

Design Refinements

Refinement of Aldclune Junction Northbound Diverge Slip Road

The northbound diverge slip road of the proposed Aldclune Junction has been reduced in length by approximately 240m following a review of design standards. This review confirmed that the design of the slip road could be refined to be consistent with operational vehicle speeds of up to 40mph rather than up to 50mph. This allows for different geometry and visibility requirements which ultimately allows for the slip road length to be reduced. Optimisation of the design, such as this, is typical in the preparation of road projects.

The reduction in the length of the slip road will not impact on road safety, and reduces land take within Fields F1 and F2 of the Killiecrankie Battlefield.

The refined design and the previously published DMRB Stage 3 design are shown on Figure 1, adjacent to this panel, for comparison purposes.

Steepening Earthworks Slopes

The cutting and embankment slopes included within the DMRB Stage 3 design included sections of graded out slopes, as opposed to steeper engineered slopes between the Allt Girnaig Underbridge and Allt Chluain Underbridge in order to improve integration with the surrounding landform.

Following comments received from Historic Environment Scotland and Perth and Kinross Heritage Trust, grading of earthworks slopes between Allt Girnaig Underbridge and Allt Chluain Underbridge has been reviewed to reduce the footprint of the previously published DMRB Stage 3 design scheme within the battlefield within the context of landscape mitigation. It is now considered that these slopes could be steepened to a constant and steeper grade in certain sections.



Fields F1 and F2, Killiecrankie Battlefield, June 2018.

By steepening the earthworks slopes, this reduces land take within Fields F5, F6 and F7 of the Killiecrankie Battlefield and limits the extent of proposed works in previously undisturbed ground.

The refined design and the previously published DMRB Stage 3 design are shown on Figure 2, adjacent to this panel, for comparison purposes.

For an explanation of the designs shown on any of the figures or an explanation of the change in impacts of the design refinements stated here compared to the DMRB Stage 3 design assessed in the published Environmental Statement, please speak to one of our members of staff in attendance today.

Design Refinements

Verge Cross-Section Modification

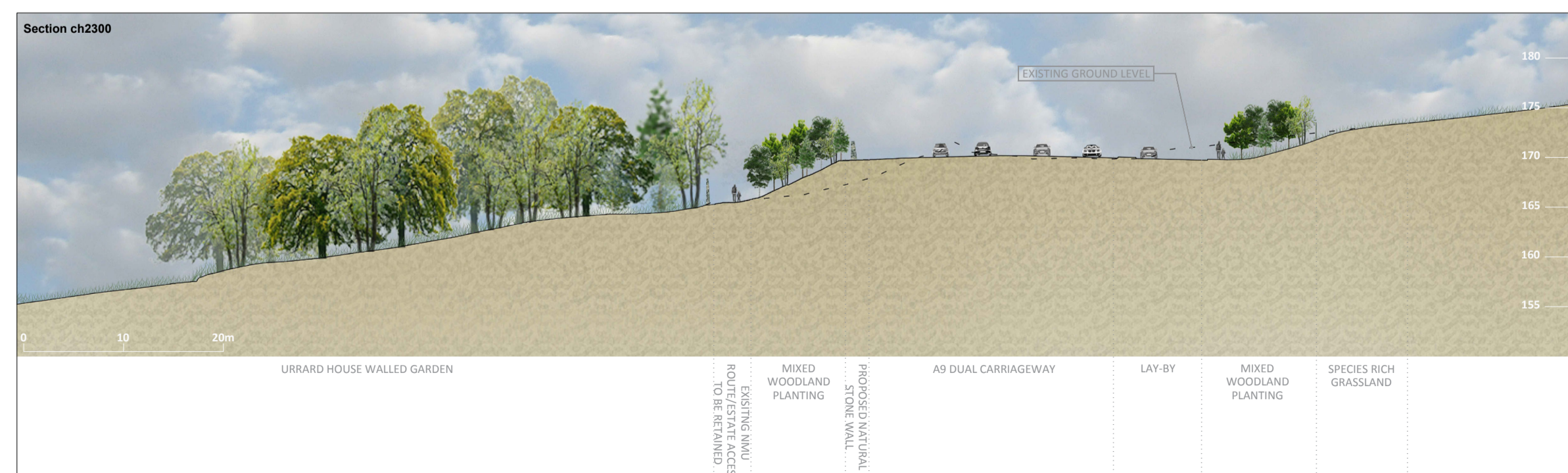
The verge cross-section of the previously published DMRB Stage 3 design includes a bund which was introduced to replace the existing bund located adjacent to the Urrard Walled Garden following feedback from public consultation.

A design that balances the footprint within the Killiecrankie Battlefield, landscape impacts and noise impacts on properties in Killiecrankie has been identified.

The refinement of the design replaces the proposed bund with two separate lengths of natural stone wall in the northbound verge.

By introducing the natural stone walls rather than a bund, this reduces land take within Fields F5, F6 and F7 of the Killiecrankie Battlefield.

The combined length of the two natural stone walls would be approximately 430m. The location of these natural stone walls is shown on Figure 2 and the previously published DMRB Stage 3 design is also shown on this figure for comparison purposes.



Cross-section through refined design model at Category B Listed Wall within Urrard Estate.



Existing Bund, Killiecrankie Battlefield, June 2018.



Example of natural stone wall to be provided.

Design Refinements

Combination of SuDS Drainage Features at the Allt Girnaig Watercourse

The previously published DMRB Stage 3 design includes SuDS (Sustainable Drainage System) features on both sides of the Allt Girnaig Underbridge. To the west side of the Allt Girnaig, the SuDS feature would be in Field F9; to the east side in Skirmish Field 2. These drainage features attenuate and treat rainfall runoff from adjacent sections of the proposed dual carriageway. Such an arrangement of a pair of SuDS features either side of large watercourse crossings is typical in new road schemes.

This design refinement removes the proposed SuDS feature from field F9 with carriageway drainage transferred to a larger SuDS feature located within Skirmish Field 2.

Key points of this particular design refinement include:

- There will be no detriment to road safety in combining the drainage;
- Such an arrangement, which conveys carriageway drainage through a large structure, is more difficult to maintain and has required additional design and assessment to develop a feasible solution;
- Whilst a larger SuDS feature will be located at location A in the Skirmish Field 2, the Compulsory Purchase Order (CPO) extents are not changed;
- Localised modifications to planting proposals have been made to accommodate the larger SuDS feature; and
- The proposed combination of the SuDS features results in a reduction in land-take within Field F9 of the Killiecrankie Battlefield.

The refined layout of the SuDS features is shown on Figure 3 alongside the previously published DMRB Stage 3 design, for comparison purposes.



Field F9, Killiecrankie Battlefield, June 2018.



Skirmish Field 2, Killiecrankie Battlefield, June 2018.

Feedback

Thank you for attending this public information event. In order to collect feedback, we would like to hear your opinions, specifically your response to the following question:

In your opinion, are the design refinements presented today an improvement compared to the published design?

Your comments and feedback would be appreciated. If you wish to provide us with a response, please email or post as soon as you are able to, but before 30th November 2018.

Email to:

A9dualling@jacobs.com

Or by post to:

Fergus Allan
Jacobs A9 Dualling Team
Stakeholder Manager
Jacobs UK Ltd
160 Dundee Street
Edinburgh
EH11 1DQ

All materials on display today along with further general information on the A9 Dualling Programme can be found on the Transport Scotland website at:

www.transport.gov.scot/project/a9-killiecrankie-glen-garry

Contact details for Transport Scotland's A9 Dualling team:

Phone:

0141 272 7100

Email to:

A9dualling@transport.gov.scot



View towards the A9 from Field F9, Killiecrankie Battlefield, July 2018.

Next Steps

Transport Scotland are currently trying to resolve objections to the draft Orders and Environmental Statement published in November 2017.

We have met with relevant Statutory Consultees to discuss their objections. We will respond to all remaining objections shortly.



If Transport Scotland are unable to resolve objections then there may be a Public Local Inquiry (PLI). The arrangements for setting up and managing a PLI, including any relevant timescales will be the responsibility of an independent reporter following their appointment. The Planning and Environmental Appeals Division (DPEA) of the Scottish Government will notify those involved when an inquiry is arranged. At the conclusion of a PLI, Scottish Ministers will make a decision on how to proceed.



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