

202[] No.

ROADS AND BRIDGES

**The A9 Trunk Road (Pass of Birnam to Tay Crossing)
(Side Roads) Order 202[]**

Made 202[]

Coming into force 202[]

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 may be, 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 may be, 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.

In accordance with section 20C and 55A of that Act(b) they determined that the project falls within Annex II to Directive 2011/92/EU of the European Parliament and of the Council(c) on the assessment of the effects of certain public and private projects on the environment and have published notice of that determination on 30th May 2025.

They prepared an Environmental Impact Assessment Report and published notice of it on 30th May 2025.

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

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- (a) 1984 c. 54. The functions of the Secretary of State were transferred to the Scottish Ministers by virtue of section 53 of the Scotland Act 1998 (c.46).
- (b) Sections 20C and 55A were inserted by S.S.I. 2017/137.
- (c) 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 Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, OJ.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.
- (d) Part 1 of schedule 1 was amended by the Local Government etc. (Scotland) Act 1994 (c. 39) schedule 13, paragraph 135, the Water Industry (Scotland) Act 2002 (asp 3), schedule 7, paragraph 14, the Transport and Works (Scotland) Act 2007 (asp 8), section 24, schedule 2, paragraphs 2 and 3 and schedule 3, paragraph 1 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 A9 Trunk Road (Pass of Birnam to Tay Crossing) (Side Roads) Order 202[] and comes into force on [].

Side roads and new means of access

2. Schedule 1 of this Order has effect.
3. The Scottish Ministers as roads authority are authorised—
 - (a) to construct those lengths of road (hereinafter referred to as “the new side roads”) along the routes described in schedule 2 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 are all open for the purposes of through traffic, the new side roads shall be transferred to Perth and Kinross Council^(a) as roads authority for those roads and they shall enter those roads in their list of public roads^(b).

Transport Scotland
177 Bothwell Street
Glasgow
G2 7ER
202[]

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

^(a) A council constituted under section 2 of the Local Government etc. (Scotland) Act 1994 (c.39).
^(b) The list of public roads prepared and kept by the local roads authority under section 1(1) of the Roads (Scotland) Act 1984.

SCHEDULE 1

Article 2

INTERPRETATION

In these schedules –

“the plan folio” means the plan folio comprised of the key plan, legend and the plans SR1, SR2, SR3, SR4, SR4a, SR5, SR5a and SR6, all entitled “The A9 Trunk Road (Pass of Birnam to Tay Crossing) (Side Roads) Order 202[]”, signed with reference to this Order and deposited at the offices of Transport Scotland, 177 Bothwell Street, Glasgow, G2 7ER,

“the A9” means the existing M9/A9 Edinburgh — Stirling — Thurso Trunk Road in Perthshire,

“Point A” means the north-easternmost corner of the building known as West Ringwood Cottage, Ringwood, Birnam, Dunkeld, Perthshire, PH8 0DW, shown marked “Point A” on plan SR1 in the plan folio,

“Point B” means the southernmost corner of the building known as Oakwood, Perth Road, Birnam, Dunkeld, Perthshire, PH8 0DN, shown marked “Point B” on plan SR2 in the plan folio,

“Point C” means the south-westernmost corner of the building known as Birnam Fire Station, Perth Road, Birnam, Perthshire, PH8 0AA, shown marked “Point C” on plan SR3 in the plan folio,

“Point D” means the northernmost corner of the building known as Tigh Fhada, Inver, Dunkeld, Perthshire, PH8 0JR, shown marked “Point D” on plan SR4 and SR4a in the plan folio, and

“Point E” means the south-easternmost corner of the building known as The Coppers, Inchmagrannachan, Dunkeld, Perthshire, PH8 0JS, shown marked “Point E” on plan SR5, SR5a and SR6 in the plan folio.

SCHEDULE 2

Article 3(a)

THE ROUTES OF THE NEW SIDE ROADS

1. From a point 1010 metres or thereby south-east of Point A in a generally west, north-westerly direction for a distance of 25 metres or thereby to a point 990 metres or thereby south-east of Point A, as shown by stipple and numbered “3” on plan SR1 in the plan folio.
2. From a point 850 metres or thereby south, south-east of Point B in a generally north, north-westerly direction for a distance of 195 metres or thereby to a point 660 metres or thereby south, south-east of Point B, as shown by stipple and numbered “19” on plan SR2 in the plan folio.
3. From a point 835 metres or thereby south, south-east of Point B in a generally north, north-westerly, then northerly direction for a distance of 370 metres or thereby to a point 470 metres or thereby south, south-east of Point B, as shown by stipple and numbered “20” on plan SR2 in the plan folio.
4. From a point 465 metres or thereby south, south-east of Point B in a generally northerly direction for a distance of 200 metres or thereby to a point 280 metres or thereby south-east of Point B, as shown by stipple and numbered “24” on plan SR2 in the plan folio.
5. From a point 270 metres or thereby south-east of Point B in a generally northerly, then north, north-westerly direction for a distance of 165 metres or thereby to a point 125 metres or thereby east, south-east of Point B, as shown by stipple and numbered “27” on plan SR2 in the plan folio.
6. From a point 115 metres or thereby east, south-east of Point B in a generally north, north-westerly direction for a distance of 40 metres or thereby to a point 85 metres or thereby east of Point B, as shown by stipple and numbered “35” on plan SR2 in the plan folio.
7. From a point 495 metres or thereby north-west of Point C in a generally west, south-westerly direction for a distance of 60 metres or thereby to a point 525 metres or thereby north-west of Point C, as shown by stipple and numbered “47” on plan SR3 in the plan folio.
8. From a point 460 metres or thereby west, north-west of Point C in a generally north-westerly direction for a distance of 85 metres or thereby to a point 550 metres or thereby west, north-west of Point C, as shown by stipple and numbered “51” on plan SR3 in the plan folio.
9. From a point 540 metres or thereby west, north-west of Point C in a generally north, north-westerly direction for a distance of 10 metres or thereby to a point 545 metres or thereby west, north-west of Point C, as shown by stipple and numbered “53” on plan SR3 in the plan folio.
10. From a point 525 metres or thereby north-west of Point C in a generally west, south-westerly direction for a distance of 75 metres or thereby to a point 560 metres or thereby west, north-west of Point C, as shown by stipple and numbered “55” on plan SR3 in the plan folio.
11. From a point 625 metres or thereby west, north-west of Point C in a generally west, south-westerly direction for a distance of 30 metres or thereby to a point 645 metres or thereby west, north-west of Point C, as shown by stipple and numbered “56” on plan SR3 in the plan folio.
12. From a point 650 metres or thereby west, north-west of Point C in a generally west, north-westerly then westerly direction for a distance of 55 metres or thereby to a point 710 metres or thereby west, north-west of Point C, as shown by stipple and numbered “59” on plan SR3 in the plan folio.
13. From a point 700 metres or thereby west, north-west of Point C in a generally west, north-westerly, then north westerly direction for a distance of 70 metres or thereby to a point 765 metres or thereby west, north-west of Point C, as shown by stipple and numbered “62” on plan SR3 in the plan folio.

14. From a point 1390 metres or thereby south of Point E in a generally northerly, then north, north-westerly, then northerly, then north, north-easterly, then northerly, then north, north-westerly direction for a distance of 725 metres or thereby to a point 710 metres or thereby south, south-east of Point E, as shown by stipple and numbered “92” on plan SR5a in the plan folio.

SCHEDULE 3

Article 3(b)

LENGTHS OF ROAD TO BE IMPROVED

1. That length of the existing B867 Bankfoot - Birnam Road, Perthshire from a point 1015 metres or thereby south-east of Point A in a generally west, north-westerly direction for a distance of 35 metres or thereby to a point 990 metres south-east of Point A, as shown by cross hatching and numbered “2” on the plan SR1 in the plan folio.
2. That length of the existing B867 Bankfoot - Birnam Road, Perthshire from a point 355 metres or thereby south, south-east of Point A in a generally north-westerly direction for a distance of 40 metres or thereby to a point 315 metres south, south-east of Point A, as shown by cross hatching and numbered “12” on the plan SR1 in the plan folio.
3. That length of the existing B867 Bankfoot - Birnam Road, Perthshire from a point 850 metres or thereby south, south-east of Point B in a generally north, north-westerly, then northerly direction for a distance of 315 metres or thereby to a point 535 metres south, south-east of Point B, as shown by cross hatching and numbered “17” on the plan SR2 in the plan folio.
4. That length of the existing B867 Bankfoot - Birnam Road, Perthshire from a point 480 metres or thereby south, south-east of Point B in a generally northerly direction for a distance of 20 metres or thereby to a point 465 metres south, south-east of Point B, as shown by cross hatching and numbered “22” on the plan SR2 in the plan folio.
5. That length of the existing Perth Road, Perthshire from a point 285 metres or thereby south-east of Point B in a generally northerly then north, north-westerly direction for a distance of 230 metres or thereby to a point 90 metres east of Point B, as shown by cross hatching and numbered “33” on the plan SR2 in the plan folio.
6. That length of the existing Station Road, Perthshire from a point 150 metres or thereby south, south-east of Point C in a generally north, north-easterly direction for a distance of 40 metres or thereby to a point 125 metres south-east of Point C, as shown by cross hatching and numbered “41” on the plan SR3 in the plan folio.
7. That length of the existing A822 Greenloaning - Crieff - Amurlee - Dunkeld Road, Perthshire from a point 455 metres or thereby west, north-west of Point C in a generally north, north-westerly, then north-westerly direction for a distance of 85 metres or thereby to a point 520 metres west, north-west of Point C, as shown by cross hatching and numbered “45” on the plan SR3 in the plan folio.
8. That length of the existing Perth Road, Perthshire from a point 460 metres or thereby north-west of Point C in a generally west, north-westerly, then north-westerly direction for a distance of 35 metres or thereby to a point 495 metres north-west of Point C, as shown by cross hatching and numbered “46” on the plan SR3 in the plan folio.
9. That length of the existing A923 Dundee - Coupar Angus - Blairgowrie - Dunkeld Road, Perthshire from a point 520 metres or thereby north-west of Point C in a generally southerly, then south, south-westerly, then south-westerly, then west, south-westerly, then south-westerly, then south, south-westerly, then southerly direction for a distance of 175 metres or thereby to a point 535 metres west, north-west of Point C, as shown by cross hatching and numbered “48” on the plan SR3 in the plan folio.
10. That length of the Little Dunkeld Road from a point 515 metres or thereby north-west of Point C in a generally westerly direction for a distance of 15 metres or thereby to a point 525 metres north-west of Point C, as shown by cross hatching and numbered “49” on the plan SR3 in the plan folio.

11. That length of the existing A822 Greenloaning - Crieff - Amurlee - Dunkeld Road, Perthshire from a point 530 metres or thereby west, north-west of Point C in a generally north-westerly then west, north-westerly direction for a distance of 45 metres or thereby to a point 570 metres west, north-west of Point C, as shown by cross hatching and numbered “54” on the plan SR3 in the plan folio.
12. That length of the existing A822 Greenloaning - Crieff - Amurlee - Dunkeld Road, Perthshire from a point 645 metres or thereby west, north-west of Point C in a generally westerly direction for a distance of 15 metres or thereby to a point 655 metres west, north-west of Point C, as shown by cross hatching and numbered “58” on the plan SR3 in the plan folio.
13. That length of the existing Birnam - Inver Road (C504), Perthshire from a point 695 metres or thereby west, north-west of Point C in a generally westerly, then west, north-westerly, then north-westerly, then west, north-westerly direction for a distance of 110 metres or thereby to a point 800 metres west, north-west of Point C, as shown by cross hatching and numbered “64” on the plan SR3 in the plan folio.
14. That length of the existing Birnam - Inver Road (C504), Perthshire from a point 40 metres or thereby east, south-east of Point D in a generally north-westerly direction for a distance of 35 metres or thereby to a point 15 metres north-east of Point D, as shown by cross hatching and numbered “72” on the plan SR4a in the plan folio.
15. That length of the existing B898 Bishopric Road, Perthshire from a point 780 metres or thereby south, south-east of Point E in a generally north, north-westerly direction for a distance of 145 metres or thereby to a point 640 metres south, south-east of Point E, as shown by cross hatching and numbered “97” on the plan SR5a in the plan folio.

SCHEDULE 4

Article 3(c)

LENGTHS OF ROAD TO BE STOPPED UP

1. The length of the existing A9 Trunk Road from a point 265 metres or thereby south-east of Point A in a generally north, north-westerly, then north westerly direction for a distance of 685 metres or thereby to a point 435 metres or thereby north, north-west of Point A as shown by the zebra hatching and numbered “15” on plan SR1 in the plan folio.
2. The length of the existing B867 Bankfoot - Birnam Road, Perthshire from a point 660 metres or thereby south, south-east of Point B in a generally north, north-westerly, then northerly, then north, north-easterly direction for a distance of 195 metres or thereby to a point 465 metres or thereby south, south-east of Point B as shown by the zebra hatching and numbered “21” on plan SR2 in the plan folio.
3. The length of the existing B867 Bankfoot - Birnam Road, Perthshire from a point 470 metres or thereby south, south-east of Point B in a generally north-easterly direction for a distance of 45 metres or thereby to a point 465 metres or thereby south, south-east of Point B as shown by the zebra hatching and numbered “23” on plan SR2 in the plan folio.
4. The length of the existing Perth Road, Perthshire from a point 280 metres or thereby south, south-east of Point B in a generally east, north-easterly direction for a distance of 30 metres or thereby to a point 275 metres or thereby south-east of Point B as shown by the zebra hatching and numbered “25” on plan SR2 in the plan folio.
5. The length of the existing Perth Road, Perthshire from a point 280 metres or thereby south-east of Point B in a generally northerly, then north, north-westerly direction for a distance of 125 metres or thereby to a point 170 metres or thereby south-east of Point B as shown by the zebra hatching and numbered “26” on plan SR2 in the plan folio.
6. The length of the existing A822 Greenloaning - Crieff - Amurlee - Dunkeld Road, Perthshire from a point 455 metres or thereby west, north-west of Point C in a generally northerly, then north, north-westerly, then north-westerly direction for a distance of 105 metres or thereby to a point 540 metres or thereby west, north-west of Point C as shown by the zebra hatching and numbered “50” on plan SR3 in the plan folio.
7. The length of the existing A923 Dundee - Coupar Angus - Blairgowrie -Dunkeld Road, Perthshire from a point 525 metres or thereby north-west of Point C in a generally south-westerly, then south, south-westerly direction for a distance of 50 metres or thereby to a point 530 metres or thereby west, north-west of Point C as shown by the zebra hatching and numbered “52” on plan SR3 in the plan folio.
8. The length of the existing A822 Greenloaning - Crieff - Amurlee - Dunkeld Road, Perthshire from a point 550 metres or thereby west, north-west of Point C in a generally west, north-westerly, then westerly, then west, north-westerly direction for a distance of 100 metres or thereby to a point 645 metres or thereby west, north-west of Point C as shown by the zebra hatching and numbered “57” on plan SR3 in the plan folio.
9. The length of the existing A822 Greenloaning - Crieff - Amurlee - Dunkeld Road, Perthshire from a point 655 metres or thereby west, north-west of Point C in a generally south, south-westerly then south, south-easterly direction for a distance of 55 metres or thereby to a point 675 metres or thereby west, north-west of Point C as shown by the zebra hatching and numbered “60” on plan SR3 in the plan folio.

10. The length of the existing Birnam – Inver Road (C504), Perthshire from a point 710 metres or thereby west, north-west of Point C in a generally west, north-westerly, then north-westerly direction for a distance of 55 metres or thereby to a point 760 metres or thereby west, north-west of Point C as shown by the zebra hatching and numbered “63” on plan SR3 in the plan folio.
11. The length of the existing A9 Trunk Road from a point 545 metres or thereby west, north-west of Point C in a generally west, north-westerly direction for a distance of 100 metres or thereby to a point 640 metres or thereby west, north-west of Point C as shown by the zebra hatching and numbered “66” on plan SR3 in the plan folio.
12. The length of the existing Birnam - Inver Road (C504), Perthshire from a point 675 metres or thereby west, north-west of Point C in a generally westerly direction for a distance of 20 metres or thereby to a point 695 metres or thereby west, north-west of Point C as shown by the zebra hatching and numbered “67” on plan SR3 in the plan folio.
13. The length of the existing A9 Trunk Road from a point 135 metres or thereby north of Point D in a generally westerly direction for a distance of 660 metres or thereby to a point 680 metres or thereby west, north-west of Point D as shown by the zebra hatching and numbered “68” on plan SR4 in the plan folio.
14. The length of the existing A9 Trunk Road from a point 1970 metres or thereby south, south-east of Point E in a generally north-westerly, then north, north-westerly, then northerly direction for a distance of 600 metres or thereby to a point 1390 metres or thereby south of Point E as shown by the zebra hatching and numbered “80” on plan SR5 in the plan folio.
15. The length of the existing A9 Trunk Road from a point 1390 metres or thereby south of Point E in a generally northerly, then north, north-easterly direction for a distance of 105 metres or thereby to a point 1290 metres or thereby south of Point E as shown by the zebra hatching and numbered “81” on plan SR5 in the plan folio.
16. The length of the existing A9 Trunk Road from a point 1280 metres or thereby south of Point E in a generally northerly direction for a distance of 265 metres or thereby to a point 1030 metres or thereby south, south-east of Point E as shown by the zebra hatching and numbered “82” on plan SR5 in the plan folio.
17. The length of the existing B898 Bishopric Road, Perthshire from a point 845 metres or thereby south, south-east of Point E in a generally north-westerly, then north, north-westerly direction for a distance of 145 metres or thereby to a point 710 metres or thereby south, south-east of Point E as shown by the zebra hatching and numbered “83” on plan SR5 in the plan folio.
18. The length of the existing M9/A9 Edinburgh - Stirling - Thurso Trunk Road, Perthshire from a point 460 metres or thereby east, north-east of Point E in a generally northerly direction for a distance of 50 metres or thereby to a point 475 metres or thereby east, north-east of Point E as shown by the zebra hatching and numbered “99” on plan SR6 in the plan folio.
19. The length of the existing M9/A9 Edinburgh - Stirling - Thurso Trunk Road, Perthshire from a point 480 metres or thereby east, north-east of Point E in a generally northerly direction for a distance of 40 metres or thereby to a point 490 metres or thereby east, north-east of Point E as shown by the zebra hatching and numbered “100” on plan SR6 in the plan folio.

SCHEDULE 5

Articles 3(d) and (e)

PRIVATE MEANS OF ACCESS TO BE STOPPED UP

PART 1

1. The private means of access on the north, north-east side of the A9, from a point 1115 metres or thereby south-east of Point A as shown by a solid black bar and numbered “1” on plan SR1 in the plan folio.
2. The private means of access on the north-east side of the A9, from a point 560 metres or thereby south-east of Point A as shown by a solid black bar and numbered “8” on plan SR1 in the plan folio.
3. The private means of access on the south-west side of the A9, from a point 335 metres or thereby south-east of Point A as shown by a solid black bar and numbered “11” on plan SR1 in the plan folio.
4. The private means of access on the north-east side of Perth Road, from a point 210 metres or thereby east, south-east of Point B as shown by a solid black bar and numbered “29” on plan SR2 in the plan folio.
5. The private means of access on the north-east side of Perth Road, from a point 180 metres or thereby east, south-east of Point B as shown by a solid black bar and numbered “31” on plan SR2 in the plan folio.
6. The private means of access on the south-west side of the A9, from a point 230 metres or thereby south, south-east of Point C as shown by a solid black bar and numbered “39” on plan SR3 in the plan folio.
7. The private means of access on the north-east side of the A9, from a point 150 metres or thereby south-east of Point C as shown by a solid black bar and numbered “40” on plan SR3 in the plan folio.
8. The private means of access on the south, south-west side of the A9, from a point 680 metres or thereby west, north-west of Point C as shown by a solid black bar and numbered “61” on plan SR3 in the plan folio.
9. The private means of access on the north side of the A9, from a point 295 metres or thereby east, north-east of Point D as shown by a solid black bar and numbered “70” on plan SR4a in the plan folio.
10. The private means of access on the north side of the A9, from a point 290 metres or thereby west, north-west of Point D as shown by a solid black bar and numbered “74” on plan SR4a in the plan folio.
11. The private means of access on the north side of the A9, from a point 585 metres or thereby west, north-west of Point D as shown by a solid black bar and numbered “78” on plan SR4a in the plan folio.
12. The private means of access on the north side of the A9, from a point 655 metres or thereby west, north-west of Point D as shown by a solid black bar and numbered “79” on plan SR4a in the plan folio.
13. The private means of access on the north-east side of the A9, from a point 1845 metres or thereby south, south-east of Point E as shown by a solid black bar and numbered “84” on plan SR5a in the plan folio.

14. The private means of access on the west side of the A9, from a point 1685 metres or thereby south of Point E as shown by a solid black bar and numbered “85” on plan SR5a in the plan folio.
15. The private means of access on the west, south-west side of the A9, from a point 1610 metres or thereby south of Point E as shown by a solid black bar and numbered “86” on plan SR5a in the plan folio.
16. The private means of access on the east side of the A9, from a point 1310 metres or thereby south of Point E as shown by a solid black bar and numbered “89” on plan SR5a in the plan folio.
17. The private means of access on the east side of the A9, from a point 860 metres or thereby south, south-east of Point E as shown by a solid black bar and numbered “94” on plan SR5a in the plan folio.

PART 2

1. The private means of access on the south-west side of the A9, from a point 580 metres or thereby south-east of Point A as shown by a solid black bar and numbered “5” on plan SR1 in the plan folio.
2. The private means of access on the south-west side of the A9, from a point 560 metres or thereby south-east of Point A as shown by a solid black bar and numbered “7” on plan SR1 in the plan folio.
3. The private means of access on the south-west side of the A9, from a point 470 metres or thereby south-east of Point A as shown by a solid black bar and numbered “9” on plan SR1 in the plan folio.
4. The private means of access on the south-west side of the A9, from a point 60 metres or thereby north-east of Point A as shown by a solid black bar and numbered “13” on plan SR1 in the plan folio.
5. The private means of access on the south-west side of the A9, from a point 60 metres or thereby north, north-east of Point A as shown by a solid black bar and numbered “14” on plan SR1 in the plan folio.
6. The private means of access on the south-west side of the A9, from a point 1015 metres or thereby south, south-east of Point B as shown by a solid black bar and numbered “16” on plan SR2 in the plan folio.
7. The private means of access on the north-east side of Perth Road, from a point 215 metres or thereby south-east of Point B as shown by a solid black bar and numbered “28” on plan SR2 in the plan folio.
8. The private means of access on the north-east side of Perth Road, from a point 160 metres or thereby east, south-east of Point B as shown by a solid black bar and numbered “32” on plan SR2 in the plan folio.
9. The private means of access on the north side of the A9, from a point 160 metres or thereby north of Point D as shown by a solid black bar and numbered “73” on plan SR4a in the plan folio.
10. The private means of access on the west side of the A9, from a point 1215 metres or thereby south of Point E as shown by a solid black bar and numbered “90” on plan SR5a in the plan folio.
11. The private means of access on the west side of the A9, from a point 815 metres or thereby south, south-east of Point E as shown by a solid black bar and numbered “95” on plan SR5a in the plan folio.

SCHEDULE 6

Article 3(f)

NEW MEANS OF ACCESS TO BE PROVIDED

1. From a point 935 metres or thereby south-east of Point A in a generally northerly direction for a distance of 15 metres or thereby to a point 930 metres or thereby south-east of Point A, as shown by single hatching and numbered “4” on plan SR1 in the plan folio.
2. From a point 575 metres or thereby south-east of Point A in a generally north-easterly direction for a distance of 5 metres or thereby to a point 575 metres or thereby south-east of Point A, as shown by single hatching and numbered “6” on plan SR1 in the plan folio.
3. From a point 1210 metres or thereby south-east of Point A in a generally westerly, then west, north-westerly, then north-westerly, then north, north-westerly, then westerly, then west, south-westerly, then south-westerly, then westerly, then north-westerly, then north, north-westerly, then north-westerly, then west, south-westerly, then south-westerly direction for a distance of 1005 metres or thereby to a point 330 metres or thereby south, south-east of Point A, as shown by single hatching and numbered “10” on plan SR1 in the plan folio.
4. From a point 745 metres or thereby south, south-east of Point B in a generally west, south-westerly direction for a distance of 10 metres or thereby to a point 750 metres or thereby south, south-east of Point B, as shown by single hatching and numbered “18” on plan SR2 in the plan folio.
5. From a point 245 metres or thereby east, south-east of Point B in a generally north-westerly, then north, north westerly, then north-westerly, then west, south-westerly direction for a distance of 110 metres or thereby to a point 145 metres or thereby east, south-east of Point B, as shown by single hatching and numbered “30” on plan SR2 in the plan folio.
6. From a point 120 metres or thereby east, south-east of Point B in a generally west, south-westerly direction for a distance of 5 metres or thereby to a point 120 metres or thereby east, south-east of Point B, as shown by single hatching and numbered “34” on plan SR2 in the plan folio.
7. From a point 120 metres or thereby east, north-east of Point B in a generally north-easterly, then north, north-westerly direction for a distance of 25 metres or thereby to a point 130 metres or thereby east, north-east of Point B, as shown by single hatching numbered “36” on plan SR2 in the plan folio.
8. From a point 510 metres or thereby south-east of Point C in a generally west, north-westerly, then north-westerly direction for a distance of 350 metres or thereby to a point 190 metres or thereby south, south-east of Point C, as shown by single hatching and numbered “37” on plan SR3 in the plan folio.
9. From a point 335 metres or thereby south-east of Point C in a generally south, south-westerly direction for a distance of 10 metres or thereby to a point 340 metres or thereby south-east of Point C, as shown by single hatching and numbered “38” on plan SR3 in the plan folio.
10. From a point 145 metres or thereby south, south-east of Point C in a generally west, north-westerly direction for a distance of 20 metres or thereby to a point 130 metres or thereby south, south-east of Point C, as shown by single hatching and numbered “42” on plan SR3 in the plan folio.
11. From a point 65 metres or thereby south of Point C in a generally south, south-westerly direction for a distance of 90 metres or thereby to a point 140 metres or thereby south of Point C, as shown by single hatching and numbered “43” on plan SR3 in the plan folio.
12. From a point 185 metres or thereby south, south-east of Point C in a generally south, south-westerly direction for a distance of 60 metres or thereby to a point 220 metres or thereby south, south-east of Point C, as shown by single hatching and numbered “44” on plan SR3 in the plan folio.

13. From a point 795 metres or thereby west, north-west of Point C in a generally south, south-westerly direction for a distance of 5 metres or thereby to a point 795 metres or thereby west, north-west of Point C, as shown by single hatching and numbered “65” on plan SR3 in the plan folio.
14. From a point 595 metres or thereby east of Point D in a generally east, south-easterly, then south, south-easterly, then south, south-westerly, then south-westerly, then west, north-westerly, then westerly, then west, north-westerly, then westerly, then west, south-westerly, then south-westerly direction for a distance of 675 metres or thereby to a point 25 metres or thereby east of Point D, as shown by single hatching and numbered “69” on plan SR4a in the plan folio.
15. From a point 100 metres or thereby east, north-east of Point D in a generally southerly direction for a distance of 5 metres or thereby to a point 100 metres or thereby east, north-east of Point D, as shown by single hatching and numbered “71” on plan SR4a in the plan folio.
16. From a point 325 metres or thereby west, north-west of Point D in a generally north-easterly direction for a distance of 10 metres or thereby to a point 320 metres or thereby west, north-west of Point D, as shown by single hatching and numbered “75” on plan SR4a in the plan folio.
17. From a point 450 metres or thereby west, north-west of Point D in a generally westerly, then west, south-westerly, then west, north-westerly, then north-westerly, then northerly, then north, north-westerly, then north-westerly, then west, north-westerly, then south-westerly, then southerly direction for a distance of 200 metres or thereby to a point 610 metres or thereby west, north-west of Point D, as shown by single hatching and numbered “76” on plan SR4a in the plan folio.
18. From a point 575 metres or thereby west, north-west of Point D in a generally northerly, then north-westerly, then westerly direction for a distance of 70 metres or thereby to a point 625 metres or thereby west, north-west of Point D, as shown by single hatching and numbered “77” on plan SR4a in the plan folio.
19. From a point 1860 metres or thereby south, south easterly of Point E in a generally north-westerly, then north, north-westerly, then northerly, then north, north-easterly, then north-easterly, then east, north-easterly, then north-easterly, then north, north-easterly, then northerly, then north, north-easterly direction for a distance of 910 metres or thereby to a point 1015 metres or thereby south, south-east of Point E, as shown by single hatching and numbered “87” on plan SR5a in the plan folio.
20. From a point 1385 metres or thereby south of Point E in a generally westerly direction for a distance of 20 metres or thereby to a point 1380 metres or thereby south of Point E, as shown by single hatching and numbered “88” on plan SR5a in the plan folio.
21. From a point 1175 metres or thereby south, south-east of Point E in a generally easterly, then north-easterly direction for a distance of 20 metres or thereby to a point 1175 metres or thereby south, south-east of Point E, as shown by single hatching and numbered “91” on plan SR5a in the plan folio.
22. From a point 1020 metres or thereby south, south-east of Point E in a generally easterly direction for a distance of 5 metres or thereby to a point 1020 metres or thereby south, south-east of Point E, as shown by single hatching and numbered “93” on plan SR5a in the plan folio.
23. From a point 745 metres or thereby south, south-east of Point E in a generally east, north-easterly direction for a distance of 55 metres or thereby to a point 750 metres or thereby south, south-east of Point E, as shown by single hatching and numbered “96” on plan SR5a in the plan folio.
24. From a point 535 metres or thereby south-east of Point E in a generally westerly direction for a distance of 10 metres or thereby to a point 530 metres or thereby south-east of Point E, as shown by single hatching and numbered “98” on plan SR5a in the plan folio.