

201[] No.

ROADS AND BRIDGES

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

Made - - - - 201[]

Coming into force - - 201[]

The Scottish Ministers make the following Order in exercise of the powers conferred by section 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 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 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 A9 Trunk Road (Glen Garry to Dalwhinnie) (Trunking) Order 201[] and comes into force on [].
2. The schedule of the Order has effect.

(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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985 p.40, as amended by Council Directive 97/11/EC, O.J. L 73, 14.3.1997,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

3. 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

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

201[]

SCHEDULE

Articles 2 & 3

INTERPRETATION

In this schedule—

“the plan folio” means the plan folio entitled “The A9 Trunk Road (Glen Garry to Dalwhinnie) (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 western-most corner of the property known as The Old Schoolhouse, Dalnaspidal, PH18 5UJ shown marked “point 1” on plan TR1 in the plan folio;

“point 2” means the northern-most corner of the property known as Drumochter Lodge, Dalwhinnie, PH19 1AF, shown marked “point 2” on plan TR2 in the plan folio.

THE ROUTES OF THE NEW TRUNK ROAD

1. From a point 190 metres or thereby east, south-east of point 1 in a generally west, north-westerly direction for a distance of 25 metres or thereby to a point 155 metres or thereby east, south-east 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 150 metres or thereby east, south-east of point 1 in a generally southerly direction for a distance of 20 metres or thereby to a point 155 metres or thereby east, south-east of point 1 as shown by a heavy black line between points marked “point C” and “point B” on plan TR1 in the plan folio.

3. From a point 155 metres or thereby east, south-east of point 1 in a generally south-westerly then westerly then north-westerly then west, north-westerly direction for a distance of 295 metres or thereby to a point 135 metres or thereby north-west of point 1 as shown by a heavy black line between points marked “point B” and “point E” on plan TR1 in the plan folio.

4. From a point 135 metres or thereby north-west of point 1 in a generally north, north-easterly then north-westerly then west, south-westerly direction for a distance of 215 metres or thereby to a point 255 metres or thereby north, 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.

5. From a point 255 metres or thereby north, north-west of point 1 in a generally southerly direction for a distance of 20 metres or thereby to a point 240 metres or thereby north, north-west of point 1 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 255 metres or thereby north, north-west of point 1 in a generally west, north-westerly direction for a distance of 25 metres or thereby to a point 270 metres or thereby north, north-west of point 1 as shown by a heavy black line between points marked “point F” and “point H” on plan TR1 in the plan folio.

7. From a point 90 metres or thereby north-west of point 2 in a generally north, north-westerly direction for a distance of 25 metres or thereby to a point 110 metres or thereby north-west of point 2 as shown by a heavy black line between points marked “point I” and “point J” on plan TR2 in the plan folio.

8. From a point 105 metres or thereby north, north-west of point 2 in a generally west, south-westerly direction for a distance of 20 metres or thereby to a point 110 metres or thereby north-west of point 2 as shown by a heavy black line between points marked “point K” and “point J” on plan TR2 in the plan folio.

9. From a point 110 metres or thereby north-west of point 2 in a generally west, north-westerly direction then north, north-westerly then north, north-easterly then north-easterly then easterly then east, south-easterly then south-easterly then southerly then south-westerly then west, south-westerly then west, north-westerly for a distance of 410 metres or thereby to a point 155 metres or thereby north of point 2 as shown by a heavy black line between points marked “point J” and “point M” on plan TR2 in the plan folio.

10. From a point 155 metres or thereby north of point 2 in a generally north, north-westerly direction for a distance of 35 metres or thereby to a point 185 metres or thereby north of point 2 as shown by a heavy black line between points marked “point M” and “point L” on plan TR2 in the plan folio.

11. From a point 155 metres or thereby north of point 2 in a generally west, south-westerly direction for a distance of 25 metres or thereby to a point 145 metres or thereby north of point 2 as shown by a heavy black line between points marked “point M” and “point N” on plan TR2 in the plan folio.