



10 DOWNING STREET


Prime Minister

ALAN HASELHURST - STANSTED AIRPORT

Herewith copy letter dated 14th January which was sent to you by the Chairman of the North West Essex and East Herts Preservation Association.

2. That letter was forwarded to you by Alan Haselhurst.
3. Herewith copy of your reply to Alan dated 5th February, 1980.
4. Alan was very unhappy with that reply, and thought that it would cause an explosion, if it was forwarded to John Lukies, who is a leading Tory supporter.
5. Since then Alan has had meetings with me and several meetings with John Nott.
6. Herewith, for your signature please, a letter to John Lukies which has been drafted by John Nott and approved by Alan Haselhurst, with the specific purpose of trying to ease Alan Haselhurst's position in his Constituency and diminish the indignation of John Lukies.
7. You will understand how sensitive this issue is in Saffron Walden.
8. I stress that the letter which is now before you has been approved both by John Nott and Norman Tebbit.

1st July, 1980

  
Ian Gow



# NORTH WEST ESSEX and EAST HERTS PRESERVATION ASSOCIATION

Campaign Office: Mrs. Susan Forsyth, Fortescues Farm, Good Easter, Nr. Chelmsford, Essex. Telephone: 024-531-289

14th January 1980

The Rt. Hon. Mrs. M. Thatcher, P.C., M.P.,  
10 Downing Street,  
London SW1A 2AA.

Dear Prime Minister,

I am compelled to write to you personally to ask for some assurance on a problem which is gravely worrying the people of North West Essex and East Hertfordshire - I refer to the forthcoming Inquiry on the siting of a major International Airport at Stansted in Essex.

Although tremendously preoccupied with important decisions concerning not only this country but many other countries, I am still quite certain you will listen to a plea for the natural justice to which each and every one of Her Majesty's subjects is entitled. You will be aware that already there have been two Inquiries concerning the siting of a major Airport at Stansted - one at Chelmsford in 1965 and the Roskill Commission in 1970. The Inspector at Chelmsford said in his findings that "to place a major airport at Stansted would be a calamity" - Lord Justice Roskill declared that as Stansted had little merit of its own it could not be used as a yardstick against which to measure other sites, and Stansted found no place on the short-list of four suitable sites which he gave to the then Government. That Government chose the coastal site of Maplin but when the new Government was elected it decided not to proceed and in the intervening years nothing has since been done until the recent setting up of the Evaluating Committee to report on various sites.

Now, we are told, Stansted is once again preferred and we shall have to fight for our heritage at a Public Inquiry early in 1981.

Madam, those who live in this part of the country have already paid well over £40,000 to see justice done here, and have on each occasion been successful in winning the Inquiries only to be chosen yet again, presumably by British Airports Authority and the Permanent Civil Servants. We have commenced the enormous task of collecting some £100,000 to finance our new battle - may I ask you this direct question. "If the Inspector finds against Stansted at the new Inquiry will his findings be honoured by your Government or will they be over-ridden as before?" If we can receive no guarantee of justice the

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## Stansted says: NO MORE INLAND AIRPORT SITES

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The Rt. Hon. Mrs. M. Thatcher

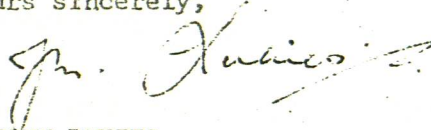
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Inquiry will be seen for what it would be, a complete farce, and the bitterness and hostility which would certainly follow would damage irreparably the image of your Party.

As chairman of my Bench for many years, I am used to the administration of justice and I know perfectly well that having received a 'Not Guilty' verdict twice it is monstrous that we should again be on trial.

I remain, Madam,

Yours sincerely,



JOHN LUKIES  
Chairman





10 DOWNING STREET

THE PRIME MINISTER

5 February 1980

*Dear Mr.*

Thank you for your letter of 22 January enclosing the attached copy of a letter dated 14 January addressed to me by the Chairman of the North West Essex and East Herts Preservation Association, John Lukies.

I do understand the feelings of many people in the Stansted area. However, I must be plain and say that on the evidence that has been presented to the Government so far, it seems to us that expansion at Stansted airport offers the most flexible solution to the problem of meeting demand for air transport in the South East in the future. If the continued growth in demand does not materialise then we will not have wasted large sums of taxpayers' money on a new airport elsewhere. Instead, Stansted airport will simply have acquired a new terminal.

I say that "it seems" that Stansted offers the best solution because until the Public Inquiry has sat we will not have a full assessment of the proposal. Committees such as the Study Group on South East airports cannot do more than collect the facts about such matters as surface access routes, effects on defence installations, costs of building a terminal and so forth. The assessment they have made is based on the contributions of a wide range of organisations,

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including the local authorities, all of which provided advice on matters within their sphere of responsibility, but a full examination of the suitability of Stansted for expansion will come at the Public Inquiry.

I know, of course, of the two previous inquiries, but circumstances change and our proposals bear little resemblance to those examined on these earlier occasions. We are not looking for a vast four-runway airport of Roskill proportions, or even for a two-runway airport of the size that the Study Group was looking at.

The Inquiry is to look into whether Stansted airport would be a suitable place for the construction in the late 1980s of a single terminal building based on the existing runway, and also whether we should provide room for possible future expansion if this proves to be necessary in the 1990s. I should make it clear, however, that the precise terms of reference have not yet been decided.

The Inspector's report will be vital to the Government in reaching its final decisions and although I can give no undertaking as to what those decisions will be, Mr. Lukies may be sure that the Government will pay the closest possible attention to any recommendations which the Inspector makes in his report.

Alan Haselhurst, Esq., M.P.

