KEY

DESIGN
- PROPOSED SCHEME
- SuDS BASIN
- CARRIAGEWAY
- ACCESS TRACK
- NCN7

EXISTING
- SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
- SPECIAL AREA OF CONSERVATION (SAC)
- SPECIAL PROTECTION AREA
- HIGHLAND MAINLINE RAILWAY
- WOODLAND

PROPOSED MITIGATION
- MIXED NATIVE WOODLAND/ SCRUB PLANTING
- NATIVE SHRUB PLANTING
- GRASSLAND (INCLUDING VERGE)
- HEATHLAND
- PEAT RESTORATION AREAS
- SCATTERED TREES

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

A9 DUALLING
PERTH TO INVERNESS
Glen Garry to Dalwhinnie

NCN7 realigned to fit with re-profiled roadside, between retaining wall and Highland Mainline Railway.

Balsporran car park reinstated within the footprint of the existing hard standing with scattered trees.

Embankment modelled to form undulating slope with rounded top and toe.

Native woodland planting on embankment graded to merge with adjacent landform, rounded at top and toe.

Native woodland planting on re-profiled embankment.

Mixed native woodland (Pine, Birch, Rowan) to offset loss of existing woodland to mitigate views of the underbridge from the NCN7 and wider landscape.

Structure with provision for mammal crossing.

Wet woodland to enhance screening to new infrastructure.

Offset loss of woodland with wet woodland to edge of replanted embankments mimic natural vegetation patterns, transition to wet heath/ blanket bog.

Environmental protection fencing (including gated access where required).

NCN7 realigned to fit with re-profiled roadside.

Wet heath to area between SuDS basin and river Truim.

Connection to existing NCN7.

Low porosity pine and mixed woodland planting to supplement and integrate with the existing winter resilience shelterbelt plantation.

Peat restoration areas shall be capped with acrotelm peat turves and suitable vegetation, with seeding as required to enable habitat recovery.

Woodland edge and pockets of native woodland to filter views of built form and vehicle movement.

Structure with provision for mammal crossing.

Drumochter Lodge berm planted with native woodland to screen A9 views, profiled to integrate with adjacent landform and existing wall feature.

New track to Drumochter Lodge through existing woodland; replanted with native woodland and woodland edge to integrate with adjoining landform.

Edge of Drumochter Estate access track graded and restored to blend with wet heath (south of Allt Coire Chuirn).

Pockets of native woodland planting to off-set woodland loss on earthworks to reflect local landscape characteristics and types.

Environmental protection fencing (including gated access where required).

Structure with provision for mammal crossing.

Dry heath to embankment to integrate with shelterbelt / woodland.

Low porosity pine and mixed woodland planting to supplement and integrate with the existing winter resilience shelterbelt plantation.

Edge of existing woodland to be replanted with mix native scrub to off-set loss and part screen exposed woodland edge.

Peat restoration areas shall be capped with acrotelm peat turves and suitable vegetation, with seeding as required to enable habitat recovery.

Environmental protection fencing (including gated access where required).

Structure with provision for mammal crossing.

Edge of Drumochter Estate access track. Track restored to blend with adjacent dry / wet heath mosaic habitats (north of Allt Coire Chuirn).

EMERGENCY NORTHBOUND LAY-BY

SuDS basin

UPGRADED CAR PARK

PERTH

BALSPORRAN

BALSPORRAN/ DRUMOCHTER ACCESS

EMERGENCY SOUTHBOUND LAY-BY

ALLT CORIE DUBHAIG UNDERBRIDGE

DRUMOCHTER LODGE

PEDESTRIAN ACCESSIBLE CROSSING POINT

ALLT CHUIRN UNDERBRIDGE

HIGHLAND MAIN LINE RAILWAY

NORTHBOUND LAY-BY

ALLT COIRE BHOTIE CULVERT

DRUMOCHTER ESTATE ACCESS TRACK

EXTENT OF PROJECT

INVERNESS

5+750 6+000 6+250 6+500 6+750 7+000 7+250 7+500 7+750 8+000 8+250 8+500 8+750 9+000 9+250 9+500 9+750 10+000