

Confidential Filing

PM's Meeting with John Brawne
MP to discuss the privatisation
of the State-owned newspapers

PRIME
MINISTER

and the proposed M3 extension road
Winchester.

December 1987

Referred to	Date	Referred to	Date	Referred to	Date	Referred to	Date
7.12.87 2.11.86 3.11.86 10.4.87							
PREM 19/24/10							



10 DOWNING STREET

PRIME MINISTER

WINCHESTER M3 EXTENSION

You will remember than John Brown sought a meeting with you in which he put his concerns about the planned route for the M3 extension.

You will see from the attached Press Notice that the Department of Transport have decided to reopen the Inquiry.

MEA

Mark Addison

10 April 1987

ms

INQUIRY INTO M3 EXTENSION TO BE RE-OPENED

Peter Bottomley, Minister for Roads and Traffic, today announced that a final decision on the motorway route between the end of the existing M3, east of Winchester, and Compton to the south of the City, would be deferred and the inquiry re-opened.

He also announced the go-ahead for widening and upgrading the A33 Otterbourne and Chandlers Ford Bypass between the M27 and Compton to motorway standard to form the southern part of the M3 extension.

Mr Bottomley said:

"Many people have urged us to get on with completing the M3 through to the M27 at Southampton to relieve the increasing problems of traffic congestion and accidents on the existing A33. Today's announcement means that we can now start work on the southern part of this vital link in the national motorway network and provide further improvements to the route to Southampton from the Midlands and London.

"The independent Inspector who conducted the 1985 inquiry agreed that the M3 extension was urgently needed and that the proposals for replacing the A33 Winchester Bypass by taking the motorway in a cutting across Twyford Down provided the right solution. However, in view of the representations received since the inquiry, the Secretaries of State for Transport and the Environment concluded that without giving the Countryside Commission, which was not represented at the inquiry, the opportunity of presenting its views, they did not have all the information they needed to come to a proper decision on the proposals for the section between Bar End and Compton, because of the inevitable impact on the countryside east of Winchester.

"The arrangements for the re-opened inquiry will be announced as soon as possible."

NOTES TO EDITORS

M3 EXTENSION : BACKGROUND

Proposals for upgrading the A33 Otterbourne and Chandlers Ford Bypass to a motorway were first considered at a public inquiry in 1972. Proposals for a new motorway route between Bar End and Compton were first published in 1970. After a public inquiry, a motorway route to the west of St Catherine's Hill was fixed in 1973. A second inquiry in 1976/77 to consider subsidiary proposals was disrupted by objectors opposed to the principle of the route and resulted in the Inspector recommending that the proposals should be reviewed. Consulting engineers Mott Hay and Anderson were appointed to carry out a fresh study of the whole route between Bar End and Bassett, and from 1981 to 1983 they carried out extensive consultations. Their recommendations for a new route to the east of St Catherine's Hill were the subject of further exhibitions and consultations.

Having considered their report and all the comments received from local authorities, interested bodies and the public which were predominantly in favour of such a route, the Secretary of State for Transport accepted the consultants' recommendations on the motorway route. Draft orders were published between June 1984 and April 1985. They provided for a dual 3-lane motorway extension from Bar End via a cutting across Twyford Down to the east of St Catherine's Hill and crossing over the London-Southampton railway near Shawford. The proposals included breaking out the A33 Winchester Bypass so that it could be grassed over and the Water Meadows re-connected with St Catherine's Hill. South of Compton the proposals were for the motorway to follow the existing A33 Otterbourne and Chandlers Ford Bypass.

Some 176 objections to the proposals and 29 alternatives were considered at the public inquiry at the Town Hall Centre, Eastleigh, conducted by an independent Inspector, Mr Dudley Leaker, ARIBA, between June and August 1985.

WHAT HAPPENS NEXT?

The Secretaries of State for the Environment and Transport have decided that the Orders providing for the widening and upgrading to motorway standard of the Otterbourne and Chandlers Ford Bypass between Compton and the M27 (5 miles) should be made. Public notices giving effect to the relevant Orders will be published shortly. It is hoped that work on this £28m scheme will start later this year and take about 2 years to complete.

The Secretaries of State have deferred their decisions on all aspects of the proposals for the Bar End-Compton Section (3½ miles) until they have received the Inspector's supplementary report into the re-opened inquiry. A further announcement about this will be made as soon as possible.

GENERAL



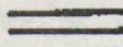
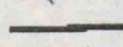
A letter explaining the joint decisions of the Secretaries of State has been sent to all those making objections and representations. Copies of it and the Inspector's Report can be seen during office hours at the Department of Transport, Room P3/061, 2 Marsham Street, London, SW1, and the Department's South East Regional Office, Federated House, London Road, Dorking, Surrey; at the offices of the Hampshire County Council, Ashburton Court, The Castle, Winchester and Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh; at the Public Libraries at Jewry Street, Winchester, Oakmount Road, Chandlers Ford, and Leigh Road, Eastleigh; and at the Post Offices at Otterbourne and Shawford.

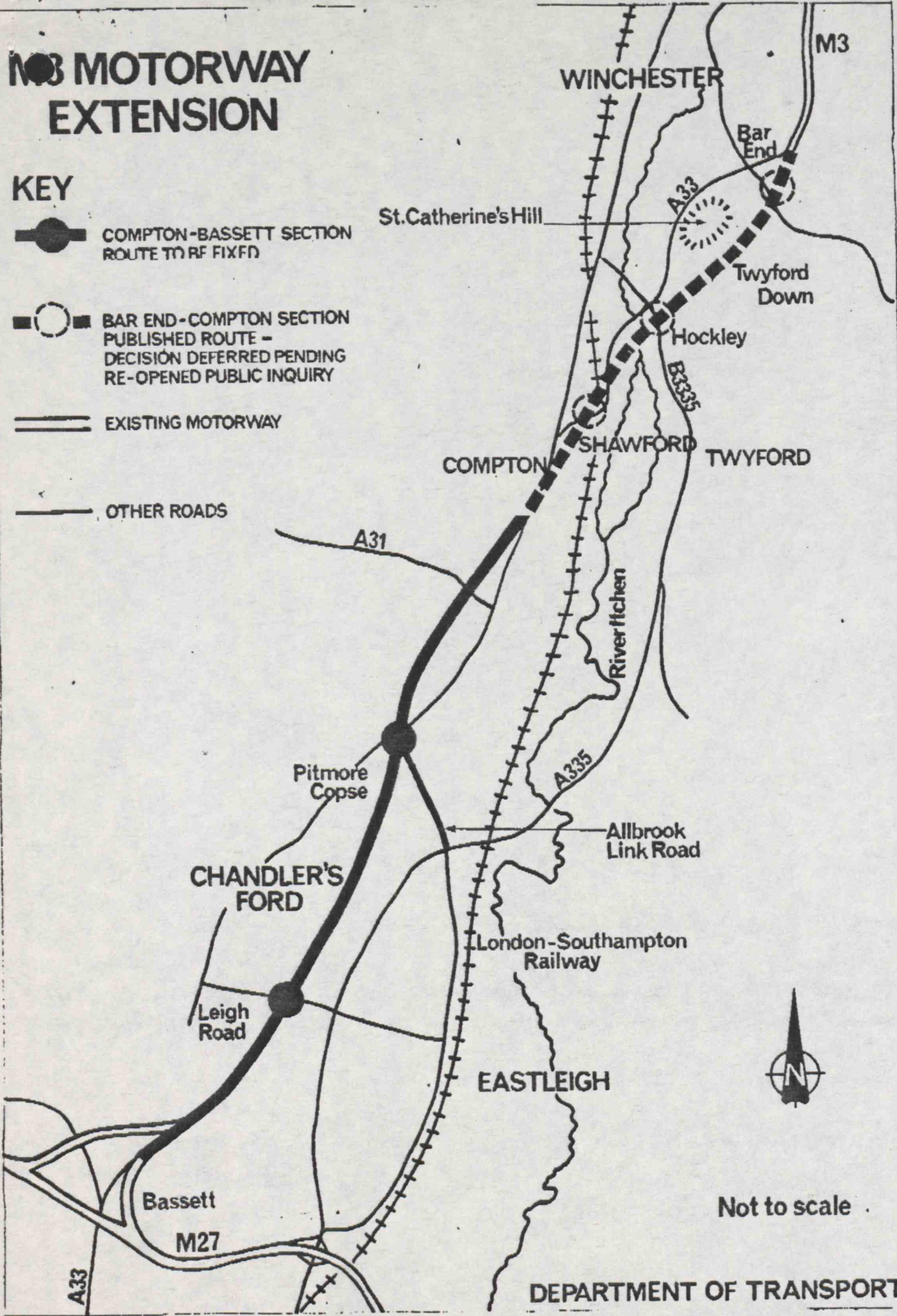
The project is under the overall direction of the Department's South East Regional Office (Director (Transport) Mr P M Lee, C Eng, FICE, FIHT). Design is being carried out by Mott, Hay and Anderson, consulting civil engineers.

Issued by Andrew Willis, DTp's Regional Press Officer, Central Office of Information, London and South Eastern Region, tel 01-261 8567.

M3 MOTORWAY EXTENSION

KEY

-  COMPTON-BASSETT SECTION
ROUTE TO BE FIXED
-  BAR END-COMPTON SECTION
PUBLISHED ROUTE -
DECISION DEFERRED PENDING
RE-OPENED PUBLIC INQUIRY
-  EXISTING MOTORWAY
-  OTHER ROADS





DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB
01-212 3434

MINISTER
FOR ROADS AND TRAFFIC

My ref:

Your ref:

Andy Bearpark Esq
Private Secretary to the Prime
Minister
No 10 Downing Street
LONDON SW1

9 April 1987

Dear Andy

You will recall that John Browne MP met the Prime Minister on 21 October 1986 to discuss the proposed M3 extension round Winchester.

/ I attach a copy of the letter Mr Bottomley has today written to Mr Browne.

Yours ever

Nicola

NICOLA CHATTLE
Private Secretary



MINISTER
FOR ROADS AND TRAFFIC

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB
01-212 3434

My ref:

Your ref:

John Browne MSc MBA MP
House of Commons
London
SW1A 0AA

9 APR 1987

Dear John

/ As promised in my letter of 26 January, I enclose an advance copy
/ of the Press Notice setting out the decisions on the M3 extension.
I also enclose a copy of the Inspector's Report. We will send you a
copy of the decision letter later in the week.

You will see that we have taken on board the concerns which you and others have expressed about the 1985 inquiry. We do not accept all the criticisms made but we have decided that the inquiry into the Bar End-Compton section should be re-opened to consider any new evidence which the Countryside Commission and the Historic Buildings and Monuments Commission may wish to submit about the relative merits of the published proposals and the two main alternatives. I will let you know of the arrangements for the re-opened inquiry so that you may, if you wish, bring your views to the attention of the independent Inspector.

The following paragraphs deal with the outstanding points which you have raised in correspondence and in the memorandum which you sent to the Prime Minister.

HISTORICAL BACKGROUND TO THE PRESENT PROPOSALS

I do not accept your argument that the decision to route the M3 to the east of Winchester rather than follow what you refer to as the "natural" route to the west of the City, was never properly debated.

As the 1971 inquiry Inspector noted, the most direct route from Basingstoke to Southampton is via the A33 through the City of Winchester: a route with its origins in Roman times. The route adopted by the canal and rail builders was through the Itchen Valley to the east of Winchester and it was this corridor which was chosen 50 years ago when the Winchester Bypass was built. I see no reason to regard the western route as more "natural" than any other.

At the 1971 inquiry into the proposals for routing the M3 through the Itchen Valley, alternative western strategies were proposed and fully debated as were alternative routes which took the motorway further east. You will see from the extract of the relevant Inspector's Report at Exhibit 24 of your memorandum that the Inspector, having heard all the evidence, firmly rejected a western strategy which in his view would have brought little traffic relief to Winchester and could have made the situation worse.

The Inspector clearly took account of the loss of high grade agricultural land associated with a western route but this was only one of the factors which led him to reject such a route. I know of no grounds for your suggestion that his recommendation - or the subsequent decision - was influenced by the fact that the counter-objectors to a western route included the late Earl Mountbatten and Lord Rank.

CRITICISMS OF THE CONSULTATION AND INQUIRY PROCESS

I absolutely reject your assertion that either my Department or our consulting engineers presented misleading information to the public during the consultation process or to the Inspector conducting the 1985 inquiry. Because of the difficulties of finding a broadly acceptable route for the scheme we decided that local authorities, interested bodies and the public should have the opportunity of being extensively involved in the whole process of reconsidering the scheme and of route selection and design. This collaborative approach resulted, as the Inspector concludes in his report, in the proposals emerging through public discussions, contributions and debate. I acknowledge that one disadvantage of this much praised approach may have been that information made available to the public at an early stage was later changed and updated as the consultations and design evolved.

(a) Extent of Cutting Across Twyford Down

This point is illustrated by the evolution of the design of this cutting. When views on the consulting engineers' recommended route were first sought at exhibitions and meetings in 1983, the side slopes of the proposed cutting were such that at its deepest the cutting was 127 metres wide at the top. Having considered these recommendations and the views of the public about them we adopted the route recommended by the consulting engineers but the cutting design was modified to reduce the width from 127 metres to 94 metres. This was the width of the cutting shown at the exhibitions following order publication. Further design work following detailed geological investigations resulted in a ledge being added midway up the cutting slope which increased the cutting width to 117 metres and it was this design which was debated at the inquiry. Although wider than envisaged at order publication the cutting was still some 10 metres less than that shown to the public when their route preferences were sought.

(b) Scheduled Ancient Monuments

I accept that the February 1983 brochure produced by Messrs Mott, Hay and Anderson, and widely circulated to help summarise the recommendations contained in their report, did not show the site of the Roman road to the east of St Catherine's Hill which is a scheduled ancient monument. This omission was rectified when,

following the response to the consulting engineers' report, we decided to adopt their main recommendations. The revised brochure which we produced and circulated widely to help explain the published proposals showed this ancient monument. But we produce these brochures to illustrate the proposals and to make them easily understandable to the layman, and to achieve this it is necessary to show certain features as symbols. It is our practice to denote historical features with symbols at about the centre of the site.

The impact of the scheme on the two ancient monuments was not considered by most of those involved in the consultation process to be a major factor in route preference. It was nevertheless raised and debated at the inquiry and plans showing the boundaries of the monuments were available to the Inspector.

(c) Sites of Special Scientific Interest

Both February 1983 and June 1984 brochures clearly showed the extent of the Itchen Valley and St Catherine Hill's Sites of Special Scientific Interest and the effect of the motorway on them.

The June 1984 brochure also showed a possible extension of the St Catherine's Hill SSSI and the proposed extension was dealt with in evidence to the Inspector. It is not possible in an illustrative brochure to define the precise scientific quality of the SSSI's, but the Inspector heard evidence on this subject from the Nature Conservancy Council and local naturalist groups.

(d) The Role of the Countryside Commission and the Historic Buildings and Monuments Commission

The facts are these. My Department sought the views of the Countryside Commission on three separate occasions before the publication of draft orders in June 1984. The Commission were given full information about all the routes investigated by the consulting engineers which covered several alternative designs for routes to the west of St Catherine's Hill similar to those proposed at the inquiry and a tunnel under St Catherine's Hill. The views of the Historic Buildings and Monuments Commission were also sought.

I do not know why the Countryside Commission or the Historic Buildings and Monuments Commission chose not to object to, or make representations about, the published proposals or why the Historic Buildings and Monuments Commission did not respond to the Inspector's request to attend the inquiry. I absolutely reject your assertion that the Secretary of State for the Environment discouraged their involvement. The Nature Conservancy Council, who also act as his specialist advisers, took an active role in both the consultation and the inquiry. Our applications for scheduled monument clearance for the proposed motorway works were granted on the recommendation of the Historic Buildings and Monuments Commission.

ALTERNATIVE ROUTES

The reopening of the inquiry to consider further the published proposals and the two main objectors' alternatives will provide an opportunity for any new evidence, including any which you may wish to submit, to be heard by the independent Inspector. All the routes have advantages and disadvantages: these are covered in the Inspector's Report and will undoubtedly be debated again. I will not therefore repeat them here but I stress the following facts in response to particular points raised in your memorandum.

(a) Western Route

A motorway route following the line of the existing Winchester Bypass was considered in great detail by our consulting engineers during the study and consultation process leading to the selection of the published proposals. Such a scheme would be cheaper to build, but there is not enough room to build a dual three-lane motorway to current design standards without encroaching into the Winchester Water Meadows or cutting into the western slopes of St Catherine's Hill. The consulting engineers investigated several variations involving differing angles of cut into the Hill. Notwithstanding the comments by some objectors about the way in which such routes were presented to the public by the consulting engineers and the Department, the principle of such a route attracted little support during the study. The objectors' similar alternative was also vigorously opposed at the inquiry. While there was much debate at the inquiry about precise landscape measures to lessen the impact of the alternative on the Itchen Valley and St Catherine's Hill, the alternative as put forward could not be built to current design standards.

(b) Tunnel Route

I understand your support for the alternative of driving twin bored tunnels through Twyford Down. But I must point out that such a solution is not without environmental problems: each of the four tunnel portals would be massive structures up to 30 metres wide and 15 metres high, the tunnels would need to be lit day and night, and ventilation buildings would probably be required on Twyford Down.

You question the figure of £80 million given at the inquiry as the additional capital costs of such tunnels. This assessment was carried out by one of our leading firms of consulting engineers, Messrs Mott, Hay and Anderson, who have considerable experience in the design and construction of tunnels. All tunnels are costly structures, but the project envisaged by this alternative would be at the forefront of tunnel technology since it would be the largest tunnel in terms of cross-section ever constructed in chalk. The additional cost of the associated underline railway bridge at Shawford which you also question was derived from independent assessments carried out by our consulting engineers, and by British Rail who would be responsible for its design and construction.

I note your view that this tunnel could be partly financed through EEC finance and toll revenues. The only source of EEC finance for new schemes is the European Regional Development Fund (ERDF) but this is restricted to schemes within or serving on Assisted Area. Hampshire is not an Assisted Area and does not adjoin one and the M3 extension would not be eligible for support from the ERDF. Our policy is to charge tolls only on estuarial crossings where there are substantial time savings to be achieved. The general principle of charging tolls on motorways has been considered on several occasions: the main reason for not introducing them is the comprehensive system of long distance non-motorway routes which are available as an alternative. There are always some people who seek alternative routes to avoid paying tolls, and any additional traffic through Winchester for this reason would be very unwelcome

locally. To avoid traffic delays at the tolls which would discourage traffic from using the motorway, and limit further the effectiveness of the M3 in relieving existing traffic problems, extensive toll-booth facilities would be required. These would add to the impact of the tunnel portals on the landscape.

/ I am sending a copy of this letter to the Prime Minister.

Yours ever
Peter

PETER BOTTOMLEY



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e Tpr

10 DOWNING STREET
LONDON SW1A 2AA

THE PRIME MINISTER

10 November 1986

Dear John

Many thanks for your letter of 31 October with the Memorandum you promised to send me at our meeting on 21 October. I will forward this to my colleagues at the Department of Transport, and I know they will consider it carefully.

Yours

Raymond
—

John Browne, Esq., M.P.

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10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

7 November 1986

JOHN BROWNE MP: M3 AT WINCHESTER

John Browne has now submitted his Memorandum to the Prime Minister, and I am enclosing it with this letter. Also enclosed is a copy of the Prime Minister's acknowledgement which, as you will see, notes that your Ministers will consider the memorandum carefully.

You will recall that Mr. Browne wrote recently about the possibility of European support for his scheme, and the Prime Minister said that you would reply to him direct on that point.

Mark Addison

Richard Allan, Esq.,
Department of Transport.

to



File ECL

CEMA

10 DOWNING STREET
LONDON SW1A 2AA

THE PRIME MINISTER

3 November 1986

Dear John,

Many thanks for your letter of 22 October, which for some reason took a little while to arrive in this office. I am grateful to you for confirming on paper the main points you made at our meeting, and I look forward to receiving your memorandum about the M3 at Winchester, which I will then forward to Ministers at the Department of Transport.

I should certainly like to be able to visit Winchester at some point, though my full diary means that the opportunities I have to travel outside London are unfortunately very restricted. Nonetheless, I will certainly bear your kind suggestion in mind, and consider it carefully when I next plan to be in your part of the country.

I have also noted your suggestion about European support towards the cost of your proposal. I think the best thing I can do is to ensure that my colleagues at the Department of Transport look into this, and reply to you direct.

Yours sincerely

Raymond

John Browne, Esq., M.P.



EL3BMR

CCMA

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

3 November 1986

JOHN BROWNE MP: M3 AT WINCHESTER

Following the Prime Minister's meeting with John Browne MP, he has now been in touch to ask whether, particularly in view of the fact that Winchester is a "listed European city", there is any chance that his proposals could be supported in some way by the European Community. He has written to his MEP, Mr. Ferranti, on the point, but has also asked the Prime Minister for advice. He is apparently thinking along the lines of mixed finance for the £85 million required - partly from the UK Government, partly from Europe, and partly from temporary toll revenues.

The Prime Minister said she would pass on his suggestions to her colleagues at the Department of Transport, and they would be writing to Mr. Browne in due course. I should be grateful if you would accordingly follow up his suggestion in that way.

We still await Mr. Browne's memorandum on his Winchester M3 proposals in general.

MARK ADDISON

Richard Allan, Esq.,
Department of Transport.

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From: **JOHN BROWNE**, MSc, MBA, MP

31st October 1986

HOUSE OF COMMONS
LONDON SW1A 0AA

The Rt Hon Margaret Thatcher MP
10 Downing Street
London SW1

Dear Prime Minister,

at 1104

As agreed at our meeting on 21st October, I have prepared a memorandum covering the details we discussed about the completion of the Winchester section of the M3 motorway.

I now enclose the above mentioned memorandum together with a summary of facts and a summary of conclusions and recommendations.

Again, thank you so much for giving up your time to look at this problem on 21st October.

Yours ever
John.

JOHN BROWNE

Enclosure



From: JOHN BROWNE, MSc, MBA, MP

HOUSE OF COMMONS
LONDON SW1A 0AA

CONFIDENTIAL

COMPLETION OF THE M3 BAR END TO BASSETT

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

1. In today's world, the government of any civilized nation has a major responsibility for environmental impact.
2. Having accepted, if not actively participated or even assisted in, the decision to divert the M3 from its natural course to the west side of Winchester, the government has effectively incurred the problem that now exists and has been the subject of no less than three Public Enquiries.

THE GOVERNMENT THEREFORE HAS A UNIQUE RESPONSIBILITY AND MORAL OBLIGATION TO PROTECT THE SPECIAL ENVIRONMENT OF WINCHESTER, DESPITE ITS HIGH FINANCIAL COST.

3. The evidence given to the Public Enquiries of 1971, 1976 and 1985 is, in certain respects, misleading. The report of Inspector Leaker, presented to the Secretary of State in July 1986, is therefore based, in critical areas, upon false or misleading evidence.
4. A study of the problem over the past 34 years, and particularly over the last 15 years, leads to the conclusion that there are very powerful vested interests involved. These interests are so powerful that the national custodians of scheduled environmental sites failed to attend the Public Enquiry. The Secretary of State therefore has to see himself in the role of custodian, as the evidence given to him in the 1986 report is deficient in this respect.
5. It is perfectly possible for the government to finance the tunnel. The main question is whether or not the government has the political will to do so i.e. whether or not it accepts its clear moral obligation as a result of the decision of a past government to divert the road from its natural line to the west of Winchester.
6. Alternative sources of finance could be tapped from the EEC and from the imposition of tolls. It may even be possible to put the construction of the tunnel out to public tender in return for the tax free toll revenues for a given number of years.



A decision to build a tunnel would be widely applauded and not be subject to any further court appeals. Indeed, all present objections to alternative routes would be dropped.

An idea has been put forward that the route to the east of St Catherine's Hill could be completed by a combined tunnel and cutting. However, I am told that this is likely to incur serious construction difficulties.

RECOMMENDATIONS

1. The government should accept its unique moral responsibility for the protection of the environment in this section of motorway.
2. If the Prime Minister or the Secretary of State has any doubt about their responsibilities as mentioned in 1. above, they should investigate the reasons for the diversion of the natural route of the M3 to the eastern side of Winchester, which has brought on the problems of the past 34 years.
3. The Secretary of State should evaluate the cost in terms of net cost, opportunity cost and delay of adopting each of the following routes. The evaluation should include the opportunity costs of abandoning the eastern route altogether and returning to the westerly route from Sutton Scotney, to the west of Winchester, to the M27. Obviously, there would be major time delays but the net costs, when balanced against the incremental cost of 85m for a tunnel and a bridge under the railway at Compton may be interesting. Notwithstanding this, the information available to me leads me to the recommendation that in the interest of reputation, financial cost and of potential time delays, the Secretary of State would be well advised to adopt the route by tunnel.



COMPLETION OF THE M3 BAR END TO BASSETT

SUMMARY OF FACTS

SITUATION

The Problem. The present DoT proposal for a cutting through Twyford Down and a bridge over the railway at Compton to the east of Winchester will cause two major environmental problems. There will be a severe environmental impact to the east of St Catherine's Hill and in the area of the railway bridge at Compton.

Government Responsibility. The normal responsibility of government for the effects of environmental impact is superseded in the case of the above mentioned motorway. This is a critical point in the minds of Wintonians and should be impressed vividly upon the Secretary of State for Transport.

DIVERSION - A GOVERNMENT RESPONSIBILITY

Before looking at the ground itself, a mere glance at the map is enough to indicate that the natural line of the M3 from Popham to the M27 would lie to the west of Winchester. Such a route would travel through virgin farmland and not come close to any areas of high density population.

Any observer of the present problem would quite rightly ask why this route was abandoned in favour of a route to the east of Winchester, which not only brought the motorway to the city of Winchester itself but enters areas of very special environmental significance. The fact that the selection of an eastern route has resulted in three enquiries, over the past 15 years, lends weight to this question.

Although the route to the west of Winchester would be more natural and result in far less environmental impact, the route would have passed through the large estates of some very powerful landowners, including two extremely powerful members of the House of Lords, namely the late Earl Mountbatten and the late Lord Rank. Given this fact, the reasons for the selection of the eastern route become more apparent.

What is extremely disquieting is the fact that the western route was never publically discussed. It is apparent that over a period of years the authorities, including the Government, participated in a decision making process that



precluded public discussion of the more natural route to the west of Winchester. Public discussion was limited to the precise direction of a route to the east of Winchester. As has been said, any route to the east of Winchester will result in severe environmental impact. The result of the choice of an eastern route has been 15 years of delay and a generation of deep suspicion and annoyance in the minds of local people.

The government's participation and indeed assistance in the decision to adopt the route to the east of Winchester without any public consideration of a westerly route places the government of today in a position of unique responsibility - a responsibility to ensure that sufficient money is spent to protect the environment of any route to the east of Winchester. This is a point of critical importance in understanding the rationale of considering the unusual cost of a tunnel through Twyford Down and a bridge under the railway at Compton. THE GOVERNMENT HAS A UNIQUE RESPONSIBILITY TO PROTECT THE ENVIRONMENT OF ANY ROUTE TO THE EAST OF WINCHESTER.

KEY ISSUES

1. It is evident that the DoT failed to undertake an adequate Environmental Impact Analysis during the consultation period. As a result, misleading evidence has been given to the recent Leaker Public Enquiry and is now presumably before the Secretary of State. The examples of this misleading evidence include the facts that:
 - Only one of two Scheduled Ancient Monuments, to be destroyed by the motorway, was indicated on the Technical Appraisal Report and on the 1983 Public Consultation Leaflet (Exhibit 3A).
 - Boundaries of the Scheduled Ancient Monuments were not shown at all, being indicated on a drawing merely by stars which gave the impression that the motorway avoided any damage to them. This is totally misleading (Exhibit 3C).
 - The Site of Special Scientific Interest had not been re-surveyed and the boundaries shown omitted to illustrate that the Site would be severed by the DoT proposal.
 - The second drawing (known as section TT) through Twyford Down was drawn inaccurately showing a 7.5% understatement of the actual damage.



2. During the consultation process, the DoT published a drawing which implied extensive damage to the east side of St Catherine's Hill if the by-pass route were adopted. This proved to be inaccurate and crucially misleading (see exhibit 5). Indeed, it led many groups to become so worried that they felt pressured not to object to the present DoT proposed cutting route.
3. The Historic Buildings and Monuments Commission have stated that:
 - They were not consulted on the alternative route incorporating the existing by-pass.
 - Their consent to the destruction of the Scheduled Ancient Monument was given against the recommendation of the Inspector of Ancient Monuments (See letter from M F Hughes, Chairman Hampshire Archaeological Committee.)
4. The national custodians of special environmental sites, namely the Countryside Commission and the Historic Building and Monuments Commission, did not appear or give any evidence to the Leaker Public Enquiry despite the extensive damage being inflicted upon the scheduled sites. Indeed it has been stated that information concerning the Scheduled Ancient Monuments was withheld from the Public Enquiry. (Consent applied for in January 1985, granted in October 1985, the Public Enquiry Inspector asked for the presence of the Inspector of Ancient Monuments at the Enquiry but he never attended.)
5. The DoT proposal to 'fill in' the by-pass was misleading but persuasive. In reality it means no additional access and very little discernable visual benefit other than in the area of Plague Pits Valley.
6. Despite the high accident rate which results in local pressure to complete the motorway at any cost, neither the DoT nor Hampshire County Council have provided any proper danger warning signs along the present by-pass other than those indicating 50 m.p.h. Despite the fact that no solution has been found to the critical area around Winchester, the DoT has built a motorway from Popham to Bar End. They have thus appeared to pre-empt the decision which has heightened frustration amongst the local people.



7. Hampshire County Council counter-objected to the by-pass route before hearing the evidence submitted by objectors. The County Council then had to withdraw damaging evidence given to the Enquiry relating to the objector's alternative proposals for widening the by-pass.
8. The DoT asserts that its proposed cutting route has substantial public support. The fact is that the following bodies have objected:
 - The Nature Conservancy Council;
 - Winchester Rate Payers Association;
 - Compton Parish Council;
 - Owslebury Parish Council;
 - Twyford Parish Council recently wrote to the Secretary of State pressing for a tunnel;
 - Winchester Preservation Trust said the proposed scheme is "a severe environmental disbenefit and a severe environemntal blow."

In addition:

- the Inland Waterways Association said the tunnel should not be dismissed simply on grounds of cost;
- the Historic Buildings and Monuments Commission did not appear at the Enquiry but have expressed their preference for a tunnel or the by-pass route;
- the Countryside Commission now express a preference for the tunnel or the by-pass route;
- Winchester City Council and Hampshire County Council supported the DoT scheme but it should be remembered that they also defended the DoT proposed scheme throughout the 1976 Enquiry in the face of public up-roar;
- Winchester College supports the cutting. However I have reason to believe it would also support a tunnel and that it would not object to the route along the by-pass. Winchester has yet to declare publically its substantial financial interest in the cutting.



9. The DoT cost estimate for the tunnel and bridge over the railway at Compton appears excessively high. No funds have yet been made available for the employment of experts to dispute these figures.

FINANCE

As has been said above, the Government has a unique responsibility in ensuring that any route to the east of Winchester is adequately protected from an environmental point of view. This will cost money. However it is the clear duty of the government of today to ensure that such costs are met and properly financed.

Winchester has been made a 'listed' city by the EEC. There may be a possibility of raising some finance from the EEC.

Although tolls will not be politically popular, they have been imposed on other motorways in England, e.g. M4 Severn Bridge. It is possible that with professional persuasion by the Secretary of State, the imposition of temporary tolls could be seen as acceptable in assisting the financing of a tunnel. Obviously the public would have to be convinced of the government's good faith in ensuring that they do mean temporary. At 1 per vehicle, the present traffic flows would indicate a very significant revenue from tolls, even if charged on one direction only.

Finally, as I said to the Prime Minister on 21st October, I can identify approximately £50m p.a. of specific subsidies to pay beds in the NHS. When more vague accounting procedures are included the figure tends towards 80m p.a. This subsidy not only discriminates against the private sector in the health industry but syphons off Treasury funds from other areas such as road building.



M3 BAR END TO BASSETT - MEETING WITH THE PRIME MINISTER,
21ST OCTOBER 1986 - REPORT

INTRODUCTION

- Extraordinary Situation

I explained that the completion of the above mentioned section of the M3 has created an extraordinary situation involving no less than three Public Enquiries: 1971 (Burroughs); 1976 (Edge); and 1985 (Leaker). The decision to bring the M3 from its more natural route to the west of Winchester to the east of Winchester has created the present situation whereby the Department of Transport (DoT) apparently now prefer making a cutting through Twyford Down and a ramp over the railway at Compton. This would cause a massive blight to the ancient and 'listed' city of Winchester.

- Quasi-Judicial Role

I explained that the 1985 Inspector (Leaker) completed his report in July 1986 and submitted it to the Secretary of State for Transport who now adopts a quasi-judicial position. I emphasised the point that a quasi-judicial role prevents me from approaching the Secretary of State directly. I was therefore appealing to the Prime Minister (PM) in person not only to inform her of a very important and potentially scandalous situation concerning the above motorway completion but also to authorise my direct submission to the Secretary of State who, I emphasised, was not only a personal friend of mine, but a person for whom I have the highest administrative, ethical and political respect.

- Aim

I was discouraged from showing slides at the meeting. However, my aim was to explain the following to the PM:

- the situation of a potentially major environmental blight;
- that the government had direct responsibility for the new route;
- that some of the evidence given to the Inspector, forming the basis of his report and now before the Secretary of State, was highly questionable;
- the interests of various parties;



- that there are alternative means of financing that could be used as part of a mixed package.

SITUATION

- Problem of Two Parts

The problem is in two parts. I emphasised the potentially massive environmental blight that would be caused by the cutting to the east of St Catherine's Hill and the extensive re-modelling of the landscape necessary to take the motorway over the railway at Compton as envisaged by the DoT's proposal.

- Ground (vide Exhibit 1)

I illustrated the natural route of the M3 between Popham and the M27. I showed that it would be geographically natural for the road to sweep west of Winchester. In doing so it would cross virgin farmland. On the other hand, the route to the east of Winchester involved a planning and environmental bottleneck whereby any route would encroach upon areas of special environmental importance, areas of relatively dense population, or both.

THE DIVERSION

The diversion from the farmland on the west side of Winchester to the environmental bottleneck to the east of Winchester seems a most extraordinary decision. The decision seems extraordinary when based merely upon the map. A look at the ground itself and the environmental impact, makes the decision seem suspicious to say the very least. In this respect, it is interesting to note that whilst a motorway route to the west of Winchester would have caused much less environmental damage, it would have involved rich farmland, much of it belonging to large, rich land owners including two very influential members of the House of Lords, namely the late Earl Mountbatten and the late Lord Rank. There is no doubt that local residents are overwhelmingly of the opinion that the route was moved merely to suite the personal wishes of two landed Peers.



- 1971 (Burroughs) Enquiry

Given the open nature of the countryside to the west of Winchester it is strange, to say the least, that the 1971 Burrough's Report described this alternative as having a "brutal effect on the landscape" (vide exhibit 2A). This seems an extraordinary finding. It also appears (vide exhibit 2B) that the Enquiry restricted itself merely to the line to the east of Winchester and that no discussion was allowed on alternative routes to the west of Winchester. THIS IS, BY ANY STANDARDS, AN EXTRAORDINARY STATE OF AFFAIRS.

- Government Responsibility

Whatever the true reasons for the decision to divert the route from the open farmland of the west to the unusual and special environmentally sensitive east side of Winchester, it was accepted and approved by the government of the day, (early 1970's, possibly 1972, vide exhibit 2A).

IT IS THEREFORE MY SUBMISSION THAT THE GOVERNMENT OF TODAY HAS RESPONSIBILITY FOR ENSURING THAT THIS AREA OF UNUSUAL AND SPECIAL ENVIRONMENTAL SENSITIVITY IS ADEQUATELY PROTECTED, ALBEIT THAT THIS WILL REQUIRE INCREASED FUNDING. IN SHORT, THE GOVERNMENT OF THE EARLY 1970'S PARTICIPATED IN THE DECISION SO THE GOVERNMENT OF 1986 MUST BEAR THE FINANCIAL RESPONSIBILITY. This is the gravamen of my case which I am pursuing on behalf not only of the present citizens of Winchester, but also on behalf of future generations for which we are evidently the custodians.

EVIDENCE

The quality of the evidence given to the Enquiry, particularly to the 1985 (Leaker) Enquiry, which has now been submitted in the form of the July 1986 Inspectors Report to the Secretary of State for Transport, is questionable in several important respects.

- The Cutting Route

Favoured by the DoT, enters an Area of Outstanding Natural Beauty; severs a Site of Special Scientific Interest; and destroys two Scheduled Ancient Monuments.

Here it is interesting to note the maps that were issued as part of the consultation document by the DoT:



- The first map (vide exhibit 3A, on the reverse side of exhibit 1) of February 1983, shows the cutting through Twyford Down. It also shows the border of the Area of Outstanding Natural Beauty. It does show the Site of Special Scientific Interest but does not adequately represent the true scientific quality of the land in question. It also fails to show the boundaries of the two Scheduled Ancient Monuments. Indeed, the northern site is not marked at all and the southern site is marked merely by a star, which gives the impression that the site is small. Furthermore, the star is placed beside rather than on the line of the motorway, giving the impression that the motorway will not touch the site except at its extremity. It should be noted that this was the first consultation document circulated to the public on which public acceptability of route selection was based. It therefore left the most impact in the minds of the public because most people would not have gone to the trouble of obtaining subsequent copies.
- Exhibit 3B shows a subsequent consultation map issued by Mott Hay and Anderson in June 1984. Here it can be seen that both the relevant Scheduled Ancient Monuments are now marked albeit merely by stars in each case. However, the effects of the actual cutting as opposed to the metal road itself are now shown. This illustrates that the little star of the southern Scheduled Ancient Monument is affected by the proposal, although the northern Scheduled Ancient Monument apparently remains unaffected. It should be noted that the actual boundaries of the two Scheduled Ancient Monuments are still not marked.
- Exhibit 3C shows the reality of the DoT proposal. The Area of Outstanding Natural Beauty is marked, as is the full boundary of the Site of Special Scientific Interest. Also marked are the actual boundaries and extent of the two Scheduled Ancient Monuments. This map, which was not produced until June 1985, some 28 months after the first map of February 1983, gives a true indication of the serious environmental damage that will be done. The boundaries of the SAM constitute new evidence. They were never produced at the Public Enquiry and presumably are not available to the Secretary of State.



- The National Custodians

The National Custodians of the above mentioned sites, namely the Countryside Commission and the Inspectorate of Ancient Monuments, did not participate in the 1985 (Leaker) Public Enquiry. Various reasons for their non-participation have been suggested. I have been told that the so-called 'cuts' prevented the Countryside Commission's attendance and they now have sufficient funds only to deal with a 'handful' of enquiries. (In my opinion, the M3 completion at Winchester must be included in a selected handful, based on any criterion). Here it is interesting to note Exhibit 4A which apparently was written to the Secretary of State by Mr Maldwin Drummond J.P. D.L. after their extensive research into the files of the Countryside Commission. I am also told that the Inspector of Ancient Monuments was discouraged from attending the Enquiry by the Department of the Environment who pointed to the fact that any route to the west of St Catherine's Hill, along the line of the present by-pass, would involve a massive chalk scar line. Here it is interesting to note Exhibit 4B written to me by Mr M F Hughes, Chairman of the Hampshire Archaeological Committee. You will note that he says that the "advice in favour of the preservation of the monuments from English Heritage was overturned by the Heritage Sponsorship Division who are responsible to the Secretary of State for the Environment for scheduled monument consent procedures". He also says that the action described in his letter undermines the very fabric of the national policies for the protection of its archaeological heritage. These are serious allegations of malpractice and are widely felt in an environmentally sensitive community such as that of Winchester and its immediate surroundings.

- Department of Transport

Evidence given by the DoT has contained a number of assertions which, taken individually, may seem small but taken in the aggregate, amount to powerful influence, to say the least.

Firstly, one of the slides produced by the DoT showing the cross-section of the Wyford Down cutting understates the true width, in terms of the scale slide, by some 30ft i.e. 7.5%. This may seem small but it was the impression left in the minds of the majority of people and that is an important fact because it was never effectively corrected.



The DoT estimate for the tunnel is some 80m of incremental cost i.e. over and above the price of a cutting and the laying of a metal motorway. I am no expert on tunnelling costs but I find it hard to believe that a one mile tunnel through chalk and chalk granite, would lead to an incremental cost of £80m. I am seeking advice on such tunnelling costs but do not yet have any subsequent data.

The DoT estimate to build a bridge under the railway at Compton will lead to an incremental cost of £5m i.e. £5m just to build a bridge under the railway at the same location. I understand that this is largely due to the angle of the bridge/rail interface and also to the fact that going under the railway involves the mandatory employment of British Rail labour. Again, I find this estimate hard to believe.

In discussing alternatives to the cutting, which included a motorway built along the line of the present by-pass, the DoT showed an unnecessarily large cut into the west side of St Catherine's Hill to support the idea of a cutting, vide exhibit 5.

The above mentioned incremental cost totalling some £85m together with an excessive chalk scar line to the west of St Catherine's Hill, have dragooned unwilling acceptance of and support for the DoT's proposed cutting. THIS IS A MOST IMPORTANT FACTOR. THE DoT ESTIMATES SHOULD BE CHECKED IN DETAIL.

SPECIAL INTEREST GROUPS

- General Public

Everyone I have spoken to would like a speedy completion of the M3. However, not everyone is prepared to accept that speedy completion at any cost, particularly to the very specially sensitive environment of Winchester and its last remaining adjacent chalk downland countryside.

- Department of Transport

Obviously the DoT wishes to complete the M3 as fast as possible at the minimum cost. This is understandable. However, the Departments of Transport and Environment do have both a moral and statutory obligation to avoid unnecessary environmental blight.



AS I HAVE SAID ABOVE IN THIS PARTICULAR CASE, THE GOVERNMENT ITSELF HAS A VERY SPECIAL MORAL OBLIGATION TO PROTECT THIS PARTICULAR ENVIRONMENT, AN OBLIGATION IT ACCEPTED WHEN IT AGREED TO THE DIVERSION OF THE M3 FROM THE WEST TO THE EAST SIDE OF WINCHESTER.

It is interesting to note that the DoT has already built the M3 Popham to Bar End. This effectively precludes the option of taking the M3 to the west of Winchester without losing the ten miles of motorway that have recently been constructed.

Despite the fact that the present by-pass constitutes a dangerous road, which many of my constituents erroneously believe to be one of the most dangerous roads, the only warning signs put up by the DoT are those ordering 50 m.p.h. There are no danger signs showing tight bends, black spots, dangerous corners, or even narrow lanes throughout the relevant section of road. I would be the last to make an unsubstantiated accusation against the DoT and it is certainly not my purpose in this paper. However, whether intended or not THE EFFECTS OF THE DoT'S ACTION ARE AS FOLLOWS:

- THE PUBLIC HAS BEEN DRAGOONED INTO ACCEPTING THE CUTTING AS THE ONLY VIABLE SOLUTION (SEE ABOVE INCREMENTAL COSTS AND EXCESSIVE SCAR LINE TO THE WEST OF ST CATHERINE'S HILL).
- THE PUBLIC IS BEING PURSUADED, BY THE NUMBER OF ACCIDENTS ON THE PRESENT BY-PASS, THAT THE MOTORWAY MUST BE COMPLETED AS SOON AS POSSIBLE.
- THE BUILDING OF THE MOTORWAY BETWEEN POPHAM AND BAR END APPEARS TO PREEMPT THE CASE BY ECONOMICALLY RULING OUT ANY ALTERNATIVE SOLUTION TO THE WEST OF WINCHESTER, THE NATURAL LINE OF THE ROAD.

The above mentioned pressures, whether intended or not are effectively misleading the public on a grotesque scale. The result is that the job of the Member of Parliament for Winchester in representing the genuine, as opposed to the most popular, interests of Wintonians has been made far more difficult.

- Landlords

Basically the major landlords include the estates of the late Lords Mountbatten and Rank who wanted the motorway kept well away from their estates on the western side of Winchester.



Winchester College fought for the motorway to be kept away from the water meadows and the precincts of the school i.e. to have it moved from the west to the east side of St Catherine's Hill. Yet, in 1976, Winchester College fought for the route along the present by-pass.

It is interesting to note that Winchester College, whose political power should never be underestimated, will gain financially from the DoT proposal for a cutting through Twyford Down. In fact, they will not only achieve the movement of the road away from the College to the far (eastern) side of St Catherine's Hill but they will be paid compensation, large compensation and larger for a cutting than for a tunnel. I have yet to hear this financial interest openly declared.

THE FACT THAT THERE HAVE BEEN NO LESS THAN THREE PUBLIC ENQUIRIES AND THAT THIS PART OF A MAJOR NATIONAL MOTORWAY IS AS YET INCOMPLETE, ILLUSTRATES VIVIDLY THAT THE INTERESTS OF LOCAL LANDLORDS HAVE BEEN REPRESENTED WITH VERY CONSIDERABLE POWER. WHETHER IT HAS BEEN REPRESENTED IN THE INTEREST OF THE PUBLIC SHOULD BE A MATTER OF GRAVE CONCERN TO THE PRIME MINISTER AND TO THE SECRETARY OF STATE.

FINANCE

- The Basic Cost

I have been told on a number of occasions by a number of Ministers in the DoT that the option of a tunnel under Twyford Down "is just not on"; that it is "quite impossible". I quite accept that ~~85m~~ is a very great deal of money - the equivalent of a complete refit of a Polaris submarine, which is key to our strategic defence. I hope it is clearly understood that I have stood firm for some 15 years on what would be seen in today's terms as prudent government spending. The thought of spending ~~80m~~ on a tunnel is therefore something I do not undertake lightly or without very good reason. Of course, in today's age, it is not impossible to build a one mile tunnel under Twyford Down. It is quite possible. It all depends on the priorities attached to it by the government. AS I HAVE ALREADY SAID TWICE BEFORE, I FIRMLY BELIEVE THAT THE GOVERNMENT OF TODAY HAS A GREAT MORAL OBLIGATION TO ENSURE THAT THIS TUNNEL IS A HIGH PRIORITY AND THAT IF THE ROAD IS TO GO TO THE EAST OF WINCHESTER THEN ~~85M~~ MUST BE FOUND BECAUSE THE TUNNEL IS THE ONLY ACCEPTABLE EASTERN SOLUTION.



- Finance Mix

It has never been my aim to embarrass the government; far from it. I therefore wish to make it clear that this paper is in no way intended to embarrass the government but to make the Secretary of State, whom I greatly respect, vividly aware of the real issues at stake. I believe that if the government is to persist with the eastern route then the government must find the funds. May I humbly suggest two alternative methods of finance which could be combined with the government's funds to form a mix in achieving the £85m target or whatever it may be when the true estimates are finalised.

- EEC Financing

Winchester has been made a 'listed' city by the EEC. I understand that most countries in Europe and in the EEC take a more serious view than our government of environmental impact. Is there any chance that we could raise funds from the EEC to contribute towards the tunnel solution? I have written to Boz Ferranti Esq, my local MEP, to seek his help in exploring this avenue.

- Local Temporary Tolls

Most civilized countries in Europe and North America would not, in similar circumstances, hesitate from driving a tunnel under Twyford Down. In most cases they would charge a toll. I do not know of a major motorway tunnel in Britain where tolls are charged. However, there are precedents for charging tolls on motorways, vide the Seven Bridge. The precedent has been set.

I am told that 100 vehicles a minute pass along the present Winchester by-pass during business hours. Assuming a ten hour traffic day for 365 days a year, a toll of £1 per vehicle would raise in excess of £20m a year. Even half this figure would be a valuable contribution to the financing of a tunnel. When the financing has been completed the tolls could be withdrawn. Of course there will be howls of complaint (similar to those over the community charge), at the mere mention of tolls. My own experience of tolls in France and in the United States would lead me to believe that the arguments of traffic diversion, delay, environmental impact of the toll booths etc, would not be of great consequence. They are of less consequence when it is remembered that the plan is for temporary as opposed to permanent tolls.



- Availability of Money - NHS Subsidy

Finally, as I said to the Prime Minister on 21st October, I can identify approximately 50m p.a. of subsidies to pay beds in the NHS. This figure represents specific subsidies. When more vague accounting procedures are included the figure tends towards 100m p.a. This subsidy not only discriminates against the private sector in the health industry but syphons off Treasury funds from other areas such as road building.

RECOMMENDATIONS

SURELY IT IS ACCEPTED THAT, IN TODAY'S WORLD, ANY GOVERNMENT OF A CIVILIZED NATION HAS A MAJOR RESPONSIBILITY FOR ENVIRONMENTAL IMPACT.

HAVING ACCEPTED, IF NOT CONNIVED, IN THE DECISION MAKING PROCESS TO DIVERT THE NATURAL COURSE OF THE M3 FROM THE WEST SIDE TO THE EAST SIDE OF WINCHESTER, THE GOVERNMENT HAS AN UNUSUALLY STRONG MORAL OBLIGATION TO PROTECT THE SPECIAL ENVIRONMENT OF WINCHESTER.

THE GOVERNMENT HAS BASICALLY TWO ALTERNATIVES;

- THE FIRST IS TO DIVERT THE ROAD FROM POPHAM TO SUTTON SCOTNEY AND THEN TO THE WEST OF WINCHESTER ALONG ITS NATURAL COURSE. HOWEVER, THIS WOULD RESULT IN THE POLITICAL EMBARRASSMENT OF MOVING AWAY FROM 10 MILES OF NEWLY CONSTRUCTED MOTORWAY FROM POPHAM TO BAR END. IT WOULD ALSO RESULT IN CONSIDERABLE PLANNING DELAYS AND CLEARLY THIS IS NO LONGER A VIABLE OPTION.
- THE SECOND ALTERNATIVE IS THE TUNNEL AND ROAD UNDER THE RAILWAY AT COMPTON. THIS WILL BE UNUSUALLY COSTLY. HOWEVER, IT SHOULD BE REMEMBERED THAT THIS IS AN AREA OF UNUSUALLY IMPORTANT ENVIRONMENTAL CONSEQUENCE. FURTHERMORE, I HAVE SUGGESTED A FINANCIAL PACKAGE WHICH, IF ADOPTED, WILL SAVE THE GOVERNMENT VERY CONSIDERABLE POLITICAL EMBARRASSMENT.



From: JOHN BROWNE, MSc, MBA, MP

R30/10
cf pps
cc MAV

HOUSE OF COMMONS
LONDON SW1A 0AA

Rt Hon Margaret Thatcher MP
10 Downing Street
London SW1

22nd October 1986

Dear Prime Minister,

Firstly, thank you for giving up so much of your valuable time yesterday to listen to my presentation on the M3 at Winchester. I really am most grateful to you for being prepared to listen to my case.

As agreed, ^{at 11.04} I will submit a summary of my case to you. Before I do this however, may I point out one other item which has occurred to me. Winchester is a 'listed' European city. Is there any chance that we could obtain financing from the E.E.C.? I have written to Boz Ferranti, my local M.E.P., on this matter, but it may be that Her Majesty's Government has better access both to information and to funds. I am thinking along the lines of mixed finance of £85m; partly by the U.K. government, partly by the E.E.C. and partly by revenues from temporary tolls.

May I confirm the following:

- European Monetary System

Although the polls indicate a Socialist lead, I believe that when the voters are brought face to face with the reality of actually voting, we would win a general election if one were called today. However, there is no doubt that international investors see a serious risk of a Labour victory at the next general election and that it is the first time in our history that such a risk has been apparent in the absence of foreign exchange controls. Many people are tempted to press for us to negotiate entry to the European Monetary System. I can see their arguments. However, I personally believe that it is best to retain the inherent interest rate flexibility of an independent currency, at least through the next general election. I therefore totally support your stand on this subject.



- Global Economic Action Institute

I quite understand that I must make the decision on my continued association with GEA. However, I wished to see your re-action and whether or not you basically disapprove. I am satisfied that you do not disapprove in principle but that I must make the decision.

- Cecil Parkinson

I believe his role in the Falkland battle of helping to keep our nation 'on side' during the very difficult days has not been widely articulated. I believe that we need people like him who are not only extremely persuasive but are loyal. I know that in my constituency his re-appointment would be widely approved of by general constituents and by the majority of party activists. I should add that I spoke at a Wessex Area meeting a few months ago and expressed this view. It was greeted with strong applause.

- Visit to Winchester

During the 7 1/2 years that I have been lucky enough to represent Winchester and the two years prior to that, when I was nursing the seat, we have not had any Prime Ministerial visits. I resisted requesting any immediately before and after the last general election feeling that the needs of what might be considered more marginal seats were greater. However, I do believe that a visit to Winchester would be of great help to us in the face of what could be a serious SDP challenge. May I suggest that the problem we now face over the M3 could provide at least one excuse.

- Winchester Hospital

We are fortunate enough to have a new hospital which is due to be opened by Her Majesty, The Queen on November 27th. This new investment results from underfunding in the past but enables us to have an up to date hospital offering 112 new jobs and 67 additional beds.



In Winchester we are fortunate in having an excellent District Health Authority. (As always leadership is the key element to success.) We will have a new hospital offering better, more sophisticated and faster treatment to more people. We still have funding problems viz a viz an increasing population and an increasingly old population demanding more care and longer treatment. We also have to face the fact that most of the high profit margin hardware in the hospital was purchased from Japan, Germany and even France. This shows that there is a demand in the economy if only our own manufacturers are prepared to design, produce, deliver and price to meet it. Although it gets no national coverage, I can assure you that I constantly hammer the message from the above paragraph in my local news.

- NHS Spending on Pay Beds

You may remember that I made an assertion that NHS pay beds are subsidised by the tax payer to the tune of £50m p.a. in specific terms alone. If one adds more vague accounting procedures, the figure is even larger. This not only represents a wrong use of public funds but also represents subsidised and therefore unfair competition to the private medical health sector, in which I must declare a financial interest, as a Director of the Churchill Private Clinic. I will be approaching Norman Fowler on this subject and will certainly keep you informed.

Again, thank you for giving up so much of your valuable time to talk to me yesterday which, incidentally, was Trafalgar Day.

Yours ever
J.B.

JOHN BROWNE

PRIME MINISTER Meeting with
J. Brown MP. Dec. 1951





10 DOWNING STREET
LONDON SW1A 2AA

21 October 1986

From the Private Secretary

Dear Richard

The Prime Minister had a meeting this afternoon with John Browne, MP, to discuss the proposed M3 extension round Winchester, at his request. She began by reminding Mr. Browne that Transport Ministers had a quasi-judicial role in the matter. Mr. Browne then set out his views with the aid of some maps. He made a number of points, all of which I expect you are already familiar with.

- The Government has an obligation to provide the funds for a satisfactory route for the M3 extension - even if that involves the additional expense of a tunnel - because it was a Government decision in the 1970s to route the road to the south and east of the city. The current difficulties stem from that decision.
- Maps and documents made available at crucial times in the Inquiry did not show clearly the damage that would be caused to two scheduled Ancient Monuments and a Site of Special Scientific Interest. Furthermore, the plans concealed the full environmental impact of the eastern route.
- The fact that neither the Countryside Commission nor the Inspector of Ancient Monuments did not give evidence to the Inquiry is suspicious.
- Winchester College has a major financial interest in seeing a surface eastern route.
- The existing road is dangerous. The absence of signs to say so, and the alarmist evidence presented about the environmental damage a western route would cause, have pressured local people into accepting the case for an eastern route.
- A tunnel, following the eastern route, and going under the railway line, would be the best option. The additional cost quoted, of £80 million and £5 million respectively, seemed far too high.
- The Inspector is likely to recommend the eastern surface route. The Secretary of State has said he cannot see

SRI

Mr. Browne. This seems rather unfair, since the Inspector's Report cannot be expected to put all the options fairly, given the basis on which it was drawn up.

The Prime Minister listened to what Mr. Browne had to say. She said, from his account, a full mile of tunnel might not be necessary to meet his concerns, and two shorter ones might do. She could not, of course, say how much such a proposal would cost. Mr. Browne said that this was an option which would have his support. The Prime Minister also expressed some surprise that, if the sites were as important as Mr. Browne said, the appropriate authorities had not sought to lobby against the surface, eastern route.

The Prime Minister agreed that, if Mr. Browne were to write to her setting out the points he had made, she would forward his memorandum to Ministers at the Department of Transport. She knew that they would consider it carefully. The Prime Minister commented in passing that she thought Mr. Browne would have "quite a fight on his hands". Mr. Browne said he would certainly send in a paper and that it would take about a week to do so.

I am copying this letter to Nick Starling (Department of Transport).

Zer

Mark Addison

MARK ADDISON

Richard Allan, Esq.,
Department of Transport.



MINISTER
FOR ROADS AND TRAFFIC

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB
01-212 3434

My ref:

Your ref:

Mark Addison Esq
Private Secretary
10 Downing Street
London
SW1

20 October 1986

Dear Mark

M3 BAR END - BASSETT

/ I attach a background note and map for the Prime Minister's meeting with Mr John Browne MP.

It would be helpful if the Prime Minister could warn Mr Browne at the outset of the meeting that he should not add anything to the points in his letter, and that she will not be able to comment on the issues raised, since the Secretaries of State for Environment and Transport will be acting in a quasi judicial capacity.

Ministers are strongly of the view that Mr Bottomley should not attend the meeting. They would be grateful if the Prime Minister's attention could be drawn to the need to protect the position of the Secretaries of State in relation to the statutory decision that they will have to take on the Inspector's Report following the public inquiry.

It is assumed that the meeting is private and that it will not be publicised at all.

*Yours
Nick Starling*

N J STARLING
Private Secretary

PRIME MINISTER

MEETING WITH JOHN BROWNE MP

The main issue John Browne wants to discuss tomorrow is the M3 extension round Winchester. He has written to Peter Bottomley about this and a copy of that letter is attached. Also attached is Mr. Browne's letter setting out the other topics he would like to touch on with you.

A note from the Department of Transport is attached at Flag A. Mr. Browne has been pressing to see you to discuss the M3 for some time. However, because the Secretaries of State for Environment and Transport will be acting in a quasi-judicial role when they take decisions on the inspector's report, you will not be able to comment on the points he puts to you. This has been made clear to Mr. Browne. You will simply be able to urge Mr. Browne to make his concerns clearly known to Ministers at the Department of Transport, and that you will know his points will be carefully considered by them.

Mark Addison

(MARK ADDISON)

20 October 1986

M3 (WINCHESTER): BRIEFING FOR PRIME MINISTER'S MEETING WITH
JOHN BROWNE MP

Proposals for the extension of the M3 motorway in the Winchester area have been under way since the late 1960s. There have been two public inquiries.

That of 1976/77 was notorious for the disruption caused by objectors concerned about the impact on Winchester, the Water Meadows, College, Cathedral, St Cross and residential areas.

In 1980, the Secretaries of State for Environment and Transport accepted the Inspector's recommendation for a new study. Consultants - Mott Hay & Anderson - carried out extensive consultations culminating in a report recommending a completely new route for the three mile section of the motorway between Bar End and Compton, to the east of St Catherine's Hill. After further consultations, which produced a wide measure of public acceptance, the consultants' proposals were adopted and considered at a public inquiry in 1985. The Department are considering the Inspector's report with a view to an announcement around the end of the year. There is strong pressure from Hampshire County Council, other local authorities, Southampton and motoring and industrial interests, and Dorset MPs, for the M3 improvement.

Mr John Browne is strongly opposed to the route east of St Catherine's Hill because of the effect on the landscape and amenity. There are only two alternatives. A route along the existing Bypass corridor is vigorously opposed by the County and City Councils, Winchester College and members of the public. Mr Browne, however, favours a tunnel, which was estimated at the inquiry to cost £80m. This would lead to expensive repercussions for many other schemes, and unless additional funds were made available, would be at the expense of other schemes (say, a dozen bypasses).

Mr Browne's request for a re-opening of the inquiry will be carefully considered by the Secretaries of State for Transport and the Environment when considering the Inspector's report.

MICHAEL

Meeting with John Browne MP - Tuesday, 21st October,
4.15pm

The Prime Minister has a meeting with John Browne on Tuesday.

He sent in the attached letter, which I have acknowledged and passed to Mark Addison (who will be attending the meeting). We have also asked Peter Bottomley to send a short brief, and he will be attending the meeting too.

Mark will prepare a meeting folder for the Prime Minister's Box on Monday night.

SHANA
17.10.86



10 DOWNING STREET
LONDON SW1A 2AA

17th October, 1986

Dear Mr Browne

Thank you for your letter to Michael Alison of 14th October in which you list the subjects you wish to discuss with the Prime Minister when you see her next Tuesday, 21st October (at 4.15pm).

Mr Alison is out of London today, but I shall ensure that he sees your letter, and enclosure, on his return.

Yours sincerely
Shana Hole.

Shana Hole (Miss)
POLITICAL OFFICE

John Browne Esq MSc MBA MP

MR ADDISON

I attach the file for the meeting with John Browne MP (Tuesday 21st October, 4.15pm).

I have arranged for Peter Bottomley to join the meeting, and his Private Office will supply a short brief (to be sent to you on Monday).

I shall not be in the office on Monday, as you know, so I shall leave a note for Michael Alison to explain that you have the papers and will be attending the meeting.

SHANA

17.10.86



2 MARSHAM STREET
LONDON SW1P 3EB
01-212 3434

My ref:

Your ref:

Shana Hole
Political Office
10 Downing Street
LONDON
SW1

17 October 1986

Dear Shana,

I attach as requested a brief on Peninsula Barracks for the Prime Minister's meeting with John Browne MP on 21 October. You agreed to keep this as contingency briefing since Mr Browne spoke to Mr Chope's office earlier in the week to say that he will not now be raising this topic with the Prime Minister.

*Yours sincerely
Diana (Maid)
JP.*

MISS ISOBEL OGILVIE
Private Secretary

PENINSULA BARRACKS, WINCHESTER

NOTE BY PSA

Background

1. Peninsula Barracks occupies an historic site in the heart of Winchester which has been in use since Bronze Age times. The Romans built there and so did King Charles II, who commissioned the former King's House on the site as part of his plan to locate the Seat of Government at Winchester. This building was subdivided horizontally later and used then both as a Prisoner of War camp and as a Barracks but was burnt down in late Victorian times when the site was entirely redeveloped. The present buildings all date from 1900 or later.

2. Changes in the regimental structure of the Army in 1970, the increasing costs of maintaining ageing buildings and the need in any case for more space if adequate training in modern arms was to continue, led the Army Board in 1979 to agree to the closure of Peninsula Barracks and to the development of an alternative MOD site at Flowerdown some 2½ miles distant formerly used as a Naval communications centre. The first sketch plans for the new Barracks were agreed in April 1982 and following completion of the working drawings, the construction of the new barracks started in 1983 and was completed to programme in July this year. The new barracks are now occupied and Peninsula Barracks are accordingly empty, ready for sale (with the exception of certain buildings which are being retained as museums - see below).

Site Ownership and Constraints

3. The whole site, which is largely walled and shut off from the city, comprises some 16 acres and is illustrated on the plan attached. Ownership is divided between the Crown Estate Commissioners (the area shaded blue on the plan, amounting to some 9 acres) and the Ministry of Defence (the area shaded pink on the plan and amounting to some 7 acres). Eight of the buildings are listed (shown hatched black on the plan) while those coloured

green are being retained by the Ministry of Defence for continued use as military museums. The very small plot shown yellow on the plan, in fact lies outside the existing boundary fence and was sold to the local authority last year to assist in the creation of a 13th century garden, opened by The Queen Mother last July.

Disposal Arrangements

4. Although there is a marked change of level within the site - essentially between the blue and the pink coloured areas on the plan - it is clearly contiguous and likely to command a much higher price if sold as a whole, rather than in parts.

For this reason we have agreed with the Crown Estate Commissioners to a single sale approach, but we have appointed our own independent planning consultants to ensure that the government owned part of the site is marketed to maximum effect. The consultants are due to report by the end of November in time to submit an outline planning application before the end of the year. On this timetable, we expect to have all the formalities completed in time for marketing to start by the early Summer next year.

5. We have always known of the very strong interest of the Hampshire County Council and the Winchester City Council as the planning authorities in the sensitive ~~redevelopment~~ of the area. The listed buildings, although very attractive externally, are likely to prove difficult to convert into flats and at this early stage use as offices or mixed offices and flats seems more probable. But there is also considerable interest in other possibilities and there is certainly space on the site to allow for the construction of a new hotel.

6. Until this week, we thought the earlier interest of the local authorities in acquiring parts of the site for their own operational purposes had waned. We were therefore taken by surprise to receive a letter dated 7 October from the Chief Executive of the Winchester City Council re-registering his Council's and the County Council's interest in actually acquiring parts of the site; and proposing either a direct sale of the whole to the local authorities or to a consortium which takes account of the interests of the local authorities. If we were

to follow that route, it would be a departure from the normal Government policy of an open market sale by public competition. And there is plenty of market pressure from major property companies to suggest that the best price will be obtained by an open market sale.

Mr Browne's interest

7. Mr Browne visited the barracks in 1982 soon after the decision was taken to develop Flowerdown and close Peninsula, when he showed considerable interest in the plans and offered to help with the local authorities if any problems arose over the development or disposal issues. We were not aware of any such problems until we received the Winchester City Council's Chief Executive's letter of 7 October. It may be that Mr Browne will wish to argue the local authorities cause.

8. Mr Browne has also expressed an interest in the establishment of a garden at the barracks but it is not immediately clear precisely what he has in mind. The mediaeval garden referred to in paragraph 3 is now a fait accompli and the only other extant garden belongs to Serle's House. It contains the Memorial to the Officers of the Royal Hampshire Regiment and will be retained with the house in MOD ownership, so will not be affected by the disposal of the rest of the site. Otherwise the city authorities are known to wish to break up the large tarmac areas which were used for parade or other purposes in the barracks and to ensure that the development includes effective landscaping. This seems a reasonable aim which should not be difficult to achieve within the planning system.

Line to Take

9. This is a very valuable site which could be worth over £5m for mixed commercial/residential/hotel use. Since the site is now redundant to defence purposes and represents a potentially very valuable gain to the city when developed, it is clearly in everyone's interests to bring the site to the market as quickly as the planning position can be firmly established. Agents

have been appointed for this purpose who will be reporting at the end of November. The sale of the whole site as one entity is targeted for the early Summer next year. The all-important question, on which the local authorities have surprisingly just resurfaced, is whether we go for an open market sale, or a negotiated sale to the local authorities or a consortium representing their interests. Market demand is known to be strong and the best price is likely to be obtained by an open market sale. The local authorities can safeguard their concern about the need for sensitive development of the site through the legitimate exercise of their planning powers. At this stage, therefore there seems inadequate justification for departing from the normal Government policy of an open market sale, and we would wish to keep all our options open. However, with such a large and sensitive disposal, PSA Minister will keep in touch with progress and be involved in key decisions over the sale. Mr Browne may therefore care to keep in touch himself with Mr Chope who is aware of his interest.

14 October 1986

CITY OF WINCHESTER

City Offices, Colebrook Street,

Winchester, SO23 9LJ

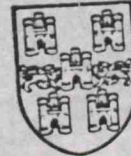
Telephone 68166

Your Ref.

Our Ref.

CX/DS

7th October 1986



D H COWAN LLB
CHIEF EXECUTIVE

DOE/PSA
DESD/DOU/K
13 OCT 1986
CHESSINGTON
RECEIVED

Enquiries to:

Mr Cowan

Extn.:

2230

Dear Mr Thompson

Peninsula Barracks, Winchester

I refer to our previous meetings and correspondence about the future of Peninsula Barracks and was concerned to hear recently from one of the interested developers that he has been advised by your office that those responsible for the disposal of the site are likely to offer it for sale on the open market. This is apparently because the conclusion has been reached that there is no adequate justification for departing from that normal Government principle in the present instance.

I am sure that you are fully aware of the very strong interest of Hampshire County Council and Winchester City Council in the future of this site as the local authorities for the area, as the planning authorities of the area and because of their wish to acquire portions of the land for the operational purposes of the two authorities.

I know that you are also fully aware of the unique nature of this site and of the fact that if it is not developed with great sensitivity, in accordance with the approved local plan and the Peninsula Barracks brief which is part of that plan, then all the public authorities will be justifiably open to criticism for having lost one of the great heritage site redevelopment opportunities of the decade.

Without doubt it will be easier to achieve proper redevelopment of the site in accordance with the planning principles which have been set down, and to meet the needs of the local community, if the disposal can be by negotiation either to the local authorities or to some consortium which takes account of the interest of the local authorities.

Against this background I shall be grateful if you will let me know as soon as possible whether or not any decision has been reached on the future of the site or the proposed method of disposal and, if no firm decision has been taken, would ask you to ensure that all interested parties give full consideration to the very strong arguments which favour a disposal of the land to the local authorities or to a group involved in representing the interest of the County Council and the City Council.

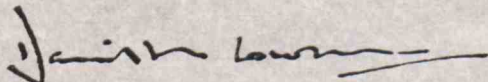
[Handwritten signature]

PMC
10/10

D H COWAN LLB
CHIEF EXECUTIVE

I have copied this letter to Hampshire County Council and to the
Crown Estates Commissioners for their information.

Yours sincerely



Chief Executive

A Thompson Esq
Central Disposals Unit
PSA
Rm C2/7
Leatherhead Road
CHESSINGTON
Surrey KT9 2LX

X.CXDS198



476 477 478 479

297 296 295 294 293 292 291

WINCHESTER

King's House (site of)

Peninsula Barracks

Elizabeth I Court (county office)

The Castle, (County Office)

Castle Ball COUNTY HALL

Serle's House museum

St Thomas's Church (C of E)

City Wall (course of)

Clifton House

Clifton Lodge No. 2

Worcester Cottage

ROMAN BURIAL GROUND

Cemetery

Peninsula Road

Playground

Fairfield

Clifton Lodge No. 3

Long Cottage

Lodge

Hall

Christ Church (C of E)

Surgery

Wearwell Cottage

Ward Bus

Worcester Cottage

Post

Christ Church (C of E)

Surgery

St James's Close

Ward Bus

Ward Bus

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From: JOHN BROWNE, MSc, MBA, MP

Copy

HOUSE OF COMMONS
LONDON SW1A 0AA

CONFIDENTIAL

Peter Bottomley Esq. MP
Department of Transport
2 Marsham Street
London SW1

15th October 1986

Dear Peter,

M3 Bar End to Bassett

It is mooted that you are minded to recommend that the above mentioned section of roadway is completed by means of a cutting to the east of St Catherine's Hill and a bridge over the railway at Compton.

In my opinion, such a decision would result in a very great and unnecessary blight on the environment adjacent to the city of Winchester of which it forms part.

The feeling that you are about to recommend a cutting through Twyford Down and a bridge over the railway at Compton causes me, as the representative for Winchester, very deep concern.

Firstly, I have concern about the quality of evidence that is being presented to you. I do not in any way wish to be rude but I would be most grateful if you would satisfy yourself on the following questions:

1. Are you aware that the proposed route of the cutting will not only go through an Area of Outstanding Natural Beauty but will sever a Site of Special Scientific Interest and will destroy two Scheduled Ancient Monuments?
2. I understand that the environmental analysis failed to show the boundaries of the above mentioned Scheduled Ancient Monuments, one of which was entirely omitted from the February 1983 Public Consultation Leaflet. Are you satisfied that you are fully aware and, what is more important, that the Public Enquiry was fully aware of the extent of these Ancient Monuments, including the fact that they contain Celtic fields of the original Iron Age settlement (from which Winchester is said to have evolved) and a network of Drovers Roads?



3. Are you satisfied that the boundary of the Site of Special Scientific Interest shown to the Public Enquiry reflected the true scientific quality of the Site?
4. In view of question 1 above, does it not seem strange that neither the Countryside Commission nor the Inspector of Ancient Monuments were represented at the recent Public Enquiry particularly as they are, after all, the national custodians of these environmental assets?
5. I have been told that consent to destroy the two Scheduled Ancient Monuments was given against the advice of the Inspector of Ancient Monuments. Are you completely satisfied that this charge is untrue?
6. The consultant engineers of the Department of Transport made play of the fact that if the road were taken by means of a cutting to the east of St Catherine's Hill, the present by-pass route would be infilled thus restoring virgin land access from Winchester to St Catherine's Hill. Are you aware that this infilling proposal effects only the present by-pass and does not include the disused railway line nor the old road which will be left as they now stand, rendering the access point invalid? Furthermore, are you aware that the present by-pass is scarcely visible either from Winchester or from the top of St Catherine's Hill, so a land infill will make no valuable visible difference whatsoever?
7. I am informed that the plan drawings and artists impression showing the Department of Transport's proposed (cutting) route through Twyford Down are inaccurate to the extent that they show a cutting some 30 feet narrower, (or some 7.5%), than would be the reality. I understand that this inaccuracy has now been rectified but not in the minds of those who saw the plans and drawings before the Public Enquiry in 1985 i.e. the wrong impression was created by the Department of Transport and is still left in the minds of the public. Were you aware of this?
8. I understand that Winchester College has an objection lodged against any route over the present by-pass to the west of St Catherine's Hill and that they would accept the Department of Transport's proposed (cutting) route which crosses through their land on Twyford Down. Are you satisfied that the Public Enquiry and you yourself are aware that Winchester College, an important and powerful landlord, has a direct financial interest in this matter?



9. Obviously a decision to take the M3 under the railway at Compton would be more expensive than taking it over the same railway. However, are you aware as to the extent of the ramp that would be necessary to take the M3 over the railway at Compton? Are you also aware that the material with which to build such a ramp would ideally be provided from the cutting through Twyford Down?
10. Evidently the Department of Transport has stated that the cost of a tunnel under Twyford Down to the east of St Catherine's Hill will incur an extra cost (i.e. in addition to normal motorway construction) of 80m. Are you satisfied that this is a realistic assessment of the costs of approximately one mile of tunnel through chalk and chalk granite, using 1986 technology? Are you satisfied that it is not merely a figure that has been given to discourage any further investigation of the tunnel option?
11. Again, I wish to stress that I am not in any way trying to be rude or to score points. However, may I emphasise that to fully understand the environmental impact of the mooted Department of Transport proposals means 'walking the ground'. Please may I ask you, as of today's date, have you or the Secretary of State been on the ground itself?
12. Are you aware that, at the Public Enquiry in the early 1970s, no discussion was allowed to take place on the alternative route i.e. to the north and west of Winchester?

My second point is that the reason the present M3 is routed to the south and east of Winchester in the first place, with the potential of causing enormous environmental problems at St Catherine's Hill and Compton, is that the original and natural line of the road was diverted from the north and west of Winchester to its present proposed route. This original and more natural line of the M3 to the north and west of Winchester would have run largely through virgin farmland belonging to some major land owners including Lord Rank.



13. Are you satisfied that you are fully aware as to the true reasons for this diversion to the south and east of Winchester?
14. I fully accept that the construction of a tunnel will be extremely expensive. However, having investigated the reasons for the above mentioned decision to divert the route away from its natural line to the south and east of Winchester, would you accept that the government of the day made a decision which effectively created the present problems of severe environmental impact and, as such, the government of today should pay in order to avoid an environmental blight that will last for a thousand years or more?
15. Would you accept that Winchester is a city of both historic and architectural importance on a national as well as a local basis and that its protection is therefore a national obligation?
16. I fully accept that it is the custom, once the Secretary of State has received the report of the Public Enquiry such as this, that he and his Ministers adopt what is called a 'quasi-judicial' role. I understand that this means no member of the public, nor their elected representative, may brief Ministers, who are then in a position to hear only one side of the argument i.e. that of the Department of Transport. Do you believe that a 'quasi-judicial' stance is inherently unfair and that Ministers should be placed in a 'judicial' or 'non-judicial' role.?
17. With respect to the special nature of this enquiry and the inherent unfairness of a quasi-judicial role, do you believe that it would be in the public interest to publish the Inspectors Report before the Secretary of State makes a decision?
18. Please will you let me know when the Inspector's Report will be published.

Obviously, I have no wish either to delay completion of the M3 or to cause you or your department any unnecessary bother. However, I do have a constitutional obligation to represent the interests of my constituents. According to the information I have, I am deeply concerned that my constituents are being 'bounced' into accepting a decision which is against their interests and also the long term interest of the nation. Obviously I wish to find a solution which causes you the minimum of embarrassment. However, I would be failing in my duty if I did not tell you how very strongly I feel on this matter.



As David Mitchell's constituency comes very close to the area and he will no doubt receive letters from his constituents on this subject, I have taken the liberty of forwarding to him a copy of this letter. I know I can trust him to keep it confidential.

I have been lucky enough to be granted a private interview with the Prime Minister next week and I feel honour bound to tell you that I will raise this matter with her. I am therefore sending her a copy of this letter.

Finally, may I re-emphasise that I seek merely to represent what I see as the interests of my constituents and of those in our country who are genuinely interested in history and the environment. I wish to avoid you incurring any embarrassment and also any chance of a confrontation. In this spirit, I would be very pleased to present my views to you in detail, using slides, if you feel that would be of any help in reaching an amicable solution.

Yours ever
John

JOHN BROWNE

cc The Prime Minister
David Mitchell Esq MP



From: JOHN BROWNE, MSc, MBA, MP

HOUSE OF COMMONS

LONDON SW1A 0AA

Rt Hon Michael Allison MP
10 Downing Street
London SW1

14th October 1986

My Dear Michael,

Firstly, I hope you managed to get some well deserved rest during the recess.

Secondly, thank you for arranging for my interview with the Prime Minister on Tuesday 21st October.

You asked me to let you have some idea of what I wish to discuss with the Prime Minister. I have already mentioned some of the subjects. However, since then the M3 problem in my constituency has burst on to the scene. It is a very serious situation and one about which I would like to inform the Prime Minister. It will take some time i.e. twenty minutes. With this in mind, please may I revise the list of subjects I would like to discuss so as to fit in to her busy schedule.

I would appreciate discussing the following:

- M3 Bar End to Bassett

The M3 with particular reference to St Catherine's Hill and the potential railway bridge at Compton. I enclose a copy of a letter I have just sent to Peter Bottomley on this.

N.B. Would it be possible to show the Prime Minister some slides on this? It would certainly make the task of explaining it much easier.

15 minutes from me.

- European Monetary System

Very briefly I would like to express my understanding and support for not joining the EMS until now. However, I now feel that, at these low levels of sterling, on a trade weighted basis, it may be wise for us to negotiate entry.

3 minutes from me.



- Global Economic Action Institute
Its connection with the Moonies, very briefly.
2 minutes from me.
- Cecil Parkinson
Support for his return, very briefly.
1 1/2 minutes from me.
- Visit to Winchester
Very briefly.
1 minute from me.
- Moscow Visit
Very briefly.
30 seconds from me.

Total 23 minutes from me without allowing for questions.

I much look forward to seeing you on Trafalgar Day - 21st October. Talk about England expects ... , ... I only hope I end on HMS Victory!

Yours ever
Jm.

JOHN BROWNE



10 DOWNING STREET

LONDON SW1A 2AA

1st September, 1986

John Browne MP is coming to see the Prime Minister on 21st October, at his request, to discuss, among other things, the Peninsula Barracks, Winchester.

I understand he is particularly concerned at the way in which the PSA have been carrying out their work in respect to the barracks and the development of Government land. Mr Browne tells me he recently had some correspondence with your Secretary of State about the establishment of a garden at the barracks.

I should be most grateful if you could provide a brief for the Prime Minister on this matter.

A handwritten signature in blue ink, appearing to be 'SHH'.

Shana Hole (Miss)
POLITICAL OFFICE

The Private Secretary to
the Secretary of State for the Environment



(730 2181)

planned to
confirm

15/9.

10 DOWNING STREET
LONDON SW1A 2AA

1st September, 1986

Dear John,

You asked to see the Prime Minister before the Recess, but we were unfortunately unable to arrange a meeting before the House rose.

I should now like to suggest 4.15pm on Tuesday, 21st October in the Prime Minister's room in the House of Commons. I should be most grateful if you would confirm that this is convenient for you (930 4433).

Yours ever
Michael

MICHAEL ALISON
Parliamentary Private Secretary

John Browne Esq MSc MBA MP

SUBJECTS TO BE RAISED BY JOHN BROWNE
AT HIS MEETING WITH THE PRIME MINISTER
ON TUESDAY NEXT, 29TH JULY

1. Oil: whether or not we should be thinking of some form of restriction of sales (obviously we can't join OPEC).
Might we justify this on defence grounds?
2. South Africa: he wishes to put more strongly the case he put last time.
3. Peninsula Barracks, Winchester: the role of the PSA in the development of Government land. Mr Browne believes the Barracks is crucial to the future of Winchester and the way the PSA is behaving at present in stalling the development of Government land is against Government policy. He recently had to refer a decision about the establishment of a 6sq yard garden to the Secretary of State.

bring

Copy passed to SS
DTF
23/7.

MICHAEL

The Prime Minister's diary is now so full up for next week that we have got to cancel John Browne's meeting which was scheduled for Tuesday morning at 10.30am.

Please can you telephone John Browne to say we can offer him a new time early in the next session, or, if the points he wishes to raise are urgent, can he write in.

SHANA
24.7.86

New appt early
next session

also

Smaller Businesses
Committee in late
October.

MA
MRS RYDER

John Browne cannot do next Thursday, 17th
at 4.15.

I said that the Prime Minister's diary was
impossible at present, but I understand
that John Browne intends to be in London
during the week of 28th July. Is this
any use?

Phara.

10.30 on Tuesday

29 July. CR

SHANA
11.7.86

No 10.

14/7.

telephoned the secretary
21/7 - she is phoning
tomorrow.



From: **JOHN BROWNE**, MSc, MBA, MP

HOUSE OF COMMONS
LONDON SW1A 0AA

7th July 1986

Rt Hon Michael Alison MP
10 Downing Street
London SW1

Dear Michael,

Further to my letter of 1st July, please may I arrange a meeting with the Prime Minister for myself and my fellow officers of the Smaller Business Committee during the latter half of the week of 20th October. We would much appreciate it if you could arrange a similar meeting to the one we had last year.

Yours ever
J.B.

JOHN BROWNE



From: **JOHN BROWNE**, MSc, MBA, MP

HOUSE OF COMMONS
LONDON SW1A 0AA

Rt Hon Michael Alison MP
10 Downing Street
London SW1

1st July 1986

Dear Michael,

Please may I apply for a private interview with the Prime Minister and also an interview with her together with my officers of the Smaller Business Committee. We would like to discuss future measures to be undertaken, viz a viz smaller businesses in the run up to the general election.

Yours ever
J.B.

JOHN BROWNE



PM

10 DOWNING STREET

arranged for
Monday 21
December.
The Briefing
required.
Cf.

210

From: **JOHN BROWNE**, MSc, MBA, MP



HOUSE OF COMMONS

LONDON SW1A 0AA

7th December 1981

The Rt. Hon. Mrs Margaret Thatcher, MP,
Prime Minister,
10 Downing Street,
London SW1.

Dear Prime Minister,

Thank you for giving up your time to see the Officers of the Finance Committee on Wednesday, 2nd December. It was most interesting and we much appreciated it.

I would, however, like to apply for a private interview with you on the subject of the privatisation of the State-owned monopolies.

Yours ever
John.

JOHN BROWNE



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