

2010 No. 456

ROADS AND BRIDGES

SPECIAL ROADS

**The M74 Special Road (Junction 5, Raith)
(Side Roads) Order 2010**

Made

13 December 2010

Coming into force

11 January 2011

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 of the Roads (Scotland) Act 1984^(a) and of all other powers enabling them to do so.

In accordance with section 9(3) of that Act, they are satisfied, as the case requires, that another reasonably convenient route is available or will be provided before any road is stopped up pursuant to this Order.

In accordance with section 71(3) of that Act, they are satisfied, as the case requires, that no access to the land is reasonably required or another reasonably convenient means of access to the land is available or will be provided.

In 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 effect 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 March 2007 and have complied with all other provisions of sections 20A and 55A of that Act.

This Order is made in accordance with Parts I and III of Schedule 1^(e) to that Act.

^(a) 1984 c.54. The functions of the Secretary of State were transferred to the Scottish Ministers by virtue of section 53 of the Scotland Act 1998 (c.46).

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

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

^(d) O.J. LDN: 175, 5.7.1985, p.40 as amended by Council Directive 97/11/EC (O.J. LDN: 73, 14.3. DN: 1997, p.5), and Council Directive 2003/35/EC (O.J. LDN: 156, 25.6.2003, p.17)

^(e) Part I of Schedule 1 was amended by regulation 73 of S.I. 1988/1221, regulation 4(d) of S.I. 1994/2012, the Local Government etc. (Scotland) Act 1994 (c.39), Schedule 13, paragraph 135, by regulation 52 of S.S.I. 1999/1 by the Water Industry (Scotland) Act 2002 (as p.3), schedule 7, paragraph 14, and by S.S.I. 2006/614.

Citation and commencement

1. This Order may be cited as the M74 Special Road (Junction 5 Raith) (Side Roads) Order 2010 and comes into force on 11 January 2011.

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 Part 1 of the Schedule;
 - b. to improve those lengths of road described in Part 2 of the Schedule;
 - c. to stop-up those lengths of road described in Part 3 of the Schedule when the new side roads are open for through traffic;
 - d. to stop-up those private means of access described in Part 4 of the Schedule;
and
 - e. to provide those new means of access described in Part 5 of the Schedule.
- 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 in Parts 2 and 3 of the Schedule any apparatus belonging to a statutory undertaker, any rights of the statutory undertaker in respect of such apparatus shall be preserved.
- 4.** On 1st April next after the date that the new side roads described in paragraphs 19, 20 and 21 of Part 1 of the Schedule are open for the purpose of through traffic, those new side roads shall be transferred to North Lanarkshire Council as roads authority for those roads.

A C McLaughlin
A member of the staff of the Scottish Ministers

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

13 December 2010

SCHEDULE

Article 2

INTERPRETATION

In this Schedule:-

“the plan folio” means the plan folio numbered OTG/1554/1 comprised of key plan OTG/1554/1003 – and plans SR1 to SR2 and entitled the M74 Special Road (Junction 5 Raith) (Side Roads) Order 2010, signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow.

“the existing A725 Bellshill Trunk Road” means that length of the existing A725/A726 Shawhead – East Kilbride – Phillipshill Roundabout trunk road between the existing A8 and East Kilbride.

“the existing Bellshill Road” means the section of the existing Bellshill Road between the junction with the B7071 Hamilton Road and the existing Whistleberry Toll Roundabout.

“the existing Hamilton Road” means the section of the existing B7071 Hamilton Road between its convergence with the existing B7071 Bothwell Road and the junction with the existing Blairston Avenue.

“the existing Old Bothwell Road” means the section of the existing Old Bothwell Road between its intersection with the existing Hamilton Road and its intersection with Blairston Avenue.

“the existing Bothwell Park Road” means the section of existing road from Bothwell Park Farm to the intersection with Laighland Road.

“the existing Raith Junction Roundabout” means the existing A725 Bellshill Trunk Road Roundabout.

“the existing B754 Road” means the section of the existing B754 Airbles Road between its convergence with the existing Raith Junction Roundabout and a junction with the existing access to the Caravan Park.

“the existing Whistleberry Toll Roundabout” means the existing roundabout to the south-west of the existing Raith Junction Roundabout.

“the existing M74 northbound diverge slip road” means the existing northbound motorway diverge slip road from the M74/A74(M) Glasgow - Carlisle Trunk Road to the existing Raith Junction Roundabout.

“the existing M74 southbound diverge slip road” means the existing southbound motorway diverge slip road from the M74/A74(M) Glasgow - Carlisle Trunk Road to the existing Raith Junction Roundabout.

“the existing M74 northbound merge slip road” means the existing northbound motorway merge slip road to the M74/A74(M) Glasgow - Carlisle Trunk Road accessed from the existing Raith Junction Roundabout.

“the existing Langside Road” means the section of the existing Langside Road between the junction with the existing Laighlands Road and the junction with the existing Bellshill Road.

“point ‘A’” means the intersection of the centrelines of the existing A725 Bellshill Trunk Road and the existing B7071 Bothwell Road.

“point ‘B’” means the intersection of the centrelines of the existing A725 Bellshill Trunk Road and the existing West Coast Mainline Railway.

“point ‘C’” means the intersection of the centrelines of the existing Olifard Avenue and the existing Shelley Drive.

PART 1

THE ROUTES OF THE NEW SIDE ROADS

1. From a point on the existing Bellshill Road 185 metres or thereby north-west from point ‘A’ to a point 385 metres or thereby north from point ‘A’, generally in a north-easterly then northerly direction for a distance of 220 metres or thereby, as shown by stipple and numbered ‘1’ on plan SR1 of the plan folio.

2. From a point on the existing Bellshill Road 375 metres or thereby north from point ‘A’, to a point 380 metres or thereby north from point ‘A’, generally in a westerly direction for a distance of 10 metres or thereby as shown by stipple and numbered ‘2’ on plan SR1 of the plan folio.

3. From a point on the existing Bellshill Road 400 metres or thereby north from point ‘A’, to a point 525 metres or thereby north from point ‘A’, generally in a northerly then north westerly then westerly direction for a distance of 140 metres or thereby as shown by stipple and numbered ‘3’ on plan SR1 of the plan folio.

4. From a point on the existing A725 Bellshill Trunk Road 510 metres or thereby north from point ‘A’, to a point 515 metres or thereby north from point ‘A’, generally in a westerly then south-westerly direction for a distance of 50 metres or thereby as shown by stipple and numbered ‘4’ on plan SR1 of the plan folio.

5. From a point on the existing A725 Bellshill Trunk Road 540 metres or thereby north from point ‘A’, to a point 535 metres or thereby north from point ‘A’, generally in a south-westerly direction for a distance of 20 metres or thereby as shown by stipple and numbered ‘5’ on plan SR1 of the plan folio.

6. From a point on the existing A725 Bellshill Trunk Road 520 metres or thereby north from point ‘A’, to a point 760 metres or thereby north-east from point ‘A’, generally in a north-easterly direction for a distance of 260 metres or thereby as shown by stipple and numbered ‘6’ on plan SR1 of the plan folio.

7. From a point on the existing A725 Bellshill Trunk Road 200 metres or thereby north-east from point 'A', to a point 730 metres or thereby north-east from point 'A', generally in a north-easterly then northerly then north-easterly direction for a distance of 560 metres or thereby as shown by stipple and numbered '7' on plan SR1 of the plan folio.

8. From a point on the A725 Bellshill Trunk Road 300 metres or thereby north-east from point 'A', to a point 390 metres or thereby north-east from point 'A', generally in a north-westerly direction for a distance of 100 metres or thereby as shown by stipple and numbered '8' on plan SR1 of the plan folio.

9. From a point on the A725 Bellshill Trunk Road 390 metres or thereby north from point 'A', to a point 425 metres or thereby north from point 'A', generally in a north-westerly direction for a distance of 30 metres or thereby as shown by stipple and numbered '9' on plan SR1 of the plan folio.

10. From a point on the existing Whistleberry Toll Roundabout 430 metres or thereby north from point 'A', to a point 510 metres or thereby north from point 'A', in a generally north-westerly direction for a distance of 80 metres or thereby as shown by stipple and numbered '10' on plan SR1 of the plan folio.

11. From a point on the existing Whistleberry Toll Roundabout 510 metres or thereby north from point 'A', to a point 560 metres or thereby north from point 'A', generally in a north-westerly direction for a distance of 90 metres or thereby as shown by stipple and numbered '11' on plan SR1 of the plan folio.

12. From a point 740 metres or thereby north from point 'A', to a point 870 metres or thereby north-east from point 'A', generally in a north-westerly then northerly then north-easterly circular direction for a distance of 150 metres or thereby as shown by stipple and numbered '12' on plan SR1 of the plan folio.

13. From a point on the existing Raith Junction Roundabout 750 metres or thereby north-east from point 'A', to a point 730 metres or thereby north-east from point 'A', generally in a westerly direction for a distance of 120 metres or thereby as shown by stipple and numbered '13' on plan SR1 of the plan folio.

14. From a point on the existing Raith Junction Roundabout 765 metres or thereby north-east from point 'A', to a point 950 metres or thereby north-east from point 'A', generally in an easterly then north-easterly direction for a distance of 215 metres or thereby as shown by stipple and numbered '14' on plan SR1 of the plan folio.

15. From a point on the existing Raith Junction Roundabout 890 metres or thereby south-west from point 'B', to a point 1030 metres or thereby south-west from point 'B', generally in a westerly circular direction for a distance of 220 metres or thereby as shown by stipple and numbered '15' on plan SR1 of the plan folio.

16. From a point 870 metres or thereby north of point A, to a point 900 metres or thereby north from point 'A', generally in a north-easterly direction for a distance of

20 metres or thereby as shown by stipple and numbered '16' on plan SR1 of the plan folio.

17. From a point on the existing A725 Bellshill Trunk Road 560 metres or thereby south-west of point 'B', to a point 960 metres or thereby south-west from point 'B', generally in a south-westerly direction for a distance of 390 metres or thereby as shown by stipple and numbered '17' on plan SR1 of the plan folio.

18. From a point on the existing A725 Bellshill Trunk Road 170 metres or thereby south-west of point 'B', to a point 160 metres or thereby north-east from point 'B', generally in a north-easterly then northerly then north-westerly direction for a distance of 340 metres or thereby as shown by stipple and numbered '18' on plan SR1 of the plan folio.

19. From a point on the existing B754 Road 900 metres or thereby south-west from point 'B', to a point 900 metres or thereby south-west from point 'B', generally in a south-easterly direction for a distance of 215 metres or thereby, as shown by stipple and numbered '19' on plan SR1 of the plan folio.

20. From a point on the existing B754 Road 895 metres or thereby south-west from point 'B', to a point 600 metres or thereby south-west from point 'B', generally in a north-easterly direction for a distance of 325 metres or thereby, as shown by stipple and numbered '20' on plan SR1 of the plan folio.

21. From a point 70 metres or thereby south-east from point 'B', to a point 610 metres or thereby south-west from point 'B', generally in a north-westerly then south-westerly then south then south-easterly then southerly then south-westerly direction for a distance of 750 metres or thereby, as shown by stipple and numbered '21' on plan SR1 of the plan folio.

22. From a point 755 metres or thereby north-east from point 'A', to a point 760 metres or thereby north-east from point 'A', generally in an easterly direction for a distance of 25 metres or thereby, as shown by stipple and numbered '22' on plan SR1 of the plan folio

23. From a point on the existing Bellshill Road 590 metres or thereby north from point 'A', to a point 535 metres or thereby north from point 'A', generally in a southerly then south-westerly direction for a distance of 50 metres or thereby, as shown by stipple and numbered '23' on plan SR1 of the plan folio.

24. From a point 490 metres or thereby north from point 'A', to a point 545 metres or thereby north from point 'A', generally in a north-easterly then easterly direction for a distance of 80 metres or thereby, as shown by stipple and numbered '24' on plan SR1 of the plan folio.

25. From a point 540 metres or thereby north from point 'A', to a point 550 metres or thereby north from point 'A', generally in a westerly direction for a distance of 15 metres or thereby, as shown by stipple and numbered '25' on plan SR1 of the plan folio.

26. From a point 890 metres or thereby south-west from point 'B' to a point 910 metres or thereby south-west from point 'B', generally in a southerly then south-easterly direction for a distance of 60 metres or thereby, as shown by stipple and numbered '26' on plan SR1 of the plan folio.

27. From a point 560 metres or thereby north from point 'A', to a point 760 metres or thereby north-east from point 'A', generally in a north-easterly then northerly then north-westerly then northerly then north-easterly then northerly then north-westerly then westerly then south-westerly then southerly then south-easterly direction for a distance of 385 metres or thereby, as shown by stipple and numbered '27' on plan SR1 of the plan folio.

28. From a point 750 metres or thereby north from point 'A', to a point 730 metres or thereby south-west from point 'B', generally in a south-easterly then easterly then north-easterly then northerly then north-westerly then northerly then north-easterly then northerly then north-easterly direction for a distance of 710 metres or thereby, as shown by stipple and numbered '28' on plan SR1 of the plan folio.

29. Not Used.

30. From a point 770 metres or thereby south-west from point 'B', to a point 880 metres or thereby south-west from point 'B', generally in a westerly then south-westerly then southerly direction for a distance of 120 metres or thereby, as shown by stipple and numbered '30' on plan SR1 of the plan folio.

PART 2

LENGTHS OF ROAD TO BE IMPROVED

31. That length of the existing Old Bothwell Road 145 metres or thereby north-west from point 'A', to a point 150 metres or thereby north-west from point 'A', generally in a westerly direction for a distance of 35 metres or thereby, as shown by cross hatching and numbered '31' on plan SR1 of the plan folio.

32. That length of the existing B7071 Hamilton Road 300 metres or thereby north-west from point 'A', to a point 70 metres or thereby north-west from point 'A', generally in a south-easterly direction for a distance of 240 metres or thereby, as shown by cross hatching and numbered '32' on plan SR1 of the plan folio.

33. That length of the existing Bellshill Road from a point 180 metres or thereby north-west from point 'A', to a point 290 metres or thereby north-west from point 'A', generally in a north-easterly direction for a distance of 140 metres or thereby, as shown by cross hatching and numbered '33' on plan SR1 of the plan folio.

34. That length of the existing Bellshill Road 370 metres or thereby north from point 'A', to a point 400 metres or thereby north from point 'A', generally in a easterly then northerly direction for a distance of 40 metres or thereby, as shown by cross hatching and numbered '34' on plan SR1 of the plan folio.

35. That length of the existing Bellshill Road 350 metres or thereby north from point 'A', to a point 640 metres or thereby north from point 'A', generally in a northerly then north-easterly direction for a distance of 300 metres or thereby, as shown by cross hatching and numbered '35' on plan SR1 of the plan folio.

36. That length of the existing A725 Bellshill Trunk Road from a point 180 metres or thereby north-east from point 'A', to a point 400 metres or thereby north-east from point 'A', generally in a north-easterly then northerly then north-westerly direction for a distance of 250 metres or thereby, as shown by cross hatching and numbered '36' on plan SR1 of the plan folio.

37. That length of the existing A725 Bellshill Trunk Road from a point 180 metres or thereby north-east from point 'A', to a point 470 metres or thereby north-east from point 'A', generally in a north-easterly then northerly then north-westerly direction for a distance of 310 metres or thereby, as shown by cross hatching and numbered '37' on plan SR1 of the plan folio.

38. That length of the existing Raith Junction Roundabout from a point 880 metres or thereby north from point 'A', to a point 880 metres or thereby south-west from point 'B', generally in a north-easterly then easterly then south-easterly direction for a distance of 270 metres or thereby, as shown by the cross hatching and numbered '38' on plan SR1 of the plan folio.

39. That length of the existing Raith Junction Roundabout from a point 890 metres or thereby south-west from point 'B', to a point 750 metres or thereby north-east from point 'A', generally in a south-easterly then southerly then south-westerly then westerly circular direction for a distance of 235 metres or thereby, as shown by cross hatching and numbered '39' on plan SR1 of the plan folio.

40. That length of the existing M74 northbound diverge slip road 740 metres or thereby north-east from point 'A', to a point 750 metres or thereby north-east from point 'A', generally in a north-westerly direction for a distance of 30 metres or thereby, as shown by cross hatching and numbered '40' on plan SR1 of the plan folio.

41. That length of the existing A725 Bellshill Trunk Road from a point 580 metres or thereby south-west from point 'B', to a point 880 metres or thereby south-west from point 'B', generally in a south-westerly direction for a distance of 330 metres or thereby, as shown by cross hatching and numbered '41' on plan SR1 of the plan folio.

42. That length of the existing A725 Bellshill Trunk Road from a point 580 metres or thereby south-west from point 'B', to a point 170 metres or thereby north-east from point 'B', generally in a north-easterly direction for a distance of 750 metres or thereby, as shown by cross hatching and numbered '42' on plan SR1 of the plan folio.

43. That length of the existing A725 Bellshill Trunk Road 10 metres or thereby north-west of point 'B', to a point 195 metres or thereby north-east of point 'B', generally in a north-easterly then northerly then north westerly direction for a distance of 240 metres or thereby, as shown by cross hatching and numbered '43' on plan SR1 of the plan folio.

44. That length of the existing A725 Bellshill Trunk Road 40 metres or thereby north-east from point 'B', to a point 170 metres or thereby north-east from point 'B', generally in a north-easterly direction for a distance of 130 metres or thereby, as shown by cross hatching and numbered '44' on plan SR1 of the plan folio.

45. That length of the existing Whistleberry Toll Roundabout 420 metres or thereby north from point 'A', to a point 440 metres or thereby north from point 'A', generally in a northerly direction for a distance of 20 metres or thereby, as shown by cross hatching and numbered '45' on plan SR1 of the plan folio.

46. That length of the existing Whistleberry Toll Roundabout 500 metres or thereby north from point 'A', to a point 515 metres or thereby north from point 'A', generally in a northerly direction for a distance of 20 metres or thereby, as shown by cross hatching and numbered '46' on plan SR1 of the plan folio.

47. That length of the existing A725 Bellshill Trunk Road 505 metres or thereby north from point 'A', to a point 530 metres or thereby north from point 'A', generally in a north-westerly direction for a distance of 25 metres or thereby, as shown by cross hatching and numbered '47' on plan SR1 of the plan folio.

48. That length of the existing M74 northbound merge slip road 870 metres or thereby north from point 'A', to a point 885 metres or thereby north from point 'A', generally in a north-westerly direction for a distance of 10 metres or thereby, as shown by cross hatching and numbered '48' on plan SR1 of the plan folio.

PART 3

LENGTHS OF ROAD TO BE STOPPED UP

49. That length of the existing Bellshill Road from a point 220 metres or thereby north-west from point 'A', to a point 320 metres or thereby north from point 'A', generally in a northerly direction for a distance of 110 metres or thereby, as shown by zebra-hatching and numbered '49' on plan SR1 of the plan folio.

50. That length of the existing Bellshill Road from a point 320 metres or thereby north from point 'A', to a point 375 metres or thereby north from point 'A', generally in a northerly direction for a distance of 60 metres or thereby, as shown by zebra-hatching and numbered '50' on plan SR1 of the plan folio.

51. That length of the existing Bellshill Road from a point 315 metres or thereby north from point 'A', to a point 365 metres or thereby north from point 'A', generally in a northerly direction for a distance of 50 metres or thereby, as shown by zebra-hatching and numbered '51' on plan SR1 of the plan folio.

52. That length of the existing Bellshill Road from a point 380 metres or thereby north from point 'A', to a point 400 metres or thereby north from point 'A', generally in a north-easterly direction for a distance of 20 metres or thereby, as shown by zebra-hatching and numbered '52' on plan SR1 of the plan folio.

53. That length of the existing Whistleberry Toll Roundabout from a point 385 metres or thereby north from point 'A', to a point 390 metres or thereby north-east from point 'A', generally in an easterly direction for a distance of 105 metres or thereby, as shown by zebra-hatching and numbered '53' on plan SR1 of the plan folio.

54. That length of the existing Whistleberry Toll Roundabout from a point 410 metres or thereby north from point 'A', to a point 450 metres or thereby north from point 'A', generally in a northerly direction for a distance of 40 metres or thereby, as shown by zebra-hatching and numbered '54' on plan SR1 of the plan folio.

55. That length of the existing Whistleberry Toll Roundabout from a point 415 metres or thereby north from point 'A', to a point 500 metres or thereby north from point 'A', generally in a westerly then north-westerly then northerly then north-easterly circular direction for a distance of 240 metres or thereby, as shown by zebra-hatching and numbered '55' on plan SR1 of the plan folio.

56. That length of the existing A725 Bellshill Trunk Road from a point 485 metres or thereby north from point 'A', to a point 515 metres or thereby north from point 'A', generally in a northerly direction for a distance of 35 metres or thereby, as shown by zebra-hatching and numbered '56' on plan SR1 of the plan folio.

57. That length of the existing A725 Bellshill Trunk Road from a point 440 metres or thereby north from point 'A', to a point 490 metres or thereby north from point 'A', generally in a north-westerly direction for a distance of 50 metres or thereby, as shown by zebra-hatching and numbered '57' on plan SR1 of the plan folio.

58. That length of the existing A725 Bellshill Trunk Road from a point 500 metres or thereby north from point 'A', to a point 715 metres or thereby north from point 'A', generally in a northerly direction for a distance of 220 metres or thereby, as shown by zebra-hatching and numbered '58' on plan SR1 of the plan folio.

59. That length of the existing A725 Bellshill Trunk Road from a point 590 metres or thereby north from point 'A', to a point 700 metres or thereby north from point 'A', generally in a north-easterly direction for a distance of 130 metres or thereby, as shown by zebra-hatching and numbered '59' on plan SR1 of the plan folio.

60. That length of the existing A725 Bellshill Trunk Road from a point 700 metres or thereby north from point 'A', to a point 725 metres or thereby north from point 'A', generally in a north-easterly direction for a distance of 30 metres or thereby, as shown by zebra-hatching and numbered '60' on plan SR1 of the plan folio.

61. That length of the existing A725 Bellshill Trunk Road from a point 750 metres or thereby north from point 'A', to a point 750 metres or thereby north from point 'A', generally in a south-easterly direction for a distance of 20 metres or thereby, as shown by zebra-hatching and numbered '61' on plan SR1 of the plan folio.

62. That length of the existing M74 northbound diverge slip road from a point 740 metres or thereby north-east from point 'A', to a point 750 metres or thereby north-east from point 'A', generally in a north-westerly direction for a distance of 30 metres

or thereby, as shown by zebra-hatching and numbered '62' on plan SR1 of the plan folio.

63. That length of the existing Raith Junction Roundabout from a point 770 metres or thereby north from Point 'A', to a point 765 metres or thereby north from point 'A', generally in a south-easterly direction for a distance of 15 metres or thereby, as shown by zebra-hatching and numbered '63' on plan SR1 of the plan folio.

64. That length of the existing Raith Junction Roundabout from a point 750 metres or thereby north from point 'A', to a point 760 metres or thereby north-east from point 'A', generally in a south-easterly direction for a distance of 40 metres or thereby, as shown by zebra-hatching and numbered '64' on plan SR1 of the plan folio.

65. That length of the existing Raith Junction Roundabout from a point 750 metres or thereby north from point 'A', to a point 860 metres or thereby north from point 'A', generally in a northerly direction for a distance of 115 metres or thereby, as shown by zebra-hatching and numbered '65' on plan SR1 of the plan folio.

66. That length of the existing Raith Junction Roundabout from a point 850 metres or thereby north from point 'A', to a point 900 metres or thereby north from point 'A', generally in a northerly direction for a distance of 40 metres or thereby, as shown by zebra-hatching and numbered '66' on plan SR1 of the plan folio.

67. That length of the existing M74 southbound diverge slip road from a point 955 metres or thereby north-east from point 'A', to a point 960 metres or thereby north-east from point 'A', generally in a north-westerly direction for a distance of 55 metres or thereby, as shown by zebra-hatching and numbered '67' on plan SR1 of the plan folio.

68. That length of existing A725 Bellshill Trunk Road from a point 860 metres or thereby south-west from point 'B', to a point 895 metres or thereby south-west from point 'B', generally in a south-westerly direction for a distance of 25 metres or thereby, as shown by zebra-hatching and numbered '68' on plan SR1 of the plan folio.

69. That length of existing Raith Junction Roundabout from a point 880 metres or thereby south-west from point 'B', to a point 890 metres or thereby south-west from point 'B', generally in a north-westerly direction for a distance of 40 metres or thereby, as shown by zebra-hatching and numbered '69' on plan SR1 of the plan folio.

70. That length of existing A725 Bellshill Trunk Road from a point 785 metres or thereby south west from point 'B', to a point 865 metres or thereby south-west from point 'B', generally in a south-westerly direction for a distance of 80 metres or thereby, as shown by zebra-hatching and numbered '70' on plan SR1 of the plan folio.

71. That length of existing A725 Bellshill Trunk Road from a point 630 metres or thereby south-west from point 'B', to a point 785 metres or thereby south-west from point 'B', generally in a south-westerly direction for a distance of 165 metres or thereby, as shown by zebra-hatching and numbered '71' on plan SR1 of the plan folio.

72. That length of existing A725 Bellshill Trunk Road from a point 470 metres or thereby south-west from point 'B', to a point 620 metres or thereby south-west from point 'B', generally in a south-westerly direction for a distance of 150 metres or thereby, as shown by zebra-hatching and numbered '72' on plan SR1 of the plan folio.

73. That length of existing A725 Bellshill Trunk Road from a point 310 metres or thereby south-west from point 'B', to a point 555 metres or thereby south-west from point 'B', generally in a south-westerly direction for a distance of 250 metres or thereby, as shown by zebra-hatching and numbered '73' on plan SR1 of the plan folio.

74. That length of existing A725 Bellshill Trunk Road from a point 175 metres or thereby south-west from point 'B', to a point 300 metres or thereby south-west from point 'B', generally in a south-westerly direction for a distance of 125 metres or thereby, as shown by zebra-hatching and numbered '74' on plan SR1 of the plan folio.

PART 4

PRIVATE MEANS OF ACCESS TO BE STOPPED UP

75. That private means of access on the A725 Bellshill Trunk Road on the east side of the trunk road between points 470 metres and 460 metres or thereby south-west from point B, as shown by solid black bands and numbered '75' and '76' respectively on plan SR1 of the plan folio.

76. That private means of access to Kilmallie House on the east side of the A725 Bellshill Trunk Road between points 90 metres and 40 metres or thereby south west and south-east respectively from point B, as shown by solid black bands and numbered '77' and '78' respectively on plan SR1 of the plan folio.

77. The private means of access to Bothwell Park Farm on Bothwell Park Road between points 135 metres and 210 metres or thereby north and north-east respectively of point 'C' as shown by solid black bands and marked '79' and '80' respectively on plan SR2 of the plan folio.

PART 5

NEW MEANS OF ACCESS

78. From a point on the existing Langside Road 590 metres north from point 'A', to a point 875 metres or thereby north from point 'A', generally in a north-easterly then northerly then north-westerly then northerly then north-easterly direction for a distance of 340 metres or thereby, as shown by hatching and numbered '81' on plan SR1 of the plan folio.

79. From a point 880 metres or thereby north from point 'A', to a point 895 metres or thereby north from point 'A', generally in a north-westerly direction for a distance of 15 metres or thereby, as shown by hatching and numbered '82' on plan SR1 of the plan folio.

80. From a point 820 metres or thereby north from point 'A', to a point 840 metres or thereby north from point 'A', generally in a north-easterly direction for a distance of 15 metres or thereby, as shown by hatching and numbered '83' on plan SR1 of the plan folio.

81. From a point 825 metres or thereby north from point 'A', to a point 870 metres or thereby north from point 'A', generally in a north-westerly direction for a distance of 55 metres or thereby, as shown by hatching and numbered '84' on plan SR1 of the plan folio.

82. From a point 485 metres or thereby south-west from point B, to a point 470 metres or thereby south-west from point 'B', generally in a north-westerly direction for a distance of 55 metres or thereby, as shown by hatching and numbered '85' on plan SR1 of the plan folio.

83. From a point 60 metres or thereby south-east from point B, to a point 80 metres or thereby south-east from point 'B', generally in a south-easterly direction for a distance of 20 metres or thereby, as shown by hatching and numbered '86' on plan SR1 of the plan folio.

84. From a point 675 metres or thereby north-east from point 'A', to a point 735 metres or thereby north-east from point 'A', generally in a northerly direction for a distance of 60 metres or thereby, as shown by hatching and numbered '87' on plan SR1 of the plan folio.

85. From a point on the existing Bothwell Park Road 75 metres or thereby North of point 'C', to a point 235 metres or thereby north-east of point 'C', generally in a northerly then north-easterly direction for a distance of 175 metres or thereby, as shown by hatching and numbered '88' on plan SR2 of the Plan Folio.

86. From a point on the existing Bothwell Park Road 220 metres or thereby north-east of point 'C', to a point 425 metres or thereby south-east of point 'C', generally in a south-easterly direction for a distance of 480 metres or thereby, as shown by hatching and numbered '89' on plan SR2 of the Plan Folio.

87. From a point on the existing Bothwell Park Road from a point 85 metres or thereby north of point 'C', to a point 55 metres or thereby east of point 'C', generally in a south-easterly direction for a distance of 85 metres or thereby, as shown by hatching and marked '90' on plan SR2 of the plan folio.

88. From a point on the existing Bothwell Park Road 75 metres or thereby north of point 'C', to a point 130 metres or thereby north of point 'C', generally in a north-westerly then northerly then north-easterly direction for a distance of 65 metres or thereby to a point on said road as shown by hatching and numbered '91' on plan SR2 of the plan folio.

89. From a point on the existing Bothwell Park Road 235 metres or thereby north-east of point 'C', to a point 255 metres or thereby north-east of point 'C', generally in a north-easterly direction for a distance of 20 metres or thereby, as shown by hatching and numbered '92' on plan SR2 of the plan folio.

90. From a point 400 metres or thereby south-east of point 'C', to a point 415 metres or thereby south-east of point 'C', generally in a north-easterly direction for a distance of 15 metres or thereby, as shown by hatching and numbered '93' on plan SR2 of the plan folio.

91. From a point 195 metres or thereby east of point 'C', to a point 205 metres or thereby east of point 'C', generally in a north-easterly then northerly direction for a distance of 30 metres or thereby, as shown by hatching and numbered '94' on plan SR2 of the plan folio.