

**Appendix to Chapter 7: Table 1: Visual Impact Assessment: Buildings**

Ref.	Receptor/ Address/ Type/ Stories/ Location/ Context	Sensitivity of Receptor	Change/ Effect	Extent	Angle and Nature of View	Duration	Magnitude (Constructio n)	Magnitude (Operation Winter Year 1)	Magnitude (Operation Summer Year 15)	Impact (Construction)	Mitigation	Impact (Operation Winter Year 1)	Residual Impact (Operation Summer Year 15)
1	Nos. 68, 70, 72, 74 Clark St.  1.5 Storey semi-detached cottages.  Properties set back from street with small front gardens.  Front windows directly overlook street and industrial premises on opposite side with views to existing railway corridor beyond.	Medium	Open views to proposed branch line as it moves from existing rail corridor on embankment.  Views of railway infrastructure would be brought closer to receptor.  Angled view towards rail bridge crossing of Clark St.	Medium	Mid-ground, front on to Oblique.	Long Term	Low – Medium	Low	Low	Moderate Adverse	Groundcover planting to railway embankment.	Minor – Moderate Adverse	Minor – Moderate Adverse
2	Nos. 60, 62, 64, 66 Clark St.  1.5 Storey semi-detached cottages.  Properties set back from street with small front gardens.  Front windows directly overlook street and industrial premises on opposite side with views to existing railway corridor beyond.	Medium	Open views to proposed branch line as it moves from existing rail corridor on embankment.  Views of railway infrastructure would be brought closer to receptor.  Angled view towards rail bridge crossing of Clark St.	Low – Medium	Mid-ground to Distant, Front on to Oblique.	Long Term	Medium	Low – Medium	Low – Medium	Minor – Moderate Adverse	Groundcover planting to railway embankment.	Minor Adverse	Minor Adverse
3	Industrial Properties  Large warehouse building, small out buildings, open vehicle areas and vacant lot.  Properties lie adjacent to existing Airport Parking property.  Existing rail corridor can be viewed from all outdoor areas of properties.	Low	Proposed branch line would travel adjacent to properties through existing Airport Parking property on embankment.  Views of railway infrastructure would be brought closer to receptor.	Medium - High	Foreground	Long Term	Medium – High	Medium	Medium	Minor – Moderate Adverse	Groundcover planting to railway embankment.	Minor Adverse	Minor Adverse
4	Industrial properties on Mackean St.  Various properties including buildings, sheds and outdoor yard space.  Various views out of properties to surrounding industrial properties including distant views to existing rail corridor.	Low	Mid-ground views of branch line as it moves from existing rail corridor on embankment.	Low	Mid-ground, Glimpse	Long Term	Negligible	Negligible	Negligible	Negligible	Groundcover planting to railway embankment.	Negligible	Negligible

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5	Industrial properties on Clark St.  Various properties with warehouses and yard space.  Views to adjacent properties.	Low	Distant oblique views to proposed branch line crossing of Clarke St.	Low	Distant, Oblique	Long Term	Negligible	Negligible	Negligible	Negligible	None possible.	Negligible	Negligible
6	Nos. 70, 72, 74, 76, 78 Murray St.  1.5 and 2 Storey semi-detached residential properties.  Properties back on to existing rail corridor embankment with views of railway infrastructure and passing trains.	Medium	Branch line would tie into existing rail corridor in close proximity causing an increase in railway infrastructure.	Medium	Mid ground, Level views and Views up to.	Long Term	Medium	Low	Low	Minor Adverse	None possible.	Minor Adverse	Minor Adverse
7	Residential Flats near intersection of Greenock Rd and Clark St.  Various 3 to 4 storey properties with views over surrounding areas.	Medium	Distant glimpses of branch line as it moves from existing rail corridor and crosses Clark St.	Low	Distant, Glimpse	Long Term	Negligible	Negligible	Negligible	Negligible	None possible.	Negligible	Negligible
8	No. 80 Clark St.  2 Storey commercial building and adjacent yard space.  Views from building to surrounding industrial properties and street including mid-ground views of existing rail corridor.	Low	Branch line would travel adjacent to property as it crosses Clark St and continues on towards the Airport.  The building would be subjected to immediate views.	High	Foreground	Long Term	High	Medium	Medium	Moderate Adverse	None possible.	Minor Adverse	Minor Adverse
9	No. 88 Clark St, Dobies Court  Industrial buildings and yard space.  Main 3 storey building is a category 'B' listed building with views from upper floors over surrounding properties.	Low	Branch line would travel adjacent to property as it crosses Clark St and continues on towards the Airport.	High	Foreground	Long Term	High	Medium	Medium	Moderate Adverse	None possible.	Minor Adverse	Minor Adverse
10	Industrial properties on Greenhill Rd.  Various single storey buildings and yard space.  Main views contained within site with glimpses out to surrounding street and neighbouring properties.	Low	Branch line would travel adjacent to property.	High	Foreground	Long Term	High	Medium	Medium	Moderate Adverse	None possible.	Minor Adverse	Minor Adverse

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11	Nos. 108 & 110 Greenhill Rd.  3 Storey tenement flats.  Front views to street and residential properties. Rear views to adjacent industrial properties.	Medium	Views to elevated branch line across adjacent industrial property and as it crosses over McFarlane St.	Medium – High	Mid-ground	Long Term	High	Medium	Medium	Moderate – Major Adverse	None possible.	Moderate Adverse	Moderate Adverse
12	Nos. (odd) 103 to 117 Greenhill Rd.  2 Storey residential terraces.  Properties set back from street with small front gardens.  Direct views to street and industrial properties and flats opposite.	Medium	Slot views past industrial properties to elevated branch line.  Views of railway infrastructure and passing trains.	Low	Mid-ground, Slot	Long Term	Low - Medium	Low	Low	Minor – Moderate Adverse	None possible.	Minor Adverse	Minor Adverse
13	Nos. 119 & 121 Greenhill Rd  2 Storey semi-detached residential properties.  Set close to road with high hedgerow to front.  Immediate views to street and adjacent properties. Angled views across A726 Road to St James playing fields.	Medium	Mid-ground views of branch line crossing of McFarlane St and A726 including loss of mature trees.  Oblique view of alignment crossing St James playing fields.	Low	Mid-ground, Slot	Long Term	Low - Medium	Low	Low	Minor – Moderate Adverse	Amenity shrub planting to edge of A726 Road.	Minor Adverse	Minor Adverse
14	No. 1 St James Ave.  2 Storey residential end terrace.  Front windows view over small front gardens to street and roadside embankment. Further views across A726 to St James playing fields. Side windows view along McFarlane St.	Medium – High	Mid-ground views from side windows of branch line crossing of McFarlane St and A726 including loss of mature trees.  View from upper floor of alignment crossing St James playing fields.	Medium	Mid-ground	Long Term	Medium	Low – Medium	Low – Medium	Moderate Adverse	Amenity shrub planting to edge of A726 Road.  Reinstatement of turf and football pitches on St James Park	Minor – Moderate Adverse	Minor – Moderate Adverse
15	Nos. 2 to 6 St James Ave.  2 Storey residential terraces.  Front windows view over small front gardens to street and roadside embankment. Further views across A726 to St James playing fields.	Medium – High	Mid-ground to distant views from upper floors of rail alignment crossing St James playing fields.  Mid ground views to relocated pavilion.  Existing pavilion removed from view	Low	Mid-ground to Distant	Long Term	Low - Medium	Low	Low	Minor – Moderate Adverse	Reinstatement of turf and football pitches on St James Park	Minor Adverse	Minor Adverse

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16	Residential properties on Tannahill Rd.  2 Storey semi-detached properties. Set in private garden space with filtered rear views over open green space towards existing rail corridor and industrial area.	Medium	Distant filtered views towards the branch alignment as it moves from existing rail corridor.  Visible elements would include upper portions of gantries and glimpses of tops of passing trains.	Low	Distant, Filtered	Long Term	Negligible	Negligible	Negligible	Negligible	None possible.	Negligible	Negligible
17	Industrial properties on Greenhill Rd and Murray St.  Various warehouse structures and yard space.  Properties back on to, or have short views to existing rail corridor.	Low	Branch line would tie into existing rail corridor in close proximity causing an increase in visible railway infrastructure and an increased frequency of passing trains.	Low	Mid-ground	Long Term	Low	Low – Negligible	Low – Negligible	Minor Adverse – Negligible	None possible.	Negligible	Negligible
19	Industrial property on Greenhill Rd.  Single storey warehouse/office and outdoor parking space.  Office windows view car park and street. Existing railway embankment and overbridge form part of existing view.	Low	Mid-ground views to branch line as it approaches crossing of Clark St.	Low	Mid-ground	Long Term	Low	Low	Low	Minor Adverse	None possible.	Negligible	Negligible
20	Nos. 7 to 31 St James Ave.  2 Storey residential terraces.  Front windows view over small front gardens to street and roadside embankment. Further views across A726 to St James playing fields.	Medium	Mid-ground oblique views from upper floors of rail alignment crossing St James Park.  Mid-ground oblique views from upper floors to relocated pavilion.  Existing pavilion removed from view.	Low	Mid-ground, Oblique	Long Term	Low	Low	Low	Minor Adverse	Structure planting to edge of St James Park.  Avenue trees planted along viaduct crossing St James Park.  Reinstatement of turf and football pitches on St James Park	Minor Adverse	Minor Adverse
21	Industrial properties on McFarlane St.  Various warehouse buildings and yard space.  Main views contained within properties. Some views out over the A726 to St James Park.	Low	Various foreground to mid-ground views of branch line alignment crossing the A726 road and St James Park.  Loss of some mature trees between A726 and McFarlane St.  View of construction compound over A726 Road.	Low	Foreground to Mid-ground	Long Term	Medium	Low	Low	Minor Adverse	Amenity shrub planting to edge of A726 Road.  Avenue trees planted along viaduct crossing St James Park.  Reinstatement of turf and football pitches on St James Park	Minor Adverse - Negligible	Minor Adverse - Negligible

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22	Nos. 1 to 7 McFarlane St  3 Storey tenement flats.  Views across A726 to St James Park. Upper floors have extensive views to M8 Motorway and Airport. Distant mountains form backdrop.	Medium - High	Views to branch line alignment crossing St James playing fields and feature overbridge structure crossing M8 Motorway.  Short mid-ground views to construction compound located in St James Park.  Views across viaduct to relocated pavilion.  Existing pavilion removed from view.	Medium	Mid-ground	Long Term	Medium – High	Medium	Low - Medium	Moderate – Major Adverse	Amenity shrub planting to edge of A726 Road.  Avenue trees planted along viaduct crossing St James Park.  Reinstatement of turf and football pitches on St James Park	Moderate Adverse	Minor – Moderate Adverse
23	Nos. 18 to 80 Larkin Gardens.  3 to 4 Storey residential flats.  Various views from flats, mainly to adjacent streets and neighbouring properties. Some, mainly oblique, views to St James Park and M8 Motorway.	Medium	Mid-ground views to branch line alignment crossing St James Park.  Shorter mid ground views to construction compound located in St James Park.  Views across viaduct to relocated pavilion.  Existing pavilion removed from view.	Low	Mid-ground to distant	Long Term	Low	Low	Low	Minor Adverse	Amenity shrub planting to edge of A726 Road.  Avenue trees planted along viaduct crossing St James Park.  Reinstatement of turf and football pitches on St James Park	Minor Adverse - Negligible	Minor Adverse - Negligible
24	Nos. (odd) 19 to 45 and 42 and 44 Lansbury Gardens.  2 Storey semi-detached residential properties.  High stone wall on boundary of properties screens views from lower floor. Views from upper floor to St James Park and M8 Motorway in distance.	Medium – High	Mid-ground to distant views to branch line alignment crossing St James Park. Short mid-ground views to construction compound located in St James Park.  Views across viaduct to relocated pavilion.  Existing pavilion removed from view.	Medium – High	Mid-ground	Long Term	Medium – High	Medium	Low - Medium	Moderate – Major Adverse	Amenity shrub planting to edge of A726 and Greenock Road.  Avenue trees planted along viaduct crossing St James Park.  Reinstatement of turf and football pitches on St James Park	Moderate Adverse	Minor – Moderate Adverse
25	Nos. 134 to 154 Greenock Rd.  1 and 2 Storey residential bungalows and semi detached properties.  Set in own gardens with open front views across street to St James Park.	High	Mid-ground views to branch line alignment crossing St James Park on viaduct. Shorter mid-ground views to construction compound located in St James Park.  Views across viaduct to relocated pavilion.  Existing pavilion removed from view.	Medium – High	Mid-ground, Front on	Long Term	High	Medium – High	Medium	Major Adverse	Amenity shrub planting to edge of A726 Road.  Avenue trees planted along viaduct crossing St James Park.  Reinstatement of turf and football pitches on St James Park	Major Adverse	Moderate – Major Adverse

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26	Nos. 156 to 172 Greenock Rd.  1 and 2 Storey residential bungalows and semi detached properties.  Set in own gardens with open front views across street to St James Park and M8 Motorway.	High	Mid-ground views to branch line alignment crossing St James Park on viaduct. Foreground views to construction compound located in St James Park.  Views across viaduct to relocated pavilion.  Existing pavilion removed from view.	High	Foreground to mid-ground, Front on	Long Term	High	High	Medium – High	Major Adverse	Reinstatement of amenity tree and shrub planting to edge of Greenock Road.  Avenue trees planted along viaduct crossing St James Park.  Reinstatement of turf and football pitches on St James Park	Major Adverse	Moderate – Major Adverse
27	Nos. 172a, 172b and 176 Greenock Rd.  1 and 2 Storey residential bungalows.  Set in own gardens with open front views across street to St James Park.  Close views of M8 Motorway.	Medium – High	Foreground views to branch line alignment crossing St James Park on viaduct and feature overbridge crossing of M8 Motorway. Foreground views to construction compound located in St James Park.  Views across viaduct to relocated pavilion.  Existing pavilion removed from view.	High	Foreground, Front on	Long Term	High	High	Medium – High	Major Adverse	Reinstatement of amenity tree and shrub planting to edge of Greenock Road.  Avenue trees planted along viaduct crossing St James Park.  Structure planting and screening mound to north east corner of St James Park.  Reinstatement of turf and football pitches on St James Park  Over bridge to be designed as landmark feature.	Major Adverse	Moderate – Major Adverse
28	Kibble Education and Care Centre.  Various 1 to 3 storey residential and educational buildings set amongst gardens with open space and playing fields.  Main views enclosed within complex. Slot view along Goudie St to St James Park.	Medium	Distant slot glimpses of construction activity and construction compound on St James Park.  Glimpses to top of feature overbridge crossing M8 Motorway.	Low	Distant, Slot	Long Term	Negligible	Negligible	Negligible	Negligible	Reinstatement of amenity shrub planting to edge of Greenock Road.  Avenue trees planted along viaduct crossing St James Park.  Reinstatement of turf and football pitches on St James Park	Negligible	Negligible

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29	Electricity Sub Station  Located on St Andrews Crescent adjacent to M8 Motorway and playing fields.  Single storey brick building with no windows and adjacent electricity infrastructure. Property is unmanned and hence sensitivity is very low.	Low	Branch alignment to travel in close proximity to property on feature overbridge.  Mid-ground views to relocated airport fuel farm on opposite side of adjacent football pitch.	High	Foreground	Long Term	High	Medium	Medium	Minor Adverse – Negligible	Structure planting to edge of relocated fuel farm.  Overbridge to be designed as landmark feature.	Negligible	Negligible
30	Yards with Portacabins on St Andrews Crescent.  Portacabin offices and yard space within an areas surrounded by a high chain wire fence.  Views out to surrounding airport infrastructure.	Low	Oblique distant views to Branch Alignment as it crosses M8 Motorway on feature overbridge and moves towards terminal building.  Mid-ground views to relocated airport fuel farm set in existing scrub area.	Low	Oblique, Distant	Long Term	Low	Low	Low	Minor Adverse	Structure planting to edge of relocated fuel farm.  Overbridge to be designed as landmark feature.	Minor Adverse	Minor Adverse – Negligible
31	Properties on St Andrews Drive West and St Andrews Crescent.  Various industrial properties containing buildings, warehouses, and yard space.  Views from properties to surrounding airport infrastructure and oblique views to M8 Motorway.	Low	Oblique views to Branch Alignment as it crosses M8 Motorway on feature overbridge and moves towards terminal building.  Filtered mid-ground views to relocated airport fuel farm set in existing scrub area.  Existing adjacent fuel farm would be removed from view.	Medium	Oblique, Short mid-ground	Long Term	Medium – High	Low	Low	Minor Adverse	Structure planting to edge of relocated fuel farm.  Overbridge to be designed as landmark feature.	Minor Adverse – Negligible	Minor Adverse – Negligible
32	Airport Hangars  Two large aircraft hangars one of which has attached ground floor offices.  Views from hangars mainly consist of airport tarmac area. Other views to surrounding airport related developments.	Low	Distant glimpses of branch alignment travelling on viaduct over airport grounds. Views would be set against the backdrop of the M8 Motorway.  Existing airport fuel farm would be removed from view.	Low	Distant, Glimpse	Long Term	Low – Negligible	Negligible	Negligible	Negligible	None possible.	Negligible	Negligible
33	Car hire businesses on St Andrews Drive.  Properties consist of reception office, workshop and outdoor vehicle areas.  Properties back on to motorway embankment with views to surrounding airport infrastructure.	Low	Branch alignment to travel at front of properties on elevated viaduct.  Existing adjacent fuel farm would be removed from view.	High	Foreground	Long Term	High	Medium	Medium	Moderate Adverse	Reinstatement of amenity trees and shrubs along St Andrews Drive.	Minor Adverse	Minor Adverse

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34	Multi storey car park and surrounding parking.  3 Storey car park with adjacent area of outdoor car parking.  Tree planting to edges.  Views to surrounding airport infrastructure.	Low	Foreground views of branch alignment on elevated viaduct. Viaduct would travel over corner of outdoor parking area.  Views would be set against the backdrop of airport infrastructure and the M8 Motorway  Existing airport fuel farm would be removed from view.	Medium	Foreground	Long Term	Medium	Low - Medium	Low	Minor Adverse	Reinstatement of amenity trees and shrubs along St Andrews Drive.  Reinstatement of structure planting along Caledonia Way West.	Minor Adverse – Negligible	Negligible
35	Holiday Inn Hotel  10 Storey hotel with restaurant, function rooms, offices and car parking.  Positioned between two airport car parking structures.  Views from lower floors of building to adjacent car parking areas and roads. Views from upper floors consist of wide open views over airport and M8 Motorway to surrounding areas.	Medium	Airport train station would be situated in close proximity to the hotel giving immediate views to the station from the property.  The branch line would be viewed from much of the hotel as it crosses St James Park on viaduct, M8 Motorway on feature overbridge and airport grounds on viaduct.  Existing airport fuel farm would be removed from view.	High	Immediate, Foreground	Long Term	High	High	High	Moderate – Major Adverse	Reinstatement of amenity trees and shrubs along St Andrews Drive.  Reinstatement of structure planting along Caledonia Way West.  Airport station would be designed as a visually attractive architectural element.	Moderate Adverse	Moderate Adverse
36	Multi storey car park  5 Storey car park with surrounding outdoor car parking on asphalt.  Over bridge pedestrian link from second floor of car park to main terminal.	Low	Airport station and elevated pedestrian link would be located above the existing asphalt parking areas adjacent to car park building at an elevated level.  Airport station and elevated pedestrian link would be in the immediate of foreground view from much of the parking areas.  Existing airport fuel farm would be removed from view.	High	Immediate, Foreground	Long Term	High	Medium	Medium	Moderate Adverse	Airport station and pedestrian link would be designed as a visually attractive architectural element	Minor Adverse	Minor Adverse
37	Glasgow Airport Terminal Building  Large terminal building with high level of activity at forecourt. Windows from building view entry forecourt and airport tarmac areas.	Low	Glimpse views from forecourt area to branch line and airport station located behind multi storey car park and hotel. Views set within existing airport land uses.  Immediate views of elevated pedestrian link connecting airport station to terminal building. An overhead pedestrian link already exists in this area.	Low	Immediate, Glimpse, Mid-ground	Long Term	Medium	Low	Low	Minor – Moderate Adverse	Airport station and pedestrian link would be designed as a visually attractive architectural element	Negligible	Negligible

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38	Car hire property on St Andrews Drive.  Property consists of reception office, workshop and outdoor vehicle areas.  Property backs on to motorway embankment with direct views to airport car parking areas.	Low	Airport station and elevated pedestrian link would be located in direct view within existing area of car parking.  Airport station would be viewed against the backdrop of hotel and multi storey car park.	Medium	Front on, Close mid-ground	Long Term	High	Medium	Medium	Moderate Adverse	Airport station and pedestrian link would be designed as a visually attractive architectural element	Minor - Negligible Adverse	Minor - Negligible Adverse
39	Administration Buildings  Group of 2 storey buildings containing offices.  Views to surrounding car parking areas, hotel, airport infrastructure and elevated M8 Motorway.	Low	Mid ground views to end of airport station and elevated pedestrian link from offices on western side.  Airport station and elevated pedestrian link would be viewed against the backdrop of hotel and multi storey car park.	Medium	Mid-ground	Long Term	Medium	Low	Low	Minor – Moderate Adverse	Airport station and pedestrian link would be designed as a visually attractive architectural element  Amenity planting in foreground of pedestrian link.	Minor Adverse – Negligible	Minor Adverse – Negligible
40	Holiday Inn Express Hotel  4 Storey hotel on St Andrews Drive.  Direct views to car parking areas, airport buildings, surrounding roads and elevated M8 Motorway.	Medium	Oblique views to airport station and elevated pedestrian link located next to multi storey car park.	Low	Oblique, Mid-ground	Long Term	Low – Medium	Low	Low	Minor Adverse	Airport station and pedestrian link would be designed as a visually attractive architectural element  Amenity planting in foreground of pedestrian link.	Minor Adverse – Negligible	Minor Adverse – Negligible
41	Off site airport car parking and industrial property on Murray Street.  Views to surrounding industrial properties, existing railway corridor and open space areas.	Low	Mid-ground to distant filtered views towards the branch alignment as it moves from existing rail corridor.  Visible elements would include upper portions of gantries and glimpses of tops of passing trains.	Low	Mid-ground to Distant, Filtered	Long Term	Low	Negligible	Negligible	Minor Adverse – Negligible	None possible.	Negligible	Negligible
43	Ramada Hotel  4 Storey hotel located on far side of M8 Motorway from the airport.  Direct views to M8 Motorway and airport in the background.	Medium	Mid ground views from upper floors over M8 Motorway to rail alignment, airport station and elevated pedestrian link set in front of multi-storey car park and hotel.	Low	Mid-ground	Long Term	Low	Low	Low	Negligible	Airport station and pedestrian link would be designed as a visually attractive architectural element	Negligible	Negligible

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44	Office building  3 Storey office building located on far side of M8 Motorway from the airport.  Direct views to M8 Motorway and airport in the background.	Low	Mid ground views from upper floors over M8 Motorway to rail alignment, airport station and elevated pedestrian link set in front of multi-storey car park and hotel.	Low	Mid-ground	Long Term	Low	Low	Low	Negligible	Airport station and pedestrian link would be designed as a visually attractive architectural element	Negligible	Negligible
45	Shell petrol station.  Located adjacent to M8 Motorway flyover. Views to neighbouring hotel and car parking areas.	Low	Distant glimpses beneath M8 Motorway flyover to airport station and elevated pedestrian link.	Low	Distant, Glimpse	Long Term	Negligible	Negligible	Negligible	Negligible	Airport station and pedestrian link would be designed as a visually attractive architectural element	Negligible	Negligible
46	Travel Inn Hotel  3 Storey building with windows facing all directions.  Located adjacent to M8 Motorway flyover. Views to neighbouring petrol station and car parking areas.	Medium	Distant glimpses beneath M8 Motorway flyover to airport station and elevated pedestrian link.	Low	Distant, Glimpse	Long Term	Negligible	Negligible	Negligible	Negligible	Airport station and pedestrian link would be designed as a visually attractive architectural element	Negligible	Negligible

**Table 2: Visual Impact Assessment: Open Space**

Ref.	Receptor/ Address/ Type/ Stories/ Location/ Context	Sensitivity of Receptor	Change/ Effect	Extent	Angle and Nature of View	Duration	Magnitude (Constructio n)	Magnitude (Operation Winter Year 1)	Magnitude (Operation Summer Year 15)	Impact (Construction)	Mitigation	Impact (Operation Winter Year 1)	Residual Impact (Operation Summer Year 15)
OS1	Areas of open space on Ferguslie Park Ave.  Large open green space with dirt tracks cutting through unmaintained grass areas.  Area is adjacent to existing railway corridor.	Low	Distant views towards the branch alignment as it moves from existing rail corridor.  Visible elements would include upper portions of gantries and glimpses of tops of passing trains.	Low	Distant, Glimpse	Long Term	Negligible	Negligible	Negligible	Negligible	None possible.	Negligible	Negligible

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OS2	<p>St James Park</p> <p>Large area of open space containing 17 football pitches, changing facility buildings and two areas of car parking.</p> <p>Vegetation on the site is limited to boundary areas.</p> <p>Open space is located between the major vehicle routes of the M8 Motorway and A726 Road with the third edge facing residential properties on Greenock Road. The elevated junction of the M8 Motorway, A737 and A726 sits adjacent.</p>	Medium	<p>Branch line would cross through the centre of St James Park on viaduct.</p> <p>Construction compound would be temporarily situated within part of the park.</p> <p>Football pitches would be realigned after construction.</p> <p>Pavilion will be demolished and new one will be created</p>	High	Immediate	Long Term	High	Medium – High	Medium	Major Adverse	<p>Reinstatement of amenity tree and shrub planting to edge of Greenock Road and A726 Road.</p> <p>Avenue trees planted along viaduct crossing St James Park.</p> <p>Structure planting and screening mounds to northern edge of St James Park.</p> <p>Structure planting adjacent to changing facilities.</p> <p>Reinstatement of turf and football pitches on St James Park</p> <p>Over bridge crossing M8 Motorway to be designed as landmark feature.</p>	Major – Moderate Adverse	Moderate Adverse
OS3	<p>Football pitch on St Andrews Crescent.</p> <p>Single football pitch surrounded by M8 Motorway, swamp, vegetation, electricity substation and views to airport infrastructure.</p>	Medium	<p>Mid-ground views to branch line crossing M8 Motorway on feature overbridge and viaduct moving through airport grounds.</p> <p>Airport fuel farm would be relocated adjacent to football pitch in area of scrub.</p>	Medium	Foreground to Mid-ground	Long Term	High	High	Medium	Moderate – Major Adverse	<p>Structure planting to edge of fuel farm.</p> <p>Over bridge to be designed as landmark feature.</p>	Moderate Adverse	Minor Adverse

**Table 3: Visual Impact Assessment: Road and Rail**

Ref.	Receptor/ Address/ Type/ Stories/ Location/ Context	Sensitivity of Receptor	Change/ Effect	Extent	Angle and Nature of View	Duration	Magnitude (Constructio n)	Magnitude (Operation Winter Year 1)	Magnitude (Operation Summer Year 15)	Impact (Construction)	Mitigation	Impact (Operation Winter Year 1)	Residual Impact (Operation Summer Year 15)
R1	Glasgow to Gourrock/Wemyss Bay Railway line.  Elevated railway line on embankment with views to industrial and residential properties within Paisley, M8 Motorway, Airport and surrounding rural areas.	Low	Close views to branch line as it moves from existing rail corridor in context of rail and industrial land uses.  Mid-ground to distant glimpses of branch line crossing St James Park and M8 Motorway.  Distant glimpses of branch line and relocated fuel farm within airport grounds.	Low	Various	Long Term	Low - Medium	Negligible	Negligible	Minor Adverse	Groundcover planting to railway embankment.  Structure planting adjacent to changing facilities on St James Park.  Avenue trees planted along viaduct crossing St James Park.  Structure planting to edge of fuel farm.  Over bridge to be designed as landmark feature.	Negligible	Negligible
R2	A726 Road  Road travels from the M8 motorway junction towards Paisley town centre.  Road consists of dual carriageway as it comes off the M8 Motorway, changing to single lane in each direction as it moves closer to Paisley.  Views are dominated by the open expanse of St James Park. Other views include railway corridor, M8 Motorway and adjacent industrial and residential properties.	Low	Branch line would cross A726 Road via an over bridge resulting in the loss of adjacent mature trees.  Branch line viaduct crossing St James Park and bridge structure over M8 Motorway would be highly visible.  Construction compound on St James Park would be visible.	Medium – High	Immediate to Distant	Long Term	Medium – High	Low – Medium	Low	Moderate Adverse	Structure planting adjacent to changing facilities on St James Park.  Avenue trees planted along viaduct crossing St James Park.  Reinstatement of amenity shrub planting to edge of A726 Road.  Reinstatement of turf and football pitches on St James Park  Over bridge crossing M8 Motorway to be designed as landmark feature.	Minor – Moderate Adverse	Minor Adverse

Ref.	Receptor/ Address/ Type/ Stories/ Location/ Context	Sensitivity of Receptor	Change/ Effect	Extent	Angle and Nature of View	Duration	Magnitude (Constructio n)	Magnitude (Operation Winter Year 1)	Magnitude (Operation Summer Year 15)	Impact (Construction)	Mitigation	Impact (Operation Winter Year 1)	Residual Impact (Operation Summer Year 15)
R3	<p>A737 Road</p> <p>Road travels from the M8 motorway junction towards Johnstone.</p> <p>Dual carriageway road flyovers linking it to the M8 Motorway.</p> <p>Views consist main of surrounding rural land. Views from the flyovers take in a large area including properties within Paisley, M8 Motorway and Glasgow Airport.</p>	Low	<p>Mid-ground views to branch line as it crosses St James Park on viaduct and feature overbridge structure crossing M8 Motorway.</p> <p>Construction compound on St James Park would be visible.</p>	Low	Mid-ground	Long Term	Low	Low	Low	Minor Adverse	<p>Reinstatement of turf and football pitches on St James Park</p> <p>Structure planting and screening mounds to northern edge of St James Park.</p> <p>Over bridge crossing M8 Motorway to be designed as landmark feature.</p>	Minor Beneficial – Negligible	Minor Beneficial – Negligible
R4	<p>M8 Motorway</p> <p>Main arterial dual carriageway motorway linking Glasgow to the west.</p> <p>Main views consist of adjacent industrial properties, airport, St James Park, motorway junction and surrounding rural areas.</p>	Low	<p>Branch line would cross motorway on a feature overbridge structure.</p> <p>Views would take in bridge structure and branch line crossing adjacent areas of St James Park and within airport grounds in context with other flyovers.</p> <p>Airport station would be visible adjacent to the existing multi storey car park.</p> <p>Construction compound on St James Park would be visible.</p>	Medium – High	Immediate to Mid-ground	Long Term	Medium – High	Low	Low	Moderate Adverse	<p>Reinstatement of turf and football pitches on St James Park</p> <p>Avenue trees planted along viaduct crossing St James Park.</p> <p>Structure planting and screening mounds to northern edge of St James Park.</p> <p>Over bridge crossing M8 Motorway to be designed as landmark feature.</p>	Minor Beneficial	Minor Beneficial

Ref.	Receptor/ Address/ Type/ Stories/ Location/ Context	Sensitivity of Receptor	Change/ Effect	Extent	Angle and Nature of View	Duration	Magnitude (Constructio n)	Magnitude (Operation Winter Year 1)	Magnitude (Operation Summer Year 15)	Impact (Construction)	Mitigation	Impact (Operation Winter Year 1)	Residual Impact (Operation Summer Year 15)
R5	<p>Airport taxiways, runway and views from approaching aircraft.</p> <p>Hard surfaced runway and taxiways set in open grass.</p> <p>Approaching flight paths with views across Paisley and surrounding areas.</p>	Medium	<p>Views of proposals seen against context of existing airport and transport infrastructure.</p> <p>Views of branch line crossing St James' Park and airport on viaduct and crossing M8 Motorway on feature overbridge structure.</p>	Low	Aerial, oblique	Long Term	Low	Low	Low	Minor Adverse	<p>Reinstatement of turf and football pitches on St James Park</p> <p>Avenue trees planted along viaduct crossing St James Park.</p> <p>Structure planting and screening mounds to northern edge of St James Park.</p> <p>Over bridge crossing M8 Motorway to be designed as landmark feature.</p>	Negligible	Minor Beneficial - Negligible

**Table 4: Visual Impact Assessment: Footpaths**

Ref.	Receptor/ Address/ Type/ Stories/ Location/ Context	Sensitivity of Receptor	Change/ Effect	Extent	Angle and Nature of View	Duration	Magnitude (Constructio n)	Magnitude (Operation Winter Year 1)	Magnitude (Operation Summer Year 15)	Impact (Construction)	Mitigation	Impact (Operation Winter Year 1)	Residual Impact (Operation Summer Year 15)
F1	<p>Pedestrian and Cycle path from St Andrews Crescent to A726 Barnsford Road.</p> <p>Loose surfaced path set between football pitch and M8 Motorway before moving through swamp/scrub area and along side airport boundary fence.</p> <p>Views to adjacent vegetation areas, M8 Motorway, airport runway and football pitch.</p>	Medium	<p>Various views of branch alignment as it crosses M8 Motorway on bridge structure.</p> <p>Path users would have direct views to the airport fuel farm which would be relocated adjacent to path as part of the works. This would result in enclosed views to the east.</p>	High	Foreground	Long Term	High	Medium – High	Medium	Moderate – Major Adverse	<p>Structure planning between path and fuel farm.</p> <p>Over bridge crossing M8 Motorway to be designed as landmark feature.</p>	Moderate Adverse	Minor – Moderate Adverse