

The Forth Bridge (United Kingdom of Great Britain & Northern Ireland) (C 1485)

In accordance with Decision 39 COM 8B.33 of the 39th Session of the World Heritage Committee, the information below constitutes the response to the Committee's request for a report on the selection of key viewsheds and views of the bridge for examination by the World Heritage Committee at its 41st session in 2017.

1. Executive Summary

This report provides information on these views, together with a brief summary of other progress relating to the management of the property. Details of the views and viewsheds can be found in a separately appended document.

2. Response from the State Party to Decision 39 COM 8B.33, paragraph 5

2.1 The Nomination Dossier (at 5.c.8 pages 97-106) details many places from which the property can be viewed within an extensive area of east-central Scotland. Close to the property, the team opted to utilise the existing range of natural and cultural designations and planning systems that protect the immediate setting of the Bridge - what is referred to as the 'Bridgehead Zone'. It also demonstrated, at 5.c.9 (pp107-110) that landform - hills and islands - determine longer-distance views, taking seven examples from ranges between 3.6 and 18 kilometres distant. Most of these are not so much key views as to demonstrate that only glimpses of the bridge may be had from certain locations.

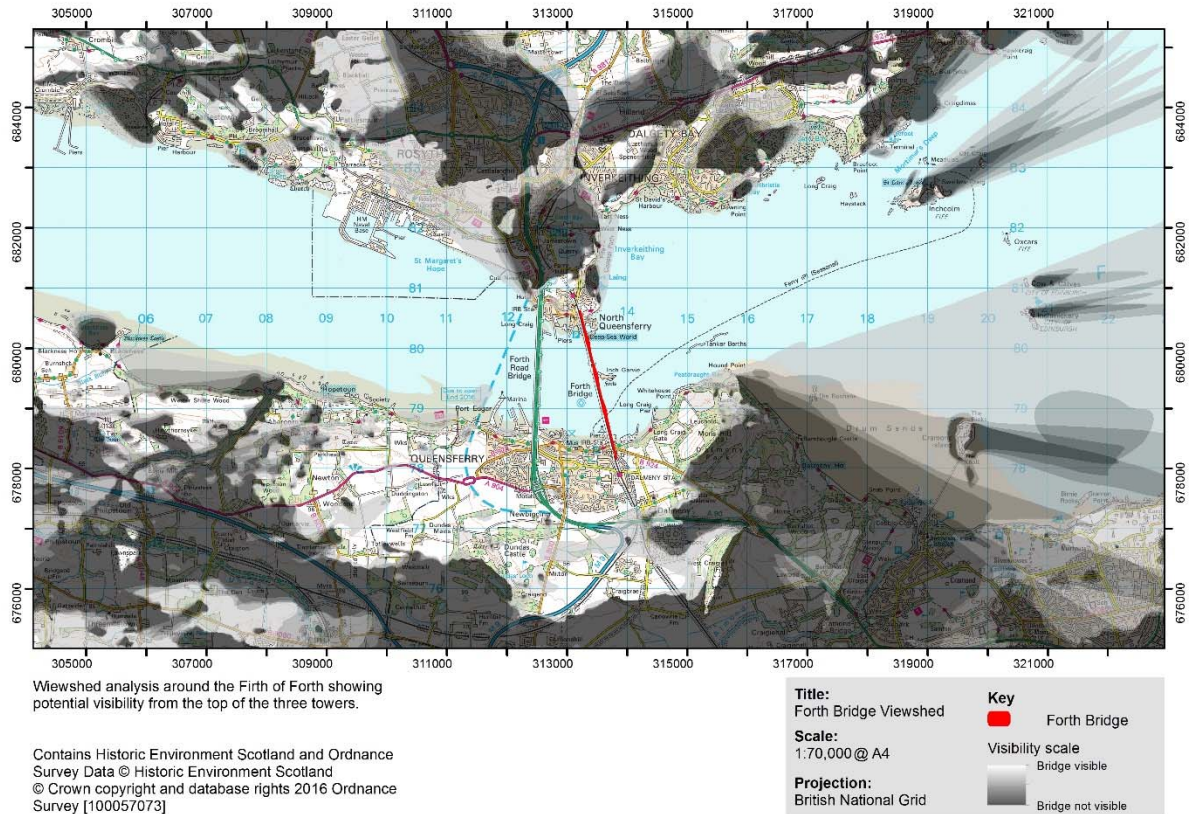
2.3 ICOMOS advised that the partnership managing the property should identify a limited number of key views and viewsheds within its wider setting. The **appendix** identifies and explains the selection of views, and the management of their viewsheds via the appropriate planning instruments. This permits assessment of their effect on the ongoing protection of the property.

2.4 Following inscription of The Forth Bridge onto the World Heritage list at the 39th Session of the World Heritage Committee, the Forth Bridge World Heritage Nomination Steering Group was replaced by the *Forth Bridge World Heritage Management Group*. The new group first met on 9th November 2015, and added to the list of priority actions in the Management Plan the task of formalising protection of the wider setting of the property through the selection of key viewsheds.

2.5 The working group comprises representatives from the three local authorities surrounding the property and the national heritage organisation, Historic Environment Scotland. It has collaborated both to identify key views and to ensure that their viewsheds are adequately protected by planning instruments. The working group comprises representatives from the following institutions: Fife Council, City of Edinburgh Council, West Lothian Council, and Historic Environment Scotland¹.

2.6. Work in 2013 for the nomination dossier (at 5.C.8 78) identified many locations from which different views of the property may be had. As some of these are only partial glimpses, this number has been reduced to ten that can beneficially be indicated as protected views. This further develops part 5.c.9 of the Nomination Dossier, pages 107-110. The map below uses GIS and terrain data to define the areas from which the Bridge is most visible.

¹ Historic Environment Scotland (HES) is a public body formed in October 2015 by the merger of Historic Scotland (which prepared the nomination dossier) with the Royal Commission on the Ancient and Historic Monuments of Scotland. HES delivers Scottish Ministers' responsibilities for built cultural heritage.

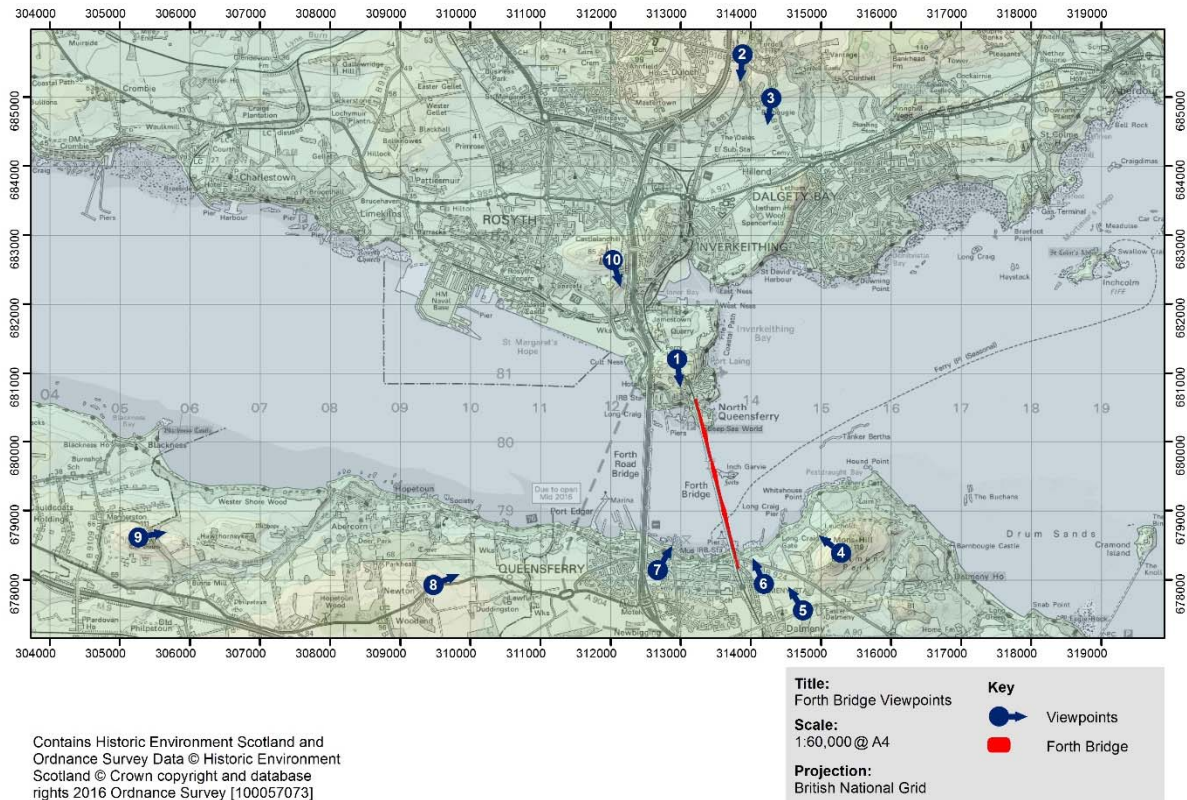


Viewshed analysis around the Firth of Forth, with the Forth Bridge in the centre. The lighter the area, the higher the potential visibility of some or all of the Bridge. This is key to the subsequent management of building heights that could one day intrude

2.7 Using this analysis, and observation in the field, the group agreed ten specific viewpoints whose viewsheds demanded protection within the planning process. See table and map below:

Forth Bridge Setting: Protected Viewpoints	
1.	Ferryhills, North Queensferry, Fife
2.	B981 Above and below Balbougie Glen, Fife
3.	B9157 Clockluine Road, Fordell to Hillend, Fife
4.	Mons Hill, Dalmeny, City of Edinburgh
5.	Dalmeny Main Street near water tower, City of Edinburgh
6.	Station Road/ Bankhead Rd, Dalmeny, City of Edinburgh
7.	Forth Bridges Contact & Education Centre, Queensferry, City of Edinburgh
8.	Newton, West Lothian Council
9.	Viewing Tower at the House of the Binns, West Lothian
10.	Castland Hill, Fife

2.8 The position of the ten viewpoints is indicated in the summary map below. Detailed maps and profiles for each viewshed are provided in an **appendix** to this report.



Map showing the position of the ten agreed viewpoints designed to protect the wider setting of The Forth Bridge

2.9 This choice comprises the best views from which all three cantilever towers can be seen, and which also provide a foreground that is relatively undeveloped. The majority of these also show the level of the stone portals and above.

2.10 The viewpoints collectively offer a range of experiences of the bridge from either side of the River Forth. Some are focused vistas channelled between hills. Others are panoramic views that may also showcase the collective setting of the neighbouring road bridges. In elevation, from east and west, the Bridge shows its elegant lines, while from north and south the impression is of a great mass of steel spars in three humps, and both aspects are included among the views. Where the viewpoint is relatively high up it shows the bridge arching across water, so what lies beyond the bridge in those cases is a factor. Silhouettes may be more or less important depending on the backdrop of land forms, such as Mons Hill, or sea.

2.11 The team chose not to specify views from the Bridgehead Zone, which is already protected by the cultural and natural designations set out in the nomination dossier. Nor are views specified from the shore that is anyway protected from development. At 15 km distance, the lower part of the bridge starts to disappear below the horizon due to the curvature of the earth, and at 25 km the lower half of the bridge is missing. Therefore all ten chosen viewpoints are within a 15 km radius.

2.12 Line of Sight analysis has been carried out for each chosen viewpoint. In addition to maps defining the viewsheds from each point, GIS is used to generate cross-sections showing the profile of land between the bridge and a viewpoint. These take the form of

graphs representing lines of sight from given locations to the Forth Bridge. Red lines are points that cannot be seen from the observer, shown as a black dot on the left of each graph. The white line indicates what could be seen in the lie of the land, assuming that trees and buildings did not intervene. Taking contours into account, some areas of foreground, shown red, only need safeguarding against very high development. The Viewshed permits assessment to be made of impact, which may call for Heritage Impact Assessment but is not a blanket buffer against development.

2.13 An exemplar viewpoint is No.4, Mons Hill, Dalmeny, City of Edinburgh (see below). The map, line of sight graph, photograph and description below define the viewpoint and viewshed. If a tall new development were proposed in fields in front of that view, it would be more conspicuous if in the foreground shown white than where ground drops away, shown red, and beyond trees. So the farmhouse could double in height before it would start to protrude in front of the Forth, and could increase four-fold before obstructing any part of the view of the Bridge. This is not believed likely. The drive at shore level is out of sight and development there would need to be 90 m high before it might intrude. A development of that scale, in Greenbelt and an inventory Designed Landscape is not in any case envisaged. Telecommunication masts are often around 20 metres high, so one, even if permitted, would have to be exceptionally tall to become an obstacle.

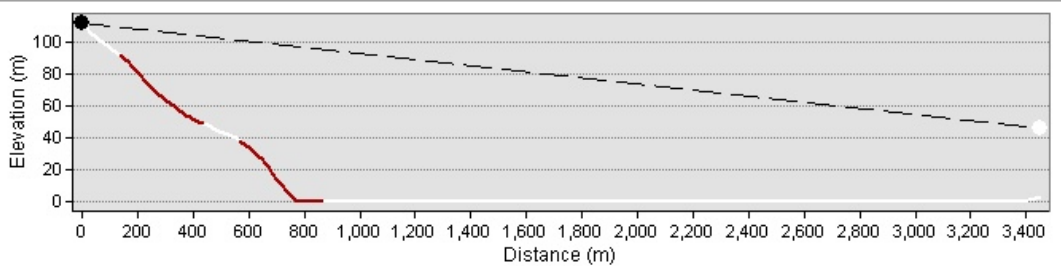
2.14 Identification as a key viewshed means the planning authority can consult Historic Environment Scotland on the impact upon setting. From here to the Forth Bridge is a distance of 3.4 Km, and on to the Forth Road Bridge and then the Queensferry Crossing is a further 1-2 km, those bridges being splayed from north to south and not uniformly spaced. From the hilltop the road bridge decks appear above the Forth Bridge, and do not intrude from here into the important water space below the spans. Two pylons of the new Queensferry Crossing rise so as to frame the Inchgarvie cantilever, but these are masked by the Forth Bridge when seen from the lower slopes, and views carry on up the Inner Forth Estuary to emphasise a wide open landscape in which the Forth Bridge is the most dramatic feature.

Viewpoint 4: Mons Hill, Dalmeny, City of Edinburgh



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Title:	
Forth Bridge View 4	
Scale:	
1:50,000@ A4	
Projection:	
British National Grid	
Key	
	Viewpoint
	Forth Bridge
	View cone



This view from the South East is from Mons Hill which shields much of urban Edinburgh from the Forth Bridge. It provides good unobstructed views of the property, across parts of a Designed Landscape, a Special Landscape Area and Green Belt, silhouetting all three bridges against the Inner Forth. At the level of Leuchold Farm the three bridge decks are aligned and the nearer of the cantilevered arches is unobstructed. A pylon of each road bridge stands beyond the north main span of the Forth Bridge but the clarity of the cantilevering over water is apparent. (Photo 2016 when Queensferry Crossing was almost complete)

2.15 The **appendix** defines the ten viewpoints agreed by all three local authorities, and will constitute formal Statutory Supplementary Planning Guidance supporting the local development plans in City of Edinburgh, Fife and West Lothian Councils. The status of these is set out in the table below. This is reinforced by the formal recognition of World Heritage within Scottish Planning Policy (SPP), and its inclusion within 'Managing Change in the Historic Environment' guidance issued on Setting and on World Heritage by Historic Environment Scotland.

	Local Development Plan	Statutory Supplementary Planning Guidance (SPG)
Fife	Fife Plan - currently with Scottish Government reporters http://www.fifedirect.org.uk/to_pics/index.cfm?fuseaction=page_display&p2sid=D61AC1F5-DD4B-CE6A-51E3BDDDED79D5ABC&themeid=2B482E89-1CC4-E06A-52FBA69F838F4D24	Making Fife's Places will incorporate the 4 viewsheds as Statutory Supplementary Guidance in spring 2017
City of Edinburgh	To be adopted on 24 November 2016 http://www.edinburgh.gov.uk/download/downloads/id/8136/plan_as_modified_september_2016.pdf	Edinburgh Design Guidance identifies key views within the city and provides guidance based on concepts of view cones & 'sky space'. This guidance will be reviewed to cover the setting of the Forth Bridge and add its four key views in 2017
West Lothian	LDP Proposed Plan -currently with Scottish Government reporters https://www.westlothian.gov.uk/proposedplan	2 viewsheds will go into PG <i>Historic Environment</i> PG <i>Landscape character and special landscape areas</i> The West Lothian Landscape Character Classification (WLLCC, 2014) was published with the Proposed LDP as a background technical document and has a list and map of 'Important Viewpoints' including the A904 view to the bridge.

2.16 In summary, a development proposed within any of these ten viewcones will trigger additional scrutiny by the appropriate planning authority to ensure that new development will not harm Outstanding Universal Value (OUV). Heritage Impact Assessment (HIA) is used to

evaluate and mitigate impacts on OUV. This can include any effects on specific attributes such as setting. When Environmental Impact Assessment (EIA) is required, this assessment should be incorporated into that process. When EIA is not a formal requirement, it is still essential to assess the impact of a proposal for change on the OUV of the World Heritage Site. The planning authority or conservation body may therefore request an HIA to show how proposals will affect OUV. For example, in Fife any development (except householder applications) proposed within the 4 view cones will be required to provide high quality visual representations showing the impact of their proposal from the associated viewpoint². The main factors taken into account in considering impact of a proposed development on the setting of the bridge from a key viewpoint are:

- Does the proposal cut across the view of the Forth Bridge at any point?
- Does the proposal create a significant negative visual impact on the setting of the bridge?
- Does light generated by the proposal negatively impact on the view of the bridge at night?
- Is there impact on views from neighbouring authorities?

Fife Council will encourage pre-application discussions for any development which falls within these view cones. Fife Council would also resist applications for Planning Permission in Principle in these areas as they would not in general provide sufficient detail for an informed decision to be taken.

3. Progress Managing the Forth Bridge World Heritage Site

3.1 Since inscription, there have been no events or occurrences that have damaged or detracted from the OUV of the property, which is still being maintained to the highest standard by its owner, Network Rail. The interaction of the natural and cultural designations around the property (the 'Bridgehead Zone') has worked well and there have been no harmful developments in the areas around the Bridge.

There has been good progress on the Actions outlined in the Management Plan, key elements of which are listed below.

3.2 The *Forth Bridge World Heritage Management Group* has been established. As recommended during the technical evaluation mission, it has included the management of the water within its remit, with the interests of the regulator, Crown Estates, now represented. In addition, there is now more representation on the management group of local groups, and they, amongst other activities, are helping to decide the location of UNESCO World Heritage plaques for the property on both sides of the river, and to improve major foot and cycle paths.

3.3 A *Forth Bridges Tourism Project Group* has also been formed, its aims being to take forward the recommendations of economist James Rebanks, including the development a Tourism Strategy, and support for the development of a common signage strategy. Other initiatives include the setting up of Forth Bridge World Heritage Tourism Business Group, and the nurturing of 'Forth Bridge Champions', who act as World Heritage ambassadors within the community.

3.4 A *Forth Bridges Communications Group* has also been established, which is co-ordinating the wider promotion of the property through the media, political institutions and through education.

² If it is clear that the proposal will not impact on views of the bridge then this requirement may be waived. This will be determined on a case by case basis to be agreed by Fife Council

3.5 During the last year, the Scottish Government agency, Transport Scotland, has invested in the creation of a high-quality baseline record of the Bridge. This has been achieved through 3D Digital Recording by the Centre for Digital Documentation and Visualisation (CDDV), using laser scanning. The resulting accurate and detailed record can be used to measure changes in condition of the structure in the future, and will be augmented through more investment in the coming months, permitting the development of a powerful 3D model. This will be used for:

- Baseline conservation monitoring, complementing routine inspections
- Health & Safety inductions
- Educational packages (especially for science, engineering STEM subjects)
- Virtual visits and immersive 3D exploration, both *in situ* and online
- Potential impact of proposed development on the setting of the property.

3.5 The owner of the property, Network Rail, wishes to promote its World Heritage Site. If and when plans for 'Visitor Experiences' at the Bridge take shape, UNESCO will be consulted (see **Section 4** below). No planning proposals have been submitted to date.

4. Potential developments requiring Paragraph 172 Notification

There has, since inscription in July 2015, been no proposed development requiring notification under Paragraph 172 of the Guidelines. There is potential for visitor centres at either end of the property, and if concrete proposals develop, these will be reported as soon as possible to the World Heritage Centre.

5. Public access to this report

The State Party is content for this report to be made publicly available.

6. Signature of the Authority

Ms Hannah Jones

World Heritage Site and Underwater Policy Advisor



The Forth Bridge World Heritage Site: Key Viewpoints



Prepared for the Forth Bridge World Heritage Management Group on behalf of the Forth Bridges Forum, October 2016





The Forth Bridge World Heritage Site:

Key Viewpoints

1. Purpose

1.1 This report complements the Forth Bridge World Heritage Nomination dossier, submitted to UNESCO in January 2014. Following inscription of The Forth Bridge onto the World Heritage List on 5th July 2015, UNESCO requested that a limited number of viewpoints be formalised in order to ensure the setting of the property is adequately protected. This document therefore defines key viewpoints, thereby allowing them to be incorporated into planning guidance supplementary to the Local Development Plans of the three adjacent local authorities.

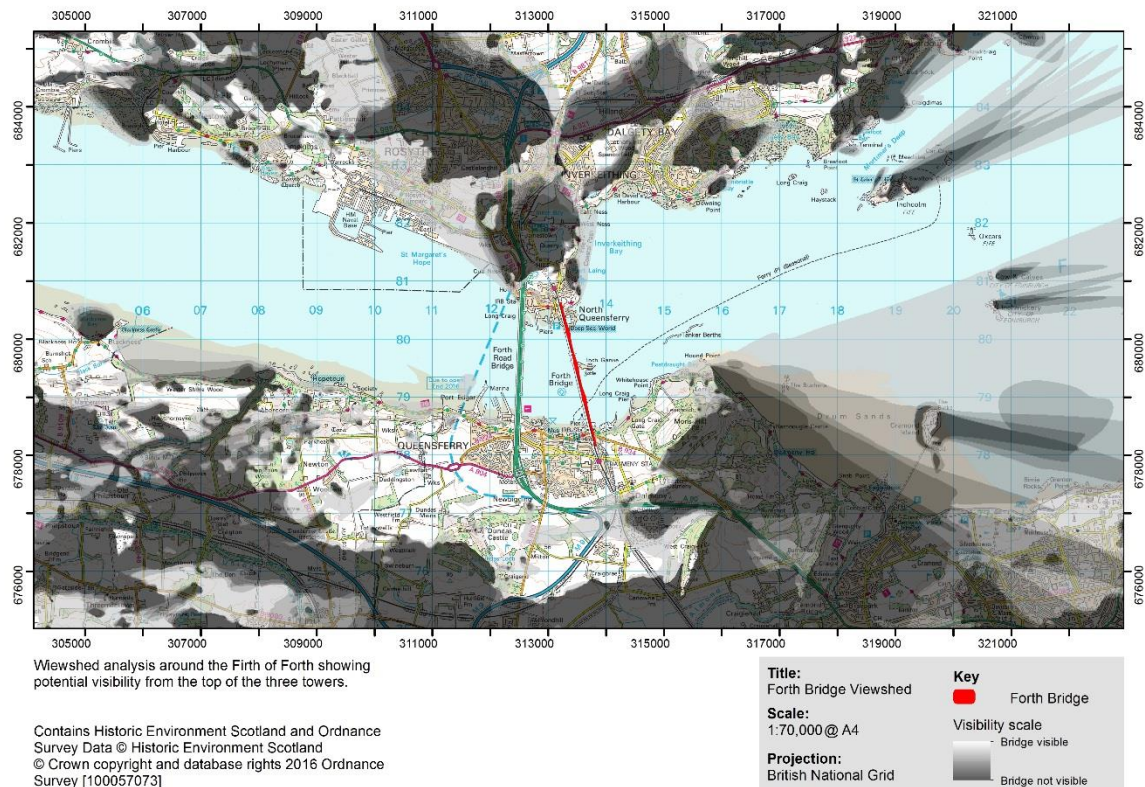
1.2 The Nomination Dossier (at 5.c.8 pages 97-106) details many places from which the property can be viewed within an extensive area of east-central Scotland. It took seven sample views from ranges between 3.6 and 18 kilometres distant (5.c.9, pp107-110) demonstrating that landform - hills and islands - determine longer-distance views, and the fact that only glimpses of the Bridge may be had from many locations.

1.3 Following inscription, the Forth Bridge World Heritage Nomination Steering Group is now the *Forth Bridge World Heritage Management Group*. The new group created a working sub-group comprising representatives from the three local authorities surrounding the property and the national heritage organisation, Historic Environment Scotland. They have collaborated to identify the ten key views included here. The working group comprises representatives from the following institutions: Fife Council, City of Edinburgh Council, West Lothian Council, and Historic Environment Scotland.

1.4 This report supports the Local Development Plans in force within the three adjacent local authority areas. It is further reinforced by the formal recognition of World Heritage within Scottish Planning Policy (SPP, Paragraph 147, p35), which states that, 'Where a development proposal has the potential to affect a World Heritage Site, or its setting, the planning authority must protect and preserve its Outstanding Universal Value.' See <https://beta.gov.scot/publications/scottish-planning-policy/>

2. Introduction to the Key Views

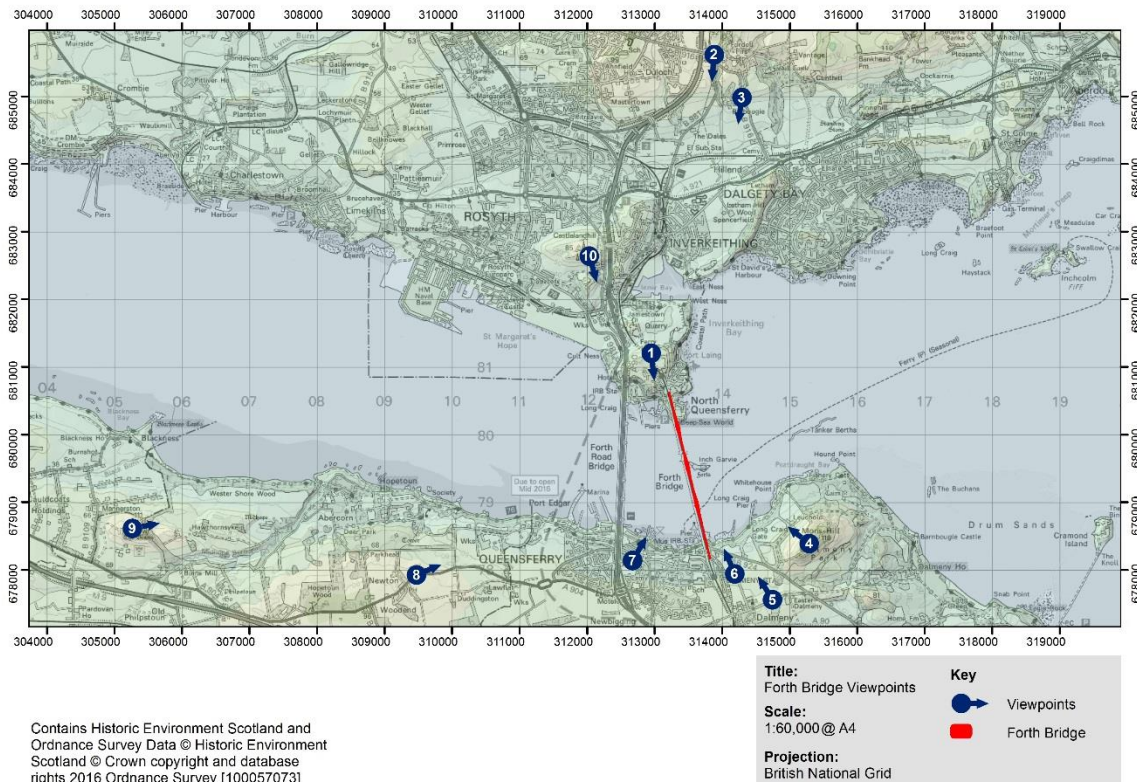
2.1. Work in 2013 for the nomination dossier (at 5.C.8 78) identified many locations from which different views of the property may be had. As some of these are only partial glimpses, this number has been reduced to ten that can beneficially be identified as protected views. This further develops part 5.c.9 of the Nomination Dossier, pages 107-110. The map below uses GIS and terrain data to define the areas from which the Bridge is most visible.



Viewshed analysis around the Firth of Forth, with the Forth Bridge in the centre. The lighter the shaded area, the higher the potential visibility. This is key to the management of building heights that may one day intrude.

2.2 Using this analysis, and observation in the field, the ten specific viewpoints whose viewsheds require protection within the planning process were selected. These are listed and represented in the table and map below:

1.	Ferryhills, North Queensferry, Fife
2.	B981 Above and below Balbougie Glen, Fife
3.	B9157 Clockluine Road, Fordell to Hillend, Fife
4.	Mons Hill, Dalmeny, City of Edinburgh
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10.	Castland Hill, Fife



Map showing the position of the ten agreed viewpoints designed to protect the wider setting of The Forth Bridge

2.3 This is the best selection of views from which all three cantilever towers can be seen, and which also provide a foreground that is relatively undeveloped. The majority of these also show the bridge at sea level.

2.4 The viewpoints collectively offer a range of experiences of the bridge from both banks of the River Forth. Some are focused vistas channelled between hills. Others are panoramic views that may also showcase the collective setting of the neighbouring road bridges. In elevation, from east and west, the Bridge shows its elegant lines, while from north and south the impression is of a great mass of steel spars in three humps, so it is important that both aspects are included among the viewpoints.

2.5 The very many views obtainable from the shoreline are not included because the shore is not liable to be developed, being almost continuously covered by natural designations, and in large part also by cultural designations that are set out in the nomination dossier.

2.6 Views from within conservation areas are not included here because the key locations are already noted in conservation area appraisals, any development permitted must preserve or enhance character, and will be on a small scale that does not obstruct full or partial views that can be had nearby.

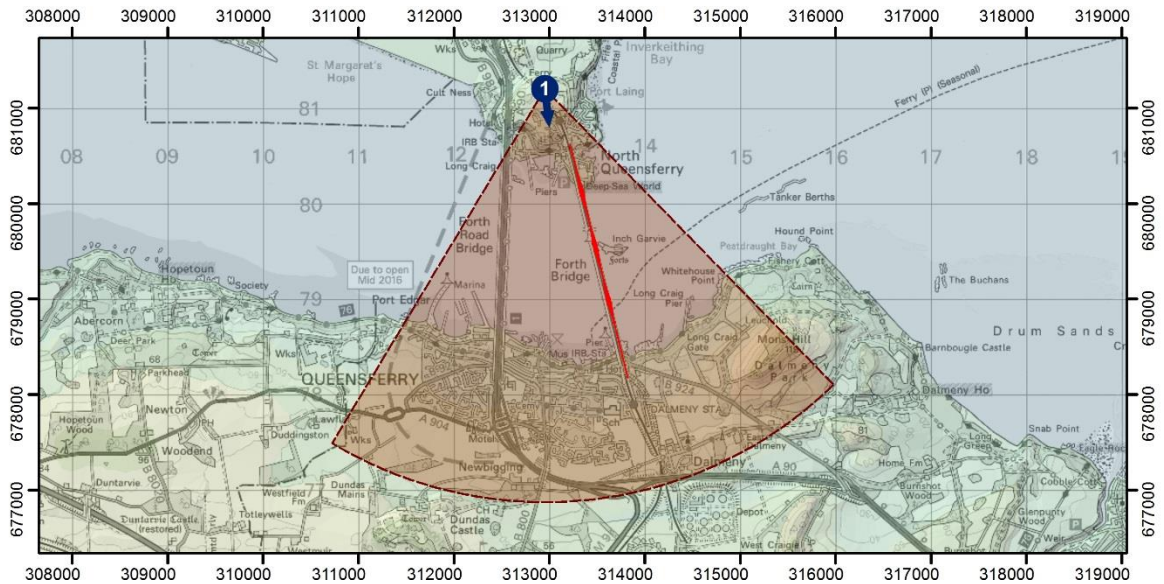
2.7 All ten chosen viewpoints are within a 15km radius. This is because at 15 km distance, the lower part of the bridge starts to disappear below the horizon due to the curvature of the earth, and at 25 km the lower half of the bridge is entirely obscured from view.

2.8 The chosen viewpoints are selected to have some relatively undeveloped rural land in front of the viewer. Where they are relatively high-up they may have the benefit of showing the bridge arching across water, so what lies beyond the bridge in those cases is considered. The silhouette may be more or less important depending on the presence of land forms, such as Mons Hill, in the backdrop.

2.9 Line of Sight analysis has been carried out for each chosen viewpoint. So, in addition to maps defining the viewsheds from each point, cross-sectional graphs show the profile of land between the bridge and a viewpoint. Red lines are points that cannot be seen from the observer's position, shown as a black dot on the left of each graph. The white line indicates what could be seen in the lie of the land, assuming that trees and buildings do not intervene (which they often do, so indication of potential interruption into a viewcone by a planned development will prompt a check made in the field).

3. The Ten Key Views

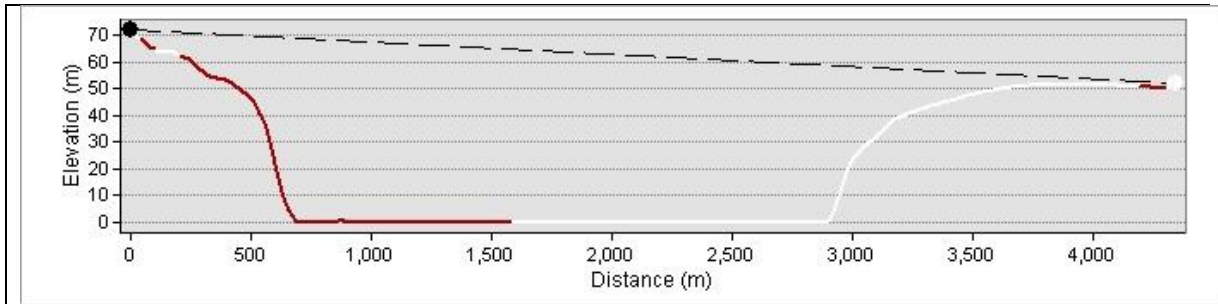
Viewpoint 1: Ferryhills, North Queensferry, Fife



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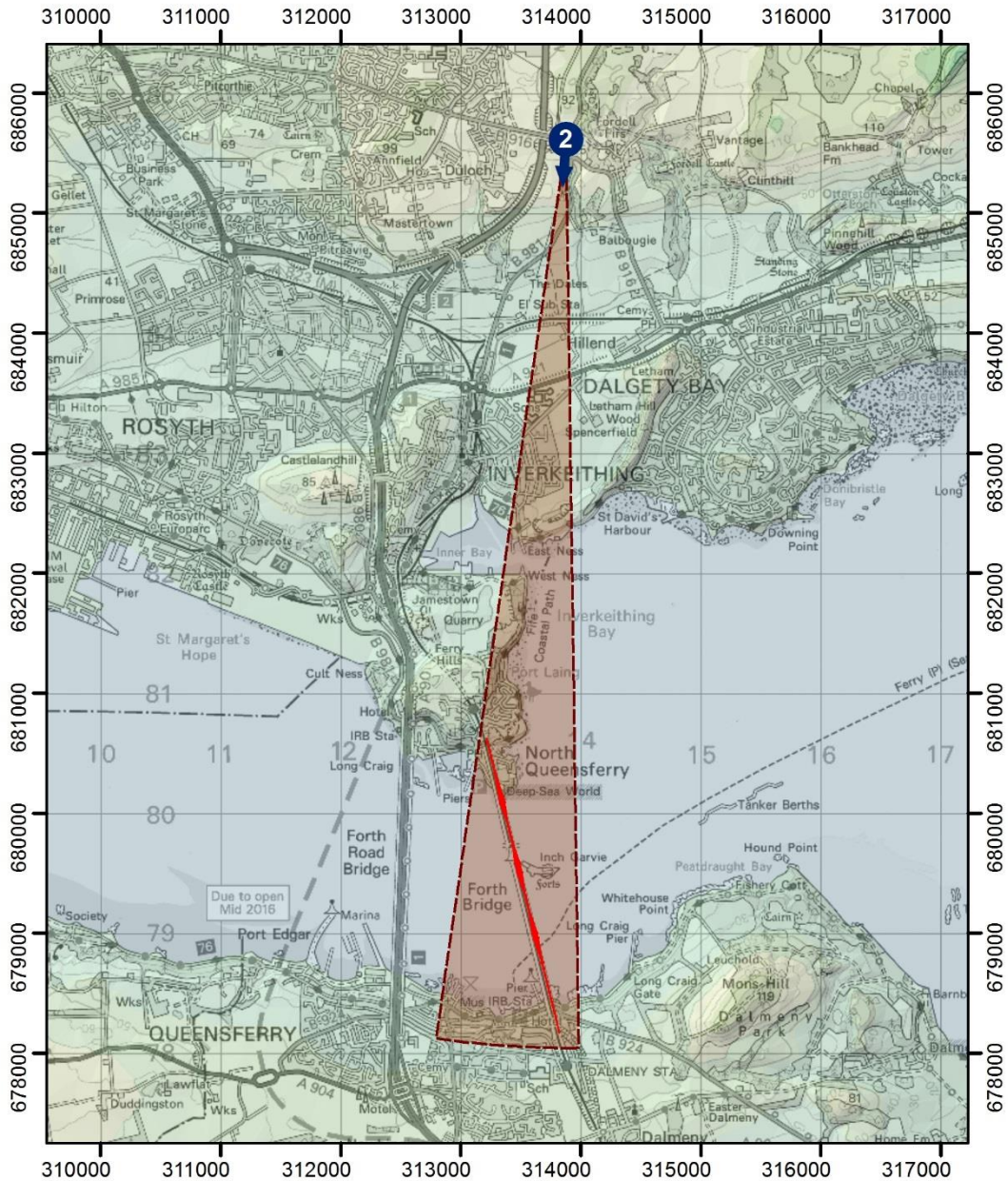
Title: Forth Bridge View 1	Key
Scale: 1:60,000 @ A5	Viewpoint
Projection: British National Grid	Forth Bridge
	View cone





A viewpoint and bridging point formed by an outcrop of hard whinstone making the headland that separates inner and outer Forth estuaries. The white line shows the land that is visible from that viewpoint, excluding factors like trees and buildings. Parts of the foreground, uncultivated land for nature conservation, recreation and a covered reservoir, are in front of the viewer and then, as the ground drops away, the village of North Queensferry is out of sight along with some of the Forth, the red line. Trees to either side of Dalmeny Station form the south bank backdrop, while the flatter land above the escarpment recedes from prominence. All three bridges splay away from the viewer, emphasising a wide panorama. End-on, the massive steelwork of the Forth Bridge makes a formidable impression. The Road bridges are well over to the right and out of view.

Viewpoint 2: B981 Above and below Balbougie Glen, Fife






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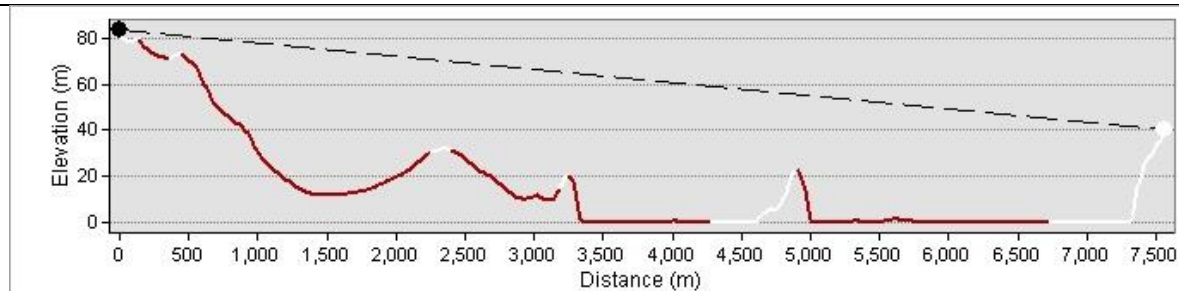
Title:
Forth Bridge View 2

Scale:
1:60,000 @ A5

Projection:
British National Grid

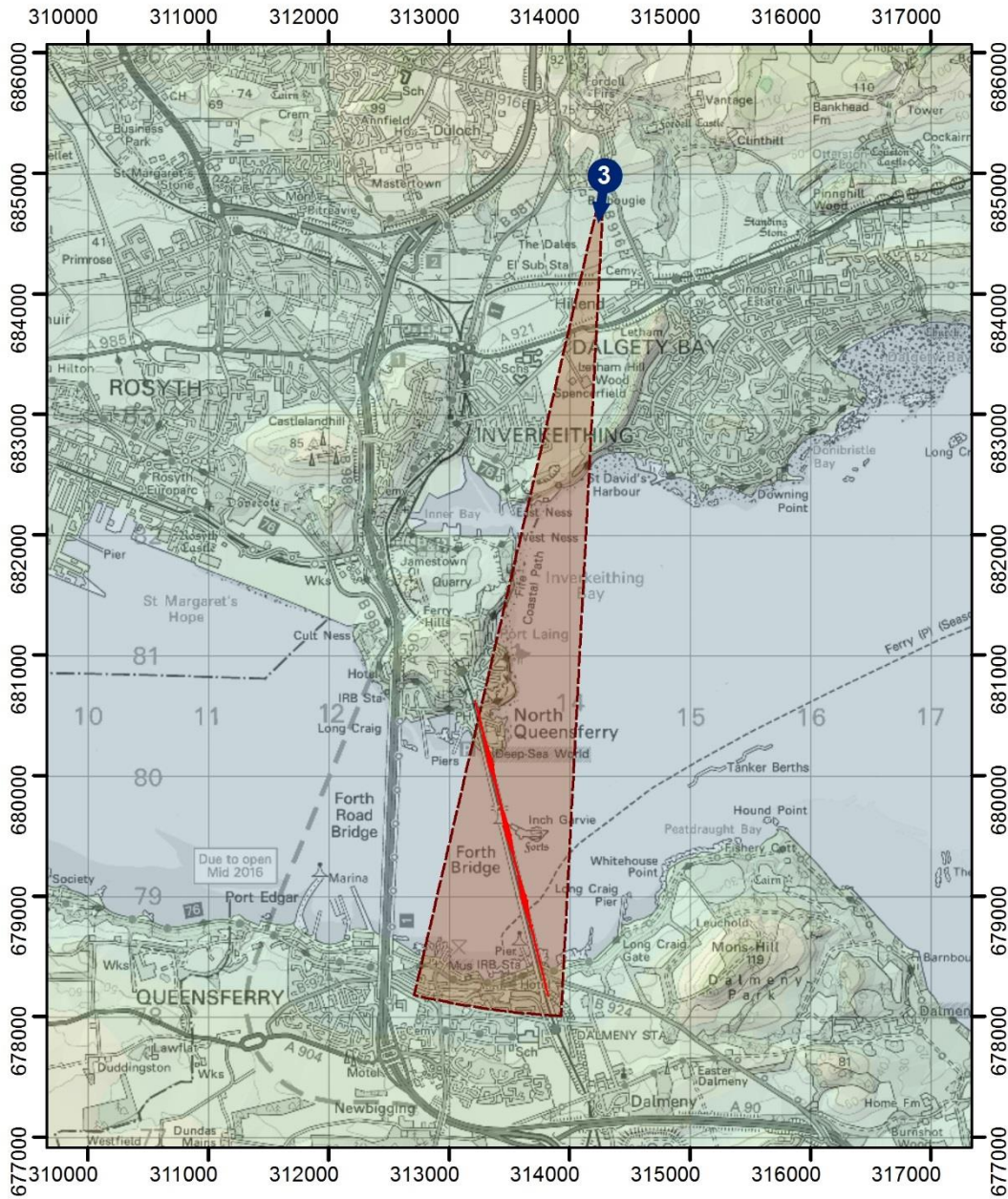
Key

-  Viewpoint
-  Forth Bridge
-  View cone



Minor roads B916 and B981 meet near the M90 overbridge, where the motorway is low down in a cutting. The town of Inverkeithing is in the lee of the slope, out of view from the higher viewpoint, and one span of the Forth bridge appears to arch over the water. Lower on the same road, and same viewshed, the river is not apparent. Inverkeithing High School (the modern building to the right) is in the vista, fields and the railway cutting connecting to the Forth Bridge are in the foreground. The Road Bridges are well over to the right and out of view.

Viewpoint 3: B9157 Clockluine Road, Fordell to Hillend, Fife






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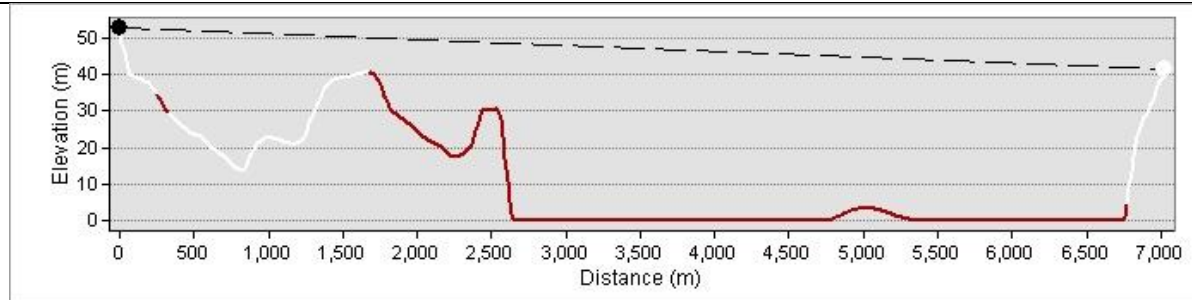
Title:
Forth Bridge View 3

Scale:
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Projection:
British National Grid

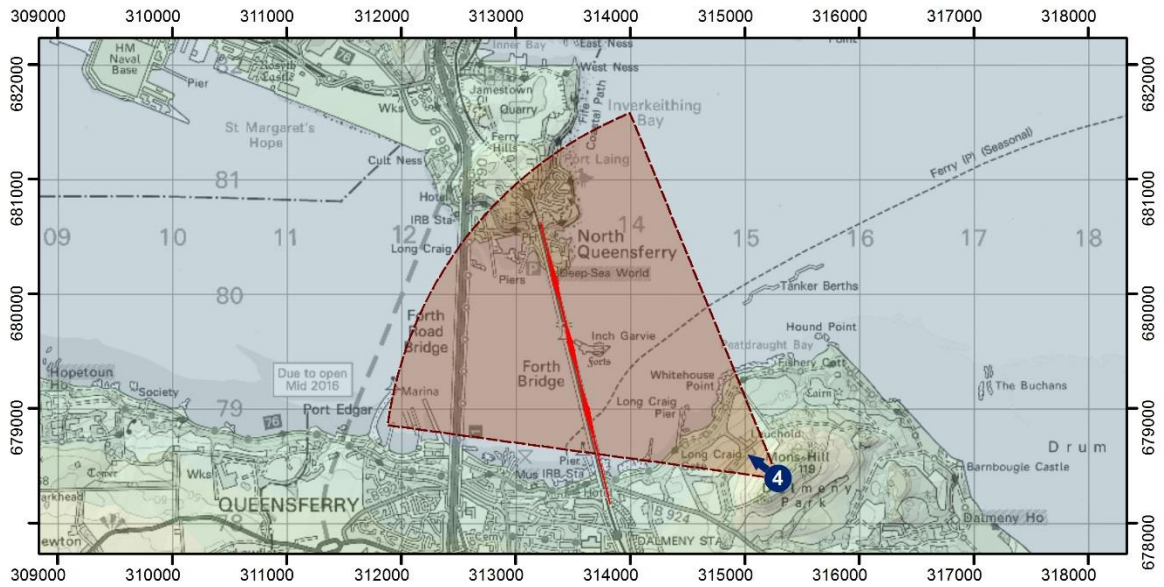
Key

-  Viewpoint
-  Forth Bridge
-  View cone



A view over rural Fife in the gap between Dalgety Bay and Inverkeithing from the B916 road and pedestrian route. Lothian (the south bank) is over 7 kilometres away and indistinct, as the sea is out of sight. North Queensferry is also hidden, except for one house. The East Coast railway line to the Forth Bridge and the A921 road and streetlights run in front of the trees around Spencerfield on the near horizon. At present the upper three cantilever towers of the Forth Bridge stand out. If/when trees are removed, more of the Forth Bridge will be visible at least as far as the suspended spans. The road bridges are well over to the right and out of view.

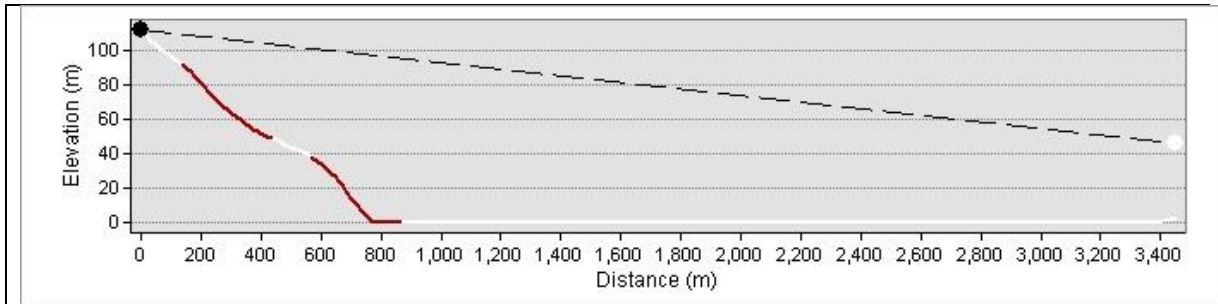
Viewpoint 4: Mons Hill, Dalmeny, City of Edinburgh



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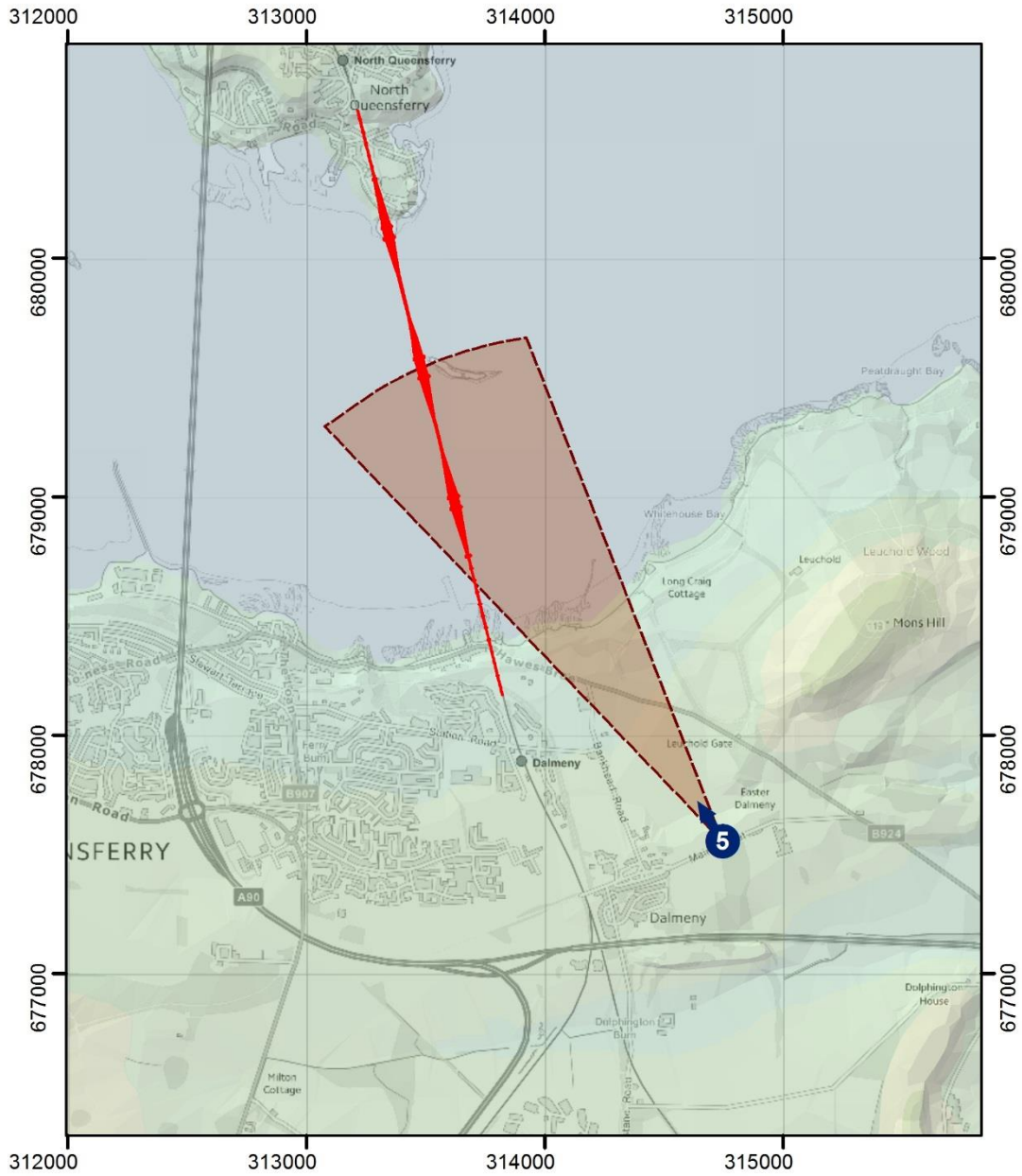
Title: Forth Bridge View 4	Key
Scale: 1:50,000@ A5	Viewpoint
Projection: British National Grid	Forth Bridge
	View cone





This view from the South East is from Mons Hill which shields much of urban Edinburgh from the Forth Bridge. It provides good unobstructed views of the property, across parts of a Designed Landscape, a Special Landscape Area and Green Belt, silhouetting all three bridges against the Inner Forth. At the level of Leuchold Farm the three bridge decks are aligned and the nearer of the cantilevered arches is unobstructed. A pylon of each road bridge stands beyond the north main span of the Forth Bridge but the clarity of the cantilevering over water is apparent. This view was taken in November 2016 as the Queensferry Crossing nears completion. It demonstrates how its position just beyond (to the west of) the existing Forth Road Bridge (built in 1964, and Category 'A' listed), has not had a negative impact on the setting of the property.

Viewpoint 5: Dalmeny Main Street near water tower, City of Edinburgh






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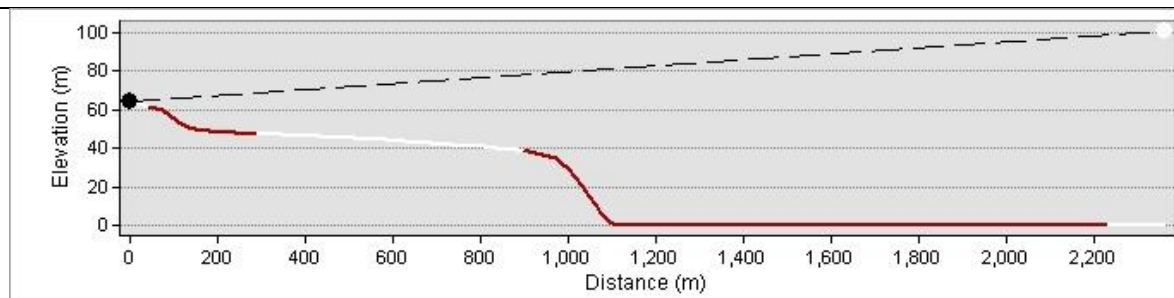
Title:
 Forth Bridge View 5

Scale:
 1:30,000 @ A5

Projection:
 British National Grid

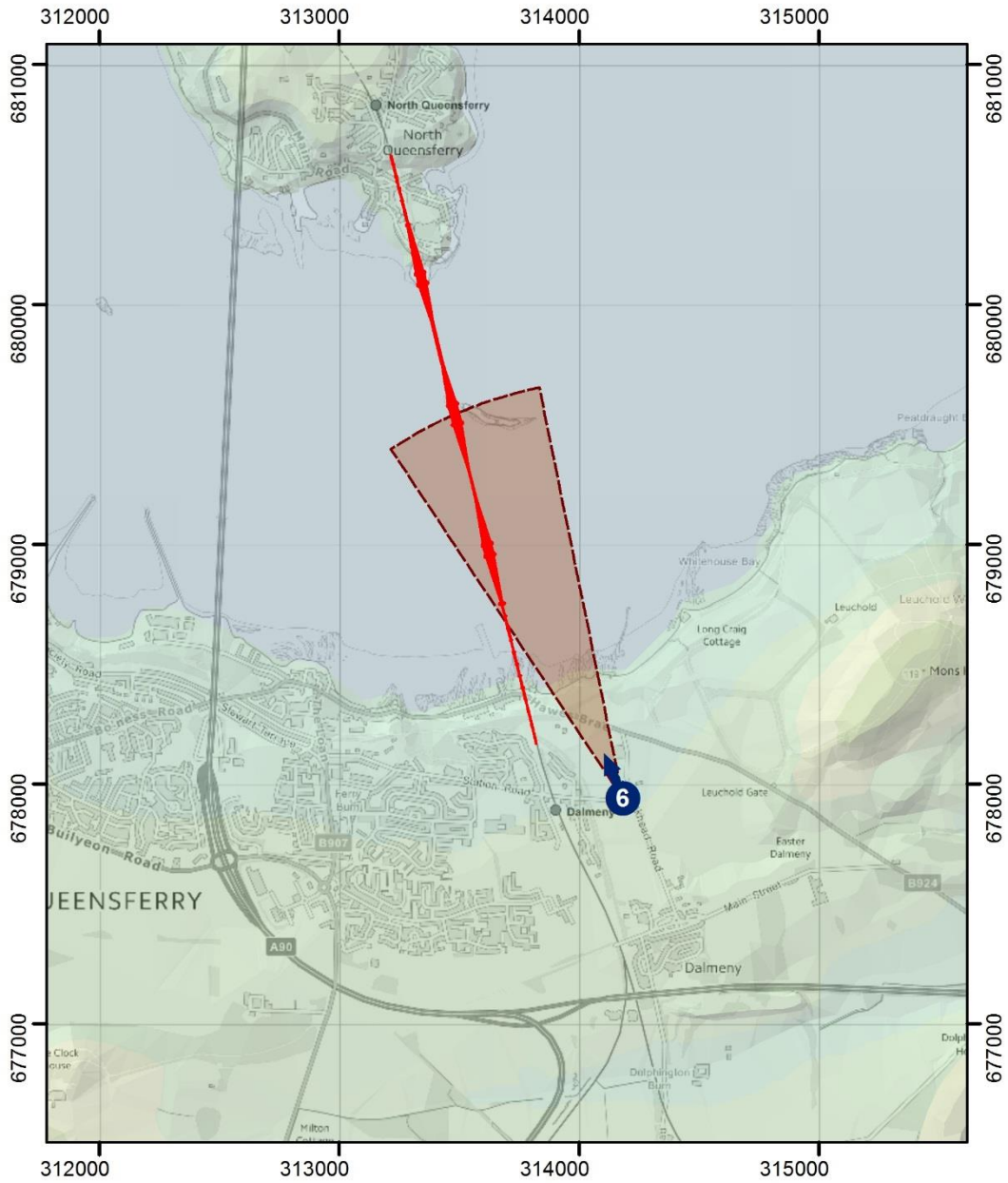
Key

-  Viewpoint
-  Forth Bridge
-  View cone



Between Dalmeny village and the converted water tower to the east, a minor public road and National Cycle Route 1 from Edinburgh city offers views to the Forth Bridge over a hedge and rolling farmland. Forth Bridge/North British Railway company housing is in the trees to the left. The near shore and much of the sea is out of sight. The two Road Bridges are beyond and to the left of the Forth Bridge, and largely hidden by the relatively tight angle taken by the Forth Bridge. Just one pylon of the new Queensferry Crossing is grouped with one of the 1964 Road Bridge over the shoulder of the Queensferry cantilever of the Forth Bridge. In this view, Fife and the road bridges are in sunlight while the Forth Bridge is in the shade, illustrating the variable micro climate at the Forth.

Viewpoint 6: Station Road/ Bankhead Rd, Dalmeny, City of Edinburgh






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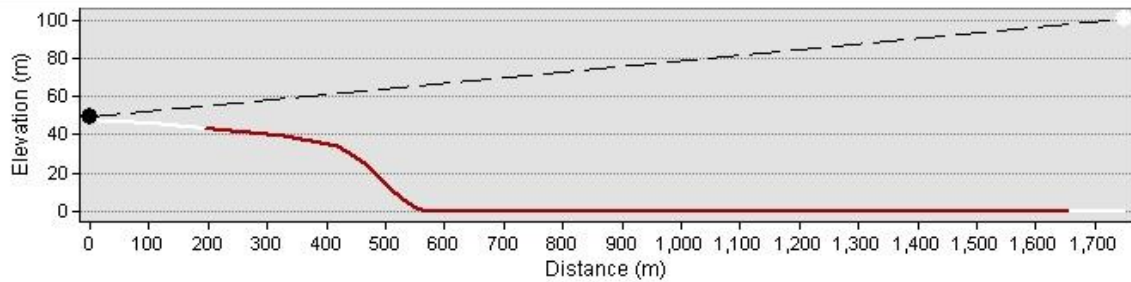
Title:
Forth Bridge View 6

Scale:
1:30,000 @ A5

Projection:
British National Grid

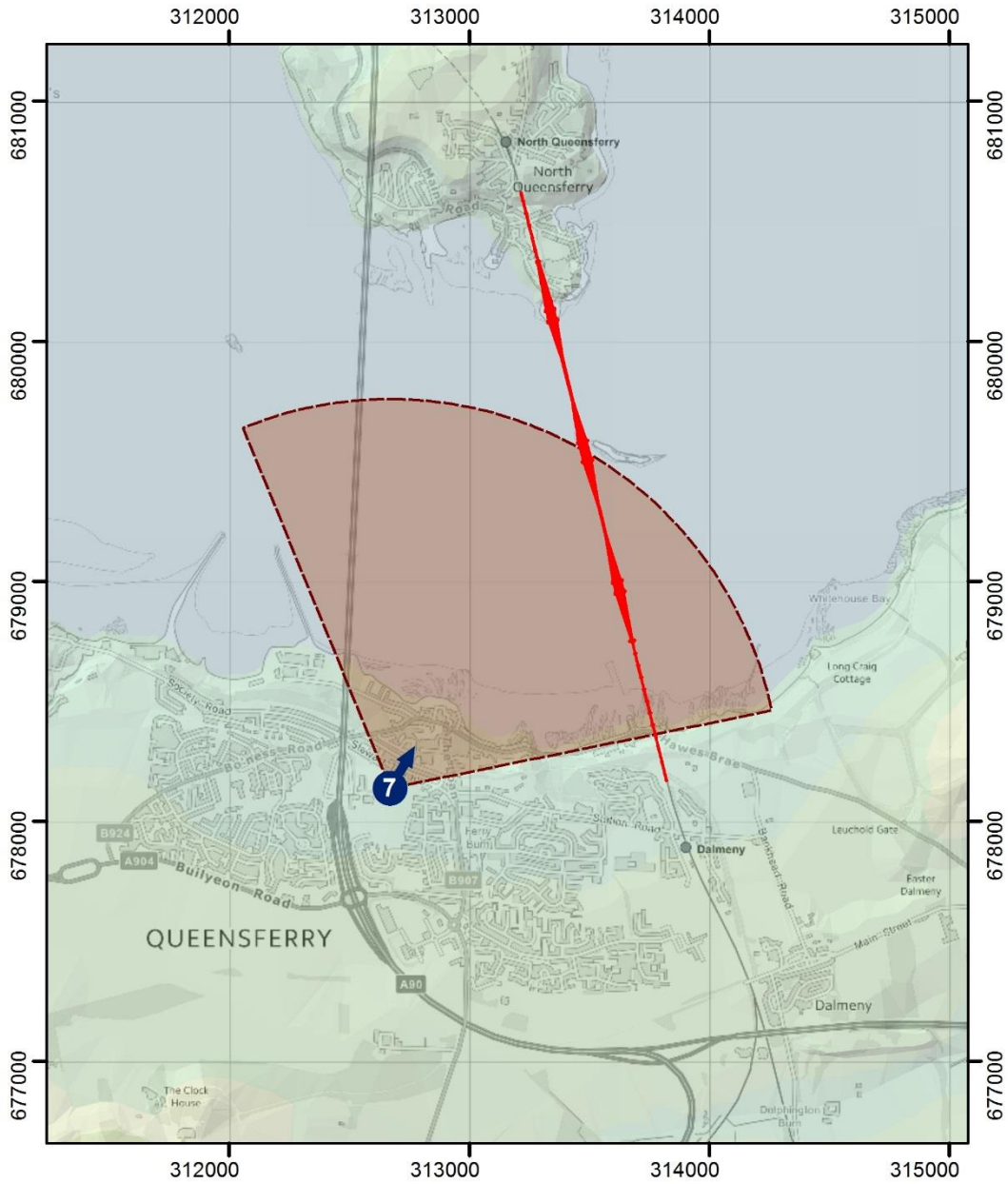
Key

-  Viewpoint
-  Forth Bridge
-  View cone



From Bankhead Farm Steading, Dalmeny, west of which was the Forth Bridge construction yard (1883-1890), since reverted to farmland. The Shore is out of sight due to the curvature of the hill and to trees. Public roads with footpaths connect Dalmeny station to Bankhead Road and the B984, bounded by a Dalmeny Estate wall (from which this photo is taken). There also is a footpath in the old railway cutting to the former Queensferry and Port Edgar, but trees conceal views to the Forth Bridge from it, except when underneath the bridge. The north pylons of the Road Bridges are masked by the bulk of the Queensferry cantilever of the Forth Bridge.

Viewpoint 7: Forth Bridges Contact & Education Centre, Queensferry






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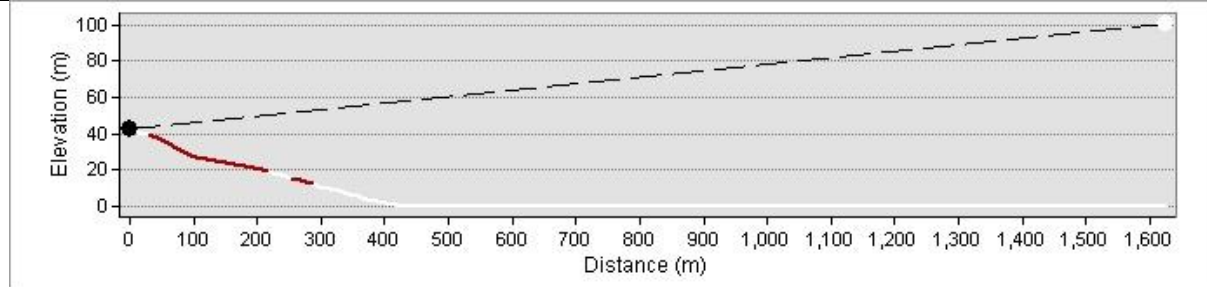
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Forth Bridge View 7

Scale:
1:30,000 @ A5

Projection:
British National Grid

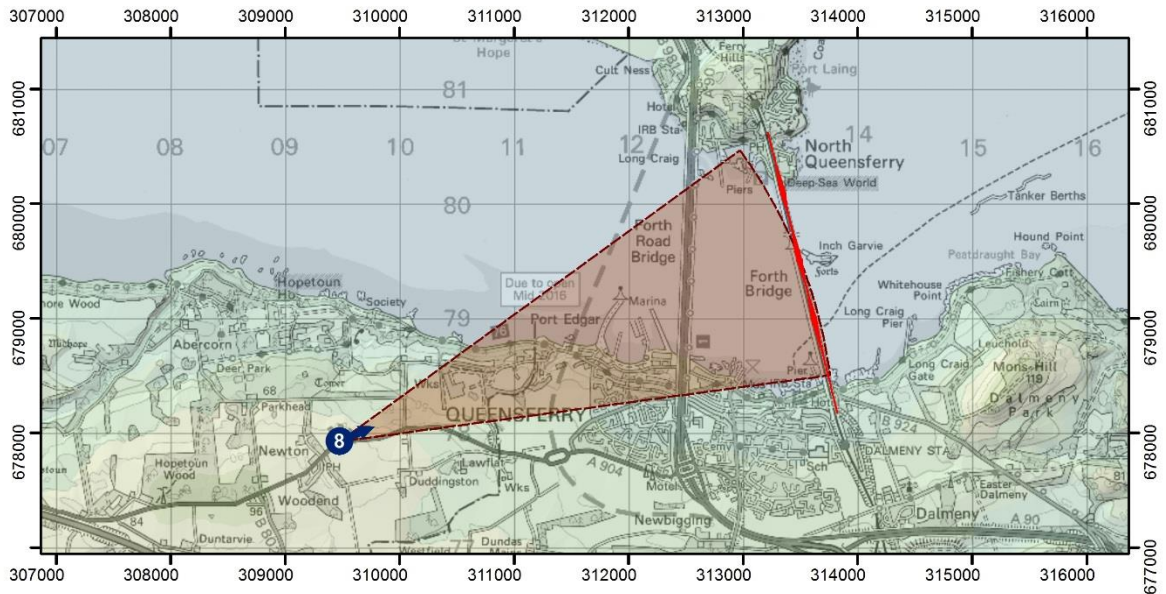
Key

-  Viewpoint
-  Forth Bridge
-  View cone



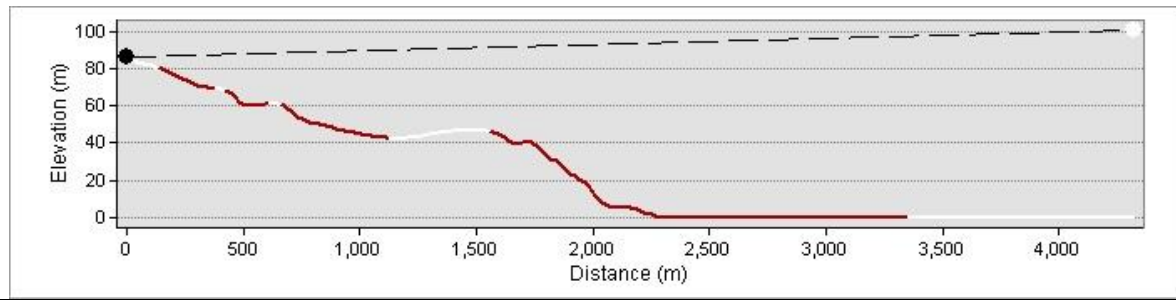
A viewing platform created in 1964 that contains monuments to the Forth Road Bridge, and some interpretation of other bridges that is exploited by visiting coach tours and also by the Contact and Education Centre for the new Queensferry Crossing. Older areas of Queensferry, shown in red, are in the lee of the viewer, but there is a clear view (the white line) of the Forth Bridge and the sea underneath, in front and beyond the bridge. The road bridges are not within that view, until viewers pan around 90 degrees to see them to the left. Trees had been getting high but have been trimmed back to benefit bridge views.

Viewpoint 8: Newton, West Lothian Council



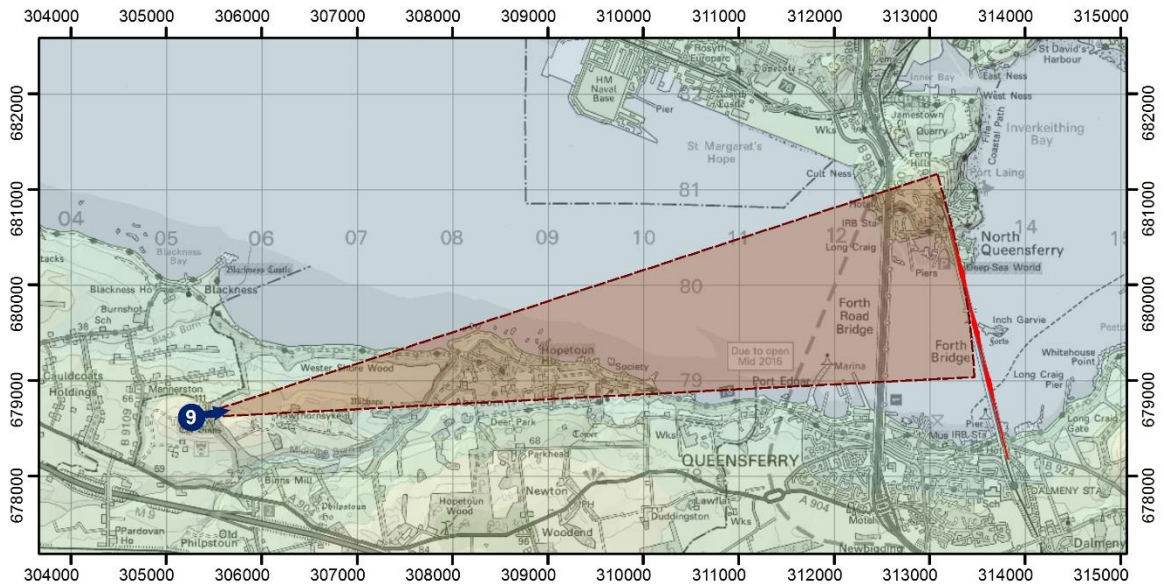
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Title: Forth Bridge View 8	Key
Scale: 1:50,000@ A5	Viewpoint
Projection: British National Grid	Forth Bridge
	View cone



Newton lay-by, just inside West Lothian, provides interpretation and benches on a slight bend of the A904 single-carriageway trunk road, Queensferry to Bo'ness. A railway office building is in the mid distance, below the sight line to the Forth Bridge. Here the decks of the Road and Railway bridges are in line with the Fife shore, and the Queensferry cantilever of the Forth Bridge is seen in full elevation, the other two cantilever towers being angled away slightly. The three pylons of the new Queensferry crossing are all to the left of the cantilevers of the Forth Bridge and its deck is lower, the approach ramp being behind trees. Cable stays in front of the Fife cantilever of the Forth Bridge are more or less prominent according to light conditions.

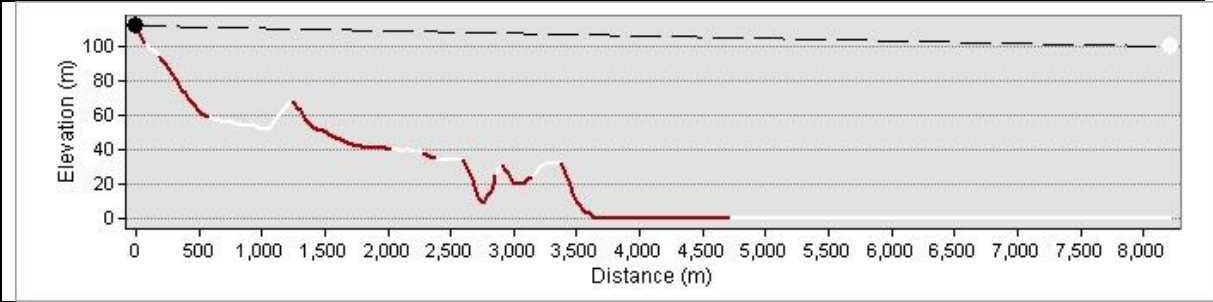
Viewpoint 9: Viewing Tower at the House of the Binns, West Lothian



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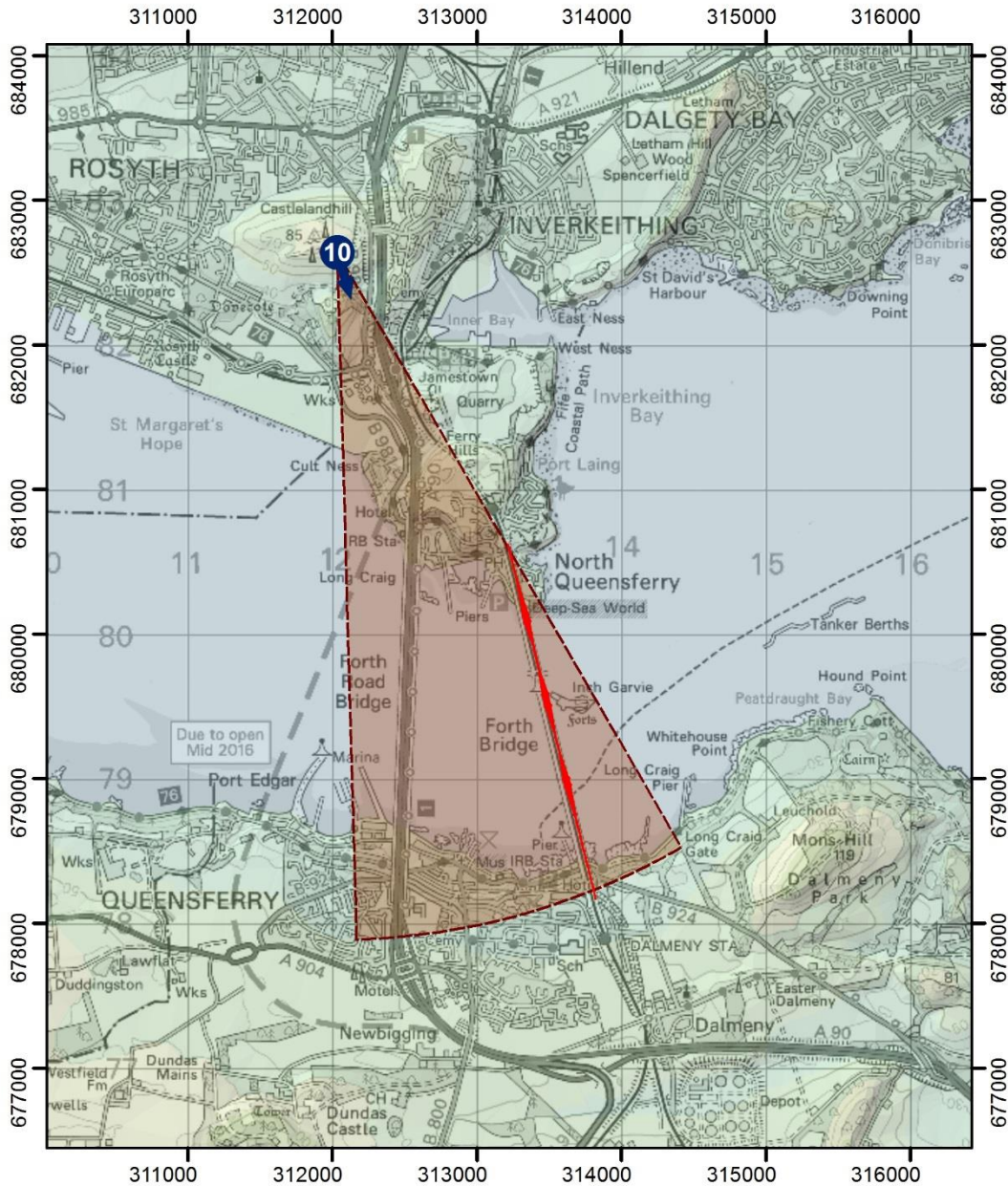
Title: Forth Bridge View 9	Key
Scale: 1:60,000@ A5	 Viewpoint
Projection: British National Grid	 Forth Bridge
	 View cone





A landmark in the House of the Binns designed landscape that signposts the estate from land and sea. The Forth Bridge is in full elevation over treetops, silhouetted against sea, sky, islands and distant East Lothian. The Queensferry Crossing introduces its south pylon just left of the centre of the Forth Bridge, and its mid pylon lines up with the north pylon of the Forth Road Bridge, so limiting its intrusion. The north pylon of the Queensferry Crossing is off to the left, and so not in view. Road and railway bridge decks are aligned at their highest points with the north span of the Forth Bridge. The Southern approach ramp is lower but behind trees. Much of the land is fields or trees within the estates of the Binns, managed by the National Trust for Scotland, Midhope and the Hopetoun Trust. The foreshore is behind trees.

Viewpoint 10: Castland Hill, Fife






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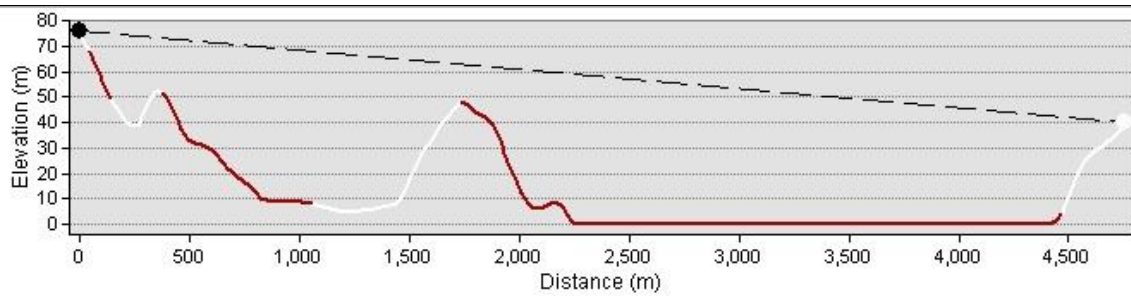
Title:
 Forth Bridge View10

Scale:
 1:50,000 @ A5

Projection:
 British National Grid

Key

-  Viewpoint
-  Forth Bridge
-  View cone



Castland Hill has on it a former signal station and Admiralty Cottages thanks to its location near Rosyth naval base, with views over the Forth and towards the bridges. The northern slopes of Ferryhills obscure the sea and all but two houses in North Queensferry. The backdrop to the Forth Bridge is the wooded Mons Hill and the Pentland Hills beyond. A disused whinstone quarry is on the lower hillside to the left. Trains cross a viaduct from Inverkeithing, recently painted Forth Bridge red, and then a cutting and tunnel before crossing the Forth Bridge. The M90 motorway to the road bridges is here obscured by trees on a foothill, and is well below sightlines to the Forth Bridge.