

# VIEWPOINT 2



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RECEPTOR	DESCRIPTION OF VIEW	NATURE OF EFFECT & MITIGATION	CONSTRUCTION	SIGNIFICANCE OF EFFECTS									
Transport and Recreational Route. Bredisholm Road.	Foreground - A8 Road Infrastructure and traffic dominant. New roadside planting adjacent to highway.	Road widening to existing A8 will remove recent planting due to slope redesign on eastbound carriageway. Land cover change due to removal of existing vegetation (grassland/woodland). Land form change following excavation of APR in cutting right of view. Soil stripping and associated works will be visible.		RESIDUAL EFFECTS Residual effect will be out of scale with the landscape resource, a deterioration in the existing view as mitigation measures cannot fully compensate.	BENEFICIAL	SUBSTANTIAL	MODERATE	SLIGHT	NO CHANGE	SLIGHT	MODERATE	SUBSTANTIAL	ADVERSE
CLASSIFICATION OF RECEPTOR	Mid/Far Distance - Elevated road section breaks skyline screened partly by mature tree planting. Agricultural landuse visible outside road corridor.		OPERATIONAL STAGE										
Location 62m AOD Direct line of M8 Alignment.		The linear road cutting of the APR visible along with vehicular movements. Retaining structure visible separating APR & motorway traffic. Modified landforms masked with woodland planting, new skyline towards Bargeddie Parish Church. New hedgerow and specimen tree planting top of embankment mitigates visual intrusion of the APR from Bargeddie.		MAGNITUDE OF IMPACT Construction/operational effects result in noticeable change over an extensive area from this recreational route. Significant long term effects from mitigation measures alter views from the motorway/APR, but result in wider visual dominance of traffic.	NONE / NEGLIGIBLE	SLIGHT	MODERATE	SUBSTANTIAL	SEVERE				
Sensitivity : - Moderate.			15 YEARS FROM OPERATION (LONG TERM)										
		Mature woodland planting reinforces landscape character of the interchange and creates new skyline around the APR to the right. Hedgerow planting and sporadic trees filter views towards the countryside associated with the Incised River Valley. Woodland planting blocks between the motorway and APR will compliment the retaining structure in terms of screening for road users.											

<p>TRANSPORT SCOTLAND</p> <p>An agency of SCOTTISH EXECUTIVE</p>	<p>CLIENT</p> <p>PROJECT TITLE</p> <p><b>M8 Baillieston to Newhouse Updated 2007</b></p>	<p>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Scottish Executive 100020540 Year of publication</p>						<p>ENGINEER</p> <p><b>Mouchel FAIRHURST</b></p> <p>IN ASSOCIATION WITH</p> <p><b>SIAS</b> </p>	<p>DRAWING TITLE</p> <p><b>M8 Addendum: Landscape Effects Photo Viewpoint 2</b></p>	
		DESIGN BY:	CHECKED BY:	SWG	DATE:	DATE:	December 05			
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		REV	REVISIONS	BY	CHKD	APP'D	DATE			
AMENDMENTS						DRAFT	<input checked="" type="checkbox"/> FINAL REPORT	SCALE	DRAWING NO	REV
						NTS	AT A3	Figure 11.5	A	