

Appendix I

| Route Options Appraisal – Project 8, Dalwhinnie to Crubenmore | | |
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| Section | Route Options | Appraisal |
| Section I (south) | Ia – online widening to the east | <p>Access: This option will directly impact NCR7 through land take for widening. However, this is capable of being mitigated through design measures identified at DMRB Stage 3. There is potential for beneficial effects. An appropriate substitute for an existing area of informal parking roadside close to the junction of NCR7 and the A889 should be examined along with similar considerations at the existing junction of the established hill access route leading to Carn na Caim and A’Bhuideanach Bheag and the A9 where parking is available at the existing bell mouth.</p> <p>Landscape & Ecology: This option will result in some loss of the existing woodland edge on the east. This is a thin strip of non-native woodland used to manage snow drifting onto the current road. This strip is already subject to an enhancement scheme for a retained track which includes native broadleaved planting along a 5m strip on the eastern edge.</p> <p>Community & Private Assets: CNPA has not allocated any land for development within this section of project 8. There are no residential, commercial or industrial properties within this section of project 8. Any agricultural land that may be lost is classified as low value (rough grazing). There may be some impact on access for estate activities (including agriculture) and outdoor pursuits, 4 private access points have been identified.</p> |

| Route Options Appraisal – Project 8, Dalwhinnie to Crubenmore | | |
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| Section | Route Options | Appraisal |
| Section 2 (central/ south) | 2a - online widening to the east | <p>Access: This option has potential to impact continuity of an established hill approach route giving access to a range of hills to the east of the A9 including at least one Munro. Impacts are capable of being mitigated through design measures identified at DMRB Stage 3. There is potential for beneficial effects. The proposed locations for two enhanced laybys on this section are noted as having potential to substitute existing informal parking for recreation at Cuaich. The desirability of this will depend on Stage 3 findings for Section 3a/b. In all cases enhanced laybys should be configured so as to provide facilities catering for NMU access, such as off-carriageway parking and connectivity with the existing recreational path network.</p> <p>Landscape & Ecology: The carriageway extends to the east which is preferable to an extension towards the river, gives scope for a good landscape fit.</p> <p>Community & Private Assets: Section 2 is adjacent to the village of Dalwhinnie (350m to the west). Dalwhinnie includes a number of economic and community activities/assets of high value including a hotel, a fuel station, a village hall and a distillery with attached visitor centre. However, none of these properties/assets will be directly affected by the dualling proposals. Any agricultural land that may be lost is classified as low value (rough grazing). There may be some impact on access for estate activities (including agriculture) and outdoor pursuits, 4 private access points have been identified. SSE also use one of these access points to access a hydro-electric power station. CNPA has not allocated any land for development within this section of project 8.</p> |
| | 2b - online widening to the west | <p>Access: As per Option 2a above.</p> <p>Landscape & Ecology: Closest to river as extends to west with impacts on riparian habitat and necessitating construction of large intrusive structure</p> <p>Community & Private Assets: As per Option 2a above.</p> |
| | 2c - online widening to the east for the southern portion, deviates further east for northern portion to enable crossing of aqueduct at less skewed angle before returning online, this will result in a 'split' carriageway | <p>Access: As per Option 2a above.</p> <p>Landscape & Ecology: Though a wider corridor of disturbance during construction this option presents a good opportunity for long term local enhancement (planting on both sides of the carriageway and into the central reservation) and strategic enhancement (increased habitat connectivity along the route corridor).</p> <p>Community & Private Assets: As per Option 2a above.</p> |

| Route Options Appraisal – Project 8, Dalwhinnie to Crubenmore | | |
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| Section | Route Options | Appraisal |
| Section 3 (central/north) | 3a - online widening to the east | <p>Access: This option has potential to impact an established hill approach setting-off point and an area currently used for informal parking around Cuaich. The route affected is the same as that identified under Section 2 and gives access to a range of hills and at least one Munro. Impacts are capable of being mitigated through design measures identified at DMRB Stage 3. There is potential for beneficial effects. An appropriate substitute for the existing area of informal roadside parking should be carefully examined. It also is noted that an underpass may be created at this location which would offer excellent potential to ensure safe, well thought-out provision for NMU's.</p> <p>Landscape & Ecology: This option avoids the most significant effects on the river by being on the opposite side to the current road. The doubling of the carriageway at one point means that the cuttings into the hillside are significant in terms of landscape and visual impacts but there is some scope to mitigate these through tree planting and other habitat restoration.</p> <p>Community & Private Assets: CNPA has not allocated any land for development within this section of project 8. There are 5 residential dwellings, an estate store and workshop within the Cuaich settlement. These properties are seen to be of high value. Any agricultural land that may be lost is classified a low value (rough grazing). There may be some impact on access for estate activities (including agriculture) and outdoor pursuits, 6 private access points have been identified. SSE also uses one of these access points to allow large vehicles to access a hydro-electric power station. There is no community land or assets within the section.</p> |
| | 3b – offline widening to the east, split carriageway | <p>Access: As per Option 3a above – the same issues are relevant.</p> <p>Landscape & Ecology: Though a wider corridor of disturbance during construction this option presents a good opportunity for long term local enhancement (planting on both sides of the carriageway and into the central reservation) and strategic enhancement (increased habitat connectivity along the route corridor). In the long term this option would have the lowest wider landscape impacts as the southbound carriageway is effectively sunk into the hillside. As it is elevated it would give good driving experience going south.</p> <p>Community & Private Assets: As per Option 3a above – the same issues are relevant. This option will result in a larger impact on agricultural land due to having a bigger footprint.</p> |

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| Section | Route Options | Appraisal |
| Section 4 (north) | 4a – online widening to the west | <p>Access: No significant residual impacts on NMU interests are noted.</p> <p>Landscape & Ecology: This option goes very close to the railway necessitating the construction of a retaining wall and increasing visibility of road and traffic from the Truim road/NCR and Crubenmore Lodge. Northbound views to Cruban Beag and Creag Dubh may be improved at the north end of this section.</p> <p>Community & Private Assets: CNPA has not allocated any land for development within this section of project 8. Crubenmore Lodge is located within the study area but will not directly be affected by the development although access consideration for visitors should be considered as any roadworks may affect the ability of guests being able to reach the lodge. Most of the agricultural land that may be lost is classified a low value (rough grazing), however, there is land within the section 4 study area that is classified as improved grassland and is attributed a medium value. There may be some impact on access for estate activities (including agriculture) and outdoor pursuits, 3 private access points have been identified.</p> |

| Junction Options – Project 8 south of Dalwhinnie | | | |
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| Junction Option | Description | Bridge | Appraisal |
| 1 (23) | Loop arrangement either side | Over | <p>Access: No significant residual impacts on NMU interests are noted.</p> <p>Landscape & Ecology: This option includes an overbridge and substantial embankments which would create a horizontal barrier across the landscape contrary to prevailing linear character and obstructing views.</p> <p>Community & Private Assets: CNPA has not allocated any land for development within this section of project 8. With the exception of impacts on agricultural land take, there is no direct effect on any economic and community activities/assets. All options will result in the loss of a minimal amount of agricultural land that has a low value classification (rough grazing).</p> |
| 2 (26) | Dumb-bell diamond layout with roundabouts | Under | <p>Access: No significant residual impacts on NMU interests are noted.</p> <p>Landscape & Ecology: The roundabouts would appear uniform and out-of-character in this landscape and this would be emphasised by lighting, creating an ‘urban’ effect away from the main settlement of Dalwhinnie. Lighting impact on dark skies.</p> <p>Community & Private Assets: As per Junction Option 1(23) above – the same issues are relevant. This Option presents a larger layout and therefore relatively greater losses of low value agricultural land although this will be minimal and inconsequential.</p> |

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| 3 (27) | Diamond layout, slightly staggered junctions | <p>Access: No significant residual impacts on NMU interests are noted.</p> <p>Landscape & Ecology: This option presents the greatest opportunity for enhancement planting and to integrate within the landscape. Of all options it offers the most advantage to access for Estate traffic and it has no visibility splays to reduce planting options.</p> <p>Community & Private Assets: As per Junction Option I(23) above – the same issues are relevant. This Option presents a larger layout and therefore relatively greater losses of low value agricultural land although this will be minimal and inconsequential.</p> |
| 4 (29) | Loop arrangement either side | <p>Access: No significant residual impacts on NMU interests are noted.</p> <p>Landscape & Ecology: Steep sided embankments and the uniformly tight-curving slip roads will appear urban in this landscape. Sightlines and created landforms do not offer much scope for enhancement planting and offer little ecological benefit.</p> <p>Community & Private Assets: As per Junction Option I(23) above.</p> |
| 5 (31) | <p>Staggered Junction:</p> <ul style="list-style-type: none"> • Loop arrangement southbound • Left-in/left out junction northbound | <p>Access: No significant residual impacts affecting NMU interests are noted although NCR7 will require to be diverted to allow land take and in order to configure the junction NCR7:A889 safely, however, this should not lead to a detrimental outcome.</p> <p>Landscape & Ecology: The split junction would essentially create two ‘urban’ zones on the A9 doubling the impact of features including signage, lighting, bollards.</p> <p>Community & Private Assets: As per Junction Option I(23) above.</p> |