

201[] No.

ROADS AND BRIDGES

**The A889 Trunk Road (Dalwhinnie to Crubenmore) (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) 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.

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 19th December 2017.

They prepared an environmental statement and published notice of it on 19th December 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 A889 Trunk Road (Dalwhinnie to Crubenmore) (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. 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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985 p.40, as amended by Council Directive 97/11/EC, O.J. L 73, 14.3.1997,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/EC 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 1 of schedule 1 was relevantly 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. Amendments made by S.S.I. 2017/137 do not apply. Part III of schedule 1 was amended by the New Road and Street Works Act 1991 (c.22), schedule 8, paragraph 96(2) and the Transport and Works (Scotland) Act 2007 (asp 8), schedule 3, paragraph 1.

Trunk road

2.—(1) The schedule of the Order has effect.

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

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

201[]

M. F. RENNIE
A member of the staff of the Scottish Ministers

SCHEDULE

Articles 2 & 3

INTERPRETATION

In this schedule—

“the plan” means the plan entitled “The A889 Trunk Road (Dalwhinnie to Crubenmore) (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 including all lay-bys and bus lay-bys;

“point 1” means the northern corner of the aqueduct structure located on the northbound side of the existing A9 Trunk Road, shown marked “point 1” on the plan.

THE ROUTES OF THE NEW TRUNK ROADS

1. From a point 970 metres or thereby south, south-west of point 1 in a generally north-westerly direction for a distance of 40 metres or thereby to a point 945 metres or thereby south, south-west of point 1 as shown by a heavy black line between points marked “point A” and “point B” on the plan.

2. From a point 910 metres or thereby south, south-west of point 1 in a generally south-westerly direction for a distance of 40 metres or thereby to a point 945 metres or thereby south, south-west of point 1 as shown by a heavy black line between points marked “point C” and “point B” on the plan.

3. From a point 945 metres or thereby south, south-west of point 1 in a generally west, north-westerly then northerly direction for a distance of 135 metres or thereby to a point 870 metres or thereby south, south-west of point 1 as shown by a heavy black line between points marked “point B” and “point D” on the plan.

4. From a point 1005 metres or thereby south-west of point 1 in a generally east, north-easterly then easterly then north, north-easterly then north-westerly then westerly direction for a distance of 540 metres or thereby to a point 740 metres or thereby south, south-west of point 1 as shown by a heavy black line between points marked “point E” and “point F” on the plan.

5. From a point 740 metres or thereby south, south-west of point 1 in a generally south-westerly direction for a distance of 40 metres or thereby to a point 770 metres or thereby south, south-west of point 1 as shown by a heavy black line between points marked “point F” and “point G” on the plan.

6. From a point 740 metres or thereby south, south-west of point 1 in a generally north-westerly direction for a distance of 40 metres or thereby to a point 710 metres or thereby south, south-west of point 1 as shown by a heavy black line between points marked “point F” and “point H” on the plan.

7. From a point 930 metres or thereby south, south-west of point 1 in a generally northerly then east, south-easterly direction for a distance of 230 metres or thereby to a point 900 metres or thereby south, south-west of point 1 as shown by a heavy black line between points marked “point I” and “point J” on the plan.