

Application for Development Consent to complete the Heysham to M6 Link Road

Reference TR010008

Unique reference no: XXXX

Response to Peel Ports May 2012

I wish to make just one comment on the Written Representation by Peel Ports, relating to the question of identification of Heysham as a national strategic port on a national strategic corridor. I queried this previously in my response to Peel Ports' relevant representation.

It is now clear that they rely on the map shown in Appendix 1 of the WR, which shows a corridor and arrow to Belfast which goes over Heysham and Fleetwood. The source of this map is not stated, but it is clearly based on Figure 4.1 of the DaSTS Report, which is identical in all respects **except for** the arrow to Belfast and the words "To Belfast" (the position and arrow direction of the boxes numbered 1-14 are slightly different, but the references are the same).

Whatever the source, it is clear that this is a diagrammatic map, and no more means that Heysham and Fleetwood are identified as key ports for Belfast traffic than it means that the Isle of Man is identified as a strategic stepping stone to Belfast because the arrow tip lands on Douglas! Both the DaSTS map and the Peel Ports Appendix 1 map show the ten key ports identified in DaSTS, none of which is Heysham. There is no doubt that the 10 ports on the map are the 10 key national strategic ports identified in DaSTS (see DaSTS para 4.10).

The 2010 consultation document on strategic connectivity of capitals, and its confirmation in May 2011, are referred to in my response to ExA Q27. As stated there, the national strategic route to Belfast has been confirmed as via Birkenhead Twelve Quays.

Alan James

20 May 2012