

2018 No.

ROADS AND BRIDGES

**The A9 and A95 Trunk Roads (Dalraddy to Slochd) (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 in the waters affected by this Order.

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 August 2018. They prepared an environmental statement and published notice of it on 28th August 2018.

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 and A95 Trunk Roads (Dalraddy to Slochd) (Trunking) Order 201[] and comes into force on [] .

(a) 1984 c.54. 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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985, p.40, as amended by Council Directive 97/11/EC, O.J. L 73,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 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, S.S.I. 2006/614 and S.S.I. 2011/396. 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 of this Order has effect.

3. The Scottish Ministers direct that the lengths of roads which the Scottish Ministers propose to construct along the routes described in the schedule of this Order will become trunk roads 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 Dulnain, in accordance with the plan and specification set out in Part 2 of the schedule of this Order.

A member of the staff of the Scottish Ministers

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

201[]

SCHEDULE

Articles 2, 3 and 4

INTERPRETATION

In this schedule—

“the plan folio” means the plan folio comprised of the key plans 1 and 2, legend and the plans TR1, TR2, TR3 and TR4 and entitled “The A9 and A95 Trunk Roads (Dalraddy to Slochd) (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-most corner of the building known as Druim Mhor, Loch Alvie, Aviemore, PH22 1QB, shown marked “Point 1” on plan TR1 in the plan folio;

“Point 2” means the north-western most corner of the building known as Granish Farm Cottage, Aviemore, PH22 1QD, shown marked “Point 2” on plan TR2 in the plan folio;

“Point 3” means the south-eastern most corner of the existing building known as Dalrachney Beag, Carrbridge, PH23 3AX shown marked “Point 3” on plan TR3 in the plan folio; and

“Point 4” means the north-eastern most corner of the existing buildings known as Slochd Railway Cottages, Carrbridge, PH23 3AY shown marked “Point 4” on plan TR4 in the plan folio.

PART 1

ROUTE OF THE NEW TRUNK ROAD

1. From a point 475 metres or thereby east, north-east of Point 1 in a generally north-easterly, then easterly, then south, south-easterly direction for a distance of 575 metres or thereby to a point 735 metres or thereby east of Point 1 as shown by a heavy black line between points marked “A” and “B” on plan TR1 in the plan folio.

2. From a point 480 metres or thereby east, north-east of Point 1 in a generally south-easterly then southerly, then south-easterly, then easterly direction for a distance of 190 metres or thereby to a point 610 metres or thereby east of Point 1 as shown by a heavy black line between points marked “C” and “D” on plan TR1 in the plan folio.

3. From a point 550 metres or thereby east, north-east of Point 1 in a generally north-westerly direction for a distance of 60 metres or thereby to a point 520 metres or thereby east, north-east of Point 1 as shown by a heavy black line between points marked “E” and “F” on plan TR1 in the plan folio.

4. From a point 510 metres or thereby east of Point 1 in a generally north-easterly direction for a distance of 50 metres or thereby to a point 550 metres or thereby east of Point 1 as shown by a heavy black line between points marked “G” and “H” on plan TR1 in the plan folio.

5. From a point 560 metres or thereby south-west of Point 2 in a generally north, north-easterly, direction for a distance of 55 metres or thereby to a point 505 metres or thereby south-west of Point 2 as shown by a heavy black line between points marked “I” and “J” on plan TR2 in the plan folio.

6. From a point 750 metres or thereby north, north-east of Point 2 in a generally north-westerly, then northerly, then north-easterly, then east, south-easterly direction for a distance of 260 metres or thereby to a point 870 metres or thereby north, north-east of Point 2 as shown by a heavy black line between points marked “K” and “L” on plan TR2 in the plan folio.

7. From a point 730 metres or thereby north, north-east of Point 2 in a generally east, north-easterly direction, then south-easterly, then north, north-easterly direction for a distance of 200

metres or thereby to a point 860 metres or thereby north, north-east of Point 2 as shown by a heavy black line between points marked “M” and “N” on plan TR2 in the plan folio.

8. From a point 820 metres or thereby north, north-east of Point 2 in a generally west, south-westerly, then north-westerly direction for a distance of 65 metres or thereby to a point 800 metres or thereby north of Point 2 as shown by a heavy black line between points marked “O” and “P” on plan TR2 in the plan folio.

9. From a point 755 metres or thereby north, north-east of Point 2 in a generally north, north-westerly, then northerly direction for a distance of 65 metres or thereby to a point 800 metres or thereby north, north-east of Point 2 as shown by a heavy black line between points marked “Q” and “R” on plan TR2 in the plan folio.

10. From a point 855 metres or thereby north, north-east of Point 2 in a clockwise direction for a distance of 155 metres or thereby returning to the same point 855 metres or thereby north, north-east of Point 2 forming the circulatory carriageway of the roundabout, as shown by a heavy black line between point marked ‘S’ and returning to the same point marked ‘S’ on plan TR2 in the plan folio.

11. From a point 525 metres or thereby east, south-east of Point 3 in a generally north-westerly direction for a distance of 125 metres or thereby to a point 420 metres or thereby east of Point 3 as shown by a heavy black line between points marked “T” and “U” on plan TR3 in the plan folio.

12. From a point 510 metres or thereby north of Point 3 in a generally north-westerly direction for a distance of 30 metres or thereby to a point 540 metres or thereby north, north-west of Point 3 as shown by a heavy black line between points marked “V” and “W” on plan TR3 in the plan folio.

13. From a point 1775 metres or thereby north-west of Point 3 in a generally north-westerly then south-westerly, then south-easterly direction for a distance of 230 metres or thereby to a point 1840 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “X” and “Y” on plan TR3 in the plan folio.

14. From a point 1890 metres or thereby north-west of Point 3 in a generally south-westerly direction for a distance of 55 metres or thereby to a point 1895 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “Z” and “AA” on plan TR3 in the plan folio.

15. From a point 1765 metres or thereby north-west of Point 3 in a generally south-westerly then westerly, then northerly, then east, north-easterly direction for a distance of 365 metres or thereby to a point 1860 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “BB” and “CC” on plan TR3 in the plan folio.

16. From a point 1875 metres or thereby north-west of Point 3 in a generally north, north-westerly direction for a distance of 55 metres or thereby to a point 1930 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “DD” and “EE” on plan TR3 in the plan folio.

17. From a point 520 metres or thereby east, north-east of Point 4 in a generally westerly direction for a distance of 225 metres or thereby to a point 310 metres or thereby east, north-east of Point 4 as shown by a heavy black line between points marked “FF” and “GG” on plan TR4 in the plan folio.

PART 2
BRIDGES OVER NAVIGABLE RIVERS
PLAN AND SPECIFICATION OF NEW BRIDGE OVER THE RIVER DULNAIN AT
CARRBRIDGE

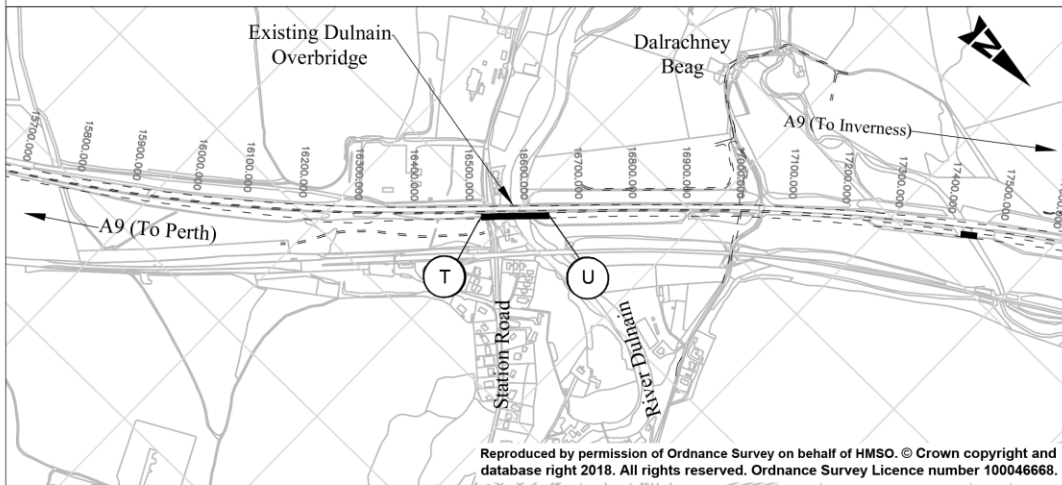
POINT OF COMMENCEMENT AND TERMINATION

From point T on the south-east side of the River Dulnain in the Highland Council area, 15 metres or thereby north-east of the centre line of the existing A9 Trunk Road at the south-east abutment of the existing Dulnain Underbridge to point U on the north-west side of the River Dulnain in the Highland Council area, 15 metres or thereby north-east of the centre line of the existing A9 Trunk Road at the north-west abutment of the existing Dulnain Underbridge.

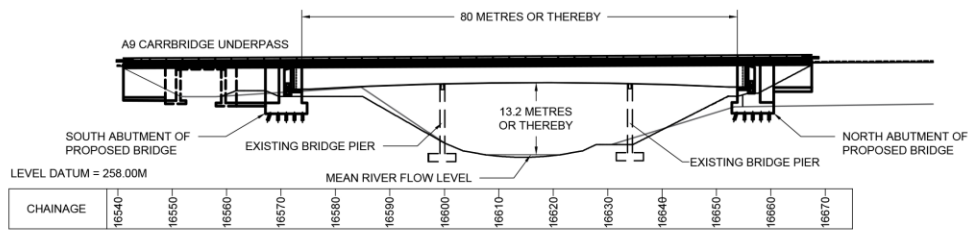
SPANS One in total comprising a navigational span of 80 to 85 metres or thereby.

HEADWAY 13.2 metres or thereby above the mean river flow level which is approximately 264 metres above ordnance datum.

WATERWAY as existing.



Location Plan



Elevation (Diagrammatic)



Scottish Government
 Riaghaltas na h-Alba
 gov.scot

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 (Dalraddy to Slochd)
 (Trunking Order) 201[]