

**2016 No. 405**

**ROADS AND BRIDGES**

**The A9 Trunk Road (Luncarty to Pass of Birnam) (Trunking)  
Order 2016**

*Made*

*30th November 2016*

*Coming into force*

*20th December 2016*

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 March 2014. They prepared an environmental statement and published notice of it on 19th March 2014.

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 (Luncarty to Pass of Birnam) (Trunking) Order 2016 and comes into force on 20th December 2016.

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(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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985, p.40, as amended by Council Directive 97/11/EC, O.J. L 73,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, 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 definitions in Part 1 of the schedule of this Order have effect.

3. The Scottish Ministers direct that the lengths of roads which the Scottish Ministers propose to construct along the routes described in Part 2 of the schedule of this Order shall become trunk roads on the date this Order comes into force.

Transport Scotland,  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF  
30th November 2016

*MICHELLE RENNIE*  
A member of the staff of the Scottish Ministers

# SCHEDULE TRUNK ROAD

Articles 2 & 3

## PART 1 INTERPRETATION

In this Schedule—

“the plan folio” means the plan folio numbered OTG/1690/09 and entitled “The A9 Trunk Road (Luncarty to Pass of Birnam) (Trunking) Order 2016” 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 north-west corner of the existing building known as Rosevale House, Strathord, Stanley, Perthshire, PH1 4PS shown marked “point 1” on plan TR1 in the plan folio;

“point 2” means the south-west corner of the existing building known as Loakmill Steading, Loakmill Farm, Bankfoot, Perthshire, PH1 4EB shown marked “point 2” on plan TR2 in the plan folio; and

“point 3” means the north-east corner of the existing building known as Ardonachie, Bankfoot, Perth, Perthshire, PH1 4DY shown marked “point 3” on plan TR3 in the plan folio.

## PART 2 THE ROUTES OF THE NEW TRUNK ROAD

**1.** From a point 340 metres or thereby west, north-west of point 1 in a generally north, north-westerly then west, north-westerly direction for a distance of 270 metres or thereby to a point 575 metres or thereby west, north-west of point 1 as shown by a heavy black line between points marked “point A” and “point C” on plan TR1 in the plan folio.

**2.** From a point 550 metres or thereby west, north-west of point 1 in a generally northerly, then north-easterly direction for a distance of 100 metres or thereby to a point 575 metres or thereby west, north-west of point 1 as shown by a heavy black line between points marked “point B” and “point C” on plan TR1 in the plan folio.

**3.** From a point 575 metres or thereby west, north-west of point 1 in a generally east, north-easterly, then north, north-westerly direction for a distance of 320 metres or thereby to a point 805 metres or thereby north-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.

**4.** From a point 780 metres or thereby north-west of point 1 in a generally south, south-easterly, then easterly direction for a distance of 280 metres or thereby to a point 520 metres or thereby 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 520 metres or thereby north-west of point 1 in a generally easterly, then south, south-easterly direction for a distance of 160 metres or thereby to a point 390 metres or thereby 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 520 metres or thereby north-west of point 1 in a generally west, south-westerly then south, south-easterly direction for a distance of 280 metres or thereby to a point 330 metres or

thereby west, 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 180 metres or thereby north, north-east of point 2 in a generally north, north-westerly then west, north-westerly direction for a distance of 225 metres or thereby to a point 310 metres or thereby north, north-west of point 2 as shown by a heavy black line between points marked “point J” and “point K” on plan TR2 in the plan folio.

**8.** From a point 310 metres or thereby north, north-west of point 2 in a generally north-west direction for a distance of 30 metres or thereby to a point 335 metres or thereby north, north-west of point 2 as shown by a heavy black line between points marked “point K” and “point L” on plan TR2 in the plan folio.

**9.** From a point 310 metres or thereby north, north-west of point 2 in a generally east, north-easterly then north-easterly then north, north-westerly direction for a distance of 230 metres or thereby to a point 510 metres or thereby north of point 2 as shown by a heavy black line between points marked “point K” and “point M” on plan TR2 in the plan folio.

**10.** From a point 680 metres or thereby north, north-west of point 3 in a generally southerly direction for a distance of 205 metres or thereby to a point 495 metres or thereby north-west of point 3 as shown by a heavy black line between points marked “point N” and “point O” on plan TR3 in the plan folio.

**11.** From a point 485 metres or thereby north-west of point 3 in a generally southerly direction for a distance of 190 metres or thereby to a point 365 metres or thereby west, north-west of point 3 as shown by a heavy black line between points marked “point P” and “point Q” on plan TR3 in the plan folio.