

SCHEDULE

Article 2

TRUNK ROAD

INTERPRETATION

In this Schedule—

“the plan folio” means the plan folio numbered RYC/G109/13/0711 and entitled “The A90 (Aberdeen Western Peripheral Route) Trunk Road Order 2010”, signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF;

“point 1” means the north east corner of the existing building known as Wester Hatton, Balmedie, Aberdeenshire, AB23 8YY shown marked “point 1” on plan TR1 in the plan folio;

“point 2” means the existing junction between Cove Road (U186K) and the Old Wellington Road (C8K), Aberdeen shown marked “point 2” on plan TR2 in the plan folio; and

“point 3” means the existing access to East Lodge, Ury Estate, Stonehaven, Aberdeenshire, AB39 3QA at the B979 Stonehaven-Newmachar Road (Netherley Road) shown marked “point 3” on plan TR3 in the plan folio.

THE ROUTES OF THE NEW TRUNK ROAD

1. From a point 795 metres or thereby south, south-west of point 1 in a generally north, north-easterly direction for a distance of 295 metres or thereby to a point 495 metres or thereby south, south-west of point 1 as shown by a heavy black line between points marked “point A” and “point B” on plan TR1 in the plan folio.

2. From a point 430 metres or thereby south, south-west of point 1 in a generally south-westerly direction for a distance of 350 metres or thereby to a point 790 metres or thereby south, south-west of point 1 as shown by heavy black line between points marked “point C” and “point D” on plan TR1 in the plan folio.

3. From a point 795 metres or thereby south, south-west of point 1 in a clockwise direction for a distance of 465 metres or thereby returning to the same point 795 metres or thereby south, south-west of point 1 forming the circulatory carriageway of the roundabout as shown by a heavy black line between points marked “point A”, “point D”, “point F”, “point E” and returning to the same “point A” on plan TR1 in the plan folio.

4. From a point 895 metres or thereby south, south-west of point 1 in a generally south-westerly direction for a distance of 10 metres or thereby to a point 905 metres or thereby south, south-west of point 1 as shown by a heavy black line between points marked “point E” and “point G” on plan TR1 in the plan folio.

5. From a point 795 metres or thereby west, south-west of point 2 in a generally north, north-easterly then northerly direction for a distance of 550 metres or thereby to a point 550 metres or thereby west, north-west of point 2 as shown by a heavy black line between points marked “point H” and “point I” on plan TR2 in the plan folio.

6. From a point 420 metres or thereby west, north-west of point 2 in a generally south, south-westerly direction for a distance of 540 metres or thereby to a point 680 metres or thereby west, south-west of point 2 as shown by a heavy black line between points marked “point J” and “point K” on plan TR2 in the plan folio.

7. From a point 980 metres or thereby east of point 3 in a generally west, south-westerly direction for a distance of 880 metres or thereby to a point 360 metres or thereby south-east of point 3 as shown by a heavy black line between points marked “point L” and “point M” on plan TR3 in the plan folio.

8. From a point 370 metres or thereby south, south-east of point 3 in a generally northerly direction for a distance of 230 metres or thereby to a point 230 metres or thereby east, south-east of point 3 as shown by a heavy black line between points marked “point N” and “point O” on plan TR3 in the plan folio.

9. From a point 360 metres or thereby south-east of point 3 in a generally westerly direction for a distance of 390 metres or thereby to a point 370 metres or thereby south, south-west of point 3 as shown by a heavy black line between points marked “point P” and “point Q” on plan TR3 in the plan folio.

10. From a point 190 metres or thereby east of point 3 in a clockwise direction for a distance of 230 metres or thereby returning to the same point 190 metres or thereby east of point 3 forming the circulatory carriageway of the roundabout as shown by a heavy black line between points marked “point R”, “point T”, “point O” and returning to the same “point R” on plan TR3 in the plan folio.

11. From a point 380 metres or thereby east, south-east of point 3 in a generally north-westerly then west, north-westerly direction for a distance of 120 metres or thereby to a point 270 metres or thereby east, south-east of point 3 as shown by a heavy black line between points marked “point S” and “point T” on plan TR3 in the plan folio.

12. From a point 385 metres or thereby south-east of point 3 in a generally north, north-easterly then northerly direction for a distance of 110 metres or thereby to a point 380 metres or thereby east, south-east of point 3 as shown by a heavy black line between points marked “point U” and “point S” on plan TR3 in the plan folio.

13. From a point 380 metres or thereby east, south-east of point 3 in a generally south-easterly then east, south-easterly direction for a distance of 120 metres or thereby to a point 480 metres or thereby east, south-east of point 3 as shown by a heavy black line between points marked “point S” and “point V” on plan TR3 in the plan folio.