# **Benefits of the Preferred Route**



The Preferred Route meets the A9 Dualling Programme objectives as well as contributing towards the Birnam to Ballinluig A9 Community Group's objectives. We will continue to take into consideration these objectives throughout the DMRB Stage 3 design and environmental assessment. The reasons for the selected Preferred Route include:



#### Constructability:



### Inchewan Burn:

continued fish passage and habitat connectivity.



## **Biodiversity:**

woodland inventory.



Less construction complexity avoiding the need for significant piling works adjacent to residential properties and the Category A listed building Dunkeld & Birnam Railway Station.

Shortest expected construction duration of approximately 2<sup>1</sup>/<sub>2</sub> to 3 years reducing direct and indirect construction impacts and effects on businesses and community assets.

Less excavation and import of material required, therefore less construction vehicle movements and less expensive to construct.

Maintains the existing integrity of Inchewan Burn, allowing

Lowest overall loss of habitat identified on the ancient



#### Land Scape:

- retaining the existing landscape character
- to the Highlands').
- Lowest overall effect on visual amenity and views from adjacent visual receptors unchanged.



### Climate Change:

Lowest overall effect on material assets, waste and the climate as significantly less concrete and construction vehicle movements are required.



# **Public Transport and Active Travel:**

Generally at-grade and closely aligned to the existing A9

• Lowest overall effect on the River Tay (Dunkeld) National Scenic Area (NSA) and its Special Qualities (e.g 'Gateway

Improves accessibility to Dunkeld & Birnam Railway Station.



**SCAN HERE** for the Story Map, where you can find more information on the Preferred Route

bit.ly/a9p2storymap