

2021 No. 377

ROADS AND BRIDGES

**The A9 Trunk Road (Tay Crossing to Ballinluig) (Side Roads)
Order 2021**

Made - - - - 27th October 2021

Coming into force - - 26th November 2021

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 that 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 section 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 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 31st July 2018.

They prepared an environmental statement and published notice of it on 31st July 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.

(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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985 p.40, as amended by Council Directive 97/11/EC, O.J. L 73, 14.3.1997,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 3 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 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

Citation and commencement

1. This Order may be cited as the A9 Trunk Road (Tay Crossing to Ballinluig) (Side Roads) Order 2021 and comes into force on 26th November 2021.

Side roads and new means of Access

2. Schedule 1 of this Order has 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 Part 1 of 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 stop up those private means of access described in Part 2 of schedule 5; and
 - (f) 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, the new side roads will be transferred to Perth and Kinross Council(**a**) as roads authority for those roads and they must enter those roads in their list of public roads(**b**).

Buchanan House
Glasgow
27th October 2021

L. SHACKMAN
A member of the staff of the Scottish Ministers

(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 comprised of the key plan, legend and the plans SR1, SR2, SR3, SR4, SR4a, SR5, SR5a, SR6 and SR7 and entitled “The A9 Trunk Road (Tay Crossing to Ballinluig) (Side Roads) Order 2021”, signed with reference to this Order and deposited at the offices of Transport Scotland, Major Projects, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF.

“the existing A9 Trunk Road” means the existing M9/A9 Edinburgh - Stirling - Thurso Trunk Road in Perthshire;

“point A” means the north-westernmost corner of the building known as Woodlands, Ballinluig, Pitlochry, Perthshire, PH9 0NS;

“point B” means the northernmost corner of the building known as Ledpetty Lodge, Pitlochry, Perthshire, PH9 0NS;

“point C” means the north-westernmost corner of the building known as St. Colme’s, Ballinluig, Pitlochry, Perthshire, PH9 0NR;

“point D” means the north-westernmost corner of the building known as Balnabeggan, Dowally, Ballinluig, Pitlochry, Perthshire, PH9 0NP;

“point E” means the northernmost corner of the building known as Guay Lodge, Guay, Ballinluig, Pitlochry, Perthshire, PH9 0NT;

“point F” means the southernmost corner of the building known as Haugh of Kilmorich, Ballinluig, Pitlochry, Perthshire, PH9 0NN; and

“point G” means the northernmost corner of the building known as Westhaugh of Tulliemet, Ballinluig, Pitlochry, Perthshire, PH9 0NN.

SCHEDULE 2

Article 3(a)

THE ROUTES OF THE NEW SIDE ROADS

1. From a point 145 metres or thereby north, north-west of point C in a generally north, north-easterly then north-westerly direction for a distance of 135 metres or thereby to a point 245 metres or thereby north, north-west of point C, as shown by stipple and numbered “1” on plan SR3 in the plan folio.

2. From a point 405 metres or thereby south of point D in a generally westerly direction for a distance of 35 metres or thereby to a point 410 metres or thereby south, south-west of point D, as shown by stipple and numbered “2” on plan SR4a in the plan folio.

3. From a point 490 metres or thereby south of point D in a generally north-westerly then north, north-westerly then northerly then north, north-westerly direction for a distance of 960 metres or thereby to a point 530 metres or thereby north, north-west of point D, as shown by stipple and numbered “3” on plan SR4a in the plan folio.

4. From a point 390 metres or thereby north-west of point D in a generally west, south-westerly then south, south-easterly then easterly direction for a distance of 300 metres or thereby to a point 255 metres or thereby north-west of point D, as shown by stipple and numbered “4” on plan SR4a in the plan folio.

5. From a point 285 metres or thereby south, south-west of point E in a generally east, north-easterly direction for a distance of 25 metres or thereby to a point 265 metres or thereby south, south-west of point E, as shown by stipple and numbered “5” on plan SR5a in the plan folio.

6. From a point 210 metres or thereby west, north-west of point E in a generally west, north-westerly direction for a distance of 10 metres or thereby to a point 220 metres or thereby west, north-west of point E, as shown by stipple and numbered “6” on plan SR5a in the plan folio.

7. From a point 295 metres or thereby south, south-west of point E in a generally north, north-westerly then north-westerly then north, north-easterly then north-westerly direction for a distance of 1.04 kilometres or thereby to a point 755 metres or thereby north-west of point E, as shown by stipple and numbered “7” on plan SR5a in the plan folio.

8. From a point 605 metres or thereby north-west of point E in a generally west, south-westerly direction for a distance of 75 metres or thereby to a point 625 metres or thereby north-west of point E, as shown by stipple and numbered “8” on plan SR5a in the plan folio.

9. From a point 290 metres or thereby north of point G in a generally north-westerly direction for a distance of 190 metres or thereby to a point 445 metres or thereby north, north-west of point G, as shown by stipple and numbered “9” on plan SR7 in the plan folio.

SCHEDULE 3

Article 3(b)

LENGTHS OF SIDE ROAD TO BE IMPROVED

1. That length of the existing Dunkeld - Rotmell Road (C502), Perthshire, from a point 70 metres or thereby south, south-east of point B in a generally northerly direction for a distance of 30 metres or thereby to a point 40 metres or thereby south-east of point B, as shown by cross hatching and numbered "10" on plan SR2 in the plan folio.

2. That length of the existing Dunkeld - Rotmell Road (C502), Perthshire, from a point 520 metres or thereby south of point C in a generally north, north-westerly direction for a distance of 60 metres or thereby to a point 460 metres or thereby south of point C, as shown by cross hatching and numbered "11" on plan SR3 in the plan folio.

3. That length of the existing Dunkeld - Rotmell Road (C502), Perthshire, from a point 95 metres or thereby west, north-west of point C in a generally northerly direction for a distance of 120 metres or thereby to a point 175 metres or thereby north, north-west of point C, as shown by cross hatching and numbered "12" on plan SR3 in the plan folio.

4. That length of the existing Dunkeld - Rotmell Road (C502), Perthshire, from a point 220 metres or thereby north, north-west of point C in a generally westerly direction for a distance of 5 metres or thereby to a point 225 metres or thereby north, north-west of point C, as shown by cross hatching and numbered "13" on plan SR3 in the plan folio.

5. That length of the existing Tulliemet Road (U163), Perthshire, from a point 235 metres or thereby south, south-west of point E in a generally south-westerly direction for a distance of 70 metres or thereby to a point 300 metres or thereby south, south-west of point E, as shown by cross hatching and numbered "15" on plan SR5a in the plan folio.

6. That length of the existing road at Kindallachan, Perthshire, from a point 750 metres or thereby north-west of point E in a generally northerly direction for a distance of 90 metres or thereby to a point 820 metres or thereby north-west of point E, as shown by cross hatching and numbered "16" on plan SR5a in the plan folio.

7. That length of the existing road at Kindallachan, Perthshire, from a point 810 metres or thereby north-west of point E in a generally west, south-westerly direction for a distance of 20 metres or thereby to a point 820 metres or thereby north-west of point E, as shown by cross hatching and numbered "17" on plan SR5a in the plan folio.

8. That length of the existing road between Cuil-an-Duin and Inch Cottage on the east side of the existing A9 Trunk Road, from a point 260 metres or thereby north of point G in a generally west, north-westerly direction for a distance of 65 metres or thereby to a point 295 metres or thereby north, north-west of point E, as shown by cross hatching and numbered "18" on plan SR7 in the plan folio.

9. That length of the existing road between Cuil-an-Duin and Inch Cottage on the east side of the existing A9 Trunk Road, from a point 440 metres or thereby north, north-west of point G in a generally north-westerly direction for a distance of 60 metres or thereby to a point 495 metres or thereby north, north-west of point E, as shown by cross hatching and numbered "19" on plan SR7 in the plan folio.

SCHEDULE 4

Article 3(c)

LENGTHS OF ROAD TO BE STOPPED UP

1. That length of the existing Dunkeld - Rotmell Road (C502), Perthshire, from a point 145 metres or thereby north, north-west of point C in a generally northerly then north, north-westerly direction for a distance of 90 metres or thereby to a point 215 metres or thereby north, north-west of point C, as shown by zebra hatching and numbered “20” on plan SR3 in the plan folio.

2. That length of the existing road between the existing A9 Trunk Road and Dowally, Perthshire, from a point 260 metres or thereby west, north-west of point D in a generally easterly then southerly then south, south-westerly direction for a distance of 450 metres or thereby to a point 335 metres or thereby south, south-west of point D, as shown by zebra hatching and numbered “21” on plan SR4 in the plan folio.

3. That length of the existing road between the existing A9 Trunk Road and Dowally, Perthshire, from a point 490 metres or thereby south, south-west of point D in a generally east, north-easterly direction for a distance of 10 metres or thereby to a point 485 metres or thereby south, south-west of point D, as shown by zebra hatching and numbered “22” on plan SR4a in the plan folio.

4. That length of the existing road between the existing A9 Trunk Road and Dowally Farm, Perthshire, from a point 455 metres or thereby south, south-west of point D in a generally easterly direction for a distance of 15 metres or thereby to a point 445 metres or thereby south, south-west of point D, as shown by zebra hatching and numbered “23” on plan SR4a in the plan folio.

5. That length of the existing road between Guay and Kindallachan, Perthshire, from a point 240 metres or thereby west of point E in a generally northerly then north-easterly then north, north-westerly then north-westerly direction for a distance of 730 metres or thereby to a point 745 metres or thereby north-west of point E, as shown by zebra hatching and numbered “24” on plan SR5 in the plan folio.

6. That length of the existing Tulliemet Road (U163), Perthshire, from a point 300 metres or thereby south, south-west of point E in a generally southerly direction for a distance of 80 metres or thereby to a point 380 metres or thereby south, south-west of point E, as shown by zebra hatching and numbered “25” on plan SR5a in the plan folio.

7. That length of the existing Tulliemet Road (U163), Perthshire, from a point 275 metres or thereby south, south-west of point E in a generally south-westerly direction for a distance of 25 metres or thereby to a point 295 metres or thereby south, south-west of point E, as shown by zebra hatching and numbered “26” on plan SR5a in the plan folio.

8. That length of the existing road between the existing A9 Trunk Road and Kindallachan, Perthshire, from a point 825 metres or thereby north-west of point E in a generally east, north-easterly direction for a distance of 10 metres or thereby to a point 820 metres or thereby north-west of point E, as shown by zebra hatching and numbered “27” on plan SR5a in the plan folio.

9. That length of the existing road between Cuil-an-Duin and Inch Cottage on the east side of the existing A9 Trunk Road, from a point 200 metres or thereby north of point G in a generally north-westerly direction for a distance of 85 metres or thereby to a point 265 metres or thereby north of point G, as shown by zebra hatching and numbered “28” on plan SR7 in the plan folio.

10. That length of the existing road between Cuil-an-Duin and Inch Cottage on the east side of the existing A9 Trunk Road, from a point 270 metres or thereby north of point G in a generally west, north-westerly direction for a distance of 75 metres or thereby to a point 330 metres or thereby north, north-west of point G, as shown by zebra hatching and numbered “29” on plan SR7 in the plan folio.

11. That length of the existing road between Cuil-an-Duin and Inch Cottage on the east side of the existing A9 Trunk Road, from a point 390 metres or thereby north, north-west of point G in a

generally north-westerly direction for a distance of 70 metres or thereby to a point 455 metres or thereby north, north-west of point G, as shown by zebra hatching and numbered “30” on plan SR7 in the plan folio.

SCHEDULE 5

Articles 3(d) and (e)

PRIVATE MEANS OF ACCESS TO BE STOPPED UP

PART 1

1. The private means of access on the west side of the existing A9 Trunk Road, from a point 285 metres or thereby south, south-west of point A, as shown by a solid black bar and numbered “31” on plan SR1 in the plan folio.

2. The private means of access on the west side of the existing A9 Trunk Road, from a point 205 metres or thereby south-west of point A, as shown by a solid black bar and numbered “32” 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 200 metres or thereby west, north-west of point A, as shown by a solid black bar and numbered “33” 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 205 metres or thereby west, north-west of point A, as shown by a solid black bar and numbered “34” on plan SR1 in the plan folio.

5. The private means of access on the east side of the existing A9 Trunk Road, from a point 200 metres or thereby south, south-west of point B, as shown by a solid black bar and numbered “35” on plan SR2 in the plan folio.

6. The private means of access on the east side of the existing A9 Trunk Road, from a point 40 metres or thereby south-west of point B, as shown by a solid black bar and numbered “36” on plan SR2 in the plan folio.

7. The private means of access on the east side of the existing A9 Trunk Road, from a point 335 metres or thereby south, south-west of point D, as shown by a solid black bar and numbered “37” on plan SR4a in the plan folio.

8. The private means of access on the east side of the existing A9 Trunk Road, from a point 310 metres or thereby south, south-west of point D, as shown by a solid black bar and numbered “38” on plan SR4a in the plan folio.

9. The private means of access on the east side of the existing A9 Trunk Road, from a point 165 metres or thereby west of point D, as shown by a solid black bar and numbered “40” on plan SR4a in the plan folio.

10. The private means of access on the west side of the existing A9 Trunk Road, from a point 250 metres or thereby west, south-west of point E, as shown by a solid black bar and numbered “44” on plan SR5a in the plan folio.

11. The private means of access on the west side of the existing A9 Trunk Road, from a point 255 metres or thereby west, south-west of point E, as shown by a solid black bar and numbered “45” on plan SR5a in the plan folio.

12. The private means of access on the east side of the existing A9 Trunk Road, from a point 230 metres or thereby west, south-west of point E, as shown by a solid black bar and numbered “46” on plan SR5a in the plan folio.

13. The private means of access on the east side of the existing A9 Trunk Road, from a point 750 metres or thereby north-west of point E, as shown by a solid black bar and numbered “93” on plan SR5a in the plan folio.

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

15. The private means of access on the east side of the existing A9 Trunk Road, from a point 60 metres or thereby east, north-east, of point F, as shown by a solid black bar and numbered “48” on plan SR6 in the plan folio.

16. The private means of access on the west side of the existing A9 Trunk Road, from a point 95 metres or thereby north, north-west, of point F, as shown by a solid black bar and numbered “49” on plan SR6 in the plan folio.

17. The private means of access on the west side of the existing A9 Trunk Road, from a point 250 metres or thereby south-east, of point G, as shown by a solid black bar and numbered “50” on plan SR7 in the plan folio.

18. The private means of access on the west side of the existing A9 Trunk Road, from a point 70 metres or thereby east, north-east, of point G, as shown by a solid black bar and numbered “51” on plan SR7 in the plan folio.

19. The private means of access on the west side of the existing A9 Trunk Road, from a point 100 metres or thereby east, north-east, of point G, as shown by a solid black bar and numbered “52” on plan SR7 in the plan folio.

20. The private means of access on the east side of the existing A9 Trunk Road, from a point 160 metres or thereby east, north-east, of point G, as shown by a solid black bar and numbered “53” on plan SR7 in the plan folio.

21. The private means of access on the east side of the existing A9 Trunk Road, from a point 135 metres or thereby north-east, of point G, as shown by a solid black bar and numbered “54” on plan SR7 in the plan folio.

PART 2

22. The private means of access on the east side of the existing A9 Trunk Road, from a point 200 metres or thereby south, south-west of point D, as shown by a solid black bar and numbered “39” on plan SR4a in the plan folio.

23. The private means of access on the east side of the existing A9 Trunk Road, from a point 215 metres or thereby west, north-west of point D, as shown by a solid black bar and numbered “41” on plan SR4a in the plan folio.

24. The private means of access on the east side of the existing A9 Trunk Road, from a point 245 metres or thereby west, of point E, as shown by a solid black bar and numbered “42” on plan SR5 in the plan folio.

25. The private means of access on the east side of the existing A9 Trunk Road, from a point 740 metres or thereby north-west, of point E, as shown by a solid black bar and numbered “92” on plan SR5 in the plan folio.

26. The private means of access on the east side of the existing A9 Trunk Road, from a point 350 metres or thereby south, south-west, of point E, as shown by a solid black bar and numbered “43” on plan SR5a in the plan folio.

NEW MEANS OF ACCESS TO BE PROVIDED

1. From a point 760 metres or thereby south of point A in a generally westerly direction for a distance of 10 metres or thereby to a point 765 metres or thereby south of point A, as shown by single hatching and numbered “55” on plan SR1 in the plan folio.

2. From a point 775 metres or thereby south of point A in a generally northerly then north, north-easterly then northerly then north, north-westerly then easterly direction for a distance of 865 metres or thereby to a point 185 metres or thereby west, north-west of point A, as shown by single hatching and numbered “56” on plan SR1 in the plan folio.

3. From a point 210 metres or thereby south-west of point A in a generally northerly direction for a distance of 10 metres or thereby to a point 200 metres or thereby south-west of point A, as shown by single hatching and numbered “57” on plan SR1 in the plan folio.

4. From a point 190 metres or thereby west of point A in a generally easterly direction for a distance of 5 metres or thereby to a point 185 metres or thereby west of point A, as shown by single hatching and numbered “58” on plan SR1 in the plan folio.

5. From a point 50 metres or thereby south, south-east of point B in a generally westerly then south-westerly then southerly direction for a distance of 55 metres or thereby to a point 90 metres or thereby south of point B, as shown by single hatching numbered “59” on plan SR2 in the plan folio.

6. From a point 475 metres or thereby south of point C in a generally south, south-easterly direction for a distance of 30 metres or thereby to a point 500 metres or thereby south of point C, as shown by single hatching and numbered “60” on plan SR3 in the plan folio.

7. From a point 185 metres or thereby west, south-west of point C in a generally south, south-easterly then southerly then easterly direction for a distance of 160 metres or thereby to a point 250 metres or thereby south, south-west of point C, as shown by single hatching and numbered “61” on plan SR3 in the plan folio.

8. From a point 675 metres or thereby south of point D in a generally north, north-westerly then north, north-easterly then north, north-westerly then westerly direction for a distance of 365 metres or thereby to a point 405 metres or thereby south, south-west of point D, as shown by single hatching and numbered “62” on plan SR4a in the plan folio.

9. From a point 560 metres or thereby south, south-west of point D in a generally easterly direction for a distance of 10 metres or thereby to a point 550 metres or thereby south, south-west of point D, as shown by single hatching and numbered “63” on plan SR4a in the plan folio.

10. From a point 525 metres or thereby south of point D in a generally northerly direction for a distance of 10 metres or thereby to a point 515 metres or thereby south of point D, as shown by single hatching and numbered “64” on plan SR4a in the plan folio.

11. From a point 455 metres or thereby south of point D in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 450 metres or thereby south of point D, as shown by single hatching and numbered “66” on plan SR4a in the plan folio.

12. From a point 405 metres or thereby south, south-west of point D in a generally easterly direction for a distance of 5 metres or thereby to a point 400 metres or thereby south, south-west of point D, as shown by single hatching and numbered “67” on plan SR4a in the plan folio.

13. From a point 340 metres or thereby south, south-west of point D in a generally north, north-westerly direction for a distance of 85 metres or thereby to a point 310 metres or thereby south, south-west of point D, as shown by single hatching and numbered “68” on plan SR4a in the plan folio.

14. From a point 370 metres or thereby west, south-west of point D in a generally east, north-easterly direction for a distance of 20 metres or thereby to a point 350 metres or thereby west, south-west of point D, as shown by single hatching and numbered “69” on plan SR4a in the plan folio.

15. From a point 395 metres or thereby south, south-west of point D in a generally northerly then north, north-westerly direction for a distance of 490 metres or thereby to a point 340 metres or thereby west, north-west of point D, as shown by single hatching and numbered “70” on plan SR4a in the plan folio.

16. From a point 175 metres or thereby west of point D in a generally easterly direction for a distance of 15 metres or thereby to a point 160 metres or thereby west, south-west of point D, as shown by single hatching and numbered “71” on plan SR4a in the plan folio.

17. From a point 520 metres or thereby south, south-west of point E in a generally north-westerly then east, north-easterly then north, north-westerly direction for a distance of 470 metres or thereby to a point 270 metres or thereby west, south-west of point E, as shown by single hatching and numbered “72” on plan SR5a in the plan folio.

18. From a point 275 metres or thereby west, south-west of point E in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 270 metres or thereby west, south-west of point E, as shown by single hatching and numbered “73” on plan SR5a in the plan folio.

19. From a point 285 metres or thereby west, south-west of point E in a generally east, north-easterly direction for a distance of 25 metres or thereby to a point 260 metres or thereby west, south-west of point E, as shown by single hatching and numbered “74” on plan SR5a in the plan folio.

20. From a point 215 metres or thereby west, south-west of point E in a generally north-easterly direction for a distance of 40 metres or thereby to a point 180 metres or thereby west, south-west of point E, as shown by single hatching and numbered “75” on plan SR5a in the plan folio.

21. From a point 230 metres or thereby west of point E in a generally north, north-westerly then northerly direction for a distance of 50 metres or thereby to a point 240 metres or thereby west of point E, as shown by single hatching and numbered “76” on plan SR5a in the plan folio.

22. From a point 240 metres or thereby west of point E in a generally north, north-westerly direction for a distance of 60 metres or thereby to a point 285 metres or thereby west, north-west of point E, as shown by single hatching and numbered “77” on plan SR5a in the plan folio.

23. From a point 280 metres or thereby west, north-west of point E in a generally east, north-easterly direction for a distance of 30 metres or thereby to a point 260 metres or thereby west, north-west of point E, as shown by single hatching and numbered “78” on plan SR5a in the plan folio.

24. From a point 215 metres or thereby west, north-west of point E in a generally north, north-easterly direction for a distance of 30 metres or thereby to a point 215 metres or thereby north-west of point E, as shown by single hatching and numbered “79” on plan SR5a in the plan folio.

25. From a point 170 metres or thereby east, south-east of point F in a generally north, north-westerly then northerly direction for a distance of 350 metres or thereby to a point 230 metres or thereby north, north-east of point F, as shown by single hatching and numbered “80” on plan SR6 in the plan folio.

26. From a point 85 metres or thereby north-west of point F in a generally north-easterly direction for a distance of 40 metres or thereby to a point 95 metres or thereby north, north-west of point F, as shown by single hatching and numbered “81” on plan SR6 in the plan folio.

27. From a point 90 metres or thereby north, north-west of point F in a generally north-westerly then west, north-westerly then north-easterly direction for a distance of 180 metres or thereby to a

point 240 metres or thereby north, north-west of point F, as shown by single hatching and numbered “82” on plan SR6 in the plan folio.

28. From a point 190 metres or thereby south-east of point G in a generally east, north-easterly direction for a distance of 10 metres or thereby to a point 195 metres or thereby south-east of point G, as shown by single hatching and numbered “83” on plan SR7 in the plan folio.

29. From a point 210 metres or thereby south-east of point G in a generally north, north-westerly then northerly then north, north-westerly direction for a distance of 125 metres or thereby to a point 105 metres or thereby east, south-east of point G, as shown by single hatching and numbered “84” on plan SR7 in the plan folio.

30. From a point 85 metres or thereby south-east of point G in a generally east, north-easterly direction for a distance of 75 metres or thereby to a point 130 metres or thereby east of point G, as shown by single hatching and numbered “85” on plan SR7 in the plan folio.

31. From a point 90 metres or thereby south-east of point G in a generally east, north-easterly direction for a distance of 10 metres or thereby to a point 95 metres or thereby east, south-east of point G, as shown by single hatching and numbered “86” on plan SR7 in the plan folio.

32. From a point 80 metres or thereby south-east of point G in a generally north-easterly direction for a distance of 20 metres or thereby to a point 85 metres or thereby east, south-east of point G, as shown by single hatching and numbered “87” on plan SR7 in the plan folio.

33. From a point 75 metres or thereby east, north-east of point G in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 80 metres or thereby east, north-east of point G, as shown by single hatching and numbered “88” on plan SR7 in the plan folio.

34. From a point 95 metres or thereby east, south-east of point G in a generally north, north-westerly then northerly direction for a distance of 80 metres or thereby to a point 90 metres or thereby north-east of point G, as shown by single hatching and numbered “89” on plan SR7 in the plan folio.

35. From a point 420 metres or thereby north, north-west of point G in a generally easterly direction for a distance of 15 metres or thereby to a point 415 metres or thereby north, north-west of point G, as shown by single hatching and numbered “91” on plan SR7 in the plan folio.