Main features:

- Provides full access to and from the A9.
- Main areas of land-take limited to near the roundabout and approach roads.
- Reduced scheme construction cost (compared to full grade separated junction).
- Reduced construction complexity in the Dunkeld Junction area (compared to full grade separated junction).
- Allows compliant gradients on local side roads.
- Layout not recommended for use on Category 7A dual carriageways.
- Street lighting at roundabout and approaches required, introducing visual impacts.
- Provides journey time improvements in conjunction with 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Inconsistency of junctions throughout the A9.
- Increased potential for low severity accidents.
- Queues possible in peak summer months on roundabout approaches.
- Retaining wall required alongside Highland Main Line railway, introducing landscape and visual impacts.
- Retaining wall required to avoid impact on adjacent access road to Craigvinean Surgery, Tennis Courts and Bowling Green.
- New bridge over River Braan (Special Area of Conservation) similar level as existing A9 bridge.
- Station relocation proposed, with access from the A82. Alternative station design (e.g. layout on plan reference: B2140002/SK/009) could also be used.