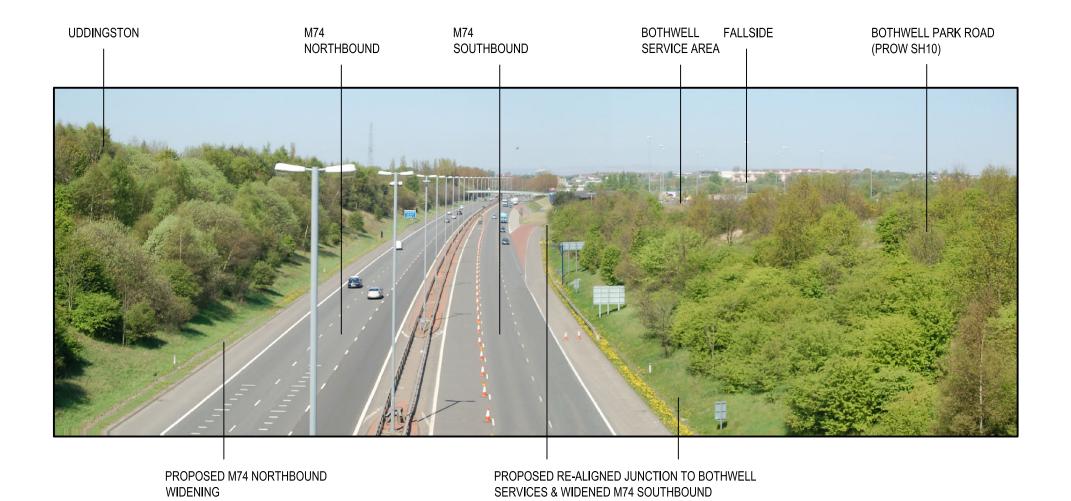
## VIEWPOINT 13



J:\n53213a\Current\Raith Stage 3\ pl01318.dwg

Figure 11.16

NTS AT A3

RECEPTOR	DESCRIPTION OF VIEW			CT & MITIGATION									CONSTRUCTION	RESIDUAL SIGNIFI	CANCE OF EFFECTS		SLIG MOD	NO C	MOD SUB
Transport and recreation route (Bothwell Park Road Overbridge)	Foreground - M74 & existing Raith services junction on/off visible next to southbound carriage way road infrastructure dominant centre of	vegetation Construction	becau on wor	o both northbound and southbouse of the engineering solution k will be visible in foreground a well service area can be seen.	to s	lope i	e-pr	ofili	ng Dis	tant views	are relativ	ely unaffed	ted.	discernible deterior improvement in the changes to the sch	existing view. The eme would be	í	SLIGHT  MODERATE  SUBSTANTIAL	CHANGE	STANTIAL DERATE
CLASSIFICATION OF RECEPTOR		OPERATIONAL STAGE											ATIONAL STAGE	considered barely բ	erceptible.	BENE			
Location - Direct line of M74 widening/600m from new		Wider road provision is the most obvious change to viewpoint along with engineered solution to retaining embankments. much of the existing vegetation has been retained maintaining an ecological quality found currently.										-				M			
interchange.  AOD 45m (Approx)	Mid/Far Distance - Mature roadside planting on both sides of	cimbanianicing. That is the existing vegetation has been retained maintaining an ecological quality lound currently.									MAGNITUDE OF IMPACT  The residual effect would be a minor or virtually imperceptible change in any		NONE / N	SLIGHT	MODERA:	SUBSTAN			
	the motorway creates wooded	15 YEARS FROM OPERATION (LONG TERM)											area or landscape	components due to	EGLIC		류	ATTIAL	
Sensitivity : - Moderate	skyline which flattens near the Bothwell service area to reveal some residential dwellings within woodland, centre to right of the horizon.	Mitigation unable to fully address the road scheme widening entirely. Earth forms and existing vegetation contain vistas within the road development, views over surrounding areas are limited by embankments and existing trees, Similar to existing scenario. Main alterations to view is a wider road footprint and slightly increased view over slip road centre of viewpoint.											<ul> <li>the engineering solution for retaining the verges where road widening occurs.</li> </ul>		SIBLE X				
CLIENT	PROJECT TITLE  M8 Baillieston to Nev	Survey on behalf of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to proceedings. Security Executive (1000/2544) teep of publication.													Stage 3:	Land		Effe	cts
TRANSPORT	and Associated Impro							D	DATE:		CHECKED BY: DATE:	SWG OCTOBER 06		IN ASSOCIATION WITH	to Vie	ewpoint	13		
SCOTLAND			A DEV	STAGE 3 FINAL ISSUE REVISIONS	DJH	SH S	WG 08/0		DATE:	SR OCTOBER 06	APPROVED BY: DATE:	MW OCTOBER 06		SIAS VA	SCALE DRAWING N	NO.			Incv

AMENDMENTS

An agency of SCOTTISH DECUTIVE

X FINAL REPORT