

2024 No. 68

ROADS AND BRIDGES

The A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 2024

Made - - - - *22nd February 2024*

Coming into force - - *12th March 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 29th November 2016.

They prepared an environmental statement and published notice of it on 29th November 2016.

This Order is made in compliance with the provisions of Parts I and III of schedule 1 of the Roads (Scotland) Act 1984(c).

(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) OJ L 26, 28.1.2012, p.1. Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, OJ L 175, 5.7.1985 p.40, as amended by Council Directive 97/11/EC, OJ L 73, 14.3.1997, p.5 Directive 2003/35/EC of the European Parliament and of the Council, OJ L 156, 25.6.2003, p.17, and Directive 2009/31/EC of the European Parliament and of the Council, OJ 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, OJ L 124, 25.4.2014, p.1.

(c) Part I of schedule 1 was amended by the Local Government etc. (Scotland) Act 1994 (c. 39), schedule 13, paragraph 135, the Water Industry (Scotland) Act 2002 (asp 3), schedule 7, paragraph 14, the Transport and Works (Scotland) Act 2007 (asp 8), section 24, schedule 2, paragraphs 2 and 3, and schedule 3, paragraph 1 and S.S.I. 1999/1, S.S.I. 2006/614, S.S.I. 2011/396 and S.S.I. 2019/415. Part III of schedule 1 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 A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 2024 and comes into force on 12th March 2024.

Side roads and New Means of Access

2. The meanings 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 of this Order;
 - (b) to improve those lengths of road described in schedule 3 of this Order;
 - (c) to stop up those lengths of road described in schedule 4 of this Order 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 of this Order 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 of this Order; and
 - (f) to provide those new means of access described in schedule 6 of this Order.

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 shall be preserved.

Transfer of Roads

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



L. SHACKMAN

A member of the staff of the Scottish Ministers

Transport Scotland
2nd Floor
36 North Hanover Street
Glasgow
G1 2AD
22nd February 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 A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 2024” signed with reference to this Order and deposited at the offices of Transport Scotland, 2nd Floor, 36 North Hanover Street, Glasgow, G1 2AD;

“the existing A96 Trunk Road” means the existing A96 Aberdeen – Inverness Trunk Road between Raigmore Junction, Inverness and Haudagain Roundabout, Aberdeen including all lay-bys and bus lay-bys;

“point A” means the centre of the existing Smithton Roundabout at the junction of the existing Barn Church Road (C1032) and the existing A96 Trunk Road, shown marked “Point A” on plan SR1 and on plan SR24 in the plan folio;

“point B” means the junction between Walker Crescent (U1808) and Keppoch Road (U1855), shown marked “Point B” on plan SR2 in the plan folio;

“point C” means the junction between Allanfearn – Alturlie Road (U1347) and the existing A96 Trunk Road, shown marked “Point C” on plan SR3 in the plan folio;

“point D” means the junction between the existing Balmachree Service Road and the existing A96 Trunk Road, shown marked “Point D” on plan SR4 and on plan SR25 in the plan folio;

“point E” means the junction between the B9039 Newton – Castle Stuart – Ardersier Road and the existing A96 Trunk Road, shown marked “Point E” on plan SR5 in the plan folio;

“point F” means the southern corner of the property known as Rosemount Cottage, Dalcross, IV2 7JQ, shown marked “Point F” on plan SR6 in the plan folio;

“point G” means the centre of the airport roundabout at the junction of Kerrowgair – Croy Road (C1017) and the existing A96 Trunk Road, shown marked “Point G” on plan SR7 and on plan SR26 in the plan folio;

“point H” means the northern corner of the property known as The Bungalow, Gollanfield, IV2 7QT, shown marked “Point H” on plan SR8 in the plan folio;

“point I” means the junction between the existing Milton of Breachlich Road (U1025) and the existing B9006 Croy – Gollanfield – Fort George Road, shown marked “Point I” on plan SR9 and on plan SR27 in the plan folio;

“point J” means the western corner of the property known as Greenporch, Brackley, IV2 7QT, shown marked “Point J” on plan SR10 in the plan folio;

“point K” means the centre of the Gollanfield Road (C1013) railway bridge over the Aberdeen to Inverness Railway Line, shown marked “Point K” on plan SR11 and on plan SR28 in the plan folio;

“point L” means the north-eastern corner of the property known as Blackcastle Cottage, Nairn, IV2 7QP, shown marked “Point L” on plan SR12 and on plan SR13 in the plan folio;

“point M” means the junction between the existing Delnies – Kildrummie – Howford Road (C1163) and Moss-Side – Mosshall – Broadley Road (C1170), shown marked “Point M” on plan SR14 in the plan folio;

“point N” means the south-eastern corner of the property known as Balnaspirach House, Nairn, IV12 5NY, shown marked “Point N” on plan SR15 and on plan SR29 in the plan folio;

“point O” means the junction between the existing B9090 Loch Flemington – Clephanton – Cawdor – Nairn Road and Firhall Drive, shown marked “Point O” on plan SR16 and on plan SR30 in the plan folio;

“point P” means the northern corner of the property known as Crook Cottage, Nairn, IV12 5RY, shown marked “Point P” on plan SR17 and on plan SR31 in the plan folio;

“point Q” means the north-eastern corner of the property known as 2 Skenepark Cottages, Nairn, IV12 5RY, shown marked “Point Q” on plan SR18 in the plan folio;

“point R” means the access to Gas Works at the Blackpark – Grigorhill – Newmill Road (U3010), shown marked “Point R” on plan SR19 in the plan folio;

“point S” means the junction between the existing B9111 Auchnacloch – Auldearn Road and the existing A96 Trunk Road, shown marked “Point S” on plan SR20 in the plan folio;

“point T” means the junction between Bogside of Boath Service Road and Waterloo – Eastertown – Inshoch Road (U2297), shown marked “Point T” on plan SR21 and on plan SR32 in the plan folio;

“point U” means the south-eastern corner of the property known as Oak Side, Nairn, IV12 5QG, shown marked “Point U” on plan SR22 and on plan SR33 in the plan folio; and

“point V” means the eastern corner of the property known as Wester Hardmuir Cottage, Nairn, IV12 5QG, shown marked “Point V” on plan SR23 in the plan folio.

SCHEDULE 2

Article 3(a)

THE ROUTES OF THE NEW SIDE ROADS

1. From a point 610 metres or thereby west south-west of point A in a generally east north-easterly direction for a distance of 175 metres or thereby to a point 440 metres or thereby west south-west of point A as shown by stipple and numbered “1” on plan SR1 in the plan folio.

2. From a point 580 metres or thereby west south-west of point A in a generally northerly direction for a distance of 10 metres or thereby to a point 580 metres or thereby west south-west of point A as shown by stipple and numbered “2” on plan SR1 in the plan folio.

3. From a point 40 metres or thereby west of point A in a generally west south-westerly, then south-westerly direction for a distance of 90 metres or thereby to a point 125 metres or thereby west south-west of point A as shown by stipple and numbered “3” on plan SR1 in the plan folio.

4. From a point 130 metres or thereby south-east of point A in a generally anti-clockwise, then south-easterly direction for a distance of 95 metres or thereby to a point 280 metres or thereby south-east of point A as shown by stipple and numbered “4” on plan SR1 in the plan folio.

5. From a point 55 metres or thereby south-east of point A in a generally south-easterly, then clockwise direction for a distance of 155 metres or thereby to a point 200 metres or thereby south-east of point A as shown by stipple and numbered “5” on plan SR1 in the plan folio.

6. From a point 195 metres or thereby south-east of point A in a generally south-easterly direction for a distance of 85 metres or thereby to a point 280 metres or thereby south-east of point A as shown by stipple and numbered “6” on plan SR1 in the plan folio.

7. From a point 1.02 kilometres or thereby north-east of point A in a generally east south-easterly direction for a distance of 35 metres or thereby to a point 1.03 kilometres or thereby north-east of point A as shown by stipple and numbered “7” on plan SR1 in the plan folio.

8. From a point 1.04 kilometres or thereby north-east of point A in a generally north-easterly, then northerly, then north-westerly, then south-westerly, then north-westerly direction for a distance of 160 metres or thereby to a point 1.01 kilometres or thereby north-east of point A as shown by stipple and numbered “8” on plan SR1 in the plan folio.

9. From a point 595 metres or thereby south-west of point B in a generally northerly, then north north-westerly, then north-westerly, then north north-westerly, then northerly, then north north-easterly direction for a distance of 225 metres or thereby to a point 455 metres or thereby south-west of point B as shown by stipple and numbered “9” on plan SR2 in the plan folio.

10. From a point 655 metres or thereby south south-west of point B in a generally northerly direction for a distance of 65 metres or thereby to a point 600 metres or thereby south-west of point B as shown by stipple and numbered “468” on plan SR2 in the plan folio.

11. From a point 440 metres or thereby south-west of point B in a generally north north-easterly direction for a distance of 115 metres or thereby to a point 340 metres or thereby west south-west of point B as shown by stipple and numbered “10” on plan SR2 in the plan folio.

12. From a point 340 metres or thereby west south-west of point B in a generally north north-easterly, then northerly, then north north-westerly, then north-westerly, then west north-westerly direction for a distance of 485 metres or thereby to a point 295 metres or thereby north-west of point B as shown by stipple and numbered “11” on plan SR2 in the plan folio.

13. From a point 580 metres or thereby west south-west of point D in a generally east north-easterly, then easterly direction for a distance of 140 metres or thereby to a point 465 metres or thereby south-west of point D as shown by stipple and numbered “12” on plan SR4 in the plan folio.

14. From a point 415 metres or thereby south-west of point D in a generally clockwise direction for a distance of 190 metres or thereby to a point 415 metres or thereby south-west of point D as shown by stipple and numbered “13” on plan SR4 in the plan folio.

15. From a point 340 metres or thereby south-west of point D in a generally south south-westerly direction for a distance of 90 metres or thereby to a point 410 metres or thereby south-west of point D as shown by stipple and numbered “14” on plan SR4 in the plan folio.

16. From a point 445 metres or thereby south-west of point D in a generally south-easterly direction for a distance of 85 metres or thereby to a point 470 metres or thereby south south-west of point D as shown by stipple and numbered “15” on plan SR4 in the plan folio.

17. From a point 460 metres or thereby south south-west of point D in a generally clockwise direction for a distance of 190 metres or thereby to a point 460 metres or thereby south south-west of point D as shown by stipple and numbered “16” on plan SR4 in the plan folio.

18. From a point 510 metres or thereby south south-west of point D in a generally southerly direction for a distance of 125 metres or thereby to a point 630 metres or thereby south south-west of point D as shown by stipple and numbered “17” on plan SR4 in the plan folio.

19. From a point 1.23 kilometres or thereby west south-west of point G in a generally easterly, then east south-easterly, then south-easterly direction for a distance of 445 metres or thereby to a point 920 metres or thereby south-west of point G as shown by stipple and numbered “18” on plan SR7 in the plan folio.

20. From a point 935 metres or thereby south-west of point G in a generally north-easterly direction for a distance of 5 metres or thereby to a point 930 metres or thereby south-west of point G as shown by stipple and numbered “19” on plan SR7 in the plan folio.

21. From a point 505 metres or thereby north-west of point G in a generally south-easterly direction for a distance of 30 metres or thereby to a point 475 metres or thereby north-west of point G as shown by stipple and numbered “20” on plan SR7 in the plan folio.

22. From a point 470 metres or thereby west north-west of point G in a generally anti-clockwise direction for a distance of 65 metres or thereby to a point 430 metres or thereby west north-west of point G as shown by stipple and numbered “21” on plan SR7 in the plan folio.

23. From a point 430 metres or thereby north-west of point G in a generally easterly direction for a distance of 20 metres or thereby to a point 410 metres or thereby north-west of point G as shown by stipple and numbered “22” on plan SR7 in the plan folio.

24. From a point 505 metres or thereby north-west of point G in a generally east south-easterly direction for a distance of 25 metres or thereby to a point 475 metres or thereby north-west of point G as shown by stipple and numbered “23” on plan SR7 in the plan folio.

25. From a point 475 metres or thereby north-west of point G in a generally clockwise direction for a distance of 65 metres or thereby to a point 430 metres or thereby north-west of point G as shown by stipple and numbered “24” on plan SR7 in the plan folio.

26. From a point 430 metres or thereby north-west of point G in a generally south-easterly direction for a distance of 30 metres or thereby to a point 400 metres or thereby north-west of point G as shown by stipple and numbered “25” on plan SR7 in the plan folio.

27. From a point 460 metres or thereby north-west of point G in a generally east north-easterly direction for a distance of 5 metres or thereby to a point 460 metres or thereby north-west of point G as shown by stipple and numbered “469” on plan SR7 in the plan folio.

28. From a point 455 metres or thereby north-west of point G in a generally east north-easterly direction for a distance of 5 metres or thereby to a point 450 metres or thereby north-west of point G as shown by stipple and numbered “470” on plan SR7 in the plan folio.

29. From a point 245 metres or thereby north-west of point G in a generally anti-clockwise, then east south-easterly direction for a distance of 65 metres or thereby to a point 180 metres or thereby north-west of point G as shown by stipple and numbered “26” on plan SR7 in the plan folio.

30. From a point 250 metres or thereby north-west of point G in a generally clockwise, then south-easterly direction for a distance of 70 metres or thereby to a point 180 metres or thereby north-west of point G as shown by stipple and numbered “27” on plan SR7 in the plan folio.

31. From a point 170 metres or thereby north-west of point G in a generally south-easterly direction for a distance of 35 metres or thereby to a point 135 metres or thereby north-west of point G as shown by stipple and numbered “28” on plan SR7 in the plan folio.

32. From a point 225 metres or thereby north-west of point G in a generally south south-westerly direction for a distance of 10 metres or thereby to a point 225 metres or thereby north-west of point G as shown by stipple and numbered “471” on plan SR7 in the plan folio.

33. From a point 265 metres or thereby south-east of point H in a generally north-easterly direction for a distance of 10 metres or thereby to a point 265 metres or thereby south-east of point H as shown by stipple and numbered “29” on plan SR8 in the plan folio.

34. From a point 80 metres or thereby south-east of point H in a generally north-easterly direction for a distance of 10 metres or thereby to a point 75 metres or thereby south-east of point H as shown by stipple and numbered “30” on plan SR8 in the plan folio.

35. From a point 275 metres or thereby north of point H in a generally north-easterly direction for a distance of 20 metres or thereby to a point 285 metres or thereby north of point H as shown by stipple and numbered “31” on plan SR8 in the plan folio.

36. From a point 500 metres or thereby north north-east of point H in a generally north-easterly direction for a distance of 35 metres or thereby to a point 535 metres or thereby north north-east of point H as shown by stipple and numbered “32” on plan SR8 in the plan folio.

37. From a point 120 metres or thereby west south-west of point I in a generally south-easterly direction for a distance of 10 metres or thereby to a point 115 metres or thereby west south-west of point I as shown by stipple and numbered “33” on plan SR9 in the plan folio.

38. From a point 300 metres or thereby south-west of point I in a generally north-easterly, then east north-easterly, then easterly, then east north-easterly, then north-easterly direction for a distance of 355 metres or thereby to a point 115 metres or thereby south-east of point I as shown by stipple and numbered “34” on plan SR9 in the plan folio.

39. From a point 375 metres or thereby south-east of point I in a generally south-easterly, then east south-easterly, then south-easterly, then south south-easterly, then south-easterly direction for a distance of 800 metres or thereby to a point 1.15 kilometres or thereby south-east of point I as shown by stipple and numbered “35” on plan SR9 in the plan folio.

40. From a point 805 metres or thereby south-east of point I in a generally south-westerly direction for a distance of 10 metres or thereby to a point 800 metres or thereby south-east of point I as shown by stipple and numbered “36” on plan SR9 in the plan folio.

41. From a point 875 metres or thereby south-east of point I in a generally east south-easterly, then south-easterly, then south south-easterly direction for a distance of 40 metres or thereby to a point 915 metres or thereby south-east of point I as shown by stipple and numbered “37” on plan SR9 in the plan folio.

42. From a point 940 metres or thereby south-east of point I in a generally west south-westerly, then westerly direction for a distance of 55 metres or thereby to a point 915 metres or thereby south-east of point I as shown by stipple and numbered “38” on plan SR9 in the plan folio.

43. From a point 910 metres or thereby south-east of point I in a generally westerly, then west south-westerly direction for a distance of 360 metres or thereby to a point 845 metres or thereby south south-east of point I as shown by stipple and numbered “39” on plan SR9 in the plan folio.

44. From a point 960 metres or thereby south-east of point I in a generally north-easterly direction for a distance of 10 metres or thereby to a point 960 metres or thereby south-east of point I as shown by stipple and numbered “40” on plan SR9 in the plan folio.

45. From a point 1.03 kilometres or thereby south-east of point I in a generally west south-westerly, then westerly direction for a distance of 30 metres or thereby to a point 1.01 kilometres or thereby south-east of point I as shown by stipple and numbered “41” on plan SR9 in the plan folio.

46. From a point 325 metres or thereby north of point J in a generally east north-easterly, then easterly, then east north-easterly direction for a distance of 300 metres or thereby to a point 490 metres or thereby north north-east of point J as shown by stipple and numbered “42” on plan SR10 in the plan folio.

47. From a point 330 metres or thereby south of point K in a generally north-easterly, then east north-easterly direction for a distance of 175 metres or thereby to a point 225 metres or thereby south south-east of point K as shown by stipple and numbered “43” on plan SR11 in the plan folio.

48. From a point 160 metres or thereby south south-east of point K in a generally south south-easterly, then southerly direction for a distance of 285 metres or thereby to a point 445 metres or thereby south south-east of point K as shown by stipple and numbered “44” on plan SR11 in the plan folio.

49. From a point 475 metres or thereby south south-east of point K in a generally easterly direction for a distance of 20 metres or thereby to a point 490 metres or thereby south south-east of point K as shown by stipple and numbered “45” on plan SR11 in the plan folio.

50. From a point 540 metres or thereby west south-west of point L in a generally south-easterly direction for a distance of 100 metres or thereby to a point 500 metres or thereby west south-west of point L as shown by stipple and numbered “46” on plan SR12 in the plan folio.

51. From a point 540 metres or thereby west south-west of point L in a generally south-easterly, then east south-easterly, then easterly, then east north-easterly direction for a distance of 240 metres or thereby to a point 380 metres or thereby west south-west of point L as shown by stipple and numbered “47” on plan SR12 in the plan folio.

52. From a point 185 metres or thereby north-east of point L in a generally north-easterly, then north north-easterly, then north-easterly direction for a distance of 250 metres or thereby to a point 425 metres or thereby north-east of point L as shown by stipple and numbered “48” on plan SR12 in the plan folio.

53. From a point 410 metres or thereby north-east of point L in a generally south-easterly direction for a distance of 45 metres or thereby to a point 405 metres or thereby north-east of point L as shown by stipple and numbered “49” on plan SR12 in the plan folio.

54. From a point 425 metres or thereby north-east of point L in a generally clockwise direction for a distance of 160 metres or thereby to a point 425 metres or thereby north-east of point L as shown by stipple and numbered “50” on plan SR12 in the plan folio.

55. From a point 415 metres or thereby east north-east of point L in a generally south south-easterly direction for a distance of 195 metres or thereby to a point 425 metres or thereby east of point L as shown by stipple and numbered “51” on plan SR12 in the plan folio.

56. From a point 435 metres or thereby east of point L in a generally clockwise direction for a distance of 160 metres or thereby to a point 435 metres or thereby east of point L as shown by stipple and numbered “52” on plan SR12 in the plan folio.

57. From a point 300 metres or thereby east of point L in a generally easterly, then east south-easterly, then south-easterly, then east south-easterly, then easterly, then east north-easterly, then north-easterly, then north north-easterly, then northerly direction for a distance of 195 metres or thereby to a point 445 metres or thereby east of point L as shown by stipple and numbered “53” on plan SR12 in the plan folio.

58. From a point 310 metres or thereby east south-east of point L in a generally anti-clockwise direction for a distance of 50 metres or thereby to a point 345 metres or thereby east south-east of point L as shown by stipple and numbered “54” on plan SR12 in the plan folio.

59. From a point 440 metres or thereby east north-east of point L in a generally north-easterly, then east north-easterly direction for a distance of 400 metres or thereby to a point 835 metres or thereby north-east of point L as shown by stipple and numbered “55” on plan SR12 in the plan folio.

60. From a point 655 metres or thereby north north-west of point M in a generally north-westerly direction for a distance of 55 metres or thereby to a point 705 metres or thereby north north-west of point M as shown by stipple and numbered “56” on plan SR14 in the plan folio.

61. From a point 595 metres or thereby north north-west of point M in a generally south-easterly direction for a distance of 70 metres or thereby to a point 525 metres or thereby north north-west of point M as shown by stipple and numbered “57” on plan SR14 in the plan folio.

62. From a point 490 metres or thereby north north-west of point M in a generally south easterly, then south south-easterly direction for a distance of 275 metres or thereby to a point 215 metres or thereby north north-west of point M as shown by stipple and numbered “58” on plan SR14 in the plan folio.

63. From a point 490 metres or thereby north north-west of point M in a generally south south-easterly direction for a distance of 340 metres or thereby to a point 150 metres or thereby north north-west of point M as shown by stipple and numbered “59” on plan SR14 in the plan folio.

64. From a point 185 metres or thereby north north-west of point M in a generally south-easterly direction for a distance of 195 metres or thereby to a point 55 metres or thereby east north-east of point M as shown by stipple and numbered “60” on plan SR14 in the plan folio.

65. From a point 80 metres or thereby north north-west of point M in a generally east north-easterly direction for a distance of 15 metres or thereby to a point 85 metres or thereby north of point M as shown by stipple and numbered “61” on plan SR14 in the plan folio.

66. From a point 140 metres or thereby south south-east of point M in a generally north-easterly direction for a distance of 10 metres or thereby to a point 140 metres or thereby south south-east of point M as shown by stipple and numbered “62” on plan SR14 in the plan folio.

67. From a point 305 metres or thereby south south-east of point M in a generally east north-easterly direction for a distance of 10 metres or thereby to a point 305 metres or thereby south south-east of point M as shown by stipple and numbered “63” on plan SR14 in the plan folio.

68. From a point 840 metres or thereby south-east of point M in a generally south-easterly direction for a distance of 10 metres or thereby to a point 850 metres or thereby south-east of point M as shown by stipple and numbered “64” on plan SR14 in the plan folio.

69. From a point 1.09 kilometres or thereby west of point N in a generally south-easterly, then east south-easterly, then easterly direction for a distance of 1.28 kilometres or thereby to a point 250 metres or thereby south south-east of point N as shown by stipple and numbered “65” on plan SR15 in the plan folio.

70. From a point 240 metres or thereby south of point N in a generally northerly, then north north-westerly, then north-westerly direction for a distance of 105 metres or thereby to a point 150 metres or thereby south of point N as shown by stipple and numbered “66” on plan SR15 in the plan folio.

71. From a point 185 metres or thereby south of point N in a generally easterly, then east south-easterly direction for a distance of 20 metres or thereby to a point 190 metres or thereby south of point N as shown by stipple and numbered “67” on plan SR15 in the plan folio.

72. From a point 220 metres or thereby south of point N in a generally north-easterly direction for a distance of 10 metres or thereby to a point 215 metres or thereby south south-east of point N as shown by stipple and numbered “68” on plan SR15 in the plan folio.

73. From a point 250 metres or thereby south south-east of point N in a generally easterly, then east north-easterly direction for a distance of 860 metres or thereby to a point 885 metres or thereby east of point N as shown by stipple and numbered “69” on plan SR15 in the plan folio.

74. From a point 530 metres or thereby south-east of point N in a generally east north-easterly, then north-easterly, then east north-easterly direction for a distance of 420 metres or thereby to a point 685 metres or thereby east south-east of point N as shown by stipple and numbered “70” on plan SR15 in the plan folio.

75. From a point 1.49 kilometres or thereby south-west of point O in a generally east north-easterly, then easterly, then east south-easterly direction for a distance of 840 metres or thereby to a point 935 metres or thereby south south-west of point O as shown by stipple and numbered “71” on plan SR16 in the plan folio.

76. From a point 650 metres or thereby west south-west of point O in a generally east north-easterly, then easterly, then east south-easterly direction for a distance of 20 metres or thereby to a point 630 metres or thereby west south-west of point O as shown by stipple and numbered “72” on plan SR16 in the plan folio.

77. From a point 560 metres or thereby south south-west of point O in a generally south south-westerly direction for a distance of 440 metres or thereby to a point 1.01 kilometres or thereby south south-west of point O as shown by stipple and numbered “73” on plan SR16 in the plan folio.

78. From a point 620 metres or thereby west south-west of point O in a generally south south-easterly, then south-easterly, then east south-easterly, then easterly direction for a distance of 420 metres or thereby to a point 550 metres or thereby south south-west of point O as shown by stipple and numbered “74” on plan SR16 in the plan folio.

79. From a point 550 metres or thereby south south-west of point O in a generally north north-easterly direction for a distance of 125 metres or thereby to a point 430 metres or thereby south south-west of point O as shown by stipple and numbered “75” on plan SR16 in the plan folio.

80. From a point 255 metres or thereby south of point P in a generally southerly direction for a distance of 35 metres or thereby to a point 290 metres or thereby south of point P as shown by stipple and numbered “76” on plan SR17 in the plan folio.

81. From a point 50 metres or thereby south-east of point P in a generally south south-easterly, then southerly direction for a distance of 100 metres or thereby to a point 140 metres or thereby south south-easterly of point P as shown by stipple and numbered “77” on plan SR17 in the plan folio.

82. From a point 180 metres or thereby south south-east of point P in a generally south south-westerly direction for a distance of 40 metres or thereby to a point 210 metres or thereby south south-east of point P as shown by stipple and numbered “78” on plan SR17 in the plan folio.

83. From a point 330 metres or thereby north of point Q in a generally south-easterly direction for a distance of 20 metres or thereby to a point 315 metres or thereby north of point Q as shown by stipple and numbered “79” on plan SR18 in the plan folio.

84. From a point 330 metres or thereby north of point Q in a generally south-easterly, then south south-easterly direction for a distance of 135 metres or thereby to a point 220 metres or thereby north of point Q as shown by stipple and numbered “80” on plan SR18 in the plan folio.

85. From a point 225 metres or thereby north of point Q in a generally south south-easterly direction for a distance of 570 metres or thereby to a point 390 metres or thereby south-east of point Q as shown by stipple and numbered “81” on plan SR18 in the plan folio.

86. From a point 175 metres or thereby north north-east of point Q in a generally west south-westerly direction for a distance of 30 metres or thereby to a point 155 metres or thereby north north-east of point Q as shown by stipple and numbered “82” on plan SR18 in the plan folio.

87. From a point 30 metres or thereby south south-east of point Q in a generally easterly direction for a distance of 10 metres or thereby to a point 35 metres or thereby south-east of point Q as shown by stipple and numbered “83” on plan SR18 in the plan folio.

88. From a point 30 metres or thereby south of point Q in a generally easterly direction for a distance of 10 metres or thereby to a point 30 metres or thereby south south-east of point Q as shown by stipple and numbered “84” on plan SR18 in the plan folio.

89. From a point 335 metres or thereby north-west of point R in a generally north-easterly direction for a distance of 10 metres or thereby to a point 340 metres or thereby north-west of point R as shown by stipple and numbered “85” on plan SR19 in the plan folio.

90. From a point 65 metres or thereby north-west of point R in a generally north-easterly direction for a distance of 10 metres or thereby to a point 65 metres or thereby north-west of point R as shown by stipple and numbered “86” on plan SR19 in the plan folio.

91. From a point 245 metres or thereby east south-east of point S in a generally east south-easterly direction for a distance of 20 metres or thereby to a point 265 metres or thereby east south-east of point S as shown by stipple and numbered “87” on plan SR20 in the plan folio.

92. From a point 265 metres or thereby east south-east of point S in a generally clockwise direction for a distance of 75 metres or thereby to a point 315 metres or thereby east south-east of point S as shown by stipple and numbered “88” on plan SR20 in the plan folio.

93. From a point 320 metres or thereby east south-east of point S in a generally east south-easterly direction for a distance of 30 metres or thereby to a point 350 metres or thereby east south-east of point S as shown by stipple and numbered “89” on plan SR20 in the plan folio.

94. From a point 240 metres or thereby east south-east of point S in a generally south-easterly direction for a distance of 30 metres or thereby to a point 270 metres or thereby east south-east of point S as shown by stipple and numbered “90” on plan SR20 in the plan folio.

95. From a point 265 metres or thereby east south-east of point S in a generally anti-clockwise direction for a distance of 75 metres or thereby to a point 315 metres or thereby east south-east of point S as shown by stipple and numbered “91” on plan SR20 in the plan folio.

96. From a point 320 metres or thereby east south-east of point S in a generally easterly direction for a distance of 10 metres or thereby to a point 330 metres or thereby east south-east of point S as shown by stipple and numbered “92” on plan SR20 in the plan folio.

97. From a point 510 metres or thereby east south-east of point S in a generally easterly direction for a distance of 25 metres or thereby to a point 535 metres or thereby east south-east of point S as shown by stipple and numbered “93” on plan SR20 in the plan folio.

98. From a point 535 metres or thereby east south-east of point S in a generally clockwise direction for a distance of 75 metres or thereby to a point 585 metres or thereby east south-east of point S as shown by stipple and numbered “94” on plan SR20 in the plan folio.

99. From a point 590 metres or thereby east south-east of point S in a generally south-easterly, then east south-easterly direction for a distance of 30 metres or thereby to a point 620 metres or thereby east south-east of point S as shown by stipple and numbered “95” on plan SR20 in the plan folio.

100. From a point 590 metres or thereby east south-east of point S in a generally east north-easterly, then easterly direction for a distance of 15 metres or thereby to a point 605 metres or thereby east south-east of point S as shown by stipple and numbered “96” on plan SR20 in the plan folio.

101. From a point 535 metres or thereby east south-east of point S in a generally anti-clockwise direction for a distance of 75 metres or thereby to a point 590 metres or thereby east south-east of point S as shown by stipple and numbered “97” on plan SR20 in the plan folio.

102. From a point 515 metres or thereby east south-east of point S in a generally east south-easterly, then south-easterly direction for a distance of 30 metres or thereby to a point 540 metres or thereby east south-east of point S as shown by stipple and numbered “98” on plan SR20 in the plan folio.

103. From a point 840 metres or thereby west of point T in a generally east north-easterly, then north-easterly, then north north-easterly, then northerly direction for a distance of 80 metres or thereby to a point 865 metres or thereby west north-west of point T as shown by stipple and numbered “99” on plan SR21 in the plan folio.

104. From a point 830 metres or thereby west of point T in a generally northerly direction for a distance of 25 metres or thereby to a point 835 metres or thereby west north-west of point T as shown by stipple and numbered “100” on plan SR21 in the plan folio.

105. From a point 815 metres or thereby west of point T in a generally westerly, then west north-westerly, then north-westerly, then north north-westerly direction for a distance of 10 metres or thereby to a point 825 metres or thereby west north-west of point T as shown by stipple and numbered “101” on plan SR21 in the plan folio.

106. From a point 585 metres or thereby west north-west of point T in a generally north north-easterly direction for a distance of 10 metres or thereby to a point 585 metres or thereby west north-west of point T as shown by stipple and numbered “102” on plan SR21 in the plan folio.

107. From a point 555 metres or thereby west north-west of point T in a generally easterly, then east south-easterly, then south-easterly, then south south-easterly, then southerly direction for a distance of 120 metres or thereby to a point 475 metres or thereby west of point T as shown by stipple and numbered “103” on plan SR21 in the plan folio.

108. From a point 450 metres or thereby west of point T in a generally north north-easterly direction for a distance of 10 metres or thereby to a point 450 metres or thereby west of point T as shown by stipple and numbered “104” on plan SR21 in the plan folio.

109. From a point 140 metres or thereby east south-east of point T in a generally north-easterly, then north north-easterly, then northerly direction for a distance of 275 metres or thereby to a point 305 metres or thereby north-east of point T as shown by stipple and numbered “105” on plan SR21 in the plan folio.

110. From a point 255 metres or thereby east north-east of point T in a generally easterly direction for a distance of 105 metres or thereby to a point 355 metres or thereby east north-east of point T as shown by stipple and numbered “106” on plan SR21 in the plan folio.

111. From a point 110 metres or thereby east south-east of point T in a generally south-easterly direction for a distance of 10 metres or thereby to a point 120 metres or thereby east south-east of point T as shown by stipple and numbered “107” on plan SR21 in the plan folio.

112. From a point 130 metres or thereby south-east of point T in a generally north-easterly direction for a distance of 25 metres or thereby to a point 140 metres or thereby east south-east of point T as shown by stipple and numbered “108” on plan SR21 in the plan folio.

113. From a point 630 metres or thereby south-west of point U in a generally east north-easterly, then north-easterly, then east north-easterly direction for a distance of 670 metres or thereby to a point 160 metres or thereby south-east of point U as shown by stipple and numbered “109” on plan SR22 in the plan folio.

114. From a point 90 metres or thereby south-east of point U in a generally east south-easterly, then south-easterly, then south south-easterly direction for a distance of 70 metres or thereby to a point 155 metres or thereby south-east of point U as shown by stipple and numbered “110” on plan SR22 in the plan folio.

115. From a point 530 metres or thereby east north-east of point V in a generally east north-easterly, then easterly, then east south-easterly, then south-easterly, then south south-easterly direction for a distance of 470 metres or thereby to a point 945 metres or thereby east north-east of point V as shown by stipple and numbered “111” on plan SR23 in the plan folio.

116. From a point 930 metres or thereby east north-east of point V in a generally north north-easterly, then northerly, then north north-westerly direction for a distance of 80 metres or thereby to a point 940 metres or thereby east north-east of point V as shown by stipple and numbered “112” on plan SR23 in the plan folio.

117. From a point 945 metres or thereby east north-east of point V in a generally north north-westerly direction for a distance of 50 metres or thereby to a point 945 metres or thereby east north-east of point V as shown by stipple and numbered “113” on plan SR23 in the plan folio.

118. From a point 470 metres or thereby north-west of point G in a generally easterly, then east north-easterly, then anti-clockwise, then south south-westerly, then south-westerly, then west south-westerly direction for a distance of 175 metres or thereby to a point 455 metres or thereby north-west of point G as shown by stipple and numbered “479” on plan SR26 in the plan folio.

119. From a point 880 metres or thereby west of point N in a generally east south-easterly, then north north-easterly, then north-easterly, then south-easterly, then south-westerly, then southerly, then westerly, then west south-westerly direction for a distance of 500 metres or thereby to a point 1.03 kilometres or thereby west south-west of point N as shown by stipple and numbered “114” on plan SR29 in the plan folio.

SCHEDULE 3

Article 3(b)

LENGTHS OF ROAD TO BE IMPROVED

- 1.** That length of the existing C1032 Barn Church Road from a point 40 metres or thereby south-east of point A in a generally south-easterly direction for a distance of 105 metres or thereby to a point 145 metres or thereby south-east of point A as shown by cross hatching and numbered “115” on plan SR1 in the plan folio.
- 2.** That length of the existing C1032 Barn Church Road from a point 195 metres or thereby south-east of point A in a generally east south-easterly direction for a distance of 100 metres or thereby to a point 295 metres or thereby south-east of point A as shown by cross hatching and numbered “116” on plan SR1 in the plan folio.
- 3.** That length of the existing U1136 Milton Road – Allanfearn from a point 1.02 kilometres or thereby north-east of point A in a generally east south-easterly direction for a distance of 35 metres or thereby to a point 1.03 kilometres or thereby north-east of point A as shown by cross hatching and numbered “117” on plan SR1 in the plan folio.
- 4.** That length of the existing U1136 Milton Road – Allanfearn from a point 1.11 kilometres or thereby east north-east of point A in a generally east south-easterly direction for a distance of 60 metres or thereby to a point 1.14 kilometres or thereby east north-east of point A as shown by cross hatching and numbered “118” on plan SR1 in the plan folio.
- 5.** That length of the existing U1058 Stratton Lodge Road from a point 665 metres or thereby south south-west of point B in a generally north north-westerly, then northerly, then north-westerly, then northerly, then north north-easterly direction for a distance of 435 metres or thereby to a point 340 metres or thereby west south-west of point B as shown by cross hatching and numbered “119” on plan SR2 in the plan folio.
- 6.** That length of the existing U1058 Stratton Lodge Road from a point 360 metres or thereby west south-west of point B in a generally east south-easterly direction for a distance of 5 metres or thereby to a point 355 metres or thereby west south-west of point B as shown by cross hatching and numbered “120” on plan SR2 in the plan folio.
- 7.** That length of the existing U1136 Milton Road from a point 295 metres or thereby north-west of point B in a generally west north-westerly direction for a distance of 20 metres or thereby to a point 315 metres or thereby north-west of point B as shown by cross hatching and numbered “121” on plan SR2 in the plan folio.
- 8.** That length of the existing C1032 Barn Church Road from a point 600 metres or thereby south south-west of point D in a generally south south-westerly direction for a distance of 60 metres or thereby to a point 660 metres or thereby south south-west of point D as shown by cross hatching and numbered “122” on plan SR4 in the plan folio.
- 9.** That length of the existing C1032 Barn Church Road from a point 650 metres or thereby south south-west of point D in a generally east south-easterly direction for a distance of 10 metres or thereby to a point 650 metres or thereby south south-west of point D as shown by cross hatching and numbered “123” on plan SR4 in the plan folio.
- 10.** That length of the existing C1020 Dalcross Station Road from a point 1.29 kilometres or thereby west south-west of point G in a generally south-easterly, then east south-easterly direction for a distance of 85 metres or thereby to a point 1.22 kilometres or thereby west south-west of point G as shown by cross hatching and numbered “124” on plan SR7 in the plan folio.
- 11.** That length of the existing C1020 Dalcross Station Road from a point 1.08 kilometres or thereby west south-west of point G in a generally east south-easterly direction for a distance of 225 metres or thereby to a point 930 metres or thereby south-west of point G as shown by cross hatching and numbered “125” on plan SR7 in the plan folio.

12. That length of the existing C1020 Dalcross Station Road from a point 935 metres or thereby south-west of point G in a generally north-easterly direction for a distance of 5 metres or thereby to a point 935 metres or thereby south-west of point G as shown by cross hatching and numbered “126” on plan SR7 in the plan folio.

13. That length of the existing C1020 Dalcross Station Road from a point 925 metres or thereby south-west of point G in a generally east south-easterly direction for a distance of 10 metres or thereby to a point 920 metres or thereby south-west of point G as shown by cross hatching and numbered “127” on plan SR7 in the plan folio.

14. That length of the existing C1017 Kerrowgair – Croy Road from a point 515 metres or thereby north-west of point G in a generally east south-easterly direction for a distance of 50 metres or thereby to a point 470 metres or thereby north-west of point G as shown by cross hatching and numbered “128” on plan SR7 in the plan folio.

15. That length of the existing C1017 Kerrowgair – Croy Road from a point 435 metres or thereby north-west of point G in a generally east south-easterly direction for a distance of 190 metres or thereby to a point 245 metres or thereby north-west of point G as shown by cross hatching and numbered “129” on plan SR7 in the plan folio.

16. That length of the existing U5409 Dalcross Road from a point 470 metres or thereby north-west of point G in a generally south south-easterly direction for a distance of 20 metres or thereby to a point 455 metres or thereby north-west of point G as shown by cross hatching and numbered “472” on plan SR7 in the plan folio.

17. That length of the existing C1017 Kerrowgair – Croy Road from a point 210 metres or thereby north-west of point G in a generally south-easterly direction for a distance of 130 metres or thereby to a point 80 metres or thereby north-west of point G as shown by cross hatching and numbered “130” on plan SR7 in the plan folio.

18. That length of the existing U5408 Mid Coul Cottages Access Road from a point 110 metres or thereby north-west of point G in a generally north-easterly, then east north-easterly, then easterly direction for a distance of 45 metres or thereby to a point 95 metres or thereby north north-west of point G as shown by cross hatching and numbered “364” on plan SR7 in the plan folio.

19. That length of the existing U1025 Milton of Breachlich Road from a point 260 metres or thereby south-east of point H in a generally south-easterly direction for a distance of 15 metres or thereby to a point 275 metres or thereby south-east of point H as shown by cross hatching and numbered “131” on plan SR8 in the plan folio.

20. That length of the existing U1025 Milton of Breachlich Road from a point 70 metres or thereby south south-east of point H in a generally south-easterly direction for a distance of 20 metres or thereby to a point 90 metres or thereby south-east of point H as shown by cross hatching and numbered “132” on plan SR8 in the plan folio.

21. That length of the existing U1025 Milton of Breachlich Road from a point 265 metres or thereby north of point H in a generally north-easterly direction for a distance of 35 metres or thereby to a point 290 metres or thereby north of point H as shown by cross hatching and numbered “133” on plan SR8 in the plan folio.

22. That length of the existing U1025 Milton of Breachlich Road from a point 395 metres or thereby north north-east of point H in a generally north-easterly direction for a distance of 25 metres or thereby to a point 415 metres or thereby north north-east of point H as shown by cross hatching and numbered “134” on plan SR8 in the plan folio.

23. That length of the existing U1025 Milton of Breachlich Road from a point 500 metres or thereby north north-east of point H in a generally north-easterly direction for a distance of 35 metres or thereby to a point 535 metres or thereby north north-east of point H as shown by cross hatching and numbered “135” on plan SR8 in the plan folio.

24. That length of the existing U1025 Milton of Breachlich Road from a point 365 metres or thereby south-east of point H in a generally north-westerly direction for a distance of 30 metres or thereby to a point 335 metres or thereby south-east of point H as shown by cross hatching and numbered “474” on plan SR8 in the plan folio.

25. That length of the existing U1025 Milton of Breachlich Road from a point 275 metres or thereby south-west of point I in a generally south-westerly direction for a distance of 125 metres or thereby to a point 395 metres or thereby south-west of point I as shown by cross hatching and numbered “136” on plan SR9 in the plan folio.

26. That length of the existing U1025 Milton of Breachlich Road from a point 115 metres or thereby west south-west of point I in a generally south-westerly direction for a distance of 30 metres or thereby to a point 135 metres or thereby west south-west of point I as shown by cross hatching and numbered “137” on plan SR9 in the plan folio.

27. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 105 metres or thereby south-east of point I in a generally south-easterly direction for a distance of 25 metres or thereby to a point 130 metres or thereby south-east of point I as shown by cross hatching and numbered “138” on plan SR9 in the plan folio.

28. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 300 metres or thereby south-east of point I in a generally south-easterly direction for a distance of 120 metres or thereby to a point 420 metres or thereby south-east of point I as shown by cross hatching and numbered “139” on plan SR9 in the plan folio.

29. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 795 metres or thereby south-east of point I in a generally south-easterly direction for a distance of 15 metres or thereby to a point 810 metres or thereby south-east of point I as shown by cross hatching and numbered “140” on plan SR9 in the plan folio.

30. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 860 metres or thereby south-east of point I in a generally south-easterly direction for a distance of 20 metres or thereby to a point 880 metres or thereby south-east of point I as shown by cross hatching and numbered “141” on plan SR9 in the plan folio.

31. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 910 metres or thereby south-east of point I in a generally south-easterly direction for a distance of 10 metres or thereby to a point 915 metres or thereby south-east of point I as shown by cross hatching and numbered “142” on plan SR9 in the plan folio.

32. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 950 metres or thereby south-east of point I in a generally south-easterly direction for a distance of 20 metres or thereby to a point 970 metres or thereby south-east of point I as shown by cross hatching and numbered “143” on plan SR9 in the plan folio.

33. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 990 metres or thereby south-east of point I in a generally south-easterly direction for a distance of 30 metres or thereby to a point 1.02 kilometres or thereby south-east of point I as shown by cross hatching and numbered “144” on plan SR9 in the plan folio.

34. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 1.11 kilometres or thereby south-east of point I in a generally south-easterly direction for a distance of 80 metres or thereby to a point 1.19 kilometres or thereby south-east of point I as shown by cross hatching and numbered “145” on plan SR9 in the plan folio.

35. That length of the existing U1351 Loch Flemington Road from a point 445 metres or thereby south south-east of point K in a generally southerly direction for a distance of 110 metres or thereby to a point 540 metres or thereby south south-east of point K as shown by cross hatching and numbered “146” on plan SR11 in the plan folio.

36. That length of the existing U1017 Wester Glackton – Balcroy – Kilravock – Cawdor Road from a point 485 metres or thereby south south-east of point K in a generally east south-easterly, then south-easterly direction for a distance of 25 metres or thereby to a point 505 metres or thereby south south-east of point K as shown by cross hatching and numbered “147” on plan SR11 in the plan folio.

37. That length of the existing U1351 Loch Flemington Road from a point 25 metres or thereby south of point K in a generally south south-easterly direction for a distance of 210 metres or thereby to a point 240 metres or thereby south south-east of point K as shown by cross hatching and numbered “148” on plan SR11 in the plan folio.

38. That length of the existing U1029 Tomhommie – Ballinreich – Balnagowan Road from a point 545 metres or thereby west south-west of point L in a generally south-easterly direction for a distance of 125 metres or thereby to a point 495 metres or thereby west south-west of point L as shown by cross hatching and numbered “149” on plan SR12 in the plan folio.

39. That length of the existing U2218 McDermotts Road from a point 465 metres or thereby north north-east of point L in a generally south-easterly direction for a distance of 165 metres or thereby to a point 410 metres or thereby north-east of point L as shown by cross hatching and numbered “150” on plan SR12 in the plan folio.

40. That length of the existing C1163 Delnies – Kildrummie – Howford Road from a point 710 metres or thereby north north-west of point M in a generally south-easterly, then south south-easterly direction for a distance of 560 metres or thereby to a point 155 metres or thereby north north-west of point M as shown by cross hatching and numbered “151” on plan SR14 in the plan folio.

41. That length of the existing C1163 Delnies – Kildrummie – Howford Road from a point 65 metres or thereby north north-west of point M in a generally north north-westerly direction for a distance of 30 metres or thereby to a point 95 metres or thereby north north-west of point M as shown by cross hatching and numbered “152” on plan SR14 in the plan folio.

42. That length of the existing C1170 Moss-Side – Mosshall – Broadley Road from a point 30 metres or thereby east north-east of point M in a generally east north-easterly direction for a distance of 40 metres or thereby to a point 70 metres or thereby east north-east of point M as shown by cross hatching and numbered “153” on plan SR14 in the plan folio.

43. That length of the existing C1170 Moss-Side – Mosshall – Broadley Road from a point 75 metres or thereby east north-east of point M in a generally east north-easterly direction for a distance of 30 metres or thereby to a point 100 metres or thereby east north-east of point M as shown by cross hatching and numbered “154” on plan SR14 in the plan folio.

44. That length of the existing C1163 Delnies – Kildrummie – Howford Road from a point 120 metres or thereby south south-east of point M in a generally south-easterly direction for a distance of 25 metres or thereby to a point 150 metres or thereby south south-east of point M as shown by cross hatching and numbered “155” on plan SR14 in the plan folio.

45. That length of the existing C1163 Delnies – Kildrummie – Howford Road from a point 295 metres or thereby south south-east of point M in a generally south south-easterly direction for a distance of 30 metres or thereby to a point 325 metres or thereby south south-east of point M as shown by cross hatching and numbered “156” on plan SR14 in the plan folio.

46. That length of the existing C1163 Delnies – Kildrummie – Howford Road from a point 850 metres or thereby south-east of point M in a generally north-easterly direction for a distance of 20 metres or thereby to a point 850 metres or thereby south-east of point M as shown by cross hatching and numbered “157” on plan SR14 in the plan folio.

47. That length of the existing U3226 Balnaspirach – Nairn Moss Lands Road from a point 145 metres or thereby south of point N in a generally south-easterly direction for a distance of 25 metres or thereby to a point 165 metres or thereby south of point N as shown by cross hatching and numbered “158” on plan SR15 in the plan folio.

48. That length of the existing U3226 Balnaspirach – Nairn Moss Lands Road from a point 185 metres or thereby south of point N in a generally south-easterly direction for a distance of 40 metres or thereby to a point 220 metres or thereby south south-east of point N as shown by cross hatching and numbered “159” on plan SR15 in the plan folio.

49. That length of the existing U3226 Balnaspirach – Nairn Moss Lands Road from a point 250 metres or thereby south south-east of point N in a generally south-easterly direction for a distance of 5 metres or thereby to a point 255 metres or thereby south south-east of point N as shown by cross hatching and numbered “160” on plan SR15 in the plan folio.

50. That length of the existing B9091 Croy – Clephanton – Kildrummie – Nairn Road from a point 530 metres or thereby south-east of point N in a generally east north-easterly direction for a distance of 145 metres or thereby to a point 560 metres or thereby south-east of point N as shown by cross hatching and numbered “161” on plan SR15 in the plan folio.

51. That length of the existing B9091 Croy – Clephanton – Kildrummie – Nairn Road from a point 675 metres or thereby east south-east of point N in a generally north-easterly direction for a distance of 30 metres or thereby to a point 695 metres or thereby east south-east of point N as shown by cross hatching and numbered “162” on plan SR15 in the plan folio.

52. That length of the existing B9091 – Croy – Clephanton – Kildrummie – Nairn Road from a point 1.37 kilometres or thereby south-west of point O in a generally north-easterly, then north north-easterly direction for a distance of 795 metres or thereby to a point 590 metres or thereby west south-west of point O as shown by cross hatching and numbered “163” on plan SR16 in the plan folio.

53. That length of the existing C1170 – Moss-side – Mosshall – Broadley Road from a point 630 metres or thereby west south-west of point O in a generally south-easterly, then south south-easterly direction for a distance of 145 metres or thereby to a point 635 metres or thereby south-west of point O as shown by cross hatching and numbered “164” on plan SR16 in the plan folio.

54. That length of the existing B9090 – Loch Flemington – Clephanton – Cawdor – Nairn Road from a point 1.05 kilometres or thereby south south-west of point O in a generally north north-easterly direction for a distance of 110 metres or thereby to a point 940 metres or thereby south south-west of point O as shown by cross hatching and numbered “165” on plan SR16 in the plan folio.

55. That length of the existing C1170 – Moss-side – Mosshall – Broadley Road from a point 615 metres or thereby south-west of point O in a generally easterly direction for a distance of 160 metres or thereby to a point 555 metres or thereby south south-west of point O as shown by cross hatching and numbered “166” on plan SR16 in the plan folio.

56. That length of the existing B9090 – Loch Flemington – Clephanton – Cawdor – Nairn Road from a point 490 metres or thereby south south-west of point O in a generally north north-easterly direction for a distance of 105 metres or thereby to a point 385 metres or thereby south south-west of point O as shown by cross hatching and numbered “167” on plan SR16 in the plan folio.

57. That length of the existing C1175 Househill – Raitloan – Howford Road from a point 30 metres or thereby east south-east of point P in a generally south-easterly, then south south-easterly direction for a distance of 40 metres or thereby to a point 65 metres or thereby south-east of point P as shown by cross hatching and numbered “168” on plan SR17 in the plan folio.

58. That length of the existing C1175 Househill – Raitloan – Howford Road from a point 135 metres or thereby south south-east of point P in a generally south south-westerly, then southerly direction for a distance of 445 metres or thereby to a point 560 metres or thereby south of point P as shown by cross hatching and numbered “169” on plan SR17 in the plan folio.

59. That length of the existing A939 Tomintoul – Grantown on Spey – Nairn Road from a point 335 metres or thereby north of point Q in a generally south-easterly direction for a distance of 100 metres or thereby to a point 255 metres or thereby north of point Q as shown by cross hatching and numbered “170” on plan SR18 in the plan folio.

60. That length of the existing A939 Tomintoul – Grantown on Spey – Nairn Road from a point 240 metres or thereby north of point Q in a generally south south-easterly direction for a distance of 20 metres or thereby to a point 215 metres or thereby north of point Q as shown by cross hatching and numbered “171” on plan SR18 in the plan folio.

61. That length of the existing A939 Tomintoul – Grantown on Spey – Nairn Road from a point 160 metres or thereby north north-east of point Q in a generally southerly direction for a distance of 35 metres or thereby to a point 125 metres or thereby north north-east of point Q as shown by cross hatching and numbered “172” on plan SR18 in the plan folio.

62. That length of the existing A939 Tomintoul – Grantown on Spey – Nairn Road from a point 15 metres or thereby south south-east of point Q in a generally southerly direction for a distance of 20 metres or thereby to a point 35 metres or thereby south south-east of point Q as shown by cross hatching and numbered “173” on plan SR18 in the plan folio.

63. That length of the existing A939 Tomintoul – Grantown on Spey – Nairn Road from a point 345 metres or thereby south-east of point Q in a generally south south-easterly, then southerly direction for a distance of 180 metres or thereby to a point 515 metres or thereby south south-east of point Q as shown by cross hatching and numbered “174” on plan SR18 in the plan folio.

64. That length of the existing U3010 Blackpark – Grigorhill – Newmill Road from a point 350 metres or thereby north-west of point R in a generally south-easterly direction for a distance of 20 metres or thereby to a point 325 metres or thereby north-west of point R as shown by cross hatching and numbered “175” on plan SR19 in the plan folio.

65. That length of the existing U3010 Blackpark – Grigorhill – Newmill Road from a point 75 metres or thereby north-west of point R in a generally south-easterly direction for a distance of 35 metres or thereby to a point 40 metres or thereby west north-west of point R as shown by cross hatching and numbered “176” on plan SR19 in the plan folio.

66. That length of the existing B9111 Auchnaclloch – Auldearn Road from a point 125 metres or thereby south south-east of point S in a generally south-easterly, then east south-easterly direction for a distance of 480 metres or thereby to a point 590 metres or thereby south-east of point S as shown by cross hatching and numbered “177” on plan SR20 in the plan folio.

67. That length of the existing U2997 Waterloo – Eastertown – Inshoch Road from a point 880 metres or thereby west of point T in a generally east north-easterly direction for a distance of 55 metres or thereby to a point 830 metres or thereby west of point T as shown by cross hatching and numbered “178” on plan SR21 in the plan folio.

68. That length of the existing U2997 Waterloo – Eastertown – Inshoch Road from a point 825 metres or thereby west of point T in a generally northerly direction for a distance of 50 metres or thereby to a point 840 metres or thereby west north-west of point T as shown by cross hatching and numbered “179” on plan SR21 in the plan folio.

69. That length of the existing U2997 Waterloo – Eastertown – Inshoch Road from a point 825 metres or thereby west of point T in a generally east north-easterly direction for a distance of 30 metres or thereby to a point 795 metres or thereby west of point T as shown by cross hatching and numbered “180” on plan SR21 in the plan folio.

70. That length of the existing U2997 Waterloo – Eastertown – Inshoch Road from a point 595 metres or thereby west north-west of point T in a generally east south-easterly direction for a distance of 15 metres or thereby to a point 575 metres or thereby west north-west of point T as shown by cross hatching and numbered “181” on plan SR21 in the plan folio.

71. That length of the existing U2997 Waterloo – Eastertown – Inshoch Road from a point 565 metres or thereby west north-west of point T in a generally east south-easterly direction for a distance of 10 metres or thereby to a point 555 metres or thereby west north-west of point T as shown by cross hatching and numbered “182” on plan SR21 in the plan folio.

72. That length of the existing U2997 Waterloo – Eastertown – Inshoch Road from a point 475 metres or thereby west of point T in a generally east south-easterly direction for a distance of 55 metres or thereby to a point 425 metres or thereby west of point T as shown by cross hatching and numbered “183” on plan SR21 in the plan folio.

73. That length of the existing C1172 Auldearn – Station – Drum Road from a point 295 metres or thereby north-east of point T in a generally northerly direction for a distance of 75 metres or thereby to a point 345 metres or thereby north-east of point T as shown by cross hatching and numbered “184” on plan SR21 in the plan folio.

74. That length of the existing U3164 Penick Road and the existing C1172 Auldearn – Station – Drum Road from a point 350 metres or thereby east north-east of point T in a generally east north-easterly direction for a distance of 65 metres or thereby to a point 410 metres or thereby east north-east of point T as shown by cross hatching and numbered “185” on plan SR21 in the plan folio.

75. That length of the existing U2997 Waterloo – Eastertown – Inshoch Road from a point 90 metres or thereby east south-east of point T in a generally east south-easterly, then south-easterly direction for a distance of 40 metres or thereby to a point 130 metres or thereby east south-east of point T as shown by cross hatching and numbered “186” on plan SR21 in the plan folio.

76. That length of the existing C1172 Auldearn – Station – Drum Road from a point 130 metres or thereby south south-east of point T in a generally north-easterly direction for a distance of 115 metres or thereby to a point 150 metres or thereby east south-east of point T as shown by cross hatching and numbered “187” on plan SR21 in the plan folio.

77. That length of the existing U3164 Penick Road from a point 90 metres or thereby south-east of point U in a generally east south-easterly direction for a distance of 50 metres or thereby to a point 140 metres or thereby south-east of point U as shown by cross hatching and numbered “188” on plan SR22 in the plan folio.

78. That length of the existing U3036 Ellands – Hardmuir - Boghole Road from a point 945 metres or thereby east north-east of point V in a generally north north-westerly direction for a distance of 60 metres or thereby to a point 940 metres or thereby east north-east of point V as shown by cross hatching and numbered “189” on plan SR23 in the plan folio.

79. That length of the existing C1163 Delnies - Kildrummie - Howford Road from a point 1.03 kilometres or thereby west south-west of point N in a generally north north-westerly direction for a distance of 10 metres or thereby to a point 1.03 kilometres or thereby west south-west of point N as shown by cross hatching and numbered “190” on plan SR29 in the plan folio.

SCHEDULE 4

Article 3(c)

LENGTHS OF ROAD TO BE STOPPED UP

1. That length of the existing A96 Trunk Road from a point 430 metres or thereby west south-west of point A in a generally west south-westerly direction for a distance of 135 metres or thereby to a point 565 metres or thereby west south-west of point A as shown by zebra hatching and numbered “191” on plan SR1 in the plan folio.

2. That length of the existing A96 Trunk Road from a point 40 metres or thereby south-west of point A in a generally west south-westerly, then south-westerly direction for a distance of 110 metres or thereby to a point 150 metres or thereby west south-west of point A as shown by zebra hatching and numbered “192” on plan SR1 in the plan folio.

3. That length of the existing C1032 Barn Church Road from a point 145 metres or thereby south-east of point A in a generally south-easterly direction for a distance of 55 metres or thereby to a point 195 metres or thereby south-east of point A as shown by zebra hatching and numbered “193” on plan SR1 in the plan folio.

4. That length of the existing U1136 Milton Road – Allanfearn from a point 995 metres or thereby north-east of point A in a generally south-easterly direction for a distance of 110 metres or thereby to a point 1 kilometre or thereby north-east of point A as shown by zebra hatching and numbered “194” on plan SR1 in the plan folio.

5. That length of the existing A96 Trunk Road from a point 575 metres or thereby west south-west of point D in a generally east north-easterly direction for a distance of 250 metres or thereby to a point 325 metres or thereby south-west of point D as shown by zebra hatching and numbered “195” on plan SR4 in the plan folio.

6. That length of the existing C1032 Barn Church Road from a point 305 metres or thereby south-west of point D in a generally south south-easterly, then southerly, then south south-westerly direction for a distance of 430 metres or thereby to a point 635 metres or thereby south south-west of point D as shown by zebra hatching and numbered “196” on plan SR4 in the plan folio.

7. That length of the existing A96 Trunk Road from a point 170 metres or thereby south-west of point D in a generally south-westerly, then west south-westerly direction for a distance of 130 metres or thereby to a point 300 metres or thereby south-west of point D as shown by zebra hatching and numbered “197” on plan SR4 in the plan folio.

8. That length of the existing C1020 Dalcross Station Road from a point 1.25 kilometres or thereby west south-west of point G in a generally east south-easterly direction for a distance of 435 metres or thereby to a point 935 metres or thereby south-west of point G as shown by zebra hatching and numbered “198” on plan SR7 in the plan folio.

9. That length of the existing C1020 Dalcross Station Road from a point 935 metres or thereby south-west of point G in a generally east south-easterly direction for a distance of 20 metres or thereby to a point 920 metres or thereby south-west of point G as shown by zebra hatching and numbered “199” on plan SR7 in the plan folio.

10. That length of the existing C1017 Kerrowgair – Croy Road from a point 470 metres or thereby north-west of point G in a generally east south-easterly direction for a distance of 35 metres or thereby to a point 435 metres or thereby north-west of point G as shown by zebra hatching and numbered “200” on plan SR7 in the plan folio.

11. That length of the existing C1017 Kerrowgair – Croy Road from a point 295 metres or thereby north-west of point G in a generally south-easterly direction for a distance of 45 metres or thereby to a point 245 metres or thereby north-west of point G as shown by zebra hatching and numbered “201” on plan SR7 in the plan folio.

12. That length of the existing C1017 Kerrowgair – Croy Road from a point 315 metres or thereby north-west of point G in a generally east south-easterly, then easterly, then north-easterly, then northerly, then north-westerly direction for a distance of 110 metres or thereby to a point 290 metres or thereby north-west of point G as shown by zebra hatching and numbered “202” on plan SR7 in the plan folio.

13. That length of the existing C1017 Kerrowgair – Croy Road from a point 245 metres or thereby north-west of point G in a generally south-easterly direction for a distance of 35 metres or thereby to a point 210 metres or thereby north-west of point G as shown by zebra hatching and numbered “203” on plan SR7 in the plan folio.

14. That length of the existing U5409 Dalcross Road from a point 455 metres or thereby north-west of point G in a generally south-easterly, then east north-easterly direction for a distance of 185 metres or thereby to a point 285 metres or thereby north-west of point G as shown by zebra hatching and numbered “473” on plan SR7 in the plan folio.

15. That length of the existing U1025 Milton of Breachlich Road from a point 275 metres or thereby south-east of point H in a generally south-easterly direction for a distance of 95 metres or thereby to a point 365 metres or thereby south-east of point H as shown by zebra hatching and numbered “204” on plan SR8 in the plan folio.

16. That length of the existing U1025 Milton of Breachlich Road from point I in a generally west south-westerly direction for a distance of 70 metres or thereby to a point 70 metres or thereby west south-west of point I as shown by zebra hatching and numbered “205” on plan SR9 in the plan folio.

17. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 380 metres or thereby south-east of point I in a generally south-easterly, then east south-easterly, then easterly, then east south-easterly, then south-easterly, then south south-easterly direction for a distance of 420 metres or thereby to a point 775 metres or thereby south-east of point I as shown by zebra hatching and numbered “206” on plan SR9 in the plan folio.

18. That length of the existing A96 Trunk Road from a point 790 metres or thereby south-east of point I in a generally west south-westerly, then south-westerly direction for a distance of 375 metres or thereby to a point 840 metres or thereby south south-east of point I as shown by zebra hatching and numbered “207” on plan SR9 in the plan folio.

19. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 865 metres or thereby south-east of point I in a generally south-easterly direction for a distance of 40 metres or thereby to a point 910 metres or thereby south-east of point I as shown by zebra hatching and numbered “208” on plan SR9 in the plan folio.

20. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 915 metres or thereby south-east of point I in a generally south-easterly direction for a distance of 20 metres or thereby to a point 935 metres or thereby south-east of point I as shown by zebra hatching and numbered “209” on plan SR9 in the plan folio.

21. That length of the existing B9006 Croy – Gollanfield – Fort George Road from a point 1 kilometre or thereby south-east of point I in a generally south-easterly direction for a distance of 150 metres or thereby to a point 1.15 kilometres or thereby south-east of point I as shown by zebra hatching and numbered “210” on plan SR9 in the plan folio.

22. That length of the existing A96 Trunk Road from a point 405 metres or thereby north north-east of point J in a generally north-westerly direction for a distance of 5 metres or thereby to a point 410 metres or thereby north north-east of point J as shown by zebra hatching and numbered “211” on plan SR10 in the plan folio.

23. That length of the existing A96 Trunk Road from a point 350 metres or thereby north north-east of point J in a generally east north-easterly direction for a distance of 180 metres or thereby to a point 505 metres or thereby north-east of point J as shown by zebra hatching and numbered “212” on plan SR10 in the plan folio.

24. That length of the existing A96 Trunk Road from a point 355 metres or thereby south south-west of point K in a generally north-easterly direction for a distance of 205 metres or thereby to a point 245 metres or thereby south south-east of point K as shown by zebra hatching and numbered “213” on plan SR11 in the plan folio.

25. That length of the existing U1351 Loch Flemington Road from a point 230 metres or thereby south south-east of point K in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 240 metres or thereby south south-east of point K as shown by zebra hatching and numbered “214” on plan SR11 in the plan folio.

26. That length of the existing U1351 Loch Flemington Road from a point 185 metres or thereby south south-east of point K in a generally south south-easterly direction for a distance of 35 metres or thereby to a point 220 metres or thereby south south-east of point K as shown by zebra hatching and numbered “215” on plan SR11 in the plan folio.

27. That length of the existing U1351 Loch Flemington Road from a point 280 metres or thereby south of point K in a generally south south-easterly, then south-easterly, then south south-easterly direction for a distance of 190 metres or thereby to a point 455 metres or thereby south south-east of point K as shown by zebra hatching and numbered “216” on plan SR11 in the plan folio.

28. That length of the existing U1017 Wester Glackton – Balcroy – Kilravock – Cawdor Road from a point 450 metres or thereby south south-east of point K in a generally south-easterly direction for a distance of 40 metres or thereby to a point 490 metres or thereby south south-east of point K as shown by zebra hatching and numbered “217” on plan SR11 in the plan folio.

29. That length of the existing A96 Trunk Road from a point 245 metres or thereby south south-east of point K in a generally north-easterly direction for a distance of 1.80 kilometres or thereby to a point 1.77 kilometres or thereby east north-east of point K as shown by zebra hatching and numbered “218” on plan SR11 in the plan folio.

30. That length of the existing U1029 Tomhommie – Ballinreich – Balnagowan Road from a point 500 metres or thereby west south-west of point L in a generally south-easterly direction for a distance of 10 metres or thereby to a point 495 metres or thereby west south-west of point L as shown by zebra hatching and numbered “219” on plan SR12 in the plan folio.

31. That length of the existing A96 Trunk Road from a point 165 metres or thereby north-east of point L in a generally north-easterly direction for a distance of 240 metres or thereby to a point 405 metres or thereby north-east of point L as shown by zebra hatching and numbered “220” on plan SR12 in the plan folio.

32. That length of the existing U2218 McDermotts Road from a point 410 metres or thereby north-east of point L in a generally south south-easterly, then southerly direction for a distance of 15 metres or thereby to a point 400 metres or thereby north-east of point L as shown by zebra hatching and numbered “221” on plan SR12 in the plan folio.

33. That length of the existing U2218 McDermotts Road from a point 415 metres or thereby north north-east of point L in a generally south-easterly, then east south-easterly, then easterly direction for a distance of 15 metres or thereby to a point 420 metres or thereby north-east of point L as shown by zebra hatching and numbered “222” on plan SR12 in the plan folio.

34. That length of the existing A96 Trunk Road from a point 410 metres or thereby north-east of point L in a generally east north-easterly direction for a distance of 340 metres or thereby to a point 750 metres or thereby north-east of point L as shown by zebra hatching and numbered “223” on plan SR12 in the plan folio.

35. That length of the existing C1163 Delnies – Kildrummie - Howford Road from a point 210 metres or thereby north north-west of point M in a generally south south-easterly direction for a distance of 120 metres or thereby to a point 95 metres or thereby north north-west of point M as shown by zebra hatching and numbered “224” on plan SR14 in the plan folio.

36. That length of the existing C1170 Moss-Side – Mosshall – Broadley Road from a point 65 metres or thereby east north-east of point M in a generally east north-easterly direction for a distance of 25 metres or thereby to a point 90 metres or thereby east north-east of point M as shown by zebra hatching and numbered “225” on plan SR14 in the plan folio.

37. That length of the existing C1170 Moss-Side – Mosshall – Broadley Road from a point 40 metres or thereby east north-east of point M in a generally east north-easterly direction for a distance of 20 metres or thereby to a point 55 metres or thereby east north-east of point M as shown by zebra hatching and numbered “226” on plan SR14 in the plan folio.

38. That length of the existing C1163 Delnies – Kildrummie - Howford Road from a point 150 metres or thereby south-east of point M in a generally south-easterly direction for a distance of 155 metres or thereby to a point 300 metres or thereby south south-east of point M as shown by zebra hatching and numbered “227” on plan SR14 in the plan folio.

39. That length of the existing U3226 Balnaspirach – Nairn Moss Lands Road from a point 185 metres or thereby south of point N in a generally north-westerly direction for a distance of 45 metres or thereby to a point 155 metres or thereby south of point N as shown by zebra hatching and numbered “228” on plan SR15 in the plan folio.

40. That length of the existing U3226 Balnaspirach – Nairn Moss Lands Road from a point 220 metres or thereby south south-east of point N in a generally south-easterly direction for a distance of 35 metres or thereby to a point 250 metres or thereby south south-east of point N as shown by zebra hatching and numbered “229” on plan SR15 in the plan folio.

41. That length of the existing U3226 Balnaspirach – Nairn Moss Lands Road from a point 520 metres or thereby south-east of point N in a generally north-westerly direction for a distance of 285 metres or thereby to a point 255 metres or thereby south south-east of point N as shown by zebra hatching and numbered “230” on plan SR15 in the plan folio.

42. That length of the existing B9091 Croy – Clephanton – Kildrummie – Nairn Road from a point 535 metres or thereby south-east of point N in a generally east north-easterly, then north-easterly direction for a distance of 410 metres or thereby to a point 685 metres or thereby east south-east of point N as shown by zebra hatching and numbered “231” on plan SR15 in the plan folio.

43. That length of the existing B9091 Croy – Clephanton – Kildrummie – Nairn Road from a point 685 metres or thereby east south-east of point N in a generally north-easterly direction for a distance of 275 metres or thereby to a point 875 metres or thereby east of point N as shown by zebra hatching and numbered “232” on plan SR15 in the plan folio.

44. That length of the existing C1170 Moss-Side – Mosshall – Broadley Road from a point 630 metres or thereby west south-west of point O in a generally south south-easterly, then south-easterly, then east south-easterly, then easterly direction for a distance of 395 metres or thereby to a point 565 metres or thereby south south-west of point O as shown by zebra hatching and numbered “233” on plan SR16 in the plan folio.

45. That length of the existing B9090 – Loch Flemington – Clephanton – Cawdor - Nairn Road from a point 1 kilometre or thereby south south-west of point O in a generally north north-easterly direction for a distance of 570 metres or thereby to a point 430 metres or thereby south south-west of point O as shown by zebra hatching and numbered “234” on plan SR16 in the plan folio.

46. That length of the existing C1175 Househill – Raitloan – Howford Road from a point 30 metres or thereby east south-east of point P in a generally south-easterly, then south south-easterly, then southerly, then south south-westerly direction for a distance of 185 metres or thereby to a point 180 metres or thereby south south-east of point P as shown by zebra hatching and numbered “235” on plan SR17 in the plan folio.

47. That length of the existing A939 Tomintoul – Grantown on Spey – Nairn Road from a point 280 metres or thereby north of point Q in a generally south-easterly, then south south-easterly

direction for a distance of 65 metres or thereby to a point 225 metres or thereby north of point Q as shown by zebra hatching and numbered “236” on plan SR18 in the plan folio.

48. That length of the existing A939 Tomintoul – Grantown on Spey – Nairn Road from a point 225 metres or thereby north of point Q in a generally southerly direction for a distance of 70 metres or thereby to a point 150 metres or thereby north of point Q as shown by zebra hatching and numbered “237” on plan SR18 in the plan folio.

49. That length of the existing A939 Tomintoul – Grantown on Spey – Nairn Road from a point 35 metres or thereby south south-east of point Q in a generally south south-easterly, then south-easterly, then south south-easterly direction for a distance of 370 metres or thereby to a point 400 metres or thereby south south-east of point Q as shown by zebra hatching and numbered “238” on plan SR18 in the plan folio.

50. That length of the existing U3010 Blackpark – Grigorhill – Newmill Road from a point 325 metres or thereby north-west of point R in a generally south-easterly direction for a distance of 250 metres or thereby to a point 75 metres or thereby north-west of point R as shown by zebra hatching and numbered “239” on plan SR19 in the plan folio.

51. That length of the existing A96 Trunk Road from a point 330 metres or thereby east south-east of point S in a generally east south-easterly direction for a distance of 185 metres or thereby to a point 515 metres or thereby east south-east of point S as shown by zebra hatching and numbered “240” on plan SR20 in the plan folio.

52. That length of the existing U2297 Waterloo – Eastertown – Inshoch Road from a point 840 metres or thereby west north-west of point T in a generally east north-easterly direction for a distance of 25 metres or thereby to a point 815 metres or thereby west of point T as shown by zebra hatching and numbered “241” on plan SR21 in the plan folio.

53. That length of the existing U2297 Waterloo – Eastertown – Inshoch Road from a point 570 metres or thereby west north-west of point T in a generally east south-easterly, then south-easterly, then east south-easterly direction for a distance of 115 metres or thereby to a point 460 metres or thereby west of point T as shown by zebra hatching and numbered “242” on plan SR21 in the plan folio.

54. That length of the existing C1172 Auldearn – Station – Drum Road from a point 350 metres or thereby north-east of point T in a generally southerly, then south south-easterly, then south-easterly, then east south-easterly direction for a distance of 200 metres or thereby to a point 360 metres or thereby east north-east of point T as shown by zebra hatching and numbered “243” on plan SR21 in the plan folio.

55. That length of the existing C1172 Auldearn – Station – Drum Road from a point 140 metres or thereby east south-east of point T in a generally north-easterly direction for a distance of 290 metres or thereby to a point 370 metres or thereby east north-east of point T as shown by zebra hatching and numbered “244” on plan SR21 in the plan folio.

56. That length of the existing U2297 Waterloo – Eastertown – Inshoch Road from a point 110 metres or thereby east south-east of point T in a generally east south-easterly, then easterly, then east north-easterly, then north-easterly direction for a distance of 30 metres or thereby to a point 135 metres or thereby east south-east of point T as shown by zebra hatching and numbered “245” on plan SR21 in the plan folio.

57. That length of the existing A96 Trunk Road from a point 595 metres or thereby south-west of point U in a generally east north-easterly direction for a distance of 200 metres or thereby to a point 405 metres or thereby south-west of point U as shown by zebra hatching and numbered “246” on plan SR22 in the plan folio.

58. That length of the existing A96 Trunk Road from a point 355 metres or thereby south-west of point U in a generally east north-easterly direction for a distance of 420 metres or thereby to a point 200 metres or thereby south-east of point U as shown by zebra hatching and numbered “247” on plan SR22 in the plan folio.

59. That length of the existing U3164 Penick Road from a point 135 metres or thereby south-east of point U in a generally east south-easterly, then south-easterly direction for a distance of 30 metres or thereby to a point 165 metres or thereby south-east of point U as shown by zebra hatching and numbered “248” on plan SR22 in the plan folio.

60. That length of the existing A96 Trunk Road from a point 495 metres or thereby east north-east of point V in a generally east north-easterly direction for a distance of 305 metres or thereby to a point 800 metres or thereby east north-east of point V as shown by zebra hatching and numbered “249” on plan SR23 in the plan folio.

61. That length of the existing U3036 Ellands – Hardmuir - Boghole Road from a point 950 metres or thereby east north-east of point V in a generally south south-easterly direction for a distance of 95 metres or thereby to a point 960 metres or thereby east north-east of point V as shown by zebra hatching and numbered “250” on plan SR23 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 existing A96 Trunk Road, from a point 610 metres or thereby west south-west of point A as shown by a solid black bar and numbered “251” on plan SR1 in the plan folio.

2. The private means of access on the south side of the existing A96 Trunk Road, from a point 585 metres or thereby south-west of point A as shown by a solid black bar and numbered “252” on plan SR1 in the plan folio.

3. The private means of access on the south side of the existing A96 Trunk Road, from a point 615 metres or thereby south-west of point A as shown by a solid black bar and numbered “253” on plan SR1 in the plan folio.

4. The private means of access on the north side of the existing A96 Trunk Road, from a point 50 metres or thereby west north-west of point A as shown by a solid black bar and numbered “254” on plan SR1 in the plan folio.

5. The private means of access on the south side of the existing A96 Trunk Road, from a point 545 metres or thereby north-east of point A as shown by a solid black bar and numbered “258” on plan SR1 in the plan folio.

6. The private means of access on the south side of the existing A96 Trunk Road, from a point 555 metres or thereby north-east of point A as shown by a solid black bar and numbered “259” on plan SR1 in the plan folio.

7. The private means of access on the south side of the existing A96 Trunk Road, from a point 185 metres or thereby north-west of point B as shown by a solid black bar and numbered “260” on plan SR2 in the plan folio.

8. The private means of access on the south side of the existing A96 Trunk Road, from a point 200 metres or thereby north-west of point B as shown by a solid black bar and numbered “261” on plan SR2 in the plan folio.

9. The private means of access on the south side of the existing A96 Trunk Road, from a point 50 metres or thereby south south-east of point D as shown by a solid black bar and numbered “266” on plan SR4 in the plan folio.

10. The private means of access on the south side of the existing A96 Trunk Road, from a point 190 metres or thereby south south-east of point D as shown by a solid black bar and numbered “267” on plan SR4 in the plan folio.

11. The private means of access on the south side of the existing A96 Trunk Road, from a point 205 metres or thereby south south-west of point E as shown by a solid black bar and numbered “269” on plan SR5 in the plan folio.

12. The private means of access on the south side of the existing A96 Trunk Road, from a point 800 metres or thereby east of point E as shown by a solid black bar and numbered “271” on plan SR5 in the plan folio.

13. The private means of access on the south side of the existing A96 Trunk Road, from a point 1.16 kilometres or thereby east south-east of point E as shown by a solid black bar and numbered “272” on plan SR5 in the plan folio.

14. The private means of access on the south side of the existing A96 Trunk Road, from a point 520 metres or thereby west south-west of point F as shown by a solid black bar and numbered “274” on plan SR6 in the plan folio.

15. The private means of access on the south side of the existing A96 Trunk Road, from a point 530 metres or thereby south-west of point F as shown by a solid black bar and numbered “275” on plan SR6 in the plan folio.

16. The private means of access on the north side of the existing A96 Trunk Road, from a point 280 metres or thereby north-west of point F as shown by a solid black bar and numbered “276” on plan SR6 in the plan folio.

17. The private means of access on the north side of the existing A96 Trunk Road, from a point 220 metres or thereby north-west of point F as shown by a solid black bar and numbered “277” on plan SR6 in the plan folio.

18. The private means of access on the north side of the existing A96 Trunk Road, from a point 245 metres or thereby north north-west of point F as shown by a solid black bar and numbered “278” on plan SR6 in the plan folio.

19. The private means of access on the north side of the existing A96 Trunk Road, from a point 320 metres or thereby north north-west of point F as shown by a solid black bar and numbered “279” on plan SR6 in the plan folio.

20. The private means of access on the north side of the existing A96 Trunk Road, from a point 1.46 kilometres or thereby west south-west of point G as shown by a solid black bar and numbered “280” on plan SR7 in the plan folio.

21. The private means of access on the north side of the existing A96 Trunk Road, from a point 1.46 kilometres or thereby west south-west of point G as shown by a solid black bar and numbered “281” on plan SR7 in the plan folio.

22. The private means of access on the north side of the existing A96 Trunk Road, from a point 1.16 kilometres or thereby west south-west of point G as shown by a solid black bar and numbered “282” on plan SR7 in the plan folio.

23. The private means of access on the north side of the existing A96 Trunk Road, from a point 955 metres or thereby west south-west of point G as shown by a solid black bar and numbered “283” on plan SR7 in the plan folio.

24. The private means of access on the north side of the existing A96 Trunk Road, from a point 940 metres or thereby west south-west of point G as shown by a solid black bar and numbered “284” on plan SR7 in the plan folio.

25. The private means of access on the north side of the existing A96 Trunk Road, from a point 920 metres or thereby west south-west of point G as shown by a solid black bar and numbered “285” on plan SR7 in the plan folio.

26. The private means of access on the north side of the existing A96 Trunk Road, from a point 900 metres or thereby west south-west of point G as shown by a solid black bar and numbered “286” on plan SR7 in the plan folio.

27. The private means of access on the north side of the existing A96 Trunk Road, from a point 715 metres or thereby west south-west of point G as shown by a solid black bar and numbered “287” on plan SR7 in the plan folio.

28. The private means of access on the north side of the existing A96 Trunk Road, from a point 660 metres or thereby west south-west of point G as shown by a solid black bar and numbered “288” on plan SR7 in the plan folio.

29. The private means of access on the north side of the existing A96 Trunk Road, from a point 285 metres or thereby north-west of point G as shown by a solid black bar and numbered “290” on plan SR7 in the plan folio.

30. The private means of access on the north side of the existing A96 Trunk Road, from a point 145 metres or thereby north-west of point G as shown by a solid black bar and numbered “291” on plan SR7 in the plan folio.

31. The private means of access on the north side of the existing A96 Trunk Road, from a point 305 metres or thereby north north-west of point G as shown by a solid black bar and numbered “292” on plan SR7 in the plan folio.

32. The private means of access on the north side of the existing A96 Trunk Road, from a point 565 metres or thereby east of point H as shown by a solid black bar and numbered “293” on plan SR8 in the plan folio.

33. The private means of access on the north side of the existing A96 Trunk Road, from a point 530 metres or thereby east of point H as shown by a solid black bar and numbered “294” on plan SR8 in the plan folio.

34. The private means of access on the north side of the existing A96 Trunk Road, from a point 410 metres or thereby north north-east of point J as shown by a solid black bar and numbered “295” on plan SR10 in the plan folio.

35. The private means of access on the south side of the existing A96 Trunk Road, from a point 405 metres or thereby north north-east of point J as shown by a solid black bar and numbered “296” on plan SR10 in the plan folio.

36. The private means of access on the south side of the existing A96 Trunk Road, from a point 575 metres or thereby north-east of point J as shown by a solid black bar and numbered “297” on plan SR10 in the plan folio.

37. The private means of access on the south side of the existing A96 Trunk Road, from a point 575 metres or thereby north-east of point J as shown by a solid black bar and numbered “298” on plan SR10 in the plan folio.

38. The private means of access on the south side of the existing A96 Trunk Road, from a point 840 metres or thereby north-east of point J as shown by a solid black bar and numbered “299” on plan SR10 in the plan folio.

39. The private means of access on the south side of the existing A96 Trunk Road, from a point 340 metres or thereby south south-east of point K as shown by a solid black bar and numbered “300” on plan SR11 in the plan folio.

40. The private means of access on the south side of the existing A96 Trunk Road, from a point 475 metres or thereby south south-east of point K as shown by a solid black bar and numbered “301” on plan SR11 in the plan folio.

41. The private means of access on the south side of the existing A96 Trunk Road, from a point 385 metres or thereby east of point K as shown by a solid black bar and numbered “302” on plan SR11 in the plan folio.

42. The private means of access on the south side of the existing A96 Trunk Road, from a point 965 metres or thereby east north-east of point K as shown by a solid black bar and numbered “303” on plan SR11 in the plan folio.

43. The private means of access on the south side of the existing A96 Trunk Road, from a point 1.10 kilometres or thereby east north-east of point K as shown by a solid black bar and numbered “304” on plan SR11 in the plan folio.

44. The private means of access on the south side of the existing A96 Trunk Road, from a point 1.16 kilometres or thereby east north-east of point K as shown by a solid black bar and numbered “305” on plan SR11 in the plan folio.

45. The private means of access on the south side of the existing A96 Trunk Road, from a point 1.19 kilometres or thereby east north-east of point K as shown by a solid black bar and numbered “306” on plan SR11 in the plan folio.

46. The private means of access on the south side of the existing A96 Trunk Road, from a point 170 metres or thereby south of point L as shown by a solid black bar and numbered “307” on plan SR12 in the plan folio.

47. The private means of access on the south side of the existing A96 Trunk Road, from a point 50 metres or thereby south of point L as shown by a solid black bar and numbered “308” on plan SR12 in the plan folio.

48. The private means of access on the north side of the existing A96 Trunk Road, from a point 175 metres or thereby north-east of point L as shown by a solid black bar and numbered “475” on plan SR12 in the plan folio.

49. The private means of access on the south side of the existing A96 Trunk Road, from a point 1.33 kilometres or thereby east of point L as shown by a solid black bar and numbered “309” on plan SR13 in the plan folio.

50. The private means of access on the south side of the existing A96 Trunk Road, from a point 1.52 kilometres or thereby east of point L as shown by a solid black bar and numbered “310” on plan SR13 in the plan folio.

51. The private means of access on the south side of the existing A96 Trunk Road, from a point 490 metres or thereby north north-west of point M as shown by a solid black bar and numbered “476” on plan SR14 in the plan folio.

52. The private means of access on the south side of the existing A96 Trunk Road, from a point 485 metres or thereby north north-west of point M as shown by a solid black bar and numbered “477” on plan SR14 in the plan folio.

53. The private means of access on the south side of the existing A96 Trunk Road, from a point 340 metres or thereby south south-east of point M as shown by a solid black bar and numbered “478” on plan SR14 in the plan folio.

54. The private means of access on the south side of the existing A96 Trunk Road, from a point 550 metres or thereby south south-west of point O as shown by a solid black bar and numbered “311” on plan SR16 in the plan folio.

55. The private means of access on the south side of the existing A96 Trunk Road, from a point 95 metres or thereby south-east of point P as shown by a solid black bar and numbered “312” on plan SR17 in the plan folio.

56. The private means of access on the south side of the existing A96 Trunk Road, from a point 105 metres or thereby south-east of point P as shown by a solid black bar and numbered “313” on plan SR17 in the plan folio.

57. The private means of access on the south side of the existing A96 Trunk Road, from a point 260 metres or thereby east south-east of point Q as shown by a solid black bar and numbered “314” on plan SR18 in the plan folio.

58. The private means of access on the south side of the existing A96 Trunk Road, from a point 220 metres or thereby south-east of point Q as shown by a solid black bar and numbered “315” on plan SR18 in the plan folio.

59. The private means of access on the north side of the existing A96 Trunk Road, from a point 145 metres or thereby north north-east of point T as shown by a solid black bar and numbered “316” on plan SR21 in the plan folio.

60. The private means of access on the north side of the existing A96 Trunk Road, from a point 90 metres or thereby north north-east of point T as shown by a solid black bar and numbered “317” on plan SR21 in the plan folio.

61. The private means of access on the north side of the existing A96 Trunk Road, from a point 310 metres or thereby north-east of point T as shown by a solid black bar and numbered “318” on plan SR21 in the plan folio.

62. The private means of access on the south side of the existing A96 Trunk Road, from a point 405 metres or thereby south-west of point U as shown by a solid black bar and numbered “319” on plan SR22 in the plan folio.

63. The private means of access on the south side of the existing A96 Trunk Road, from a point 220 metres or thereby south-west of point V as shown by a solid black bar and numbered “320” on plan SR23 in the plan folio.

64. The private means of access on the south side of the existing A96 Trunk Road, from a point 190 metres or thereby south-west of point V as shown by a solid black bar and numbered “321” on plan SR23 in the plan folio.

65. The private means of access on the south side of the existing A96 Trunk Road, from a point 180 metres or thereby south south-west of point V as shown by a solid black bar and numbered “322” on plan SR23 in the plan folio.

66. The private means of access on the south side of the existing A96 Trunk Road, from a point 65 metres or thereby south of point V as shown by a solid black bar and numbered “323” on plan SR23 in the plan folio.

67. The private means of access on the south side of the existing A96 Trunk Road, from a point 100 metres or thereby south of point V as shown by a solid black bar and numbered “324” on plan SR23 in the plan folio.

PART 2

68. The private means of access on the south side of the existing A96 Trunk Road, from a point 85 metres or thereby south-east of point A as shown by a solid black bar and numbered “255” on plan SR1 in the plan folio.

69. The private means of access on the south side of the existing A96 Trunk Road, from a point 195 metres or thereby south-east of point A as shown by a solid black bar and numbered “256” on plan SR1 in the plan folio.

70. The private means of access on the south side of the existing A96 Trunk Road, from a point 155 metres or thereby south-east of point A as shown by a solid black bar and numbered “257” on plan SR1 in the plan folio.

71. The private means of access on the south side of the existing A96 Trunk Road, from a point 380 metres or thereby south-east of point C as shown by a solid black bar and numbered “262” on plan SR3 in the plan folio.

72. The private means of access on the south side of the existing A96 Trunk Road, from a point 350 metres or thereby south-east of point C as shown by a solid black bar and numbered “263” on plan SR3 in the plan folio.

73. The private means of access on the south side of the existing A96 Trunk Road, from a point 510 metres or thereby east south-east of point C as shown by a solid black bar and numbered “264” on plan SR3 in the plan folio.

74. The private means of access on the south side of the existing A96 Trunk Road, from a point 580 metres or thereby east south-east of point C as shown by a solid black bar and numbered “265” on plan SR3 in the plan folio.

75. The private means of access on the south side of the existing A96 Trunk Road, from a point 235 metres or thereby south south-west of point E as shown by a solid black bar and numbered “268” on plan SR5 in the plan folio.

76. The private means of access on the south side of the existing A96 Trunk Road, from a point 655 metres or thereby east south-east of point E as shown by a solid black bar and numbered “270” on plan SR5 in the plan folio.

77. The private means of access on the south side of the existing A96 Trunk Road, from a point 1.38 kilometres or thereby east of point E as shown by a solid black bar and numbered “273” on plan SR5 in the plan folio.

78. The private means of access on the north side of the existing A96 Trunk Road, from a point 310 metres or thereby north-west of point G as shown by a solid black bar and numbered “289” on plan SR7 in the plan folio.

SCHEDULE 6

Article 3(f)

NEW MEANS OF ACCESS TO BE PROVIDED

1. From a point 610 metres or thereby west south-west of point A in a generally westerly direction for a distance of 5 metres or thereby to a point 615 metres or thereby west south-west of point A as shown by single hatching and numbered “325” on plan SR1 in the plan folio.

2. From a point 600 metres or thereby west south-west of point A in a generally north north-westerly direction for a distance of 10 metres or thereby to a point 600 metres or thereby west south-west of point A as shown by single hatching and numbered “326” on plan SR1 in the plan folio.

3. From a point 610 metres or thereby south-west of point A in a generally north-easterly direction for a distance of 10 metres or thereby to a point 600 metres or thereby south-west of point A as shown by single hatching and numbered “327” on plan SR1 in the plan folio.

4. From a point 595 metres or thereby south-west of point A in a generally south-easterly, then east south-easterly direction for a distance of 85 metres or thereby to a point 605 metres or thereby south-west of point A as shown by single hatching and numbered “328” on plan SR1 in the plan folio.

5. From a point 610 metres or thereby south-west of point A in a generally easterly direction for a distance of 40 metres or thereby to a point 580 metres or thereby south-west of point A as shown by single hatching and numbered “329” on plan SR1 in the plan folio.

6. From a point 625 metres or thereby south-west of point A in a generally north north-westerly, then northerly, then north north-easterly, then north-easterly, then east north-easterly, then north-easterly, then north north-easterly direction for a distance of 670 metres or thereby to a point 185 metres or thereby south-east of point A as shown by single hatching and numbered “330” on plan SR1 in the plan folio.

7. From a point 430 metres or thereby south-west of point A in a generally south-easterly direction for a distance of 10 metres or thereby to a point 430 metres or thereby south-west of point A as shown by single hatching and numbered “331” on plan SR1 in the plan folio.

8. From a point 480 metres or thereby west south-west of point A in a generally north north-westerly direction for a distance of 10 metres or thereby to a point 480 metres or thereby west south-west of point A as shown by single hatching and numbered “332” on plan SR1 in the plan folio.

9. From a point 240 metres or thereby west south-west of point A in a generally south-easterly direction for a distance of 15 metres or thereby to a point 240 metres or thereby south-west of point A as shown by single hatching and numbered “333” on plan SR1 in the plan folio.

10. From a point 245 metres or thereby west south-west of point A in a generally north-westerly direction for a distance of 10 metres or thereby to a point 245 metres or thereby west south-west of point A as shown by single hatching and numbered “334” on plan SR1 in the plan folio.

11. From a point 70 metres or thereby west of point A in a generally north north-westerly direction for a distance of 15 metres or thereby to a point 75 metres or thereby west of point A as shown by single hatching and numbered “335” on plan SR1 in the plan folio.

12. From a point 190 metres or thereby south-east of point A in a generally east north-easterly, then north-easterly, then north north-easterly, then northerly, then north north-easterly direction for a distance of 165 metres or thereby to a point 240 metres or thereby east of point A as shown by single hatching and numbered “336” on plan SR1 in the plan folio.

13. From a point 1.13 kilometres or thereby north-east of point A in a generally north north-westerly direction for a distance of 10 metres or thereby to a point 1.14 kilometres or thereby north-east of point A as shown by single hatching and numbered “337” on plan SR1 in the plan folio.

14. From a point 1.04 kilometres or thereby north-east of point A in a generally north-easterly direction for a distance of 120 metres or thereby to a point 1.16 kilometres or thereby east north-east of point A as shown by single hatching and numbered “338” on plan SR1 in the plan folio.

15. From a point 1.14 kilometres or thereby east north-east of point A in a generally north-westerly direction for a distance of 5 metres or thereby to a point 1.14 kilometres or thereby east north-east of point A as shown by single hatching and numbered “339” on plan SR1 in the plan folio.

16. From a point 1.13 kilometres or thereby east north-east of point A in a generally north north-easterly direction for a distance of 10 metres or thereby to a point 1.14 kilometres or thereby east north-east of point A as shown by single hatching and numbered “340” on plan SR1 in the plan folio.

17. From a point 360 metres or thereby west south-west of point B in a generally west north-westerly direction for a distance of 30 metres or thereby to a point 375 metres or thereby west south-west of point B as shown by single hatching and numbered “342” on plan SR2 in the plan folio.

18. From a point 195 metres or thereby west north-west of point B in a generally east south-easterly direction for a distance of 10 metres or thereby to a point 185 metres or thereby west north-west of point B as shown by single hatching and numbered “343” on plan SR2 in the plan folio.

19. From a point 185 metres or thereby north-west of point B in a generally westerly direction for a distance of 5 metres or thereby to a point 190 metres or thereby north-west of point B as shown by single hatching and numbered “344” on plan SR2 in the plan folio.

20. From a point 925 metres or thereby west south-west of point D in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 925 metres or thereby west south-west of point D as shown by single hatching and numbered “346” on plan SR4 in the plan folio.

21. From a point 640 metres or thereby west south-west of point D in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 640 metres or thereby west south-west of point D as shown by single hatching and numbered “347” on plan SR4 in the plan folio.

22. From point D in a generally south south-easterly direction for a distance of 50 metres or thereby to a point 50 metres or thereby south south-east of point D as shown by single hatching and numbered “348” on plan SR4 in the plan folio.

23. From a point 50 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 45 metres or thereby south of point D as shown by single hatching and numbered “349” on plan SR4 in the plan folio.

24. From a point 5 metres or thereby south south-east of point D in a generally east north-easterly direction for a distance of 5 metres or thereby to a point 10 metres or thereby south south-east of point D as shown by single hatching and numbered “350” on plan SR4 in the plan folio.

25. From a point 200 metres or thereby west south-west of point E in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 200 metres or thereby west south-west of point E as shown by single hatching and numbered “351” on plan SR5 in the plan folio.

26. From a point 165 metres or thereby west south-west of point E in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 165 metres or thereby west

south-west of point E as shown by single hatching and numbered “352” on plan SR5 in the plan folio.

27. From a point 525 metres or thereby west south-west of point F in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 525 metres or thereby west south-west of point F as shown by single hatching and numbered “353” on plan SR6 in the plan folio.

28. From a point 500 metres or thereby south-west of point F in a generally south-easterly direction for a distance of 5 metres or thereby to a point 500 metres or thereby south-west of point F as shown by single hatching and numbered “354” on plan SR6 in the plan folio.

29. From a point 235 metres or thereby west south-west of point F in a generally east north-easterly direction for a distance of 5 metres or thereby to a point 230 metres or thereby west south-west of point F as shown by single hatching and numbered “355” on plan SR6 in the plan folio.

30. From a point 230 metres or thereby west south-west of point F in a generally south south-easterly, then southerly, then south-westerly, then southerly, then south south-easterly direction for a distance of 390 metres or thereby to a point 540 metres or thereby south-west of point F as shown by single hatching and numbered “356” on plan SR6 in the plan folio.

31. From a point 105 metres or thereby west of point F in a generally north north-westerly direction for a distance of 10 metres or thereby to a point 110 metres or thereby west of point F as shown by single hatching and numbered “357” on plan SR6 in the plan folio.

32. From a point 1.45 kilometres or thereby west south-west of point G in a generally north north-easterly, then north-easterly, then east north-easterly direction for a distance of 175 metres or thereby to a point 1.30 kilometres or thereby west south-west of point G as shown by single hatching and numbered “358” on plan SR7 in the plan folio.

33. From a point 1.17 kilometres or thereby west south-west of point G in a generally north north-easterly, then north-easterly, then north north-easterly direction for a distance of 80 metres or thereby to a point 1.11 kilometres or thereby west south-west of point G as shown by single hatching and numbered “359” on plan SR7 in the plan folio.

34. From a point 1.14 kilometres or thereby west south-west of point G in a generally south-easterly, then east south-easterly, then easterly, then east north-easterly, then north-easterly, then north north-easterly, then north-easterly, then east north-easterly, then north-easterly direction for a distance of 485 metres or thereby to a point 720 metres or thereby west of point G as shown by single hatching and numbered “360” on plan SR7 in the plan folio.

35. From a point 930 metres or thereby west south-west of point G in a generally south-easterly direction for a distance of 20 metres or thereby to a point 925 metres or thereby west south-west of point G as shown by single hatching and numbered “361” on plan SR7 in the plan folio.

36. From a point 940 metres or thereby south-west of point G in a generally north-easterly direction for a distance of 55 metres or thereby to a point 890 metres or thereby west south-west of point G as shown by single hatching and numbered “362” on plan SR7 in the plan folio.

37. From a point 750 metres or thereby west south-west of point G in a generally east north-easterly direction for a distance of 15 metres or thereby to a point 735 metres or thereby west south-west of point G as shown by single hatching and numbered “363” on plan SR7 in the plan folio.

38. From a point 110 metres or thereby north-west of point G in a generally north-westerly, then north north-westerly, then northerly, then north north-easterly, then north-easterly, then north north-easterly, then northerly, then north north-easterly, then north-easterly direction for a distance of 470 metres or thereby to a point 460 metres or thereby north north-east of point G as shown by single hatching and numbered “365” on plan SR7 in the plan folio.

39. From a point 460 metres or thereby north north-east of point G in a generally south-easterly direction for a distance of 10 metres or thereby to a point 455 metres or thereby north north-east of point G as shown by single hatching and numbered “366” on plan SR7 in the plan folio.

40. From a point 265 metres or thereby south-east of point H in a generally west south-westerly direction for a distance of 10 metres or thereby to a point 265 metres or thereby south-east of point H as shown by single hatching and numbered “367” on plan SR8 in the plan folio.

41. From a point 75 metres or thereby south-east of point H in a generally north-easterly direction for a distance of 5 metres or thereby to a point 75 metres or thereby south-east of point H as shown by single hatching and numbered “368” on plan SR8 in the plan folio.

42. From a point 415 metres or thereby east north-east of point H in a generally north-easterly direction for a distance of 5 metres or thereby to a point 420 metres or thereby east north-east of point H as shown by single hatching and numbered “369” on plan SR8 in the plan folio.

43. From a point 390 metres or thereby east north-east of point H in a generally north-easterly direction for a distance of 15 metres or thereby to a point 405 metres or thereby east north-east of point H as shown by single hatching and numbered “370” on plan SR8 in the plan folio.

44. From a point 410 metres or thereby east north-east of point H in a generally north-easterly direction for a distance of 15 metres or thereby to a point 425 metres or thereby east north-east of point H as shown by single hatching and numbered “371” on plan SR8 in the plan folio.

45. From a point 405 metres or thereby north north-east of point H in a generally south-easterly, then south south-easterly, then southerly, then south south-westerly, then south-westerly direction for a distance of 460 metres or thereby to a point 425 metres or thereby east of point H as shown by single hatching and numbered “372” on plan SR8 in the plan folio.

46. From a point 395 metres or thereby north north-east of point H in a generally north-easterly direction for a distance of 10 metres or thereby to a point 405 metres or thereby north north-east of point H as shown by single hatching and numbered “373” on plan SR8 in the plan folio.

47. From a point 830 metres or thereby south south-east of point I in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 835 metres or thereby south south-east of point I as shown by single hatching and numbered “374” on plan SR9 in the plan folio.

48. From a point 175 metres or thereby east of point J in a generally east south-easterly direction for a distance of 10 metres or thereby to a point 180 metres or thereby east of point J as shown by single hatching and numbered “375” on plan SR10 in the plan folio.

49. From a point 150 metres or thereby east of point J in a generally east north-easterly, then north-easterly, then northerly, then north-westerly, then north north-westerly, then north-easterly, then east north-easterly, then north-easterly, then north north-easterly, then north-easterly, then east north-easterly direction for a distance of 370 metres or thereby to a point 405 metres or thereby north-easterly of point J as shown by single hatching and numbered “376” on plan SR10 in the plan folio.

50. From a point 415 metres or thereby north north-east of point J in a generally northerly direction for a distance of 20 metres or thereby to a point 435 metres or thereby north north-east of point J as shown by single hatching and numbered “377” on plan SR10 in the plan folio.

51. From a point 550 metres or thereby north-east of point J in a generally north north-westerly direction for a distance of 20 metres or thereby to a point 560 metres or thereby north-east of point J as shown by single hatching and numbered “378” on plan SR10 in the plan folio.

52. From a point 120 metres or thereby south of point K in a generally east north-easterly direction for a distance of 15 metres or thereby to a point 115 metres or thereby south south-east of point K as shown by single hatching and numbered “379” on plan SR11 in the plan folio.

53. From a point 125 metres or thereby south south-east of point K in a generally east north-easterly direction for a distance of 15 metres or thereby to a point 125 metres or thereby south south-east of point K as shown by single hatching and numbered “380” on plan SR11 in the plan folio.

54. From a point 505 metres or thereby south south-east of point K in a generally north-easterly direction for a distance of 5 metres or thereby to a point 500 metres or thereby south south-east of point K as shown by single hatching and numbered “381” on plan SR11 in the plan folio.

55. From a point 500 metres or thereby south south-east of point K in a generally north-easterly direction for a distance of 5 metres or thereby to a point 500 metres or thereby south south-east of point K as shown by single hatching and numbered “382” on plan SR11 in the plan folio.

56. From a point 360 metres or thereby south south-east of point K in a generally east north-easterly, then north-easterly, then north north-westerly, then northerly, then north-easterly, then east north-easterly direction for a distance of 1.24 kilometres or thereby to a point 1.21 kilometres or thereby east north-east of point K as shown by single hatching and numbered “383” on plan SR11 in the plan folio.

57. From a point 485 metres or thereby south south-west of point L in a generally northerly, then north north-easterly, then north-easterly, then east north-easterly, then northerly, then north north-easterly, then north-easterly, then east north-easterly, then easterly direction for a distance of 730 metres or thereby to a point 300 metres or thereby east south-east of point L as shown by single hatching and numbered “384” on plan SR12 in the plan folio.

58. From a point 330 metres or thereby south south-west of point L in a generally north north-westerly direction for a distance of 25 metres or thereby to a point 305 metres or thereby south south-west of point L as shown by single hatching and numbered “385” on plan SR12 in the plan folio.

59. From a point 290 metres or thereby south of point L in a generally north north-westerly direction for a distance of 15 metres or thereby to a point 275 metres or thereby south of point L as shown by single hatching and numbered “386” on plan SR12 in the plan folio.

60. From a point 210 metres or thereby east south-east of point L in a generally southerly direction for a distance of 10 metres or thereby to a point 215 metres or thereby east south-east of point L as shown by single hatching and numbered “387” on plan SR12 in the plan folio.

61. From a point 610 metres or thereby east of point L in a generally southerly, then west south-westerly direction for a distance of 125 metres or thereby to a point 520 metres or thereby east south-east of point L as shown by single hatching and numbered “388” on plan SR13 in the plan folio.

62. From a point 600 metres or thereby east of point L in a generally south south-easterly direction for a distance of 15 metres or thereby to a point 605 metres or thereby east of point L as shown by single hatching and numbered “389” on plan SR13 in the plan folio.

63. From a point 455 metres or thereby east of point L in a generally easterly, then east north-easterly, then easterly, then east north-easterly direction for a distance of 860 metres or thereby to a point 1.30 kilometres or thereby east of point L as shown by single hatching and numbered “390” on plan SR13 in the plan folio.

64. From a point 930 metres or thereby east of point L in a generally south south-easterly direction for a distance of 15 metres or thereby to a point 935 metres or thereby east of point L as shown by single hatching and numbered “391” on plan SR13 in the plan folio.

65. From a point 625 metres or thereby north north-west of point M in a generally north-easterly direction for a distance of 15 metres or thereby to a point 630 metres or thereby north north-west of point M as shown by single hatching and numbered “392” on plan SR14 in the plan folio.

66. From a point 605 metres or thereby north north-west of point M in a generally east north-easterly direction for a distance of 20 metres or thereby to a point 605 metres or thereby north

north-west of point M as shown by single hatching and numbered “393” on plan SR14 in the plan folio.

67. From a point 610 metres or thereby north north-west of point M in a generally south-westerly direction for a distance of 25 metres or thereby to a point 605 metres or thereby north north-west of point M as shown by single hatching and numbered “394” on plan SR14 in the plan folio.

68. From a point 495 metres or thereby north north-west of point M in a generally east north-easterly direction for a distance of 15 metres or thereby to a point 495 metres or thereby north north-west of point M as shown by single hatching and numbered “395” on plan SR14 in the plan folio.

69. From a point 495 metres or thereby north north-west of point M in a generally south-easterly direction for a distance of 5 metres or thereby to a point 490 metres or thereby north north-west of point M as shown by single hatching and numbered “396” on plan SR14 in the plan folio.

70. From a point 495 metres or thereby north north-west of point M in a generally south-westerly direction for a distance of 15 metres or thereby to a point 490 metres or thereby north north-west of point M as shown by single hatching and numbered “397” on plan SR14 in the plan folio.

71. From a point 490 metres or thereby north north-west of point M in a generally south-easterly direction for a distance of 5 metres or thereby to a point 485 metres or thereby north north-west of point M as shown by single hatching and numbered “398” on plan SR14 in the plan folio.

72. From a point 60 metres or thereby north north-west of point M in a generally east north-easterly direction for a distance of 10 metres or thereby to a point 60 metres or thereby north north-west of point M as shown by single hatching and numbered “399” on plan SR14 in the plan folio.

73. From a point 105 metres or thereby east north-east of point M in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 105 metres or thereby east north-east of point M as shown by single hatching and numbered “400” on plan SR14 in the plan folio.

74. From a point 140 metres or thereby south south-east of point M in a generally north-easterly direction for a distance of 5 metres or thereby to a point 140 metres or thereby south south-east of point M as shown by single hatching and numbered “401” on plan SR14 in the plan folio.

75. From a point 600 metres or thereby west south-west of point N in a generally northerly direction for a distance of 10 metres or thereby to a point 595 metres or thereby west south-west of point N as shown by single hatching and numbered “402” on plan SR15 in the plan folio.

76. From a point 180 metres or thereby south of point N in a generally easterly direction for a distance of 15 metres or thereby to a point 180 metres or thereby south of point N as shown by single hatching and numbered “403” on plan SR15 in the plan folio.

77. From a point 580 metres or thereby east south-east of point N in a generally south-easterly direction for a distance of 10 metres or thereby to a point 590 metres or thereby east south-east of point N as shown by single hatching and numbered “404” on plan SR15 in the plan folio.

78. From a point 1.19 kilometres or thereby west south-west of point O in a generally north-westerly direction for a distance of 20 metres or thereby to a point 1.19 kilometres or thereby west south-west of point O as shown by single hatching and numbered “405” on plan SR16 in the plan folio.

79. From a point 1.17 kilometres or thereby west south-west of point O in a generally south-easterly direction for a distance of 15 metres or thereby to a point 1.17 kilometres or thereby south-west of point O as shown by single hatching and numbered “406” on plan SR16 in the plan folio.

80. From a point 890 metres or thereby west south-west of point O in a generally north-westerly direction for a distance of 15 metres or thereby to a point 890 metres or thereby west south-west of point O as shown by single hatching and numbered “407” on plan SR16 in the plan folio.

81. From a point 1.02 kilometres or thereby south-west of point O in a generally southerly direction for a distance of 15 metres or thereby to a point 1.03 kilometres or thereby south-west of point O as shown by single hatching and numbered “408” on plan SR16 in the plan folio.

82. From a point 705 metres or thereby west south-west of point O in a generally south-easterly direction for a distance of 10 metres or thereby to a point 700 metres or thereby west south-west of point O as shown by single hatching and numbered “409” on plan SR16 in the plan folio.

83. From a point 190 metres or thereby south south-west of point P in a generally easterly direction for a distance of 85 metres or thereby to a point 190 metres or thereby south south-east of point P as shown by single hatching and numbered “410” on plan SR17 in the plan folio.

84. From a point 340 metres or thereby south of point P in a generally north-easterly, then east north-easterly direction for a distance of 65 metres or thereby to a point 320 metres or thereby south south-east of point P as shown by single hatching and numbered “411” on plan SR17 in the plan folio.

85. From a point 430 metres or thereby south of point P in a generally east south-easterly direction for a distance of 25 metres or thereby to a point 440 metres or thereby south of point P as shown by single hatching and numbered “412” on plan SR17 in the plan folio.

86. From a point 480 metres or thereby south of point P in a generally northerly, then north north-easterly, then north-easterly, then east north-easterly, then easterly direction for a distance of 25 metres or thereby to a point 470 metres or thereby south of point P as shown by single hatching and numbered “413” on plan SR17 in the plan folio.

87. From a point 450 metres or thereby east south-east of point P in a generally northerly direction for a distance of 10 metres or thereby to a point 445 metres or thereby east south-east of point P as shown by single hatching and numbered “414” on plan SR17 in the plan folio.

88. From a point 280 metres or thereby north of point Q in a generally north-easterly direction for a distance of 10 metres or thereby to a point 285 metres or thereby north of point Q as shown by single hatching and numbered “415” on plan SR18 in the plan folio.

89. From a point 275 metres or thereby north of point Q in a generally south-westerly direction for a distance of 15 metres or thereby to a point 265 metres or thereby north of point Q as shown by single hatching and numbered “416” on plan SR18 in the plan folio.

90. From a point 170 metres or thereby east north-east of point Q in a generally south-easterly direction for a distance of 70 metres or thereby to a point 110 metres or thereby east north-east of point Q as shown by single hatching and numbered “417” on plan SR18 in the plan folio.

91. From a point 35 metres or thereby south-east of point Q in a generally easterly direction for a distance of 5 metres or thereby to a point 35 metres or thereby south-east of point Q as shown by single hatching and numbered “418” on plan SR18 in the plan folio.

92. From a point 35 metres or thereby south south-east of point Q in a generally westerly direction for a distance of 20 metres or thereby to a point 30 metres or thereby south of point Q as shown by single hatching and numbered “419” on plan SR18 in the plan folio.

93. From a point 410 metres or thereby east south-east of point Q in a generally west north-westerly, then westerly, then south-westerly, then southerly, then south-easterly, then southerly, then south-westerly, then west south-westerly direction for a distance of 255 metres or thereby to a point 400 metres or thereby south-east of point Q as shown by single hatching and numbered “420” on plan SR18 in the plan folio.

94. From a point 400 metres or thereby south-east of point Q in a generally east north-easterly direction for a distance of 15 metres or thereby to a point 405 metres or thereby south-east of point Q as shown by single hatching and numbered “421” on plan SR18 in the plan folio.

95. From a point 340 metres or thereby north-west of point R in a generally north-easterly direction for a distance of 5 metres or thereby to a point 340 metres or thereby north-west of point R as shown by single hatching and numbered “422” on plan SR19 in the plan folio.

96. From a point 65 metres or thereby north-west of point R in a generally north-easterly direction for a distance of 5 metres or thereby to a point 65 metres or thereby north-west of point R as shown by single hatching and numbered “423” on plan SR19 in the plan folio.

97. From a point 115 metres or thereby south south-east of point S in a generally south-easterly, then east south-easterly, then easterly, then east north-easterly direction for a distance of 85 metres or thereby to a point 175 metres or thereby south-east of point S as shown by single hatching and numbered “424” on plan SR20 in the plan folio.

98. From a point 175 metres or thereby south-east of point S in a generally south south-easterly, then south-easterly, then east south-easterly, then easterly, then east north-easterly direction for a distance of 40 metres or thereby to a point 210 metres or thereby south-east of point S as shown by single hatching and numbered “425” on plan SR20 in the plan folio.

99. From a point 495 metres or thereby south-east of point S in a generally north north-easterly direction for a distance of 20 metres or thereby to a point 490 metres or thereby south-east of point S as shown by single hatching and numbered “426” on plan SR20 in the plan folio.

100. From a point 575 metres or thereby south-east of point S in a generally north north-easterly direction for a distance of 25 metres or thereby to a point 565 metres or thereby south-east of point S as shown by single hatching and numbered “427” on plan SR20 in the plan folio.

101. From a point 835 metres or thereby west north-west of point T in a generally easterly direction for a distance of 20 metres or thereby to a point 820 metres or thereby west north-west of point T as shown by single hatching and numbered “428” on plan SR21 in the plan folio.

102. From a point 810 metres or thereby west of point T in a generally southerly, then south south-easterly, then south-easterly, then east south-easterly, then easterly, then east north-easterly direction for a distance of 50 metres or thereby to a point 770 metres or thereby west of point T as shown by single hatching and numbered “429” on plan SR21 in the plan folio.

103. From a point 465 metres or thereby west of point T in a generally east north-easterly, then north-easterly direction for a distance of 20 metres or thereby to a point 450 metres or thereby west of point T as shown by single hatching and numbered “430” on plan SR21 in the plan folio.

104. From a point 455 metres or thereby west of point T in a generally south south-easterly, then southerly direction for a distance of 50 metres or thereby to a point 445 metres or thereby west of point T as shown by single hatching and numbered “431” on plan SR21 in the plan folio.

105. From a point 280 metres or thereby west north-west of point T in a generally east south-easterly direction for a distance of 10 metres or thereby to a point 270 metres or thereby west of point T as shown by single hatching and numbered “432” on plan SR21 in the plan folio.

106. From a point 20 metres or thereby south south-west of point T in a generally north north-easterly direction for a distance of 15 metres or thereby to a point 5 metres or thereby south south-west of point T as shown by single hatching and numbered “433” on plan SR21 in the plan folio.

107. From a point 295 metres or thereby north-east of point T in a generally east south-easterly, then easterly direction for a distance of 30 metres or thereby to a point 315 metres or thereby north-east of point T as shown by single hatching and numbered “434” on plan SR21 in the plan folio.

108. From a point 130 metres or thereby south south-east of point T in a generally south-easterly direction for a distance of 10 metres or thereby to a point 140 metres or thereby south south-east of point T as shown by single hatching and numbered “435” on plan SR21 in the plan folio.

109. From a point 790 metres or thereby west south-west of point U in a generally easterly, then east south-easterly direction for a distance of 70 metres or thereby to a point 735 metres or thereby south-west of point U as shown by single hatching and numbered “436” on plan SR22 in the plan folio.

110. From a point 745 metres or thereby south-west of point U in a generally north north-westerly, then northerly, then north north-easterly, then north-easterly direction for a distance of 25 metres or thereby to a point 725 metres or thereby south-west of point U as shown by single hatching and numbered “437” on plan SR22 in the plan folio.

111. From a point 105 metres or thereby south-east of point U in a generally north-easterly direction for a distance of 10 metres or thereby to a point 100 metres or thereby south-east of point U as shown by single hatching and numbered “438” on plan SR22 in the plan folio.

112. From a point 260 metres or thereby east south-east of point U in a generally north north-westerly direction for a distance of 10 metres or thereby to a point 260 metres or thereby east south-east of point U as shown by single hatching and numbered “439” on plan SR22 in the plan folio.

113. From a point 270 metres or thereby south south-east of point V in a generally northerly, then north north-easterly, then north-easterly, then east north-easterly, then north-easterly direction for a distance of 400 metres or thereby to a point 205 metres or thereby east south-east of point V as shown by single hatching and numbered “440” on plan SR23 in the plan folio.

114. From a point 150 metres or thereby south of point V in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 160 metres or thereby south of point V as shown by single hatching and numbered “441” on plan SR23 in the plan folio.

115. From a point 160 metres or thereby east north-east of point V in a generally south south-easterly direction for a distance of 135 metres or thereby to a point 230 metres or thereby east south-east of point V as shown by single hatching and numbered “442” on plan SR23 in the plan folio.

116. From a point 225 metres or thereby east south-east of point V in a generally east north-easterly direction for a distance of 10 metres or thereby to a point 235 metres or thereby east south-east of point V as shown by single hatching and numbered “443” on plan SR23 in the plan folio.

117. From a point 775 metres or thereby north-east of point A in a generally north-westerly, then northerly, then north-easterly, then easterly, then east south-easterly direction for a distance of 305 metres or thereby to a point 1.02 kilometres or thereby north-east of point A as shown by single hatching and numbered “444” on plan SR24 in the plan folio.

118. From a point 365 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 365 metres or thereby south south-west of point D as shown by single hatching and numbered “445” on plan SR25 in the plan folio.

119. From a point 470 metres or thereby south south-west of point D in a generally easterly, then north-easterly, then northerly, then north north-easterly, then north-easterly, then easterly, then south-easterly, then south south-easterly direction for a distance of 405 metres or thereby to a point 225 metres or thereby south south-east of point D as shown by single hatching and numbered “446” on plan SR25 in the plan folio.

120. From a point 1.24 kilometres or thereby west south-west of point G in a generally north north-easterly direction for a distance of 20 metres or thereby to a point 1.23 kilometres or thereby west south-west of point G as shown by single hatching and numbered “447” on plan SR26 in the plan folio.

121. From a point 1.10 kilometres or thereby south-east of point I in a generally west south-westerly, then south-westerly direction for a distance of 25 metres or thereby to a point 1.10 kilometres or thereby south-east of point I as shown by single hatching and numbered “448” on plan SR27 in the plan folio.

122. From a point 425 metres or thereby south south-east of point K in a generally north-easterly, then east north-easterly, then easterly direction for a distance of 55 metres or thereby to a point 425 metres or thereby south south-east of point K as shown by single hatching and numbered “449” on plan SR28 in the plan folio.

123. From a point 170 metres or thereby south south-east of point K in a generally east north-easterly, then easterly, then south-easterly, then easterly, then north-easterly direction for a distance of 740 metres or thereby to a point 705 metres or thereby east north-east of point K as shown by single hatching and numbered “450” on plan SR28 in the plan folio.

124. From a point 320 metres or thereby east south-east of point K in a generally north north-westerly direction for a distance of 10 metres or thereby to a point 315 metres or thereby east south-east of point K as shown by single hatching and numbered “451” on plan SR28 in the plan folio.

125. From a point 710 metres or thereby east north-east of point K in a generally north-easterly, then east north-easterly, then easterly, then east south-easterly, then easterly, then east north-easterly, then north-easterly, then north north-easterly direction for a distance of 1.01 kilometres or thereby to a point 1.73 kilometres or thereby east north-east of point K as shown by single hatching and numbered “452” on plan SR28 in the plan folio.

126. From a point 1.58 kilometres or thereby east north-east of point K in a generally south south-easterly direction for a distance of 10 metres or thereby to a point 1.58 kilometres or thereby east north-east of point K as shown by single hatching and numbered “453” on plan SR28 in the plan folio.

127. From a point 1.66 kilometres or thereby east north-east of point K in a generally south-easterly direction for a distance of 10 metres or thereby to a point 1.67 kilometres or thereby east north-east of point K as shown by single hatching and numbered “454” on plan SR28 in the plan folio.

128. From a point 595 metres or thereby east south-east of point N in a generally south-easterly direction for a distance of 25 metres or thereby to a point 620 metres or thereby east south-east of point N as shown by single hatching and numbered “455” on plan SR29 in the plan folio.

129. From a point 635 metres or thereby south-west of point O in a generally south south-westerly, then south-westerly, then west south-westerly direction for a distance of 25 metres or thereby to a point 660 metres or thereby south-west of point O as shown by single hatching and numbered “456” on plan SR30 in the plan folio.

130. From a point 540 metres or thereby south south-west of point O in a generally east south-easterly direction for a distance of 60 metres or thereby to a point 545 metres or thereby south south-west of point O as shown by single hatching and numbered “457” on plan SR30 in the plan folio.

131. From a point 645 metres or thereby south south-west of point O in a generally north north-westerly, then northerly, then north north-easterly, then north-easterly, then east north-easterly, then easterly, then east north-easterly, then north-easterly, then north north-easterly direction for a distance of 135 metres or thereby to a point 545 metres or thereby south south-west of point O as shown by single hatching and numbered “458” on plan SR30 in the plan folio.

132. From a point 625 metres or thereby south south-west of point O in a generally east south-easterly, then south-easterly, then south south-easterly, then south-easterly, then east south-easterly, then easterly direction for a distance of 180 metres or thereby to a point 675 metres or thereby south of point O as shown by single hatching and numbered “459” on plan SR30 in the plan folio.

133. From a point 680 metres or thereby south of point O in a generally northerly direction for a distance of 10 metres or thereby to a point 670 metres or thereby south of point O as shown by single hatching and numbered “460” on plan SR30 in the plan folio.

134. From a point 90 metres or thereby south-east of point P in a generally easterly direction for a distance of 30 metres or thereby to a point 115 metres or thereby south-east of point P as shown by single hatching and numbered “461” on plan SR31 in the plan folio.

135. From a point 130 metres or thereby south south-east of point P in a generally easterly direction for a distance of 50 metres or thereby to a point 170 metres or thereby south-east of point P as shown by single hatching and numbered “462” on plan SR31 in the plan folio.

136. From a point 315 metres or thereby north-east of point T in a generally easterly direction for a distance of 15 metres or thereby to a point 325 metres or thereby north-east of point T as shown by single hatching and numbered “463” on plan SR32 in the plan folio.

137. From a point 355 metres or thereby east north-east of point T in a generally south-easterly, then east south-easterly, then easterly, then north-easterly direction for a distance of 75 metres or thereby to a point 410 metres or thereby east north-east of point T as shown by single hatching and numbered “464” on plan SR32 in the plan folio.

138. From a point 555 metres or thereby south-west of point U in a generally south-easterly, then easterly, then north-easterly, then east north-easterly, then easterly, then south-easterly direction for a distance of 225 metres or thereby to a point 420 metres or thereby south south-west of point U as shown by single hatching and numbered “465” on plan SR33 in the plan folio.

139. From a point 495 metres or thereby south-west of point U in a generally south-easterly direction for a distance of 25 metres or thereby to a point 495 metres or thereby south-west of point U as shown by single hatching and numbered “466” on plan SR33 in the plan folio.

140. From a point 410 metres or thereby south south-west of point U in a generally east north-easterly, then easterly direction for a distance of 90 metres or thereby to a point 350 metres or thereby south south-west of point U as shown by single hatching and numbered “467” on plan SR33 in the plan folio.