



The Rt Hon Cecil Parkinson MP
Secretary of State
Department of Transport
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n. b. P.M.
(moving
resolved
between
two Ministers)
BHP
n/h

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071-276 3000

My ref:

Your ref:

16 July 1990

Dear Secretary of State,
SOUTH EAST AIRPORTS

Thank you for your letter of 13 July.

I am very concerned to have had so little notice of the publication of the CAA report tomorrow. I understand that the CAA have seen fit to include maps illustrating possible runways not only for Gatwick and Stansted but for Heathrow itself and for the 6 other airports and airfields examined. The report seems likely to cause widespread consternation. Although I understand that the CAA had to make assumptions for the purpose of carrying out their technical work, it seems to me unnecessary and regrettable for them to publish maps, thereby inevitably blighting a great many properties in London and the South East.

Since I understand that it is now unavoidable for the CAA report to be published in this form, I suggest that you should strengthen further your statement, in an effort to minimise the damage which I fear the CAA report will cause. Thus, you might add to the end of your sixth paragraph:

"Indeed, the Government is in no way committed to any of the options proposed by the CAA. None of those options, or any other proposals involving major airport development, would be pursued without full public consultation and a public inquiry into any objections. As the next step, I propose to establish a Working Group ..."

I am concerned too that the second paragraph of your draft statement could be taken to imply that the government is already committed at a fifth terminal at Heathrow and a second terminal at Stansted. Please would you indicate specifically that no such decisions have yet been taken.

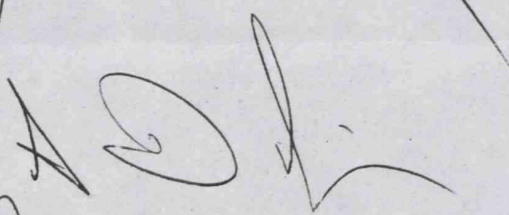


RECYCLED PAPER

As you point out in your letter to me, the Government gave very specific assurances about Gatwick and Stansted in the 1985 White Paper. In respect of Gatwick, the assurance related to a second runway north of the present runway. I understand that the CAA option now relates to the area south of the present runway. Even so, the assurances given were very specific, and we shall undoubtedly be criticised strongly for reopening the possibility of new runways in either location. However, faced with the alternative of a further runway at Heathrow, I well understand why you would want not to rule out other options at this stage.

We shall need to consider further how to relate the CAA's advice to the regional planning guidance for the South East which I am due to publish in the early part of next year in response to the submission later in the summer to me from the London and South East Regional Planning Conference (SERPLAN).

I am copying this letter to the Prime Minister and other Cabinet colleagues, to Tim Renton, Bertie Denham, and to Sir Robin Butler.

Yours sincerely


P.P. CHRIS PATTEN

(Approved by the Secretary of State or signed in his absence)

