

Clyde Valley Infrastructure Fund Projects

Theme	Project	Assessments completed
A8/M8 Corridor Access Improvements	Holytown Link Road	preferred route
		alternative route 1
		alternative route 2
	Orchard Farm Roundabout	preferred option
	Eurocentral Park & Ride	preferred route
		alternative route 1
alternative route 2		
alternative route 3		
Gartcosh/Glenboig Community Growth Area	Gartcosh/Glenboig Link Road	preferred route
		alternative route 1
		alternative route 2
		alternative route 3
	A80 Link Road	route option 1
		route option 2
	Kilgarth/Gartsherrie Link Road & Jct 2a Improvement	route option 1
		route option 2
	Gartcosh Rail Station Park & Ride	preferred site
	M80 Corridor Park & Ride/Share	Site option 1
Site option 2		
Pan Lanarkshire Orbital Transport Corridor	East Airdrie Link Road	route option
		no alternative at this stage
	Muir Street Extension	Option 1
		option 2
		Option 3
		Option 4
	Park & Ride	option 1
		option 2
	Footbridge	option 1
		option 2

A8/M8 Corridor Access Improvements - Holytown Link Road - Preferred Route		
Description		
<p>Formation of a new road access from Holytown into the EuroCentral strategic business centre. The preferred route links from the A775 Holytown Road to the junction of Brittain Way and Condor Avenue within EuroCentral. The route would go through a mature landscaped bund approximately 8-10 metres in height that screens the southern edge of Eurocentral from the adjacent urban residential and mixed use area of Holytown.</p>		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	<p>The proposal would improve access to the a strategic business centre for adjacent local communities and would therefore have a positive impact in terms of the following objectives:</p> <p>SO6 To overcome land access constraints and promote more sustainable forms of transport SO9 To integrate land use with transportation and other infrastructure requirements SO11 To promote more environmentally friendly patterns of development and land uses</p>
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy	✓	<p>The proposal would allow local communities more convenient access to the strategic business centre without having to circumvent the site and access from the north or east. The reduction in car journey times and lengths would have a positive impact in terms of the following objectives:</p> <p>HO1 To promote energy efficiency SO1 Reduce the need to travel and journey length</p>
Landscape and Visual	*	<p>The proposal would result in removal of a significant stretch of mature landscaped bund screening EuroCentral from the community of Holytown. Although there is potential to mitigate through implementing a landscaping scheme for the proposed route, there is nevertheless potential for the proposal to detrimentally impact in terms of the following objectives:</p> <p>HO1 To improve the quality of the urban and rural landscape SO4 Improve streets and open spaces, upgrade access routes and develop landscapes, improve the quality of buildings and their surroundings</p>
	✓	<p>The proposal would result in the EuroCentral strategic business centre becoming more integrated with the adjacent local communities. This enhance integration, in conjunction with a potential landscaping scheme for the proposed route, could have a positive impact in terms of the following objective:</p> <p>HO1 To promote development which enhances urban form and function</p>
Cultural Heritage		No significant impacts anticipated.

Air Quality and Noise	✓	<p>The proposal would result in local communities to the south of EuroCentral being able to access this strategic business centre by a much more direct route than is currently the case. This would make Eurocentral more likely to be access by means other than private car and is likely to have a positive impact in terms of the following objectives:</p> <p>SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport</p>
Communities	<p>✓</p> <p>✓</p>	<p>The proposal would result in Eurocentral being more integrated with local communities to the south. This more direct access would allow local communities to make use of ancillary uses that are to be encouraged within EuroCentral and is likely have a positive impact in terms of the following objectives:</p> <p>HO2 To promote sustainable communities HO3 To improve quality of life HO8 Reduce the need to travel and journey length</p> <p>The proposal would result in local communities to the south of EuroCentral being able to access job opportunities at this strategic business centre by a much more direct route than is currently the case. This would make Eurocentral more likely to be access by means other than private car and is likely to have a positive impact in terms of the following objectives:</p> <p>SO2 To ensure development promotes greater social inclusion SO6 To increase role of cycling and walking SO9 To create an integrated and sustainable transport network</p>
<p>Summary</p> <p>The proposal would create a more direct and local access to EuroCentral for local communities. This is likely to benefit: access to employment; shorter journey times; shorter journey lengths; a more sustainable travel pattern, and a mix of uses serving both the strategic business location and its neighbouring existing communities.</p> <p>A regionally important business location would benefit from enhance accessibility and potential to augment ancillary and supporting uses by being opened up to use by communities. Eurocentral has potential to provide development opportunities not available locally due constrained land availability. The enhanced scope for mixed uses would benefit both the economic function of EuroCentral and the integration of the business location with local communities, thereby social inclusion through better access to jobs and facilities.</p>		
<p>Mitigation</p> <p>The community of Holytown benefits from the existing mature landscaped bund screening the area from the southern edge of EuroCentral. The preferred route would have a significant detrimental impact on the integrity of the bund.</p> <p>Mitigation is possible through the design and implementation of a robust landscaping scheme for the proposed new route re-using soils from the existing bund and reducing the negative local impacts.</p>		

A8/M8 Corridor Access Improvements - Holytown Link Road - Alternative Route 1		
Description		
Improved Junction/Access from Main Street, Holytown to Keir Hardie Sports Centre and extending into the Eurocentral strategic business centre to connect into a new eastern extension of Condor Glen. Different from preferred route in that it does not impact upon the bund.		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	The proposal would improve access to the a strategic business centre for adjacent local communities and would therefore have a positive impact in terms of the following objectives: SO6 To overcome land access constraints and promote more sustainable forms of transport SO9 To integrate land use with transportation and other infrastructure requirements SO11 To promote more environmentally friendly patterns of development and land uses
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy	✓	The proposal would allow local communities more convenient access to the strategic business centre without having to circumvent the site and access from the north or east. The reduction in car journey times and lengths would have a positive impact in terms of the following objectives: SO1 Reduce the need to travel and journey length
Landscape and Visual		No significant impacts anticipated.
Cultural Heritage		
Air Quality and Noise	✓	The proposal would result in local communities to the south of EuroCentral being able to access this strategic business centre by a much more direct route than is currently the case. This would make Eurocentral more likely to be access by means other than private car and is likely to have a positive impact in terms of the following objectives: SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport
Communities	✓	The proposal would result in Eurocentral being more integrated with local communities to the south. This more direct access would allow local communities to make use of ancillary uses that are to be encouraged within EuroCentral and is likely have a positive impact in terms of the following objectives: HLO2 To promote sustainable communities HLO3 To improve quality of life HLO8 Reduce the need to travel and journey length The proposal would result in local communities to the south of EuroCentral being able to access job opportunities at this strategic business centre by a much more direct route than is currently the case. This would make Eurocentral more

		<p>likely to be access by means other than private car and is likely to have a positive impact in terms of the following objectives:</p> <p>SO2 To ensure development promotes greater social inclusion</p> <p>SO6 To increase role of cycling and walking</p> <p>SO9 To create an integrated and sustainable transport network</p>
<p>Summary</p> <p>The proposal would create a more direct and local access to EuroCentral for local communities. This is likely to benefit: access to employment; shorter journey times; shorter journey lengths; a more sustainable travel pattern, and a mix of uses serving both the strategic business location and its neighbouring existing communities.</p> <p>A regionally important business location would benefit from enhance accessibility and potential to augment ancillary and supporting uses by being opened up to use by communities. Eurocentral has potential to provide development opportunities not available locally due constrained land availability. The enhanced scope for mixed uses would benefit both the economic function of EuroCentral and the integration of the business location with local communities, thereby social inclusion through better access to jobs and facilities.</p>		
<p>Mitigation</p> <p>No mitigation identified.</p>		

A8/M8 Corridor Access Improvements - Holytown Link Road - Alternative Route 2		
Description Improved Junction/Access from Main Street/Plantation Avenue, Holytown and extending into the Eurocentral strategic business centre to connect to Coddington Crescent. Different from preferred route in that it does not impact upon the bund. Not a great alternative due to location ie. too close to existing route into Eurocentral.		
Objective	Impact	Justification for Predicted Impact
Land Use		No significant impacts anticipated.
Ecology		
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual	*	The proposal would have a negative impact on the residents of O'Wood Avenue and adjacent streets as it would introduce HGVs and additional traffic through a residential area to the visual detriment of the area. The road would be constructed on previously undeveloped land which offers a large buffer between the residential area and industrial Eurocentral. SO6 To reinforce sense of place and enhance amenity by improving the quality of design in new development, by protecting and enhancing local character and by having regard to the setting of new development in the landscape
Cultural Heritage		No significant impacts anticipated.
Air Quality and Noise	*	The proposal would have a negative impact on the residential area due to increased noise levels adjacent to a residential area, potentially 24hours. SO4 To promote environmentally friendly development
Communities	*	The proposal would have a negative impact on the community due to increased noise and disturbance in a predominantly residential area. HLO3 To improve quality of life
Summary Whilst the proposal aims to provide a direct access to Eurocentral for local community, it does not have any significant positive impacts on the landscape or promote sustainable transport and may well have a negative impact on quality of life for local residents.		
Mitigation Potential noise mitigation measures required.		

A8/M8 Corridor Access Improvements - Orchard Farm Roundabout – The Proposal		
Description New Roundabout from A8 at Orchard Farm to unlock wider commercial development and help access sites that already benefit from planning permission		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	The proposal would open up commercial development to the north and south of the A8/M8 (and support the Mossend Railhead Freight Park-subject to planning, levering in significant private sector investment) improving freight facilities across the wider region. It would therefore have a positive impact in terms of the following objective:- SO10 To identify and promote land use development opportunities
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual		
Cultural Heritage		
Air Quality and Noise		
Communities		
Summary Proposal has benefit for Land Use in the vicinity by promoting development opportunities. There are no communities nearby and no ecological issues needing addressed due to location of proposal. There are no alternatives as it is a choice of either doing it or not.		
Mitigation No mitigation required.		

A8/M8 Corridor Access Improvements - Eurocentral Park & Ride - Preferred Option		
Description Construction of a Park & Ride/Share Interchange at an area of land to west of Townhead Avenue and south of A8. The site is currently landscaped and not earmarked for development and can be accessed easily off the 'new' on-ramp onto A8.		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	Good access from A8/M8 junction will promote sustainable transport, and would therefore have a positive impact in terms of the following objectives: SO6 To overcome land access constraints and promote more sustainable forms of transport SO9 To integrate land use with transportation and other infrastructure requirements
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy	✓	Car sharing/utilising public transport reduces number of vehicles on the road thereby reducing congestion and travel time, and would therefore have a positive impact in terms of the following objective: SO1 Reduce the need to travel and journey length
Landscape and Visual		No significant impacts anticipated.
Cultural Heritage		
Air Quality and Noise	✓	The proposal would encourage people to use public transport and car sharing which are sustainable and will lead to fewer cars making unnecessary journeys. SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport SO7 To discourage private car use
Communities	✓	Reducing journey length by not having so much single person car journeys and creating a modal shift to public transport, and would therefore have a positive impact in terms of the following objective: HLO8 Reduce the need to travel and journey time
Summary The proposal will integrate land use and transportation by providing a large, well planned Park & Ride/Share at a Strategic Employment Investment Area.		
Mitigation No requirement.		

A8/M8 Corridor Access Improvements - Eurocentral Park & Ride - Alternative Option 1		
Description		
Site to East of Townhead Avenue, south west of Dakota Hotel to construct Park & Ride/Share Interchange. Site is a small industrial development plot.		
Objective	Impact	Justification for Predicted Impact
Land Use	*	Good access from A8/M8 junction and will promote sustainable transport. The site has potential for development, therefore using it for Park & Ride/Share purposes may not be best use of the land. SO6 To overcome land access constraints and promote more sustainable forms of transport SO10 To identify and promote land use development opportunities.
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy	✓	Car sharing/utilising public transport reduces number of vehicles on the road thereby reducing congestion and travel time. SO1 Reduce the need to travel and journey length
Landscape and Visual		No significant impacts anticipated.
Cultural Heritage		
Air Quality and Noise	✓	The proposal would encourage people to use public transport and car sharing which are sustainable and will lead to fewer cars making unnecessary journeys. SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport SO7 To discourage private car use
Communities	✓	Reducing journey length by not having so much single person car journeys and creating a modal shift to public transport. HLO8 Reduce the need to travel and journey time
Summary		
The proposal will provide a large, well planned Park & Ride/Share at a Strategic Employment Investment Area. It will, however, have a negative impact on the industrial land supply as it will use up land that could potentially be used as a development opportunity.		
Mitigation		
No requirement.		

A8/M8 Corridor Access Improvements - Eurocentral Park & Ride - Alternative Option 2		
Description		
Development plot to the south of Woodside Avenue to construct Park & Ride/Share Interchange. Site is a large, platformed industrial plot.		
Objective	Impact	Justification for Predicted Impact
Land Use	*	The site has potential for development, therefore using it for Park & Ride/Share purposes may not be best use of the land. SO10 To identify and promote land use development opportunities
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy	✓	Car sharing/utilising public transport reduces number of vehicles on the road thereby reducing congestion and travel time. SO1 Reduce the need to travel and journey length
Landscape and Visual		No significant impacts anticipated.
Cultural Heritage		
Air Quality and Noise	✓	The proposal would encourage people to use public transport and car sharing which are sustainable and will lead to fewer cars making unnecessary journeys. SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport SO7 To discourage private car use
Communities	✓	Reducing journey length by not having so much single person car journeys and creating a modal shift to public transport. HLO8 Reduce the need to travel and journey time
Summary		
The proposal has negative impact on the industrial land supply and development opportunity at a Strategic Economic Investment Location. However, there would be no objection from a sustainable Transport viewpoint and it would reduce journey lengths.		
Mitigation		
Develop half of site.		

A8/M8 Corridor Access Improvements - Eurocentral Park & Ride - Alternative Option 3		
Description Development plot (50% of Plot to be developed) to the south of Woodside Avenue to construct Park & Ride/Share Interchange. Site is half of the platformed industrial plot		
Objective	Impact	Justification for Predicted Impact
Land Use	✘	The site has potential for development, therefore using it for Park & Ride/Share purposes may not be best use of the land. SO10 To identify and promote land use development opportunities
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy	✔	Car sharing/utilising public transport reduces number of vehicles on the road thereby reducing congestion and travel time. SO1 Reduce the need to travel and journey length
Landscape and Visual		No significant impacts anticipated.
Cultural Heritage		
Air Quality and Noise	✔	The proposal would encourage people to use public transport and car sharing which are sustainable and will lead to fewer cars making unnecessary journeys. SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport SO7 To discourage private car use
Communities	✔	Reducing journey length by not having so much single person car journeys and creating a modal shift to public transport. HLO8 Reduce the need to travel and journey time
Summary The proposal has negative impact on the industrial land supply and development opportunity at a Strategic Economic Investment Location. However, there would be no objection from a sustainable Transport viewpoint and it would reduce journey lengths.		
Mitigation No requirement.		

Gartcosh/Glenboig CGA - Gartcosh/Glenboig Link Road - Preferred Route		
Description		
<p>New road linking Glenboig to the M73 Junction 2A, Gartcosh Business Interchange and Gartcosh Rail Station, to facilitate development of the Gartcosh/Glenboig Community Growth Area to its full anticipated capacity, support regeneration at Gartcosh Business Park and connect communities to a strategic employment location.</p> <p>The preferred route connects Glenboig Road to an existing un-named industrial road in Gartcosh Business Park. The route goes through a 60m section of Gartcosh Local Nature Reserve. This is the least distance of the options considered. The route also does not impact upon great crested newt breeding ponds or key terrestrial habitat.</p>		
Objective	Impact	Justification for Predicted Impact
Land Use	<p>✓</p> <p>✘</p>	<p>The proposal would provide additional road network capacity to enable and support development of the Gartcosh/Glenboig Community Growth Area. It would provide a direct link between Glenboig Road and Gartcosh Business Park therefore connecting communities to strategic employment locations and supporting regeneration. It would therefore have a positive impact in terms of the following objectives:</p> <p>HLO1 To achieve balanced, sustainable land use SO1 To regenerate derelict, vacant and contaminated land and to bring back to commercial, residential and recreational use SO9 To integrate land use with transportation and other infrastructure requirements SO10 To identify and promote land use development opportunities</p> <p>The proposed link road goes through Gartcosh Local Nature Reserve for a distance of 60m, which contains a range of species habitat and provides an open space resource for neighbouring communities. The proposal therefore has a negative impact in terms of the following objective:</p> <p>SO12 To protect valued environmental resources.</p>
Ecology	✘	<p>Gartcosh Local Nature Reserve contains a significant colony of the European Protected Species Great Crested Newt and habitat which supports a range of other species. Although there is potential to mitigate the impacts of the proposed route, the proposal may nevertheless have a negative impact in terms of the following objectives:</p> <p>HLO1 Safeguard and enhance the environment through the protection of biodiversity HLO2 Protect, enhance and where necessary restore species and habitat SO2 To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats SO5 Take practical steps to restore, enhance and manage protected and at risk species and habitats SO To protect and promote the greenbelt, SINC, natural heritage and other locations of environmental significance SO8 To prevent development which will adversely affect a SSSI or other conservation designation</p>

Aquatic Environment	<p>✘</p> <p>✓</p>	<p>The proposed link road is in close proximity to amphibian ponds within Gartcosh Local Nature Reserve. There is therefore potential for the proposal to detrimentally impact in terms of the following objectives: HLO1 To ensure the importance of aquatic habitats and resources is recognised and protected HLO2 To protect and enhance the water environment</p> <p>However, through the identification and implementation of protection and mitigation measures, including provision of additional pond habitats, the proposal has potential positive impacts in terms of the following objectives: SO3 Identify new sites, monitor confirmed sites and create new sites for action plan species and habitats SO5 To improve overall water quality and enhance riparian habitat</p>
<p>Geology and Soils</p> <p>Waste and Resources</p>		<p>No significant impacts anticipated.</p>
Energy	<p>✓</p>	<p>The proposed link road will create a direct link between Glenboig and the M73 Junction 2A via existing infrastructure within Gartcosh Business Park. It will therefore reduce journey lengths from Glenboig to the strategic road network. It will also provide a direct road and cycle link between Glenboig and Gartcosh Rail Station. The proposal therefore has a positive impact in terms of the following objective: SO1 Reduce the need to travel and journey length</p>
Landscape and Visual	<p>✘</p> <p>✓</p>	<p>The proposed link road dissects part of the path network within Gartcosh Local Nature Reserve. Although there is potential to mitigate the impacts of the proposed route, nevertheless the proposal may have a negative in terms of the following objective: SO2 To improve links within and between the open space network</p> <p>The proposal will improve links between communities and the strategic employment location at Gartcosh Business Park and therefore support regeneration at this location. The proposal therefore has a positive impact in terms of the following objective: SO5 Regenerate Vacant and Derelict Land</p>
Cultural Heritage		<p>No significant impacts anticipated.</p>
Air Quality and Noise	<p>✓</p>	<p>The proposal will provide a direct link between Glenboig, Gartcosh Business Park and Gartcosh Rail Station and a cycleway/footway connection to existing infrastructure in Gartcosh Business Park leading to Gartcosh Rail Station. This will have a positive impact in terms of the following objectives: SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport</p>
Communities	<p>✘</p>	<p>By crossing through Gartcosh LNR, the proposal has a negative impact in terms of the following objectives: HLO5 Protect and Enhance green spaces for recreation and biodiversity HLO9 Protect and Enhance and create green spaces important for recreation and biodiversity</p> <p>However, the proposal has a positive impact in terms of a number of objectives by supporting the development of the</p>

	✓	<p>Gartcosh/Glenboig Community Growth Area and economic regeneration at Gartcosh Business Park and providing new road and active travel infrastructure, as follows:</p> <p>HLO1 To promote community regeneration HLO2 To promote sustainable communities HLO7 Respect urban form, settlement pattern and identity HL08 Reduce the need to travel and journey length SO3 To regenerate derelict, vacant and contaminated land and to bring back to commercial, residential and recreational use SO6 To increase the role of cycling and walking SO9 to Create an integrated and sustainable transport network</p>
<p>Summary The proposed road will support and enable strategic, long-term housing development at the Gartcosh/Glenboig Community Growth Area and support regeneration of Gartcosh Business Park. It will connect communities to a strategic employment location, improve active travel infrastructure and encourage travel by public transport. It will therefore support the development of sustainable communities. However, the proposed road goes through Gartcosh Local Nature Reserve for a distance of 60m with associated negative impacts on protected species, habitats and public access. These impacts can be minimised through effective mitigation.</p>		
<p>Mitigation Identify and implement environmental, ecological and access mitigation measures to protect the Local Nature Reserve, protected species and habitats and ensure continued public access to greenspace. Create additional habitats and compensatory extension areas to the Local Nature Reserve to protect and enhance biodiversity and the local environment.</p>		

Gartcosh/Glenboig CGA - Gartcosh/Glenboig Link Road - Alternative Route 1		
Description		
New link road connecting Johnston Road with the west roundabout of the M73 Junction 2a, in order to facilitate development of the Gartcosh/Glenboig Community Growth Area.		
Objective	Impact	Justification for Predicted Impact
Land Use	✘	This route alignment dissects one of the CGA development sites and therefore impacts upon the number of housing units that can be delivered within this parcel. It therefore has a negative impact in terms of the following objective: SO10 To identify and promote land use development opportunities
	✔	The alignment provides additional road network capacity which would support development of the Gartcosh/Glenboig Community Growth Area however does not create a direct connection between Glenboig, Gartcosh Business Park and the M73 2a. Nevertheless, it would have a positive impact in terms of the following objective, although to a lesser degree than the preferred option: SO9 To integrate land use with transportation and other infrastructure requirements
Ecology		No significant impacts are anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual		
Cultural Heritage		
Air Quality and Noise		
Communities	✔	The proposal supports the development of the Gartcosh/Glenboig Community Growth Area and therefore has a positive impact in terms of the following objectives: HLO2 To promote sustainable communities HLO Respect urban form, settlement pattern and identity However, this proposal does not connect communities to the strategic employment location at Gartcosh Business Park and does not improve or facilitate improved connections by active travel or public transport between Glenboig, Gartcosh Business Park and Gartcosh Rail Station.
Summary		
The proposed road alignment supports strategic, long-term housing development at the Gartcosh/Glenboig Community Growth Area, however does not deliver wider benefits or positive impacts in terms of connecting communities to employment locations, public transport or improve active travel infrastructure. It does not impact upon Gartcosh Local Nature Reserve however it has a detrimental impact upon one of the CGA development parcels and therefore reduces the number of housing units that can be delivered at the CGA.		

Mitigation

No effective mitigation has been identified.

Gartcosh/Glenboig CGA - Gartcosh/Glenboig Link Road - Alternative Route 2		
Description		
<p>New link road between Johnston Road and the east roundabout of the M73 Junction 2a through the northern area of Gartcosh Local Nature Reserve, to facilitate development of the Gartcosh/Glenboig Community Growth Area to its full anticipated capacity. This route goes through a significant section of Gartcosh Local Nature Reserve (500m) and impacts upon key terrestrial habitat.</p>		
Objective	Impact	Justification for Predicted Impact
Land Use	<p>✓</p> <p>✘</p>	<p>The proposal would provide additional road network capacity to enable and support development of the Gartcosh/Glenboig Community Growth Area. It would therefore have a positive impact in terms of the following objective: HLO1 To achieve balanced, sustainable land use.</p> <p>However, the proposed route goes through a significant area (500m) of Gartcosh Local Nature Reserve, encroaching on great crested newt breeding ponds and associated key terrestrial habitat. It therefore has significant negative impacts in terms of the following objectives: HLO2 Respect land form, natural processes and systems SO2 Improve the quality, accessibility and biodiversity of open spaces SO12 To protect valued environmental resources</p>
Ecology	✘	<p>Gartcosh Local Nature Reserve contains a significant colony of the European Protected Species Great Crested Newt and habitat which supports a range of other species. The proposed route goes through the LNR for a significant distance (500m) and encroaches upon key habitats for protected species. The proposal therefore has negative impacts in terms of the following objectives: HLO1 Safeguard and enhance the environment through the protection of biodiversity HLO2 Protect, enhance and where necessary restore species and habitat SO2 To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats SO5 Take practical steps to restore, enhance and manage protected and at risk species and habitats SO7 To protect and promote the greenbelt, SINCS, natural heritage and other locations of environmental significance SO To prevent development which will adversely affect a SSSI or other conservation designation</p>
Aquatic Environment	✘	<p>The proposed alignment of this route impacts upon eight great crested newt breeding ponds. It therefore has a negative impact in terms of the following objectives: HLO1 to ensure the importance of aquatic habitats and resources is recognised and protected HLO2 Protect, enhance and where necessary restore species and habitats SO1 To take practical steps to restore, enhance and manage protected and at risk aquatic resources and species SO5 To improve overall water quality and enhance riparian habitat</p>

Geology and Soils		No significant impacts are anticipated.
Waste and Resources		
Energy		
Landscape and Visual	*	The proposed link road dissects part of the path network within Gartcosh Local Nature Reserve and cuts off the north western corner of the LNR. It also impacts upon a main pedestrian and equestrian entrance into the LNR from Gartcosh Business Park. The proposal therefore has a negative impact in terms of the following objective: SO2 To improve links within and between the open space network
Cultural Heritage		No significant impacts are anticipated.
Air Quality and Noise		
Communities	✓ *	The proposal supports the development of the Gartcosh/Glenboig Community Growth Area and therefore has a positive impact in terms of the following objectives: HLO2 To promote sustainable communities HLO7 Respect urban form, settlement pattern and identity However, it has a negative impact upon habitats and access to and within Gartcosh Local Nature Reserve. The proposal therefore has a negative impact in terms of the following objectives: HLO5 Protect and enhance green spaces for recreation and biodiversity SO10 Ensure access to open space and countryside is enhanced to increase mental and physical wellbeing
<p>Summary The proposed road alignment supports strategic, long-term housing development at the Gartcosh/Glenboig Community Growth Area, however does not deliver wider benefits or positive impacts in terms of connecting communities to employment locations, public transport or improving active travel infrastructure. It has a significant impact upon Gartcosh Local Nature Reserve and therefore habitats, biodiversity, public access and open space. This may have unacceptable detrimental effects on protected species or require extensive mitigation requirements.</p>		
<p>Mitigation Identify and implement extensive environmental, ecological, habitat and public access mitigation measures.</p>		

Gartcosh/Glenboig CGA - Gartcosh/Glenboig Link Road - Alternative Route 3		
Description		
<p>New link road between Glenboig Road and Gartcosh Business Park, to facilitate development of the Gartcosh/Glenboig Community Growth Area to its full anticipated capacity. This route option connects between Glenboig Road to the midpoint of an existing, un-named industrial road and goes through Gartcosh Local Nature Reserve for a distance of 110m. It also dissects a parcel of land at Gartcosh Business Park identified for business and industrial use.</p>		
Objective	Impact	Justification for Predicted Impact
Land Use	<p>✓</p> <p>✘</p> <p>✘</p>	<p>The proposal would provide additional road network capacity to enable and support development of the Gartcosh/Glenboig Community Growth Area. It would provide a direct link between Glenboig and Gartcosh Business Park therefore connecting communities to strategic employment locations and supporting regeneration. It would therefore have a positive impact in terms of the following objectives:</p> <p>HLO1 To achieve balanced, sustainable land use SO1 To regenerate derelict, vacant and contaminated land and to bring back to commercial, residential and recreational use SO9 To integrate land use with transportation and other infrastructure requirements</p> <p>However, the proposed road dissects a site identified for business and industrial purposes and sterilises this land for future development. It would therefore have a detrimental impact in terms of the following objective:</p> <p>SO10 To identify and promote land use development opportunities.</p> <p>The proposed link road also goes through Gartcosh Local Nature Reserve for a distance of 110m, which contains a range of species habitat and provides an open space resource for neighbouring communities. The proposal therefore has a negative impact in terms of the following objective:</p> <p>SO12 To protect valued environmental resources</p>
Ecology	✘	<p>Gartcosh Local Nature Reserve contains a significant colony of the European Protected Species Great Crested Newt and habitat which supports a range of other species. The proposed route goes through the LNR for a distance of 110m. The proposal therefore has negative impact in terms of the following objectives:</p> <p>HLO1 Safeguard and enhance the environment through the protection of biodiversity HLO2 Protect, enhance and where necessary restore species and habitat SO2 To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats SO5 Take practical steps to restore, enhance and manage protected and at risk species and habitats SO7 To protect and promote the greenbelt, SINC, natural heritage and other locations of environmental significance</p>

		SO8 To prevent development which will adversely affect a SSSI or other conservation designation
Aquatic Environment		No significant impacts are anticipated.
Geology and Soils		
Waste and Resources		
Energy	✓	The proposed link road will create a direct link between Glenboig and the M73 Junction 2A via existing infrastructure within Gartcosh Business Park. It will therefore reduce journey lengths from Glenboig to the strategic road network. It will also provide a direct road link between Glenboig and Gartcosh Rail Station. The proposal therefore has a positive impact in terms of the following objective: SO1 Reduce the need to travel and journey length
Landscape and Visual	*	The proposed link road dissects part of the path network within Gartcosh Local Nature Reserve. Although there is potential to mitigate the impacts of the proposed route, nevertheless the proposal may have a negative in terms of the following objective: SO2 To improve links within and between the open space network
	✓	The proposal will improve links between communities and the strategic employment location at Gartcosh Business Park and therefore support regeneration at this location. The proposal therefore has a positive impact in terms of the following objective: SO5 Regenerate Vacant and Derelict Land
Cultural Heritage		No significant impacts are anticipated
Air Quality and Noise	✓	The proposal will provide a direct link between Glenboig, Gartcosh Business Park and Gartcosh Rail Station. This will have a positive impact in terms improving connections to public transport nodes. There is also potential to connect to existing active travel infrastructure within Gartcosh Business Park. The proposal therefore has a positive impact in terms of the following objectives: SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport
Communities	*	By crossing through Gartcosh LNR for a distance of 110m, the proposal has a negative impact in terms of the following objectives: HLO5 Protect and Enhance green spaces for recreation and biodiversity HLO9 Protect and Enhance and create green spaces important for recreation and biodiversity
	✓	However, the proposal has a positive impact in terms of a number of objectives by supporting the development of the Gartcosh/Glenboig Community Growth Area and providing new road infrastructure, as follows: HLO2 To promote sustainable communities HLO7 Respect urban form, settlement pattern and identity HL08 Reduce the need to travel and journey length SO3 To regenerate derelict, vacant and contaminated land and to bring back to commercial, residential and recreational use

		SO9 to Create an integrated and sustainable transport network
<p>Summary The proposed road will support and enable strategic, long-term housing development at the Gartcosh/Glenboig Community Growth Area and support regeneration of Gartcosh Business Park, however this route option dissects and sterilises land identified for business and industrial purposes. It will connect communities to a strategic employment location and encourage travel by public transport. It will therefore support the development of sustainable communities. However, the proposed road goes through Gartcosh Local Nature Reserve for a distance of 110m with associated negative impacts on protected species, habitats and public access. These impacts could be minimised through effective mitigation.</p>		
<p>Mitigation Identify and implement environmental, ecological, habitat and public access mitigation measures.</p>		

Gartcosh/Glenboig CGA - Gartcosh/Glenboig Link Road - Alternative Route 4		
Description		
<p>New link road from the south west corner of the Garnqueen Farm CGA development site to the roundabout at Auldyards Road/Craignethan Drive in Gartcosh Business Park, to facilitate development of the Gartcosh/Glenboig Community Growth Area to its full anticipated capacity. This route option goes through a significant area (290m) of Gartcosh Local Nature Reserve which also contains key terrestrial habitat. It also dissects a land parcel at Gartcosh Business Park which has been identified for industrial and business use.</p>		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	<p>The proposal would provide additional road network capacity to support development of the Gartcosh/Glenboig CGA. It would therefore have a positive impact in terms of the following objective:</p> <p>HLO1 to achieve balanced, sustainable land use SO9 To identify and promote land use development opportunities</p>
	*	<p>However, the proposed route goes through a significant area (290m) of Gartcosh Local Nature Reserve and through land already set aside for business or industrial purposes, sterilising this land for future development. It therefore has significant negative impacts in terms of the following objectives:</p> <p>HLO2 respect land form, natural processes and systems SO2 Improve the quality, accessibility and biodiversity of open spaces SO10 To identify and promote land use development opportunities S012 To protect valued environmental resources</p>
Ecology	*	<p>Gartcosh Local Nature Reserve contains a significant colony of the European Protected Species Great Crested Newt and habitat which supports a range of other species. The proposed route goes through the LNR for a significant distance (290m) and encroaches upon key habitats for protected species. The proposal therefore has negative impact in terms of the following objectives:</p> <p>HLO1 Safeguard and enhance the environment through the protection of biodiversity HLO2 Protect, enhance and where necessary restore species and habitat SO2 To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats SO5 Take practical steps to restore, enhance and manage protected and at risk species and habitats SO7 To protect and promote the greenbelt, SINC, natural heritage and other locations of environmental significance. SO8 To prevent development which will adversely affect a SSSI or other conservation designation</p>
Aquatic Environment		No significant impacts are anticipated.
Geology and Soils		
Waste and Resources		
Energy		

Landscape and Visual	*	The proposed link road dissects part of the path network within Gartcosh Local Nature Reserve and cuts off the southern corner of the LNR. The proposal therefore has a negative impact in terms of the following objective: SO3 Improve links within and between the open space network
Cultural Heritage		No significant impacts are anticipated.
Air Quality and Noise		
Communities	✓	The proposal supports the development of the Gartcosh/Glenboig Community Growth Area and therefore has a positive impact in terms of the following objectives: HLO2 To promote sustainable communities HLO7 Respect urban form, settlement pattern and identity
	*	However, it has a negative impact upon habitats and access within Gartcosh Local Nature Reserve. The proposal therefore has a negative impact in terms of the following objective: HLO 5 Protect and enhance green spaces for recreation and biodiversity
<p>Summary The proposed road alignment supports strategic, long-term housing development at the Gartcosh/Glenboig Community Growth Area, however does not deliver the same level of wider benefits or positive impacts in terms of connecting communities to employment locations, public transport or improving active travel infrastructure as other route alignment options. It also has a detrimental impact upon land identified for business/industrial development.</p> <p>This route alignment has a significant impact upon Gartcosh Local Nature Reserve and therefore habitats, biodiversity, public access and open space. The scale of the impact may result in unacceptable detrimental effects on protected species or extensive mitigation requirements.</p>		
<p>Mitigation Identify and implement extensive environmental, ecological, habitat and public access mitigation measures.</p>		

Gartcosh/Glenboig CGA - A80 Link Road - Route Option 1		
Description: New link road from the A80 to Drumcavel Road/A752 at its junction with Lochend Road to provide improved access from the Gartcosh/Glenboig CGA to the A80.		
Objective	Impact	Justification for Predicted Impact
Land Use	*	The proposed road goes through land which is designated as Green Belt. The proposal may also increase development pressure on Green Belt land. It therefore has a negative impact in terms of the following objective: HLO1 To achieve a balanced, sustainable land use
Ecology	*	Again as the proposed link road goes through Green Belt land, and may result in increased development pressure on the Green Belt, the proposal has a negative impact in terms of the following objective: SO7 To protect and promote the greenbelt, SINCs, natural heritage and other locations of environmental significance
Aquatic Environment		No significant impacts are anticipated.
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual	*	The route of the proposed road goes through farmland which is designated as Greenbelt, at the outer edge of the existing built up area. The proposal therefore has a negative impact in terms of the following objective: HLO2 Protect the landform of the area as defined in planning designations and Landscape Character Assessment for the GCV
Cultural Heritage		No significant impacts are anticipated.
Air Quality and Noise		
Communities		
Summary The proposal aims to add more capacity into the local road network and connect communities to the A80. However, it has negative impacts on land use due to the route going through the green belt and increased pressure on the greenbelt for future development. The positioning of the proposed route is at the outer edge of the existing urban form and therefore the proposal also has an impact on landform and may detrimentally impact upon the landscape.		
Mitigation The impact of the proposed road on the landscape could be mitigated through the implementation of measures such as landscape design and tree planting. Impact upon land-use could be mitigated by developing a route design with no direct accesses permitted from the link road in order to safeguard the greenbelt from development.		

Gartcosh/Glenboig CGA - A80 Link Road - Route Option 2		
Description: New link road from A80 to A752 to the east of St Barbara’s Primary School to provide access from the Gartcosh/Glenboig Community Growth Area to the A80. This route option is located closer to the edge of the existing built up area.		
Objective	Impact	Justification for Predicted Impact
Land Use	*	The proposed road goes through land which is designated as Green Belt, although it is positioned closer to the existing urban area than Route Option 1. The proposal may nevertheless increase development pressure on Green Belt land. It therefore has a negative impact in terms of the following objective: HLO1 To achieve a balanced, sustainable land use.
Ecology	*	As the proposed link road goes through Green Belt land and may result in increased development pressure on the Green Belt, the proposal also has a negative impact in terms of the following objective: SO7 To protect and promote the greenbelt, SINC’s, natural heritage and other locations of environmental significance The proposed route goes through an area with Tree Preservation Orders present and therefore has a negative impact in terms of the following objectives: HLO1 Safeguard and enhance the environment through the protection of biodiversity SO2 To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats
Aquatic Environment		No significant impacts are anticipated
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual	*	The route of the proposed road goes through farmland which is designated as greenbelt. This route is however close to the existing built area. The proposal therefore has a negative impact in terms of the following objective, although to a lesser degree than Route Option 1: HLO2 Protect the landform of the area as defined in planning designations and Landscape Character Assessment for the GCV
Cultural Heritage		No significant impacts are anticipated.
Air Quality and Noise		
Communities		
Summary The proposal aims to add more capacity into the local road network and connect communities to the A80. However, it has negative impacts on land use due to the route going through the green belt and increased pressure on the greenbelt for future development. The land use and landscape impacts of this option are considered to be lesser than route option 1, due to closer proximity to the existing urban edge and less potential for significant development pressure on the		

greenbelt.

Mitigation

The impact of the proposed road on the landscape could be mitigated through the implementation of measures such as landscape design and compensatory tree planting to replace affected trees protected by TPOs. The impact of the proposal on land-use could also be mitigated by developing a route design with no direct accesses permitted from the link road in order to safeguard the greenbelt from development.

Gartcosh/Glenboig CGA - Kilgarth/Gartsherrie Link Road & Jct 2a Improvement - Option 1		
Description		
Link Road from the M73 at Gartcosh Business Park to the Freightliner site at Gartsherrie providing access between Freightliner, Gartcosh Business Park and the strategic road network.		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	The proposed link road will provide direct access between the Freightliner freight terminal at Gartsherrie to Junction 2A of the M73 via Kilgarth and Gartcosh Business Park. It will therefore unlock development on brownfield sites and at strategic economic investment and freight locations and have a positive impact in terms of the following objectives: HO1 To achieve balanced and sustainable land use SO1 To regenerate derelict, vacant and contaminated land and bring back to commercial, residential and recreational use SO7 To ensure future supply of quality land SO8 To increase development on brownfield sites SO9 To integrate land use with transportation and other infrastructure requirements
Ecology	*	The proposed route goes through a section of Gartcosh Local Nature Reserve and the Witchwood Sites of Interest for Nature Conservation. Whilst there may be potential to mitigate impacts upon the habitats, species and open space resource within these designated areas, the proposal may nevertheless have negative impacts in terms of the following objectives: HO1 Safeguard and enhance the environment through the protection of biodiversity HO2 Protect, enhance and where necessary restore species and habitat SO2 To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats SO5 Take practical steps to restore, enhance and manage protected and at risk species and habitats SO7 To protect and promote the greenbelt, SINC, natural heritage and other locations of environmental significance SO8 To prevent development which will adversely affect a SSSI or other conservation designation
Aquatic Environment		No significant impacts anticipated.
Geology and Soils		
Waste and Resources		
Energy	✓	The proposal will provide a more direct route from the Freightliner terminal to the M73 and strategic road network. It will therefore reduce congestion and remove HGV traffic from local roads and with resultant benefits/positive impacts in terms of the following objective: SO2 Reduce energy consumption
Landscape and Visual	✓	The proposal will unlock development on brownfield sites by providing access and improving connectivity between sites and to the strategic road network. It therefore has positive impacts in terms of the following objective:

		SO5 Regenerate vacant and derelict land
Cultural Heritage		No significant impacts anticipated.
Air Quality and Noise	✓	The proposed road will remove HGV traffic and congestion from local roads and therefore reduce transport emissions in North Coatbridge. It therefore has a positive impact in terms of the following objective: SO1 To reduce emissions which contribute to climate change
Communities	✓	The removal of HGV traffic and associated congestion, noise impacts and emissions from local roads and communities will have a positive impact in terms of the following objectives: HO3 To improve quality of life SO12 Improve poor environments which contribute to ill health
	✓	The proposal will also have a positive impact on the wider North Coatbridge, Gartcosh and Glenboig community by unlocking the development of significant brownfield sites: SO3 To regenerate derelict, vacant and contaminated land and bring back to commercial, residential and recreational use
<p>Summary The proposal has a positive impact on the development and enhancement of derelict and brownfield land at Gartcosh Business Park and Kilgarth and delivers positive benefits for communities in north Coatbridge by removing HGVs from the local road network. By providing a more direct route between the M73 and Freightliner via Gartcosh Business Park, the proposal will support strategic development at Gartcosh/Glenboig Community Growth Area and the Gartcosh Strategic Economic Investment Location.</p>		
<p>Mitigation Identification and implementation of environmental and ecological mitigation measures to protect Gartcosh Local Nature Reserve and other environmental designations impacted upon by the road link.</p>		

Gartcosh/Glenboig CGA - Kilgarth/Gartsherrie Link Road & Jct 2a Improvement - Option 2		
Description		
Access road from Junction 2A of the M73 to Kilgarth via Gartcosh Business Park by the continuation of Auldyards Road, to overcome access constraints to the Kilgarth site and to provide a link between Gartcosh Business Park and Kilgarth.		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	The proposed access road will overcome access constraints to a significant area of brownfield development land at Kilgarth whilst also completing the road network through Gartcosh Business park to provide a direct connection from the Kilgarth site to Junction 2A of the M73 motorway. The proposal therefore has positive benefits in terms of the following objectives: HO1 To achieve balanced, sustainable land use SO1 To regenerate derelict, vacant and contaminated land and to bring back to commercial, residential and recreational use SO7 To ensure future supply of quality land SO8 To increase development on brownfield sites SO9 To integrate land use with transportation and other infrastructure requirements SO10 To identify and promote land use development opportunities
Ecology	*	The proposed access goes through a section of Gartcosh Local Nature Reserve. Whilst there may be potential to mitigate impacts upon the habitats, species, access and open space resource within the LNR, the proposal may nevertheless have negative impacts in terms of the following objectives: HO1 Safeguard and enhance the environment through the protection of biodiversity HO2 Protect, enhance and where necessary restore species and habitat SO2 To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats SO5 Take practical steps to restore, enhance and manage protected and at risk species and habitats SO7 To protect and promote the greenbelt, SINC's, natural heritage and other locations of environmental significance SO8 To prevent development which will adversely affect a SSSI or other conservation designation
Aquatic Environment		No significant impacts anticipated.
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual	✓	The proposal will unlock development on brownfield sites by overcoming access constraints and improving connectivity between sites and the strategic road network. It therefore has positive impacts in terms of the following objective: SO5 Regenerate vacant and derelict land
Cultural Heritage		No significant impacts anticipated.

Air Quality and Noise		
Communities	✓	<p>The proposal will have a positive impact on the Gartcosh and Glenboig community by unlocking the development of significant brownfield sites, in terms of the following objective:</p> <p>SO3 To regenerate derelict, vacant and contaminated land and bring back to commercial, residential and recreational use</p>
<p>Summary The proposal has a positive impact on the development and enhancement of derelict and brownfield land at Gartcosh Business Park and Kilgarth and will support strategic development at Gartcosh/Glenboig Community Growth Area and the Gartcosh Strategic Economic Investment Location.</p>		
<p>Mitigation Identification and implementation of environmental and ecological mitigation measures to protect Gartcosh Local Nature Reserve and provide suitable compensatory extensive areas, additional habitats and access paths.</p>		

Gartcosh/Glenboig CGA - Gartcosh Rail Station Park & Ride		
Description The proposal is for expansion of the existing park and ride facility at Gartcosh Rail Station in order to meet anticipated increased future demand due to housing development at the Gartcosh/Glenboig Community Growth Area and to encourage increased modal shift to public transport.		
Objective	Impact	Justification for Predicted Impact
Land Use		No significant impacts are anticipated.
Ecology		
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy	✓	The proposal aims to increase the capacity of an existing rail park and ride facility and therefore facilitate increased modal shift to more sustainable forms of travel. Bus stop and turning facility improvements and increased cycle parking next to the station are also proposed, to develop and support the role of the park and ride as an integrated transport facility. The proposal therefore has a positive impact in terms of the following objectives: SO1 Reduce the need to travel and journey length SO2 Reduce energy consumption
Landscape and Visual		No significant impacts anticipated.
Cultural Heritage		
Air Quality and Noise	✓	The proposal will provide infrastructure to encourage increased modal shift from private car to rail and reduce the length or of journeys undertaken by private cars with resultant benefits for reducing transport emissions. The park and ride will be accessible by existing cycleway infrastructure and will incorporate bus stops next as part of the facility. It will therefore have a positive impact in terms of the following objectives: SO1 To reduce emissions which contribute to climate change SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport SO7 To discourage private car use
Communities	✓	The proposal will create an expanded park and ride facility accessible from the neighbouring communities of Gartcosh and Glenboig. It will therefore have a positive impact in terms of the following objective: HLO8 Reduce the need to travel and journey length
Summary The proposed will provide an expanded park and ride facility with associated bus and cycle infrastructure and will therefore facilitate and encourage increased modal shift from private cars to more sustainable and active forms of transport. It will also discourage private car use for whole journeys and therefore reduce journey lengths by private car, emissions and energy consumption. The site is accessible by the communities of Gartcosh and Glenboig and therefore has benefits		

for reducing the need to travel and journey lengths by private car for residents of these communities.
Mitigation No mitigation requirements have been identified.

Gartcosh/Glenboig CGA – M80 Corridor Park & Ride/Share. Site option 1		
Description		
Creation of a new Park and Ride/Park and Share facility for the M80 corridor at a site adjacent to Hornshill Interchange to encourage increased modal shift to public transport and facilitate car sharing.		
Objective	Impact	Justification for Predicted Impact
Land Use		No significant impacts are anticipated.
Ecology		
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy	✓	The proposal will create a new park and ride/share facility for road traffic using the M80 and A80 corridor. It will facilitate modal shift from private car to bus and increase car sharing for part journeys. The proposal will therefore reduce the length of journeys undertaken by private cars with resultant benefits for reducing energy consumption and have a positive impact in terms of the following objectives: SO1 Reduce the need to travel and journey length SO Reduce energy consumption
Landscape and Visual		No significant impacts are anticipated.
Cultural Heritage		
Air Quality and Noise	✓	The proposal will encourage increased modal shift from private car to bus and increase car sharing for part journeys, with positive benefits for reducing the length of journeys undertaken by private cars and reducing transport emissions. It therefore has a positive impact in terms of the following objectives: SO1 To reduce emissions which contribute to climate change SO6 To promote sustainable forms of transport
Communities	✓	The proposal will create a park and ride/share facility at a location accessible from nearby communities along the northern corridor and from neighbouring authorities. It will therefore have a positive impact in terms of the following objective: HLO8 Reduce the need to travel and journey length
Summary		
The proposal will provide a park and ride/share facility to serve the A80 and M80 corridor. It will therefore facilitate and encourage modal shift from private cars to bus and increased car sharing for part journeys. It will also discourage private car use for whole journeys and reduce journey lengths undertaken by private cars, with resultant benefits for reducing transport emissions and energy consumption. The site is accessible by communities along the northern corridor and in neighbouring authorities and therefore has benefits for reducing the need to travel and journey lengths by private car for residents of these communities.		
Mitigation		
No mitigation requirements have been identified.		

Gartcosh/Glenboig CGA – M80 Corridor Park & Share		
Description		
Creation of a new Park and Share facility for the M80 corridor at a site at Auchenkilns Park to facilitate increased car sharing.		
Objective	Impact	Justification for Predicted Impact
Land Use	✘	Auchenkilns Park is identified for leisure development. The proposed may therefore have a negative impact in terms of the following objective: SO10: to identified and promote land use development opportunities.
Ecology		No significant impacts are anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy	✓	The proposal will create a new park and share facility for road traffic using the M80 corridor and facilitate increased car sharing for part journeys. The proposal will therefore reduce the length of journeys undertaken by private cars with resultant benefits for reducing energy consumption and have a positive impact in terms of the following objectives: SO1 Reduce the need to travel and journey length SO Reduce energy consumption
Landscape and Visual		No significant impacts are anticipated.
Cultural Heritage		
Air Quality and Noise	✓	The proposal will encourage increased car sharing for part journeys, with positive benefits for reducing the length of journeys undertaken by private cars and reducing transport emissions. It therefore has a positive impact in terms of the following objective: SO1 To reduce emissions which contribute to climate change
Communities	✓	The proposal will create a park share facility at a location accessible from nearby communities in the Cumbernauld area and to the north of Airdrie. It will therefore have a positive impact in terms of the following objective: HLO8 Reduce the need to travel and journey length
Summary		
The proposal will provide a park and share facility to serve M80 corridor. It will therefore facilitate and encourage increased car sharing for part journeys. It will also		

discourage private car use for whole journeys and reduce journey lengths undertaken by private cars, with resultant benefits for reducing transport emissions and energy consumption. The site is accessible from nearby communities and therefore has benefits for reducing the need to travel and journey lengths by private car for residents of these communities.

Mitigation

Detailed site options assessment will be undertaken to identify a suitable site within Auchenkilns Park that minimises land use impacts.

Pan Lanarkshire Orbital Transport Corridor - East Airdrie Link Road		
Description East Airdrie Link Road connecting Carfin / Newhouse, Stand & South Cumbernauld.		
Objective	Impact	Justification for Predicted Impact
Land Use	*	The road goes through previously undeveloped land including Green belt land, protected areas and general rural area to the area's detriment HLO2 Respect Land Form, natural processes and systems SO12 To protect valued environmental resources
Ecology	*	The road goes through previously undeveloped land including Green belt land, protected habitats, and protected woodlands to the detriment of the area. Whilst there may be potential to mitigate impacts upon the habitats and species, the proposal may nevertheless have negative impacts in terms of the following objectives: HLO1 Safeguard and enhance the environment through the protection of adversity HLO2 Protect, enhance and where necessary restore species and habitat SO2 To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats SO5 Take practical steps to restore, enhance and manage protected and at risk species and habitats SO7 To protect and promote the greenbelt, SINC's, natural heritage and other locations of environmental significance SO8 To prevent development which will adversely affect a SSSI or other conservation designation
Aquatic Environment	*	The road goes through previously undeveloped land including wetlands and will be close to waterways. HLO1 To ensure the importance of aquatic habitats and resources is recognised and protected HLO3 Protect and enhance the water environment including coastal and river systems SO4 To improve overall water quality and enhance riparian habitat
Geology and Soils	?	Impact unknown until detailed Site Investigation and further design work is undertaken.
Waste and Resources		No significant impacts anticipated.
Energy		
Landscape and Visual	*	The proposal would involve:- the removal of woodland over parts of the roads length, produce cuttings into hillside areas, construction of numerous structures along its length due to topography of the area, all to the detriment of the areas that the road will go through. HLO1 To improve the quality of the urban and rural landscape HLO2 Protect the landform of the area as defined in planning designations and Landscape Character Assessment for GCV HLO3 Protect and where necessary restore, landscape character, especially those designated as having particular worth HLO4 Protect, enhance and where necessary restore landscape character, local distinctiveness and scenic value

Cultural Heritage		No significant impacts anticipated.
Air Quality and Noise	✓	The road will help ease congestion on the A73 which has air quality issues HLO1 To ensure air quality meets all legislative and regulatory requirements HLO2 Protect the environment from pollution (this includes air, water and land pollution) SO1 To reduce emissions which contribute to climate change SO2 To reduce the harmful effects of poor air quality
Communities	✓	Helping the area by removing vehicles from the problematic 'air quality' zones will help general health and wellbeing SO12 To improve poor environments which contribute to ill health
Summary High level assessment due to the early nature of the proposal which include detailed SI's, EIA, Transport Modelling and design work to identify route alignment.		
Mitigation For future consideration.		

Pan Lanarkshire Orbital Transport Corridor - Motherwell: Muir Street Extension – Option 1		
Description		
A new link road for all traffic to create an extension to north bound Muir Street to enhance the road network in Motherwell Town Centre. Existing Muir Street would be for all south bound traffic (excluding buses)		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	The proposal aims to create a link road to the existing Muir Street to provide a north bound route and allow the existing Muir Street to become south bound which would complete the ring road adding capacity into the local network, encouraging a more direct route through the town from the north and east, improve access to the railway station, support sustainable travel and integrate bus and rail travel. SO6 To overcome land access constraints and promote more sustainable forms of transport SO 9 To integrate land use with transportation and other infrastructure
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual	✓	The proposal aims to reduce the amount of traffic on the existing Muir Street to improve pedestrian access and general amenity of the commercial street. It will support sustainable travel and connectivity from surrounding residential streets and train station. SO 4 Improve streets and open spaces, upgrade access routes and develop landscapes, improve the quality of buildings and their surroundings
Cultural Heritage		No significant impacts anticipated.
Air Quality and Noise	✓	The proposal aims to improve the air quality on the existing Muir Street by providing an alternative route for north bound traffic including buses which would remove buses from the narrow canyon of existing Muir Street, an already identified AQMA. HLO1 To ensure air quality meets all legislative and regulatory requirements SO2 To reduce the harmful effects of poor air quality SO3 Encourage walking, cycling, and use of public transport SO6 To promote sustainable forms of transport
Communities	✓	The proposal aims to support Motherwell Town Centre, making Muir Street more pedestrian friendly making the commercial street more enjoyable and easier to use. Promoting better access by foot and cycle and linking the train station with various forms of sustainable travel. By removing buses from Muir Street (existing) will improve the quality of the environment for shoppers and residents. HLO2 To promote sustainable communities HLO3 To promote quality of life

		SO2 to ensure development promotes greater social inclusion SO6 To promote role of cycling and walking SO9 To create an integrated and sustainable transport network SO12 Improve poor environments which contribute to ill health
<p>Summary The proposal for a new northbound link to Muir Street completes the Motherwell Link Road adding capacity into a congested network and improves access for buses, walking and cycling to the town centre and the train station. It should improve air quality and therefore the quality of the environment in the immediate area of the town centre. In supporting access to the train station it will encourage connectivity and modal shift to ensure more sustainable forms of travel.</p>		
<p>Mitigation No mitigation required</p>		

Pan Lanarkshire Orbital Transport Corridor - Motherwell: Muir Street Extension - option 2		
Description		
A new link road to create an extension to north bound Muir Street to enhance the road network in Motherwell Town Centre - bus only. Muir Street remaining north bound for all other traffic (excluding buses).		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	The proposal aims to create a link road to the existing Muir Street to provide a north route for buses, walking and cycling. The existing Muir street would continue to be northbound but with no bus access. This would improve access to the railway station for buses, support sustainable travel and integrate bus and rail travel. This would help deliver a sustainable travel plan for Motherwell. SO6 To overcome land access constraints and promote more sustainable forms of transport SO 9 To integrate land use with transportation and other infrastructure
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual	✓	The proposal aims to remove the bus traffic on the existing Muir Street to improve pedestrian access and general amenity of the commercial street. It will support sustainable travel and connectivity from surrounding residential streets and train station. SO4 Improve streets and open spaces, upgrade access routes and develop landscapes, improve the quality of buildings and their surroundings.
Cultural Heritage		No significant impacts anticipated.
Air Quality and Noise	✓	The proposal aims to improve the air quality on the existing Muir Street by providing an alternative route for north bound bus traffic which would remove buses from the narrow canyon of existing Muir Street, an already identified AQMA. It would also encourage modal shift from car to walking and cycling by providing a better equipped and safer route. HLO1 To ensure air quality meets all legislative and regulatory requirements SO2 To reduce the harmful effects of poor air quality SO3 Encourage walking, cycling, and use of public transport SO6 To promote sustainable forms of transport
Communities	✓	The proposal aims to support Motherwell Town Centre, making Muir Street more pedestrian friendly making the commercial street more enjoyable and easier to use. Promoting better access by foot and cycle and linking the train station with various forms of sustainable travel. By removing buses from Muir Street (existing) will improve the quality of the environment for shoppers and residents. HLO2 To promote sustainable communities

		<p>HLO3 To promote quality of life SO2 To ensure development promotes greater social inclusion SO6 To promote role of cycling and walking SO9 To create an integrated and sustainable transport network SO12 Improve poor environments which contribute to ill health</p>
<p>Summary The proposal for a new bus only northbound link to Muir Street improves access for buses, walking and cycling to the town centre and the train station. It should improve air quality and therefore the quality of the environment in the immediate area of the town centre. In supporting access to the train station it will encourage connectivity and modal shift to ensure more sustainable forms of travel.</p>		
<p>Mitigation No mitigation required.</p>		

Pan Lanarkshire Orbital Transport Corridor - Motherwell: Muir Street Extension - Option 3		
Description		
A new link road for bus only to create an extension to north bound Muir Street to enhance the road network in Motherwell Town Centre. Existing Muir Street offering two-way traffic to complete the ring road (excluding buses).		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	The proposal aims to create a link road to the existing Muir Street to provide a north bound bus only route and allow the existing Muir Street to become two way which would complete the ring road adding capacity into the local network, encouraging a more direct route through the town from the north and east, improve access to the railway station, support sustainable travel and integrate bus and rail travel. SO6 To overcome land access constraints and promote more sustainable forms of transport SO9 To integrate land use with transportation and other infrastructure
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual	✓ x	The proposal aims to reduce the amount of bus traffic on the existing Muir Street to improve pedestrian access and general amenity of the commercial street. It would however increase the number of vehicles on the existing stretch of Muir Street. It would also have an impact on the streetscape passing over pedestrian space to vehicles. It will support sustainable travel and connectivity from surrounding residential streets and train station. SO4 Improve streets and open spaces, upgrade access routes and develop landscapes, improve the quality of buildings and their surroundings
Cultural Heritage		No significant impacts anticipated.
Air Quality and Noise	✓	The proposal aims to improve the air quality on the existing Muir Street by providing an alternative route for north bound bus traffic which would remove buses from the narrow canyon of existing Muir Street, an already identified AQMA. It would however increase the number of private vehicles on Muir Street. However by increasing the capacity of the network traffic flow should be improved. SO3 Encourage walking, cycling, and use of public transport SO6 To promote sustainable forms of transport
Communities	✓	The proposal aims to support Motherwell Town Centre, making Muir Street more pedestrian friendly making the commercial street more enjoyable and easier to use. Promoting better access by foot and cycle and linking the train station with various forms of sustainable travel. By removing buses from Muir Street (existing) will improve the quality of the environment for shoppers and residents. HLO2 To promote sustainable communities

		SO2 To ensure development promotes greater social inclusion SO6 To promote role of cycling and walking SO9 To create an integrated and sustainable transport network
Summary		
The proposal for a new northbound link to Muir Street completes the Motherwell Link Road adding capacity into a congested network and improves access for buses, walking and cycling to the town centre and the train station. It may improve air quality and therefore the quality of the environment in the immediate area of the town centre. In supporting access to the train station it will encourage connectivity and modal shift to ensure more sustainable forms of travel.		
Mitigation		
The impact of the proposal on the newly implemented streetscape scheme would need to be assessed against the benefits on traffic flow, sustainable transport accessibility/use and air quality improvements from traffic modelling. Mitigation may be required to address any loss of pedestrian amenity.		

Pan Lanarkshire Orbital Transport Corridor - Motherwell: Muir Street Extension - Option 4		
Description		
A new link road for all traffic to create an extension to north bound Muir Street to enhance the road network in Motherwell Town Centre. Existing Muir Street south bound traffic to complete the ring road (excluding buses).		
Objective	Impact	Justification for Predicted Impact
Land Use	✓	The proposal aims to create a link road to the existing Muir Street to provide a north bound bus only route and allow the existing Muir Street to remain southbound which would complete the ring road adding capacity into the local network, encouraging a more direct route through the town from the north and east, improve access to the railway station, support sustainable travel and integrate bus and rail travel. SO6 To overcome land access constraints and promote more sustainable forms of transport SO9 To integrate land use with transportation and other infrastructure
Ecology		No significant impacts anticipated.
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual	✓	The proposal aims to reduce the amount of bus traffic on the existing Muir Street to improve pedestrian access and general amenity of the commercial street. It will support sustainable travel and connectivity from surrounding residential streets and train station. SO4 Improve streets and open spaces, upgrade access routes and develop landscapes, improve the quality of buildings and their surroundings
Cultural Heritage		No significant impacts anticipated.
Air Quality and Noise	✓	The proposal aims to improve the air quality on the existing Muir Street by providing an alternative route for north bound bus traffic which would remove buses from the narrow canyon of existing Muir Street, an already identified AQMA. Also by increasing the capacity of the network traffic flow should be improved. SO3 Encourage walking, cycling, and use of public transport SO6 To promote sustainable forms of transport
Communities	✓	The proposal aims to support Motherwell Town Centre, making Muir Street more pedestrian friendly making the commercial street more enjoyable and easier to use. Promoting better access by foot and cycle and linking the train station with various forms of sustainable travel. By removing buses from Muir Street (existing) will improve the quality of the environment for shoppers and residents. HLO2 To promote sustainable communities SO2 To ensure development promotes greater social inclusion

		SO6 To promote role of cycling and walking SO9 To create an integrated and sustainable transport network
Summary		
The proposal for a new northbound link to Muir Street completes the Motherwell Link Road adding capacity into a congested network and improves access for buses, walking and cycling to the town centre and the train station. It may improve air quality and therefore the quality of the environment in the immediate area of the town centre. In supporting access to the train station it will encourage connectivity and modal shift to ensure more sustainable forms of travel.		
Mitigation		
No mitigation required.		

Pan Lanarkshire Orbital Transport Corridor - Motherwell Park and Ride – Option 1		
Description Provision of a park and ride facility by developing a decked arrangement at the existing Aquatec car park on Monteith Road (A721), Motherwell to support commuters of Motherwell Train Station.		
Objective	Impact	Justification for Predicted Impact
Land Use		No significant impacts anticipated.
Ecology		
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual		
Cultural Heritage		
Air Quality and Noise	✓	The proposal offers additional long stay car parking for commuters from Motherwell. This encourages people from Motherwell and surrounding towns to use the train for longer distances reducing journey lengths and modal shift. This promotes more sustainable travel and discourages over car use. SO3 Encourage walking, cycling and public transport SO6 To promote sustainable forms of transport SO7 To discourage private car use
Communities	✓	The long stay park and ride encourages train use for longer journeys. HLO8 Reduce the need to travel and journey length SO9 To create an integrated and sustainable transport network
Summary The provision of additional long stay car parking on an existing car parking site which has limited impact visually on an area but supports commuters using the train station, reducing journey lengths and ensuring an integrated travel network.		
Mitigation No mitigation identified.		

Pan Lanarkshire Orbital Transport Corridor - Motherwell Park and Ride - Option 2		
Description Provision of a park and ride facility (decked arrangement) at existing Heritage Centre Car park on High Road, Motherwell to support commuters of Motherwell Train Station.		
Objective	Impact	Justification for Predicted Impact
Land Use		No significant impacts anticipated.
Ecology		
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual	*	The existing car park is located in a conservation area and the development of a decked car park would have an impact on the urban landscape and planning designation. The design of the decking would require careful consideration and high quality materials used. HLO1 To improve the quality of the urban and rural landscape SO1 To promote development which enhances urban form and function SO6 To reinforce sense of place and enhance amenity by improving the quality of design in new development, by protecting and enhancing local character and by having regard to the setting of new development in the landscape SO7 To upgrade the quality of urban form and encourage good quality urban design
Cultural Heritage	*	The development may have a negative impact on the character and amenity of the conservation area. HLO1 Protect, enhance and where necessary restore building character and townscape
Air Quality and Noise	✓	The proposal offers additional long stay car parking for commuters from Motherwell. This encourages people from Motherwell and surrounding towns to use the train for longer distances reducing journey lengths and modal shift. This promotes more sustainable travel and discourages over car use. SO3 Encourage walking, cycling and public transport SO6 To promote sustainable forms of transport SO7 To discourage private car use
Communities	✓	The proposal brings significant benefit in terms of reducing journey length and promoting sustainable travel which helps created more sustainable and healthy communities. HLO8 Reduce the need to travel and journey length SO9 To create an integrated and sustainable transport network However the development does have an impact on the conservation area and urban form.

	*	HLO7 Respect urban form, settlement pattern and identity
<p>Summary The proposal provides additional long stay car parking supports commuters using the train station, reducing journey lengths and ensuring an integrated travel network.</p>		
<p>Mitigation The design, materials and siting of the decking would need careful consideration. This will be further explored in due course.</p>		

Pan Lanarkshire Orbital Transport Corridor - Footbridge linking park and ride on west side of Motherwell train station to east side of train station and town centre - Option 1		
Description Provision of a footbridge connecting the west side of the railway line at approximately the heritage centre at High Road to the new extension of Muir Street.		
Objective	Impact	Justification for Predicted Impact
Land Use		No significant impacts anticipated.
Ecology		
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual		
Cultural Heritage		
Air Quality and Noise	✓	The proposal creates a direct and safe route from the existing park and ride car park to the train station and also offers residents on the west side of the railway an improved route to the town centre. The footbridge will promote cycling as will offer an off road route connecting both sides of the town and further afield to the Clyde Valley. SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport
Communities	✓	The proposal's primary role is to support connectivity and encourage use of sustainable forms of transport. SO6 To increase the role of cycling and walking SO9 To create an integrated and sustainable transport network
Summary The proposal aims to provide a direct and safe route from the existing parking and ride and western side of railway line to the new Muir Street Extension offering improved access to both the train station and the town centre. This connects residents on the western side of Motherwell to the town centre and encourages walking and cycling		
Mitigation No mitigation required.		

Pan Lanarkshire Orbital Transport Corridor - Footbridge linking park and ride on west side of railway line to east side of railway line - Option 2		
Description		
Provision of a footbridge connecting the west side of the railway line at approximately the heritage centre at High Road to the Train Station.		
Objective	Impact	Justification for Predicted Impact
Land Use		No significant impacts anticipated.
Ecology		
Aquatic Environment		
Geology and Soils		
Waste and Resources		
Energy		
Landscape and Visual		
Cultural Heritage		
Air Quality and Noise	✓	The proposal creates a direct and safe route from the existing park and ride car park to the train station. The footbridge will promote cycling as will offer an off road route connecting both sides of the town and further afield to the Clyde Valley. SO3 Encourage walking, cycling and use of public transport SO6 To promote sustainable forms of transport
Communities	✓	The proposal's primary role is to support connectivity and encourage use of sustainable forms of transport. SO6 To increase the role of cycling and walking SO9 To create an integrated and sustainable transport network
Summary		
The proposal aims to provide a direct and safe route from the existing park and ride and western side of railway line to the train station. In improving the link, it will encourage people to use the train and will encourage cycling due to the off road route.		
Mitigation		
No mitigation required.		

Site Mitigation

As part of the site selection process sites have been assessed using the Site Sustainability and Deliverability Matrix and this has informed mitigation measures either undertaken or required in the future.

A number of sites areas have already been reduced in response to issues identified through this assessment and one site has been removed from consideration due to a requirement to access the site through an AQMA. However, there will be a requirement for mitigation requirements to be further investigated in more detail as part of the Development Management Process.

It is acknowledged that further investigation will be required as part of this process and there are general issues that have been identified as required for mitigation that fall into general categories. There are however more site specific issues that have been identified on an individual basis below.

General Mitigation

Given the need for additional development land there are unavoidable impacts of development of Greenfield sites in relation to Geology and Soils however as the identification of sites was needs based this cannot be mitigated however these are in accordance with the principles of the plan and in identified areas of need where there is not enough brownfield land to meet this need.

A number of sites have been identified as a Potential Development Sites which are considered to have potential to be developed in the future to meet housing need through the urban boundary review. These are adjacent to the urban area and result in the long term defensible boundary, these are not sites being promoted as a preferred sites in this Plan thus reducing the potential for development.

A number of these have been identified in the urban area and where this involves the regenerating of brownfield sites or where the green belt status is incongruous, resulting from releases through the examination of the North Lanarkshire Local Plan there is a given greater potential for development of these sites.

All Proposed or Potential Development Sites identified in this plan will also require Planning Permission and will therefore be further considered against the policies in the plan. This further more detailed consideration of the environmental matters is only currently achievable through the Planning Application process

As area as a former mining area, there is also a standard requirement for the investigation of ground conditions on many sites and where mine working have been identified these are included in the assessment matrix.

A number of sites are adjacent or in close proximity to existing industrial uses/railway lines/busy road networks, as a result, a precautionary requirement to investigate the requirement for mitigation of noise and air quality issues have been identified where this is the case. Where these issues are considered of particular note or impacts are likely to be greater they have been identified below.

A review of 1 in 200 year flood map has been undertaken for each site to assess potential flooding risk. Where further assessment is required or water resilient measures recommended these have been identified. These will be required to ascertain the developable amount of the site and areas may be reduced as a future mitigation.

There may be instances where a proposal with have a direct or indirect effect on an environmental designation due to it being adjacent to a site. In instances like this there will be precautionary principle of ensuring any potential impact is mitigated through development management process.

Where advised through consultation and assessment there is an indication of a requirement for ecological surveys on certain sites as part of any application for planning permission, this is also the case when a proposal will result in the loss of a piece of open space.

A number of mitigation measures will require to be assessed through the development management process and instances of this are acknowledged below

Glasgow and Clyde Valley Infrastructure Projects mitigation measures**Preferred routes mitigation**

Following Assessment a number of preferred options have been identified and had their business case approved, mitigation associated with these is identified below.

A8/M8 Corridor Access Improvements - Holytown Link Road - Preferred Route

The community of Holytown benefits from the existing mature landscaped bund screening the area from the southern edge of EuroCentral. The preferred route would have a significant detrimental impact on the integrity of the bund. Mitigation is possible through the design and implementation of a robust landscaping scheme for the proposed new route re-using soils from the existing bund and reducing the negative local impacts.

Gartcosh/Glenboig CGA - Gartcosh/Glenboig Link Road - Preferred Route

Identify and implement environmental, ecological and access mitigation measures to protect the Local Nature Reserve, protected species and habitats and ensure continued public access to greenspace. Create additional habitats and compensatory extension areas to the Local Nature Reserve to protect and enhance biodiversity and the local environment.

Route options mitigation

In addition to the preferred options a number of options that require further assessment and the business case to be agreed to see which option will be implemented on the ground.

Gartcosh/Glenboig CGA - A80 Link Road - Route Option 1

The impact of the proposed road on the landscape could be mitigated through the implementation of measures such as landscape design and tree planting. Impact upon land-use could be mitigated by developing a route design with no

direct accesses permitted from the link road in order to safeguard the greenbelt from development

Gartcosh/Glenboig CGA - A80 Link Road - Route Option 2

The impact of the proposed road on the landscape could be mitigated through the implementation of measures such as landscape design and compensatory tree planting to replace affected trees protected by TPOs. The impact of the proposal on land-use could also be mitigated by developing a route design with no direct accesses permitted from the link road in order to safeguard the greenbelt from development.

Gartcosh/Glenboig CGA - Kilgarth/Gartsherrie Link Road & Jct 2a Improvement - Option 1

Identification and implementation of environmental and ecological mitigation measures to protect Gartcosh Local Nature Reserve and other environmental designations impacted upon by the road link

Gartcosh/Glenboig CGA - Kilgarth/Gartsherrie Link Road & Jct 2a Improvement - Option 2

Identification and implementation of environmental and ecological mitigation measures to protect Gartcosh Local Nature Reserve and provide suitable compensatory extensive areas, additional habitats and access paths.

Gartcosh/Glenboig CGA – M80 Corridor Park & Share

Detailed site options assessment will be undertaken to identify a suitable site within Auchenkilns Park that minimises land use impacts.

Pan Lanarkshire Orbital Transport Corridor - East Airdrie Link Road

For future consideration

Pan Lanarkshire Orbital Transport Corridor - Motherwell: Muir Street Extension - Option 3

The impact of the proposal on the newly implemented streetscape scheme would need to be assessed against the benefits on traffic flow, sustainable transport accessibility/use and air quality improvements from traffic modelling. Mitigation may be required to address any loss of pedestrian amenity

**Pan Lanarkshire Orbital Transport Corridor - Motherwell Park and Ride -
Option 2**

The design, materials and siting of the decking would need careful consideration. This will be further explored in due course.