

201[] No.

ROADS AND BRIDGES

**The A9 Trunk Road (Pitlochry to Killiecrankie)
(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 II 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 15th December 2017.

They prepared an environmental statement and published notice of it on 15th December 2017.

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

Citation, commencement and interpretation

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

(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 the 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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985, p.40, as amended by Council Directive 97/11/EC, O.J. L 73,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, Directive 2003/35/EEC 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. Directive 2011/92/EU was amended by Directive 2014/52/EU of the European Parliament and of the Council, O.J. L 124, 25.4.2014, p.1.

(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. Part I of schedule 1 was further amended by S.S.I. 2017/137 for purposes not relevant to this Order. 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.

2. The schedule of this Order has effect.

Trunk Road

3. The Scottish Ministers direct that the lengths of roads 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 bridges over the navigable waters of the River Tummel and Loch Faskally in accordance with the plans and specifications set out in Part 2 of the schedule of this Order.

M.F. RENNIE

A member of the staff of the Scottish Ministers

Transport Scotland
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58 Port Dundas Road
Glasgow
G4 0HF

201[]

SCHEDULE INTERPRETATION

Articles 2, 3 and 4

In this schedule –

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

“the plan folio” means the plan folio comprised of the key plan, legend and the plans TR1 and TR2 and entitled “The A9 Trunk Road (Pitlochry to Killiecrankie) (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;

“point 1” means the northern corner of the existing building known as Dalshian Farmhouse, Dalshian, Pitlochry, Perthshire, PH16 5TD shown marked “point 1” on plan TR1 in the plan folio;

“point 2” means the north-eastern corner of the existing building known as Faskally Cottage East, Pitlochry, PH16 5JZ shown marked “point 2” on plan TR2 in the plan folio;

“point 3” means the south-eastern corner of the existing building known as Faskally House, Pitlochry, PH16 5LA shown marked “point 3” on plan TR2 in the plan folio.

PART 1

THE ROUTES OF THE NEW TRUNK ROAD

1. From a point 265 metres or thereby west of point 1 in a generally west, north-westerly then westerly then north-westerly then northerly then north, north-easterly direction for a distance of 615 metres or thereby to a point 615 metres or thereby north-west of point 1, 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 630 metres or thereby north-west of point 1 in a generally southerly then south-easterly then east, south-easterly direction for a distance of 450 metres or thereby to a point 270 metres or thereby west of point 1, as shown by a heavy black line between points marked “point C” and “point D” on plan TR1 in the plan folio.
3. From a point 600 metres or thereby west, north-west of point 1 in a generally west, north-westerly direction for a distance of 170 metres or thereby to a point 770 metres or thereby west, north-west of point 1, as shown by a heavy black line between points marked “point E” and “point F” on plan TR1 in the plan folio.
4. From a point 460 metres or thereby south of point 2 in a generally northerly direction for a distance of 155 metres or thereby to a point 305 metres or thereby south of point 2, as shown by a heavy black line between points marked “point G” and “point H” on plan TR2 in the plan folio.
5. From a point 175 metres or thereby south of point 2 in a generally north, north westerly then north-westerly then north, north-westerly direction for a distance of 1520 metres or thereby to a point 370 metres or thereby north-east of point 3, as shown by a heavy black line between points marked “point I” and “point J” on plan TR2 in the plan folio.

6. From a point 70 metres or thereby south-west of point 2 in a generally north, north westerly then north-westerly then north, north-westerly direction for a distance of 780 metres or thereby to a point 640 metres or thereby south-east of point 3, as shown by a heavy black line between points marked “point K” and “point L” on plan TR2 in the plan folio.
7. From a point 630 metres or thereby south-east of point 3 in a generally northerly direction for a distance of 380 metres or thereby to a point 410 metres or thereby east of point 3, as shown by a heavy black line between points marked “point M” and “point N” on plan TR2 in the plan folio.
8. From a point 235 metres or thereby north-west of point 2 in a generally north-westerly then north, north-westerly direction for a distance of 555 metres or thereby to a point 660 metres or thereby south-east of point 3, as shown by a heavy black line between points marked “point O” and “point P” on plan TR2 in the plan folio.
9. From a point 635 metres or thereby south-east of point 3 in a generally north, north-westerly then north-westerly direction for a distance of 705 metres or thereby to a point 375 metres or thereby north-east of point 3, as shown by a heavy black line between points marked “point Q” and “point R” on plan TR2 in the plan folio.
10. From a point 660 metres or thereby south-east of point 3 in a generally north, north-easterly then north-easterly direction for a distance of 165 metres or thereby to a point 640 metres or thereby south-east of point 3, as shown by a heavy black line between points marked “point S” and “point T” on plan TR2 in the plan folio.
11. From a point 660 metres or thereby south-east of point 3 in a clockwise direction for a distance of 80 metres or thereby returning to the same point 660 metres or thereby south-east of point 3 forming the circulatory carriageway of the roundabout, as shown by a heavy black line between points marked “point P”, “point T”, “point Q” and returning to the same “point P” on plan TR2 in the plan folio.
12. From a point 205 metres or thereby west, south-west of point 2 in a generally north-easterly then northerly direction for a distance of 40 metres or thereby to a point 185 metres or thereby west of point 2, as shown by a heavy black line between points marked “point U” and “point V” on plan TR2 in the plan folio.