

202[] No.

ROADS AND BRIDGES

**The A9 Trunk Road (Pass of Birnam to Tay Crossing)
(Trunking) Order 202[]**

Made 202[]

Coming into force 202[]

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.

In accordance with sections 20C and 55A of that Act 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 30th May 2025.

They prepared an Environmental Impact Assessment Report and published notice of it on 30th May 2025.

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 and commencement

1. This Order may be cited as the A9 Trunk Road (Pass of Birnam to Tay Crossing) (Trunking) Order 202[] 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 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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985, p.40, as amended by Council Directive 97/11/EC.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, S.S.I. 2006/614 and S.S.I. 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.

Trunk road

2. The definitions in the schedule of the Order have effect.

3. The Scottish Ministers direct that the lengths of road which they propose to construct along the routes described in Part 1 of the schedule of this Order will 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, the bridges over the navigable waters of the River Tay and River Braan in accordance with the plans and specifications in Parts 2 and 3, respectively, of the schedule of this Order.

L.SHACKMAN

A member of the staff of the Scottish Ministers

Transport Scotland
177 Bothwell Street
Glasgow
G2 7ER
202[]

INTERPRETATION

In this schedule—

“the plan folio” means the plan folio entitled “The A9 Trunk Road (Pass of Birnam to Tay Crossing) (Trunking) Order 202[]” signed with reference to this Order and deposited at the offices of Transport Scotland, 177 Bothwell Street, Glasgow, G2 7ER,

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

“Point 1” means the southernmost corner of the existing building known as Oakwood, Perth Road, Birnam, Dunkeld, PH8 0DN shown marked “Point 1” on plan TR1 in the plan folio,

“Point 2” means the northernmost corner of the existing building known as Tigh-Fhada, Inver, Dunkeld, PH8 0JR marked “Point 2” on plan TR2 in the plan folio, and

“Point 3” means the north-westernmost corner of the existing building known as Dunkeld House Hotel, Dunkeld, PH8 0HX shown marked “Point 3” on plan TR3 in the plan folio.

PART 1

THE ROUTES OF THE NEW TRUNK ROAD

1. From a point 1365 metres or thereby south, south-east of Point 1, in a generally north, north-westerly direction for a distance of 335 metres or thereby to a point 1030 metres or thereby south, south-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 1030 metres or thereby south, south-east of Point 1, in a generally north, north-westerly direction for a distance of 195 metres or thereby to a point 840 metres or thereby south, south-east of Point 1 as shown by a heavy black line between points marked “B” and “C” on plan TR1 in the plan folio.
3. From a point 1030 metres or thereby south, south-east of Point 1, in a generally north-westerly then west, north-westerly then westerly direction for a distance of 400 metres or thereby to a point 655 metres or thereby south, south-east of Point 1 as shown by a heavy black line between points marked “B” and “D” on plan TR1 in the plan folio.
4. From a point 655 metres or thereby south, south-east of Point 1, in a generally west, south-westerly direction for a distance of 90 metres or thereby to a point 645 metres or thereby south, south-east of Point 1 as shown by a heavy black line between points marked “D” and “E” on plan TR1 in the plan folio.
5. From a point 655 metres or thereby south, south-east of Point 1, in a generally north-easterly then north, north-easterly north, north-westerly direction for a distance of 145 metres or thereby to a point 535 metres or thereby south, south-east of Point 1 as shown by a heavy black line between points marked “D” and “F” on plan TR1 in the plan folio.
6. From a point 685 metres or thereby south, south-east of Point 1, in a generally north, north-westerly then north-westerly then west, north-westerly direction for a distance of 360 metres or thereby to a point 335 metres or thereby south, south-east of Point 1 as shown by a heavy black line between points marked “G” and “H” on plan TR1 in the plan folio.
7. From a point 890 metres or thereby east of Point 2, in a generally south, south-westerly then west, south-westerly then westerly then west, north-westerly then north-westerly then north, north-westerly direction then northerly for a distance of 150 metres or thereby to a point 785 metres or thereby east of Point 2 as shown by a heavy black line between points marked “I” and “J” on plan TR2 in the plan folio.

8. From a point 640 metres or thereby east of Point 2, in a generally west, north-westerly direction for a distance of 55 metres or thereby to a point 590 metres or thereby east of Point 2 as shown by a heavy black line between points marked “K” and “L” on plan TR2 in the plan folio.
9. From a point 155 metres or thereby north, north-west of Point 2, in a generally westerly direction for a distance of 515 metres or thereby to a point 590 metres or thereby west, north-west of Point 2 as shown by a heavy black line between points marked “M” and “N” on plan TR2 in the plan folio.
10. From a point 885 metres or thereby east of Point 2, in a generally north westerly then west, north-westerly then westerly then west, south westerly direction for a distance of 105 metres or thereby to a point 795 metres or thereby east of Point 2 as shown by a heavy black line between points marked “O” and “P” on plan TR2 in the plan folio.
11. From a point 540 metres or thereby west, south-west of Point 3, in a generally north-westerly direction for a distance of 90 metres or thereby to a point 595 metres or thereby west of Point 3 as shown by a heavy black line between points marked “Q” and “AA” on plan TR3 in the plan folio.
12. From a point 595 metres or thereby west of Point 3 in a generally north, north-westerly then northerly direction for a distance of 360 metres or thereby to a point 780 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “AA” and “AB” on plan TR3 in the plan folio.
13. From a point 595 metres or thereby west of Point 3 in a generally north-westerly direction for a distance of 175 metres or thereby to a point 695 metres or thereby west of Point 3 as shown by a heavy black line between points marked “AA” and “S” on plan TR3 in the plan folio.
14. From a point 695 metres or thereby west of Point 3 in a generally north, north-westerly then a northerly then north, north-easterly direction for a distance of 655 metres or thereby to a point 1025 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “S” and “R” on plan TR3 in the plan folio.
15. From a point 695 metres or thereby west of Point 3 in a generally north, north-westerly then northerly then north, north-westerly then north-westerly direction for a distance of 555 metres or thereby to a point 1055 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “S” and “T” on plan TR3 in the plan folio.
16. From a point 1055 metres or thereby north-west of Point 3 in a generally north, north-westerly then northerly then north, north-easterly then north-easterly then east, north easterly then easterly direction for a distance of 195 metres or thereby to a point 1050 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “T” and “U” on plan TR3 in the plan folio.
17. From a point 1055 metres or thereby north-west of Point 3 in a generally east, south easterly then easterly then east, north easterly then north, north easterly direction for a distance of 295 metres or thereby to a point 1075 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “T” and “V” on plan TR3 in the plan folio.
18. From a point 1455 metres or thereby north, north-west of Point 3 in a generally south, south-westerly direction for a distance of 305 metres or thereby to a point 1225 metres or thereby north, north-west of Point 3 as shown by a heavy black line between points marked “W” and “X” on plan TR3 in the plan folio.
19. From a point 1160 metres or thereby north, north-west of Point 3 in a generally southerly direction for a distance of 350 metres or thereby to a point 935 metres or thereby north-west of Point 3 as shown by a heavy black line between points marked “Y” and “Z” on plan TR3 in the plan folio.

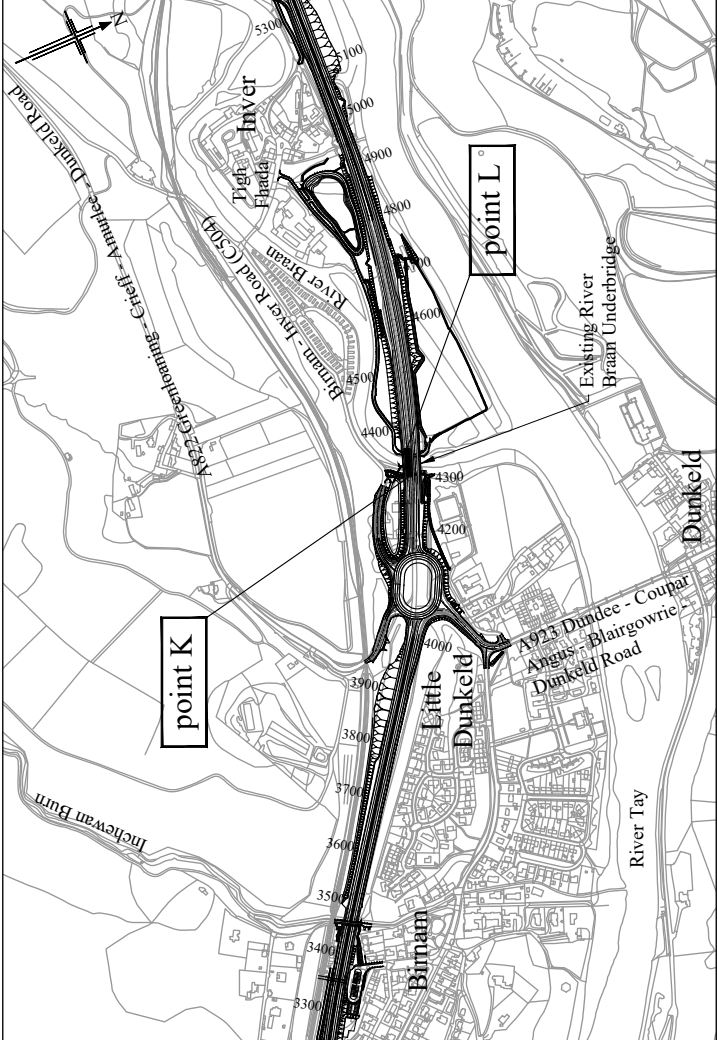
PART 2
BRIDGES OVER NAVIGABLE RIVERS
PLAN AND SPECIFICATION OF NEW BRIDGE OVER THE RIVER BRAAN
POINT OF COMMENCEMENT AND TERMINATION

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

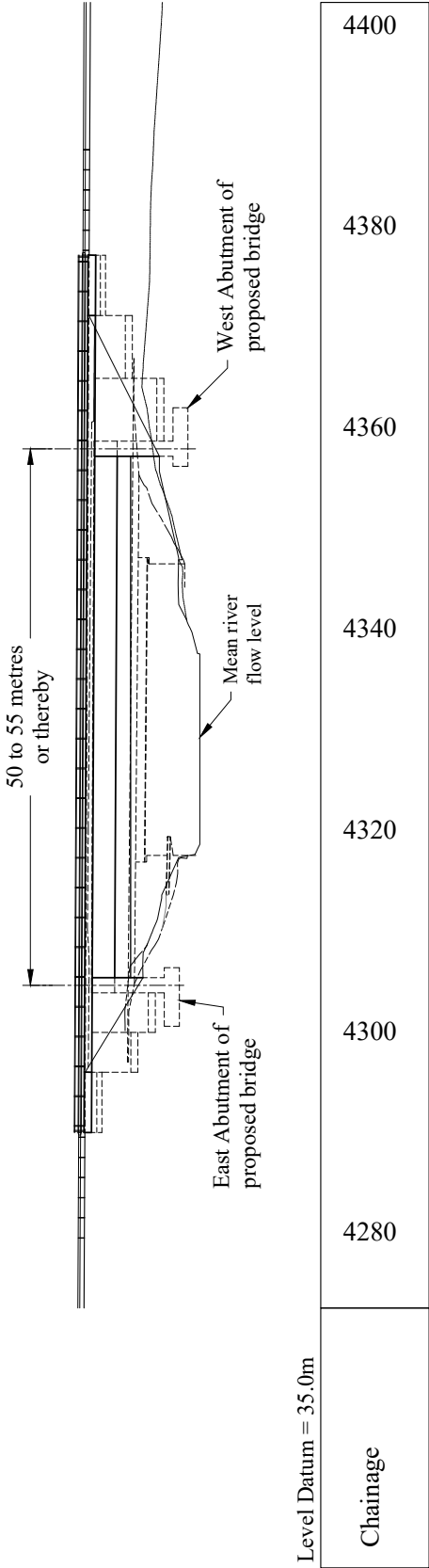
SPANS
One in total comprising one navigational span 50 to 55 metres or thereby

HEADWAY
8.7 metres or thereby above the mean river flow level which is approximately 45.9 metres above the ordnance datum.

WATERWAY
as existing.



Location Plan



Level Datum = 35.0m

The A9 Trunk Road
(Pass of Birnam to Tay Crossing)
(Trunking) Order 202[]

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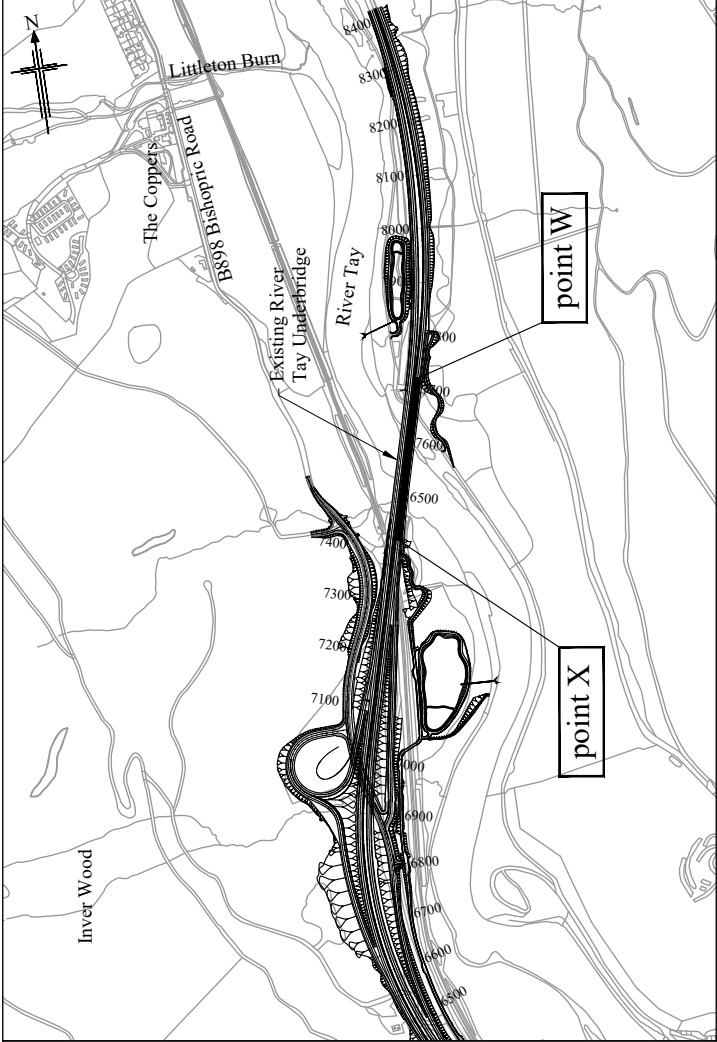
PART 3
BRIDGES OVER NAVIGABLE RIVERS
PLAN AND SPECIFICATION OF NEW BRIDGE OVER THE RIVER TAY
POINT OF COMMENCEMENT AND TERMINATION

From point W on the north side of the River Tay in the Perth and Kinross council area, 45 metres or thereby north-east of the centre line of the existing A9 Trunk Road at the north abutment of the existing River Tay Crossing to point X on the south side of the River Tay in the Perth and Kinross council area, 40 metres or thereby south of the centre line of the existing A9 Trunk Road at the south abutment of the existing River Tay Crossing Underbridge.

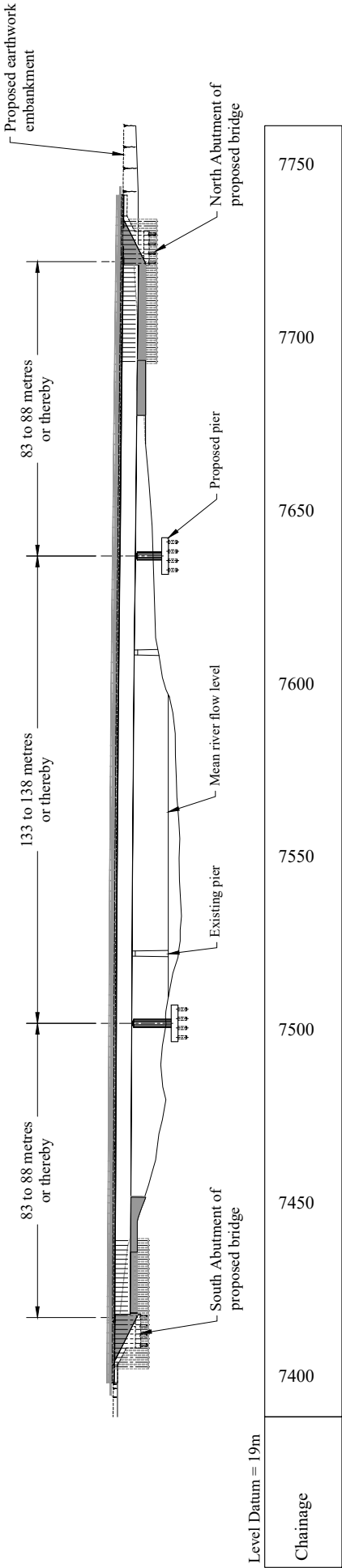
SPANS
Three in total comprising one navigational span of 133 to 138 metres or thereby, one span of 83 to 88 metres or thereby at the south end of the bridge and one span 83 to 88 metres or thereby at the north end of the bridge.

HEADWAY
9.9 metres or thereby above the mean river flow which is approximately 47.3 metres above the ordnance datum.

WATERWAY
as existing.



Location Plan



Elevation (Diagrammatic)



Scottish Government
Riaghaidas na h-Alba
gov.scot

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