

2024 No. 341

ROADS AND BRIDGES

The A9 and A95 Trunk Roads (Dalraddy to Slochd) (Side Roads) Order 2024

Made - - - - *13th November 2024*

Coming into force - - *6th December 2024*

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, as the case requires, 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, as the case requires, 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 28th August 2018.

They prepared an environmental statement and published notice of it on 28th August 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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985, p.40, as amended by Council Directive 97/11/EC, O.J. L 73,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 2000/9/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, paragraph 3 and schedule 3, paragraph 1 and S.S.I. 1999/1, S.S.I. 2006/614, S.S.I. 2011/396 and S.S.I. 2019/415. The amendments made by S.S.I. 2017/137 do not apply. 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 and A95 Trunk Roads (Dalraddy to Slochd) (Side Roads) Order 2024 and comes into force on 6 December 2024.

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 reasonable 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 The Highland Council^(a) as 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
Major Projects
George House
2nd Floor
36 North Hanover Street
Glasgow
G1 2AD
13th November 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 comprised of the key plans 1 and 2, legend and the plans SR1, SR2, SR3, SR4, SR5, SR6, SR7, SR8, SR9, SR10, SR11, SR12, SR13, SR14 and SR15 and entitled “The A9 and A95 Trunk Roads (Dalraddy to Slochd) (Side Roads) Order 2024”, signed with reference to this Order and deposited at the offices of Transport Scotland, Major Projects, George House, 2nd Floor, 36 North Hanover Street, Glasgow, G1 2AD;

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

“the A95” means the existing A95 Granish - Keith Trunk Road in Inverness-shire;

“Point A” means the northern-most corner of the building known as Wester Dalraddy Cottage, Aviemore, PH22 1QB, shown marked “Point A” on plan SR1 in the plan folio;

“Point B” means the northern-most corner of the building known as Druim Mhor, Loch Alvie, Aviemore, PH22 1QB, shown marked “Point B” on plan SR2 and plan SR3 in the plan folio;

“Point C” means the southern-most corner of the building known as Lynwilg Gardener’s Cottage, Aviemore, PH22 1PZ, shown marked “Point C” on plan SR2 in the plan folio;

“Point D” means the northern-most corner of the building known as Lynwilg Rail Cottages, Aviemore, PH22 1PZ, shown marked “Point D” on plan SR4 in the plan folio;

“Point E” means the southern-most corner of the building known as High Range House, Aviemore, PH22 1PT, shown marked “Point E” on plan SR5 in the plan folio;

“Point F” means the south-western-most corner of the building known as MacDonald Highlands Hotel, Aviemore, PH22 1PN, shown marked “Point F” on plan SR5 in the plan folio;

“Point G” means the southern-most corner of the building known as 1 Old Meall Road, Aviemore, PH22 1UL, shown marked “Point G” on plan SR6 in the plan folio;

“Point H” means the northern-most corner of the building known as Shunem Cottage, Aviemore, PH22 1QD, shown marked “Point H” on plan SR6 in the plan folio;

“Point I” means the northern-most corner of the building known as Balnabruich, Aviemore, PH22 1QD, shown marked “Point I” on plan SR6 in the plan folio;

“Point J” means the western-most corner of the north-western parapet of the bridge known as HCL2 railway bridge, carrying the Highland Railway Line (Perth - Inverness via Carrbridge) over the A95 Granish - Keith Trunk Road, shown marked “Point J” on plan SR7 in the plan folio;

“Point K” means the northern-most corner of the building known as Kinveachy Lodge, Boat of Garten, PH24 3BT, shown marked “Point K” on plan SR8 in the plan folio;

“Point L” means the eastern-most corner of the building known as Dalrachney Beag, Carrbridge, PH23 3AX, shown marked “Point L” on plan SR9 in the plan folio;

“Point M” means the northern most corner of the building known as Carrbridge Station, Carrbridge, PH23 3AP, shown marked “Point M” on plan SR9 and plan SR10 in the plan folio;

“Point N” means the northern-most corner of the building known as Baddengorm, Carrbridge PH23 3AX shown marked “Point N” on plan SR11 in the plan folio;

“Point O” means the eastern-most corner of the building known as Slochd Railway Cottages, Carrbridge, PH23 3AY, shown marked “Point O” on plan SR12 in the plan folio;

“Point P” means the northern-most corner of the building known as Ryna-Clarsach, Carrbridge, PH23 3AY, shown marked “Point P” on plan SR13 and plan SR14 in the plan folio; and

“Point Q” means the southern-most corner of the southern parapet of the bridge carrying the U2856 Slochd to Findhorn Road over the Highland Railway Line (Perth to Inverness via Carrbridge), shown marked “Point Q” on plan SR15 in the plan folio.

SCHEDULE 2

Article 3(a)

THE ROUTES OF THE NEW SIDE ROADS

1. From a point 530 metres or thereby south-west of Point C in a generally east, north-easterly direction for a distance of 480 metres or thereby to a point 230 metres or thereby south, south-east of Point C, as shown by stipple and numbered “1” on plan SR2 in the plan folio.

2. From a point 400 metres or thereby south-west of Point D in a generally north-easterly direction for a distance of 340 metres or thereby to a point 80 metres or thereby west, south-west of Point D, as shown by stipple and numbered “2” on plan SR4 in the plan folio.

3. From a point 555 metres or thereby south-west of Point D in a generally north-easterly direction for a distance of 190 metres or thereby to a point 365 metres or thereby south-west of Point D, as shown by stipple and numbered “204” on plan SR4 in the plan folio.

4. From a point 275 metres or thereby south-west of Point D in a generally north-easterly direction for a distance of 290 metres or thereby to a point 25 metres or thereby north, north-west of Point D, as shown by stipple and numbered “205” on plan SR4 in the plan folio.

5. From a point 75 metres or thereby east of Point H in a generally north, north-easterly direction for a distance of 55 metres or thereby to a point 100 metres or thereby north-east of Point H, as shown by stipple and numbered “211” on plan SR6 in the plan folio.

6. From a point 110 metres or thereby north-east of Point H in a generally north, north-easterly direction for a distance of 220 metres or thereby to a point 315 metres or thereby north-east of Point H, as shown by stipple and numbered “3” on plan SR6 in the plan folio.

7. From a point 585 metres or thereby north-west of Point M in a generally north-easterly direction for a distance of 60 metres or thereby to a point 570 metres or thereby north-west of Point M, as shown by stipple and numbered “4” on plan SR10 in the plan folio.

8. From a point 585 metres or thereby north of Point M in a generally north-easterly direction for a distance of 35 metres or thereby to a point 605 metres or thereby north-east of Point M, as shown by stipple and numbered “6” on plan SR10 in the plan folio.

9. From a point 560 metres or thereby west, south-west of Point N in a generally west, south-westerly direction for a distance of 85 metres or thereby to a point 645 metres or thereby west, south-west of Point N, as shown by stipple and numbered “7” on plan SR11 in the plan folio.

10. From a point 760 metres or thereby west, south-west of Point N, in a generally westerly, then south-westerly direction for a distance of 110 metres or thereby to a point 870 metres or thereby west, south-west of Point N, as shown by stipple and numbered “8” on plan SR11 in the plan folio.

11. From a point 1040 metres or thereby west, south-west of Point N in a generally west, north-westerly direction for a distance of 80 metres or thereby to a point 1110 metres or thereby west, south-west of Point N, as shown by stipple and numbered “9” on plan SR11 in the plan folio.

12. From a point 75 metres or thereby north, north-west of Point P in a generally north-westerly, then north-easterly direction for a distance of 230 metres or thereby to a point 235 metres or thereby north, north-west of Point P, as shown by a stipple and numbered “10” on plan SR14 in the plan folio.

13. From a point 235 metres or thereby north, north-west of Point P in a generally north-easterly direction for a distance of 40 metres or thereby to a point 245 metres or thereby north, north-west of Point P, as shown by a stipple and numbered “11” on plan SR14 in the plan folio.

SCHEDULE 3

Article 3(b)

LENGTHS OF ROAD TO BE IMPROVED

1. That length of the existing U3050 Lynwilg Road from a point 230 metres or thereby south of Point C in a generally north, north-easterly direction for a distance of 190 metres or thereby to a point 145 metres or thereby east, south-east of Point C, as shown by cross hatching and numbered "15" on plan SR2 in the plan folio.

2. That length of the existing B9152 Kingussie - Granish Road from a point 680 metres or thereby south, south-east of Point B in a generally north, north-easterly direction for a distance of 10 metres or thereby to a point 675 metres or thereby south, south-east of Point B as shown by cross hatching and numbered "13" on plan SR3 in the plan folio.

3. That length of the B9152 Kingussie - Granish Road from a point 555 metres or thereby south-west of Point D in a generally north-easterly direction for a distance of 565 metres or thereby to a point 30 metres or thereby north, north-west of Point D as shown by cross hatching and numbered "14" on plan SR4 in the plan folio.

4. That length of the existing B9152 Kingussie - Granish Road from a point 185 metres or thereby south of Point E in a generally northerly direction for a distance of 20 metres or thereby to a point 165 metres or thereby south of Point E, as shown by cross hatching and numbered "17" on plan SR5 in the plan folio.

5. That length of the existing U5593 Old Meall Road from a point 115 metres or thereby east, south-east of Point G in a generally easterly direction for a distance of 5 metres or thereby to a point 120 metres or thereby east, south-east of Point G, as shown by cross hatching and numbered "116" on plan SR6 in the plan folio.

6. That length of the existing B9152 Kingussie - Granish Road from a point 80 metres or thereby east, south-east of Point H in a generally north-easterly direction for a distance of 200 metres or thereby to a point 230 metres or thereby north-east of Point H, as shown by cross hatching and numbered "20" on plan SR6 in the plan folio.

7. That length of the existing B9152 Kingussie - Granish Road from a point 275 metres or thereby north-east of Point H in a generally north-easterly direction for a distance of 40 metres or thereby to a point 315 metres or thereby north-east of Point H, as shown by cross hatching and numbered "229" on plan SR6 in the plan folio.

8. That length of the existing U1994 Dalrachney Road from a point 585 metres or thereby north-west of Point M in a generally north-easterly direction for a distance of 60 metres or thereby to a point 570 metres or thereby north-west of Point M, as shown by cross hatching and numbered "21" on plan SR10 in the plan folio.

9. That length of the existing U1994 Dalrachney Road from a point 585 metres or thereby north of Point M in a generally north-easterly direction for a distance of 35 metres or thereby to a point 605 metres or thereby north-east of Point M, as shown by cross hatching and numbered "23" on plan SR10 in the plan folio.

10. That length of the existing A938 Blackmount - Dulnain Bridge Road from a point 535 metres or thereby west, south-west of Point N in a generally west, south-westerly direction for a distance of 80 metres or thereby to a point 615 metres or thereby west, south-west of Point N, as shown by cross hatching and numbered "24" on plan SR11 in the plan folio.

11. That length of the existing A938 Blackmount - Dulnain Bridge Road from a point 865 metres or thereby west, south-west of Point N in a generally westerly direction for a distance of 200 metres or thereby to a point 1055 metres or thereby west, south-west of Point N, as shown by cross hatching and numbered "25" on plan SR11 in the plan folio.

12. That length of the existing A938 Blackmount - Dulnain Bridge Road from a point 1110 metres or thereby west, south-west of Point N in a generally westerly direction for a distance of 10 metres or thereby to a point 1120 metres or thereby west, south-west of Point N, as shown by cross hatching and numbered “220” on plan SR11 in the plan folio.

13. That length of the existing U2400 Blackmount - Slochd Road from a point 1120 metres or thereby west, south-west of Point N in a generally westerly direction for a distance of 95 metres or thereby to a point 1215 metres or thereby west, south-west of Point N, as shown by cross hatching and numbered “26” on plan SR11 in the plan folio.

14. That length of the existing U2400 Blackmount - Slochd Road from a point 1420 metres or thereby east of Point O in a generally westerly direction for a distance of 45 metres or thereby to a point 1385 metres or thereby east of Point O, as shown by cross hatching and numbered “27” on plan SR12 in the plan folio.

15. That length of the existing U2400 Blackmount - Slochd Road from a point 5 metres or thereby north of Point P in a generally north-westerly direction for a distance of 80 metres or thereby to a point 90 metres or thereby north-west of Point P, as shown by cross hatching and numbered “28” on plan SR14 in the plan folio.

16. That length of the existing U2400 Blackmount - Slochd Road from a point 230 metres or thereby north-west of Point P in a generally north-westerly direction for a distance of 10 metres or thereby to a point 240 metres or thereby north-west of Point P, as shown by cross hatching and numbered “29” on plan SR14 in the plan folio.

17. That length of the existing U2856 Slochd - Findhorn Road from a point 225 metres or thereby west, north-west of Point Q in a generally north-westerly direction for a distance of 110 metres or thereby to a point 335 metres or thereby west, north-west of Point Q, as shown by cross hatching and numbered “230” on plan SR15 in the plan folio.

SCHEDULE 4

Article 3(c)

LENGTHS OF ROAD TO BE STOPPED UP

1. That length of the existing B9152 Kingussie - Granish Road from a point 350 metres or thereby south-west of Point D in a generally north-easterly direction for a distance of 95 metres or thereby to a point 275 metres or thereby south-west of Point D, as shown by zebra hatching and numbered "206" on plan SR4 in the plan folio.

2. That length of the existing B9152 Kingussie - Granish Road from a point 260 metres or thereby north, north-east of Point D in a generally south, south-easterly direction for a distance of 120 metres or thereby to a point 200 metres or thereby north, north-east of Point D, as shown by zebra hatching and numbered "30" on plan SR4 in the plan folio.

3. That length of the existing U3050 Lynwilg Road from a point 345 metres or thereby north, north-east of Point D in a generally northerly direction for a distance of 55 metres or thereby to a point 400 metres or thereby north, north-east of Point D, as shown by zebra hatching and numbered "31" on plan SR4 in the plan folio.

4. That length of the existing B9152 Kingussie - Granish Road from a point 85 metres or thereby east of Point H in a generally north-easterly direction for a distance of 110 metres or thereby to a point 150 metres or thereby north-east of Point H, as shown by zebra hatching and numbered "210" on plan SR6 in the plan folio.

5. That length of the existing B9152 Kingussie - Granish Road from a point 185 metres or thereby north-east of Point H in a generally north-easterly direction for a distance of 135 metres or thereby to a point 320 metres or thereby north-east of Point H, as shown by zebra hatching and numbered "32" on plan SR6 in the plan folio.

6. That length of the existing A938 Blackmount - Dulnain Bridge Road from a point 530 metres or thereby west, south-west of Point N in a generally west, south-westerly direction for a distance of 30 metres or thereby to a point 560 metres or thereby west, south-west of Point N, as shown by zebra hatching and numbered "219" on plan SR11 in the plan folio.

7. That length of the existing A938 Blackmount - Dulnain Bridge Road from a point 540 metres or thereby west, south-west of Point N in a generally west, south-westerly direction for a distance of 115 metres or thereby to a point 655 metres or thereby west, south-west of Point N, as shown by zebra hatching and numbered "33" on plan SR11 in the plan folio.

8. That length of the existing A938 Blackmount - Dulnain Bridge Road from a point 670 metres or thereby west, south-west of Point N in a generally westerly direction for a distance of 110 metres or thereby to a point 775 metres or thereby west, south-west of Point N, as shown by zebra hatching and numbered "34" on plan SR11 in the plan folio.

9. That length of the existing A938 Blackmount - Dulnain Bridge Road from a point 790 metres or thereby west, south-west of Point N in a generally westerly direction for a distance of 190 metres or thereby to a point 970 metres or thereby west, south-west of Point N, as shown by zebra hatching and numbered "35" on plan SR11 in the plan folio.

10. That length of the existing A938 Blackmount - Dulnain Bridge Road from a point 895 metres or thereby west, south-west of Point N in a generally westerly direction for a distance of 230 metres or thereby to a point 1110 metres or thereby west, south-west of Point N, as shown by zebra hatching and numbered "36" on plan SR11 in the plan folio.

11. That length of the existing A938 Blackmount - Dulnain Bridge Road from a point 1120 metres or thereby west, south-west of Point N in a generally southerly direction for a distance of 30 metres or thereby to a point 1130 metres or thereby west, south-west of Point N, as shown by zebra hatching and numbered "37" on plan SR11 in the plan folio.

12. That length of the existing U2400 Blackmount - Slochd Road, from a point 80 metres or thereby north-west of Point P in a generally north-westerly direction for a distance of 150 metres or thereby to a point 230 metres or thereby north-west of Point P, as shown by zebra hatching and numbered "38" on plan SR14 in the plan folio.

13. That length of the existing U2400 Blackmount - Slochd Road, from a point 240 metres or thereby north-west of Point P in a generally north-westerly then, north-easterly direction for a distance of 85 metres or thereby to a point 285 metres or thereby north-west of Point P, as shown by zebra hatching and numbered "39" on plan SR14 in the plan folio.

SCHEDULE 5

Article 3(d) and (e)

PRIVATE MEANS OF ACCESS TO BE STOPPED UP

PART 1

1. The private means of access on the north side of the A9, from a point 100 metres or thereby north of Point B as shown by a solid black bar and numbered “40” on plan SR2 in the plan folio.

2. The private means of access on the south side of the A9, from a point 80 metres or thereby north of Point B as shown by a solid black bar and numbered “41” on plan SR2 in the plan folio.

3. The private means of access on the north side of the A9, from a point 570 metres or thereby south-west of Point C as shown by a solid black bar and numbered “43” on plan SR2 in the plan folio.

4. The private means of access on the south side of the A9, from a point 590 metres or thereby south-west of Point C shown by a solid black bar and numbered “44” on plan SR2 in the plan folio.

5. The private means of access on the north side of the B9152 Kingussie - Granish Road, from a point 220 metres or thereby south, south-west of Point D as shown by a solid black bar and numbered “42” on plan SR4 in the plan folio.

6. The private means of access on the west side of the A9, from a point 260 metres or thereby south, south-west of Point E as shown by a solid black bar and numbered “45” on plan SR5 in the plan folio.

7. The private means of access on the east side of the A9, from a point 40 metres or thereby west-north-west of Point F as shown by a solid black bar and numbered “46” on plan SR5 in the plan folio.

8. The private means of access on the west side of the A9, from a point 65 metres or thereby west-north-west of Point F as shown by a solid black bar and numbered “47” on plan SR5 in the plan folio.

9. The private means of access on the west side of the B9152 Kingussie - Granish Road, from a point 210 metres or thereby south, south-west of Point H as shown by a solid black bar and numbered “48” on plan SR6 in the plan folio.

10. The private means of access on the west side of the A9, from a point 170 metres or thereby north-west of Point H as shown by a solid black bar and numbered “49” on plan SR6 in the plan folio.

11. The private means of access on the west side of the A9, from a point 425 metres or thereby north of Point H as shown by a solid black bar and numbered “50” on plan SR6 in the plan folio.

12. The private means of access on the east side of the A9, from a point 810 metres or thereby north, north-east of Point H as shown by a solid black bar and numbered “51” on plan SR6 in the plan folio.

13. The private means of access on the west side of the A9, from a point 810 metres or thereby north, north-east of Point H as shown by a solid black bar and numbered “52” on plan SR6 in the plan folio.

14. The private means of access on the east side of the A9, from a point 615 metres or thereby south-west of Point J as shown by a solid black bar and numbered “53” on plan SR7 in the plan folio.

15. The private means of access on the west side of the A9, from a point 620 metres or thereby south-west of Point J as shown by a solid black bar and numbered “54” on plan SR7 in the plan folio.

16. The private means of access on the west side of the A9, from a point 355 metres or thereby east, south-east of Point K as shown by a solid black bar and numbered “55” on plan SR8 in the plan folio.

17. The private means of access on the east side of the A9, from a point 360 metres or thereby east, south-east of Point K as shown by a solid black bar and numbered “56” on plan SR8 in the plan folio.

18. The private means of access on the east side of the A9, from a point 375 metres or thereby east, north-east of Point K as shown by a solid black bar and numbered “57” on plan SR8 in the plan folio.

19. The private means of access on the west side of the A9, from a point 355 metres or thereby east, north-east of Point K as shown by a solid black bar and numbered “58” on plan SR8 in the plan folio.

20. The private means of access on the east side of the A9, from a point 1000 metres or thereby north, north-east of Point K as shown by a solid black bar and numbered “59” on plan SR8 in the plan folio.

21. The private means of access on the west side of the A9, from a point 995 metres or thereby north, north-east of Point K as shown by a solid black bar and numbered “60” on plan SR8 in the plan folio.

22. The private means of access on the east side of the A9, from a point 1500 metres or thereby north, north-east of Point K as shown by a solid black bar and numbered “61” on plan SR8 in the plan folio.

23. The private means of access on the west side of the A9, from a point 1510 metres or thereby north, north-east of Point K as shown by a solid black bar and numbered “62” on plan SR8 in the plan folio.

24. The private means of access on the west side of the A9, from a point 2000 metres or thereby north of Point K as shown by a solid black bar and numbered “63” on plan SR8 in the plan folio.

25. The private means of access on the east side of the A9, from a point 2015 metres or thereby north of Point K as shown by a solid black bar and numbered “64” on plan SR8 in the plan folio.

26. The private means of access on the south-west side of the A9, from a point 255 metres or thereby north, north-east of Point L as shown by a solid black bar and numbered “65” on plan SR9 in the plan folio.

27. The private means of access on the north-east side of the A9, from a point 275 metres or thereby north, north-east of Point L as shown by a solid black bar and numbered “66” on plan SR9 in the plan folio.

28. The private means of access on the south side of the A9, from a point 1135 metres or thereby west, south-west of Point N as shown by a solid black bar and numbered “67” on plan SR11 in the plan folio.

29. The private means of access on the south side of the A9, from a point 1110 metres or thereby east of Point O as shown by a solid black bar and numbered “68” on plan SR12 in the plan folio.

30. The private means of access on the north side of the A9, from a point 1110 metres or thereby east of Point O as shown by a solid black bar and numbered “69” on plan SR12 in the plan folio.

31. The private means of access on the south-west side of the A9, from a point 1250 metres or thereby south-east of Point Q as shown by a solid black bar and numbered “71” on plan SR15 in the plan folio.

32. The private means of access on the north-east side of the A9, from a point 1250 metres or thereby south-east of Point Q as shown by a solid black bar and numbered “72” on plan SR15 in the plan folio.

PART 2

1. The private means of access on the north side of the A9, from a point 250 metres or thereby east, north-east of Point O as shown by a solid black bar and numbered “70” on plan SR12 in the plan folio.

SCHEDULE 6

Article 3(f)

NEW MEANS OF ACCESS TO BE PROVIDED

1. From a point 45 metres or thereby south-east of Point A in a generally north-easterly, then north-westerly direction for a distance of 115 metres or thereby to a point 75 metres or thereby north, north-east of Point A, as shown by single hatching and numbered “197” on plan SR1 in the plan folio.

2. From a point 445 metres north, north-west of Point A in a generally north-easterly direction for a distance of 55 metres or thereby to a point 450 metres or thereby north of Point A, as shown by single hatching and numbered “198” on plan SR1 in the plan folio.

3. From a point 445 metres or thereby north of Point A in a generally east, north-easterly, then northerly, then north-easterly direction for a distance of 465 metres or thereby to a point 810 metres or thereby north, north-east of Point A, as shown by single hatching and numbered “73” on plan SR1 in the plan folio.

4. From a point 680 metres or thereby north-east of Point A in a generally easterly direction for a distance of 10 metres or thereby to a point 685 metres or thereby north, north-east of Point A, as shown by single hatching and numbered “74” on plan SR1 in the plan folio.

5. From a point 1585 metres or thereby north-east of Point A in a generally northerly direction for a distance of 95 metres or thereby to a point 1650 metres or thereby north, north-east of Point A, as shown by single hatching and numbered “75” on plan SR1 in the plan folio.

6. From a point 1575 metres or thereby north-east of Point A in a generally northerly direction for a distance of 10 metres or thereby to a point 1585 metres or thereby north, north-east of Point A, as shown by single hatching and numbered “233” on plan SR1 in the plan folio.

7. From a point 1545 metres or thereby north-east of Point A in a generally north-easterly direction for a distance of 380 metres or thereby to a point 1890 metres or thereby north-east of Point A, as shown by single hatching and numbered “76” on plan SR1 in the plan folio.

8. From a point 1670 metres or thereby north-east of Point A in a generally east, north-easterly, then north, north-easterly direction for a distance of 325 metres or thereby to a point 1960 metres or thereby north-east of Point A, as shown by single hatching and numbered “77” on plan SR1 in the plan folio.

9. From a point 275 metres or thereby west, south-west of Point B in a generally west, south-westerly, then north, north-westerly direction for a distance of 115 metres or thereby to a point 365 metres or thereby west, south-west of Point B, as shown by single hatching and numbered “78” on plan SR2 in the plan folio.

10. From a point 290 metres or thereby west of Point B in a generally south-westerly direction for a distance of 20 metres or thereby to a point 305 metres or thereby west, south-west of Point B, as shown by single hatching and numbered “79” on plan SR2 in the plan folio.

11. From a point 355 metres or thereby west, north-west of Point B in a generally south-easterly, then southerly direction for a distance of 205 metres or thereby to a point 275 metres or thereby west, south-west of Point B, as shown by single hatching and numbered “80” on plan SR2 in the plan folio.

12. From a point 370 metres or thereby west, north-west of Point B in a generally easterly, then east, north-easterly then east, south-easterly, then east, north-easterly, then easterly, then southerly direction for a distance of 1110 metres or thereby to a point 455 metres or thereby south-west of Point C, as shown by single hatching and numbered “81” on plan SR2 in the plan folio.

13. From a point 260 metres or thereby west, north-west of Point B in a generally north-westerly direction for a distance of 5 metres or thereby to a point 255 metres or thereby west, north-west of Point B, as shown by single hatching and numbered “82” on plan SR2 in the plan folio.

14. From a point 145 metres or thereby north of Point B in a generally northerly direction for a distance of 10 metres or thereby to a point 155 metres or thereby north of Point B, as shown by single hatching and numbered “199” on plan SR2 in the plan folio.

15. From a point 135 metres or thereby north of Point B in a generally south-westerly direction for a distance of 10 metres or thereby to a point 130 metres or thereby north of Point B, as shown by single hatching and numbered “83” on plan SR2 in the plan folio.

16. From a point 180 metres or thereby north-east of Point B in a generally northerly direction for a distance of 15 metres or thereby to a point 195 metres or thereby north-east of Point B, as shown by single hatching and numbered “200” on plan SR2 in the plan folio.

17. From a point 255 metres or thereby north-east of Point B in a generally easterly direction for a distance of 45 metres or thereby to a point 300 metres or thereby north-east of Point B, as shown by single hatching and numbered “201” on plan SR2 in the plan folio.

18. From a point 485 metres or thereby east, north-east of Point B in a generally southerly direction for a distance of 10 metres or thereby to a point 480 metres or thereby east, north-east of Point B, as shown by single hatching and numbered “84” on plan SR2 in the plan folio.

19. From a point 510 metres or thereby south-west of Point C in a generally north-easterly direction for a distance of 60 metres or thereby to a point 455 metres or thereby south-west of Point C, as shown by single hatching and numbered “85” on plan SR2 in the plan folio.

20. From a point 330 metres or thereby east, north-east of Point B in a generally easterly, then southerly, then south-westerly direction for a distance of 280 metres or thereby to a point 430 metres or thereby east of Point B, as shown by single hatching and numbered “86” on plan SR2 in the plan folio.

21. From a point 255 metres or thereby south of Point C in a generally east, south-easterly, then east, north-easterly direction for a distance of 80 metres or thereby to a point 260 metres or thereby south, south-east of Point C, as shown by single hatching and numbered “98” on plan SR2 in the plan folio.

22. From a point 250 metres or thereby south, south-east of Point C in a generally south-easterly direction for a distance of 10 metres or thereby to a point 260 metres or thereby south, south-east of Point C, as shown by single hatching and numbered “99” on plan SR2 in the plan folio.

23. From a point 130 metres or thereby south-east of Point C in a generally westerly direction for a distance of 5 metres or thereby to a point 125 metres or thereby south-east of Point C, as shown by single hatching and numbered “239” on plan SR2 in the plan folio.

24. From a point 130 metres or thereby east, south-east of Point C in a generally north-westerly direction for a distance of 5 metres or thereby to a point 130 metres or thereby east, south-east of Point C, as shown by single hatching and numbered “240” on plan SR2 in the plan folio.

25. From a point 145 metres or thereby east, south-east of Point C in a generally easterly direction for a distance of 65 metres or thereby to a point 195 metres or thereby east, south-east of Point C, as shown by single hatching and numbered “101” on plan SR2 in the plan folio.

26. From a point 150 metres or thereby east, south-east of Point C in a generally south-easterly direction for a distance of 5 metres or thereby to a point 155 metres or thereby east, south-east of Point C, as shown by single hatching and numbered “102” on plan SR2 in the plan folio.

27. From a point 65 metres or thereby east of Point B in a generally east, south-easterly, then southerly, then south, south-westerly, then southerly, then south-easterly direction for a distance of 770 metres or thereby to a point 675 metres or thereby south, south-east of Point B, as shown by single hatching and numbered “87” on plan SR3 in the plan folio.

28. From a point 90 metres or thereby east, south-east of Point B in a generally north-easterly direction for a distance of 25 metres or thereby to a point 95 metres or thereby east, south-east of Point B, as shown by single hatching and numbered “88” on plan SR3 in the plan folio.

29. From a point 315 metres or thereby south-east of Point B in a generally northerly direction for a distance of 100 metres or thereby to a point 255 metres or thereby south-east of Point B, as shown by single hatching and numbered “89” on plan SR3 in the plan folio.

30. From a point 190 metres or thereby east, south-east of Point B in a generally north-westerly direction for a distance of 15 metres or thereby to a point 175 metres or thereby east, south-east of Point B, as shown by single hatching and numbered “91” on plan SR3 in the plan folio.

31. From a point 100 metres or thereby east, south-east of Point B in a generally north-westerly direction for a distance of 5 metres or thereby to a point 95 metres or thereby east, south-east of Point B, as shown by single hatching and numbered “92” on plan SR3 in the plan folio.

32. From a point 265 metres or thereby south-east of Point B in a generally westerly direction for a distance of 5 metres or thereby to a point 260 metres or thereby south-east of Point B, as shown by single hatching and numbered “202” on plan SR3 in the plan folio.

33. From a point 270 metres or thereby south-east of Point B in a generally easterly direction for a distance of 10 metres or thereby to a point 275 metres or thereby south-east of Point B, as shown by single hatching and numbered “203” on plan SR3 in the plan folio.

34. From a point 275 metres or thereby west, south-west of Point D in a generally westerly, then north-westerly, then north, north-easterly direction for a distance of 100 metres or thereby to a point 285 metres or thereby west, south-west of Point D, as shown by single hatching and numbered “94” on plan SR4 in the plan folio.

35. From a point 285 metres or thereby west, south-west of Point D in a generally northerly direction for a distance of 5 metres or thereby to a point 285 metres or thereby west, south-west of Point D, as shown by single hatching and numbered “95” on plan SR4 in the plan folio.

36. From a point 290 metres or thereby west, south-west of Point D in a generally south-easterly direction for a distance of 50 metres or thereby to a point 245 metres or thereby west, south-west of Point D, as shown by single hatching and numbered “96” on plan SR4 in the plan folio.

37. From a point 310 metres or thereby west of Point D in a generally east, north-easterly direction for a distance of 90 metres or thereby to a point 230 metres or thereby west of Point D, as shown by single hatching and numbered “97” on plan SR4 in the plan folio.

38. From a point 1120 metres or thereby south, south-west of Point E in a generally north-easterly direction for a distance of 105 metres or thereby to a point 1025 metres or thereby south, south-west of Point E, as shown by single hatching and numbered “105” on plan SR5 in the plan folio.

39. From a point 260 metres or thereby south, south-west of Point E in a generally northerly, then easterly direction for a distance of 130 metres or thereby to a point 175 metres or thereby south of Point E, as shown by single hatching and numbered “106” on plan SR5 in the plan folio.

40. From a point 200 metres or thereby south, south-west of Point E in a generally westerly direction for a distance of 5 metres or thereby to a point 205 metres or thereby south, south-west of Point E, as shown by single hatching and numbered “207” on plan SR5 in the plan folio.

41. From a point 190 metres or thereby south, south-west of Point E in a generally westerly direction for a distance of 5 metres or thereby to a point 190 metres or thereby south, south-west of Point E, as shown by single hatching and numbered “208” on plan SR5 in the plan folio.

42. From a point 335 metres or thereby south of Point F in a generally easterly, then east, south-easterly direction for a distance of 350 metres or thereby to a point 575 metres or thereby south, south-east of Point F, as shown by single hatching and numbered “107” on plan SR5 in the plan folio.

43. From a point 540 metres or thereby south, south-east of Point F in a generally south-westerly direction for a distance of 5 metres or thereby to a point 540 metres or thereby south, south-east of Point F, as shown by single hatching and numbered “108” on plan SR5 in the plan folio.

44. From a point 500 metres or thereby south, south-east of Point F in a generally south-westerly direction for a distance of 5 metres or thereby to a point 505 metres or thereby south, south-east of Point F, as shown by single hatching and numbered “209” on plan SR5 in the plan folio.

45. From a point 325 metres or thereby south of Point F in a generally southerly direction for a distance of 5 metres or thereby to a point 330 metres or thereby south of Point F, as shown by single hatching and numbered “110” on plan SR5 in the plan folio.

46. From a point 150 metres or thereby north-west of Point F in a generally southerly then easterly direction for a distance of 105 metres or thereby to a point 65 metres or thereby north-west of Point F, as shown by single hatching and numbered “111” on plan SR5 in the plan folio.

47. From a point 110 metres or thereby west, north-west of Point F in a generally northerly direction for a distance of 25 metres or thereby to a point 120 metres or thereby west, north-west of Point F, as shown by single hatching and numbered “112” on plan SR5 in the plan folio.

48. From a point 105 metres or thereby west, north-west of Point F in a generally westerly direction for a distance of 40 metres or thereby to a point 140 metres or thereby west, north-west of Point F, as shown by single hatching and numbered “113” on plan SR5 in the plan folio.

49. From a point 30 metres or thereby north-east of Point G in a generally north-easterly direction for a distance of 100 metres or thereby to a point 125 metres or thereby north-east of Point G, as shown by single hatching and numbered “115” on plan SR6 in the plan folio.

50. From a point 375 metres or thereby west, south-west of Point H in a generally east, south-easterly direction for a distance of 95 metres or thereby to a point 330 metres or thereby south-west of Point H, as shown by single hatching and numbered “117” on plan SR6 in the plan folio.

51. From a point 275 metres or thereby south-west of Point H in a generally south, south-westerly direction for a distance of 10 metres or thereby to a point 285 metres or thereby south-west of Point H, as shown by single hatching and numbered “118” on plan SR6 in the plan folio.

52. From a point 235 metres or thereby north, north-east of Point H in a generally east, north-easterly direction for a distance of 35 metres or thereby to a point 255 metres or thereby north, north-east of Point H, as shown by single hatching and numbered “120” on plan SR6 in the plan folio.

53. From a point 90 metres or thereby east, north-east of Point H in a generally easterly direction for a distance of 20 metres or thereby to a point 105 metres east, north-east of Point H, as shown by single hatching and numbered “226” on plan SR6 in the plan folio.

54. From a point 275 metres or thereby north-west of Point H in a generally easterly, then northerly direction for a distance of 95 metres or thereby to a point 240 metres or thereby north-west of Point H, as shown by single hatching and numbered “123” on plan SR6 in the plan folio.

55. From a point 245 metres or thereby north, north-east of Point H in a generally south-easterly direction for a distance of 55 metres or thereby to a point 205 metres or thereby north, north-east of Point H, as shown by single hatching and numbered “126” on plan SR6 in the plan folio.

56. From a point 225 metres or thereby north, north-east of Point H in a generally easterly direction for a distance of 10 metres or thereby to a point 230 metres or thereby north, north-east of Point H, as shown by single hatching and numbered “127” on plan SR6 in the plan folio.

57. From a point 410 metres or thereby north, north-west of Point H in a generally north-easterly direction for a distance of 85 metres or thereby to a point 480 metres or thereby north of Point H, as shown by single hatching and numbered “128” on plan SR6 in the plan folio.

58. From a point 710 metres or thereby north of Point H in a generally east, north-easterly direction for a distance of 80 metres or thereby to a point 745 metres or thereby north of Point H, as shown by single hatching and numbered “132” on plan SR6 in the plan folio.

59. From a point 680 metres or thereby north, north-east of Point H in a generally north, north-easterly direction for a distance of 45 metres or thereby to a point 725 metres or thereby north, north-east of Point H, as shown by single hatching and numbered “133” on plan SR6 in the plan folio.

60. From a point 725 metres or thereby north, north-east of Point H in a generally westerly, then north, north-easterly direction for a distance of 115 metres or thereby to a point 810 metres or thereby north, north east of Point H, as shown by single hatching and numbered “134a” on plan SR6 in the plan folio.

61. From a point 1090 metres or thereby north, north-east of Point H in a generally north-easterly direction for a distance of 185 metres or thereby to a point 1255 metres or thereby north, north east of Point H, as shown by single hatching and numbered “134b” on plan SR6 in the plan folio.

62. From a point 515 metres or thereby south, south-east of Point I in a generally easterly direction for a distance of 20 metres or thereby to a point 510 metres or thereby south, south-east of Point I, as shown by single hatching and numbered “134c” on plan SR6 in the plan folio.

63. From a point 1190 metres or thereby north, north-east of Point H in a generally northerly direction for a distance of 10 metres or thereby to a point 1195 metres or thereby north, north-east of Point H, as shown by single hatching and numbered “135” on plan SR6 in the plan folio.

64. From a point 1185 metres or thereby north, north-east of Point H in a generally northerly direction for a distance of 10 metres or thereby to a point 1200 metres or thereby north, north-east of Point H, as shown by single hatching and numbered “136” on plan SR6 in the plan folio.

65. From a point 320 metres or thereby south, south-west of Point I in a generally north, north-easterly direction for a distance of 10 metres or thereby to a point 310 metres or thereby south, south-west of Point I, as shown by single hatching and numbered “214” on plan SR6 in the plan folio.

66. From a point 265 metres or thereby south-west of Point J in a generally north-westerly direction for a distance of 20 metres or thereby to a point 260 metres or thereby south-west of Point J, as shown by single hatching and numbered “139a” on plan SR7 in the plan folio.

67. From a point 95 metres or thereby west, north-west of Point J in a generally north, then north-easterly direction for a distance of 90 metres or thereby to a point 140 metres or thereby north, north-west of Point J, as shown by single hatching and numbered “139b” on plan SR7 in the plan folio.

68. From a point 245 metres or thereby north of Point J in a generally northerly direction for a distance of 695 metres or thereby to a point 935 metres or thereby north of Point J, as shown by single hatching and numbered “139c” on plan SR7 in the plan folio.

69. From a point 175 metres or thereby north, north-west of Point J in a generally north, north-easterly direction for a distance of 65 metres or thereby to a point 235 metres or thereby north of Point J, as shown by single hatching and numbered “139d” on plan SR7 in the plan folio.

70. From a point 420 metres or thereby south-west of Point J in a generally north-easterly direction for a distance of 170 metres or thereby to a point 260 metres or thereby south-west of Point J, as shown by single hatching and numbered “140” on plan SR7 in the plan folio.

71. From a point 195 metres or thereby west, north-west of Point J in a generally north-easterly, then east, south-easterly direction for a distance of 160 metres or thereby to a point 145 metres or thereby north, north-west of Point J, as shown by single hatching and numbered “142” on plan SR7 in the plan folio.

72. From a point 385 metres or thereby north of Point J in a generally northerly direction for a distance of 10 metres or thereby to a point 395 metres or thereby north of Point J, as shown by single hatching and numbered “238” on plan SR7 in the plan folio.

73. From a point 380 metres or thereby east, north-east of Point K in a generally southerly, then south-westerly direction for a distance of 375 metres or thereby to a point 445 metres or thereby south-east of Point K, as shown by single hatching and numbered “145” on plan SR8 in the plan folio.

74. From a point 410 metres or thereby east, south-east of Point K in a generally south-easterly direction for a distance of 135 metres or thereby to a point 535 metres or thereby east, south-east of Point K, as shown by single hatching and numbered “146” on plan SR8 in the plan folio.

75. From a point 455 metres or thereby east, south-east of Point K in a generally south-westerly direction for a distance of 15 metres or thereby to a point 450 metres or thereby east, south-east of Point K, as shown by single hatching and numbered “241” on plan SR8 in the plan folio.

76. From a point 455 metres or thereby east, south-east of Point K in a generally north-easterly, then easterly direction for a distance of 20 metres or thereby to a point 470 metres or thereby east, south-east of Point K, as shown by single hatching and numbered “147” on plan SR8 in the plan folio.

77. From a point 315 metres or thereby east of Point K in a generally easterly, then northerly, then easterly direction for a distance of 205 metres or thereby to a point 450 metres or thereby east, north-east of Point K, as shown by single hatching and numbered “149” on plan SR8 in the plan folio.

78. From a point 440 metres or thereby east, north-east of Point K in a generally north-westerly direction for a distance of 5 metres or thereby to a point 440 metres or thereby east, north-east of Point K, as shown by single hatching and numbered “150” on plan SR8 in the plan folio.

79. From a point 2045 metres or thereby north of Point K in a generally easterly, then southerly then westerly direction for a distance of 220 metres or thereby to a point 1965 metres or thereby north of Point K, as shown by single hatching and numbered “151” on plan SR8 in the plan folio.

80. From a point 1540 metres or thereby north of Point K in a generally easterly direction for a distance of 25 metres or thereby to a point 1550 metres or thereby north of Point K, as shown by single hatching and numbered “156” on plan SR8 in the plan folio.

81. From a point 2075 metres or thereby north, north-east of Point K in a generally north-easterly, then westerly, then north-westerly for a distance of 415 metres or thereby to a point 2420 metres or thereby north of Point K, as shown by single hatching and numbered “160” on plan SR8 in the plan folio.

82. From a point 2145 metres or thereby north of Point K in a generally easterly direction for a distance of 35 metres or thereby to a point 2150 metres or thereby north of Point K, as shown by single hatching and numbered “161” on plan SR8 in the plan folio.

83. From a point 2245 metres or thereby north of Point K in a generally north-easterly direction for a distance of 55 metres or thereby to a point 2275 metres or thereby north of Point K, as shown by single hatching and numbered “163” on plan SR8 in the plan folio.

84. From a point 2670 metres or thereby north of Point K in a generally westerly direction for a distance of 5 metres or thereby to a point 2670 metres or thereby north of Point K, as shown by single hatching and numbered “165” on plan SR8 in the plan folio.

85. From a point 240 metres or thereby west, north-west of Point M in a generally north-easterly direction for a distance of 45 metres or thereby to a point 245 metres or thereby west, north-west of Point M, as shown by single hatching and numbered “167a” on plan SR9 in the plan folio.

86. From a point 245 metres or thereby west, north-west of Point M in a generally north-easterly direction for a distance of 10 metres or thereby to a point 240 metres or thereby west, north-west of Point M, as shown by single hatching and numbered “167b” on plan SR9 in the plan folio.

87. From a point 325 metres or thereby east of Point L in a generally north-westerly, then south-westerly direction for a distance of 355 metres or thereby to a point 125 metres or thereby north-east of Point L, as shown by single hatching and numbered “168” on plan SR9 in the plan folio.

88. From a point 300 metres or thereby east of Point L in a generally north-easterly direction for a distance of 10 metres or thereby to a point 310 metres or thereby east of Point L, as shown by single hatching and numbered “169” on plan SR9 in the plan folio.

89. From a point 125 metres or thereby north, north-east of Point L in a generally south-easterly direction for a distance of 45 metres or thereby to a point 135 metres or thereby north-east of Point L, as shown by single hatching and numbered “170” on plan SR9 in the plan folio.

90. From a point 330 metres or thereby north-east of Point L in a generally south-westerly direction for a distance of 255 metres or thereby to a point 80 metres or thereby north, north east of Point L, as shown by single hatching and numbered “171” on plan SR9 in the plan folio.

91. From a point 320 metres or thereby north-east of Point L in a generally south-easterly direction for a distance of 10 metres or thereby to a point 315 metres or thereby north-east of Point L, as shown by single hatching and numbered “173” on plan SR9 in the plan folio.

92. From a point 215 metres or thereby north-west of Point L in a generally north-easterly direction for a distance of 5 metres or thereby to a point 215 metres or thereby north, north-west of Point L, as shown by single hatching and numbered “177” on plan SR9 in the plan folio.

93. From a point 610 metres or thereby west, south-west of Point N in a generally south-easterly direction for a distance of 40 metres or thereby to a point 600 metres or thereby west, south-west of Point N, as shown by single hatching and numbered “179” on plan SR11 in the plan folio.

94. From a point 915 metres or thereby west, south-west of Point N in a generally north-easterly direction for a distance of 30 metres or thereby to a point 885 metres or thereby west, south-west of Point N, as shown by single hatching and numbered “181” on plan SR11 in the plan folio.

95. From a point 885 metres or thereby west, south-west of Point N in a generally north-westerly, then easterly direction for a distance of 145 metres or thereby to a point 840 metres or thereby west of Point N, as shown by single hatching and numbered “182” on plan SR11 in the plan folio.

96. From a point 895 metres or thereby west, south-west of Point N in a generally westerly direction for a distance of 10 metres or thereby to a point 900 metres or thereby west of Point N, as shown by single hatching and numbered “183” on plan SR11 in the plan folio.

97. From a point 1180 metres or thereby west of Point N in a generally northerly direction for a distance of 10 metres or thereby to a point 1180 metres or thereby west of Point N, as shown by single hatching and numbered “184” on plan SR11 in the plan folio.

98. From a point 1420 metres or thereby east of Point O in a generally north-westerly, then northerly direction for a distance of 90 metres or thereby to a point 1390 metres or thereby east, north-east of Point O, as shown by single hatching and numbered “185” on plan SR12 in the plan folio.

99. From a point 85 metres or thereby north-west of Point P in a generally south, south-westerly direction for a distance of 35 metres or thereby to a point 80 metres or thereby west, north-west of Point P, as shown by single hatching and numbered “221” on plan SR13 in the plan folio.

100. From a point 240 metres or thereby north-west of Point P in a generally northerly, then north-westerly direction for a distance of 755 metres or thereby to a point 965 metres or thereby north-west of Point P, as shown by single hatching and numbered “188” on plan SR13 in the plan folio.

101. From a point 1250 metres or thereby south-east of Point Q in a generally northerly direction for a distance of 30 metres or thereby to a point 1235 metres or thereby south-east of Point Q, as shown by single hatching and numbered “189” on plan SR15 in the plan folio.

102. From a point 1255 metres or thereby south-east of Point Q in a generally north-westerly, then south-westerly, then north-westerly direction for a distance of 250 metres or thereby to a point 1045 metres or thereby south-east of Point Q, as shown by single hatching and numbered “190” on plan SR15 in the plan folio.

103. From a point 1170 metres or thereby south-east of Point Q in a generally north-westerly direction for a distance of 955 metres or thereby to a point 240 metres or thereby east, south-east of Point Q as shown by single hatching and numbered “191” on plan SR15 in the plan folio.

104. From a point 1130 metres or thereby south-east of Point Q in a generally south-westerly direction for a distance of 5 metres or thereby to a point 1130 metres or thereby south-east of Point Q, as shown by single hatching and numbered “192” on plan SR15 in the plan folio.

105. From a point 240 metres or thereby west, north-west of Point Q in a generally north-westerly direction for a distance of 80 metres or thereby to a point 320 metres or thereby west, north-west of Point Q, as shown by single hatching and numbered “196” on plan SR15 in the plan folio.