

201[] No.

ROADS AND BRIDGES

**The A9 Trunk Road (Killiecrankie to Glen Garry) (Trunking)
Order 201[]**

Made 201[]

Coming into force 201[]

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 5(2) and 75(1) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 5(2) of that Act, they have taken into consideration the requirements of local and national planning, including the requirements of agriculture and industry, and are satisfied as to expediency.

In accordance with section 76(1) of that Act, they have taken into consideration the reasonable requirements of navigation.

They determined that the project falls within Annex I to Directive 2011/92/EU of the European Parliament and of the Council(b), on the assessment of the effects of certain public and private projects on the environment and have published notice of that determination on 28th November 2017.

They prepared an environmental statement and published notice of it on 28th November 2017.

This Order is made in compliance with the provisions of Parts I and III of schedule 1 of the Roads (Scotland) Act 1984(c).

Citation and commencement

1. This Order may be cited as the A9 Trunk Road (Killiecrankie to Glen Garry) (Trunking) Order 201[] and comes into force on [].

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- (a) 1984 c.54. Section 5 is amended by the Transport and Works (Scotland) Act 2007 asp.8, schedule 3 paragraph 1. Section 75 is amended by S.S.I. 2003/2155, schedule 1, paragraph 10. The functions of the Secretary of State were transferred to the Scottish Ministers by virtue of section 53 of the Scotland Act 1998 (c.46).
- (b) O.J. L 26, 28.1.2012, p.1. Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985, p.40, as amended by Council Directive 97/11/EC, O.J. L 73, 14.3.1997, p.5, of the European Parliament and of the Council O.J. L 156, 25.6.2003, p.17, and Directive 2009/31/EC of the European Parliament and of the Council, O.J. L 140, 5.6.2009, p.114.
- (c) Part I of schedule 1 was amended by the Local Government etc. (Scotland) Act 1994 (c.39) schedule 13, paragraph 135, the Water Industry (Scotland) Act 2002 (asp 3), schedule 7, paragraph 14, the Transport and Works (Scotland) Act 2007 (asp 8), section 24, schedule 2, paragraphs 2 and 3 and schedule 3, paragraph 1 and S.S.I. 1999/1, 2006/614 and 2011/396. The amendments made by S.S.I. 2017/137 do not apply. Part III of schedule 1 was amended by the New Roads and Street Works Act 1991 (c.22), schedule 8, paragraph 96 and the Transport and Works (Scotland) Act 2007 (asp 8), schedule 3, paragraph 1.

Trunk road

2. The schedule to this Order has effect.

3. The Scottish Ministers direct that the lengths of roads (hereafter referred to as “the new trunk road”) which they propose to construct along the routes described in Part 1 of the schedule of this Order shall become trunk road on the date this Order comes into force.

4. The Scottish Ministers, as roads authority, are authorised to construct as part of the trunk road, a bridge over the navigable waters of the River Garry in accordance with the plans and specifications in Part 2 of the schedule.

M.F. RENNIE

A member of the staff of the Scottish Ministers

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

201[]

SCHEDULE

Articles 2, 3 & 4

INTERPRETATION

In this schedule—

“the plan folio” means the plan folio entitled “The A9 Trunk Road (Killiecrankie to Glen Garry) (Trunking) Order 201[]” signed with reference to this Order and deposited at the offices of Transport Scotland, Major Transport Infrastructure Projects, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF;

“the existing A9 Trunk Road” means the existing M9/A9 Edinburgh – Stirling – Thurso Trunk Road.

“point 1” means the north-western corner of the existing building known as Piper’s Croft, Aldclune, Killiecrankie, Pitlochry, Perthshire, PH16 5LR shown marked “point 1” on plan TR1 in the plan folio;

“point 2” means the northern corner of the existing building known as Inverclune, Killiecrankie, Pitlochry, Perthshire, PH16 5LR shown marked “point 2” on plan TR1 in the plan folio;

“point 3” means the western corner of the existing building known as Clunebeg Bungalow, Killiecrankie, Pitlochry, Perthshire, PH16 5LS shown marked “point 3” on plan TR1 in the plan folio;

“point 4” means the north-western corner of the existing building known as Pitaldonich Farmhouse, Calvine, Pitlochry, Perthshire, PH16 5UD shown marked “point 4” on plan TR2 in the plan folio; and

“point 5” means the southern corner of the existing building known as 1 Sunnybrae Cottages, Pitagowan, Blair Atholl, Pitlochry, Perthshire, PH18 5TW shown marked “point 5” on plan TR2 in the plan folio.

PART 1

THE ROUTES OF THE NEW TRUNK ROAD

1. From a point 220 metres or thereby north, north-east of point 1, in a generally west, north-westerly then south-westerly direction for a distance of 730 metres or thereby to a point 160 metres or thereby north, north-west of point 2 as shown by a heavy black line between points marked “point A” and “point B” on plan TR1 in the plan folio.
2. From a point 160 metres or thereby north, north-west of point 2 in a generally south-westerly then west, north-westerly then south-westerly direction for a distance of 455 metres or thereby to a point 535 metres or thereby west, north-west of point 2 as shown by a heavy black line between points marked “point B” and “point C” on plan TR1 in the plan folio.
3. From a point 160 metres or thereby north, north-west of point 2, in a generally north, north-westerly, then west, north-westerly direction for a distance of 365 metres or thereby to a point 460 metres or thereby north-west of point 2 as shown by a heavy black line between points marked “point B” and “point D” on plan TR1 in the plan folio.
4. From a point 215 metres or thereby south-west of point 3 in a generally easterly, then north-easterly direction for a distance of 165 metres or thereby to a point 100 metres or thereby south, south-west of point 3 as shown by a heavy black line between points marked “point E” and “point F” on plan TR1 in the plan folio.

5. From a point 100 metres or thereby south, south-west of point 3 in a generally north, north-westerly then westerly then west, north-westerly direction for a distance of 535 metres or thereby to a point 510 metres or thereby west of point 3 as shown by a heavy black line between points marked “point F” and “point G” on plan TR1 in the plan folio.
6. From a point 510 metres or thereby west of point 3 in a generally south-westerly direction for a distance of 45 metres or thereby to a point 540 metres or thereby west of point 3 as shown by a heavy black line between points marked “point G” and “point H” on plan TR1 in the plan folio.
7. From a point 510 metres or thereby west of point 3 in a generally west, north-westerly direction for a distance of 85 metres or thereby to a point 595 metres or thereby west, north-west of point 3 as shown by a heavy black line between points marked “point G” and “point I” on plan TR1 in the plan folio.
8. From a point 100 metres or thereby south, south-west of point 3 in a generally south, south-easterly, then east, south-easterly direction for a distance of 395 metres or thereby to a point 260 metres or thereby south-east of point 3 as shown by a heavy black line between points marked “point F” and “point J” on plan TR1 in the plan folio.
9. From a point 1.37 kilometres or thereby east, south-east of point 1, in a generally north-westerly direction for a distance of 115 metres or thereby to a point 1.26 kilometres or thereby east, south-east of point 1 as shown by a heavy black line between points marked “point S” and “point T” on plan TR1 in the plan folio.
10. From a point 220 metres or thereby north-east of point 2, in a generally west, north-westerly direction for a distance of 50 metres or thereby to a point 200 metres or thereby north-east of point 2 as shown by a heavy black line between points marked “point U” and “point V” on plan TR1 in the plan folio.
11. From a point 380 metres or thereby west, south-west of point 3, in a generally west, north-westerly direction for a distance of 215 metres or thereby to a point 580 metres or thereby west, south-west of point 3 as shown by a heavy black line between points marked “point W” and “point X” on plan TR1 in the plan folio.
12. From a point 2.10 kilometres or thereby east of point 4 in a generally north-westerly then west, north-westerly then west, south-westerly then westerly then west, north-westerly direction for a distance of 1.85 kilometres or thereby to a point 385 metres or thereby east, north-east of point 4 as shown by a heavy black line between points marked “point K” and “point L” on plan TR2 in the plan folio.
13. From a point 235 metres or thereby north, north-east of point 4 in a generally west, north-westerly then west, south-westerly then west, north-westerly direction for a distance of 1.11 kilometres or thereby to a point 400 metres or thereby south-west of point 5 as shown by a heavy black line between points marked “point M” and “point N” on plan TR2 in the plan folio.
14. From a point 235 metres or thereby north, north-east of point 4 in a generally west, north-westerly then west, south-westerly then south-westerly then southerly direction for a distance of 645 metres or thereby to a point 345 metres or thereby south, south-east of point 5 as shown by a heavy black line between points marked “point M” and “point O” on plan TR2 in the plan folio.
15. From a point 345 metres or thereby south, south-east of point 5 in a generally north, north-westerly then west, south-westerly then west, north-westerly direction for a distance of 575 metres or thereby to a point 400 metres or thereby south-west of point 5 as shown by a heavy black line between points marked “point O” and “point N” on plan TR2 in the plan folio.

16. From a point 345 metres or thereby south, south-east of point 5 in a generally south-easterly then easterly then north-easterly then northerly direction for a distance of 405 metres or thereby to a point 330 metres or thereby east, south-east of point 5 as shown by a heavy black line between points marked “point O” and “point R” on plan TR2 in the plan folio.
17. From a point 330 metres or thereby south-west of point 5 in a generally east, south-easterly then east, north-easterly direction for a distance of 600 metres or thereby to a point 340 metres or thereby east, south-east of point 5 as shown by a heavy black line between points marked “point P” and “point Q” on plan TR2 in the plan folio.
18. From a point 535 metres or thereby west, south-west of point 5, in a generally west, north-westerly direction for a distance of 45 metres or thereby to a point 575 metres or thereby west, south-west of point 5 as shown by a heavy black line between points marked “point Y” and “point Z” on plan TR2 in the plan folio.

PART 2
BRIDGES OVER NAVIGABLE RIVERS
PLAN AND SPECIFICATION OF NEW BRIDGE OVER THE RIVER
GARRY AT ESSANGAL

POINT OF COMMENCEMENT AND TERMINATION

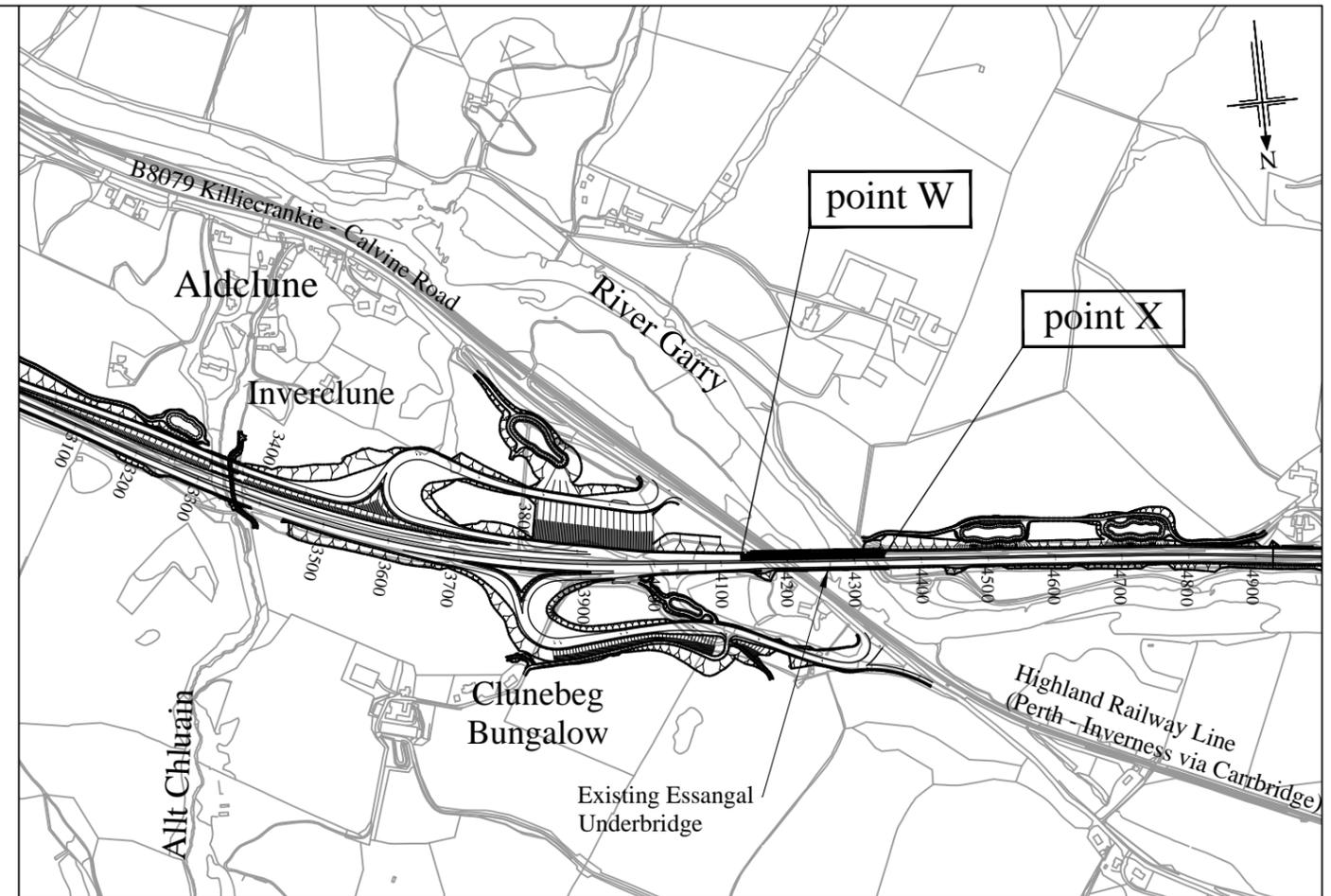
From point W on the east side of the River Garry in the Perth and Kinross council area, 50 metres or thereby east, south-east of the centre line of the existing A9 Trunk Road at the east abutment of the existing Essangal Underbridge to point X on the west side of the River Garry in the Perth and Kinross council area, 15 metres or thereby west, south-west of the centre line of the existing A9 Trunk Road at the west abutment of the existing Essangal Underbridge.

SPANS

Four in total comprising two navigational spans 40 to 45 metres or thereby, one span 40 to 45 metres or thereby at the west end of the bridge and one span 40 to 45 metres or thereby at the east end of the bridge.

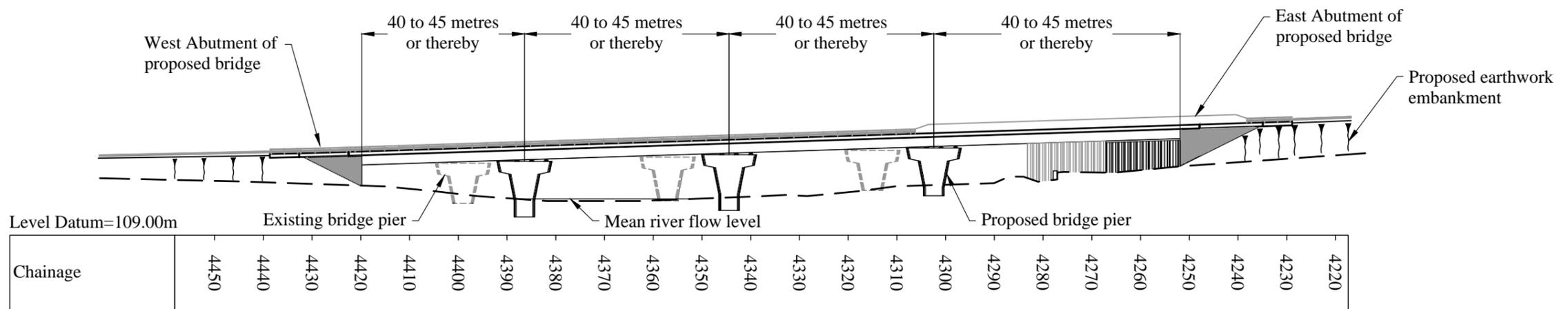
HEADWAY 7.70 metres or thereby above the mean river flow level which is approximately 116.4 metres above ordnance datum.

WATERWAY as existing.



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Location Plan
 Scale :- 1/10,000



Elevation (Diagrammatic)
 Scale :- 1/1,000



Scottish Government
 Riaghaltas na h-Alba
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(Killiecrankie to Glen Garry)
(Trunking) Order 201[]

