

**200 No.**

**ROADS AND BRIDGES**

**SPECIAL ROADS**

**The M8 (Baillieston to Newhouse) Special Road  
(Side Roads) Order 200**

*Made* 200

*Coming into force* 200

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 9(1)(c), (d) and (f), 70(1) and 143(1) of the Roads (Scotland) Act 1984 (a) and of all other powers enabling them to do so.

In accordance with sections 9(3) of the Act, they are satisfied that another reasonably convenient route will be provided before the road is stopped up. In accordance with section 71(3) of that Act, they are satisfied that another reasonably convenient means of access will be provided.

In accordance with sections 20A(b) and 55A(c) of that Act, they have determined that the project falls within Annex I to Council Directive No 85/337/EEC(d) on the assessment of the effects of certain public and private projects on the environment. In accordance with sections 20A(2) and 55A(2) of that Act, they have prepared an environmental statement and published notice of it on 23 October 2007 and have complied with all other provisions of sections 20A and 55A of that Act. They have complied with the requirements of Part I of Schedule 1(e) to that Act.

**Citation, commencement and interpretation**

1. (1) This Order may be cited as The M8 (Baillieston to Newhouse) Special Road (Side Roads) Order 200[ ], and shall come into force on 200 .
- (2) In this Order “the plan folio” means the plan folio numbered OTG/1404/3004 comprised of key plan and plans SR1 to SR12 and entitled the M8 (Baillieston to Newhouse) Special Road (Side Roads) Order 200[ ], signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF.

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<sup>(a)</sup> 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).

<sup>(b)</sup> Section 20A was substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.

<sup>(c)</sup> Section 55A was substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.

<sup>(d)</sup> O.J. L 175, 5.7.1985, p.40 as amended by Council Directive 97/11/EC (O.J. L 73, 14.3.1997, p.5) and Council Directive 2003/35/EC (O.J. L 156, 25.6.2003, p.17)

<sup>(e)</sup> 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 (as p.3), schedule 7, paragraph 14, [the Transport and Works (Scotland) Act 2007 (asp 8), section 24, schedule 2, paragraph 2 and schedule 3], S.S.I. 1999/1 and S.S.I. 2006/614.

### **Side roads and means of access**

2. The Scottish Ministers as special 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 1;
  - (b) to improve those lengths of road described in Schedule 2;
  - (c) to stop-up those lengths of road described in Schedule 3 when the new side roads are open for the purposes of through traffic;
  - (d) to stop-up those private means of access described in Schedule 4 when the new means of access described in Schedule 5 have been provided;
  - (e) to provide those new means of access described in Schedule 5; and
  - (f) to construct those lengths of temporary road along the routes described in Schedule 6 and to close those temporary lengths of road after the duration of the works.

### **Statutory undertakers**

3. Where immediately before the date this Order comes into force there is under, in, on, along or across any of the lengths of road described in Schedules 1 to 3 and 5 any apparatus belonging to a statutory undertaker, any rights of the statutory undertaker in respect of such apparatus shall be preserved.

### **Transfer of roads**

4. (1) On 1<sup>st</sup> April next after the date on which the new side roads along the routes described in paragraphs 1 to 3 and 26 of Schedule 1 are open for the purpose of through traffic, those new side roads shall be transferred to Glasgow City Council(a) as roads authority for those roads.
- (2) On 1<sup>st</sup> April next after the date on which the new side roads along the routes described in paragraphs 4 to 25 and 27 to 88 of Schedule 1 are open for the purposes of through traffic, those new side roads shall be transferred to North Lanarkshire Council as roads authority for those roads.

A member of the staff of the Scottish Ministers

Transport Scotland  
58 Port Dundas Road  
Buchanan House  
Glasgow  
G4 0HF

200

## SCHEDULE

## Article 2

### INTERPRETATION

In this schedule:

“existing A8 road” means the existing Glasgow and Edinburgh Road (A8), the section of the existing M8/A8 Edinburgh – Greenock Trunk Road between Baillieston Interchange and its junction with the A89 Coatbridge Road and Main Street, Baillieston (A89);

“existing A89 road” means the existing A89 Coatbridge Road, the section of the existing A89 between its junction with Glasgow and Edinburgh Road (A8) and the A752/A89 roundabout at Bargeddie, Lanarkshire;

“existing A8 Trunk Road” means the existing M8/A8 Edinburgh – Greenock Trunk Road between Baillieston Interchange Roundabout, Glasgow and Newhouse Roundabout, Newhouse, Lanarkshire;

“existing A752 road” means the existing A752 Gartcosh Road (north of the A752/A89 roundabout) and existing A752 Langmuir Road (south of said roundabout);

“existing A725 North Road” means the section of the existing A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road between its convergence with the B7070 North Road and the roundabout intersection with Kirkshaws Road and Hagmill Road, Shawhead, Lanarkshire;

“existing A725 Bellshill Bypass” means the section of the existing A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road between its convergence with the B7070 North Road and the roundabout intersection with the A721 New Edinburgh Road / Gartcosh Walk and B7001 Old Edinburgh Road;

“existing northbound A725 Bellshill Bypass” means the existing northbound-only section of the existing A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road between its divergence from the southbound said road and its convergence with the B7070 North Road;

“existing southbound A725 Bellshill Bypass” means the existing southbound-only section of the A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road between its divergence from the A725 North Road and convergence with the northbound A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road;

“existing B7070 road” means the existing B7070 North Road, the existing section of North Road between its convergence with the northbound A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road and the roundabout intersection with the A721 Gartcosh Walk and A775 Campbell Street in Bellshill;

“existing Eurocentral north roundabout” means the existing roundabout, of inner diameter 30 metres or thereby, located immediately north of the M8/A8 Edinburgh –

Greenock Trunk Road linking Eurocentral to the eastbound carriageway of said Trunk Road;

“Eurocentral north roundabout” means the remodelled Eurocentral north roundabout, with inner diameter 80 metres or thereby, to link Eurocentral with the eastbound All Purpose Road;

“Eurocentral south roundabout” means the remodelled Eurocentral south roundabout, with inner diameter 80 metres or thereby, to link Eurocentral with the westbound All Purpose Road;

“existing Eurocentral south roundabout” means the existing roundabout, of inner diameter 35 metres or thereby, located immediately south of the M8/A8 Edinburgh – Greenock Trunk Road linking Eurocentral to the westbound carriageway of said Trunk Road;

“Chapelhall south roundabout” means the new roundabout, of inner diameter 100 metres and circumference 320m or thereby, located immediately south of the existing M8/A8 Edinburgh – Greenock Trunk Road linking the southern area of Newhouse Industrial Estate to the westbound M8 Edinburgh-Glasgow Special Road and All Purpose Road;

“Chapelhall north roundabout” means the new roundabout, of inner diameter 100 metres and circumference 320m or thereby, located immediately north of the existing M8/A8 Edinburgh – Greenock Trunk Road linking the northern area of Newhouse Industrial Estate to the eastbound M8 Edinburgh-Glasgow Special Road and All Purpose Road;

“Chapelhall south-east roundabout” means the remodelled roundabout, ellipsoidal in plan, located south of the existing M8/A8 Edinburgh – Greenock Trunk Road linking the southern area of Newhouse Industrial Estate to Bo’ness Road, McNeil Drive, the westbound M8 Edinburgh-Glasgow Special Road and All Purpose Road;

“Chapelhall north-east roundabout” means the new roundabout, of inner diameter 100 metres and circumference 320 metres or thereby, located north of the existing M8/A8 Edinburgh – Greenock Trunk Road linking the northern area of Newhouse Industrial Estate to Bo’ness Road, Woodhall Mill Road, the eastbound M8 Edinburgh-Glasgow Special Road and All Purpose Road;

“existing A8 / B802 slip-roads” means the existing slip-roads connecting the eastbound M8/A8 Edinburgh – Greenock Trunk Road and B802 Woodhall Mill Road;

“existing A8 / B799 slip-roads” means the existing slip-roads connecting the westbound M8/A8 Edinburgh – Greenock Trunk Road and B799 Bo’ness Road;

“existing M8 Special Road” means the existing M8 Edinburgh-Glasgow Special Road between Newhouse Roundabout and the A720 Edinburgh City Bypass;

“M8 Special Road” means the section of M8 Edinburgh-Glasgow Special Road between Baillieston Interchange Roundabout and Newhouse Roundabout;

“All Purpose Road” means the length of dual carriageway road linking and existing, M8 Edinburgh-Glasgow Special Road to the A89, A752, A725 northbound and southbound, B7070, Eurocentral, B799 and A73; running alongside the M8 Special Road;

“existing A73 Bellside Road” means the section of existing A73 Abington-Lanark-Airdrie-Cumbernauld Road adjacent to the north and south of the existing Newhouse Roundabout;

“existing Newhouse Roundabout” means the existing roundabout joining the A73 Bellside Road and the existing M8/A8 Edinburgh – Greenock Trunk Road and existing M8 Edinburgh-Glasgow Special Road, near Newhouse, Lanarkshire;

“Newhouse Roundabout” means the remodelling of the existing Newhouse Roundabout that will connect the A73 Bellside Road, existing M8 Edinburgh-Glasgow Special Road, M8 Edinburgh-Glasgow Special Road and All Purpose Road;

“A725 Trunk Road” means the realigned A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road between Junction 5 of the M74/A74(M)/A74 Glasgow – Carlisle Trunk Road and its junction with the M8/A8 Edinburgh – Greenock Trunk Road;

“A725 Temporary Road” means the temporary alignment, during construction, between the existing A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road and its junction with the M8/A8 Edinburgh – Greenock Trunk Road;

“B7070” means the alignment, between the existing B7070 North Road and its junction with the A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road;

“Temporary B7070 North Road” means the temporary alignment, during construction, between the existing B7070 North Road and its junction with the A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road;

“point 1” means the intersection of the existing centrelines of the eastbound carriageway of Glasgow and Edinburgh Road (A8) and the westbound carriageway of the A89 Coatbridge Road shown marked “point 1” on the plan;

“point 2” means the intersection of the existing centrelines of the southbound carriageway of the M73 Maryville – Mollinsburn Trunk Road and A89 Coatbridge Road shown marked “point 2” on the plan;

“point 3” means the intersection of the existing centrelines of the A89 Coatbridge Road and A752 Gartcosh Road and A752 Langmuir Road at the centrepoint of the A89/A752 roundabout at Bargeddie shown marked “point 3” on the plan;

“point 4” means the intersection of the existing centrelines of the M8/A8 Edinburgh – Greenock Trunk Road and Braehead Railway Bridge carrying the Rutherglen-to-Coatbridge railway line shown marked “point 4” on the plan;

“point 5” means the intersection of the Centreline of the westbound carriageway of the M8/A8 Edinburgh – Greenock Trunk Road and the Centreline of access track to Shawhead Farm shown marked “point 5” on the plan;

“point 6” means the centre-point of the existing roundabout coincident with the intersection of the centrelines of the A725 North Road / Whifflet Street, Hagmill Road and Kirkshaws Road shown marked “point 6” on the plan;

“point 7” means the centre-point of the existing roundabout coincident with the intersection of the centrelines of the A725 North Road and the eastbound M8/A8 Edinburgh – Greenock Trunk Road slip-roads shown marked “point 7” on the plan;

“point 8” means the intersection of the existing centrelines of the A725 North Road and the M8/A8 Edinburgh – Greenock Trunk Road shown marked “point 8” on the plan;

“point 9” means the intersection of the existing centrelines of the B7070 North Road and the North Calder Water shown marked “point 9” on the plan;

“point 10” means the intersection of the existing centrelines of the M8/A8 Edinburgh – Greenock Trunk Road and the Motherwell–Coatbridge Railway Line shown marked “point 10” on the plan;

“point 11” means the centre-point of the existing north roundabout at Eurocentral Scotland, Coddington Crescent, Motherwell, Lanarkshire ML1 4YF shown marked “point 11” on the plan;

“point 12” means the centre-point of the existing south roundabout at Eurocentral Scotland, Coddington Crescent, Motherwell, Lanarkshire ML1 4YF shown marked “point 12” on the plan;

“point 13” means the intersection of the existing centrelines of the B802 Woodhall Mill Road and the B799 Bo’Ness Road shown marked “point 13” on the plan;

“point 14” means the centre-point of the existing roundabout connecting the B799 Bo’ness Road and McNeil Drive, Newhouse, Lanarkshire shown marked “point 14” on the plan;

“point 15” means the intersection where the centreline of the west section of the existing Newhouse Roundabout, Newhouse, Lanarkshire passes under the centreline of the existing M8/A8 Edinburgh – Greenock Trunk Road shown marked “point 15” on the plan; and

“temporary roads” means those lengths of temporary road along the routes described in Schedule 6 of the Schedule to this Order.

## THE ROUTES OF THE NEW SIDE ROADS

1. From a point 320 metres or thereby east of point 1, to a point 310 metres or thereby east of point 1, generally in a northerly direction for a distance of 60 metres or thereby as shown by stipple and marked “A” on plan SR1 in the plan folio.
2. From a point 310 metres or thereby east of point 1 to a point 320 metres or thereby east of point 1, generally in a north-easterly direction for a distance of 15 metres or thereby as shown by stipple and marked “B” on plan SR1 in the plan folio.
3. From a point 165 metres or thereby south-east of point 1, to a point 325 metres or thereby south-east of point 1, generally in a south-easterly direction for a distance of 160 metres or thereby as shown by stipple and marked “C” on plan SR1 in the plan folio.
4. From a point on the existing access track 745 metres or thereby north-west of point 2, to a point 700 metres or thereby north-west of point 2, generally in a southerly then south-easterly direction for a distance of 65 metres or thereby as shown by stipple and marked “A” on plan SR2 in the plan folio.
5. From a point on the existing filter lane from the eastbound A89 road onto the existing A752 road 35 metres or thereby north-west of point 3, to a point 105 metres or thereby north-west of point 3, generally in a north-westerly direction for a distance of 70 metres or thereby as shown by stipple and marked “B” on plan SR2 in the plan folio.
6. From a point on the existing A752 road 55 metres or thereby south-east of point 3, to a point 170 metres or thereby south-east of point 3, generally in a south-easterly direction for a distance of 115 metres or thereby as shown by stipple and marked “C” on plan SR2 in the plan folio.
7. From a point on the existing A752 road 35 metres or thereby south-east of point 3, to a point 50 metres or thereby south-east of point 3, generally in a south-easterly direction for a distance of 15 metres or thereby as shown by stipple and marked “D” on plan SR2 in the plan folio.
8. From a point on the existing A89 Coatbridge Road 175 metres or thereby east of point 2, to a point 220 metres or thereby east of point 2, generally in an easterly direction for a distance of 50 metres or thereby as shown by stipple and marked “M” on plan SR2 in the plan folio.
9. From a point on the existing A89 Coatbridge Road 180 metres or thereby east of point 2, to a point 195 metres or thereby east of point 2, generally in an easterly direction for a distance of 15 metres or thereby as shown by stipple and marked “N” on plan SR2 in the plan folio.
10. From a point on the existing A89 Coatbridge Road 80 metres or thereby north-east of point 2, to a point 90 metres or thereby north-east of point 2, generally in an

easterly direction for a distance of 10 metres or thereby as shown by stipple and marked “O” on plan SR2 in the plan folio.

11. From a point on the existing A89 Coatbridge Road 60 metres or thereby east of point 2, to a point 100 metres or thereby east of point 2, generally in an easterly direction for a distance of 40 metres or thereby as shown by stipple and marked “P” on plan SR2 in the plan folio.

12. From a point on the existing Bredisholm Road at its junction with Mainhill Road and Rosebank Terrace 195 metres or thereby north-west of point 4, to a point on the new access track 300 metres or thereby north-west of point 4 generally in a south-westerly and then north-westerly and then northerly direction for a distance of 395 metres or thereby as shown by stipple and marked “A” on plan SR3 in the plan folio.

13. From the intersection point with the existing access track 175 metres or thereby south-west of point 4, to a point 655 metres or thereby southeast of point “4”, generally in an easterly then south easterly and then easterly direction for a distance of 800 metres or thereby as shown by stipple and marked “B” on plan SR3 in the plan folio.

14. From a point on the new access track 655 metres or thereby south-east of point 4, to a point intersecting with the A752 Aitkenhead Road 880 metres or thereby south-east of point 4, generally in an easterly then south-easterly and then north-easterly direction for a distance of 320 metres or thereby as shown by stipple and marked “C” on plan SR3 in the plan folio.

15. From a point on the existing A752 Aitkenhead Road 885 metres or thereby south-east of point 4, to a point intersecting with the existing slip road of the A8 Trunk Road 910 metres or thereby south-east of point “D”, generally in an easterly direction for a distance of 25 metres or thereby as shown by stipple and marked 4 on plan SR3 in the plan folio.

16. From a point intersecting with the existing slip road of the A8 Trunk Road 920 metres or thereby south-east of point 4, to a point on the new access track 1,180 metres or thereby south-east of point 4, generally in an easterly direction for a distance of 270 metres or thereby as shown by stipple and marked “E” on plan SR3 in the plan folio.

17. From a point on the new access track 1,180 metres or thereby south-east of point 4, to a point intersecting with an existing track 1,350 metres or thereby south-east of point 4, generally in a south-easterly direction for a distance of 170 metres or thereby as shown by stipple and marked “F” on plan SR3 in the plan folio.

18. From the intersection point with the existing access track 1,350 metres or thereby south-east of point 4, to a point intersecting with an existing track 1,470 metres or thereby south-east of point 4, generally in a south-easterly direction for a distance of 120 metres or thereby as shown by stipple and marked “G” on plan SR3 in the plan folio.



19. From the intersection point with the existing access track 1,475 metres or thereby south-east of point 4, to a point on the new access track 1,690 metres or thereby south-east of point 4, generally in a south-easterly direction for a distance of 220 metres or thereby as shown by stipple and marked “H” on plan SR3 in the plan folio.
20. From a point on the new access track 1,320 metres or thereby south-east of point 4, to a point on the new access track 1,430 metres or thereby south-east of point 4, generally in a south easterly and then south-westerly direction for a distance of 110 metres or thereby as shown by stipple and marked “I” on plan SR3 in the plan folio.
21. From a point on Viewfield Road 1,325 metres or thereby east of point 4, to a point on the new access track 1,280 metres or thereby south-east of point 4, generally in a south-westerly then north-westerly then southerly then south easterly and then south westerly direction for a distance of 395 metres or thereby as shown by saw-tooth and marked “J” on plan SR3 in the plan folio.
22. From a point on the new access track 1,290 metres or thereby south-east of point 4, to a point on the new access track 1,285 metres or thereby south-east of point 4, generally in a south-westerly direction for a distance of 20 metres or thereby as shown by stipple and marked “K” on plan SR3 in the plan folio.
23. From a point on the new access track 1,260 metres or thereby south-east of point 4, to a point on the new access track 1,280 metres or thereby south-east of point 4, generally in a north-easterly and then south-easterly direction for a distance of 35 metres or thereby as shown by stipple and marked “L” on plan SR3 in the plan folio.
24. From a point on the existing access Road 420 metres or thereby east of point 4, to a point on an existing track 375 metres or thereby south-east of point 4, generally in a south-westerly direction for a distance of 90 metres or thereby as shown by stipple and marked “M” on plan SR3 in the plan folio.
25. From a point on the new access track 1,285 metres or thereby south-east of point 4, to a point on the new access track 1,305 metres or thereby south-east of point 4, generally in a south-easterly direction for a distance of 20 metres or thereby as shown by stipple and marked “AV” on plan SR3 in the plan folio.
26. From a point on the new access track 1,290 metres or thereby west of point 4, to a point on the new access track 570 metres or thereby west of point 4, generally in an easterly then southerly then easterly then north easterly direction for a distance of 1,450 metres or thereby as shown by stipple and marked “A” on plan SR4 in the plan folio.
27. From a point on the new access track 310 metres or thereby north-west of point 4, to a point on the new access track 160 metres or thereby south-west of point 4, generally in a south-easterly then south-westerly direction for a distance of 235 metres or thereby as shown by stipple and marked “B” on plan SR4 in the plan folio.
28. From a point on the new access track 160 metres or thereby south-west of point 4, to a point on the new access track 300 metres or thereby north-west of point

4, generally in a south-westerly then westerly then northerly then north-easterly then south-easterly direction for a distance of 850 metres or thereby as shown by stipple and marked “C” on plan SR4 in the plan folio.

29. From a point on the existing A8 Trunk Road 525 metres or thereby west of point 5, to a point 885 metres or thereby north-west of point 5, generally in a southerly and then north-westerly direction for a distance of 550 metres or thereby as shown by stipple and marked “A” on plan SR5 in the plan folio.

30. From a point on the new access road 560 metres or thereby south-west of point 5, to a point 340 metres or thereby south of point 5, generally in a south-easterly direction for a distance of 610 metres or thereby as shown by stipple and marked “B” on plan SR5 in the plan folio.

31. From a point on the existing access road from Shawhead Farm 340 metres or thereby south of point 5, to a point 1,010 metres or thereby south-east of point 5, generally in a southerly then easterly direction for a distance of 1,085 metres or thereby as shown by stipple and marked “C” on plan SR5 in the plan folio.

32. From a point on the existing Kirkshaws Road 175 metres or thereby west of point 6, to a point 70 metres or thereby south-west of point 6, generally in an easterly then southerly direction for a distance of 200 metres or thereby as shown by stipple and marked “A” on plan SR6 of the plan folio.

33. From a point on the existing Hagmill Road 190 metres or thereby east of point 6, to a point 90 metres or thereby south of point 6, generally in a westerly then southerly direction for a distance of 240 metres or thereby as shown by stipple and marked “B” on plan SR6 in the plan folio.

34. From a point on the existing A725 North Road 135 metres or thereby south of point 8, to a point 375 metres or thereby south of point 8, generally in an easterly then south-easterly then southerly and then south-westerly direction for a distance of 345 metres or thereby as shown by stipple and marked “C” on plan SR6 in the plan folio.

35. From a point on the existing A725 North Road 35 metres or thereby south of point 8, to a point 740 metres or thereby south of point 8, generally in a south-westerly then westerly then southerly then easterly then south-westerly and then southerly then easterly then southerly then south-westerly direction for a distance of 960 metres or thereby as shown by stipple and marked “D” on plan SR6 in the plan folio.

36. From a point on the existing Kirkshaws Road 205 metres or thereby north-west of point 6, to a point 285 metres or thereby south-east of point 6, generally in an easterly and then southerly direction for a distance of 455 metres or thereby as shown by stipple and marked “E” on plan SR6 in the plan folio.

37. From a point on the new access track 425 metres or thereby south west of point 8, to a point 490 metres or thereby south of point 8, generally in a south-easterly and then easterly direction for a distance of 245 metres or thereby as shown by stipple and marked “F” on plan SR6 in the plan folio.

38. From a point on the new access track 430 metres or thereby south-west of point 8, to a point 770 metres or thereby south-west of point 8, generally in a north-easterly then easterly then south easterly and then south-westerly direction for a distance of 415 metres or thereby as shown by stipple and marked “G” on plan SR6 in the plan folio.

39. From a point on the new access track 200 metres or thereby west of point 9, to a point 550 metres or thereby west of point 9, generally in a south-westerly then westerly direction for a distance of 415 metres or thereby as shown by stipple and marked “H” on plan SR6 in the plan folio.

40. From a point on the existing A725 North Road 90 metres or thereby south of point 8, to a point 255 metres or thereby south of point 8, generally in a southerly direction for a distance of 170 metres or thereby as shown by stipple and marked “AK” on plan SR6 in the plan folio.

41. From a point on the existing B7070 road 230 metres or thereby north of point 9, to a point 390 metres or thereby north of point 9, generally in a north-easterly direction for a distance of 170 metres or thereby as shown by stipple and marked “AL” on plan SR6 in the plan folio.

42. From a point on the new access road 115 metres or thereby south of point 8, to a point 305 metres or thereby east of point 8, generally in a north-easterly and then easterly direction for a distance of 270 metres or thereby as shown by stipple and marked “AQ” on plan SR6 in the plan folio.

43. From a point on the existing Carnbroe Road 725 metres or thereby south-west of point 10, to a point 745 metres or thereby south-west of point 10, generally in a westerly direction for a distance of 30 metres or thereby as shown by stipple and marked “A” on plan SR7 in the plan folio.

44. From a point on the existing Carnbroe Road 750 metres or thereby south-west of point 10, to a point 125 metres or thereby south-east of point 10, generally in a north-easterly then northerly then easterly and then north-easterly direction for a distance of 960 metres or thereby as shown by stipple and marked “B” on plan SR7 in the plan folio.

45. From a point on the new access road 125 metres or thereby south-east of point 10, to a point 250 metres or thereby south-east of point 10, generally in an easterly and then south-easterly direction for a distance of 125 metres or thereby as shown by stipple and marked “C” on plan SR7 in the plan folio.

46. From a point on the new access track 250 metres or thereby south-east of point 10, to a point 630 metres or thereby south-east of point 10, generally in a south-easterly direction for a distance of 380 metres or thereby as shown by stipple and marked “D” on plan SR7 in the plan folio.

47. From a point on the existing Carnbroe Road 310 metres or thereby east of point 10, to a point 90 metres or thereby south-east of point 10, generally in a south-

westerly then north-westerly then south westerly then north westerly then south-easterly and then westerly direction for a distance of 440 metres or thereby as shown by stipple and marked “E” on plan SR7 in the plan folio.

48. From a point on the new access road 925 metres or thereby west of point 10, to a point 80 metres or thereby south of point 10, generally in a south-easterly and then southerly direction for a distance of 980 metres or thereby as shown by stipple and marked “F” on plan SR7 in the plan folio.

49. From a point on the new access track 625 metres or thereby south-west of point 10, to a point 640 metres or thereby south-west of point 10, generally in a north-westerly direction for a distance of 65 metres or thereby as shown by stipple and marked “G” on plan SR7 in the plan folio

50. From a point leaving the Eurocentral south roundabout 80 metres or thereby south-west of point 12, to a point 380 metres or thereby south-west of point 12, generally in a south-westerly direction for a distance of 325 metres or thereby as shown by stipple and marked “A” on plan SR8 in the plan folio.

51. From a point leaving the Eurocentral south roundabout 70 metres or thereby south-east of point 12, to a point 165 metres or thereby south-east of point 12, generally in a south-easterly direction for a distance of 95 metres or thereby as shown by stipple and marked “B” on plan SR8 in the plan folio.

52. From a point on the access track 645 metres or thereby west of point 12, to a point 95 metres or thereby south-west of point 12, generally in an easterly and then south-easterly direction for a distance of 615 metres or thereby as shown by stipple and marked “C” on plan SR8 in the plan folio.

53. From a point leaving the access track 180 metres or thereby north-west of point 11, to a point 115 metres or thereby north-east of point 11, generally in a northerly then north-easterly then easterly and then south-easterly direction for a distance of 270 metres or thereby as shown by stipple and marked “D” on plan SR8 in the plan folio.

54. From a point leaving the Eurocentral north roundabout 75 metres or thereby north-west of point 11, to a point 180 metres or thereby north-west of point 11, generally in a north-westerly then south-westerly direction for a distance of 140 metres or thereby as shown by stipple and marked “E” on plan SR8 in the plan folio.

55. From a point 150 metres or thereby south-east of point 12, to a point 190 metres or thereby south-east of point 12, generally in a south-easterly direction for a distance of 40 metres or thereby as shown by stipple and marked “AS” on plan SR8 in the plan folio.

56. From a point on the existing McNeil Drive 115 metres or thereby west of point 14, to a point 35 metres or thereby north of point 14, generally in a north-easterly then easterly circular direction for a distance of 120 metres or thereby to form part of the Chapelhall south-east roundabout as shown by stipple and marked “A” on plan SR9 in the plan folio.

57. From a point on the existing McNeil Drive 265 metres or thereby west of point 14, to a point 120 metres or thereby west of point 14, generally in an easterly direction for a distance of 145 metres or thereby as shown by stipple and marked “B” on plan SR9 in the plan folio.
58. From a point on the existing McNeil Drive 115 metres or thereby west of point 14, to a point 50 metres or thereby south-west of point 14, generally in a southerly then easterly direction for a distance of 120 metres or thereby to form part of the Chapelhall south-east roundabout as shown by stipple and marked “C” on plan SR9 in the plan folio.
59. From a point on the existing Bo’ness Road 60 metres or thereby south-west of point 14, to a point 90 metres or thereby south-west of point 14, generally in a south-westerly direction for a distance of 40 metres or thereby as shown by stipple and marked “D” on plan SR9 in the plan folio.
60. From a point on the existing roundabout connecting Bo’ness Road and McNeil Drive 15 metres or thereby south-east of point 14, to a point 20 metres or thereby north of point 14, generally in a northerly direction for a distance of 35 metres or thereby to form part of the Chapelhall south-east roundabout as shown by stipple and marked “E” on plan SR9 in the plan folio.
61. From a point 280 metres or thereby north-east of point 14, to a point 425 metres or thereby north-east of point 14, generally in a north-easterly direction for a distance of 145 metres or thereby as shown by stipple and marked “F” on plan SR9 in the plan folio.
62. From a point 130 metres or thereby north-west of point 13, to a point 130 metres or thereby north-west of point 13, generally in a circular direction of radius 50 metres or thereby for a distance of 315 metres or thereby to form the Chapelhall north-east roundabout as shown by stipple and marked “G” on plan SR9 in the plan folio.
63. From a point 205 metres or thereby north-east of point 13, to a point 330 metres or thereby north-east of point 13, generally in a north-easterly direction for a distance of 140 metres or thereby as shown by stipple and marked “H” on plan SR9 in the plan folio.
64. From a point 210 metres or thereby north-west of point 13, to a point 630 metres or thereby north-west of point 13, generally in a north-westerly then south-westerly then north-westerly direction for a distance of 575 metres or thereby as shown by stipple and marked “I” on plan SR9 in the plan folio.
65. From a point 520 metres or thereby north-west of point 13, to a point 520 metres or thereby north-west of point 13, generally in a north-easterly direction for a distance of 25 metres or thereby as shown by stipple and marked “J” on plan SR9 in the plan folio.

66. From a point 50 metres or thereby north of point 14, to a point 275 metres or thereby north of point 14, generally in a north-easterly direction for a distance of 235 metres or thereby as shown by stipple and marked “AZ” on plan SR9 in the plan folio.

67. From a point 120 metres or thereby south-west of point 13, to a point 45 metres or thereby west of point 13, generally in a north-easterly direction for a distance of 100 metres or thereby as shown by stipple and marked “BA” on plan SR9 in the plan folio.

68. From a point 45 metres or thereby north-west of point 13, to a point 110 metres or thereby north-east of point 13, generally in a north-easterly direction for a distance of 90 metres or thereby as shown by stipple and marked “BB” on plan SR9 in the plan folio.

69. From a point 130 metres or thereby west of point 14, to a point 70 metres or thereby south-west of point 14, generally in a south-easterly and then easterly direction for a distance of 130 metres or thereby as shown by stipple and marked “BH” on plan SR9 in the plan folio.

70. From a point 165 metres or thereby south of point 14, to a point 30 metres or thereby south-east of point 14, generally in a north-easterly direction for a distance of 160 metres or thereby as shown by stipple and marked “BI” on plan SR9 in the plan folio.

71. From a point 25 metres or thereby north-east of point 14, to a point 685 metres or thereby north-east of point 14, generally in a north-easterly direction for a distance of 705 metres or thereby as shown by stipple and marked “BJ” on plan SR9 in the plan folio.

72. From a point 155 metres or thereby north-east of point 13, to a point 330 metres or thereby north-east of point 13, generally in a northerly and then north-easterly direction for a distance of 190 metres or thereby as shown by stipple and marked “BK” on plan SR9 in the plan folio.

73. From a point 220 metres or thereby north-east of point 13, to a point 225 metres or thereby north-west of point 13, generally in a westerly direction for a distance of 70 metres or thereby as shown by stipple and marked “BL” on plan SR9 in the plan folio.

74. From a point 215 metres or thereby north-west of point 13, to a point 280 metres or thereby north-west of point 13, generally in a north-westerly direction for a distance of 80 metres or thereby as shown by stipple and marked “BM” on plan SR9 in the plan folio.

75. From a point 290 metres or thereby north-west of point 13, to a point 510 metres or thereby north-west of point 13, generally in a westerly direction for a distance of 350 metres or thereby as shown by stipple and marked “BN” on plan SR9 in the plan folio.

76. From a point 525 metres or thereby north-west of point 13, to a point 680 metres or thereby north-west of point 13, generally in a north-westerly and then northerly direction for a distance of 180 metres or thereby as shown by stipple and marked "BO" on plan SR9 in the plan folio.

77. That length of new access track from a point 595 metres or thereby south-east of point 13, to a point 800 metres or thereby south-east of point 13, generally in an easterly direction for a distance of 210 metres or thereby as shown by stipple and marked "A" on plan SR10 in the plan folio.

78. From a point 20 metres or thereby north-west of point 15, to a point 40 metres or thereby north-west of point 15, generally in a northerly direction for a distance of 25 metres or thereby as shown by stipple and marked "A" on plan SR11 in the plan folio.

79. From a point on the existing Newhouse Roundabout 50 metres or thereby north-west of point 15, to a point 145 metres or thereby north-west of point 15, generally in a northerly then north-easterly direction for a distance of 100 metres or thereby to form the Newhouse Roundabout as shown by stipple and marked "B" on plan SR11 in the plan folio.

80. From a point on the existing Newhouse Roundabout 125 metres or thereby north of point 15, to a point 130 metres or thereby north-east of point 15, generally in a northerly then north-westerly direction for a distance of 110 metres or thereby to form the Newhouse Roundabout as shown by stipple and marked "C" on plan SR11 in the plan folio.

81. From a point on the existing Newhouse Roundabout 125 metres or thereby north-east of point 15, to a point 125 metres or thereby north-east of point 15, generally in a northerly direction for a distance of 20 metres or thereby as shown by stipple and marked "D" on plan SR11 in the plan folio.

82. From a point on the existing Newhouse Roundabout 115 metres or thereby north-east of point 15, to a point 115 metres or thereby east of point 15, generally in a south-easterly direction for a distance of 50 metres or thereby as shown by stipple and marked "E" on plan SR11 in the plan folio.

83. From a point on the existing Newhouse Roundabout 125 metres or thereby east of point 15, to a point 125 metres or thereby east of point 15, generally in a northerly direction for a distance of 15 metres or thereby as shown by stipple and marked "F" on plan SR11 in the plan folio.

84. From a point on the existing Newhouse Roundabout 125 metres or thereby east of point 15, to a point 160 metres or thereby south-east of point 15, generally in a south-easterly then south-westerly direction for a distance of 100 metres or thereby to form the Newhouse Roundabout as shown by stipple and marked "G" on plan SR11 in the plan folio.

85. From a point on the existing Newhouse Roundabout 50 metres or thereby south of point 15, to a point 145 metres or thereby south-east of point 15, generally in

a southerly then south-easterly direction for a distance of 90 metres or thereby to form the Newhouse Roundabout as shown by stipple and marked "H" on plan SR11 in the plan folio.

86. From a point on the existing Newhouse Roundabout 20 metres or thereby south of point 15, to a point 45 metres or thereby south-east of point 15, generally in a southerly direction for a distance of 25 metres or thereby as shown by stipple and marked "I" on plan SR11 in the plan folio.

87. From a point on the existing Newhouse Roundabout 115 metres or thereby north of point 15, to a point 125 metres or thereby north of point 15, generally in a north-easterly direction for a distance of 10 metres or thereby as shown by stipple and marked "J" on plan SR11 in the plan folio.

88. From a point on the existing Newhouse Roundabout 125 metres or thereby south-east of point 15, to a point 135 metres or thereby south-east of point 15, generally in an easterly direction for a distance of 10 metres or thereby as shown by stipple and marked "K" on plan SR11 in the plan folio.



## LENGTHS OF ROAD TO BE IMPROVED

1. That length of existing A89 road and Rhindhouse Road from a point 305 metres or thereby north-east of point 1, to a point 305 metres or thereby north-east of point 1, generally in a northerly direction for a distance of 30 metres or thereby as shown by cross-hatching and marked “D” on plan SR1 in the plan folio.
2. That length of existing A89 road from a point 470 metres or thereby north-east of point 1, to a point 580 metres or thereby north-east of point 1, generally in a north-easterly direction for a distance of 125 metres or thereby as shown by cross-hatching and marked “E” on plan SR1 in the plan folio.
3. That length of existing A89 road from a point 465 metres or thereby north-east of point 1, to a point 625 metres or thereby north-east of point 1, generally in a north-easterly direction for a distance of 165 metres or thereby as shown by cross-hatching and marked “F” on plan SR1 in the plan folio.
4. That length of existing A89 road from a point 415 metres or thereby north-east of point 1, to a point 460 metres or thereby north-east of point 1, generally in a north-easterly direction for a distance of 45 metres or thereby as shown by cross-hatching and marked “G” on plan SR1 in the plan folio.
5. That length of existing A8 road from a point 140 metres or thereby east of point 1, to a point 320 metres or thereby east of point 1, generally in an easterly direction for a distance of 180 metres or thereby as shown by cross-hatching and marked “H” on plan SR1 in the plan folio.
6. That length of existing A752 road from a point 100 metres or thereby north-west of point 3, to a point 10 metres or thereby north of point 3, generally in a south-easterly direction for a distance of 90 metres or thereby as shown by cross-hatching and marked “E” on plan SR2 in the plan folio.
7. That length of existing A89 road from a point 470 metres or thereby west of point 3, to a point 155 metres or thereby east of point 3, generally in an easterly direction for a distance of 640 metres or thereby as shown by cross-hatching and marked “F” on plan SR2 in the plan folio.
8. That length of existing A752 road from a point 10 metres or thereby south of point 3, to a point 170 metres or thereby south-east of point 3, generally in a south-easterly direction for a distance of 160 metres or thereby as shown by cross-hatching and marked “G” on plan SR2 in the plan folio.
9. That length of existing A89 road from a point 30 metres or thereby north-east of point 2, to a point 90 metres or thereby north-east of point 2, generally in a north-easterly direction for a distance of 60 metres or thereby as shown by cross-hatching and marked “H” on plan SR2 in the plan folio.

10. That length of existing access road from a point 130 metres or thereby south-east of point 3, to a point 50 metres or thereby south-east of point 3, generally in a north-easterly then north-westerly direction for a distance of 85 metres or thereby as shown by cross-hatching and marked “K” on plan SR2 in the plan folio.
11. That length of existing A8 Trunk Road from a point 110 metres or thereby south-east of point 4, to a point 235 metres or thereby north-west of point 4, generally in a north-westerly direction for a distance of 350 metres or thereby as shown by cross-hatching and marked “N” on plan SR3 in the plan folio.
12. That length of existing access track from a point 1,305 metres or thereby south-east of point 4, to a point 1,330 metres or thereby south-east of point 4, generally in a south-easterly direction for a distance of 25 metres or thereby as shown by cross-hatching and marked “O” on plan SR3 in the plan folio.
13. That length of existing access road from a point 1,460 metres or thereby south-east of point 4, to a point 1,470 metres or thereby south-east of point 4, generally in a north-easterly direction for a distance of 10 metres or thereby a generally as shown by cross-hatching and marked “AN” on plan SR3 in the plan folio.
14. That length of existing access road from a point 1,340 metres or thereby south-east of point 4, to a point 1,360 metres or thereby south-east of point 4, generally in a south-easterly direction for a distance of 20 metres or thereby as shown by cross-hatching and marked “AO” on plan SR3 in the plan folio.
15. That length of existing A752 Aitkenhead Road from a point 820 metres or thereby south-east of point 4, to a point 880 metres or thereby south-east of point 4, generally in a southerly then south-westerly direction for a distance of 340 metres or thereby as shown by cross-hatching and marked “AR” on plan SR3 in the plan folio.
16. That length of existing A8 slip road intersecting the A752 Aitkenhead Road from a point 900 metres or thereby south-east of point 4, to a point 925 metres or thereby south-east of point 4, generally in an easterly then north-easterly direction for a distance of 50 metres or thereby as shown by cross-hatching and marked “AS” on plan SR3 in the plan folio.
17. That length of existing Kirkshaws Road from a point 110 metres or thereby west of point 6, to a point 205 metres or thereby west of point 6, generally in a westerly direction for a distance of 100 metres or thereby as shown by cross-hatching and marked “I” on plan SR6 in the plan folio.
18. That length of existing Kirkshaws Road from a point 85 metres or thereby west of point 6, to a point 10 metres or thereby west of point 6, generally in an easterly direction for a distance of 75 metres or thereby as shown by cross-hatching and marked “J” on plan SR6 in the plan folio.
19. That length of existing Whifflet Street from a point 45 metres or thereby north of point 6, to a point 105 metres or thereby south of point 6, generally in a southerly direction for a distance of 150 metres or thereby as shown by cross-hatching and marked “K” on plan SR6 in the plan folio.

20. That length of existing Hagmill Road from a point 35 metres or thereby east of point 6, to a point 10 metres or thereby east of point 6, generally in a westerly direction for a distance of 25 metres or thereby as shown by cross-hatching and marked “L” on plan SR6 in the plan folio.
21. That length of existing Hagmill Road from a point 50 metres or thereby east of point 6, to a point 200 metres or thereby east of point 6, generally in an easterly direction for a distance of 150 metres or thereby as shown by cross-hatching and marked “M” on plan SR6 in the plan folio.
22. That length of existing A8 Trunk Road eastbound slip-roads from a point 135 metres or thereby east of point 7, to a point 10 metres or thereby east of point 7, generally in a westerly direction for a distance of 125 metres or thereby as shown by cross-hatching and marked “N” on plan SR6 in the plan folio.
23. That length of existing A725 North Road from a point 100 metres or thereby south of point 6, to a point 380 metres or thereby south of point 6, generally in a southerly direction for a distance of 275 metres or thereby as shown by cross-hatching and marked “O” on plan SR6 in the plan folio.
24. That length of existing A8 Trunk Road westbound slip-road from a point 140 metres or thereby south of point 8, to a point 220 metres or thereby west of point 8, generally in a westerly then northerly direction for a distance of 260 metres or thereby as shown by cross-hatching and marked “P” on plan SR6 in the plan folio.
25. That length of existing A8 Trunk Road westbound off-slip from a point 130 metres or thereby south of point 8, to a point 80 metres or thereby south of point 8, generally in a north-easterly direction for a distance of 55 metres or thereby as shown by cross-hatching and marked “Q” on plan SR6 in the plan folio.
26. That length of existing A725 North Road from a point 130 metres or thereby south of point 8, to a point 485 metres or thereby south of point 8, generally in a southerly direction for a distance of 350 metres or thereby as shown by cross-hatching and marked “R” on plan SR6 in the plan folio.
27. That length of existing A725 North Road from a point 130 metres or thereby south of point 8, to a point 300 metres or thereby south of point 8, generally in a southerly direction for a distance of 170 metres or thereby shown by cross-hatching and marked “S” on plan SR6 in the plan folio.
28. That length of existing B7070 road from a point 30 metres or thereby north of point 9, to a point 300 metres or thereby north of point 9, generally in a northerly direction for a distance of 265 metres or thereby as shown by cross-hatching and marked “T” on plan SR6 in the plan folio.
29. That length of existing A725 Bellshill Bypass from a point 565 metres or thereby south of point 8, to a point 1165 metres or thereby south-west of point 8, generally in a southerly then south-westerly direction for a distance of 640 metres or thereby as shown by cross-hatching and marked “U” on plan SR6 in the plan folio.

30. From a point on Kirkshaws Road 75 metres or thereby north-west of point 6, to a point 75 metres or thereby north-west of point 6, generally in a northerly direction for a distance of 15 metres or thereby shown by cross-hatching and marked “AH” on plan SR6 in the plan folio.
31. That length of the existing southbound A725 Bellshill Bypass from a point 375 metres or thereby south of point 8, to a point 385 metres or thereby south of point 8, generally in a south-westerly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “AI” on plan SR6 in the plan folio.
32. That length of existing A8 Trunk Road westbound carriageway from a point 25 metres or thereby south-east of point 10, to a point 200 metres or thereby east of point 10, generally in a south-easterly direction for a distance of 180 metres or thereby as shown by cross-hatching and marked “H” on plan SR7 in the plan folio.
33. That length of existing Eurocentral north roundabout 30 metres or thereby west from point 11, to a point 25 metres or thereby west of point 11, generally in a north-easterly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “F” on plan SR8 in the plan folio.
34. That length of existing Eurocentral north roundabout 20 metres or thereby west from point 11, to a point 30 metres or thereby east of point 11, generally in a south-easterly then north-easterly circular direction for a distance of 70 metres or thereby as shown by cross-hatching and marked “G” on plan SR8 in the plan folio.
35. That length of existing bridge between the existing Eurocentral roundabouts from a point 15 metres or thereby south of point 11, to a point 180 metres or thereby south of point 11, generally in a southerly direction for a distance of 170 metres or thereby as shown by cross-hatching and marked “H” on plan SR8 in the plan folio.
36. That length of existing A8 Trunk Road 290 metres or thereby south-east of point 11, to a point 690 metres or thereby south-east of point 11, generally in an easterly direction for a distance of 400 metres or thereby as shown by cross-hatching and marked “I” on plan SR8 in the plan folio.
37. That length of existing Eurocentral south roundabout 30 metres or thereby north-west from point 12, to a point 35 metres or thereby north-east of point 12, generally in a north-easterly then south-easterly circular direction for a distance of 65 metres or thereby as shown by cross-hatching and marked “J” on plan SR8 in the plan folio.
38. That length of existing access 50 metres or thereby south-east from point 12, to a point 65 metres or thereby south-east of point 12, generally in a south-easterly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “K” on plan SR8 in the plan folio.
39. That length of existing Townhead Avenue 60 metres or thereby south-west of point 12, to a point 75 metres or thereby south-west of point 12, generally in a south-

westerly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “L” on plan SR8 in the plan folio.

40. That length of existing Townhead Avenue 135 metres or thereby south-west from point 12, to a point 430 metres or thereby south-west of point 12, generally in a south-westerly then southerly direction for a distance of 310 metres or thereby as shown by cross-hatching and marked “M” on plan SR8 in the plan folio.

41. That length of existing A8 Trunk Road eastbound carriageway 475 metres or thereby west of point 11, to a point 735 metres or thereby west of point 11, generally in a westerly direction for a distance of 260 metres or thereby as shown by cross-hatching and marked “N” on plan SR8 in the plan folio.

42. That length of existing A8 Trunk Road westbound off-slip approaching the existing Eurocentral south roundabout from a point 70 metres or thereby north-east of point 12, to a point 120 metres or thereby north-east of point 12, generally in a north-easterly direction for a distance of 55 metres or thereby as shown by cross-hatching and marked “O” on plan SR8 in the plan folio.

43. That length of road 145 metres or thereby south-east of point 12, to a point 195 metres or thereby south-east of point 12, generally in an easterly direction for a distance of 50 metres or thereby as shown by cross-hatching and marked “AT” on plan SR8 in the plan folio.

44. That length of existing McNeil Drive from a point 180 metres or thereby west of point 14, to a point 310 metres or thereby west of point 14, generally in a westerly direction for a distance of 125 metres or thereby as shown by cross-hatching and marked “K” on plan SR9 in the plan folio.

45. That length of existing McNeil Drive from a point 110 metres or thereby west of point 14, to a point 125 metres or thereby west of point 14, generally in a westerly direction for a distance of 15 metres or thereby as shown by cross-hatching and marked “L” on plan SR9 in the plan folio.

46. That length of existing Bo’ness Road from a point 165 metres or thereby south-west of point 14, to a point 20 metres or thereby south of point 14, generally in a north-easterly direction for a distance of 150 metres or thereby as shown by cross-hatching and marked “M” on plan SR9 in the plan folio.

47. That length of existing entrance to the southern area of Newhouse Industrial Estate of a point 20 metres or thereby east from point 14, to a point 85 metres or thereby east of point 14, generally in an easterly direction for a distance of 70 metres or thereby as shown by cross-hatching and marked “N” on plan SR9 in the plan folio.

48. That length of existing Bo’ness Road from a point 20 metres or thereby north-east of point 14, to a point 35 metres or thereby north of point 14, generally in a north-westerly for a distance of 35 metres or thereby direction as shown by cross-hatching and marked “O” on plan SR9 in the plan folio.

49. That length of the existing A8 / B799 slip-roads from a point 320 metres or thereby south-west of point 13, to a point 310 metres or thereby south-west of point 13, generally in a north-easterly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “P” on plan SR9 in the plan folio.

50. That length of existing A8 Trunk Road from a point 105 metres or thereby south-west of point 13, to a point 110 metres or thereby south-east of point 13, generally in a south-easterly direction for a distance of 75 metres or thereby as shown by cross-hatching and marked “Q” on plan SR9 in the plan folio.

51. That length of existing entrance to the northern area of Newhouse Industrial Estate access from a point 145 metres or thereby north-east of point 13, to a point 145 metres or thereby north-east of point 13, generally in an easterly direction for a distance of 35 metres or thereby as shown by cross-hatching and marked “R” on plan SR9 in the plan folio.

52. That length of existing Bo’ness Road from a point 310 metres or thereby north-east of point 13, to a point 330 metres or thereby north-east of point 13, generally in a north-easterly direction for a distance of 20 metres or thereby as shown by cross-hatching and marked ‘S’ on plan SR9 in the plan folio.

53. That length of existing Woodhall Cottage Road from a point 520 metres or thereby north-west of point 13, to a point 555 metres or thereby north-west of point 13, generally in a westerly direction for a distance of 40 metres or thereby as shown by cross-hatching and marked “T” on plan SR9 in the plan folio.

54. That length of existing B802 Woodhall Mill Road from a point 595 metres or thereby north-west of point 13, to a point 680 metres or thereby north-west of point 13, generally in a northerly direction for a distance of 90 metres or thereby as shown by cross-hatching and marked “V” on plan SR9 in the plan folio.

55. That length of existing B802 Woodhall Mill Road from a point 375 metres or thereby north-west of point 13, to a point 390 metres or thereby north-west of point 13, generally in a north-westerly direction for a distance of 15 metres or thereby as shown by cross-hatching and marked “W” on plan SR9 in the plan folio.

56. That length of existing A8 / B802 slip-roads from a point 270 metres or thereby north-west of point 13, to a point 280 metres or thereby north-west of point 13, generally in a westerly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “X” on plan SR9 in the plan folio.

57. That length of existing A8 / B802 slip-roads from a point 290 metres or thereby west of point 13, to a point 285 metres or thereby north-west of point 13, generally in a north-easterly direction for a distance of 20 metres or thereby as shown by cross-hatching and marked “Y” on plan SR9 in the plan folio.

58. That length of the existing A8 / B799 slip-roads from a point 280 metres or thereby south-west of point 13, to a point 280 metres or thereby south-west of point 13, generally in a south-easterly direction for a distance of 15 metres or thereby as shown by cross-hatching and marked “BC” on plan SR9 in the plan folio.

59. That length of existing A8 Trunk Road from a point 130 metres or thereby south-west of point 13, to a point 125 metres or thereby south-west of point 13, generally in an easterly direction for a distance of 15 metres or thereby as shown by cross-hatching and marked “BD” on plan SR9 in the plan folio.
60. That length of existing Woodhall Mill Road from a point 50 metres or thereby north-west of point 13, to a point 35 metres or thereby north-west of point 13, generally in a south-easterly direction for a distance of 15 metres or thereby as shown by cross-hatching and marked “BE” on plan SR9 in the plan folio.
61. That length of existing A8 Trunk Road from a point 135 metres or thereby south-west of point 13, to a point 105 metres or thereby south-west of point 13, generally in a south-easterly direction for a distance of 60 metres or thereby as shown by cross-hatching and marked “BP” on plan SR9 in the plan folio.
62. That length of existing A8 Trunk Road from a point 770 metres or thereby south-east of point 13, to a point 1210 metres or thereby west of point 13, generally in an easterly direction for a distance of 460 metres or thereby as shown by cross-hatching and marked “B” on plan SR10 in the plan folio.
63. That length of existing Newhouse Roundabout from a point 50 metres or thereby south-east of point 15, to a point 50 metres or thereby north-west of point 15, generally in a north-westerly direction for a distance of 100 metres or thereby as shown by cross-hatching and marked “L” on plan SR11 in the plan folio.
64. That length of existing A73 Bellside Road northbound carriageway from a point 110 metres or thereby north of point 15, to a point 120 metres or thereby north of point 15, generally in a north-easterly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “M” on plan SR11 in the plan folio.
65. That length of existing A73 Bellside Road northbound carriageway from a point 120 metres or thereby north of point 15, to a point 225 metres or thereby east of point 15, generally in a north-westerly direction for a distance of 110 metres or thereby as shown by cross-hatching and marked “N” on plan SR11 in the plan folio.
66. That length of existing A73 Bellside Road southbound carriageway from a point 130 metres or thereby north of point 15, to a point 230 metres or thereby north-east of point 15, generally in a north-westerly direction for a distance of 115 metres or thereby as shown by cross-hatching and marked “O” on marked SR11 in the plan folio.
67. That length of existing A73 Bellside Road southbound carriageway from a point 120 metres or thereby north of point 15, to a point 130 metres or thereby north of point 15, generally in a north-easterly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “P” on plan SR11 in the plan folio.
68. That length of existing Newhouse Roundabout from a point 125 metres or thereby north-east of point 15, to a point 125 metres or thereby east of point 15,

generally in a south-easterly direction for a distance of 100 metres or thereby as shown by cross-hatching and marked “Q” on plan SR11 in the plan folio.

69. That length of existing A73 Bellside Road southbound carriageway from a point 130 metres or thereby south-east of point 15, to a point 135 metres or thereby south-east of point 15, generally in a south-easterly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “R” on plan SR11 in the plan folio.

70. That length of existing A73 Bellside Road southbound carriageway from a point 140 metres or thereby south-east of point 15, to a point 180 metres or thereby south-east of point 15, generally in a south-easterly direction for a distance of 55 metres or as shown by cross-hatching and marked “S” on plan SR11 in the plan folio.

71. That length of existing A73 Bellside Road northbound carriageway from a point 130 metres or thereby south-east of point 15, to a point 185 metres or thereby south-east of point 15, generally in a south-easterly direction for a distance of 55 metres or thereby as shown by cross-hatching and marked “T” on plan SR11 in the plan folio.

72. That length of existing A73 Bellside Road northbound carriageway from a point 125 metres or thereby south-east of point 15, to a point 135 metres or thereby south-east of point 15, generally in a south-easterly direction for a distance of 10 metres or thereby as shown by cross-hatching and marked “U” on plan SR11 in the plan folio.

73. That length of existing access track from a point 1,140 metres or thereby north-east of point 15, to a point 1,135 metres or thereby north-east of point 15, generally in a south-easterly direction for a distance of 115 metres or thereby as shown by cross-hatching and marked “AQ” on plan SR11 in the plan folio.



## LENGTHS OF ROAD TO BE STOPPED UP

1. That length of existing A89 road 10 metres or thereby north of point 1, to a point 305 metres or thereby north-east of point 1, generally in an easterly direction for a distance of 340 metres or thereby as shown by zebra-hatching and marked “I” on plan SR1 in the plan folio.
2. That length of existing A89 road from a point 310 metres or thereby north-east of point 1, to a point 520 metres or thereby north-east of point 1, generally in an easterly direction for a distance of 215 metres or thereby as shown by zebra-hatching and marked “J” on plan SR1 in the plan folio.
3. That length of existing A89 road from a point 435 metres or thereby north-east of point 1, to a point 535 metres or thereby north-east of point 1, generally in an easterly direction for a distance of 100 metres or thereby as shown by zebra-hatching and marked “K” on plan SR1 in the plan folio.
4. That length of existing A8 road from a point 330 metres or thereby east of point 1, to a point 435 metres or thereby east of point 1, generally in a north-easterly direction for a distance of 105 metres or thereby as shown by zebra-hatching and marked “L” on plan SR1 in the plan folio.
5. That length of existing A8 road from a point 195 metres or thereby east of point 1, to a point 310 metres or thereby east of point 1, generally in an easterly direction for a distance of 115 metres or thereby as shown by zebra-hatching and marked “M” on plan SR1 in the plan folio.
6. That length of existing A8 road from a point 435 metres or thereby east of point 1, to a point 595 metres or thereby east of point 1, generally in a north-easterly direction for a distance of 155 metres or thereby as shown by zebra hatching and marked “N” on plan SR1 in the plan folio.
7. That length of existing A8 road from a point 595 metres or thereby east of point 1, to a point 775 metres or thereby east of point 1, generally in an easterly direction for a distance of 180 metres or thereby as shown by zebra-hatching and marked “O” on plan SR1 in the plan folio.
8. That length of existing A8 road from a point 590 metres or thereby east of point 1, to a point 715 metres or thereby east of point 1, generally in an easterly direction for a distance of 125 metres or thereby as shown by zebra-hatching and marked “P” on plan SR1 in the plan folio.
9. That length of existing Baillieston Roundabout from a point 745 metres or thereby east of point 1, to a point 830 metres or thereby east of point 1, generally in a south-easterly direction for a distance of 150 metres or thereby as shown by zebra-hatching and marked “Q” on plan SR1 in the plan folio.

10. That length of existing M73 Off-Slip from a point 810 metres or thereby south-east of point 1, to a point 785 metres or thereby east of point 1, generally in a northerly direction for a distance of 85 metres or thereby as shown by zebra-hatching and marked “R” on plan SR1 in the plan folio.
11. That length of existing A89 road 95 metres or thereby east of point 2, to a point 165 metres or thereby east of point 2, generally in an easterly direction for a distance of 70 metres or thereby as shown by zebra-hatching and marked “T” on plan SR2 in the plan folio.
12. That length of existing access 50 metres or thereby south-east of point 3, to a point 55 metres or thereby south-east of point 3, generally in an easterly direction for a distance of 5 metres or thereby as shown by zebra-hatching and marked “J” on plan SR2 in the plan folio.
13. That length of existing A8 Trunk Road 185 metres or thereby north-west of point 4, to a point 415 metres or thereby north-west of point 4, generally in a north-westerly direction for a distance of 230 metres or thereby as shown by zebra-hatching and marked “P” on plan SR3 in the plan folio.
14. That length of existing road from a point 1,705 metres or thereby east of point 4, to a point 1,480 metres or thereby east of point 4, generally in a south-westerly and then westerly direction for a distance of 235 metres or thereby as shown by zebra-hatching and marked “Q” on plan SR3 in the plan folio.
15. That length of existing road from a point 1,360 metres or thereby east of point 4, to a point 1470 metres or thereby east of point 4, generally in a south-easterly and then easterly direction for a distance of 125 metres or thereby as shown by zebra-hatching and marked “AP” on plan SR3 in the plan folio.
16. That length of existing road from a point 1,325 metres or thereby east of point 4, to a point 1,350 metres or thereby east of point 4, generally in a south-easterly direction for a distance of 25 metres or thereby as shown by zebra-hatching and marked “AQ” on plan SR3 in the plan folio.
17. That length of existing road from a point 840 metres or thereby west, north-west of point 5, to a point 525 metres or thereby west, north-west of point 5, generally in a south-easterly direction for a distance of 815 metres or thereby as shown by zebra-hatching and marked “L” on plan SR5 in the plan folio.
18. That length of Whifflet Street and Hagmill Road 45 metres or thereby north of point 6, to a point 190 metres or thereby east of point 6, generally in a southerly then easterly direction for a distance of 225 metres or thereby as shown by zebra-hatching and marked “V” on plan SR6 in the plan folio.
19. That length of existing A725 North Road 90 metres or thereby south-west of point 6, to a point 140 metres or thereby south-west of point 6, generally in a south-westerly then southerly then south-easterly circular direction for a distance of 45 metres or thereby as shown by zebra-hatching and marked “W” on plan SR6 in the plan folio.

20. That length of existing A725 North Road 90 metres or thereby south of point 6, to a point 140 metres or thereby south-east of point 6, generally in a south-easterly direction for a distance of 90 metres or thereby as shown by zebra-hatching and marked “X” on plan SR6 in the plan folio.
21. That length of existing A725 North Road 30 metres or thereby south of point 7, to a point 25 metres or thereby south-east of point 7, generally in a north-easterly direction for a distance of 25 metres or thereby as shown by zebra-hatching and marked “Y” on plan SR6 in the plan folio.
22. That length of existing A8 Trunk Road westbound off-slip 200 metres or thereby south-east of point 8, to a point 85 metres or thereby south of point 8, generally in a north-westerly then south-westerly direction for a distance of 200 metres or thereby as shown by zebra-hatching and marked “Z” on plan SR6 in the plan folio.
23. That length of existing southbound A725 Bellshill Bypass 380 metres or thereby south of point 8, to a point 565 metres or thereby south of point 8, generally in a southerly then south-westerly direction for a distance of 180 metres or thereby as shown by zebra-hatching and marked “AA” on plan SR6 in the plan folio.
24. That length of existing B7070 road 280 metres or thereby north of point 9, to a point 395 metres or thereby north of point 9, generally in a northerly direction for a distance of 115 metres or thereby as shown by zebra-hatching and marked “AB” on plan SR6 in the plan folio.
25. That length of existing northbound A725 Bellshill Bypass 285 metres or thereby north of point 9, to a point 155 metres or thereby north-west of point 9, generally in a south-westerly direction for a distance of 170 metres or thereby as shown by zebra-hatching and marked “AC” on plan SR6 in the plan folio.
26. That length of existing northbound A725 Bellshill Bypass 425 metres or thereby south of point 8, to a point 485 metres or thereby south of point 8, generally in a southerly direction for a distance of 60 metres or thereby as shown by zebra-hatching and marked “AJ” in plan SR6 in the plan folio.
27. That length of existing southbound A725 Bellshill Bypass 275 metres or thereby south of point 8, to a point 370 metres or thereby south of point 8, generally in a south-easterly direction for a distance of 100 metres or thereby as shown by zebra-hatching and marked “AM” on plan SR6 in the plan folio.
28. That length of existing southbound A725 Bellshill Bypass 170 metres or thereby north-west of point 9, to a point 195 metres or thereby north of point 9, generally in a north-easterly direction for a distance of 40 metres or thereby as shown by zebra-hatching and marked “AN” on plan SR6 in the plan folio.
29. That length of existing Kirkshaws Road 15 metres or thereby north-west of point 6, to a point 75 metres or thereby west of point 6, generally in a westerly

direction for a distance of 60 metres or thereby as shown by zebra-hatching and marked “AO” on plan SR6 in the plan folio.

30. That length of existing Kirkshaws Road 80 metres or thereby north-west of point 6, to a point 145 metres or thereby north-west of point 6, generally in a north-westerly direction for a distance of 65 metres or thereby as shown by zebra-hatching and marked “AP” on plan SR6 in the plan folio.

31. That length of existing A725 North Road 125 metres or thereby south-west of point 6, to a point 145 metres or thereby south-west of point 6, generally in a south-westerly direction for a distance of 15 metres or thereby as shown by zebra-hatching and marked “AT” on plan SR6 in the plan folio.

32. That length of existing A725 North Road 65 metres or thereby south-west of point 6, to a point 105 metres or thereby south-west of point 6, generally in a south-westerly direction for a distance of 40 metres or thereby as shown by zebra-hatching and marked “AU” on plan SR6 in the plan folio.

33. That length of existing A8 Trunk Road eastbound carriageway from a point 290 metres or thereby south-east of point 10, to a point 520 metres or thereby south-east of point 10, generally in a south-easterly direction for a distance of 230 metres or thereby as shown by zebra-hatching and marked “I” on plan SR7 in the plan folio.

34. That length of existing Carnbroe Road from a point 610 metres or thereby south-west of point 10, to a point 625 metres or thereby south-west of point 10, generally in a south-westerly direction for a distance of 20 metres or thereby as shown by zebra-hatching and marked “J” on plan SR7 in the plan folio.

35. That length of existing Carnbroe Road from a point 635 metres or thereby south-west of point 10, to a point 645 metres or thereby south-west of point 10, generally in a south-westerly direction for a distance of 25 metres or thereby as shown by zebra-hatching and marked “K” on plan SR7 in the plan folio.

36. That length of existing Carnbroe Road from a point 645 metres or thereby south-west of point 10, to a point 725 metres or thereby south-east of point 10, generally in a south-westerly direction for a distance of 105 metres or thereby as shown by zebra-hatching and marked “L” on plan SR7 in the plan folio.

37. That length of existing A8 Trunk Road eastbound carriageway from a point 70 metres or thereby south-east of point 10, to a point 285 metres or thereby south-east of point 10, generally in a south-easterly direction for a distance of 215 metres or thereby as shown by zebra-hatching and marked “AF” on plan SR7 in the plan folio.

38. That length of existing A8 Trunk Road from a point 75 metres or thereby south of point 11, to a point 525 metres or thereby west of point 11, generally in a westerly direction for a distance of 510 metres or thereby as shown by zebra-hatching and marked “P” on plan SR8 in the plan folio.

39. That length of existing A8 Trunk Road eastbound off-slip approaching the existing Eurocentral north roundabout from a point 60 metres or thereby west of point

11, to a point 35 metres or thereby west of point 11, generally in an easterly direction for a distance of 30 metres or thereby as shown by zebra-hatching and marked “Q” on plan SR8 in the plan folio.

40. That length of existing Eurocentral north roundabout from a point 25 metres or thereby south-west of point 11, to a point 30 metres or thereby south-west of point 11, generally in a south-easterly direction for a distance of 25 metres or thereby as shown by zebra-hatching and marked “R” on plan SR8 in the plan folio.

41. That length of existing Eurocentral north roundabout from a point 25 metres or thereby south-east of point 11, to a point 25 metres or thereby south-east of point 11, generally in a south-westerly direction for a distance of 20 metres or thereby as shown by zebra-hatching and marked “S” on plan SR8 in the plan folio.

42. That length of existing Eurocentral north roundabout from a point 20 metres or thereby north-west of point 11, to a point 20 metres or thereby north-east of point 11, generally in a north-easterly then easterly then south-easterly circular direction for a distance of 55 metres or thereby as shown by zebra-hatching and marked “T” on plan SR8 in the plan folio.

43. That length of existing A8 Trunk Road eastbound on-slip from the existing Eurocentral north roundabout from a point 25 metres or thereby south-east of point 11, to a point 295 metres or thereby south-east of point 11, generally in a south-easterly direction for a distance of 275 metres or thereby as shown by zebra-hatching and marked “U” on plan SR8 in the plan folio.

44. That length of existing A8 Trunk Road westbound on-slip from the existing Eurocentral south roundabout from a point 30 metres or thereby north-west of point 12, to a point 205 metres or thereby north-west of point 12, generally in a north-westerly direction for a distance of 170 metres or thereby as shown by zebra-hatching and marked “V” on plan SR8 in the plan folio.

45. That length of existing Townhead Avenue from a point 95 metres or thereby south-west of point 12, to a point 390 metres or thereby south-west of point 12, generally in a south-westerly direction for a distance of 300 metres or thereby as shown by zebra-hatching and marked “W” on plan SR8 in the plan folio.

46. That length of existing Townhead Avenue from a point 30 metres or thereby south-west of point 12, to a point 60 metres or thereby south-west of point 12, generally in a south-westerly direction for a distance of 35 metres or thereby as shown by zebra-hatching and marked “X” on plan SR8 in the plan folio.

47. That length of existing Eurocentral south roundabout from a point 15 metres or thereby north-west of point 12, to a point 15 metres or thereby north east of point 12, generally in a southerly then south-easterly then north-easterly then northerly circular direction for a distance of 90 metres or thereby as shown by zebra-hatching and marked “Y” on plan SR8 in the plan folio.

48. That length of existing access into Eurocentral Industrial Estate at the existing Eurocentral south roundabout from a point 30 metres or thereby south-east of point

12, to a point 55 metres or thereby south-east of point 12, generally in a south-easterly direction for a distance of 25 metres or thereby as shown by zebra-hatching and marked 'Z' on plan SR8 in the plan folio.

49. That length of existing A8 Trunk Road westbound off-slip onto the existing Eurocentral south roundabout from a point 35 metres or thereby north-east of point 12, to a point 220 metres or thereby north-east of point 12, generally in a north-easterly direction for a distance of 180 metres or thereby as shown by zebra-hatching and marked "AA" on plan SR8 in the plan folio.

50. That length of existing A8 Trunk Road from a point 300 metres or thereby south-east of point 11, to a point 930 metres or thereby south-east of point 11, generally in a south-easterly direction for a distance of 640 metres or thereby as shown by zebra-hatching and marked "AB" on plan SR8 in the plan folio.

51. That length of existing A8 Trunk Road from a point 840 metres or thereby east of point 12, to a point 1,315 metres or thereby east of point 12, generally in a south-easterly direction for a distance of 480 metres as shown by zebra-hatching and marked "AC" on plan SR8 in the plan folio.

52. That length of existing A8 Trunk Road westbound off-slip from a point 280 metres or thereby south-east of point 11, to a point 410 metres or thereby south-east of point 11, generally in an easterly direction for a distance of 140 metres or thereby as shown by zebra-hatching and marked "AD" on plan SR8 in the plan folio.

53. That length of existing A8 Trunk Road westbound on-slip from a point 240 metres or thereby north-west of point 12, to a point 335 metres or thereby north-west of point 12, generally in a westerly direction for a distance of 110 metres or thereby as shown by zebra-hatching and marked "AE" on plan SR8 in the plan folio.

54. That length of existing A8 Trunk Road eastbound carriageway and its off-slip to the existing Eurocentral north roundabout from a point 745 metres or thereby south-west of point 11, to a point 60 metres or thereby west of point 11, generally in an easterly direction for a distance of 690 metres or thereby as shown by zebra-hatching and marked "AF" on plan SR8 in the plan folio.

55. That length of existing access track from a point 45 metres or thereby west of point 11, to a point 60 metres or thereby north-west of point 11, generally in a westerly then northerly and then easterly direction for a distance of 265 metres or thereby as shown by zebra-hatching and marked "AM" on plan SR8 in the plan folio.

56. That length of existing access track from a point 50 metres or thereby north-west of point 11, to a point 75 metres or thereby north of point 11, generally in a north-easterly and then northerly direction for a distance of 50 metres or thereby as shown by zebra-hatching and marked "AN" on plan SR8 in the plan folio.

57. That length of existing access track from a point 85 metres or thereby north of point 11, to a point 115 metres or thereby north of point 11, generally in a northerly direction for a distance of 30 metres or thereby as shown by zebra-hatching and marked "AO" on plan SR8 in the plan folio.

58. That length of existing access track from a point 85 metres or thereby north of point 11, to a point 115 metres or thereby north-east of point 11, generally in an easterly direction for a distance of 65 metres or thereby as shown by zebra-hatching and marked “AP” on plan SR8 in the plan folio.

59. That length of existing Townhead Avenue from a point 70 metres or thereby south-west of point 12, to a point 90 metres or thereby south-west of point 12, generally in a south-westerly direction for a distance of 20 metres or thereby as shown by zebra-hatching and marked “AQ” on plan SR8 in the plan folio.

60. That length of existing A8 Trunk Road from a point 75 metres or thereby south of point 11, to a point 300 metres or thereby south-east of point 11, generally in a south-easterly direction for a distance of 275 metres or thereby as shown by zebra-hatching and marked “AR” on plan SR8 in the plan folio.

61. That length of existing access from a point 65 metres or thereby south-east of point 12, to a point 100 metres or thereby south-east of point 12, generally in a south-easterly direction for a distance of 35 metres or thereby as shown by zebra-hatching and marked “AU” on plan SR8 in the plan folio.

62. That length of existing access from a point 125 metres or thereby south-east of point 12, to a point 150 metres or thereby south-east of point 12, generally in a south-easterly direction for a distance of 25 metres or thereby as shown by zebra-hatching and marked “AV” on plan SR8 in the plan folio.

63. That length of existing McNeil Drive from a point 110 metres or thereby west of point 14, to a point 20 metres or thereby west of point 14, generally in an easterly direction for a distance of 90 metres or thereby as shown by zebra-hatching and marked “Z” on plan SR9 in the plan folio.

64. That length of the existing Bo’ness Road from a point 40 metres or thereby south-west of point 14, to a point 20 metres or thereby south-west of point 14, generally in a northerly direction for a distance of 30 metres or thereby as shown by zebra-hatching and marked “AA” on plan SR9 in the plan folio.

65. That length of existing Bo’ness Road from a point 25 metres or thereby north-east of point 14, to a point 690 metres or thereby north-east of point 14, generally in a north-easterly direction for a distance of 670 metres or thereby as shown by zebra-hatching and marked “AB” on plan SR9 in the plan folio.

66. That length of existing A8 / B799 slip-roads from a point 275 metres or thereby north-east of point 14, to a point 360 metres or thereby north-west of point 14, generally in a north-westerly then northerly direction for a distance of 150 metres or thereby as shown by zebra-hatching and marked “AC” on plan SR9 in the plan folio.

67. That length of existing A8 / B799 slip-roads from a point 310 metres or thereby south-west of point 13, to a point 255 metres or thereby south-west of point 13, generally in a north-easterly direction for a distance of 65 metres or thereby as shown by zebra-hatching and marked “AD” on plan SR9 in the plan folio.

68. That length of existing A8 / B799 slip-roads from a point 315 metres or thereby south-west of point 13, to a point 305 metres or thereby west of point 13, generally in a north-westerly direction for a distance of 70 metres or thereby as shown by zebra-hatching and marked “AE” on plan SR9 in the plan folio.

69. That length of existing B799 Bo’ness Road from a point 150 metres or thereby north-east of point 13, to a point 310 metres or thereby north-east of point 13, generally in a north-easterly direction for a distance of 165 metres or thereby as shown by zebra-hatching and marked “AF” on plan SR9 in the plan folio.

70. That length of existing B802 Woodhall Mill Road from a point 50 metres or thereby north-west of point 13, to a point 275 metres or thereby north-west of point 13, generally in a north-westerly direction for a distance of 225 metres or thereby as shown by zebra-hatching and marked “AG” on plan SR9 in the plan folio.

71. That length of existing B802 Woodhall Mill Road from a point 540 metres or thereby north-west of point 13, to a point 600 metres or thereby north-west of point 13, generally in a northerly direction for a distance of 80 metres or thereby as shown by zebra-hatching and marked “AH” on plan SR9 in the plan folio.

72. That length of existing B802 Woodhall Mill Road from a point 385 metres or thereby north-west of point 13, to a point 540 metres or thereby north-west of point 13, generally in a north-westerly then northerly direction for a distance of 185 metres or thereby as shown by zebra-hatching and marked “AI” on plan SR9 in the plan folio.

73. That length of existing B802 Woodhall Mill Road from a point 285 metres or thereby north-west of point 13, to a point 375 metres or thereby north-west of point 13, generally in a north-westerly direction for a distance of 95 metres or thereby as shown by zebra-hatching and marked “AJ” on plan SR9 in the plan folio.

74. That length of existing A8 / B802 slip-roads from a point 280 metres or thereby north-west of point 13, to a point 290 metres or thereby west of point 13, generally in a southerly direction for a distance of 40 metres or thereby as shown by zebra-hatching and marked “AK” on plan SR9 in the plan folio.

75. That length of existing A8 / B802 slip-roads from a point 290 metres or thereby west, north-west of point 13, to a point 350 metres or thereby west of point 13, generally in a south-westerly direction for a distance of 80 metres or thereby as shown by zebra-hatching and marked “AL” on plan SR9 in the plan folio.

76. That length of existing A8 / B802 slip-roads from a point 290 metres or thereby west, north-west of point 13, to a point 260 metres or thereby south-west of point 13, generally in a south-easterly direction for a distance of 75 metres or thereby as shown by zebra-hatching and marked “AM” on plan SR9 in the plan folio.

77. That length of existing A8 Trunk Road from a point 420 metres or thereby west of point 13, to a point 135 metres or thereby south-west of point 13, generally in a south-easterly direction for a distance of 325 metres or thereby as shown by zebra-hatching and marked “AN” on plan SR9 in the plan folio.



78. That length of existing McNeil Drive from a point 125 metres or thereby west of point 14, to a point 270 metres or thereby west of point 14, generally in a westerly direction for a distance of 145 metres or thereby as shown by zebra-hatching and marked “AO” on plan SR9 in the plan folio.

79. That length of existing A8 Trunk Road 230 metres or thereby south-east of point 13, to a point 465 metres or thereby south-east of point 13, generally in an easterly direction for a distance of 265 metres or as shown by zebra-hatching and marked “C” on plan SR10 in the plan folio.

80. That length of existing A8 Trunk Road 350 metres or thereby south-east of point 13, to a point 1,090 metres or thereby south-east of point 13, generally in an easterly direction for a distance of 800 metres or thereby as shown by zebra-hatching and marked “D” on plan SR10 in the plan folio.

81. That length of existing A8 Trunk Road 900 metres or thereby south-east of point 13, to a point 1,390 metres or thereby east of point 13, generally in a north-easterly direction for a distance of 540 metres or thereby as shown by zebra-hatching and marked “E” on plan SR10 in the plan folio.

82. That length of existing A8 Trunk Road 110 metres or thereby south-west of point 13, to a point 200 metres or thereby south-east of point 13, generally in a south-easterly direction for a distance of 200 metres or thereby as shown by zebra-hatching and marked “K” on plan SR10 in the plan folio.

83. That length of existing eastbound off-slip from the existing A8 Trunk Road 40 metres or thereby north-west of point 15, to a point 170 metres or thereby west of point 15, generally in a south-westerly direction for a distance of 165 metres or thereby as shown by zebra-hatching and marked “V” on plan SR11 in the plan folio.

84. That length of existing Newhouse Roundabout 20 metres or thereby north of point 15, to a point 115 metres or thereby north-east of point 15, generally in a north-easterly then easterly then south-easterly circular direction for a distance of 160 metres or thereby as shown by zebra-hatching and marked “W” on plan SR11 in the plan folio.

85. That length of existing A73 Bellside Road northbound carriageway 75 metres or thereby north of point 15, to a point 110 metres or thereby north of point 15, generally in a northerly direction for a distance of 35 metres or thereby as shown by zebra-hatching and marked “X” on plan SR11 in the plan folio.

86. That length of existing A73 Bellside Road northbound carriageway 120 metres or thereby north of point 15, to a point 150 metres or thereby north of point 15, generally in a northerly direction for a distance of 30 metres or thereby as shown by zebra-hatching and marked “Y” on plan SR11 in the plan folio.

87. That length of existing A73 Bellside Road southbound carriageway 125 metres or thereby north of point 15, to a point 145 metres or thereby north of point 15,

generally in a northerly direction for a distance of 25 metres or thereby as shown by zebra-hatching and marked “Z” on plan SR11 in the plan folio.

88. That length of existing A73 Bellside Road southbound carriageway 110 metres or thereby north-east of point 15, to a point 120 metres or thereby north-east of point 15, generally in a north-westerly direction for a distance of 50 metres or thereby as shown by zebra-hatching and marked “AA” on plan SR11 in the plan folio.

89. That length of eastbound on-slip onto the existing M8 Special Road 130 metres or thereby north-east of point 15, to a point 335 metres or thereby north-east of point 15, generally in a north-easterly direction for a distance of 215 metres or thereby as shown by zebra-hatching and marked “AB” on plan SR11 in the plan folio.

90. That length of existing M8 Special Road eastbound carriageway 330 metres or thereby north-east of point 15, to a point 940 metres or thereby north-east of point 15, generally in a north-easterly direction for a distance of 610 metres or thereby as shown by zebra-hatching and marked “AC” on plan SR11 in the plan folio.

91. That length of existing M8 Special Road westbound carriageway 290 metres or thereby north-east of point 15, to a point 690 metres or thereby north-east of point 15, generally in a north-easterly direction for a distance of 410 metres or thereby as shown by zebra-hatching and marked “AD” on plan SR11 in the plan folio.

92. That length of existing westbound off-slip from the M8 Special Road 130 metres or thereby east of point 15, to a point 290 metres or thereby east of point 15, generally in a north-easterly direction for a distance of 170 metres or thereby as shown by zebra-hatching and marked “AE” on plan SR11 in the plan folio.

93. That length of existing A73 Bellside Road southbound carriageway 115 metres or thereby south-east of point 15, to a point 130 metres or thereby south-east of point 15, generally in a southerly direction for a distance of 45 metres or thereby as shown by zebra-hatching and marked “AF” on plan SR11 in the plan folio.

94. That length of existing A73 Bellside Road southbound carriageway 135 metres or thereby south-east of point 15, to a point 180 metres or thereby south-east of point 15, generally in a southerly direction for a distance of 50 metres or thereby as shown by zebra-hatching and marked “AG” on plan SR11 in the plan folio.

95. That length of existing A73 Bellside Road northbound carriageway 130 metres or thereby south-east of point 15, to a point 155 metres or thereby south-east of point 15, generally in a southerly direction for a distance of 25 metres or thereby as shown by zebra-hatching and marked “AH” on plan SR11 in the plan folio.

96. That length of existing A73 Bellside Road northbound carriageway 80 metres or thereby south east of point 15, to a point 125 metres or thereby south-east of point 15, generally in a south-easterly direction for a distance of 45 metres or thereby as shown by zebra-hatching and marked “AI” on plan SR11 in the plan folio.

97. That length of existing Newhouse Roundabout 35 metres or thereby south east of point 15, to a point 115 metres or thereby east of point 15, generally in a south-

easterly then north-easterly circular direction for a distance of 140 metres or thereby as shown by zebra-hatching and marked “AJ” on plan SR11 in the plan folio.

98. That length of existing westbound on-slip onto the existing A8 Trunk Road 45 metres or thereby south of point 15, to a point 155 metres or thereby south-west of point 15, generally in a south-westerly direction for a distance of 150 metres or thereby as shown by zebra-hatching and marked “AK” on plan SR11 in the plan folio.

99. That length of existing westbound carriageway of the A8 Trunk Road 145 metres or thereby south-west of point 15, to a point 340 metres or thereby south-west of point 15, generally in a south-westerly direction for a distance of 195 metres or thereby as shown by zebra-hatching and marked “AL” on plan SR11 in the plan folio.

## PRIVATE MEANS OF ACCESS TO BE STOPPED UP

1. That private means of access road between points 450 metres or thereby and 280 metres or thereby east of point 1 as shown by solid black bands and marked “S” and “W” respectively on plan SR1 in the plan folio.
2. That private means of access at the point on the existing access road 735 metres or thereby north-west of point 2 as shown by a solid black band and marked “L” on plan SR2 in the plan folio.
3. That private means of access at the point on the existing access road 695 metres or thereby north-west of point 2 as shown by a solid black band and marked “Q” on plan SR2 in the plan folio.
4. That private means of access road between points 500 metres or thereby and 555 metres or thereby north-west of the point 4 as shown by solid black bands and marked “R” and “S” respectively on plan SR3 in the plan folio.
5. That private means of access road between points 150 metres or thereby west, 330 metres and 200 metres or thereby north-west of point 4 as shown by solid black bands and marked “T”, “U” and “V” respectively on plan SR3 in the plan folio.
6. That private means of access road between points 520 metres or thereby and 545 metres or thereby south-east of point 4 as shown by solid black bands and marked “W” and “X” respectively on plan SR3 in the plan folio.
7. That private means of access at the point on the existing access road and intersecting with the A8 Edinburgh-Glasgow Trunk Road 400 metres or thereby south-east of point 4 as shown by a solid black band and marked “Y” on plan SR3 in the plan folio.
8. That private means of access road between points, 1,655 metres and 1,645 metres or thereby east, south-east of point 4 as shown by solid black bands and marked ‘Z’ and “AA” respectively on plan SR3 in the plan folio.
9. That private means of access road to Braehead Farm 650 metres or thereby south-east of point 4 as shown by a solid black band and marked “AB” on plan SR3 in the plan folio.
10. That private means of access road to Braehead Farm between points 515 metres, 500 metres and 430 metres or thereby south-east of point 4 as shown by solid black bands and marked “AC”, “AD” and “AE” respectively on plan SR3 in the plan folio.
11. That private means of access road between points 1305 metres or thereby and 920 metres or thereby south-east of point 4 as shown by solid black bands and marked “AW” and “AX” respectively on plan SR3 in the plan folio.

12. That private means of access road between points 295 metres or thereby and 355 metres or thereby south-west of point 5 as shown by solid black bands and marked “D” and “E” respectively on plan SR5 in the plan folio.
13. That private means of access road between points 275 metres or thereby and 315 metres or thereby south of point 5 as shown by solid black bands and marked “F” and “G” respectively on plan SR5 in the plan folio.
14. That private means of access at the point on the access track 415 metres or thereby south-west of point 8 as shown by a solid black band and marked “AD” on plan SR6 in the plan folio
15. That private means of access at the point on the access track 345 metres or thereby south of point 8 as shown by a solid black band and marked “AE” on plan SR6 in the plan folio
16. That private means of access at the point on the access track 260 metres or thereby south of point 8 as shown by a solid black band and marked “AF” on plan SR6 in the plan folio.
17. That private means of access track between points 745 metres or thereby and 835 metres or thereby south-west of point 10 as shown by solid black bands and marked “M” and “N” respectively on plan SR7 in the plan folio.
18. That private means of access of Carnbroe Road between points 555 metres or thereby and 500 metres or thereby south-west of point 10 as shown by solid black bands and marked “O” and “P” respectively on plan SR7 in the plan folio.
19. That private means of access track between points 175 metres and 220 metres or thereby south of point 10 as shown by solid black bands and marked “Q” and “R” respectively on plan SR7 in the plan folio.
20. That private means of access track between points 345 metres and 380 metres or thereby south-east of point 10 as shown by solid black bands and marked “S” and “T” respectively on plan SR7 in the plan folio.
21. That private means of access track between points 300 metres and 325 metres or thereby south-east of point 10 as shown by solid black bands and marked “U” and “V” respectively on plan SR7 in the plan folio.
22. That private means of access at the point on Carnbroe Road 610 metres or thereby south-west of point 10 as shown by a solid black band and marked “AB” on plan SR7 in the plan folio.
23. That private means of access at the point on Carnbroe Road 360 metres or thereby south-west of point 10 as shown by a solid black band and marked “AC” on plan SR7 in the plan folio.

24. That private means of access road between points 380 metres or thereby and 180 metres or thereby north-west of point 12 as shown by solid black bands and marked “AG” and “AH” respectively on plan SR8 in the plan folio.
25. That private means of access road between points 1,200 metres or thereby east and 1,230 metres or thereby south-east of point 11 as shown by solid black bands and marked “AI” and “AJ” respectively on plan SR8 in the plan folio.
26. That private means of access road between points 1,220 metres or thereby and 1,230 metres or thereby east of point 12 as shown by solid black bands and marked “AX” and “AY” respectively on plan SR8 in the plan folio.
27. That private means of access road at the point on the access track 720 metres or thereby south-west of point 11 as shown by a solid black band and marked “AZ” on plan SR8 in the plan folio.
28. That private means of access track between points 465 metres or thereby north-west and 415 metres or thereby west, north-west of point 13 as shown by solid black bands and marked “AP” and “AQ” respectively on plan SR9 in the plan folio.
29. That private means of access at the point on Woodhall Cottage Road 515 metres or thereby north-west of point 13 as shown by a solid black band and marked “AR” on plan SR9 in the plan folio.
30. That private means of access at the point on the existing access track 395 metres or thereby north-west of point 13 as shown by a solid black band and marked “AS” on plan SR9 in the plan folio.
31. That private means of access at the point on the existing access track 590 metres or thereby north-west of point 13 as shown by a solid black band and marked “AT” on plan SR9 in the plan folio.
32. That private means of access at the point on the access track 610 metres or thereby south-east of point 13 as shown by a solid black band and marked “F” on plan SR10 in the plan folio.
33. That private means of access at the point on the access track 815 metres or thereby east, south-east of point 13 as shown by a solid black band and marked “G” on plan SR10 in the plan folio.
34. That private means of access of Biggar Road between points 1,290 metres or thereby east and 1,340 metres or thereby east, south-east of point 13 as shown by solid black bands and marked “H” and “I” respectively on plan SR10 in the plan folio.
35. That private means of access track between points 160 metres or thereby and 165 metres or thereby north-east of point 15 as shown by a solid black bands and marked “AM” and “AL” respectively on plan SR11 in the plan folio.

36. That private means of access track between points 245 metres or thereby and 245 metres or thereby east of point 15 as shown by a solid black and marked “AN” and “AS” respectively on plan SR11 in the plan folio.

37. That private means of access track at the point on the track 115 metres or thereby north-east of point 15 as shown by a solid black band and marked “AT” on plan SR11 in the plan folio.

## NEW MEANS OF ACCESS

1. From a point on the Glasgow and Edinburgh Road 600 metres or thereby east of point 1, to a point 595 metres or thereby east of point 1, generally in a northerly direction for a distance of 15 metres or thereby as shown by hatching and marked “T” on plan SR1 in the plan folio.
2. From a point on the existing A89 Coatbridge Road 235 metres or thereby east of point 2, to a point 235 metres or thereby east of point 2, generally in a southerly direction for a distance of 15 metres or thereby as shown by hatching and marked “R” on plan SR2 in the plan folio.
3. From a point on the access road 175 metres or thereby north-west of point 4, to a point 185 metres or thereby north-west of point 4, generally in a north-westerly direction for a distance of 10 metres or thereby shown by hatching and marked “AF” on plan SR3 in the plan folio.
4. From a point on the access road 170 metres or thereby north-west of point ‘4’, to a point 160 metres or thereby north-west of point 4, generally in a south-easterly direction for a distance of 10 metres or thereby shown by hatching and marked “AG” on plan SR3 in the plan folio.
5. From a point on the access road 375 metres or thereby east, south-east of point 4, to a point 365 metres or thereby east, south-east of point 4, generally in a westerly direction for a distance of 10 metres or thereby shown by hatching and marked “AH” on plan SR3 in the plan folio.
6. From a point on the access road 1,180 metres or thereby south-east of point 4, to a point 1,170 metres or thereby south-east of point 4, generally in a south-westerly direction for a distance of 30 metres or thereby as shown by hatching and marked “AI” on plan SR3 in the plan folio.
7. From a point on the access road linking to Bankhead Farm 1,680 metres or thereby south-east of point 4, to a point 1,675 metres or thereby south-east of point 4, generally in a south-westerly then southerly direction for a distance of 90 metres or thereby as shown by hatching and marked “AJ” on plan SR3 in the plan folio.
8. From a point on the access road 1,645 metres or thereby south-east of point 4, to a point 1,635 metres or thereby south-east of point 4, generally in a south westerly direction for a distance of 15 metres or thereby as shown by hatching and marked “AK” on plan SR3 in the plan folio.
9. From a point on the access road at the intersection with the existing track from Braehead Farm 655 metres or thereby south-east of point 4, to a point 665 metres or thereby south-east of point 4, generally in a southerly direction for a distance of 15 metres or thereby as shown by hatching and marked “AL” on plan SR3 in the plan folio.



10. From a point on the access road 425 metres or thereby south-east of point 4, to a point 420 metres or thereby south-east of point 4, generally in a south-westerly direction for a distance of 15 metres or thereby as shown by hatching and marked “AM” on plan SR3 in the plan folio.
11. From a point on the access road 1,335 metres or thereby south-east of point 4, to a point 1,340 metres or thereby south-east of point 4, generally in a southerly direction for a distance of 25 metres or thereby as shown by hatching and marked “AU” on plan SR3 in the plan folio.
12. From a point on the All-Purpose Road 525 metres or thereby north-west of point 4, to a point 530 metres or thereby north-west of point 4, generally in a south-westerly direction for a distance of 15 metres or thereby as shown by hatching and marked “AT” on plan SR3 in the plan folio.
13. From a point on a track 370 metres or thereby north-west of point 4, to a point 370 metres or thereby north-west of point 4, generally in a south-westerly direction for a distances of 10 metres or thereby as shown by hatching and marked “D” on plan SR4 in the plan folio.
14. From a point on a track 180 metres or thereby south-west of point 4, to a point 190 metres or thereby south-west of point 4, generally in a southerly direction for a distances of 15 metres or thereby as shown by hatching and marked “E” on plan SR4 in the plan folio.
15. From a point on a track 285 metres or thereby north-west of point 4, to a point 275 metres or thereby north-west of point 4, generally in a north-easterly direction for a distances of 10 metres or thereby as shown by hatching and marked “F” on plan SR4 in the plan folio.
16. From a point on the access road 370 metres or thereby south-west of point 5, to a point 365 metres or thereby south-west of point 5, generally in a northerly direction for a distance of 10 metres or thereby as shown by hatching and marked “H” on plan SR5 in the plan folio.
17. From a point on the access road where it crosses the existing track 375 metres or thereby south-west of point 5, to a point 380 metres or thereby south-west of point 5, generally in a southerly direction for a distance of 10 metres or thereby as shown by hatching and marked “I” on plan SR5 in the plan folio.
18. From a point on the access road 175 metres or thereby south of point 5, to a point 180 metres or thereby south of point 5, generally in a westerly direction for a distance of 10 metres or thereby as shown by hatching and marked “J” on plan SR5 in the plan folio.
19. From a point on the existing access road 140 metres or thereby south of point 5, to a point 475 metres or thereby south of point 5, generally in a southerly direction

for a distance of 345 metres or thereby as shown by hatching and marked “K” on plan SR5 in the plan folio.

20. From a point on the access road 190 metres or thereby west of point 9, to a point 205 metres or thereby west of point 9, generally in a north-westerly direction for a distance of 15 metres or thereby shown by hatching and marked “AG” on plan SR6 in the plan folio.

21. From a point on the B7070 270 metres or thereby south-east of point 8, to a point 310 metres or thereby south-east of point 8, generally in an easterly direction for a distance of 55 metres or thereby shown by hatching and marked “AR” on plan SR6 in the plan folio.

22. From a point on the access track 295 metres or thereby south-east of point 8, to a point 270 metres or thereby south-east of point 8, generally in a northerly direction for a distance of 25 metres or thereby shown by hatching and marked “AS” on plan SR6 in the plan folio.

23. From a point on the south-west corner of Carnbroe road 740 metres or thereby south-west of point 10, to a point 750 metres or thereby south-west of point 10, generally in a southerly direction for a distance of 10 metres or thereby as shown by hatching and marked “W” on plan SR7 in the plan folio.

24. From a point on the south-west corner of Carnbroe road 740 metres or thereby south-west of point 10, to a point 745 metres or thereby south-west of point 10, generally in a north-westerly direction for a distance of 15 metres or thereby as shown by hatching and marked “X” on plan SR7 in the plan folio.

25. From a point on the access road 570 metres or thereby south-west of point 10, to a point 560 metres or thereby south-west of point 10, generally in a easterly direction for a distance of 15 metres or thereby as shown by hatching and marked “Z” on plan SR7 in the plan folio.

26. From a point on the access road 470 metres or thereby south-west of point 10, to a point 470 metres or thereby south-west of point 10, generally in a north-westerly direction for a distance of 15 metres or thereby as shown by hatching and marked “Y” on plan SR7 in the plan folio.

27. From a point on the existing Carnbroe Road 340 metres or thereby east of point 10, to a point 345 metres or thereby east of point 10, generally in a south-easterly direction for a distance of 15 metres or thereby as shown by hatching and marked “AA” on plan SR7 in the plan folio.

28. From a point on the access road to Carnbroe Mains Farm 635 metres or thereby south-west of point 10, to a point 625 metres or thereby south-west of point 10, generally in a north-easterly direction for a distance of 10 metres or thereby as shown by hatching and marked “AD” on plan SR7 in the plan folio.

29. From a point on the eastbound All-Purpose Road 280 metres or thereby east, south-east of point 10, to a point 290 metres or thereby south-east of point 10,

generally in a southerly direction for a distance of 20 metres or thereby as shown by hatching and marked “AE” on plan SR7 in the plan folio.

30. From a point on the westbound All-Purpose Road 545 metres or thereby south-east of point 10, to a point 550 metres or thereby south-east of point 10, generally in a south-westerly direction for a distance of 15 metres or thereby as shown by hatching and marked “AG” on plan SR7 in the plan folio.

31. From a point on the eastbound All-Purpose Road 920 metres or thereby east, south-east of point 11, to a point 915 metres or thereby east, south-east of point 11, generally in a northerly direction for a distance of 10 metres or thereby as shown by hatching and marked “AK” on plan SR8 in the plan folio.

32. From a point on the access road 175 metres or thereby north-west of point 11, to a point 190 metres or thereby north-west of point 11, generally in a westerly direction for a distance of 15 metres or thereby as shown by hatching and marked “AL” on plan SR8 in the plan folio.

33. From a point on the access road 125 metres or thereby south-east of point 12, to a point 95 metres or thereby south-east of point 12, generally in a northerly direction for a distance of 55 metres or thereby as shown by hatching and marked “AW” on plan SR8 in the plan folio.

34. From a point 365 metres or thereby north-west of point 13, to a point 410 metres or thereby north-west of point 13, generally in a northerly then north-easterly direction for a distance of 75 metres or thereby as shown by hatching and marked “U” on plan SR9 in the plan folio.

35. From a point on the realigned Woodhall Cottage Road 525 metres or thereby north-west of point 13, to a point 520 metres or thereby north-west of point 13, generally in a southerly direction for a distance of 10 metres as shown by hatching and marked “AU” on plan SR9 in the plan folio.

36. From a point on the realigned access track 375 metres or thereby north-west of point 13, to a point 390 metres or thereby north-west of point 13, generally in a westerly direction for a distance of 15 metres as shown by hatching and marked “AV” on plan SR9 in the plan folio.

37. From a point on the realigned Woodhall Cottage Road 325 metres or thereby north-west of point 13, to a point 335 metres or thereby north-west of point 13, generally in a northerly direction for a distance of 10 metres as shown by hatching and marked “AW” on plan SR9 in the plan folio.

38. From a point on the realigned Woodhall Cottage Road 290 metres or thereby north-west of point 13, to a point 280 metres or thereby north-west of point 13, generally in a south-westerly direction for a distance of 10 metres as shown by hatching and marked “AX” on plan SR9 in the plan folio.

39. From a point on Rowantree Avenue 110 metres or thereby south-east of point 14, to a point 110 metres or thereby south-east of point 14, generally in a southerly

direction for a distance of 10 metres as shown by hatching and marked “AY” on plan SR9 in the plan folio.

40. From a point on the realigned Woodhall Cottage Road 530 metres or thereby north-west of point 13, to a point 655 metres or thereby north-west of point 13, generally in a northerly then north-westerly direction for a distance of 165 metres as shown by hatching and marked “BS” on plan SR9 in the plan folio.

41. From a point at the existing entrance to the northern area of Newhouse Industrial Estate 145 metres or thereby north-east of point 13, to a point 145 metres or thereby north-east of point 13, generally in a south-easterly direction for a distance of 15 metres as shown by hatching and marked “BF” on plan SR9 in the plan folio.

42. From a point on the access road 550 metres or thereby north-west of point 13, to a point 550 metres or thereby north-west of point 13, generally in a north-easterly direction for a distance of 10 metres as shown by hatching and marked “BG” on plan SR9 in the plan folio.

43. From a point on the road between the Chapelhall south-east and south roundabouts 135 metres or thereby north-west of point 14, to a point 125 metres or thereby north-west of point 14, generally in a north-easterly direction for a distance of 10 metres as shown by hatching and marked “BQ” on plan SR9 in the plan folio.

44. From a point on the realigned Woodhall Cottage Road 270 metres or thereby north, north-west of point 13, to a point 270 metres or thereby north, north-west of point 13, generally in an easterly direction for a distance of 15 metres as shown by hatching and marked “BR” on plan SR9 in the plan folio.

45. From a point on the existing Glasgow and Edinburgh Road 900 metres or thereby south-east of point “13”, to a point 900 metres or thereby south-east of point 13, generally in a north-easterly direction for a distance of 15 metres as shown by hatching and marked ‘J’ on plan SR10 in the plan folio.

46. From a point on the existing A73 Bellside Road 310 metres or thereby north-west of point 15, to a point 305 metres or thereby north-west of point 15, generally in a south-westerly direction for a distance of 15 metres as shown by hatching and marked “AO” on plan SR11 in the plan folio.

47. From a point on an existing access track 265 metres or thereby north-west of point 15, to a point 300 metres or thereby north of point 15, generally in a north-easterly direction for a distance of 185 metres as shown by hatching and marked “AP” on plan SR11 in the plan folio.

## LENGTHS OF TEMPORARY ROADS

1. From a point 165 metres or thereby north-west of point 9, to a point 290 metres or thereby north-west of point 9, generally in a northerly direction for a distance of 250 metres or thereby as shown by stipple and marked “A” on plan SR12 in the plan folio.
2. From a point 300 metres or thereby north-west of point 9, to a point 530 metres or thereby north-west of point 9, generally in a northerly direction for a distance of 260 metres or thereby as shown by stipple and marked “B” on plan SR12 in the plan folio.
3. From a point 265 metres or thereby south-west of point 8, to a point 150 metres or thereby south-west of point 8, generally in a north-easterly direction for a distance of 115 metres or thereby as shown by stipple and marked “C” on plan SR12 in the plan folio.
4. From a point 260 metres or thereby south-west of point 8, to a point 555 metres or thereby south of point 8, generally in a south-westerly then south-easterly direction for a distance of 360 metres or thereby as shown by stipple and marked “D” on plan SR12 in the plan folio.
5. From a point 265 metres or thereby south-west of point 8, to a point 540 metres or thereby south of point 8, generally in a south-easterly direction for a distance of 290 metres or thereby as shown by stipple and marked “E” on plan SR12 in the plan folio.
6. From a point 185 metres or thereby north of point 9, to a point 150 metres or thereby north of point 9, generally in a south-easterly direction for a distance of 40 metres or thereby as shown by stipple and marked “F” on plan SR12 in the plan folio.
7. From a point 220 metres or thereby north-west of point 9, to a point 195 metres or thereby north-west of point 9, generally in a south-easterly direction for a distance of 20 metres or thereby as shown by stipple and marked “G” on plan SR12 in the plan folio.