

2024 No. 389

ROADS AND BRIDGES

**The A9 and A86 Trunk Roads (Crubenmore to Kincaig)
(Side Roads) Order 2024**

Made - - - - *18th December 2024*

Coming into force - - *17th January 2025*

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 12(1), (5) and 70(1) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 12(3) of the Act, they are satisfied, that another reasonably convenient route is available or will be provided before any road is stopped up pursuant to this Order.

In accordance with sections 71(3) of that Act, they are satisfied, that no access to the land is reasonably required or another reasonably convenient means of access to the land is available or will be provided in pursuance of this Order before the accesses are stopped up pursuant to 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 4 September 2018.

They prepared an environmental statement and published notice of it on 4 September 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.

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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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985, p.40, as amended by Council Directive 97/11/EC, O.J. L 73,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, 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 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 schedule 3, paragraph 1, 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 II was amended by the New Road 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.

Citation and commencement

1. This Order may be cited as the A9 and A86 Trunk Roads (Crubenmore to Kincaig) (Side Roads) Order 2024 and comes into force on 17 January 2025.

Side Roads and New Means of Access

2. The definitions in schedule 1 of this Order have effect.
3. The Scottish Ministers as roads authority are authorised—
 - (a) to construct those lengths of road (hereinafter referred to as “the new side roads”) along the routes described in schedule 2;
 - (b) to improve those lengths of road described in schedule 3;
 - (c) to stop up those lengths of road described in schedule 4 where another reasonably convenient route is available or has been provided pursuant to this Order;
 - (d) to stop up those private means of access described in schedule 5 where another reasonably convenient means of access to the affected land is available or has been provided pursuant to this Order;
 - (e) to provide those new means of access described in schedule 6.

Statutory Undertakers

4. Where immediately before the date this Order comes into force there is under, in, on, over, along or across any of the lengths of road described in schedules 3 and 4 any apparatus belonging to a statutory undertaker, any rights of the statutory undertaker in respect of such apparatus will be preserved.

Transfer of Roads

5. On 1st April next after the date on which the new side roads are all open for the purposes of through traffic, that new side road shall be transferred to The Highland Council^(a) as the roads authority for those roads and they must enter those roads in their list of public roads^(b).

L. SHACKMAN

A member of the staff of the Scottish Ministers

Transport Scotland
George House
2nd Floor
36 North Hanover Street
Glasgow
G1 2AD
18th December 2024

(a) A council constituted under section 2 of the Local Government etc. (Scotland) Act 1994 (c. 39).

(b) The list of public roads prepared and kept by the local roads authority under section 1(1) of the Roads (Scotland) Act 1984.

SCHEDULE 1

Article 2

INTERPRETATION

In these schedules—

“the plan folio” means the plan folio entitled “The A9 and A86 Trunk Roads (Crubenmore to Kincaig) (Side Roads) Order 2024”, signed with reference to this Order and deposited at the offices of Transport Scotland, George House, 2nd Floor, 36 North Hanover Street, Glasgow, G1 2AD;

“the existing A9 Trunk Road” means the existing M9/A9 Edinburgh – Stirling – Thurso Trunk Road between Crubenmore and Kincaig, including all lay-bys and bus lay-bys;

“the existing A86 Trunk Road” means the existing A86 Spean Bridge – Kingussie Trunk Road at Kingussie, including all lay-bys and bus lay-bys;

“point 1” means the western corner of the property known as Ralia Cafe and Tourist Information, Newtonmore, PH20 1BD shown marked “point 1” on plan SR1 and on plan SR1A in the plan folio;

“point 2” means the eastern corner of the property known as Invermore Lodge, Ralia, Newtonmore, PH20 1BD shown marked “point 2” on plan SR2 in the plan folio;

“point 3” means the eastern corner of the property known as Cattlemans Cottage, Ralia, Newtonmore, PH20 1BD shown marked “point 3” on plan SR3 in the plan folio;

“point 4” means the western corner of the structure which crosses the Burn of Inverton, shown marked “point 4” on plan SR4 in the plan folio;

“point 5” means the north-western corner of the property known as Ruthven Cottage, shown marked “point 5” on plan SR5 in the plan folio;

“point 6” means the northern corner of the property known as Kerrow Cottage, Kingussie, PH21 1LS shown marked “point 6” on plan SR6 and on plan SR6A in the plan folio;

“point 7” means the northern corner of the property known as Lynvoan Cottage, Kingussie, PH21 1LS shown marked “point 7” on plan SR7 in the plan folio;

“point 8” means the southern corner of the property known as Mains of Balavil, Kingussie, PH21 1LU shown marked “point 8” on plan SR8 in the plan folio;

“point 9” means the eastern corner of the property known as Garaidh, Kingussie, PH21 1NA shown marked “point 9” on plan SR9 in the plan folio.

SCHEDULE 2

Article 3(a)

THE ROUTES OF THE NEW SIDE ROADS

1. From a point 1685 metres or thereby south, south-west of point 1 in a generally east, south-easterly direction for a distance of 40 metres or thereby to a point 1650 metres or thereby south, south-west of point 1 as shown by stipple and numbered “1” on plan SR1A in the plan folio.

2. From a point 1640 metres or thereby south, south-west of point 1 in a generally north-easterly then northerly then north-easterly then northerly then east, north-easterly for a distance of 1105 metres or thereby to a point 580 metres or thereby south, south-west of point 1 as shown by stipple and numbered “2” on plan SR1A in the plan folio.

3. From a point 625 metres or thereby south, south-west of point 1 in a generally northerly direction for a distance of 35 metres or thereby to a point 590 metres or thereby south, south-west of point 1 as shown by stipple and numbered “3” on plan SR1A in the plan folio.

4. From a point 575 metres or thereby south-west of point 1 in a generally westerly direction for a distance of 25 metres or thereby to a point 590 metres or thereby south, south-west of point 1 as shown by stipple and numbered “4” on plan SR1A in the plan folio.

5. From a point 590 metres or thereby south-west of point 1 in a generally north-westerly then north-easterly direction for a distance of 250 metres or thereby to a point 360 metres or thereby south, south-west of point 1 as shown by stipple and numbered “5” on plan SR1A in the plan folio.

6. From a point 350 metres or thereby south, south-west of point 1 in a generally north, north-easterly direction for a distance of 10 metres or thereby to a point 340 metres or thereby south, south-west of point 1 as shown by stipple and numbered “6” on plan SR1A in the plan folio.

7. From a point 155 metres or thereby south-west of point 1 in a generally north, north-easterly direction for a distance of 35 metres or thereby to a point 125 metres or thereby south-west of point 1 as shown by stipple and numbered “7” on plan SR1A in the plan folio.

8. From a point 105 metres or thereby south-west of point 1 in a generally north, north-easterly direction for a distance of 85 metres or thereby to a point 35 metres or thereby west of point 1 as shown by stipple and numbered “8” on plan SR1A in the plan folio.

9. From a point 30 metres or thereby west, north-west of point 1 in a generally north, north-easterly direction for a distance of 35 metres or thereby to a point 40 metres or thereby north of point 1 as shown by stipple and numbered “9” on plan SR1A in the plan folio.

10. From a point 50 metres or thereby north of point 1 in a generally north-easterly direction for a distance of 105 metres or thereby to a point 140 metres or thereby north, north-east of point 1 as shown by stipple and numbered “10” on plan SR1A in the plan folio.

11. From a point 150 metres or thereby north-east of point 1 in a generally north-easterly direction for a distance of 55 metres or thereby to a point 180 metres or thereby north-east of point 1 as shown by stipple and numbered “12” on plan SR1A in the plan folio.

12. From a point 490 metres or thereby south-west of point 2 in a generally north-easterly direction for a distance of 25 metres or thereby to a point 460 metres or thereby south-west of point 2 as shown by stipple and numbered “13” on plan SR2 in the plan folio.

13. From a point 155 metres or thereby south, south-west of point 2 in a generally east, south-easterly direction for a distance of 40 metres or thereby to a point 140 metres or thereby south, south-west of point 2 as shown by stipple and numbered “14” on plan SR2 in the plan folio.

14. From a point 60 metres or thereby north-east of point 2 in a generally southerly direction for a distance of 80 metres or thereby to a point 70 metres or thereby south-east of point 2 as shown by stipple and numbered “15” on plan SR2 in the plan folio.

15. From a point 70 metres or thereby south-east of point 2 in a generally south-easterly direction for a distance of 10 metres or thereby to a point 80 metres or thereby south-east of point 2 as shown by stipple and numbered “16” on plan SR2 in the plan folio.

16. From a point 80 metres or thereby south-east of point 2 in a generally southerly direction for a distance of 10 metres or thereby to a point 90 metres or thereby south-east of point 2 as shown by stipple and numbered “17” on plan SR2 in the plan folio.

17. From a point 370 metres or thereby east of point 2 in a generally east, north-easterly direction for a distance of 35 metres or thereby to a point 405 metres or thereby east of point 2 as shown by stipple and numbered “19” on plan SR2 in the plan folio.

18. From a point 500 metres or thereby east, north-east of point 2 in a generally east, north-easterly direction for a distance of 45 metres or thereby to a point 550 metres or thereby east, north-east of point 2 as shown by stipple and numbered “20” on plan SR2 in the plan folio.

19. From a point 785 metres or thereby east, north-east of point 2 in a generally easterly direction for a distance of 30 metres or thereby to a point 815 metres or thereby east, north-east of point 2 as shown by stipple and numbered “22” on plan SR2 in the plan folio.

20. From a point 885 metres or thereby east, north-east of point 2 in a generally east, north-easterly direction for a distance of 40 metres or thereby to a point 925 metres or thereby east, north-east of point 2 as shown by stipple and numbered “23” on plan SR2 in the plan folio.

21. From a point 995 metres or thereby east, north-east of point 2 in a generally east, north-easterly direction for a distance of 35 metres or thereby to a point 1030 metres or thereby east, north-east of point 2 as shown by stipple and numbered “24” on plan SR2 in the plan folio.

22. From a point 1155 metres or thereby east, north-east of point 2 in a generally north-easterly direction for a distance of 35 metres or thereby to a point 1190 metres or thereby east, north-east of point 2 as shown by stipple and numbered “25” on plan SR2 in the plan folio.

23. From a point 80 metres or thereby south-east of point 2 in a generally south, south-easterly direction for a distance of 30 metres or thereby to a point 105 metres or thereby south, south-east of point 2 as shown by stipple and numbered “274” on plan SR2 in the plan folio.

24. From a point 305 metres or thereby south-west of point 2 in a generally north-easterly direction for a distance of 90 metres or thereby to a point 215 metres or thereby south-west of point 2 as shown by stipple and numbered “283” on plan SR2 in the plan folio.

25. From a point 1000 metres or thereby south-west of point 3 in a generally north-easterly direction for a distance of 35 metres or thereby to a point 965 metres or thereby south-west of point 3 as shown by stipple and numbered “27” on plan SR3 in the plan folio.

26. From a point 850 metres or thereby south-west of point 3 in a generally north-easterly direction for a distance of 40 metres or thereby to a point 810 metres or thereby south-west of point 3 as shown by stipple and numbered “28” on plan SR3 in the plan folio.

27. From a point 740 metres or thereby south-west of point 3 in a generally east, north-easterly direction for a distance of 60 metres or thereby to a point 685 metres or thereby south-west of point 3 as shown by stipple and numbered “29” on plan SR3 in the plan folio.

28. From a point 515 metres or thereby south-west of point 3 in a generally north, north-easterly direction for a distance of 45 metres or thereby to a point 475 metres or thereby south-west of point 3 as shown by stipple and numbered “31” on plan SR3 in the plan folio.

29. From a point 305 metres or thereby west, south-west of point 3 in a generally east, north-easterly direction for a distance of 50 metres or thereby to a point 255 metres or thereby west, south-west of point 3 as shown by stipple and numbered “33” on plan SR3 in the plan folio.

30. From a point 100 metres or thereby south of point 3 in a generally south-easterly direction for a distance of 40 metres or thereby to a point 90 metres or thereby south of point 3 as shown by stipple and numbered “35” on plan SR3 in the plan folio.

31. From a point 185 metres or thereby east, south-east of point 3 in a generally east, north-easterly direction for a distance of 45 metres or thereby to a point 225 metres or thereby east, south-east of point 3 as shown by stipple and numbered “36” on plan SR3 in the plan folio.

32. From a point 290 metres or thereby east of point 3 in a generally easterly then south-easterly direction for a distance of 160 metres or thereby to a point 430 metres or thereby east, south-east of point 3 as shown by stipple and numbered “180” on plan SR3 in the plan folio.

33. From a point 430 metres or thereby east, south-east of point 3 in a generally southerly, then south-westerly direction for a distance of 50 metres or thereby to a point 415 metres or thereby east, south-east of point 3 as shown by stipple and numbered “181” on plan SR3 in the plan folio.

34. From a point 430 metres or thereby east, south-east of point 3 in a generally south-easterly direction for a distance of 50 metres or thereby to a point 470 metres or thereby east, south-east of point 3 as shown by stipple and numbered “182” on plan SR3 in the plan folio.

35. From a point 120 metres or thereby east, south-east of point 8 in a generally north-easterly direction for a distance of 155 metres or thereby to a point 235 metres or thereby north-east of point 8 as shown by stipple and numbered “278” on plan SR8 in the plan folio.

SCHEDULE 3

Article 3(b)

LENGTHS OF SIDE ROAD TO BE IMPROVED

1. That length of the existing C1137 Glentruim – Catlodge Road from a point 1690 metres or thereby south-west of point 1 in a generally north-easterly direction for a distance of 70 metres or thereby to a point 1635 metres or thereby south-west of point 1 as shown by cross hatching and numbered “40” on plan SR1A in the plan folio.

2. That length of the existing U3011 Raliabeag Road from a point 385 metres or thereby south-west of point 1 in a generally north-easterly direction for a distance of 675 metres or thereby to a point 265 metres or thereby north-east of point 1 as shown by cross hatching and numbered “41” on plan SR1A in the plan folio.

3. That length of the existing B9150 Ralia – Newtonmore Road from a point 675 metres or thereby south-west of point 2 in a generally north-easterly direction for a distance of 200 metres or thereby to a point 485 metres or thereby south-west of point 2 as shown by cross hatching and numbered “42” on plan SR2 in the plan folio.

4. That length of the existing B9150 Ralia – Newtonmore Road from a point 460 metres or thereby south-west of point 2 in a generally north-easterly direction for a distance of 35 metres or thereby to a point 430 metres or thereby south-west of point 2 as shown by cross hatching and numbered “43” on plan SR2 in the plan folio.

5. That length of the existing B9150 Ralia – Newtonmore Road from a point 315 metres or thereby south-west of point 2 in a generally north-easterly direction for a distance of 170 metres or thereby to a point 155 metres or thereby south-west of point 2 as shown by cross hatching and numbered “44” on plan SR2 in the plan folio.

6. That length of the existing B9150 Ralia – Newtonmore Road from a point 100 metres or thereby north-east of point 2 in a generally southerly direction for a distance of 70 metres or thereby to a point 50 metres or thereby east of point 2 as shown by cross hatching and numbered “45” on plan SR2 in the plan folio.

7. That length of the existing U3063 Ralia – Nuide Road from a point 80 metres or thereby south, south-east of point 2 in a generally easterly direction for a distance of 95 metres or thereby to a point 140 metres or thereby east, south-east of point 2 as shown by cross hatching and numbered “46” on plan SR2 in the plan folio.

8. That length of the existing U3063 Ralia – Nuide Road from a point 355 metres or thereby east, north-east of point 2 in a generally east, north-easterly direction for a distance of 70 metres or thereby to a point 425 metres or thereby east, north-east of point 2 as shown by cross hatching and numbered “250” on plan SR2 in the plan folio

9. That length of the existing U3063 Ralia – Nuide Road from a point 495 metres or thereby east, north-east of point 2 in a generally north-easterly direction for a distance of 70 metres or thereby to a point 560 metres or thereby east, north-east of point 2 as shown by cross hatching and numbered “251” on plan SR2 in the plan folio.

10. That length of the existing U3063 Ralia – Nuide Road from a point 765 metres or thereby east of point 2 in a generally easterly direction for a distance of 70 metres or thereby to a point 835 metres or thereby north, north-east of point 2 as shown by cross hatching and numbered “253” on plan SR2 in the plan folio.

11. That length of the existing U3063 Ralia – Nuide Road from a point 875 metres or thereby north, north-east of point 2 in a generally north-easterly direction for a distance of 65 metres or thereby to a point 940 metres or thereby north, north-east of point 2 as shown by cross hatching and numbered “254” on plan SR2 in the plan folio.

12. That length of the existing U3063 Ralia – Nuide Road from a point 960 metres or thereby north, north-east of point 2 in a generally north-easterly direction for a distance of 90 metres or thereby to a point 1045 metres or thereby north, north-east of point 2 as shown by cross hatching and numbered “255” on plan SR2 in the plan folio.

13. That length of the existing U3063 Ralia – Nuide Road from a point 1140 metres or thereby north, north-east of point 2 in a generally north-easterly direction for a distance of 70 metres or thereby to a point 1205 metres or thereby north, north-east of point 2 as shown by cross hatching and numbered “256” on plan SR2 in the plan folio.

14. That length of the existing B9150 Ralia - Newtonmore Road from a point 225 metres or thereby north, north-east of point 2 in a generally north-easterly direction for a distance of 10 metres or thereby to a point 235 metres or thereby north, north-east of point 2 as shown by cross hatching and numbered “282” on plan SR2 in the plan folio.

15. That length of the existing U3063 Ralia – Nuide Road from a point 870 metres or thereby south-west of point 3 in a generally easterly, north-easterly then north-easterly then east, north-easterly then east, south-easterly direction for a distance of 1150 metres or thereby to a point 290 metres or thereby east, south-east of point 3 as shown by cross hatching and numbered “47” on plan SR3 in the plan folio.

16. That length of the existing U3063 Ralia – Nuide Road from a point 1020 metres or thereby south-west of point 3 in a generally north-easterly direction for a distance of 75 metres or thereby to a point 945 metres or thereby south-west of point 3 as shown by cross hatching and numbered “258” on plan SR3 in the plan folio.

17. That length of the existing B970 Ruthven Road from a point 1655 metres or thereby south, south-west of point 6 in a generally south-easterly direction for a distance of 100 metres or thereby to a point 1700 metres or thereby south, south-west of point 6 as shown by cross hatching and numbered “285” on plan SR6A in the plan folio.

18. That length of the existing B9152 Kingussie – Granish Road from a point 300 metres or thereby south-east of point 6 in a generally north-easterly direction for a distance of 75 metres or thereby to a point 365 metres or thereby south-east of point 6 as shown by cross hatching and numbered “286” on plan SR6A in the plan folio.

19. That length of the existing B9152 Kingussie – Granish Road from a point 115 metres or thereby east, south-east of point 8 in a generally north-easterly direction for a distance of 275 metres or thereby to a point 350 metres or thereby north-east of point 8 as shown by cross hatching and numbered “48” on plan SR8 in the plan folio.

20. That length of the existing B9152 Kingussie - Granish Road from a point 250 metres or thereby south, south-west of point 8 in a generally north-easterly direction for a distance of 25 metres or thereby to a point 230 metres or thereby south, south-west of point 8 as shown by cross hatching and numbered “289” on plan SR8 in the plan folio.

21. That length of the existing B9152 Kingussie - Granish Road from a point 430 metres or thereby north-east of point 8 in a generally north-easterly direction for a distance of 15 metres or thereby to a point 445 metres or thereby north-east of point 8 as shown by cross hatching and numbered “290” on plan SR8 in the plan folio.

22. That length of the existing B9152 Kingussie - Granish Road from a point 755 metres or thereby south-west of point 8 in a generally north-easterly direction for a distance of 50 metres or thereby to a point 710 metres or thereby south-west of point 8 as shown by cross hatching and numbered “294” on plan SR8 in the plan folio.

23. That length of the existing B9152 Kingussie – Granish Road from a point 650 metres or thereby east, north-east of point 9 in a generally north-easterly direction for a distance of 135 metres or thereby to a point 780 metres or thereby east, north-east of point 9 as shown by cross hatching and numbered “237” on plan SR9 in the plan folio.

24. That length of the existing B9152 Kingussie - Granish Road from a point 140 metres or thereby south-east of point 9 in a generally north-easterly direction for a distance of 35 metres or thereby to a point 145 metres or thereby south-east of point 9 as shown by cross hatching and numbered "291" on plan SR9 in the plan folio.

25. That length of the existing B9152 Kingussie - Granish Road from a point 835 metres or thereby north-east of point 9 in a generally north-easterly direction for a distance of 185 metres or thereby to a point 1010 metres or thereby north-east of point 9 as shown by cross hatching and numbered "292" on plan SR9 in the plan folio.

26. That length of the existing B9152 Kingussie - Granish Road from a point 1045 metres or thereby north-east of point 9 in a generally north-easterly direction for a distance of 10 metres or thereby to a point 1055 metres or thereby north-east of point 9 as shown by cross hatching and numbered "293" on plan SR9 in the plan folio.

SCHEDULE 4

Article 3(c)

LENGTHS OF ROAD TO BE STOPPED UP

1. That length of the existing A9 Trunk Road from a point 2010 metres or thereby south, south-west of point 1 in a generally north, north-easterly direction for a distance of 420 metres or thereby to a point 1595 metres or thereby south, south-west of point 1 as shown by zebra hatching and numbered “49” on plan SR1 in the plan folio.

2. That length of the existing C1137 Glentruim – Catlodge Road from a point 1630 metres or thereby south, south-west of point 1 in a generally westerly direction for a distance of 85 metres or thereby to a point 1680 metres or thereby south, south-west of point 1 as shown by zebra hatching and numbered “50” on plan SR1 in the plan folio.

3. That length of the existing A9 Trunk Road from a point 1595 metres or thereby south, south-west of point 1 in a generally northerly then north, north-easterly direction for a distance of 745 metres or thereby to a point 870 metres or thereby south, south-west of point 1 as shown by zebra hatching and numbered “51” on plan SR1 in the plan folio.

4. That length of cycle track between the existing C1137 Glentruim – Catlodge Road and the existing U3011 Raliabeag Road from a point 1620 metres or thereby south, south-west of point 1 in a generally northerly then north-easterly direction for a distance of 1325 metres or thereby to a point 340 metres or thereby south, south-west of point 1 as shown by zebra hatching and numbered “52” on plan SR1 in the plan folio.

5. That length of the existing U3011 Raliabeag Road from a point 575 metres or thereby south, south-west of point 1 in a generally north, north-easterly direction for a distance of 220 metres or thereby to a point 355 metres or thereby south, south-west of point 1 as shown by zebra hatching and numbered “53” on plan SR1 in the plan folio.

6. That length of the existing A9 Trunk Road from a point 410 metres or thereby south, south-west of point 1 in a generally north, north-easterly then north-easterly then east, north-easterly direction for a distance of 940 metres or thereby to a point 540 metres or thereby north-east of point 1 as shown by zebra hatching and numbered “56” on plan SR1 in the plan folio.

7. That length of the existing A9 Trunk Road from a point 565 metres or thereby south-west of point 2 in a generally east, north-easterly direction for a distance of 105 metres or thereby to a point 470 metres or thereby south-west of point 2 as shown by zebra hatching and numbered “57” on plan SR2 in the plan folio.

8. That length of the existing B9150 Ralia – Newtonmore Road from a point 490 metres or thereby south-west of point 2 in a generally north, north-westerly direction for a distance of 40 metres or thereby to a point 460 metres or thereby south-west of point 2 as shown by zebra hatching and numbered “58” on plan SR2 in the plan folio.

9. That length of the existing U3011 Raliabeag Road from a point 475 metres or thereby south-west of point 2 in a generally westerly direction for a distance of 10 metres or thereby to a point 485 metres or thereby south-west of point 2 as shown by zebra hatching and numbered “59” on plan SR2 in the plan folio.

10. That length of the existing A9 Trunk Road from a point 465 metres or thereby south-west of point 2 in a generally east, north-easterly direction for a distance of 185 metres or thereby to a point 300 metres or thereby south, south-west of point 2 as shown by zebra hatching and numbered “61” on plan SR2 in the plan folio.

11. That length of existing B9150 Ralia – Newtonmore Road from a point 145 metres or thereby south, south-west of point 2 in a generally north-easterly direction for a distance of 195 metres or thereby to a point 55 metres or thereby north-east of point 2 as shown by zebra hatching and numbered “62” on plan SR2 in the plan folio.

12. That length of existing U3063 Ralia – Nuide Road from a point 70 metres or thereby south, south-east of point 2 in a generally east, north-easterly direction for a distance of 45 metres or thereby to a point 80 metres or thereby south, south-east of point 2 as shown by zebra hatching and numbered “63” on plan SR2 in the plan folio.

13. That length of the existing A9 Trunk Road from a point 190 metres or thereby south, south-east of point 2 in a generally east, north-easterly direction for a distance of 640 metres or thereby to a point 655 metres or thereby east, north-east of point 2 as shown by zebra hatching and numbered “64” on plan SR2 in the plan folio.

14. That length of the existing A9 Trunk Road from a point 270 metres or thereby east of point 3 in a generally east, south-easterly direction for a distance of 190 metres or thereby to a point 455 metres or thereby east, south-east of point 3 as shown by zebra hatching and numbered “267” on plan SR3 in the plan folio.

15. That length of the existing A9 Trunk Road from a point 185 metres or thereby east, north-east of point 4 in a generally easterly direction for a distance of 350 metres or thereby to a point 530 metres or thereby east, north-east of point 4 as shown by zebra hatching and numbered “65” on plan SR4 in the plan folio.

16. That length of the existing A9 Trunk Road from a point 805 metres or thereby west, south-west of point 5 in a generally east, north-easterly then north-easterly direction for a distance of 745 metres or thereby to a point 160 metres or thereby north-west of point 5 as shown by zebra hatching and numbered “66” on plan SR5 in the plan folio.

17. That length of the existing A9 Trunk Road from a point 1815 metres or thereby south, south-west of point 6 in a generally north-easterly then north, north-easterly direction for a distance of 1530 metres or thereby to a point 330 metres or thereby south, south-west of point 6 as shown by zebra hatching and numbered “67” on plan SR6 in the plan folio.

18. That length of the existing A86 Trunk Road from a point 330 metres or thereby south, south-west of point 6 in a generally easterly direction for a distance of 50 metres or thereby to a point 310 metres or thereby south, south-west of point 6 as shown by zebra hatching and numbered “68” on plan SR6 in the plan folio.

19. That length of the existing A86 Trunk Road from a point 215 metres or thereby south-east of point 6 in a generally north-westerly direction for a distance of 140 metres or thereby to a point 85 metres or thereby east, south-east of point 6 as shown by zebra hatching and numbered “69” on plan SR6 in the plan folio.

20. That length of the existing A9 Trunk Road from a point 305 metres or thereby south, south-west of point 6 in a generally north, north-easterly direction for a distance of 980 metres or thereby to a point 700 metres or thereby north-east of point 6 as shown by zebra hatching and numbered “70” on plan SR6 in the plan folio.

21. That length of the existing A9 Trunk Road from a point 880 metres or thereby west, south-west of point 7 in a generally east, north-easterly direction for a distance of 355 metres or thereby to a point 525 metres or thereby west, south-west of point 7 as shown by zebra hatching and numbered “71” on plan SR7 in the plan folio.

22. That length of the existing A9 Trunk Road from a point 490 metres or thereby west, south-west of point 7 in a generally east, north-easterly direction for a distance of 85 metres or thereby to a point 410 metres or thereby west, south-west of point 7 as shown by zebra hatching and numbered “72” on plan SR7 in the plan folio.

23. That length of the existing A9 Trunk Road from a point 1065 metres or thereby west, south-west of point 8 in a generally east, north-easterly direction for a distance of 385 metres or thereby to a point 685 metres or thereby west, south-west of point 8 as shown by zebra hatching and numbered “73” on plan SR8 in the plan folio.

24. That length of the existing A9 Trunk Road from a point 260 metres or thereby east, north-east of point 8 in a generally north-easterly direction for a distance of 50 metres or thereby to a point 310 metres or thereby east, north-east of point 8 as shown by zebra hatching and numbered “74” on plan SR8 in the plan folio

25. That length of the existing A9 Trunk Road from a point 1030 metres or thereby south-west of point 9 in a generally north-easterly direction for a distance of 545 metres or thereby to a point 485 metres or thereby south-west of point 9 as shown by zebra hatching and numbered “75” on plan SR9 in the plan folio.

SCHEDULE 5

Article 3(d)

PRIVATE MEANS OF ACCESS TO BE STOPPED UP

- 1.** The private means of access on the east side of the existing A9 Trunk Road from a point 1120 metres or thereby south-west of point 1 as shown by a solid black bar and numbered “76” on plan SR1 in the plan folio.
- 2.** The private means of access on the east side of the existing A9 Trunk Road from a point 1040 metres or thereby south-west of point 1 as shown by a solid black bar and numbered “77” on plan SR1 in the plan folio.
- 3.** The private means of access on the west side of the existing A9 Trunk Road from a point 1045 metres or thereby south-west of point 1 as shown by a solid black bar and numbered “78” on plan SR1 in the plan folio.
- 4.** The private means of access on the west side of the existing A9 Trunk Road from a point 995 metres or thereby south-west of point 1 as shown by a solid black bar and numbered “79” on plan SR1 in the plan folio.
- 5.** The private means of access on the south side of the existing A9 Trunk Road from a point 545 metres or thereby south-west of point 2 as shown by a solid black bar and numbered “80” on plan SR2 in the plan folio.
- 6.** The private means of access on the south side of the existing A9 Trunk Road from a point 520 metres or thereby south-west of point 2 as shown by a solid black bar and numbered “81” on plan SR2 in the plan folio.
- 7.** The private means of access on the south side of the existing A9 Trunk Road from a point 310 metres or thereby south-west of point 2 as shown by a solid black bar and numbered “82” on plan SR2 in the plan folio.
- 8.** The private means of access on the south side of the existing A9 Trunk Road from a point 250 metres or thereby south-east of point 2 as shown by a solid black bar and numbered “83” on plan SR2 in the plan folio.
- 9.** The private means of access on the south side of the existing A9 Trunk Road from a point 305 metres or thereby south-east of point 2 as shown by a solid black bar and numbered “84” on plan SR2 in the plan folio.
- 10.** The private means of access on the south side of the existing A9 Trunk Road from a point 325 metres or thereby south-east of point 2 as shown by a solid black bar and numbered “85” on plan SR2 in the plan folio.
- 11.** The private means of access on the north side of the existing A9 Trunk Road from a point 290 metres or thereby south-east of point 2 as shown by a solid black bar and numbered “86” on plan SR2 in the plan folio.
- 12.** The private means of access on the north side of the existing A9 Trunk Road from a point 310 metres or thereby south-east of point 2 as shown by a solid black bar and numbered “87” on plan SR2 in the plan folio.
- 13.** The private means of access on the south side of the existing A9 Trunk Road from a point 430 metres or thereby south-west of point 3 as shown by a solid black bar and numbered “89” on plan SR3 in the plan folio.
- 14.** The private means of access on the south side of the existing A9 Trunk Road from a point 325 metres or thereby south-west of point 3 as shown by a solid black bar and numbered “90” on plan SR3 in the plan folio.

15. The private means of access on the south side of the existing A9 Trunk Road from a point 265 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “91” on plan SR3 in the plan folio.

16. The private means of access on the south side of the existing A9 Trunk Road from a point 265 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “92” on plan SR3 in the plan folio.

17. The private means of access on the south side of the existing A9 Trunk Road from a point 245 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “93” on plan SR3 in the plan folio.

18. The private means of access on the north side of the existing A9 Trunk Road from a point 350 metres or thereby east of point 3 as shown by a solid black bar and numbered “97” on plan SR3 in the plan folio.

19. The private means of access on the north side of the existing A9 Trunk Road from a point 455 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “99” on plan SR3 in the plan folio.

20. The private means of access on the south side of the existing A9 Trunk Road from a point 465 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “100” on plan SR3 in the plan folio.

21. The private means of access on the south side of the existing A9 Trunk Road from a point 480 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “101” on plan SR3 in the plan folio.

22. The private means of access on the south side of the existing A9 Trunk Road from a point 560 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “102” on plan SR3 in the plan folio.

23. The private means of access on the south side of the existing A9 Trunk Road from a point 575 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “103” on plan SR3 in the plan folio.

24. The private means of access on the south side of the existing A9 Trunk Road from a point 635 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “104” on plan SR3 in the plan folio.

25. The private means of access on the south side of the existing A9 Trunk Road from a point 1010 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “105” on plan SR3 in the plan folio.

26. The private means of access on the north side of the existing A9 Trunk Road from a point 525 metres or thereby south-east of point 3 as shown by a solid black bar and numbered “106” on plan SR3 in the plan folio.

27. The private means of access on the north side of the existing A9 Trunk Road from a point 400 metres or thereby south-west of point 4 as shown by a solid black bar and numbered “107” on plan SR4 in the plan folio.

28. The private means of access on the north side of the existing A9 Trunk Road from a point 235 metres or thereby south-west of point 4 as shown by a solid black bar and numbered “108” on plan SR4 in the plan folio.

29. The private means of access on the north side of the existing A9 Trunk Road from a point 220 metres or thereby south-west of point 4 as shown by a solid black bar and numbered “109” on plan SR4 in the plan folio.

30. The private means of access on the north side of the existing A9 Trunk Road from a point 210 metres or thereby south-west of point 4 as shown by a solid black bar and numbered “146” on plan SR4 in the plan folio.

31. The private means of access on the north side of the existing A9 Trunk Road from a point 70 metres or thereby south-west of point 4 as shown by a solid black bar and numbered “147” on plan SR4 in the plan folio.

32. The private means of access on the south side of the existing A9 Trunk Road from a point 780 metres or thereby south-west of point 5 as shown by a solid black bar and numbered “110” on plan SR5 in the plan folio.

33. The private means of access on the south side of the existing A9 Trunk Road from a point 750 metres or thereby south-west of point 5 as shown by a solid black bar and numbered “111” on plan SR5 in the plan folio.

34. The private means of access on the north side of the existing A9 Trunk Road from a point 670 metres or thereby south-west of point 5 as shown by a solid black bar and numbered “112” on plan SR5 in the plan folio.

35. The private means of access on the south side of the existing A9 Trunk Road from a point 375 metres or thereby south-west of point 5 as shown by a solid black bar and numbered “114” on plan SR5 in the plan folio.

36. The private means of access on the north side of the existing A9 Trunk Road from a point 220 metres or thereby north-west of point 5 as shown by a solid black bar and numbered “115” on plan SR5 in the plan folio.

37. The private means of access on the north side of the existing A9 Trunk Road from a point 200 metres or thereby north-west of point 5 as shown by a solid black bar and numbered “116” on plan SR5 in the plan folio.

38. The private means of access on the south side of the existing A9 Trunk Road from a point 165 metres or thereby north-west of point 5 as shown by a solid black bar and numbered “117” on plan SR5 in the plan folio.

39. The private means of access on the south side of the existing A9 Trunk Road from a point 130 metres or thereby north-west of point 5 as shown by a solid black bar and numbered “118” on plan SR5 in the plan folio.

40. The private means of access on the south side of the existing A9 Trunk Road from a point 95 metres or thereby north-west of point 5 as shown by a solid black bar and numbered “119” on plan SR5 in the plan folio.

41. The private means of access on the south side of the existing A9 Trunk Road from a point 55 metres or thereby west of point 5 as shown by a solid black bar and numbered “120” on plan SR5 in the plan folio.

42. The private means of access on the north side of the existing A9 Trunk Road from a point 605 metres or thereby south-west of point 5 as shown by a solid black bar and numbered “113” on plan SR5 in the plan folio.

43. The private means of access on the south side of the existing A9 Trunk Road from a point 590 metres or thereby south-west of point 6 as shown by a solid black bar and numbered “121” on plan SR6 in the plan folio.

44. The private means of access on the south side of the existing A9 Trunk Road from a point 585 metres or thereby south-west of point 6 as shown by a solid black bar and numbered “122” on plan SR6 in the plan folio.

45. The private means of access on the south side of the existing A9 Trunk Road from a point 355 metres or thereby north-east of point 6 as shown by a solid black bar and numbered “123” on plan SR6 in the plan folio.

46. The private means of access on the south side of the existing A9 Trunk Road from a point 350 metres or thereby north-east of point 6 as shown by a solid black bar and numbered “124” on plan SR6 in the plan folio.

47. The private means of access on the north side of the existing A9 Trunk Road from a point 345 metres or thereby north-east of point 6 as shown by a solid black bar and numbered “125” on plan SR6 in the plan folio.

48. The private means of access on the north side of the existing A9 Trunk Road from a point 275 metres or thereby south-west of point 7 as shown by a solid black bar and numbered “126” on plan SR7 in the plan folio.

49. The private means of access on the north side of the existing A9 Trunk Road from a point 215 metres or thereby south-west of point 7 as shown by a solid black bar and numbered “127” on plan SR7 in the plan folio.

50. The private means of access on the north side of the existing A9 Trunk Road from a point 165 metres or thereby south-west of point 7 as shown by a solid black bar and numbered “128” on plan SR7 in the plan folio.

51. The private means of access on the north side of the existing A9 Trunk Road from a point 900 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “129” on plan SR8 in the plan folio.

52. The private means of access on the north side of the existing A9 Trunk Road from a point 895 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “130” on plan SR8 in the plan folio.

53. The private means of access on the north side of the existing A9 Trunk Road from a point 870 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “131” on plan SR8 in the plan folio.

54. The private means of access on the north side of the existing A9 Trunk Road from a point 865 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “132” on plan SR8 in the plan folio.

55. The private means of access on the north side of the existing A9 Trunk Road from a point 850 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “133” on plan SR8 in the plan folio.

56. The private means of access on the north side of the existing A9 Trunk Road from a point 705 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “135” on plan SR8 in the plan folio.

57. The private means of access on the north side of the existing A9 Trunk Road from a point 640 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “136” on plan SR8 in the plan folio.

58. The private means of access on the north side of the existing A9 Trunk Road from a point 575 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “137” on plan SR8 in the plan folio.

59. The private means of access on the south side of the existing A9 Trunk Road from a point 655 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “138” on plan SR8 in the plan folio.

60. The private means of access on the north side of the existing A9 Trunk Road from a point 60 metres or thereby north-east of point 8 as shown by a solid black bar and numbered “140” on plan SR8 in the plan folio.

61. The private means of access on the south side of the existing A9 Trunk Road from a point 90 metres or thereby east of point 8 as shown by a solid black bar and numbered “141” on plan SR8 in the plan folio.

62. The private means of access on the north side of the existing A9 Trunk Road from a point 735 metres or thereby west of point 8 as shown by a solid black bar and numbered “279” on plan SR8 in the plan folio.

63. The private means of access on the south side of the existing A9 Trunk Road from a point 740 metres or thereby west of point 8 as shown by a solid black bar and numbered “280” on plan SR8 in the plan folio.

64. The private means of access on the south side of the existing A9 Trunk Road from a point 855 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “134” on plan SR8 in the plan folio.

65. The private means of access on the north side of the existing A9 Trunk Road from a point 295 metres or thereby south-west of point 8 as shown by a solid black bar and numbered “139” on plan SR8 in the plan folio.

66. The private means of access on the south side of the existing A9 Trunk Road from a point 1130 metres or thereby south-west of point 9 as shown by a solid black bar and numbered “142” on plan SR9 in the plan folio.

67. The private means of access on the north side of the existing A9 Trunk Road from a point 1055 metres or thereby south-west of point 9 as shown by a solid black bar and numbered “143” on plan SR9 in the plan folio.

68. The private means of access on the north side of the existing A9 Trunk Road from a point 1040 metres or thereby south-west of point 9 as shown by a solid black bar and numbered “144” on plan SR9 in the plan folio.

69. The private means of access on the north side of the existing A9 Trunk Road from a point 885 metres or thereby south-west of point 9 as shown by a solid black bar and numbered “145” on plan SR9 in the plan folio.

SCHEDULE 6

Article 3(e)

NEW MEANS OF ACCESS TO BE PROVIDED

1. From a point 1175 metres or thereby south, south-west of point 1 in a generally north, north-easterly then northerly then west, north-westerly direction for a distance of 315 metres or thereby to a point 975 metres or thereby south, south-west of point 1 as shown by single hatching and numbered “151” on plan SR1A in the plan folio.

2. From a point 1010 metres or thereby south, south-west of point 1 in a generally south-westerly then west, north-westerly direction for a distance of 110 metres or thereby to a point 1055 metres or thereby south, south-west of point 1 as shown by single hatching and numbered “152” on plan SR1A in the plan folio.

3. From a point 1045 metres or thereby south, south-west of point 1 in a generally northerly then north, north-easterly then easterly direction for a distance of 700 metres or thereby to a point 415 metres or thereby south-west of point 1 as shown by single hatching and numbered “153” on plan SR1A in the plan folio.

4. From a point 590 metres or thereby south-west of point 1 in a generally east, south-easterly direction for a distance of 15 metres or thereby to a point 580 metres or thereby south-west of point 1 as shown by single hatching and numbered “154” on plan SR1A in the plan folio.

5. From a point 430 metres or thereby south-west of point 1 in a generally southerly direction for a distance of 15 metres or thereby to a point 440 metres or thereby south-west of point 1 as shown by single hatching and numbered “155” on plan SR1A in the plan folio.

6. From a point 115 metres or thereby south-west of point 1 in a generally east, south-easterly direction for a distance of 10 metres or thereby to a point 110 metres or thereby south-west of point 1 as shown by single hatching and numbered “156” on plan SR1A in the plan folio.

7. From a point 35 metres or thereby west of point 1 in a generally southerly direction for a distance of 15 metres or thereby to a point 30 metres or thereby west of point 1 as shown by single hatching and numbered “157” on plan SR1A in the plan folio.

8. From a point 45 metres or thereby north of point 1 in a generally south, south-easterly direction for a distance of 10 metres or thereby to a point 40 metres or thereby north of point 1 as shown by single hatching and numbered “158” on plan SR1A in the plan folio.

9. From a point 150 metres or thereby north, north-east of point 1 in a generally southerly direction for a distance of 15 metres or thereby to a point 135 metres or thereby north, north-east of point 1 as shown by single hatching and numbered “159” on plan SR1A in the plan folio.

10. From a point 1085 metres or thereby south, south-west of point 1 in a generally south, south-easterly direction for a distance of 15 metres or thereby to a point 1090 metres or thereby south, south-west of point 1 as shown by single hatching and numbered “241” on plan SR1A in the plan folio.

11. From a point 1020 metres or thereby south, south-west of point 1 in a generally north-westerly direction for a distance of 10 metres or thereby to a point 1015 metres or thereby south, south-west of point 1 as shown by single hatching and numbered “242” on plan SR1A in the plan folio.

12. From a point 995 metres or thereby south, south-west of point 1 in a generally east, south-easterly direction for a distance of 25 metres or thereby to a point 980 metres or thereby south, south-west of point 1 as shown by single hatching and numbered “243” on plan SR1A in the plan folio.

13. From a point 995 metres or thereby south, south-west of point 1 in a generally westerly direction for a distance of 5 metres or thereby to a point 1000 metres or thereby south, south-west of point 1 as shown by single hatching and numbered “244” on plan SR1A in the plan folio.

14. From a point 815 metres or thereby south-west of point 1 in a generally easterly direction for a distance of 15 metres or thereby to a point 805 metres or thereby south-west of point 1 as shown by single hatching and numbered “245” on plan SR1A in the plan folio.

15. From a point 780 metres or thereby south-west of point 1 in a generally westerly direction for a distance of 5 metres or thereby to a point 795 metres or thereby south-west of point 1 as shown by single hatching and numbered “246” on plan SR1A in the plan folio.

16. From a point 970 metres or thereby south-west of point 1 in a generally north-easterly direction for a distance of 15 metres or thereby to a point 955 metres or thereby south-west of point 1 as shown by single hatching and numbered “297” on plan SR1A in the plan folio.

17. From a point 270 metres or thereby south-west of point 1 in a generally north-westerly direction for a distance of 5 metres or thereby to a point 265 metres or thereby south-west of point 1 as shown by single hatching and numbered “298” on plan SR1A in the plan folio.

18. From a point 800 metres or thereby south-west of point 2 in a generally southerly direction for a distance of 25 metres or thereby to a point 820 metres or thereby south-west of point 2 as shown by single hatching and numbered “160” on plan SR2 in the plan folio.

19. From a point 670 metres or thereby south-west of point 2 in a generally north-westerly direction for a distance of 15 metres or thereby to a point 665 metres or thereby south-east of point 2 as shown by single hatching and numbered “161” on plan SR2 in the plan folio.

20. From a point 545 metres or thereby south, south-west of point 2 in a generally southerly direction for a distance of 40 metres or thereby to a point 575 metres or thereby south, south-west of point 2 as shown by single hatching and numbered “162” on plan SR2 in the plan folio.

21. From a point 810 metres or thereby south-west of point 2 in a generally east, south-easterly then east, north-easterly then north, north-easterly then east, north-easterly then south-easterly then easterly then north, north-easterly direction for a distance of 785 metres or thereby to a point 305 metres or thereby south, south-west of point 2 as shown by single hatching and numbered “163” on plan SR2 in the plan folio.

22. From a point 190 metres or thereby south, south-west of point 2 in a generally north-westerly direction for a distance of 130 metres or thereby to a point 195 metres or thereby west, south-west of point 2 as shown by single hatching and numbered “166” on plan SR2 in the plan folio.

23. From a point 190 metres or thereby west, south-west of point 2 in a generally north-easterly direction for a distance of 280 metres or thereby to a point 125 metres or thereby north, north-east of point 2 as shown by single hatching and numbered “167” on plan SR2 in the plan folio.

24. From a point 125 metres or thereby west, south-west of point 2 in a generally south-easterly direction for a distance of 30 metres or thereby to a point 110 metres or thereby west, south-west of point 2 as shown by single hatching and numbered “168” on plan SR2 in the plan folio.

25. From a point 110 metres or thereby north, north-east of point 2 in a generally south-easterly direction for a distance of 15 metres or thereby to a point 100 metres or thereby north, north-east of point 2 as shown by single hatching and numbered “169” on plan SR2 in the plan folio.

26. From a point 230 metres or thereby north, north-east of point 2 in a generally south-westerly direction for a distance of 85 metres or thereby to a point 185 metres or thereby north, north-west of point 2 as shown by single hatching and numbered “268” on plan SR2 in the plan folio.

27. From a point 970 metres or thereby east, north-east of point 2 in a generally north, north-westerly direction for a distance of 55 metres or thereby to a point 980 metres or thereby east,

north-east of point 2 as shown by single hatching and numbered “269” on plan SR2 in the plan folio.

28. From a point 1060 metres or thereby east, north-east of point 2 in a generally north, north-westerly direction for a distance of 180 metres or thereby to a point 1055 metres or thereby east, north-east of point 2 as shown by single hatching and numbered “270” on plan SR2 in the plan folio.

29. From a point 270 metres or thereby south, south-east of point 3 in a generally southerly then south-westerly direction for a distance of 85 metres or thereby to a point 330 metres or thereby south, south-west of point 3 as shown by single hatching and numbered “171” on plan SR3 in the plan folio.

30. From a point 270 metres or thereby south-east of point 3 in a generally south-easterly direction for a distance of 45 metres or thereby to a point 315 metres or thereby south-east of point 3 as shown by single hatching and numbered “172” on plan SR3 in the plan folio.

31. From a point 490 metres or thereby south-west of point 3 in a generally north-easterly then east, north-easterly then north-easterly then east, north-easterly then south-easterly direction for a distance of 1435 metres or thereby to a point 1070 metres or thereby east, north-east of point 3 as shown by single hatching and numbered “173” on plan SR3 in the plan folio.

32. From a point 335 metres or thereby east of point 3 in a generally south, south-easterly direction for a distance of 130 metres or thereby to a point 390 metres or thereby east, south-east of point 3 as shown by single hatching and numbered “174” on plan SR3 in the plan folio.

33. From a point 165 metres or thereby east, south-east of point 3 in a generally south, south-easterly then south, south-westerly direction for a distance of 115 metres or thereby to a point 225 metres or thereby south-east of point 3 as shown by single hatching and numbered “175” on plan SR3 in the plan folio.

34. From a point 215 metres or thereby south-east of point 3 in a generally north-westerly direction for a distance of 50 metres or thereby to a point 165 metres or thereby south-east of point 3 as shown by single hatching and numbered “176” on plan SR3 in the plan folio.

35. From a point 175 metres or thereby south-east of point 3 in a generally north-easterly direction for a distance of 15 metres or thereby to a point 170 metres or thereby south-east of point 3 as shown by single hatching and numbered “177” on plan SR3 in the plan folio.

36. From a point 235 metres or thereby east, south-east of point 3 in a generally northerly direction for a distance of 25 metres or thereby to a point 240 metres or thereby east of point 3 as shown by single hatching and numbered “178” on plan SR3 in the plan folio.

37. From a point 270 metres or thereby east, south-east of point 3 in a generally north, north-easterly direction for a distance of 15 metres or thereby to a point 275 metres or thereby east of point 3 as shown by single hatching and numbered “179” on plan SR3 in the plan folio.

38. From a point 550 metres or thereby east, south-east of point 3 in a generally south, south-easterly then south, south-westerly direction for a distance of 40 metres or thereby to a point 555 metres or thereby east, south-east of point 3 as shown by single hatching and numbered “183” on plan SR3 in the plan folio.

39. From a point 330 metres or thereby south, south-east of point 3 in a generally westerly then south-westerly then westerly direction for a distance of 110 metres or thereby to a point 370 metres or thereby south, south-west of point 3 as shown by single hatching and numbered “284” on plan SR3 in the plan folio.

40. From a point 1235 metres or thereby west, south-west of point 4 in a generally easterly then east, south-easterly then east, north-easterly then northerly then north-westerly direction for a distance of 1405 metres or thereby to a point 95 metres or thereby north-east of point 4 as shown by single hatching and numbered “37” on plan SR4 in the plan folio.

41. From a point 105 metres or thereby south-west of point 4 in a generally northerly then north-easterly direction for a distance of 135 metres or thereby to a point 20 metres or thereby north of point 4 as shown by single hatching and numbered “184” on plan SR4 in the plan folio.

42. From a point 85 metres or thereby east, south-east of point 4 in a generally westerly direction for a distance of 15 metres or thereby to a point 70 metres or thereby east, south-east of point 4 as shown by single hatching and numbered “185” on plan SR4 in the plan folio.

43. From a point 95 metres or thereby north-east of point 4 in a generally north-easterly direction for a distance of 15 metres or thereby to a point 110 metres or thereby north-east of point 4 as shown by single hatching and numbered “186” on plan SR4 in the plan folio.

44. From a point 70 metres or thereby south-east of point 4 in a generally south-easterly direction for a distance of 70 metres or thereby to a point 140 metres or thereby south-east of point 4 as shown by single hatching and numbered “304” on plan SR4 in the plan folio.

45. From a point 415 metres or thereby north-west of point 5 in a generally south-westerly then west, south-westerly then north-westerly then south-westerly then west, south-westerly direction for a distance of 305 metres or thereby to a point 90 metres or thereby west, north-west of point 5 as shown by single hatching and numbered “38” on plan SR5 in the plan folio.

46. From a point 305 metres or thereby west, north-west of point 5 in a generally southerly direction for a distance of 15 metres or thereby to a point 300 metres or thereby west, north-west of point 5 as shown by single hatching and numbered “187” on plan SR5 in the plan folio.

47. From a point 250 metres or thereby west, north-west of point 5 in a generally south-easterly direction for a distance of 15 metres or thereby to a point 240 metres or thereby west, north-west of point 5 as shown by single hatching and numbered “188” on plan SR5 in the plan folio.

48. From a point 110 metres or thereby north-west of point 5 in a generally south, south-westerly then south-westerly then westerly then south-westerly then southerly then south-westerly direction for a distance of 335 metres or thereby to a point 355 metres or thereby west, south-west of point 5 as shown by single hatching and numbered “189” on plan SR5 in the plan folio.

49. From a point 105 metres or thereby west, north-west of point 5 in a generally south-easterly then south, south-easterly then south-westerly then south, south-easterly then west, south-westerly direction for a distance of 385 metres or thereby to a point 310 metres or thereby south-west of point 5 as shown by single hatching and numbered “191” on plan SR5 in the plan folio.

50. From a point 265 metres or thereby west, south-west of point 5 in a generally west, south-westerly then south, south-westerly then west, south-westerly then south-westerly direction for a distance of 575 metres or thereby to a point 825 metres or thereby west, south-west of point 5 as shown by single hatching and numbered “230” on plan SR5 in the plan folio.

51. From a point 310 metres or thereby south-west of point 5 in a generally south-easterly direction for a distance of 125 metres or thereby to a point 325 metres or thereby south, south-west of point 5 as shown by single hatching and numbered “259” on plan SR5 in the plan folio.

52. From a point 305 metres or thereby south, south-west of point 5 in a generally north-easterly direction for a distance of 90 metres or thereby to a point 215 metres or thereby south, south-west of point 5 as shown by single hatching and numbered “260” on plan SR5 in the plan folio.

53. From a point 310 metres or thereby south, south-west of point 5 in a generally south-westerly direction for a distance of 35 metres or thereby to a point 350 metres or thereby south, south-west of point 5 as shown by single hatching and numbered “261” on plan SR5 in the plan folio.

54. From a point 395 metres or thereby south-west of point 5 in a generally south-westerly direction for a distance of 90 metres or thereby to a point 310 metres or thereby south, south-west of point 5 as shown by single hatching and numbered “277” on plan SR5 in the plan folio.

55. From a point 230 metres or thereby north-west of point 5 in a generally north-westerly direction for a distance of 25 metres or thereby to a point 250 metres or thereby north-west of point 5 as shown by single hatching and numbered “301” on plan SR5 in the plan folio.

56. From a point 1670 metres or thereby south, south-west of point 6 in a generally east, south-easterly direction for a distance of 15 metres or thereby to a point 1675 metres or thereby south, south-west of point 6 as shown by single hatching and numbered “193” on plan SR6A in the plan folio.

57. From a point 1530 metres or thereby south, south-west of point 6 in a generally south-westerly then south, south-westerly then south-easterly direction for a distance of 190 metres or thereby to a point 1695 metres or thereby south, south-west of point 6 as shown by single hatching and numbered “194” on plan SR6A in the plan folio.

58. From a point 1690 metres or thereby south, south-west of point 6 in a generally north-easterly direction, for a distance of 15 metres or thereby to a point 1675 metres or thereby south, south-west of point 6 as shown by single hatching and numbered “195” on plan SR6A in the plan folio.

59. From a point 1555 metres or thereby south, south-west of point 6 in a generally south-easterly then southerly then easterly then south-easterly direction for a distance of 105 metres or thereby to a point 1600 metres or thereby south-west of point 6 as shown by single hatching and numbered “196” on plan SR6A in the plan folio.

60. From a point 585 metres or thereby south, south-west of point 6 in a generally west, north-westerly direction for a distance of 15 metres or thereby to a point 580 metres or thereby south, south-west of point 6 as shown by single hatching and numbered “198” on plan SR6A in the plan folio.

61. From a point 200 metres or thereby south, south-east of point 6 in a generally south, south-easterly then south-westerly then south, south-westerly then west, north-westerly then north-easterly direction for a distance of 825 metres or thereby to a point 560 metres or thereby south, south-west of point 6 as shown by single hatching and numbered “199” on plan SR6A in the plan folio.

62. From a point 285 metres or thereby south, south-east of point 6 in a generally easterly direction for a distance of 20 metres or thereby to a point 295 metres or thereby south, south-east of point 6 as shown by single hatching and numbered “200” on plan SR6A in the plan folio.

63. From a point 305 metres or thereby south, south-east of point 6 in a generally south, south-easterly direction for a distance of 20 metres or thereby to a point 325 metres or thereby south, south-east of point 6 as shown by single hatching and numbered “201” on plan SR6A in the plan folio.

64. From a point 325 metres or thereby south, south-west of point 6 in a generally north, north-easterly then east, north-easterly then north, north-easterly then north-westerly direction for a distance of 745 metres or thereby to a point 340 metres or thereby north-east of point 6 as shown by single hatching and numbered “202” on plan SR6A in the plan folio.

65. From a point 40 metres or thereby south-west of point 6 in a generally north-easterly direction for a distance of 5 metres or thereby to a point 35 metres or thereby south-west of point 6 as shown by single hatching and numbered “295” on plan SR6A in the plan folio.

66. From a point 30 metres or thereby south, south-west of point 6 in a generally south-easterly direction for a distance of 5 metres or thereby to a point 35 metres or thereby south, south-west of point 6 as shown by single hatching and numbered “296” on plan SR6A in the plan folio.

67. From a point 525 metres or thereby south-east of point 6 in a generally south-easterly direction for a distance of 5 metres or thereby to a point 530 metres or thereby south-east of point 6 as shown by single hatching and numbered “299” on plan SR6A in the plan folio.

68. From a point 515 metres or thereby south-west of point 6 in a generally north-easterly direction for a distance of 10 metres or thereby to a point 505 metres or thereby south-west of point 6 as shown by single hatching and numbered “300” on plan SR6A in the plan folio.

69. From a point 300 metres or thereby north-east of point 6 in a generally north-westerly direction for a distance of 25 metres or thereby to a point 295 metres or thereby north-east of point 6 as shown by single hatching and numbered “303” on plan SR6A in the plan folio.

70. From a point 1315 metres or thereby west, south-west of point 7 in a generally east, north-easterly direction for a distance of 180 metres or thereby to a point 1150 metres or thereby south-west of point 7 as shown by single hatching and numbered “203” on plan SR7 in the plan folio.

71. From a point 1290 metres or thereby west, south-west of point 7 in a generally north, north-westerly direction for a distance of 15 metres or thereby to a point 1285 metres or thereby west, south-west of point 7 as shown by single hatching and numbered “204” on plan SR7 in the plan folio.

72. From a point 1155 metres or thereby west, south-west of point 7 in a generally east, south-easterly direction for a distance of 15 metres or thereby to a point 1130 metres or thereby west, south-west of point 7 as shown by single hatching and numbered “205” on plan SR7 in the plan folio.

73. From a point 1330 metres or thereby south-west of point 7 in a generally north-westerly direction for a distance of 305 metres or thereby to a point 1315 metres or thereby south-west of point 7 as shown by single hatching and numbered “264” on plan SR7 in the plan folio.

74. From a point 200 metres or thereby south-west of point 7 in a generally north-easterly direction for a distance of 105 metres or thereby to a point 130 metres or thereby south, south-west of point 7 as shown by single hatching and numbered “287” on plan SR7 in the plan folio.

75. From a point 1315 metres or thereby south-west of point 7 in a generally north-easterly direction for a distance of 10 metres or thereby to a point 1305 metres or thereby south-west of point 7 as shown by single hatching and numbered “302” on plan SR7 in the plan folio.

76. From a point 1195 metres or thereby west, south-west of point 8 in a generally east, north-easterly direction for a distance of 640 metres or thereby to a point 565 metres or thereby west, south-west of point 8 as shown by single hatching and numbered “207” on plan SR8 in the plan folio.

77. From a point 900 metres or thereby west, south-west of point 8 in a generally north-westerly direction for a distance of 25 metres or thereby to a point 905 metres or thereby west, south-west of point 8 as shown by single hatching and numbered “208” on plan SR8 in the plan folio.

78. From a point 655 metres or thereby south-west of point 8 in a generally south-westerly then south, south-easterly direction for a distance of 275 metres or thereby to a point 510 metres or thereby south-west of point 8 as shown by single hatching and numbered “209” on plan SR8 in the plan folio.

79. From a point 605 metres or thereby south-west of point 8 in a generally east, north-easterly then north, north-easterly direction for a distance of 120 metres or thereby to a point 490 metres or thereby south-west of point 8 as shown by single hatching and numbered “210” on plan SR8 in the plan folio.

80. From a point 585 metres or thereby south-west of point 8 in a generally south, south-easterly direction for a distance of 15 metres or thereby to a point 590 metres or thereby south-west of point 8 as shown by single hatching and numbered “211” on plan SR8 in the plan folio.

81. From a point 495 metres or thereby south-west of point 8 in a generally east, south-easterly direction for a distance of 15 metres or thereby to a point 485 metres or thereby south-west of point 8 as shown by single hatching and numbered “212” on plan SR8 in the plan folio.

82. From a point 235 metres or thereby south, south-west of point 8 in a generally north, north-westerly then north, north-easterly then north, north-westerly direction for a distance of 90 metres or thereby to a point 165 metres or thereby south, south-west of point 8 as shown by single hatching and numbered “213” on plan SR8 in the plan folio.

83. From a point 180 metres or thereby south, south-west of point 8 in a generally south-westerly then west, south-westerly direction for a distance of 90 metres or thereby to a point 250 metres or thereby south, south-west of point 8 as shown by single hatching and numbered “214” on plan SR8 in the plan folio.

84. From a point 245 metres or thereby south-west of point 8 in a generally southerly direction for a distance of 15 metres or thereby to a point 260 metres or thereby south, south-west of point 8 as shown by single hatching and numbered “215” on plan SR8 in the plan folio.

85. From a point 70 metres or thereby east, north-east of point 8 in a generally north-westerly direction for a distance of 95 metres or thereby to a point 90 metres or thereby north of point 8 as shown by single hatching and numbered “217” on plan SR8 in the plan folio.

86. From a point 65 metres or thereby east of point 8 in a generally northerly direction for a distance of 20 metres or thereby to a point 70 metres or thereby east, north-east of point 8 as shown by single hatching and numbered “218” on plan SR8 in the plan folio.

87. From a point 95 metres or thereby east, north-east of point 8 in a generally west, north-westerly direction for a distance of 20 metres or thereby to a point 75 metres or thereby east, north-east of point 8 as shown by single hatching and numbered “219” on plan SR8 in the plan folio.

88. From a point 245 metres or thereby east, north-east of point 8 in a generally south-easterly direction for a distance of 55 metres or thereby to a point 265 metres or thereby east, north-east of point 8 as shown by single hatching and numbered “221” on plan SR8 in the plan folio.

89. From a point 265 metres or thereby east, north-east of point 8 in a generally north-easterly direction for a distance of 20 metres or thereby to a point 280 metres or thereby east, north-east of point 8 as shown by single hatching and numbered “222” on plan SR8 in the plan folio.

90. From a point 55 metres or thereby north-east of point 8 in a generally north-easterly direction for a distance of 5 metres or thereby to a point 60 metres or thereby north-east of point 8 as shown by single hatching and numbered “288” on plan SR8 in the plan folio.

91. From a point 1285 metres or thereby south-west of point 9 in a generally northerly then east, north-easterly then north, north-easterly then north-easterly then north, north-easterly then north-easterly then easterly direction for a distance of 270 metres or thereby to a point 1030 metres or thereby south-east of point 9 as shown by single hatching and numbered “223” on plan SR9 in the plan folio.

92. From a point 60 metres or thereby east, south-east of point 9 in a generally south-westerly then west, south-westerly then north-westerly then south-westerly then west, north-westerly then west, south-westerly then south, south-easterly direction for a distance of 935 metres or thereby to a point 685 metres or thereby west, south-west of point 9 as shown by single hatching and numbered “225” on plan SR9 in the plan folio.

93. From a point 635 metres or thereby north-east of point 9 in a generally south-westerly direction for a distance of 630 metres or thereby to a point 50 metres or thereby east, south-east of point 9 as shown by single hatching and numbered “226” on plan SR9 in the plan folio.

94. From a point 720 metres or thereby east, north-east of point 9 in a generally north-westerly then west, north-westerly direction for a distance of 165 metres or thereby to a point 630 metres or thereby north-east of point 9 as shown by single hatching and numbered “236” on plan SR9 in the plan folio.

95. From a point 470 metres or thereby west, north-west of point 9 in a generally south-easterly direction for a distance of 20 metres or thereby to a point 460 metres or thereby west, north-west of point 9 as shown by single hatching and numbered “262” on plan SR9 in the plan folio.

96. From a point 480 metres or thereby west, north-west of point 9 in a generally north-westerly direction for a distance of 20 metres or thereby to a point 470 metres or thereby west, north-west of point 9 as shown by single hatching and numbered “263” on plan SR9 in the plan folio.

97. From a point 635 metres or thereby west, north-west of point 9 in a generally north-westerly direction for a distance of 10 metres or thereby to a point 640 metres or thereby west, north-west of point 9 as shown by single hatching and numbered “281” on plan SR9 in the plan folio.