

KilliecrAnkie1689

A9 PLANNING SYSTEM BYPASSES ALL PROTECTION

11 February 2019

The process that is used for planning the A9 dualling project at Killiecrankie is unable to protect the historic environment, the natural environment or the interests of the local community affected by the new road, says KilliecrAnkie1689, the group campaigning for a review of the scheme at Killiecrankie.

“Thanks to a slew of Written Answers recently published by the Scottish Parliament in reply to questions posed by Murdo Fraser MSP, the inherent weakness of the framework that is used for A9 planning has been exposed,” says George MacLean.

The group says that the new information reveals a critical mismatch of authority and roles in the planning process. Piecing together the information gleaned from all the Written Answers given over the past year, KilliecrAnkie1689 says that there is an inbuilt bias in favour of Transport Scotland at the expense of almost every other stakeholder.

It is a lop-sided structure that lacks transparency, says KilliecrAnkie1689. There is a pretence that Scottish Ministers whose portfolios cover particular sectors affected by the A9 project take responsibility for setting the regulations while the statutory bodies with expertise in specific areas take responsibility for the application of those regulations.

In fact, that is not the case. The A9 dualling project has its own planning system. As a result, statutory bodies such as Historic Environment Scotland (HES) and Cairngorms National Park Authority (CNPA) who have requisite experience and expertise to protect their respective remits are disempowered.

The role of these specialist organisations is deliberately limited to giving advice and comment. They have no authority to ensure compliance with all the policies, regulations and standards that apply to every other planning project beyond the A9. As a result the scheme that is proposed at Killiecrankie is littered with instances of non-compliance because Transport Scotland is the sole decision-maker during planning.

Scottish Ministers say they are the ultimate arbiters on the new road. That refers to accepting or rejecting the final scheme that is presented to them - even though that proposal is the product of a defective planning system that has deliberately marginalised the interests of every other party except transport.

NOTES FOR EDITORS

Email: objections@killiecrankie1689.scot
Phone: 0044 (0)1796 635003
Read: www.killiecrankie1689.scot
Watch: <https://youtu.be/4Hdi9ZbbUTw>
Twitter: @KilliecrankieA9
Facebook: Killiecrankie1689

1. Information on the A9 project Killiecrankie to Glen Garry, including the Environmental Statement and draft Road Orders, is available on Transport Scotland's website: <https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-killiecrankie-to-glen-garry/>
2. Objections to Transport Scotland's A9 plan at Killiecrankie were submitted by Historic Environment Scotland, Perth and Kinross Heritage Trust, Cairngorms National Park Authority, Perth and Kinross Council, the Scottish Environment Protection Agency, Killiecrankie and Fincastle Community Council, heritage groups, historians and KilliecrAnkie1689.
3. Scottish Parliament, Written Answers:
 - 30 Jan 2019 S5W-21027 Mairi Gougeon
 - 1 Feb 2019 S5W-21028 Mairi Gougeon
 - 30 Jan 2019 S5W-21029 Mairi Gougeon
 - 28 Jan 2019 S5W-21030 Fiona Hyslop
 - 28 Jan 2019 S5W-21031 Fiona Hyslop
 - 28 Jan 2019 S5W-21032 Fiona Hyslop
 - 28 Jan 2019 S5W-21033 Michael Matheson
 - 28 Jan 2019 S5W-21034 Michael Matheson
 - 28 Jan 2019 SW5-21035 Michael Matheson
 - 23 May 2018 S5W-16523 Keith Brown
 - 8 March 2018 S5W-14819 Keith Brown
 - 8 March 2018 S5W-14820 Keith Brown
 - 8 March 2018 S5W-14821 Fiona Hyslop
 - 8 March 2018 S5W-14822 Keith Brown
4. More information about A9 planning is on the KilliecrAnkie1689 website <http://killiecrankie1689.scot/styled-26/>

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