

Killiecrankie1689
c/o Old Faskally House, Killiecrankie, PITLOCHRY, PH16 5LG

The Director of Major Transport Infrastructure Projects
Transport Scotland
Buchanan House
58 Port Dundas Road
GLASGOW
G4 OHF
BY EMAIL TO: a9dualling@transport.gov.scot

23 January 2018

Dear Sir

Supplementary Objection

Killiecrankie1689 would like to make objections and representations following the publication of the A9 Dualling Programme: Killiecrankie to Glen Garry DMRB Stage 3 Environmental Statement and the draft Road Orders:

A9 Trunk Road (Killiecrankie to Glen Garry) (Trunking) Order 201[]
A9 Trunk Road (Killiecrankie to Glen Garry) (Side Roads) Order 201[]
A9 Trunk Road (Killiecrankie to Glen Garry) (Extinguishment of Public Rights of Way) Order 201[]
A9 Trunk Road (Killiecrankie to Glen Garry) Compulsory Purchase Order 201[]

Killiecrankie1689 (see www.killiecrankie1689.scot) was formed by residents of Killiecrankie opposed to the proposed A9 dualling proposals outlined in the Orders cited above. As is clear from our website, the group is not against the widening of the A9, nor is it against the proposals for the majority of the route. However, it does have reservations about the short stretch from the tie-in to the existing dualled section at Killiecrankie to the Aldclune junction. This is almost entirely on the site of the Battle of Killiecrankie and as such should have received special consideration. However, this does not appear to have been the case. We think that the process should have started from the premise that the plans should avoid all further adverse impacts to the battle site in view of the fact that construction of the original A9 did so much damage. The proposal should also have considered Killiecrankie residents, the majority of whom live between the existing A9 and the B8079. These factors should have been considered first rather than shoehorning the importance of the battle site and interests of residents into a plan that has been designed for a far longer stretch of road. It seems that the design imperative was to get a plan best for the balance of earthworks and one that complied slavishly to the design manual without special consideration for the important features of the area.

While a superficial archeological survey was done, it seems to us that the view taken by the design engineers and Transport Scotland was that, as the road already bisects the battlefield, further expansion on either side would make little difference. However, we believe that the route chosen significantly

degrades the battle site and would render future attempts to uncover what took place here much more difficult if not impossible. The 'fill' required for the Northbound widening option and the Northbound lay-by will cover over the terraces on the right flank of the Government army. These terraces were, we believe, crucial to the charge of the Highlanders and therefore the outcome of the battle. Furthermore, it will cover areas which were not included in the archeological survey but which we regard as important. More broadly the Northbound option will impact most on that area of the battle site where hand to hand combat took place. These are the highly sensitive places where the opposing armies engaged and where most of the killing would have happened.

The proposals will also degrade the historic battlefield of Killiecrankie by compromising, damaging or destroying 5 other key assets listed in the Inventory of Historic Battlefields. These are:

Lagnabuaig Settlement and Redoubt.

The Memorial Cairn, sometimes called Tomb Clavers.

Raon Ruairidh Settlement and Redoubt

B-listed Garden and Wall at Urrard

The stepped terraces and terrain alongside the northbound carriageway of the A9 between the Wall and Allt Gurnaig

The inclusion of two 'Type A modified' lay-bys on this same section of the battle site is regarded as particularly insensitive and would cause further unnecessary degradation of the battle site. Furthermore, local residents are extremely fearful of the implications for disturbance if the lay-bys are incorporated into the design. There were problems at the existing North bound lay-by (considerably shorter than the ones proposed) leading to the erection of a large fence. However, those dwellings in the line of sight are still treated to unsavoury scenes on occasions as bus parties stop to relieve themselves. There are lay-bys both Northbound and Southbound on the existing dualled section of road between Killiecrankie and Pitlochry and there are all-ways junctions proposed both at North Pitlochry and Aldclune. These should allow plenty of opportunity for tired drivers to get off the road, as well as those requiring other services to find them in the local communities of Pitlochry and Blair Atholl. We believe there is a very strong case for a Departure from standard in relation to lay-bys in their present locations.

These objections do not relate exclusively to matters of compensation.

Killiecrankie1689 urges you to look at these issues and pause the process immediately for the section of road that runs through the battle site. This stretch requires far more research and a proposal that is more in keeping with the requirements of such a renowned tourist destination and internationally famous historical area.

This is a supplementary objection to the one submitted by me on behalf of Killiecrankie1689 on 22nd January. I would expect Killiecrankie1689 to be treated as a 'relevant person' in this process.

I look forward to hearing from you

Signature

George MacLean
On Behalf of
Killiecrankie1689