EXECUTIVE NOTE

THE M8 (BAILLIESTON TO NEWHOUSE) SPECIAL ROAD SCHEME 2011 SSI 2011/10

The above instrument was made in exercise of the powers conferred by sections 7, 8(2) and 10(1) of the Roads (Scotland) Act 1984. This instrument is subject to affirmative resolution procedure.

THE A8 TRUNK ROAD (BAILLIESTON TO NEWHOUSE) ORDER 2011 SSI 2011/11

THE A725 TRUNK ROAD (BAILLIESTON TO NEWHOUSE) ORDER 2011 SSI 2011/12

The above instruments were made in exercise of the powers conferred by section 5(2) of the Roads (Scotland) Act 1984. These instruments are subject to affirmative resolution procedure.

A list of the plans/plan folios relative to the above Schemes and Orders is provided in **Annex 1** with a copy of each plan/plan folio enclosed with the Executive Note.

Background

The Scottish Ministers, as roads authority for trunk roads, have a statutory duty in accordance with the Roads (Scotland) Act 1984 to keep under review the trunk road network in Scotland, and to manage and maintain that system of routes - including improving the network where appropriate - to ensure a safe and efficient national network of roads. These functions are undertaken on behalf of the Scottish Ministers by Transport Scotland, an agency of The Scottish Government. The trunk road network is the system of through routes that provide strategically important road links between communities throughout Scotland.

The three instruments before Parliament provide the powers to construct a new section of special road between Baillieston and Newhouse to complete the M8 between Edinburgh and Glasgow ("the M8"). The orders also provide the powers to make alterations to the existing A725 and A8 Trunk Roads to support the motorway upgrade.

The M8 special road will be a motorway meaning access will be restricted to certain classes of vehicles. For example, certain farm vehicles and cyclists will not be permitted. This also gives the Scottish Ministers powers to exclude utilities cables and pipelines from being laid along the road which could cause traffic disruption when they have to be maintained. However, existing cables and pipelines would be accommodated where they cross the Scheme.

These instruments are associated with a number of other local instruments **which are not subject to Parliamentary procedure**. It is intended that these other instruments will be made following completion of the affirmative resolution procedure. A list of all related instruments is provided in **Annex 2**.

Policy objectives

The need for the M8 Baillieston to Newhouse scheme has long been recognised with ongoing Government commitments dating back to 1984. The M8 scheme is supported across all levels of strategies and in policies. It is viewed as a project of major economic importance to Scotland and will have significant benefits in aiding regeneration, supporting economic growth and reducing the environmental impacts of congestion.

Planning and transport policy documents in support of the Scheme are listed in Annex 3. These strategic policy documents set out the context for the Scheme, identifying the key objectives of promoting economic growth, social inclusion and accessibility, and sustainable transport, which minimises the environmental impact of transport. It is identified that transport infrastructure should be maintained and improved in order to reduce congestion, improve reliability, and connect key economic centres and communities. The commitment to the M8 Baillieston to Newhouse scheme is a common thread running through these documents with an emphasis on the scheme forming part of a framework for economic growth through the Central Belt.

Annex 4 to this Note details the Scheme Description and Benefits more fully and **Annex 5** sets out the Options Appraisal process undertaken in developing the M8 project.

Consultation

A significant amount of consultation was undertaken during development of the Scheme and Orders before Parliament as well as the related local instruments and Environmental Impact Assessment. This included statutory and non-statutory consultation with a range of parties such as statutory and non-statutory bodies, local authorities, interest groups, businesses, landowners and the public.

A number of public exhibitions, meetings, and leaflet drops have been undertaken, together with the development of a project website www.m8completion.com. The website offers up to date information on the development of the scheme.

Consultees included: North Lanarkshire Council, Glasgow City Council, South Lanarkshire Council, Scottish Enterprise, Strathclyde Passenger Transport Authority and WESTRANS, now Strathclyde Partnership for Transport (SPT), Network Rail, Scottish Environmental Protection Agency (SEPA), Scottish Natural Heritage (SNH), Historic Scotland, Scottish Executive: Various Departments, Utility Companies, Freight Transport Association, Road Haulage Association, Sustrans, Swinton Community Council, Architecture and Design Scotland.

Consultation with landowners and tenants affected by the proposed scheme was undertaken both in writing and in meetings and public exhibitions were held in March/April 2006 following publication of the Draft Road Orders and Environmental

Statement for the M8 scheme. Further exhibitions were held in October/November 2007 following republication of Draft Road Orders, updated Environmental Statement and Draft Compulsory Purchase Order.

Public Notices advertising the publication of draft Orders and associated Environmental Statement were placed in the Herald, the Wishaw Press, the East Kilbride News, the Airdrie & Coatbridge Advertiser, the Rutherglen Reformer, the Hamilton Advertiser, the Bellshill Speaker and the Edinburgh Gazette in October 2007. Public Notices advertising the Compulsory Purchase Orders were placed in the same local papers in November 2007. The draft Orders were also advertised in local streets and roads in the vicinity of the promoted Scheme. In addition the draft Orders and Environmental Statement were available from the M8 project website.

Consultation with a number of other bodies throughout the period of scheme development was undertaken in writing. A list of bodies that have been consulted in writing is included in **Annex 6** to this Executive Note.

Public Local Inquiry

The Scottish Ministers' published the Scheme and Orders in draft along with the related local instruments described in Annex 2 and an Environmental Statement on 24 March 2006. Following amendments to the Environmental Impact Assessment (Scotland) Regulations in 2006 the draft Scheme and Orders were republished with an Environmental Statement on 23 October 2007. The related Compulsory Purchase Order 200[ ] was published on 13 November 2007.

All representations received in relation to the 2006 draft Orders were retained and any objection made to the 2006 draft Orders was carried forward and treated as an objection to the 2007 draft Orders. 101 objections were received (including a petition of 61 signatories from the Swinton Community Group). There were no objections to the principle of the scheme. In consideration of these objections the Scottish Ministers appointed a Reporter to call and hold a Public Local Inquiry. This Public Local Inquiry was held between 1st and 16th July 2008. 4 parties gave oral evidence; the Swinton Community Group, Mr and Mrs Barrie, G.S. Brown and Mr Angus. A further 25 parties rested on written evidence.

The Reporter appointed considered that evidence together with the oral and written evidence provided on behalf of the Promoter, and his conclusions are documented within the Report (M8 Baillieston to Newhouse – Report to Scottish Ministers – DPEA). Information relating to the Public Local Inquiry was made available to the general public via the M8 project website.

Following consideration of the Reporters findings and recommendations, the Scottish Ministers announced on 13 December 2010 their decision to proceed with the proposed M8 Scheme. The Scottish Ministers decided to make the Scheme and Orders subject to a modification to the A8 (Baillieston to Newhouse) Trunk Road Order 2011, which was recommended to the Reporter, in order to address concerns raised by Swinton Community Council. This modification has the effect that the Scottish Ministers will remain the relevant roads authority for the Swinton Roundabout rather than transfer it to the local roads authority, Glasgow City Council.

Financial effects

The currently estimated out turn cost range for the Scheme is £170-210 million ex VAT.

The scheme is included in the current Trunk Road and Motorway Programme and will be assessed for procurement by means of a Non-Profit Distributing Model contract as identified in Scotland's Spending Plans and Draft Budget 2011-12. An NPD contract is one in which any efficiency savings or windfall gains will be used for wider public interest benefit.

TRANSPORT SCOTLAND
January 2011

Annex 1: List of Plans/Plan Folios relative to each Scheme and Order

The M8 (Baillieston to Newhouse) Special Road Scheme 2011 – plan numbered OTG/1404/13/1001

The A8 Trunk Road (Baillieston to Newhouse) Order 2011 – plan numbered OTG/1404/13/3002

The A725 Trunk Road (Baillieston to Newhouse) Order 2011 – plan numbered OTG/1404/13/3003

Annex 2: List of Orders to Published in respect of the M8 Baillieston to Newhouse Scheme

The following local instruments are intended to be made following Parliament's consideration of the M8 (Baillieston to Newhouse) Special Road Scheme and the A8 and A725 (Baillieston to Newhouse) Trunk Road Orders.

In accordance with the procedure set out in the Roads (Scotland) Act 1984, and related legislation, the Scottish Ministers have published the Roads (Scotland) Act 1984 Orders in draft along with an Environmental Statement on 23 October 2007. The compulsory purchase order was published in draft on 13 November 2007.

These Orders and any objections to them were also the subject of consideration at the Public Local Inquiry on the M8 Project.

1. The M8 Special Road (Baillieston to Newhouse) Appropriation Order 200[ ]

Some sections of the existing A8 will require to be upgraded to form part of the M8 Special Road. This change in status is will be effected by the above instrument.

2. The M8 (Baillieston to Newhouse) Special Road (Side Roads) Order 200[ ]

This instrument promotes the connecting local roads associated with the M8 scheme, in particular the stopping up and providing new local roads/private means of access and any improvements required to the local road network as a consequence of the new special roads.

3. The M8 (Baillieston to Newhouse) Special Road (Redetermination of Means of Exercise of Public Right of Passage) Order 200[ ]

This instrument will convert some parts of the local road network for use exclusively by cyclists and pedestrians.

4. The M8 (Baillieston to Newhouse) Special Road (Extinguishment of Public Rights of Way) Order 200[ ]

Certain extinguishment of existing public rights of way and provision of alternative public rights of way as a consequence of conflicts with the line of the proposed new road are detailed in this instrument.

5. The M8 (Baillieston to Newhouse) Special Road Scheme Compulsory Purchase Order 200[ ]

This order promotes the compulsory acquisition by Scottish Ministers of lands and servitude rights necessary for the purpose of constructing the M8 scheme.

Annex 3: Supporting policy documents

Planning policy documents in support of the Scheme:

- National Planning Framework (NPF and NPF2);
- SPP 17 Planning for Transport (August 2005);
- Glasgow and the Clyde Valley Joint Structure Plan (2000 and 2005 & 2006 up-dates);
- The North Lanarkshire Council: North Lanarkshire Local Plan – Consultation Draft (2007);
- The North Lanarkshire Council: Southern Area Local Plan (modified June 2001);
- The Monklands District Local Plan (1991); and
- The Glasgow City Plan 2 Finalised Draft May 2007.

Transport Policy documents in support of the Scheme and Orders:

- Roads, Traffic and Safety, 1992
- Strategic Roads Review, 1997-1999
- Scotland's Transport – delivering improvements, 2002
- Scotland's Transport Future, 2004
- Scotland's National Transport Strategy 2006

Annex 4: Scheme Description and Benefits

The section of the A8 trunk road between Baillieston and Newhouse was built in the late 1960s and early 1970s. It lies 13 km to the east of the City of Glasgow and forms part of the main Trunk Road connecting Edinburgh and Glasgow, serving both east–west and, to a lesser extent, north-south traffic.

The A8 Corridor between Baillieston and Newhouse has a multi-function role as: a key section of the trunk road network; a principal route for freight; an inter-urban connection between Central Scotland towns and Edinburgh and Glasgow business centres; and an intra-regional distributor between population and employment centres within North Lanarkshire. The combination of roles compounds the problems of accommodating high levels of local, regional and long distance traffic with inadequate road layouts and junction configurations for a key strategic link.

Many journeys along the existing A8 corridor are short local trips with vehicles travelling from one North – South link to the next. The nature of these trips and the close proximity of the junctions leads to congestion on the main A8 corridor during peak times and disruption to strategic Edinburgh – Glasgow traffic.

The proposed scheme will provide a strategic motorway link catering predominantly for through traffic, with limited access to a complementary all-purpose traffic network to serve local traffic movements.

The Scheme includes recreational routes which are compatible with North Lanarkshire and Glasgow City Council's local core path plans and provide east-west and north-south walkway/cycleway connections.

The Scheme will improve journey times and journey reliability between Edinburgh and Glasgow. The Scheme will reduce average travel times from 14 minutes down to 5.5 minutes and from 8 minutes down to 5.3 minutes in the morning and evening peak periods respectively. This equates to improvements in average vehicle speeds from 16mph to 43mph and from 33mph to 43mph in the morning and evening peak periods respectively.

The upgrade will remove the close spacing of junctions and farm accesses on the existing A8, reducing the conflicts between strategic and local traffic.

The motorway upgrade will provide motorway access to key developments along the corridor and support economic growth.

The existing A8 link will be retained to provide local access to adjacent communities.

The Scheme offers a very attractive economic return on the capital investment, providing an NPV of approximately £970m a corresponding Benefit to cost ratio (BCR) of 7.5. A positive NPV (i.e. NPV >0) and a BCR >1.0 represent the point at which the benefits of a scheme begin to outweigh its costs. This assessment with such high NPV and BCR values

therefore suggests that the M8 Scheme represents considerable value for the initial capital investment.

The vast majority of the benefits are associated with travel time savings due to the additional capacity and improved level of service afforded by the new motorway standard road.

The Scheme layout is shown in **Annex 7.**

Annex 5: Options Appraisal

Scottish Ministers' policy regarding scheme assessment reporting is detailed in the Design Manual for Roads and Bridges (DMRB). There are 3 stages of assessment:

Stage 1 – identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with broadly defined improvement strategies.

Stage 2 – identify the factors to be taken into account in choosing alternative routes or improvement schemes and to identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those routes or schemes.

Stage 3 – identify clearly the advantages and disadvantages, in environmental, engineering, economic and traffic terms, of the Scottish Ministers' preferred route or scheme option.

At stage 1 three route corridors were identified within which twenty six route options or combinations were developed. Three options were taken forward for stage 2 assessment of which one was developed through stage 3 to orders publication.

The Scheme satisfies the Government's five policy objectives in respect of Environment, Economy, Safety, Integration and Accessibility as follows:

Environment – to protect the natural and built environment and lessen adverse impacts of traffic on people through improved design and effective management. The Scheme satisfies this objective by having carefully identified potential impacts throughout the design process and avoiding or mitigating such impacts as far as practicable through amendments to the design. Specific measures will be set in place as Contractual requirements for the Scheme to mitigate those impacts that are otherwise unavoidable.

The Scheme incorporates specific mitigation in relation to noise, water quality and drainage, pedestrian and cyclist access, landscape and visual effects, and ecology. Measures include the provision of acoustic barriers, a Sustainable Drainage System (SUDS) which includes a number of new wetlands, new footpaths and cycleways, and extensive native-species planting of trees and shrubs, along with approximately 20km of new hedgerows. Grassland areas will also be seeded with a species-rich mixture appropriate to the locality. The alignment of the Scheme unavoidably impacts upon several pedestrian and cycle routes. Mitigation to address affected routes has been incorporated into the Scheme, and this mitigation also improves accessibility and links with the wider footpath and cycleway network through contributing to a continuous east-west cycleway link between Baillieston and Newhouse. The North Calder Water was identified as a sensitive environmental receptor, and the bridge carrying the new section of M8 across this watercourse was designed to be of a single span design, set well back from the banks. It is a Contractual requirement that there will be no in-river works during the construction of the bridge.

Economy – to support sustainable economic activity along the road corridor, reducing delays and improving journey time reliability. The Scheme satisfies this objective by separating strategic and local traffic and reducing conflicting movements at major interchanges. This results in significant predicted travel time savings throughout the A8/M8 corridor and on the A725 around Shawhead. Average travel times for key strategic movements throughout the corridor are predicted to reduce significantly, with estimated journey time improvements of around 18 minutes for specific movements in the peak periods. Additionally, the variation in predicted individual journey times for both strategic and local trips is predicted to reduce implying improvements in journey time reliability.

Safety – to improve safety for all users within the road corridor, including where possible separating long distance strategic traffic from short distance local trips. The Scheme satisfies this objective by providing a higher standard motorway alternative to the current A8 for strategic traffic whilst reducing flows on the all purpose network for more local traffic. This results in a predicted reduction of more than 100 accidents per year, and predicted accident savings of more than £118m over a 30 year period.

Integration – to support the integration of transport policies. The Scheme satisfies this objective by providing motorway connection to Eurocentral and thereafter to the Rail Freight Terminal. The Scheme supports development outlined in the relevant local plans and is supported by Glasgow, North and South Lanarkshire Councils.

Accessibility – to provide improved access to facilities and employment areas, and also maintain pedestrian and cyclist linkages and help avoid community severance by improving north-south routes. The Scheme satisfies this objective by measures including;

1. separating long distance motorway traffic from traffic accessing and egressing local junction and facilities;
2. providing direct motorway access to the existing and committed employment centres at Eurocentral, Strathclyde Business Park and Ravenscraig;
3. providing new and improved footways / cycleways including crossings of the A8 and M8.

The DMRB appraisal process results in the development of conceptual design which is sufficiently developed to allow definition of the draft Compulsory Purchase and Road Orders.

The appointed Contractor will develop the detailed design. The commitments and mitigation measures contained in the Environmental Statement will form a requirement of the contract, and their implementation will be a contractual requirement.

Annex 6: Lists of Bodies involved in Written Consultations

Bodies involved in Written Consultation during Scheme Development included:

Amey Infrastructure Services
Architecture and Design Scotland
Blantyre & North Hamilton Social Inclusion Partnership
Botanical Society of the British Isles
British Geological Survey
British Horse Society
British Trust for Ornithology (BTO)
BT
Butterfly Conservation
Cable & Wireless
Cable and Wireless UK
CBI Scotland
Central Scotland Forest Trust
Clyde Amphibian and Reptile Group
Clyde Bat Group
Clyde River Foundation
Coal Authority
Communities Scotland
Community Councils/local community groups
Concern for Swifts
Federation of Small Businesses
Forestry Commission Strathclyde Conservancy
Freight Transport Association
Glasgow Chamber of Commerce
Glasgow City Council -Biodiversity Officer
Glasgow City Council – Development and Regeneration
Glasgow City Council – Environmental and Protection Services
Glasgow City Council – Land Services (Roads Department)
Hamilton Natural History Society
Health and Safety Executive
Historic Scotland
Lanarkshire Access Forum
Lanarkshire Chamber of Commerce
Network Rail
North Lanarkshire Council - Planning and Environment
North Lanarkshire Council - Biodiversity Officer
North Lanarkshire Council - Protective Services
North Lanarkshire Council - Traffic and Transport
North Lanarkshire Social Inclusion Partnership
Plantlife Scotland
Public transport providers (e.g. bus companies)
River Clyde Fisheries Management Trust
Road Haulage Association
Royal Society for the Protection of Birds

Scotland Gas Networks Ltd
Scottish Badgers
Scottish Enterprise Glasgow
Scottish Enterprise Lanarkshire
Scottish Environment Protection Agency
Scottish Executive - Environment Group
Scottish Executive – Environment group, Countryside and Natural Heritage Unit
Scottish Executive – Environment group, Countryside and Natural Heritage Unit
Scottish Executive Rural Affairs Department
Scottish Natural Heritage
Scottish Ornithologists Club
Scottish Power
Scottish Rights of Way and Access Society
Scottish Water
Scottish Wildlife Trust
SGN
Smiths Gore (for Coal Authority)
South Lanarkshire Council - Economic Development
South Lanarkshire Council - Planning, Building Control & Estates
South Lanarkshire Council - Roads & Transportation Section
Strathclyde Fire & Rescue
Strathclyde Partnership for Transport
Strathclyde Police
Sustrans Scotland
Thus
Traffic Scotland
Virgin Media
West of Scotland Archaeology Service

Bodies Involved in Written Consultation in Respect of the Published Draft Orders:

Glasgow City Council, City Chambers
North Lanarkshire Council, Civic Centre
South Lanarkshire Council, Montrose House
Gartcosh Community Council
Gartlea Community Council
Monkland Glen Community Council
Bellshill Community Council
Newarthill Community Council
Garrowhill Community Council
Swinton Community Council
Wellhouse Community Council
AA
Architectural Design Scotland
Atkins OSM plan
BAA
Amey SW
Bear SE

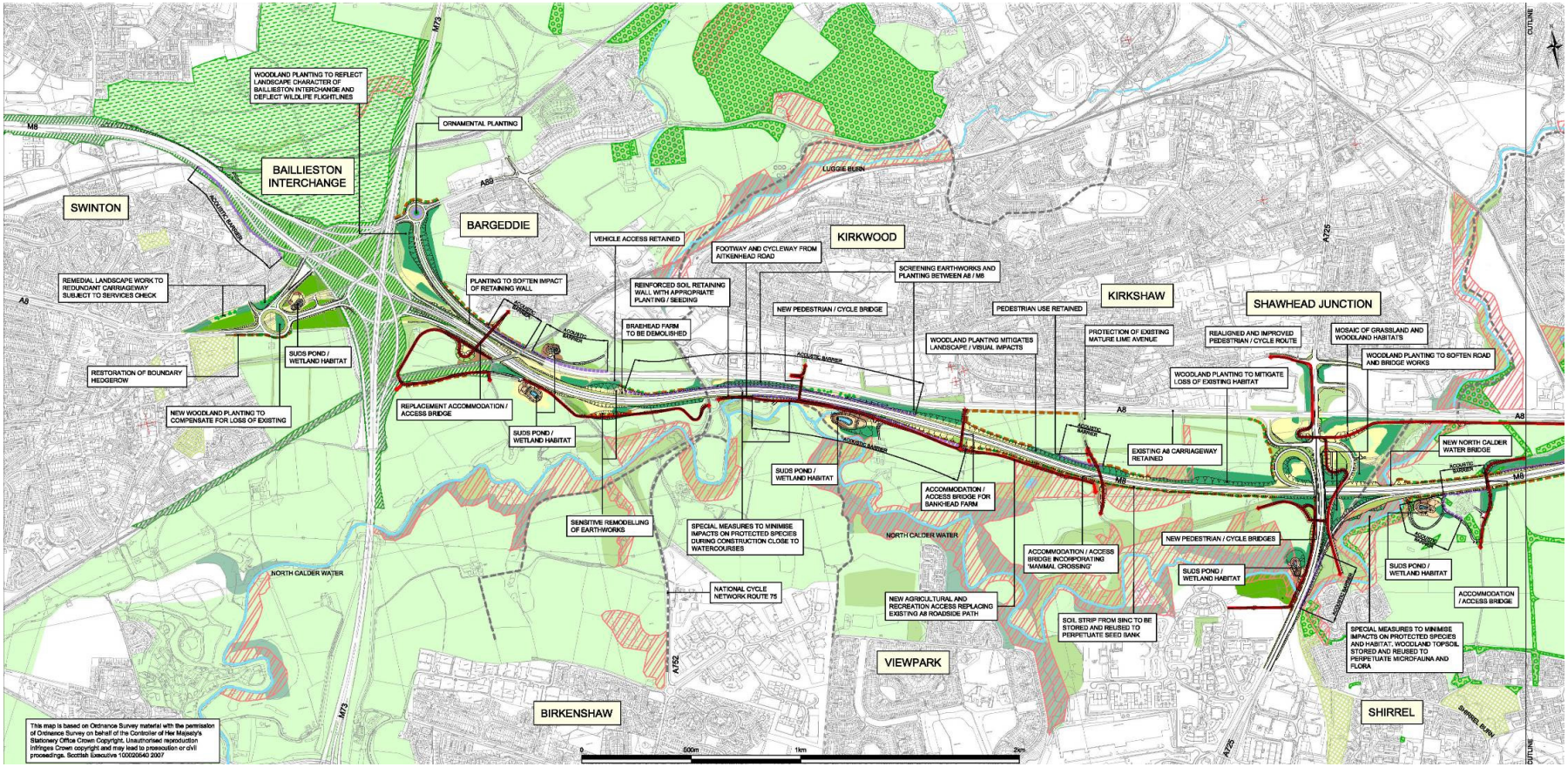
British Telecom
British Waterways
Civil Aviation Authority Airdrome
Civil Aviation Authority Airspace
Confederation of Passenger Transport Scotland
CTC
Defence Estate Org
Defence Estate Org (MOD)
Fire Brigade
Forestry Enterprise
Freight Transport Association
Geographers a-z map co
Historic Scotland
Go Bike
Scottish Enterprise
Inst of Logistics and Transport
Int of Transport Administration
Mercury Communications
National Farmers Union
National Air Traffic Service
Network Rail
Ordnance Survey (chief surveyor)
Ordnance Survey (mapping intelligence)
Police
Rail Property Ltd
Road Haulage Association
RSAC motorsport
Strathclyde Partnership for Transport
Scotland Gas Networks
Scottish Ambulance Service
Scottish & Southern Energy
Scottish Coal
Scottish Natural Heritage
Scottish Power
Scottish Rights of Way and Access Society
Scottish Water
SEPA
Spokes
Sustrans
The British Horse Society
The Coal Authority
The Crown Estate
The Scottish Civic Trust
The Scottish Landowners Federation
The Scottish Wildlife Trust
Traffic Master
Transform Scotland
Virgin media

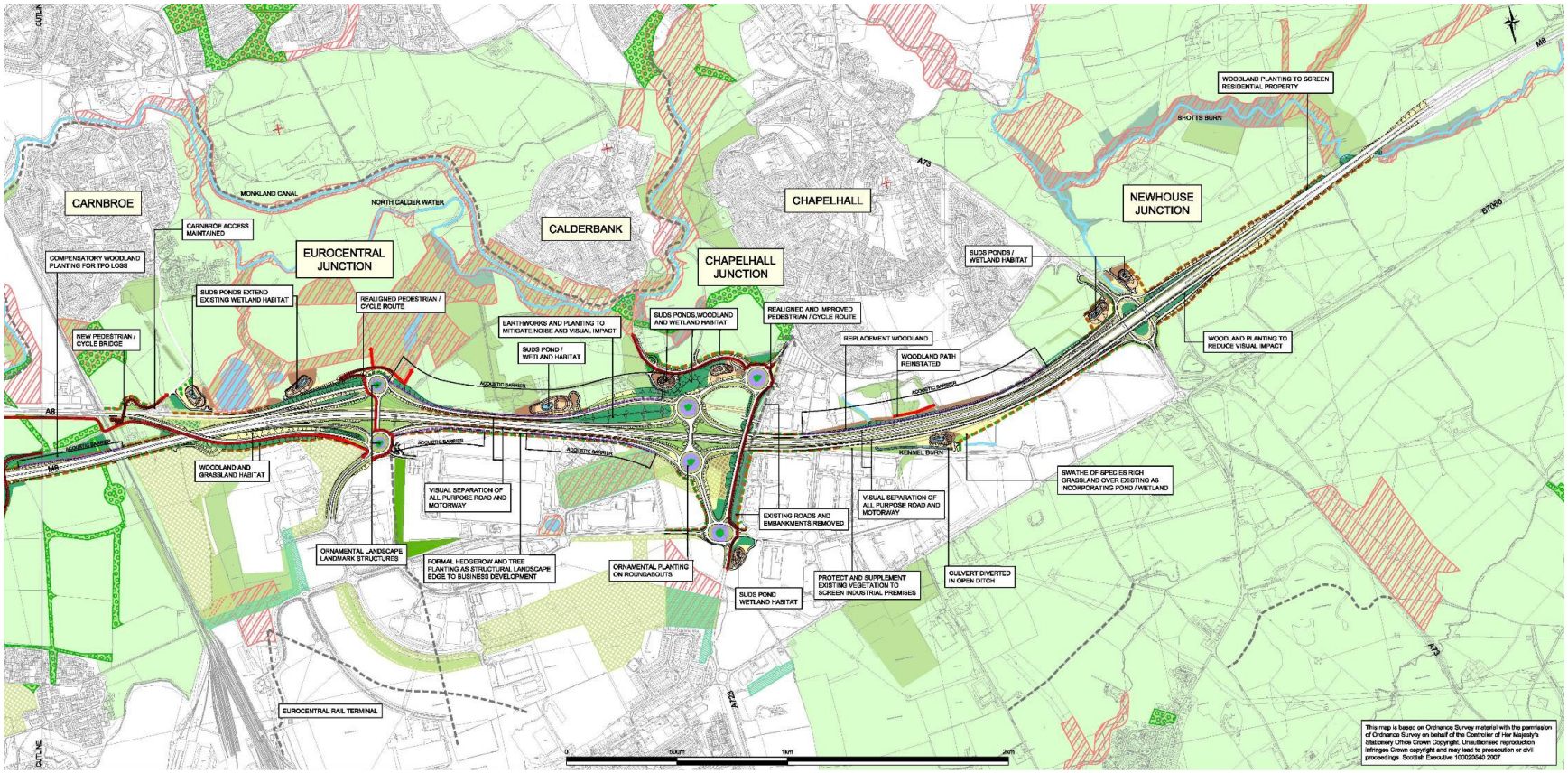
VOA District Valuer
VOA Mineral Valuer

Display copies for public viewing were provided at:

Glasgow City Council, City Chambers
North Lanarkshire Council, Civic Centre
North Lanarkshire Council, Municipal Buildings
North Lanarkshire Council, Bron Way
South Lanarkshire Council, Montrose House
Newarthill Library
Baillieston Library
Chapelhall Library
Bellshill Cultural Centre Library
Whifflet Library
Old Monkland Library
Viewpark Library
Airdrie Public Library
Transport Scotland

Annex 7: The Scheme Layout


WOODLAND PLANTING TO REFLECT LANDSCAPE CHARACTER OF BAILLIESTON INTERCHANGE AND DEFLECT WILDLIFE FLIGHTLINES
ORNAMENTAL PLANTING
BAILLIESTON INTERCHANGE
SWINTON
BARGEDDIE
KIRKWOOD
KIRKSHAW
SHAWHEAD JUNCTION
VIEWPARK
BIRKENSHAW
SHIRREL
M8
M73
A8
A89
A752
A725
LUGGIE BURN
NORTH CALDER WATER
SHIRREL BURN
ACOUSTIC BARRIER
REMEDIAL LANDSCAPE WORK TO REDUNDANT CARRIAGEWAY SUBJECT TO SERVICES CHECK
RESTORATION OF BOUNDARY HEDGEROW
NEW WOODLAND PLANTING TO COMPENSATE FOR LOSS OF EXISTING
SUDS POND / WETLAND HABITAT
REPLACEMENT ACCOMMODATION / ACCESS BRIDGE
PLANTING TO SOFTEN IMPACT OF RETAINING WALL
VEHICLE ACCESS RETAINED
FOOTWAY AND CYCLEWAY FROM AITKENHEAD ROAD
REINFORCED SOIL RETAINING WALL WITH APPROPRIATE PLANTING / SEEDING
BRAEHEAD FARM TO BE DEMOLISHED
NEW PEDESTRIAN / CYCLE BRIDGE
SCREENING EARTHWORKS AND PLANTING BETWEEN A8 / M8
PEDESTRIAN USE RETAINED
WOODLAND PLANTING MITIGATES LANDSCAPE / VISUAL IMPACTS
PROTECTION OF EXISTING MATURE LIME AVENUE
REALIGNED AND IMPROVED PEDESTRIAN / CYCLE ROUTE
MOSAIC OF GRASSLAND AND WOODLAND HABITATS
WOODLAND PLANTING TO SOFTEN ROAD AND BRIDGE WORKS
WOODLAND PLANTING TO MITIGATE LOSS OF EXISTING HABITAT
EXISTING A8 CARRIAGEWAY RETAINED
NEW NORTH CALDER WATER BRIDGE
ACCOMMODATION / ACCESS BRIDGE FOR BANKHEAD FARM
SUDS POND / WETLAND HABITAT
SENSITIVE REMODELLING OF EARTHWORKS
SPECIAL MEASURES TO MINIMISE IMPACTS ON PROTECTED SPECIES DURING CONSTRUCTION CLOSE TO WATERCOURSES
NATIONAL CYCLE NETWORK ROUTE 75
NEW AGRICULTURAL AND RECREATION ACCESS REPLACING EXISTING A8 ROADSIDE PATH
ACCOMMODATION / ACCESS BRIDGE INCORPORATING 'MAMMAL CROSSING'
NEW PEDESTRIAN / CYCLE BRIDGES
SOIL STRIP FROM SINC TO BE STORED AND RELISED TO PERPETUATE SEED BANK
SPECIAL MEASURES TO MINIMISE IMPACTS ON PROTECTED SPECIES AND HABITAT, WOODLAND TOPSOIL STORED AND RELISED TO PERPETUATE MICROFAUNA AND FLORA
ACCOMMODATION / ACCESS BRIDGE
OUTLINE
0
500m
1km
2km
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CARNBROE
MONKLAND CANAL
NORTH CALDER WATER
CARNBROE ACCESS MAINTAINED
COMPENSATORY WOODLAND PLANTING FOR TPO LOSS
EUROCENTRAL JUNCTION
SUDS PONDS EXTEND EXISTING WETLAND HABITAT
REALIGNED PEDESTRIAN / CYCLE ROUTE
NEW PEDESTRIAN / CYCLE BRIDGE
A8
M8
WOODLAND AND GRASSLAND HABITAT
VISUAL SEPARATION OF ALL PURPOSE ROAD AND MOTORWAY
ORNAMENTAL LANDSCAPE LANDMARK STRUCTURES
FORMAL HEDGEROW AND TREE PLANTING AS STRUCTURAL LANDSCAPE EDGE TO BUSINESS DEVELOPMENT
EUROCENTRAL RAIL TERMINAL
CALDERBANK
EARTHWORKS AND PLANTING TO MITIGATE NOISE AND VISUAL IMPACT
SUDS POND / WETLAND HABITAT
ACOUSTIC BARRIER
CHAPELHALL JUNCTION
SUDS PONDS,WOODLAND AND WETLAND HABITAT
ORNAMENTAL PLANTING ON ROUNDABOUTS
SUDS POND WETLAND HABITAT
CHAPELHALL
REALIGNED AND IMPROVED PEDESTRIAN / CYCLE ROUTE
REPLACEMENT WOODLAND
EXISTING ROADS AND EMBANKMENTS REMOVED
PROTECT AND SUPPLEMENT EXISTING VEGETATION TO SCREEN INDUSTRIAL PREMISES
A73
SHOTTS BURN
WOODLAND PLANTING TO SCREEN RESIDENTIAL PROPERTY
NEWHOUSE JUNCTION
SUDS PONDS / WETLAND HABITAT
WOODLAND PATH REINSTATED
KENNEL BURN
SWATHE OF SPECIES RICH GRASSLAND OVER EXISTING AS INCORPORATING POND / WETLAND
VISUAL SEPARATION OF ALL PURPOSE ROAD AND MOTORWAY
CULVERT DIVERTED IN OPEN DITCH
WOODLAND PLANTING TO REDUCE VISUAL IMPACT
B7066
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