plan is able to view on the Airport website: [www.ljla.com](#)

Details of the Master Plan are summarised on these exhibition banners and feedback forms are available to complete at the exhibitions and on the website. All comments received will be carefully considered and will inform the final Master Plan. The final Master Plan will be published later this year.

Please ensure your comments reach us by **Monday 24th July 2017**.

**Thank you in advance for your time and comments that will help us shape a 'Faster, Easier and Friendlier' Airport.**



# Consultation Banners

**Liverpool John Lennon Airport Master Plan to 2050**

**Achieving air passenger growth**

Liverpool John Lennon Airport (LJLA) is one of the largest regional airports in the UK. It is important to the economy and connectivity of the Liverpool City Region.

LJLA wants to maximise its contribution to the regeneration and renaissance of Liverpool as an international city. There is a significant growth projected in demand for passenger and cargo services. With this in mind, the Airport has ambitions to grow passenger numbers from 4.6 million passengers per year in 2016, to 7.8 million by 2030 and to 11 million by 2050. This will include expanding the range of destinations served and adding long haul services to key business and leisure destinations.

In order to serve long haul destinations and meet projected growth, there may be a requirement to extend the runway to accommodate the larger aircraft that operate such routes.



**Noise**

Liverpool John Lennon Airport is committed to being a good neighbour. Local residents are very important to us and we continue to monitor noise to ensure any disturbances are kept to an absolute minimum.

The Airport aspires to offer a wider choice to customers, including the offer of long haul destinations.

Despite the enhanced services, this will not necessarily lead to an increase in noise. This will be due to improvements in aircraft technology and more focused flight paths.

**Advancing technology**

The Airport regularly monitors noise generated by aircraft. As part of a recent noise mapping project, the Airport has assessed airborne aircraft noise and generated noise contours.

An initial assessment of protected noise in 2030 illustrates that despite an increase in air movements, the noise contours would be slightly reduced. This is due to improvements in airline technology and the expectation of the main airline operators in the Airport placing orders for quieter aircraft. The current and proposed noise contouring models are included to the right.

To accommodate the increase in passenger numbers it is essential to increase terminal capacity. The Master Plan recognises this and sets out proposals to expand the terminal to the west. This is highlighted on the illustrative Master Plan.

Further parking provision will be provided, alongside space for commercial development including retail space and new hotel accommodation. This will provide many additional economic benefits by supporting additional jobs and revenue across the Liverpool City Region.



**Liverpool John Lennon Airport Master Plan to 2050**



**A Master Plan to 2050**

The illustrative Master Plan above indicates how future development could be delivered within the Airport. The key items included in the Master Plan are summarised below:

**The Master Plan seeks to deliver:**

- Growth in passenger numbers and destinations**  
A number of enhanced passenger facilities are proposed including an expansion of the terminal, new retail and leisure development and hotels.
- Extension of the runway to enable long haul flights**  
In order to enable long haul flights, it may be necessary to extend the runway to the east. This would include an extension of 314 metres. Land north of the runway extension could be used to generate renewable energy via a solar farm.
- New parallel taxiway to the south of the runway and additional aircraft stands**  
To further improve runway efficiency a new parallel taxiway will be provided to the south. Additional aircraft stands will be provided to the west and east of the terminal, in addition to two new piers being added. By 2050 a further two piers will be required, one at each end, and the terminal will be extended further to the west.
- Additional parking**  
It is estimated that around 9,500 car parking spaces for passengers, staff and business visitors will be needed by 2030 and a further 2,700 by 2050. New all-grade parking will be provided to the west of the site and new multi-storey parking will be provided at the front of the terminal.
- New employment land to the south of the Airport**  
Many employment opportunities would be generated by the development of land to the south of the Airport. This land can accommodate a range of aviation and employment.
- New Coastal Nature Reserve along the Mersey shoreline**  
Expansion of LJLA presents an opportunity to establish a new Coastal Nature Reserve. This would more than double the extent of the existing Spike Clanton Reserve, and create a nature conservation, heritage and recreational resource.



**Liverpool John Lennon Airport Master Plan to 2050**



**A leading employer**

**Liverpool John Lennon Airport**  
**A major employer**

Liverpool John Lennon Airport (LJLA) is major local employer in its own right and within its supply chain. It supports around 6,000 jobs across the region and contributes £250 million in GVA to the economy of the Liverpool City Region.

Once the proposals set out within this Master Plan are fully implemented, they would create approximately 10,000 jobs at the Airport and support further jobs in the Liverpool City Region. More information is provided below.



**Liverpool John Lennon Airport Master Plan**  
**Summary of Economic Impacts to 2030 and 2050 across the Liverpool City Region (LCR)**

Passenger related aviation impacts by 2030 (Impacts assessed by York Aviation)

|                                      |   |                                      |  |
|--------------------------------------|---|--------------------------------------|--|
| 6,280 additional jobs across the LCR | £375m additional GVA per annum across the LCR | 12,280 jobs supported across the LCR | £625m GVA per annum generated across the LCR |
|--------------------------------------|---|--------------------------------------|--|

Non-passenger related aviation impacts

|  |   |
|--|---|
| By 2030: 650 additional jobs across the LCR, £146m additional GVA per annum across the LCR | By 2050: 850 additional jobs across the LCR, £61m additional GVA per annum across the LCR |
|--|---|

Commercial development impacts

|  |  |
|--|--|
| 3,210 additional jobs across the LCR by 2030, £210m additional GVA per annum by 2030, £2.8m worth in business sites possible in Liverpool City Council by 2030 | Total economic impact of non-passenger related development by 2050: +4,000 additional jobs across the LCR, £270m additional GVA across the LCR |
|--|--|



## Consultation Banners

### Liverpool John Lennon Airport Master Plan to 2050



#### Improved access

As LJLA grows, it is important to ensure it remains accessible to the local area.

The Master Plan shows how the Airport and associated development could be connected to the proposed Eastern Access Transport Corridor (EATC). This will allow separation of airport service traffic via a new link road to the west. The Airport supports work to deliver the EATC.

A number of junction improvements along the Speke Boulevard corridor have already been agreed to provide additional medium-term capacity.



▲ Wider location plan



#### Improving public transport

As part of the Airport's commitment to achieving sustainable growth, the use of public transport will be actively encouraged. LJLA's Access Strategy sets out a strategy to increase the number of passengers travelling to and from the Airport by public transport. The Master Plan includes proposals for a fully integrated Public Transport Interchange.



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### Liverpool John Lennon Airport Master Plan to 2050



#### Environmental considerations

The Master Plan provides an opportunity to support the economic growth of the region in a sustainable manner. It recognises the importance of the Mersey Estuary and safeguards its environmental quality. It seeks to minimise the environmental impacts of the proposed expansion.

A number of detailed surveys have been undertaken to assess the existing ecological conditions. The findings of these studies have helped to inform the proposals included within the Master Plan.

These surveys will be updated as and when specific planning applications are brought forward. Any additional mitigating measures will be proposed at this stage.

#### Achieving Sustainable Growth

The Airport is committed to achieving sustainable growth. It has adopted an Environmental Management Strategy (EMS) that includes a range of policies and operating procedures that address issues such as noise, air quality and a Waste Management Minimisation Strategy.

There is an opportunity to use an area of land to the north of the extended runway to produce renewable energy.

This could be used to deliver a solar farm, which will generate renewable energy to support the Airport and adjacent users.

#### Flooding

LJLA falls outside the extent of an extreme flood, at the time of The Environment Agency's assessment of the likelihood of flooding. Generally this means that the chance of flooding each year from rivers or the sea is 0.1% (1 in 1000) or less.

#### New Coastal Nature Reserve

The proposed development to the south of the runway will result in some development in the Oglethorpe. Significant mitigating measures are proposed to help protect the biodiversity of the area.

These include an opportunity to establish a new Coastal Nature Reserve over a 3.5km (2.2 mile) stretch to the east.



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## Consultation Banners

### Liverpool John Lennon Airport Master Plan to 2050

#### Have your say

Thank you for taking your time to view the information on display here today. If you would like to read further information about the plans, the draft Master Plan is available to view on the website [www.liverpoolairport.com](http://www.liverpoolairport.com)

We are keen to hear your views on our plans. You can provide feedback in the following ways.


-  Visit LJLA's website ([www.liverpoolairport.com](http://www.liverpoolairport.com)) to fill in an online comment form
-  Freephone 0808 168 8296
-  Email [consultija@turley.co.uk](mailto:consultija@turley.co.uk)
-  Write to Consult LJLA, Freepost RTGS-GYFY-AXBZ, Turley, 1 New York Street, Manchester, M1 4AY


All of your comments will be fully reviewed and included within a consultation statement

Please ensure all your feedback is with us by

## Monday 24th July 2017

### Thank you



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## Questionnaire

# Liverpool John Lennon Airport Master Plan to 2050 Feedback Form



**We are consulting on the draft Master Plan until Monday 24th July 2017. We welcome your thoughts and comments to help us shape the plans.**

**We would be grateful if you could provide a response to these questions:**

1. I am a (Tick box)  
 Local Resident  Business / Occupier  Airport User  Other   
 Other (please specify)

2. I support the Airport's vision and objectives as set out in the draft Master Plan.  
 Strongly agree  Agree  Undecided  Disagree  Strongly disagree

3. I agree that the Airport plays an important role in the local economy and the draft Master Plan will help to strengthen its role in the Liverpool City Region.  
 Strongly agree  Agree  Undecided  Disagree  Strongly disagree

4. I support the proposals to deliver new employment development to the south of the Airport.  
 Strongly agree  Agree  Undecided  Disagree  Strongly disagree

5. I support the proposed expansion to the airport runway to enable flights to new destinations, including long-haul.  
 Strongly agree  Agree  Undecided  Disagree  Strongly disagree

6. I support an expansion and improvement to the terminal building to increase passenger numbers and provide a higher standard of quality to our customers.  
 Strongly agree  Agree  Undecided  Disagree  Strongly disagree

7. I support the creation of a Coastal Natural Reserve in the Oglet, adjacent to Mersey shoreline.  
 Strongly agree  Agree  Undecided  Disagree  Strongly disagree


8. I support the inclusion of a solar farm to produce renewable energy for the airport.  
 Strongly agree  Agree  Undecided  Disagree  Strongly disagree



9. I agree that improvements in aircraft technology will help to minimise noise and environmental impacts.  
 Strongly agree  Agree  Undecided  Disagree  Strongly disagree

10. I consider the most important objective set out on the draft Master Plan to be...  
 Please rate the objectives below, scoring in order of importance from 1 -5, 1 being not important, 5 being very important:

|   |   |   |   |   |   |
|---|---|---|---|---|---|
| Serve additional destinations including long haul | 1 | 2 | 3 | 4 | 5 |
| Improve connectivity to the airport               | 1 | 2 | 3 | 4 | 5 |
| Support up to 12,280 jobs by 2030                 | 1 | 2 | 3 | 4 | 5 |
| Minimise environmental impacts including noise    | 1 | 2 | 3 | 4 | 5 |
| Provide a new coastal nature reserve              | 1 | 2 | 3 | 4 | 5 |



11. Do you have any further comments with regards to the Master Plan proposals?

12. Please confirm your age. Under 18   18 – 25   26 – 35   36 – 55   55 – 70   70+

Name

Address

Postcode


Email

Phone

\*\*\*Your comments will be analysed and summarised in a Consultation report. Your details will not be passed on to any third party.\*\*

Alternatively you can email your comments to [consult@ljl.a](mailto:consult@ljl.a) or via post to Consult LJA, Freepost RTGS-GYEV-AXBZ, Turley, 1 New York Street, Manchester, M11 4 AV

Please ensure your comments reach us by Monday 24th July 2017



## Consultation Website

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# Liverpool John Lennon Airport Master Plan to 2050

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Liverpool John Lennon Airport (LJLA) is in the process of updating its Master Plan, setting out its plans for future development and growth until 2050.

Help us shape a 'Faster, Easier, and Friendlier' airport.


[Download the LJLA Master Plan to 2050 Executive Summary.](#)

[Download the LJLA Master Plan to 2050.](#)

You can download a summary leaflet about the Master Plan [here](#).

**The vision for Liverpool John Lennon Airport**  
 Liverpool John Lennon Airport (LJLA) plays an important role as an international gateway to the Liverpool City Region. The airport plans to:

- serve additional destinations including long haul;
- increase passenger number to 7.8 million passengers per annum (mppa) by 2030 and 11 mppa by 2050;
- support up to 12,280 jobs by 2030, and add £625 million per annum to the economy of the Liverpool City Region;
- minimise environmental impacts including reducing the overall area impacted by operational noise, through improvements in aircraft and monitoring technology.



Download a more detailed version of the Master Plan layout shown above [here](#).

**Our vision is to:**

- be the Airport of choice for business and leisure travellers from across the North West and North Wales;
- increase the number of destinations served.

**The Master Plan seeks to deliver:**

- growth in passenger numbers and destinations;
- extension of the runway to enable long haul flights;
- extension of the terminal, new parallel taxiway to the south of the runway and additional aircraft stands;
- additional parking, hotel provision, office space, retail and commercial services north of the runway;
- mixed employment development south of the runway – cargo; business and general aviation and maintenance repair and overhaul facilities; and
- extension of the Speke Garston Coastal Reserve along the Mersey shoreline.

**Public Consultation**  
 A public consultation on the Master Plan was held for four weeks from Monday 26th June – Monday 24th July 2017 and all comments received will be considered carefully and taken into account in the final version of the Master Plan.

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# Appendix 2

## Consultation Area

### Consultation Area Plan





## Appendix 3

### Identified Stakeholders

### Identified LJLA Stakeholder List

|   |   |
|---|---|
| ACC Liverpool   | Little Stanney Parish Council                                 |
| Access and Evacu8 Ltd   | Liverpool and Sefton Chamber of Commerce                      |
| ARCH under the bridge (formerly Garston under the Bridge Community) | Liverpool Airport Consultative Committee                      |
| Arena and Convention Centre Liverpool                               | Liverpool Airport General Aviation Users Association (LAGAUA) |
| Arriva Merseyside   | Liverpool BID   |
| Aston Parish Council  | Liverpool City Council  |
| Bagillt Community Council   | Liverpool City Region Combined Authority                      |
| Birkenhead  | Liverpool City Region LEP                                     |
| blacc   | Liverpool One   |
| Brynford Parish Council   | Liverpool Vision  |
| Cheshire and Warrington Tourism Board                               | Llanasa Community Council                                     |
| Cheshire West and Chester Council                                   | London Midland  |
| Clwyd South   | Maghull Town Council  |
| Connah's Quay Town Council  | Marketing Liverpool   |
| Daresbury Parish Council  | Member of Parliament for Aberconwy                            |
| Dept for Transport  | Member of Parliament for Alyn and Deeside                     |
| Downtown Liverpool in Business                                      | Member of Parliament for Arfon                                |
| East Midlands Trains  | Member of Parliament for Bottle                               |
| Elton Parish Council  | Member of Parliament for City of Chester                      |
| Flintshire County Council   | Member of Parliament for Delyn                                |
| Friends of Liverpool Airport (FOLA)                                 | Member of Parliament for Dwyfor Meirionnydd                   |
| Frodsham Town Council   | Member of Parliament for Eddisbury                            |
| Hale Parish Council   | Member of Parliament for Ellesmere Port & Neston              |
| Halebank Parish Council   | Member of Parliament for Garston and Halewood                 |
| Halewood Town Council   | Member of Parliament for Halton(Widnes Runcorn and Hale)      |
| Halton Borough Council  | Member of Parliament for Knowsley                             |
| Halton Chamber of Commerce  | Member of Parliament for Liverpool Riverside                  |
| Helsby Parish Council   | Member of Parliament for Sefton Central                       |
| Heswall Society   | Member of Parliament for St Helens South & Whiston            |
| Highways England  | Member of Parliament for Vale of Clwyd                        |
| Holywell Parish Council   | Member of Parliament for Wallasey                             |
| Ince Parish Council   | Member of Parliament for Walton                               |
| Invest Liverpool  | Member of Parliament for Warrington North                     |
| Knowsley Metropolitan Borough Council                               | Member of Parliament for Warrington South                     |
| Knowsley Chamber of Commerce  | Member of Parliament for Wavertree                            |
| Knowsley Place Board  | Member of Parliament for Weaver Vale                          |
| Knowsley Town Council   | Member of Parliament for West Derby                           |
| Knowsley Visitor Economy Network                                    | Member of Parliament for West Lancashire                      |
| Lancashire County Council   | Member of Parliament for Wirral South                         |
| Liverpool City Region LEP   | Member of Parliament for Wrexham                              |
| LCR Visitor Economy Network   | Member of Parliament for Ynys Mon                             |

Member of Parliament for Clwyd West  
Member of Parliament for Wirral  
MEPs for the North West of England  
Mersey Maritime  
Merseyrail  
Merseytravel  
Mostyn Parish Council  
Mouldsworth Parish Council  
National Trust  
NCRUG  
Neston Parish Council  
Network Rail  
North Wales Regional Assembly (including Delyn, Alyn and Deeside & Wrexham)  
North West Business Leadership Team  
Northern Rail  
Prescot Town Council  
Preston Brook Parish Council  
Professional Liverpool  
Sefton Borough Council  
South Liverpool Homes  
South Wirral Community (Wirral Transport User Association)  
St Helen's Metropolitan Borough Council  
St Helens Chamber of Commerce  
Stagecoach  
Sutton Weaver Parish Council  
Thornton Le Moors Parish Council  
TransPennine Express  
Trinity Mirror  
Warrington Borough Council  
Warrington Chamber of Commerce  
West Cheshire and North Wales Chamber of Commerce  
Whitford Community Council  
Wirral Borough Council  
Wirral Chamber of Commerce  
Wirral Society



LiverpoolJohn  
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Document prepared by

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