



Q1 What conclusions, if any, do you draw in respect of the three short-listed options?

Morgan Sindall plc fully supports the creation of a new North West Runway at Heathrow Airport. We believe that this is the right option to create the capacity required to benefit the UK.

Sir Howard Davies, as Chair of the UK's Airports Commission has approached the debate from four areas of concern: Environmental, Socio Economic issues, Surface Access – Network of Connections, and Airline Acceptance. All three of the short-listed options have been presented and debated during many seminars throughout last year. In conclusion, Morgan Sindall plc considers that the case for the North West Runway at Heathrow Airport is the strongest and would generate the broad consensus that would allow the Commission to produce a well-argued recommendation. We explain our reasons for this consideration through the various responses below.

Which of the shortlisted runway options, if any, do your comment(s) relate to?

Gatwick Second Runway

Heathrow North West Runway

Heathrow Extended Northern Runway

Q2 Do you have any suggestions for how the short-listed options could be improved, i.e. their benefits enhanced or negative impacts mitigated?

Given that we support the case for the North West runway at Heathrow, our response to this section is focused on the two Heathrow options.

Heathrow has centred its case on the fact that it is already the airport of choice in the UK and over 80% of air passengers flying into the UK use it. It has good existing road and rail links, a mature local supply chain combined with a more mature procurement route and delivers great benefits to the macro and micro economy. We would suggest that Heathrow provides more evidence to counter the claims that expansion there would cause great environmental harm to local residents. We feel that more could be made of the new quieter, more efficient, more environmentally friendly aircraft that are able to approach the airport from a much steeper descent angle.

The Heathrow Extended Northern Runway proposal brings with it operational safety risks by the very nature of an extended northern runway with aircraft landing and taking off in tandem. An extended runway option has never been built before; this would be a first of its kind with all the attendant risks. We feel that the Commission would prefer a completely separate additional

runway, where the risks are better understood. Therefore, Morgan Sindall plc feels that this proposal should have a robust plan to eliminate this risk as part of its proposition.

Which of the shortlisted runway options, if any, do your comment(s) relate to?

Heathrow North West Runway

Heathrow Extended Northern Runway

Q3 Do you have any comments on how the Commission has carried out its appraisal?

Morgan Sindall plc believes that the appraisal has been a positive, open and engaging process, which has provided stakeholders with a fair opportunity to express their views and to join in the debate. Morgan Sindall plc has attended several of the discussion forums and conferences over the past 18 months or so and has been impressed by many of the speakers representing various parties' interests. We have seen a wide range of views with inputs from the likes of the Urbanist, the late Professor Sir Peter Hall, also the Professor for Urban Development at Munich University of Technology, Dr Alain Thierstein and, of course, from the current Mayor of London, among many contributors. The Commission has ensured that all interested parties have had the opportunity to ask questions of all the panellists. There was frustration at some forums where the capital costs of each scheme were not fully interrogated or explained. It would also have been useful to understand how the Commission would technically arrive at its decision to give the process more transparency.

Q4 In your view, are there any relevant factors that have not been fully addressed by the Commission to date?

It would have been useful to have seen more granularity in how the various options would be built; what would the phasing look like? It would have been interesting to Morgan Sindall plc, as a sustainable contractor, as to how each of the short-listed options has addressed the protection of the environment during construction. Much was made of wiping out 30,000 migrating birds by the earlier Thames Estuary option, however there was little environmental content from either Gatwick or Heathrow in their respective proposals.

Q5 Do you wish to comment on how the Commission has appraised specific topics (as defined by the Commission's 16 appraisal modules), including methodology and results?

Strategic fit

Morgan Sindall plc believes that constructing a new North West Runway at Heathrow is the most viable option to create a world class airport, which is much needed by UK plc. We are already falling behind the likes of Charles de Gaulle and Frankfurt Airports on the European mainland and,

further afield, Istanbul, Dubai and Abu Dhabi are building or have built new airports containing six runways. Expansion at Heathrow would enable the UK to be at the centre of global growth again and would help the UK to forge ahead of many of our international competitors. Importantly, Heathrow Airport is already the most efficient airport in the world by area and, essentially, has the existing infrastructure and other assets, including transport links and scale, required to support this expansion – leveraging this would therefore be the cost-effective option for the UK providing ‘more bang for your buck’.

Heathrow has the UK’s largest airport freight operation, with haulage companies enjoying good links to all points, due to its location. We are certain that the haulage industry has been considered during the various deliberations by the Commission and it would seem obvious that, on balance, they would prefer to operate from Heathrow even taking the port of Dover into consideration.

Which of the shortlisted runway options, if any, do your comment(s) relate to?

Heathrow North West Runway

Economy impacts

We believe that constructing a new North West Runway at Heathrow will support long term economic growth across the UK. Importantly, this will benefit the significant number of companies within Heathrow’s huge supply chain, including Morgan Sindall plc, one of Heathrow’s existing Business Partners. We have been a trusted and proven partner of Heathrow stretching back over 20 years. Headquartered in Rugby, Warwickshire, and with 25 offices across the length and breadth of the UK, our continued work with Heathrow would benefit not only our own supply chain but also ourselves, inspiring further innovations and creating work both for our existing employees and employment opportunities for others, including apprentices and school leavers.

In addition, the accessibility of Heathrow will facilitate connections to every economic centre within the UK, including the emerging ‘Northern Power House’. This will give companies across the UK access to some of the fastest growing international markets, including those across Asia, Latin America and North America, and will strengthen Britain’s position at the heart of the global economy.

It is our belief that a new North West Runway at Heathrow will boost the economy of the country as a whole.

Which of the shortlisted runway options, if any, do your comment(s) relate to?

Heathrow North West Runway

Local economy impacts

Much as creating a new North West Runway at Heathrow will have a significant positive impact across the UK as a whole, we believe that similar benefits will be felt closer to home within the local economy. Not only will this project be of long term benefit to existing suppliers with operations based locally, including ourselves, but the scale of a new runway project will also create financial opportunities for additional local companies and employment opportunities for many local people.

We believe that the prosperity of the local economy will increase significantly as a result of creating a new North West Runway at Heathrow. Conversely, it would have a devastating impact on the local economy should Heathrow not be chosen for expansion. Many thousands of businesses have started up and flourished over the past 50 years specifically to serve Heathrow.

Which of the shortlisted runway options, if any, do your comment(s) relate to?

Heathrow North West Runway

Q8 Do you have any other comments?

For the reasons given above, Morgan Sindall plc fully supports the Heathrow North West Runway option.

London is our capital and travellers to the UK generally have London on their itinerary, whether for business or pleasure. We believe that Heathrow already provides two world class terminals (T2 and T5), which Morgan Sindall plc was very proud to have played its part in building. Heathrow's future plans in demolishing Terminals 1 and 3 to make room for the expansion of Terminals 2 and 5, coupled with the development of a further Terminal to serve the North West Runway, would put it back where it belongs, as the 'World's Airport of Choice'.

An expanded Heathrow is essential to growing UK plc. Heathrow Airport Limited has the desire, skills and organisation to deliver this incredible opportunity and Morgan Sindall plc would be well placed to assist them in this development.

Which of the shortlisted runway options, if any, do your comment(s) relate to?

No Airports Selected.