

2005 No. 186

**ROADS AND BRIDGES
SPECIAL ROADS**

**The M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) Side
Roads Order 2005.**

Made

24 March 2005

Coming into force

1 April 2005

The Scottish Ministers, in exercise of the powers conferred by sections 9(1)(c), as read with sections 70(1), and 143(1) of the Roads (Scotland) Act 1984^(a), and of all other powers enabling them in that behalf, having been satisfied in accordance with sections 9(3) and 71(3) of the said Act, having determined in accordance with sections 20A^(b) and 55A^(c) of the said Act that the project falls within Annex II to Council Directive No 85/337/EEC^(d) on the assessment of the effect of certain public and private projects on the environment, and an Environmental Statement having been published on 24 March 2003 and having complied with the provisions of the said sections 20A and 55A of, and Part I of Schedule 1^(e) to the said Act, hereby make the following Order:-

1. This Order may be cited as The M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) Side Roads Order 2005 and shall come into force on 1 April 2005.
2. The Scottish Ministers as special road authority are hereby authorised:
 - i. to construct those lengths of road (hereinafter referred to as "the new side roads") along the routes described in Parts 1A and 1B of the Schedule to this Order;

^(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 inserted by regulation 49 of the Environmental Impact Assessment (Scotland) Regulations 1999 (S.S.I. 1999 No.1).

^(c)Section 55A was inserted by regulation 50 of S.S.I. 1991 No.1.

^(d)O.J. No. L175, 5.7.1985, p.40 as amended by O.J. No. L73, 14.3.1997, p5.

^(e)Part I of Schedule 1 was amended by the Local Government etc (Scotland) Act 1994 Schedule 13, paragraph 135 by regulation 52 of S.S.I. 1999 No.1., and by the Water Industry (Scotland) Act 2002 (asp3) Schedule 7, paragraph 14.

- ii. to improve those lengths of road described in Part 2 of the Schedule to this Order;
- iii. to stop-up those lengths of road described in Part 3 of the Schedule to this Order when the new side roads are open for through traffic;
- iv. to stop-up those private means of access described in Part 4 of the Schedule to this Order when the new means of access described in Part 5 of the Schedule hereto have been provided; and
- v. to provide those new means of access described in Part 5 of the Schedule to this Order.

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 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 are open for the purpose of through traffic, the new side roads in Part 1A shall be transferred to South Lanarkshire Council as roads authority therefor and the new side roads in Part 1B of the Schedule shall be transferred to Glasgow City Council as roads authority therefor.

J A HOWISON
Chief Road Engineer

Scottish Executive Enterprise, Transport and Lifelong Learning Department
Victoria Quay
EDINBURGH
24 March 2005

This is the Schedule referred to in the foregoing “The M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) Side Roads Order 2005”

SCHEDULE

In this Schedule the following expressions have the following meaning:

“the Plan Folio” means the Plan Folio numbered 2NEA/13/3 and entitled “The M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) Side Roads Order 2005” signed with reference to this scheme and deposited at the offices of the Scottish Executive Enterprise, Transport and Lifelong Learning Department, Victoria Quay, Edinburgh.

"the M74 Special Road" means the proposed M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) Special Road and Connecting Roads Scheme 2005.

"the existing M8 motorway" means the existing M8/A8 Edinburgh - Greenock Trunk Road.

"the existing M74 motorway" means the existing M74/A74(M)/A74 Glasgow - Carlisle Trunk Road.

PART 1A

THE ROUTES OF THE NEW SIDE ROADS

1. From a point on Duchess Place at its northern end, within Farme Castle Estate, 75 metres or thereby north of its junction with Cambuslang Road (A724), in a northerly then an easterly direction for a distance of 180 metres or thereby, as shown by stipple and marked “6” on plan 2NEA/13/3/2 in the Plan Folio.
2. From a point at the back of the footway on the east side of George Gray Street, 7 metres or thereby south of its junction with Cambuslang Road (A724) in a southeasterly direction for a distance of 165 metres or thereby, to the new means of access to be provided as described in paragraph 4 of Part 5, as shown by stipple and marked “7” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
3. From a point at the back of the footway on the west side of George Gray Street, 7 metres or thereby south of its junction with Cambuslang Road (A724) in a northwesterly direction for a distance of 60 metres or thereby, as shown by stipple and marked “8” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
4. From a point at the back of the footway on the west side of Cunninghame Road within Clyde Industrial Estate, 5 metres or thereby north of its junction with Cambuslang Road (A724) in a northwesterly direction for a distance of 130 metres or thereby, as shown by stipple and marked “9” on the plan numbered 2NEA/13/3/2 in the Plan Folio.

5. From a point at the back of the footway on the east side of Cunninghame Road within Clyde Industrial Estate, 5 metres or thereby north of its junction with Cambuslang Road (A724) in a southeasterly direction for a distance of 120 metres or thereby, as shown by stipple and marked “10” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
6. From a point on an access road within Rutherglen Industrial Estate, running parallel to Glasgow Road (A730), 220 metres or thereby southeast of its junction with Glasgow Road, in an easterly direction for a distance of 210 metres or thereby to join Quay Road North, as shown by stipple and marked “26” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
7. From a point on Queen Street, 20 metres or thereby northeast of its junction with Quay Road in Rutherglen Industrial Estate, in a northwesterly then in a westerly direction for a distance of 235 metres or thereby to join Quay Road North, as shown by stipple and marked “27” on the plan numbered 2NEA/13/3/3 in the Plan Folio.

PART 1B

THE ROUTES OF THE NEW SIDE ROADS

8. From a point on Rosyth Road within Polmadie Industrial Estate, 130 metres or thereby southwest of its junction with Toryglen Street in a northwesterly direction for a distance of 5 metres or thereby to form a turning head, as shown by stipple and marked “28” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
9. From a point at the back of the footway on the southwest side of Kilbride Street, 8 metres or thereby northwest of its junction with Polmadie Road (B763) in a southwesterly direction for a distance of 210 metres or thereby, to the new means of access to be provided as described in paragraph 13 of Part 5, as shown by stipple and marked “49” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
10. From a point at the back of the footway on the northeast side of Polmadie Avenue, 6 metres or thereby southeast of its junction with Polmadie Road (B763) in a northeasterly direction for a distance of 150 metres or thereby, as shown by stipple and marked “50” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
11. From a point at the back of the kerbline on the southwest side of Polmadie Avenue, 5 metres or thereby southeast of its junction with Polmadie Road (B763) in a southwesterly direction for a distance of 5 metres or thereby, as shown by stipple and marked “51” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
12. From a point at the back of the footway on the northwest side of Polmadie Road (B763), 7 metres or thereby southwest of its junction with Rutherglen Road (A730) in a northwesterly direction for a distance of 60 metres or thereby, as shown by stipple and marked “52” on the plan numbered 2NEA/13/3/4 in the Plan Folio.

13. From the back of the footway on the southeast side of Polmadie Road (B763) between its junctions with Rosebery Street and Rutherglen Road (A730) and in a southeasterly direction for a distance of 138 metres or thereby, as shown by stipple and marked “53” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
14. From a point at the back of the footway on the southwest side of Rosebery Street, 5 metres or thereby southeast of its junction with Polmadie Road (B763) in a southwesterly direction for a distance of 50 metres or thereby, to the kerbline on the northeast side of Cramond Street, as shown by stipple and marked “54” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
15. From a point at the back of the footway on the southwest side of Cramond Street, 5 metres or thereby southeast of its junction with Polmadie Road (B763) in a southwesterly direction for a distance of 47 metres or thereby, to the back of the footway on the northeast side of Toryglen Street, as shown by stipple and marked “55” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
16. From a point at the back of the footway on the southwest side of Toryglen Street, 4 metres or thereby southeast of its junction with Polmadie Road (B763) in a southwesterly direction for a distance of 82 metres or thereby, as shown by stipple and marked “56” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
17. From a point on Devon Place, 130 metres or thereby southeast of its junction with Pollokshaws Road in a northwesterly direction for a distance of 5 metres or thereby to form a turning head, as shown by stipple and marked “71” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
18. From a point at the back of the footway on the south side of Devon Street, 7 metres or thereby east of its junction with Eglinton Street (A77) in a southerly direction for a distance of 74 metres or thereby, as shown by stipple and marked “72” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
19. From a point at the back of the footway on the north side of Devon Street, 5 metres or thereby east of its junction with Eglinton Street (A77) in a northerly direction for a distance of 6 metres or thereby, as shown by stipple and marked “73” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
20. From a point on Kilbirnie Street, 7 metres or thereby east of its junction with Frances Street in a northerly direction for a distance of 60 metres or thereby to the junction of Salkeld Street and Stromness Street, as shown by stipple and marked “74” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
21. From a point on Scotland Street, 45 metres or thereby west of its junction with Kinning Street, running parallel with Carnoustie Street in a northerly direction for a distance of 75 metres or thereby to join the slip road between Carnoustie Street and the westbound carriageway of the M74 Special Road, as shown by stipple and marked “92” on the plan numbered 2NEA/13/3/6 in the Plan Folio.

22. From a point at the back of the footway on the south side of Wallace Street 8 metres or thereby west of its junction with Dalintober Street in a southerly direction for a distance of 50 metres or thereby, as shown by stipple and marked “93” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
23. From a point at the back of the footway on the east side of Dalintober Street 5 metres or thereby south of its junction with Wallace Street in an easterly direction for a distance of 20 metres or thereby, as shown by stipple and marked “94” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
24. From a point at the back of the footway on the south side of Wallace Street 14 metres or thereby west of its junction with West Street in a southerly direction for a distance of 18 metres or thereby to join the slip road between the existing M8 motorway and West Street, as shown by stipple and marked “95” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
25. From the southern extent of Polmadie Road in a southwesterly direction for a distance of 140 metres or thereby to join Aikenhead Road (A728) as shown by stipple and marked “120” on the plan numbered 2NEA/13/3/7 in the Plan Folio.
26. From a point on the access road into 425 Polmadie Road 20 metres or thereby east of its junction with Polmadie Road in a southerly direction for a distance of 12 metres or thereby as shown by stipple and marked “121” on the plan numbered 2NEA/13/3/7 in the Plan Folio.

PART 2

LENGTHS OF ROAD TO BE IMPROVED

1. That length of Fullarton Road from a point 20 metres or thereby north of the roundabout which forms the interchange with the existing M74 motorway in a southerly direction to a point 20 metres or thereby south of and including the aforementioned roundabout, as shown by cross hatching and marked “1” on the plan numbered 2NEA/13/3/1 in the Plan Folio.
2. That length of Cambuslang Road (A724) from a point 50 metres or thereby southeast of its junction with Duchess Place in a southeasterly direction for a distance of 330 metres or thereby as shown by cross hatching and marked “11” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
3. That length of Farmeloan Road (A749) from a point 65 metres or thereby north of its junction with Victoria Street in a northerly direction for a distance of 85 metres or thereby as shown by cross hatching and marked “12” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
4. That length of Cunninghame Road from a point 38 metres or thereby north of Unit 9 within Farme Castle Estate in a southeasterly direction for a distance of 55 metres or thereby, including the turning head area, as shown by cross hatching and marked “13” on the plan numbered 2NEA/13/3/2 in the said plan folio.

5. That length of Glasgow Road (A730) from a point 20 metres or thereby southeast of its junction with Quay Road, in a northwesterly direction for a distance of 180 metres or thereby as shown by cross hatching and marked “29” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
6. That length of an access road within Rutherglen Industrial Estate, running parallel to Glasgow Road (A730), 200 metres or thereby southeast of its junction with Glasgow Road, in a southeasterly direction for a distance of 25 metres or thereby as shown by cross hatching and marked “30” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
7. That length of Quay Road within Rutherglen Industrial Estate from its junction with Glasgow Road (A730) in a northeasterly direction for a distance of 75 metres or thereby as shown by cross hatching and marked “31” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
8. That length of Quay Road North within Rutherglen Industrial Estate from a point 25 metres or thereby south of its junction with Ashton Road in a southerly direction for a distance of 25 metres or thereby to join two new side roads described in paragraphs 6 and 7 of Part 1A, as shown by cross hatching and marked “32” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
9. That length of Quay Road within Rutherglen Industrial Estate from its junction with Queen Street in a westerly direction for a distance of 5 metres or thereby as shown by cross hatching and marked “33” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
10. That length of Polmadie Road (B763) from its junction with Kilbride Street in a southwesterly direction for a distance of 270 metres or thereby as shown by cross hatching and marked “57” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
11. That length of Polmadie Road (B763) from its junction with Kilbride Street in a northeasterly direction for a distance of 280 metres or thereby to its junction with Rutherglen Road (A730) as shown by cross hatching and marked “58” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
12. From a point on Caledonia Road 40 metres or thereby northwest of its junction with Braehead Street in a northeasterly direction for a distance of 5 metres or thereby as shown by cross hatching and marked “59” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
13. That length of Cathcart Road (A728) from a point 90 metres or thereby north of its junction with Aikenhead Road (A728) in a northerly direction for a distance of 200 metres or thereby, as shown by cross hatching and marked “75” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
14. That length of Pollokshaws Road from a point 20 metres or thereby north of its junction with Turriff Street in a northeasterly direction for a distance of 70 metres or thereby, as shown by cross hatching and marked “76” on the plan numbered 2NEA/13/3/5 in the Plan Folio.

15. That length of Devon Street from its junction with Eglinton Street (A77) in an easterly direction for a distance of 56 metres or thereby as shown by cross hatching and marked “77” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
16. That length of Eglinton Street (A77) from a point 85 metres or thereby south of its junction with Devon Street in a northerly direction for a distance of 160 metres or thereby as shown by cross hatching and marked “78” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
17. That length of Kilbirnie Street from its junction with Eglinton Street (A77) in a northwesterly direction for a distance of 105 metres or thereby including its junction with Salkeld Street as shown by cross hatching and marked “79” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
18. That length of Salkeld Street from a point 30 metres north of its junction with Stromness Street in a southerly direction for a distance of 65 metres or thereby as shown by cross hatching and marked “80” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
19. That length of Stromness Street from a point 18 metres or thereby west of its junction with Ritchie Street in an easterly direction for a distance of 88 metres or thereby to its junction with Salkeld Street as shown by cross hatching and marked “81” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
20. That length of Frances Street from its junction with Kilbirnie Street in a northerly direction for a distance of 35 metres or thereby as shown by cross hatching and marked “82” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
21. That length of Mauchline Street from a point 48 metres or thereby west of its junction with Falfield Street in a westerly direction for a distance of 60 metres or thereby to the entrance to Mauchline Street Trading Estate as shown by cross hatching and marked “83” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
22. That length of Wallace Street from a point 40 metres or thereby east of its junction with Carnoustie Street in an easterly direction for a distance of 90 metres or thereby as shown by cross hatching and marked “96” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
23. That length of Dalintober Street from its junction with Wallace Street in a southerly direction for a distance of 50 metres or thereby then in a southwesterly direction for a distance of 60 metres or thereby to its junction with Gloucester Street as shown by cross hatching and marked “97” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
24. That length of Gloucester Street from its junction with Dalintober Street in a south westerly direction for a distance of 64 metres or thereby to its junction with Carnoustie Street as shown by cross hatching and marked "98" on the plan numbered 2NEA/13/3/6 in the Plan Folio.

25. That length of Carnoustie Street from its junction with Scotland Street in a northerly direction for a distance of 180 metres or thereby to its junction with the slip road between Carnoustie Street and the westbound carriageway of the existing M8 motorway as shown by cross hatching and marked "99" on the plan numbered 2NEA/13/3/6 in the Plan Folio.
26. From a point on Paterson Street 30 metres or thereby north of its junction with Scotland Street in a westerly direction for a distance of 4 metres or thereby to form an access as shown by cross hatching and marked "100" on the plan numbered 2NEA/13/3/6 in the Plan Folio.
27. That length of Aikenhead Road (A728) from a point 15 metres or thereby north of its junction with Dixon Road in a southerly direction for a distance of 95 metres or thereby as shown by cross hatching and marked "122" on the plan numbered 2NEA/13/3/7 in the Plan Folio.
28. That length of Aikenhead Road (A728) from a point 35 metres or thereby south of its junction with Myrtle Park in a northerly direction for a distance of 140 metres or thereby as shown by cross hatching and marked "123" on the plan numbered 2NEA/13/3/7 in the Plan Folio.
29. That length of Polmadie Road from its junction with the existing access road into 425 Polmadie Road in a northerly direction for a distance of 45 metres or thereby as shown by cross hatching and marked "124" on the plan numbered 2NEA/13/3/7 in the Plan Folio.
30. That length of the existing access road into 425 Polmadie Road from its junction with Polmadie Road in an easterly direction for a distance of 27 metres or thereby as shown by cross hatching and marked "125" on the plan numbered 2NEA/13/3/7 in the Plan Folio.
31. From a point on Aikenhead Road (A728) at its junction with Dixon Road in a southwesterly direction for a distance of 25 metres or thereby as shown by cross hatching and marked "126" on the plan numbered 2NEA/13/3/7 in the Plan Folio.

PART 3

LENGTHS OF ROAD TO BE STOPPED UP

1. That length of road known as Cunninghame Road within Clyde Industrial Estate from its junction with Cambuslang Road (A724) in a northerly direction for a distance of 35 metres or thereby as shown by zebra hatching and marked "14" on the plan numbered 2NEA/13/3/2 in the Plan Folio.
2. That length of road known as Cunninghame Road within Clyde Industrial Estate from a point 50 metres or thereby north of its junction with Cambuslang Road (A724) in a southerly direction for a distance of 10 metres or thereby as shown by zebra hatching and marked "15" on the plan numbered 2NEA/13/3/2 in the Plan Folio.

3. That length of road known as George Gray Street from a point 8 metres or thereby southwest of its junction with Cambuslang Road (A724) in a southwesterly direction for a distance of 12 metres or thereby as shown by zebra hatching and marked “16” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
4. That length of road within Rutherglen Industrial Estate commencing 120 metres or thereby southwest of the junction of Glasgow Road (A730) and Southcroft Road, from a point 75 metres or thereby from its junction with Southcroft Road in a southeasterly direction for a distance of 37 metres or thereby to its southeastern extent as shown by zebra hatching and marked “34” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
5. That length of an access road within Rutherglen Industrial Estate running parallel to Glasgow Road (A730), 225 metres or thereby southeast of its junction with Glasgow Road, in a southeasterly direction for a distance of 10 metres or thereby as shown by zebra hatching and marked “35” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
6. That length of road known as Quay Road within Rutherglen Industrial Estate from a point 75 metres or thereby northeast of its junction with Glasgow Road (A730) in a northeasterly direction for a distance of 55 metres or thereby as shown by zebra hatching and marked “36” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
7. That length of road known as Quay Road within Rutherglen Industrial Estate from a point 5 metres west of its junction with Queen Street in a westerly direction for a distance of 60 metres or thereby as shown by zebra hatching and marked “37” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
8. That length of road known as Quay Road North within Rutherglen Industrial Estate from a point 50 metres or thereby south of its junction with Ashton Road in a southerly direction for a distance of 30 metres or thereby as shown by zebra hatching and marked “38” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
9. That length of road known as Rosyth Road within Polmadie Industrial Estate from its southeastern extent in a northwesterly direction for a distance of 180 metres or thereby then in a northeasterly direction for a distance of 10 metres or thereby as shown by zebra hatching and marked “39” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
10. That length of road known as Rosyth Road within Polmadie Industrial Estate from its northwestern extent in a southeasterly direction for a distance of 40 metres or thereby as shown by zebra hatching and marked “40” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
11. That length of road known as Polmadie Avenue from a point 7 metres or thereby southeast of its junction with Polmadie Road (B763) in a southeasterly direction for a distance of 75 metres or thereby as shown by zebra hatching and marked “60” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
12. That length of road known as Polmadie Avenue from a point 90 metres or thereby southeast of its junction with Polmadie Road (B763) in a northeasterly direction for a distance of 27 metres or thereby as shown by zebra hatching and marked “61” on the plan numbered 2NEA/13/3/4 in the Plan Folio.

13. That length of road known as Lawmoor Road within Dixon Blazes Industrial Estate from a point 12 metres or thereby southwest of its junction with Lawmoor Avenue in a southwesterly direction for a distance of 16 metres or thereby as shown by zebra hatching and marked “62” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
14. That length of road known as Lawmoor Road within Dixon Blazes Industrial Estate from a point 60 metres or thereby southwest of its junction with Lawmoor Avenue in a southwesterly direction for a distance of 4 metres or thereby as shown by zebra hatching and marked “63” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
15. That length of road known as Lawmoor Place within Dixon Blazes Industrial Estate from its junction with Lawmoor Avenue in a southwesterly direction for a distance of 12 metres or thereby as shown by zebra hatching and marked “64” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
16. That length of road known as Lawmoor Place within Dixon Blazes Industrial Estate from a point 50 metres or thereby southwest of its junction with Lawmoor Avenue in a southwesterly direction for a distance of 35 metres or thereby as shown by zebra hatching and marked “65” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
17. That length of road known as Lawmoor Avenue within Dixon Blazes Industrial Estate from its junction with Lawmoor Road in a southeasterly direction for a distance of 120 metres or thereby as shown by zebra hatching and marked “66” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
18. That length of road known as Devon Place from a point 135 metres or thereby southeast of its junction with Pollokshaws Road in a southwesterly direction for a distance of 6 metres or thereby as shown by zebra hatching and marked “84” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
19. That length of road known as Devon Place from a point 170 metres or thereby southeast of its junction with Pollokshaws Road in a southwesterly direction for a distance of 10 metres or thereby as shown by zebra hatching and marked “85” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
20. That length of road known as MacKinlay Street from its junction with Devon Street in a southwesterly direction for a distance of 40 metres or thereby as shown by zebra hatching and marked “86” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
21. That length of road known as MacKinlay Street from its junction with Turriff Street in a northeasterly direction for a distance of 52 metres or thereby as shown by zebra hatching and marked “87” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
22. That length of road known as Salkeld Street from its junction with Kilbirnie Street in a northerly direction for a distance of 70 metres or thereby as shown by zebra hatching and marked “88” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
23. That length of road known as Frances Street from its junction with Stromness Street in a southerly direction for a distance of 55 metres or thereby as shown by zebra hatching and marked “89” on the plan numbered 2NEA/13/3/5 in the Plan Folio.

24. That length of road known as Mauchline Street from its northern extent in a southerly direction for a distance of 28 metres or thereby as shown by zebra hatching and marked “90” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
25. That length of road known as Paterson Street from a point 43 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 22 metres or thereby as shown by zebra hatching and marked “101” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
26. That length of road known as Paterson Street from a point 72 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 8 metres or thereby as shown by zebra hatching and marked “102” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
27. That length of road known as Paterson Street from a point 92 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 10 metres or thereby as shown by zebra hatching and marked “103” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
28. That length of road known as Paterson Street from a point 117 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 4 metres or thereby as shown by zebra hatching and marked “104” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
29. That length of road known as Paterson Street from a its junction with Gloucester Street in a southerly direction for a distance of 62 metres or thereby as shown by zebra hatching and marked “105” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
30. That length of road known as Laidlaw Street from a point 57 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 14 metres or thereby as shown by zebra hatching and marked “106” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
31. That length of road known as Laidlaw Street from a point 78 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 12 metres or thereby as shown by zebra hatching and marked “107” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
32. That length of road known as Laidlaw Street from a point 102 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 20 metres or thereby as shown by zebra hatching and marked “108” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
33. That length of road known as Laidlaw Street from a point 135 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 4 metres or thereby as shown by zebra hatching and marked “109” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
34. That length of road known as Laidlaw Street from its junction with Gloucester Street in a southerly direction for a distance of 42 metres or thereby as shown by zebra hatching and marked “110” on the plan numbered 2NEA/13/3/6 in the Plan Folio.

35. That length of road known as Kinning Street from a point 70 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 6 metres or thereby as shown by zebra hatching and marked “111” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
36. That length of road known as Kinning Street from a point 83 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 18 metres or thereby as shown by zebra hatching and marked “112” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
37. That length of road known as Kinning Street from a point 114 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 32 metres or thereby as shown by zebra hatching and marked “113” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
38. That length of road known as Kinning Street from a point 157 metres or thereby north of its junction with Scotland Street in a northerly direction for a distance of 48 metres or thereby as shown by zebra hatching and marked “114” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
39. That length of road known as Gloucester Street from its junction with West Street in a westerly direction for a distance of 240 metres or thereby as shown by zebra hatching and marked “115” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
40. That length of road known as Gloucester Street from a point 250 metres or thereby west of its junction with West Street in a westerly direction for a distance of 30 metres or thereby as shown by zebra hatching and marked “116” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
41. That length of road known as Gloucester Street from its junction with Dalintober Street in a generally northwesterly direction for a distance of 50 metres or thereby to its junction with Carnoustie Street as shown by zebra hatching and marked “117” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
42. That length of road known as the slip road between the existing M8 motorway and Paisley Road (A8) from a point 120 metres or thereby south of its junction with Paisley Road in a southerly then in a southwesterly direction for a distance of 180 metres or thereby as shown by zebra hatching and marked “118” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
43. That length of road known as Aikenhead Road (A728) from a point 50 metres or thereby north of its junction with Myrtle Park in a northerly direction for a distance of 90 metres or thereby as shown by zebra hatching and marked “127” on the plan numbered 2NEA/13/3/7 in the Plan Folio.

PART 4

PRIVATE MEANS OF ACCESS TO BE STOPPED UP

1. That length of the access road to Tollcross Industrial Village from a point 135 metres or thereby south of the southern kerbline of the A74 London Road, in a southerly direction for a distance of 115 metres or thereby as shown by solid black bands and marked “2” on the plan numbered 2NEA/13/3/1 in the Plan Folio.
2. That length of the access road to Tollcross Industrial Village from a point 230 metres or thereby southeast of the southern kerbline of the A74 London Road, in a southeasterly direction for a distance of 140 metres or thereby as shown by solid black bands and marked “3” on the plan numbered 2NEA/13/3/1 in the Plan Folio.
3. That length of the access road within Tollcross Industrial Village from its junction with the access road described in 2 above, in a southwesterly direction for a distance of 25 metres or thereby as shown by a solid black band and marked “4” on the plan numbered 2NEA/13/3/1 in the Plan Folio.
4. That length of the access road running from Ballochmill Road to an electricity sub-station and onto Clydebridge Steel Works from a point 360 metres or thereby northeast of the junction of Ballochmill Road and Cambuslang Road (A724) in a northerly direction for a distance of 90 metres or thereby then from a point 660 metres or thereby northeast of the junction of Ballochmill Road and Cambuslang Road in an easterly direction for a distance of 70 metres or thereby as shown by solid black bands and marked “17” on the plan numbered 2NEA/13/3/2 in the Plan Folio. Alternative access is provided via a new means of access, more specifically described in paragraph 2 of Part 5.
5. That length of the access road to the former British Rail Rutherglen Depot, off Cambuslang Road (A724), from a point on the existing access road 375 metres or thereby west of its junction with Cambuslang Road in a northwesterly direction for a distance of 120 metres or thereby as shown by solid black bands and marked “18” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
6. That length of access to the workshops located immediately to the east of 119 Cambuslang Road (A724) from its junction with Cambuslang Road in a northerly direction for a distance of 5 metres or thereby as shown by a solid black band and marked “19” on the plan numbered 2NEA/13/3/2 in the Plan Folio. Alternative access is provided via a new side road and new means of access, more specifically described in paragraph 1 of Part 1A and paragraph 5 of Part 5 respectively.
7. That length of access to 181 Cambuslang Road (A724) from its junction with Cambuslang Road in a northeasterly direction for a distance of 5 metres or thereby as shown by a solid black band and marked “20” on the plan numbered 2NEA/13/3/2 in the Plan Folio. Alternative access is provided via a new means of access, more specifically described in paragraph 6 of Part 5.

8. That length of access to 1 Ashton Road, within Rutherglen Industrial Estate from its junction with the new side road as described in paragraph 7 of Part 1A in a southerly direction for a distance of 28 metres or thereby to join Quay Road, as shown by a solid black band and marked “41” on the plan numbered 2NEA/13/3/3 in the Plan Folio. Alternative access is provided from the north side of the aforementioned new side road, more specifically described in paragraph 7 of Part 5.
9. That length of access from its junction with the new side road as described in paragraph 7 of Part 1A within Rutherglen Industrial Estate, in a southerly direction for a distance of 30 metres or thereby as shown by a solid black band and marked “42” on the plan numbered 2NEA/13/3/3 in the Plan Folio. Alternative access is provided from the north side of the aforementioned new side road, more specifically described in paragraph 8 of Part 5.
10. That length of an access road within Dixon Blazes Industrial Estate from a point on Lawmoor Avenue 60 metres or thereby southeast of its junction with Lawmoor Road in a southwesterly direction for a distance of 70 metres or thereby as shown by a solid black band and marked “67” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
11. That length of an access road within Dixon Blazes Industrial Estate from a point at the southeastern extent of Lawmoor Place in a southwesterly direction for a distance of 44 metres or thereby as shown by solid black bands and marked “68” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
12. That length of egress from the Scotland Street car park from its junction with Carnoustie Street located 15 metres or thereby north of the junction of Scotland Street and Carnoustie Street in a westerly direction for a distance of 5 metres or thereby as shown by a solid black band and marked “119” on the plan numbered 2NEA/13/3/6 in the Plan Folio.
13. That length of access to 600 Aikenhead Road (A728) located 95 metres or thereby north of the junction of Myrtle Place and Aikenhead Road in a westerly direction for a distance of 10 metres or thereby as shown by a solid black band and marked “128” on the plan numbered 2NEA/13/3/7 in the Plan Folio. Alternative access is provided via a new means of access, more specifically described in paragraph 31 of Part 2.
14. That length of access to Toryglen Park from its junction with the access road into 425 Polmadie Road in a southerly direction for a distance of 15 metres or thereby as shown by a solid black band and marked “129” on the plan numbered 2NEA/13/3/7 in the Plan Folio. Alternative access is provided via a new side road and new means of access, more specifically described in paragraph 26 of Part 1B and paragraph 16 of Part 5 respectively.

PART 5

NEW MEANS OF ACCESS TO BE PROVIDED

1. From a point on Fullarton Road at the northbound exit from the roundabout which forms the interchange with the existing M74 motorway, in a westerly direction for a distance of 50 metres or thereby, as shown by hatching and marked “5” on the plan numbered 2NEA/13/3/1 in the Plan Folio.
2. From a point on the existing access described in paragraph 4 of Part 4, 360 metres or thereby northeast of the junction of Ballochmill Road and Cambuslang Road (A724) in a northeasterly direction for a distance of 370 metres or thereby to Clydebridge Steel Works as shown by hatching and marked “21” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
3. From a point on the existing access to the workshops located immediately east of 119 Cambuslang Road (A724), 20 metres or thereby northeast of its junction with Cambuslang Road in a southeasterly direction for a distance of 15 metres or thereby to provide a turning area as shown by hatching and marked “22” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
4. From a point on Cambuslang Road (A724) 30 metres or thereby northwest of its junction with Ballochmill Road in a westerly direction for a distance of 130 metres or thereby as shown by hatching and marked “23” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
5. From a point on the turning area at the western end of Cunninghame Road within Clyde Industrial Estate in a southerly direction for a distance of 15 metres or thereby to form an access to the workshops located immediately east of 119 Cambuslang Road (A724) as shown by hatching and marked “24” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
6. From a point on Cambuslang Road (A724) 30 metres or thereby northwest of its junction with Ballochmill Road in a northeasterly direction for a distance of 3 metres or thereby as shown by hatching and marked “25” on the plan numbered 2NEA/13/3/2 in the Plan Folio.
7. From a point on the new side road to be provided within Rutherglen Industrial Estate as described in paragraph 7 of Part 1A, 85 metres or thereby west of its junction with Queen Street in a northerly direction for a distance of 5 metres or as shown by hatching and marked “43” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
8. From a point on the new side road to be provided as described in paragraph 7 of Part 1A, 180 metres or thereby west of its junction with Queen Street within Rutherglen Industrial Estate, in a northerly direction for a distance of 5 metres or thereby as shown by hatching and marked “44” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
9. From a point on the new side road to be provided as described in paragraph 6 of Part 1A, 65 metres or thereby west of its junction with Quay Road North within Rutherglen Industrial Estate, in a northerly direction for a distance of 5 metres or thereby as shown by hatching and marked “45” on the plan numbered 2NEA/13/3/3 in the Plan Folio.

10. From a point on the new side road to be provided as described in paragraph 6 of Part 1A, 20 metres or thereby east of its junction with an access road within Rutherglen Industrial Estate running parallel to Glasgow Road (A730), in a northerly direction for a distance of 5 metres or thereby to form an access to Number 1 Rutherglen Industrial Estate as shown by hatching and marked “46” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
11. From a point on Rosyth Road within Polmadie Industrial Estate 120 metres or thereby southwest of its junction with Toryglen Street in a southeasterly direction for a distance of 17 metres or thereby to form an access to 23 Rosyth Road as shown by hatching and marked “47” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
12. From a point on Queen Street 90 metres or thereby southwest of its junction with Quay Road in a westerly direction for a distance of 70 metres or thereby to form an access as shown by hatching and marked “48” on the plan numbered 2NEA/13/3/3 in the Plan Folio.
13. From a point on Polmadie Road (B763) 60 metres or thereby southwest of its junction with Polmadie Avenue in a northwesterly direction for a distance of 35 metres or thereby, then in a westerly direction for a distance of 65 metres or thereby, then in a northwesterly direction for a distance of 445 metres or thereby to the existing Railway Relay Box as shown by hatching and marked “69” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
14. From a point on an access road within Dixon Blazes Industrial Estate 32 metres or thereby northwest of its junction with Lawmoor Road in a southwesterly direction for a distance of 10 metres or thereby to form a turning area as shown by hatching and marked “70” on the plan numbered 2NEA/13/3/4 in the Plan Folio.
15. From a point on Pollokshaws Road 35 metres or thereby northeast of its junction with Turriff Street in a southeasterly direction for a distance of 95 metres or thereby to form an access as shown by hatching and marked “91” on the plan numbered 2NEA/13/3/5 in the Plan Folio.
16. From a point at the southern extent of the new side road to be provided as described in paragraph 26 of Part 1B in a southwesterly direction for a distance of 18 metres or thereby to form an access to Toryglen Park as shown by hatching and marked “130” on the plan numbered 2NEA/13/3/7 in the Plan Folio.