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**17/00082/CONSUL A9 (Project 5) Killiecrankie - Glen Garry**

**Roads (Scotland) Act 1984 and the Acquisition (Authorisation Procedure) (Scotland) Act 1947**

**The A9 Trunk Road (Killiecrankie to Glen Garry) (Trunking) Order 201[ ]**

**The A9 Trunk Road (Killiecrankie to Glen Garry) (Side Roads) Order 201[ ]**

**The A9 Trunk Road (Killiecrankie to Glen Garry) (Extinguishment Of Public Rights Of Way) Order 201[ ]**

**The A9 Trunk Road (Killiecrankie to Glen Garry) Compulsory Purchase Order 201[ ]**

Many thanks for forwarding Transport Scotland's letter dated 18<sup>th</sup> of December 2018 for consideration in regard to Perth and Kinross Heritage Trust's objection, dated 18<sup>th</sup> January 2018, to the above scheme between Killiecrankie and Aldclune (ch700 to ch3890) as set out in the A9 Trunk Road (Killiecrankie to Glen Garry) Order 201.

I can confirm that the four recommendations that accompanied PKHT's objection have been addressed by Transport Scotland (TS). As a result of TS acting upon recommendations 1 and 2, the issue upon which PKHT's objection was based has been resolved<sup>1</sup>.

In summary and to comment on each of the four recommendations:

1. Following initial and continued dialogue with Historic Environment Scotland (HES) and PKHT, an impressive multi-disciplinary programme of archaeological investigation has been carried out over the course of 2018 that included further topographic analysis, assessment of visual impact, geophysical and metal-detecting surveys, and intrusive field evaluation. This work has significantly increased the baseline of information for the Battle of Killiecrankie and our understanding of the impact of the road scheme on the Inventory Battlefield. A comparison of the impact of widening the northbound or the southbound carriageway can now be made.
2. The results of these additional investigations have been used to inform and improve what TS term 'the refined design', details of which have been set out in their letter dated 18th December 2018. In this letter, TS have stated how the road infrastructure of the refined design has been kept to a minimum within the Inventory Battlefield within the parameters of the road scheme. Whilst the refined design does reduce the impact on the Inventory Battlefield, PKHT are in agreement with TS that the residual impacts during operation of the refined design remain unchanged from the original Stage 3 design (i.e. as TS state 'Moderate and significant in the context of the EIA Regulations'). As the impact remains the same, PKHT concurs that an addendum to the Environmental Statement is not required.

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<sup>1</sup> PKHT was concerned the impact on the Inventory Battlefield was not adequately explored in the Environmental Statement.

3. The creation of a Battlefield Conservation Plan was discussed at a meeting held on the 15<sup>th</sup> November 2018 between HES, TS and PKHT. It was acknowledged that TS would not be in a position to lead on such an initiative given Scottish Ministers' relatively small landholding within the battlefield.
4. TS has now engaged PKHT's archaeological curatorial team with respect to archaeological work carried out as a result of the A9 Dualling Project, resolving the issue of a lack of an appropriate appointed archaeological curatorial service for the Perth and Kinross section of this large national infrastructure project. This arrangement has been in place informally since April 2018 with PKHT providing objective curatorial advice both as a member of the Association of Local Government Archaeological Officers (ALGAO) and a Registered Archaeological Organisation of the Chartered Institute for Archaeologists (CIfA). A Service Level Agreement is in the process of being refined and close to being finalised. The Trust has provided a separation of duties between curatorial staff (Sophie Nicol/Clare Henderson) and staff acting as consultee to Perth and Kinross Council (Sarah Winlow).

PKHT acknowledges that the comments made on the Environmental Statement in its objection either can be addressed through further dialogue and consultation with TS<sup>2</sup>; have been acted upon by TS through the commissioning the additional investigations and the refining of the design; or are not of a magnitude to warrant further discussion.

As outlined in our response of the 18<sup>th</sup> of January 2018, PKHT remains of the view that the process of the Design Manual for Roads and Bridges (DMRB) Stage 1 to Stage 3 consultation between 2015 and early 2018 was inadequate and that in the DMRB guidelines for Scotland, where the line of the road is decided before intrusive field evaluation can be carried out, is flawed, and also in need of revision. We welcome that TS have now taken a more flexible and inclusive approach in order to assess impact on the Inventory Battlefield than the DMRB allows, for example, in the intrusive investigation of geophysical anomalies at this stage.

In conclusion, further to the additional information presented by Transport Scotland over the course of 2018 that has informed the refined design summarised in their letter dated 18<sup>th</sup> December 2018, PKHT is content to withdraw its objection.

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<sup>2</sup> For example, proposed planting in sensitive areas within the Inventory Battlefield.