

A12.1 Landscape Character - Sensitivity and Impact Magnitude

1 Introduction

- 1.1.1 This appendix sets out the baseline landscape character using Local Landscape Character Areas (LLCA) to describe the study area for the proposed scheme. Each LLCA is described in terms of location, topography, drainage, land use, settlement, views, key characteristics, positive and negative attributes, designations, condition and scenic quality. These descriptions are summarised in Table 1.1 to 1.29.
- 1.1.2 The main elements of LLCAs are detailed and a judgement is made of the value and susceptibility, in accordance with the methodology provided in Section 12.2 of Chapter 12 (Landscape). The sensitivity of each element and overall sensitivity is then evaluated, as shown in Table 1.30.
- 1.1.3 Landscape sensitivity and magnitude of change are taken into account, using the method presented in Table 12.3 of Chapter 12 (Landscape), to determine impact significance for each element, taking into account mitigation proposals, for winter year of opening and in the summer after fifteen years. Please also refer to Section 12.7 of Chapter 12 with regard to potential assessment implications of ongoing design development.
- 1.1.4 The LLCAs are described in order of Landscape Character Type (LCT) as they occur from north to south. Table 1.30 is presented in order of LCT as they occur from north to south for directly affected and indirectly affected LLCAs respectively.
- 1.1.5 Tables 1.31 to 1.36 present residual impacts on LLCAs, in the order that they occur from north to south, as follows:
- Table 1.31: Landscape Impact Assessment – Main Crossing Direct Impacts.
 - Table 1.32: Landscape Impact Assessment – Main Crossing Indirect Impacts.
 - Table 1.33: Landscape Impact Assessment – Northern Route Direct Impacts.
 - Table 1.34: Landscape Impact Assessment – Northern Route Indirect Impacts.
 - Table 1.35: Landscape Impact Assessment – Southern Route Direct Impacts.
 - Table 1.36: Landscape Impact Assessment – Southern Route Indirect Impacts.
- 1.1.6 The locations of the Local Landscape Character Areas (LLCAs) are shown on Figure 12.1. Photographs illustrating the characteristics of each Local Landscape Character Area are shown on Figures 12.2.
- 1.1.7 As noted in paragraph 1.1.1, land use is identified in this appendix as a component of the overall value, quality and physical fabric of a local landscape to inform assessment of the sensitivity of each area to change as a result of the proposed scheme. Details relating to land interests in terms of active agricultural, sporting and forestry operations, community land and land identified for future development are provided in Chapter 7 (Land Use).

2 Baseline Conditions

Lowland Hill and Valley Farmland LCT

Duloch (indirectly affected)

- 2.1.1 This LLCA is situated to the southeast of Dunfermline and is bounded to the east by the M90.

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- 2.1.2 Duloch Open Farmland is situated on a gentle southeast facing slope with a rolling landscape to the north. Settlement in the area consists of a cluster of smallholdings and farm buildings in the south of the LLCA. To the north of the area are open fields adjacent to the M90. There is visual intrusion into the area from the housing development to the west and from the M90 and an overhead powerline and pylons in the north.
- 2.1.3 Pinkerton Burn is the main hydrological feature in the area and cuts across the south of the area in a north to south direction. Other man made water features exist in the north of the area.
- 2.1.4 The main access to the smallholdings in the south of the area is from the Masterton Road. The northern section of the area is accessed by Sandpiper Drive which provides roundabouts and access into the northern fields suggesting future development. There are several access tracks to farm buildings and a footpath through the woodland in the north.
- 2.1.5 Vegetation in the area consists of arable fields and mixed woodland in the north with hedgerow trees, shelterbelts and clumps of trees in the south around the smallholdings and farm buildings. There is also a strip of woodland and riparian vegetation along Pinkerton Burn.

Table 1.1: Landscape Character Summary for Duloch Lowland Hill and Valley Farmland

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Rural area on urban fringe. • Attractive burn. • Smallholdings and small scale field pattern in the south. • Open south-east facing gently slope.
Positive Character Attributes	<ul style="list-style-type: none"> • Pleasant rural vista. • Pinkerton Burn.
Negative Character Attributes	<ul style="list-style-type: none"> • Pylons and overhead powerline. • M90 to the east. • Intrusion from the urban expansion in the west.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Long-established woodland (of plantation origin).
Landscape Condition	<ul style="list-style-type: none"> • Landscape generally in fair condition.
Scenic Quality	<ul style="list-style-type: none"> • Average scenic quality. • Views into the area present a semi-rural landscape with linear intrusions from power lines and roads and from housing development to the west.

Inverkeithing (Indirectly Affected)

- 2.1.6 This LLCA is situated to the north east of Inverkeithing and to the north of Dalgety Bay. It is bounded by the A921 and the settlement of Hillend to the south and by the Fordell Estate to the north.
- 2.1.7 Inverkeithing is situated on a gentle south facing slope in a shallow valley.
- 2.1.8 There are four small waterbodies running through the area (Pinkerton Burn, Keithing Burn, Mill Lade and The Cast). All of these converge at the southwest boundary of the area and feed into the Keithing Burn passing through Inverkeithing to the south and finally into the Firth of Forth at Inverkeithing Bay. In addition there is also a natural spring along one of the field boundaries.
- 2.1.9 An active railway line passes through the area from east to west and there is also a dismantled railway passing north to south. An electricity substation is situated adjacent to the railway line and overhead power lines with pylons cross the area from the west and continue north from the substation.

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- 2.1.10 The fields in the area are a mixture of arable and improved grassland. Other vegetation in the area includes scrub woodland to the west of the LLCA as well as hedgerows, shelterbelts, hedgerow trees and isolated trees.

Table 1.2: Landscape Character Summary for Inverkeithing Lowland Hill and Valley Farmland

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Rural area. • Open south facing gently sloping fields. • Shallow valley. • Land rising to north and south east.
Positive Character Attributes	<ul style="list-style-type: none"> • Pleasant rural vista.
Negative Character Attributes	<ul style="list-style-type: none"> • Pylons and overhead power line. • Electricity sub-station. • Active railway line cutting through the area. • Noise intrusion from nearby roads (A921, B981 and M90).
Landscape and other relevant designations	<ul style="list-style-type: none"> • Site of Special Scientific Interest. • Ancient Woodland (of semi-natural origin). • Long-established woodland (of plantation origin). • Historic Garden and Designed Landscape. • Area of Great Landscape Value. • candidate Special Landscape Area.
Landscape Condition	<ul style="list-style-type: none"> • Landscape generally in good condition some hedgerows in need of maintenance.
Scenic Quality	<ul style="list-style-type: none"> • Average scenic quality. • Views into the area present a rural landscape with linear intrusions from railway lines, power lines and roads.

Duddingston (Directly Affected)

- 2.1.11 This LLCA is situated to the southwest of South Queensferry and to the northwest of Kirkliston between Hopetoun and Dundas Designed Wooded Landscapes.
- 2.1.12 Topographically, Duddingston is situated on an undulating ridge with a north facing slope forming the slopes of the Firth of Forth valley and a gentler south facing slope to the south. The north facing slope has far reaching views overlooking the Firth of Forth and the Fife coastline beyond and includes a designated viewing point. South facing slopes have an intimate character with more close to medium range views. The southeastern corner is screened to the north by Dundas Hill.
- 2.1.13 There are a few scattered rural dwellings and farm buildings within the area and the small settlement of Newton located on the ridge in the northwest corner adjacent to the A904. A dominant factory building borders the Hopetoun Designed Landscape boundary to the north of the area and the historic Duntarvie Castle remains is also visible in the landscape to the west of the area adjacent to the A90 motorway. Westmuir Riding Centre is located in the central area of the LLCA.
- 2.1.14 In terms of hydrology, there are three minor burns within the area and several natural ponds in fields, woodlands and a disused quarry.
- 2.1.15 Most of the roads across the site are secondary or minor rural roads with the exception of the main A904 road running from South Queensferry along much of the ridge to the north part of the LLCA. The M9 defines the boundary along the south and eastern edge and provides a strong physical presence with high embankments. To the south the railway line crosses the area. Some of the secondary roads are narrow and in poor condition due to heavy farming machinery traffic. Pylons and communication masts are also features within the area.

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- 2.1.16 Because of the predominantly farming character of the land, the landscape is composed of arable, improved pasture, grassland and rough grazing fields divided by dry stone walls, fences and beech or hawthorn hedgerows. Shelterbelts are used along several field limits. Between the main farmland land coverage there are several scattered blocks of mixed woodland.

Table 1.3: Landscape Character Summary for Duddingston Lowland Hill and Valley Farmland

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • An undulating ridge formation with slopes to the north and south. • Rolling farmland. • Small settlement with additional rural scattered dwellings. • Scattered blocks of mixed woodland plantation within the area.
Positive Character Attributes	<ul style="list-style-type: none"> • North facing slopes have broad views out over the Firth of Forth. • Rural vistas.
Negative Character Attributes	<ul style="list-style-type: none"> • Poor accessibility by car to some parts within the area. • Noise and scenic intrusion of motorway in southern boundary.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Scheduled Ancient Monument. • Ancient Woodland (of semi-natural origin). • Long-established woodland (of plantation origin). • Historic Garden and Designed Landscape. • Area of Great Landscape Value. • Site of Importance for Nature Conservation. • Green Belt.
Landscape Condition	<ul style="list-style-type: none"> • Working, well utilized farmland. • Scattered long established woodland plantation in good condition. • Well maintain hedgerows across the area.
Scenic Quality	<ul style="list-style-type: none"> • Good scenic quality. North facing slopes and ridge line have attractive views over the Firth of Forth. Attractive enclosed rural landscape to the south.

Craigbrae (Indirectly Affected)

- 2.1.17 Craigbrae LLCA is located to the south-east of South Queensferry and to the south of Dalmeny. It is bounded to the north by the A90 and follows the M9 spur road to Kirkliston which form its west and south boundaries.
- 2.1.18 Topographically the landscape features south facing slopes which form the gentle slopes of the wide River Almond valley. To the southwest of the area the landscape is relatively flat as it nears the River Almond at the bottom of the valley.
- 2.1.19 There are few hydrological features in the area with the exception of Dolphington Burn which traverses the north of the area in an east to west direction, and a further minor burn to the south of Craigbrae Farm. In addition to this there are two ponds to the north of the area adjacent to the A90 and railway lines.
- 2.1.20 Access to the area is mainly through rural minor roads which run from Dalmeny in the north to Kirkliston in the southwest. Scattered farm dwellings and buildings can be accessed through this route which also branches off to the west towards Dalmeny Castle and the M9. Scattered footpaths and tracks also provide access to fields and farm buildings. Several railway lines pass through the area running from the north to the south, southwest and southeast.
- 2.1.21 Aside from a few scattered farm buildings, there are extensive commercial buildings in the north and centre of the LLCA. These comprise a wastewater treatment works (WWTW) and an oil storage depot in the north surrounded by a large earth bund, and a smaller industrial estate to the southeast.

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- 2.1.22 Agricultural land in the area consists of arable and improved grassland with fence and hedgerow field boundaries. Other vegetation in the area includes grassland areas, a small woodland clump south of the oil storage depot and shelterbelts.

Table 1.4: Landscape Character Summary for Craigbrae Lowland Hill and Valley Farmland

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none">• Gently undulating rural farmland.• South-easterly slope.• Small burn.
Positive Character Attributes	<ul style="list-style-type: none">• Farmland in good condition.
Negative Character Attributes	<ul style="list-style-type: none">• Major road corridor.• Oil storage Depot and industrial units.• Communication masts.• Railway tracks.
Landscape and other relevant designations	<ul style="list-style-type: none">• Scheduled Ancient Monument.• Long-established woodland (of plantation origin).• Site of Importance for Nature Conservation.• Green Belt.
Landscape Condition	<ul style="list-style-type: none">• Well maintained farmland.
Scenic Quality	<ul style="list-style-type: none">• Average to poor scenic quality due to spur road and oil storage depot.

Wooded Lowland Hill and Valley LCT

North Inverkeithing (Indirectly Affected)

- 2.1.23 This LLCA is located to the southeast of Rosyth, bordering to the north with the A921 and an industrial estate, to the west with the M90 road and Castlandhill and to the south and east with Inverkeithing urban area.
- 2.1.24 The area has a west and north faced slope in a curved form. The west face is steep and wooded and overlooks Castlandhill and Rosyth whilst the north face has open views over an adjacent industrial estate and distant rolling farmland. The south boundary of the area is screened by the existing topography and high hedgerows belonging to the peripheral housing development. A disused quarry within the wooded area forms a small hidden distinctive feature.
- 2.1.25 The area is accessed by roads to the south and east and has a footpath network within it. Overhead power cables with wooden poles are also located within the site.
- 2.1.26 Along its west side runs a deciduous woodland strip in a very steep slope and a rough field bordering with the M90. On the top there is a small disused quarry which is designated as a Site of Special Scientific Interest. The northern hillside is occupied by a large rough grazing field. Along the limit of the area with the adjacent road to the industrial estate there is a shelterbelt of trees which partly screen the road. The rest of the land coverage is taken by rough scrub and small trees in clumps.
- 2.1.27 The area has good views to the surrounding countryside but the adjacent roads and industrial estate are visually and aurally intrusive.

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Table 1.5: Landscape Character Summary for North Inverkeithing Wooded Lowland Hill and Valley

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> Open small field and step hill used for recreation on north and west facing slope overlooking the motorway (M90) and industrial estate.
Positive Character Attributes	<ul style="list-style-type: none"> Open views to north and west. Existing footpath for recreational use.
Negative Character Attributes	<ul style="list-style-type: none"> Visual intrusion of adjacent M90 and industrial estate.
Landscape and other relevant designations	<ul style="list-style-type: none"> Site of Special Scientific Interest.
Landscape Condition	<ul style="list-style-type: none"> Rough fields on the eastern side and scrub to the west are in average condition. Series of rough footpaths across the hillside. Well maintained trees and hedgerows around the bordering housing. Overgrown tree hedgerows around the field adjacent to the road.
Scenic Quality	<ul style="list-style-type: none"> Average to poor scenic quality due to disturbance by industrial estate and adjoining roads and housing. Reasonable ability to accommodate change within the area.

Humbie (Indirectly Affected)

- 2.1.28 This LLCA is placed within the major Duddingston LLCA at its south boundary bordering with the railway line to the south and the A90 motorway to the south-west.
- 2.1.29 The area rests on a south facing slope terminating in the curved shaped Humbie Reservoir. To the south of this there is a gentle north facing slope rising to the south towards the railway line. The Swine Burn feeds Humbie Reservoir from the higher ground to the northwest of the area and flows onward from the southeast of the area.
- 2.1.30 Additional hydrological features include a large pond formed in a disused quarry at the western edge of the area. This has been stocked with fish and is used as a recreational fishing site. A disused quarry is also found at the north east corner of the LLCA (Humbie Quarry) and has also formed a pond. In addition to this, a covered reservoir is found adjacent to the quarry in the northeast of the area.
- 2.1.31 The main access to the site is through a class B road that runs along its north and east limits. There is a main track running south to north across a woodland block as well as several minor footpaths along the water features.
- 2.1.32 Along the watercourse there is extensive woodland, mainly deciduous to the west and east and mixed in the central area, together with shelterbelt formations.
- 2.1.33 The farm fields are mainly improved pasture and grassland. There are existing dry stone walls, hedgerows and fences marking boundaries of some of the fields.
- 2.1.34 The intrusion from the adjacent railway is visually well screened by mitigation planting, but the noise of passing trains is still evident. Due to the woodlands in the LLCA the A90 motorway is also well screened within the site with the exception of a large arable field at the southwest corner. However aural intrusion from the road does occur.

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Table 1.6: Landscape Character Summary for Humble Wooded Lowland Hill and Valley

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none">• Plantation woodland and mature shelterbelt surrounding small fields on rolling topography around small reservoir.• Disused quarries forming water-bodies and recreational facilities.
Positive Character Attributes	<ul style="list-style-type: none">• Footpath network across the area.• Rural location.• Attractive water-bodies.
Negative Character Attributes	<ul style="list-style-type: none">• Proximity to busy motorway (M9) and railway line.
Landscape and other relevant designations	<ul style="list-style-type: none">• Long-established woodland (of plantation origin).• Area of Outstanding Landscape Quality.
Landscape Condition	<ul style="list-style-type: none">• Well maintained fields.• Poorly managed woodland.• Well defined field boundaries.• Mature shelterbelt woodland in good condition.• Well maintained reservoir and waterbodies used for fishing.
Scenic Quality	<ul style="list-style-type: none">• Good scenic quality despite significant noise intrusion from motorway.• Some attractive views to the south. Poor ability to accommodate change.

Coastal Hill LCT

Letham Hill (Indirectly Affected)

- 2.1.35 This LLCA is situated between Inverkeithing and Dalgety Bay. It is bounded to the north by the A921 and the Firth of Forth coastline to the south.
- 2.1.36 Letham Hill is situated on a predominantly west facing slope and has a distinctive wooded hill along its eastern edge. A coastal brae continues to the south and features a disused quarry.
- 2.1.37 Aside from a field drain and the coastal edge the only hydrological feature in the area is a disused quarry to the southwest of the area. This area has filled with water and is fenced off from the public. It also features steep vertical quarry faces and some natural plant regeneration.
- 2.1.38 A network of footpaths cross the area and provide access to Inverkeithing to the west and Dalgety Bay to the east. A cycle path passes along the coastline to the south. In addition a farmhouse and converted outbuildings are accessed along a private track.
- 2.1.39 Vegetation in the area includes scrub woodland and species rich grass to the south and along the coastal brae. Mature deciduous woodland covers Letham Hill to the east of the area and hedgerows, hedgerow trees and shelterbelts feature as field boundaries and boundaries to the farmhouse. Fields are improved grassland.

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Table 1.7: Landscape Character Summary for Letham Hill Coastal Hill

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Isolated farmland between two urban areas. • Wooded hill to the east. • Coastal brae to the south. • West facing gently sloping fields.
Positive Character Attributes	<ul style="list-style-type: none"> • Impressive views over the Firth of Forth from the southern brae. • Attractive wooded hill to the east. • Well used foot and cycle paths. National Trail / Long Distance Route / National cycle network-traffic free.
Negative Character Attributes	<ul style="list-style-type: none"> • Visual intrusion of housing to the west. • Disused quarry with damaged fencing.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Ancient Woodland (of semi-natural origin). • Long-established woodland (of plantation origin). • candidate Special Landscape Area.
Landscape Condition	<ul style="list-style-type: none"> • Landscape generally in good condition.
Scenic Quality	<ul style="list-style-type: none"> • Good scenic quality. • Views from the area are excellent along the southern brae. • Attractive wooded hill.

Castlandhill Hill (Directly Affected)

- 2.1.40 Castlandhill is located between Inverkeithing and Rosyth Urban Area. It is bounded to the east by the A90.
- 2.1.41 The LLCA comprises two separate hill formations. A smaller wooded hill ('Whinny Hill') to the south rises from 25m to 63m AOD and a larger hill to the north of the area rises from 40m to 85m AOD and has worked farmland fields and a small cluster of housing towards the top of the hill. The northern hill also features a cluster of three prominent communication masts.
- 2.1.42 The area is accessed from the east by Castlandhill Road where a lay-by provides parking and access to a footpath leading between the two hills with an additional footpath to the northern side of Whinny Hill. There is also private access to a house to the south of Whinny Hill from Ferry Toll Road. Further north along Castlandhill Road an access track leads to the cluster of housing on the most northerly hill.
- 2.1.43 The topography comprises two adjacent hills at the north and south sides of the area. The southern hill is formed from igneous rock and the northern hill by contrast is formed from sedimentary rock. Between the hills, a narrow valley has formed.
- 2.1.44 There are open views over Rosyth Urban Area and the M90 alignment. Views to the east are screened by an existing ridge aligned with the M90. To the south there are views to the Firth of Forth from both hills with more extensive views from Whinny Hill.
- 2.1.45 The majority of the land coverage on the northern hill is farmland. Whinny Hill has species rich and rough grassland with small scrub areas and deciduous woodland to the south. At the top of the Whinny Hill there is a small pond with marsh type vegetation. This area also features stone walls and hedgerows to mark field and property boundaries.

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Table 1.8: Landscape Character Summary for Castlandhill Coastal Hill

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none">• Farmland across two hills.
Positive Character Attributes	<ul style="list-style-type: none">• Good access.• Recreation value of Whinny Hill and valley footpath network.• Long views to the Firth of Forth from the southern hill of the area. Views to the northern hill Castlandhill.
Negative Character Attributes	<ul style="list-style-type: none">• The area is disturbed by the proximity of the A90 which runs along the eastern edge.• Disturbance by masts in Castlandhill and cluster of housing.
Landscape and other relevant designations	<ul style="list-style-type: none">• Long-established woodland (of plantation origin).
Landscape Condition	<ul style="list-style-type: none">• Working farmland in good condition.• Whinny Hill in semi-natural state and in good condition.• Mature deciduous woodland in good condition.
Scenic Quality	<ul style="list-style-type: none">• Good scenic quality both towards and from the area.

Ferry Hills (Directly Affected)

- 2.1.46 This small character area is located immediately north of North Queensferry and extends to the coast to both the east and the west with Cruicks Quarry forming a boundary to the north.
- 2.1.47 The area is formed by igneous rock and rises steeply from sea level to the west and east reaches an undulating plateau with a high point of 71m AOD. The main features of the area include a disused quarry to the north and far reaching views over the Firth of Forth and surrounding area. There are scattered dwellings to the east of the area and a hotel and country house to the west. A railway cutting forms a steep vertical intrusion through the centre of the area.
- 2.1.48 The area has few hydrological features with the exception of Ferry Loch, a natural loch in the centre of the LLCA and the coastal edges.
- 2.1.49 Access to the area is provided along a B class road which follows the edge of Cruicks Quarry. The A90 traverses the area and provides access to the west of the area via the B981 which forms the main route into North Queensferry. The area is also crossed from north to south by a railway line. A series of formal and informal footpaths traverse the area providing access to the hills and the area surrounding the loch to the west, and forming the Fife Coastal Path to the east. There is no access by footpath from east to west due to the railway cutting.
- 2.1.50 Vegetation in the area includes areas of rough grassland with large areas of gorse and scattered scrub woodland in the centre of the LLCA. To the west is an attractive area of deciduous woodland and there are hedgerows, hedgerow trees and clumps of deciduous woodland to the west. There is extensive riparian vegetation around the loch.

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Table 1.9: Landscape Character Summary for Ferry Hills Coastal Hill

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Small hill above settlement of North Queensferry. • Steep coastal hills to east and west. • Extensive views. • Fragmentation due to railway and A90.
Positive Character Attributes	<ul style="list-style-type: none"> • Natural rugged landscape. • Extensive views.
Negative Character Attributes	<ul style="list-style-type: none"> • Railway line. • Disused quarry. • Fragmentation.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Ancient Woodland (of semi-natural origin). • candidate Special Landscape Area.
Landscape Condition	<ul style="list-style-type: none"> • Landscape left in natural condition in the centre of the LLCA. • Disused quarry in the process of regeneration. • Woodlands to the east and west in good condition.
Scenic Quality	<ul style="list-style-type: none"> • Good scenic quality – attractive open views of surrounding areas. • Fragmentation and existing intrusion from railway and road creates an ability to accommodate change.

Coastal Flats LCT

North Queensferry (Directly Affected)

- 2.1.51 This LLCA is situated east of Rosyth Industrial Area, bordered to the west by the M90 and St. Margaret's Hill and to the south by the Firth of Forth coastline. Along the north fringe of the area runs a secondary road of which embankment is included within the LLCA. A WWTW is located at the northeast corner.
- 2.1.52 North Queensferry Coastal Flat is an engineered area of land that has been 'reclaimed' from the Forth in what was once a bay. As a result it has a straight edge constructed of concrete blocks along the waters edge which is incongruous with the surrounding coastline. The predominant topography is flat.
- 2.1.53 Land cover in the area is rough grassland, scrub and some shrubs and small isolated trees along the road embankment. Close to the eastern edge, there is a small pond with marginal vegetation around it.
- 2.1.54 The main access to the site is by the secondary road along the northern edge. There are several footpaths within the site.
- 2.1.55 The area is open to the south but slightly enclosed to other directions due to its adjacent topography and the industrial estate. The water treatment plant is intrusive and causes some fragmentation. Also, the adjacent Rosyth Industrial Area breaks the character of the western edge of this LLCA. There are open views to the Firth of Forth except from the eastern side where a wooded hill partly screens those views. The area provides an interesting scenic quality provided by the contrast between the prominent wooded hill sloping down to the sea level and the flat nature of the adjacent wetland.

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Table 1.10: Landscape Character Summary for North Queensferry Coastal Flat

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Marshy grassland on reclaimed Firth of Forth bay area.
Positive Character Attributes	<ul style="list-style-type: none"> • Open views to the Firth of Forth. • Natural pond.
Negative Character Attributes	<ul style="list-style-type: none"> • Views partly screened by a wooded hill. • Reclaimed land with uncharacteristic straight coastal edge. • Presence of sewage works. • Strong contrast between this naturalized area and the adjacent industrial development.
Landscape Designations	<ul style="list-style-type: none"> • Ramsar Sites. • Special Protection Area. • Site of Special Scientific Interest.
Landscape Condition	<ul style="list-style-type: none"> • Grassland on floodplain in good natural condition. • Scattered trees and shrubs along road embankment in average condition.
Scenic Quality	<ul style="list-style-type: none"> • Average scenic quality due to presence of industrial estate to west and the dominance of St. Margaret hill to the east. • Visual and smell intrusion by water treatment sewerage work. Medium ability to accommodate change but limited due the ecological sensitivity of the area.

Designed Wooded Landscape LCT

Hopetoun (Indirectly Affected)

- 2.1.56 Hopetoun Designed Wooded Landscape is situated to the west of South Queensferry and encompasses designed landscapes from several historic country houses on the southern banks of the Firth of Forth.
- 2.1.57 The LLCA features a north facing slope descending from a ridge at 90m AOD in the south to water level in the north. The slope is best described as gently undulating with a steeper coastal brae towards the waters edge in the north. To the west of the area the land rises reaching a peak at Binns Hill before descending towards the Firth of Forth. A steep valley (Midhope Glen) is also formed by the Midhope Burn which runs in a north-easterly direction across the area before reaching the Firth of Forth. There are extensive views to the north over the Firth of Forth.
- 2.1.58 In addition to Midhope Burn other hydrological features include Cornie Burn running east to west and joining with Midhope burn, artificial ponds to the west and south of Hopetoun House and three ponds formed in disused quarries. Additional small burns occur south of Hopetoun House and there are several wells scattered through the area.
- 2.1.59 The area is accessed through minor roads stemming from the A904 running along the southern edge of the area. It can also be accessed from a coastal road originating in South Queensferry and terminating at Hopetoun House. Various private tracks provide access to estate buildings and there are footpaths around the estate grounds, along the wooded shoreline and in Hopetoun Wood to the south of the LLCA.
- 2.1.60 Vegetation in the area primarily consists of farmland and woodland. The farmland consists of arable fields and improved pasture, separated with well maintained stone walls, fences or hedgerows. There are areas of mixed, deciduous and coniferous woodlands. A continuous strip of mixed woodland follows the coast line to the north of the LLCA with a further expanse of woodland following the Midhope and Cornie Burn valleys. Mixed woodland blocks also surround Hopetoun, Midhope and Philipstoun Houses and further large woodland blocks are located to the south of the area – most notably Hopetoun Wood. Isolated trees occur in the designed landscape surrounding The Binns House in the west of the LLCA and there are also clumps of woodland, shelterbelts and hedgerow trees throughout the area.

Forth Replacement Crossing

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.11: Landscape Character Summary for Hopetoun Designed Wooded Landscape

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • North facing slope with coastal edge. • Extensive views over the Firth of Forth. • Historic and designed landscapes. • Extensive woodland features with areas of farmland.
Positive Character Attributes	<ul style="list-style-type: none"> • Open views to the Firth of Forth at places. • Peaceful sinuous coastal setting. • Attractive woodland areas. • Historic Garden and Designed Landscape.
Negative Character Attributes	<ul style="list-style-type: none"> • Some areas not easily accessible.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Ancient Woodland (of semi-natural origin). • Long-established woodland (of plantation origin). • Historic Garden and Designed Landscape. • Area of Great Landscape Value.
Landscape Condition	<ul style="list-style-type: none"> • Woodland generally in good condition. • Well maintained working farmland fields.
Scenic Quality	<ul style="list-style-type: none"> • High scenic quality.

Dalmeny (Indirectly Affected)

- 2.1.61 Dalmeny Designed Wooded Landscape is situated to the east of South Queensferry and encompasses a designed landscape to the north and west and an area of farmed estate land to the south of the B924. The area is bounded to the south by the A90 and B924 and to the east by the River Almond.
- 2.1.62 The LLCA features an undulating landscape with several hill formations formed from underlying igneous rock (the tallest reaching a height of 119m AOD). The northern and eastern edges of the LLCA follow the coastline forming a distinctive 'point' jutting into the Firth of Forth. There are steep wooded coastal braes with accessible crags and beach areas in places. To the southeast the LLCA forms the western embankment of the River Almond as it discharges into the Forth estuary.
- 2.1.63 There is a history of fortified settlement in the area with Barnbogle Castle to the east. However the main estate residence is a country house dating to the early 19th Century. There are also a number of listed farm buildings and cottages throughout the estate.
- 2.1.64 In terms of hydrology, aside from the River Almond, there are two large ponds to the west of Dalmeny House and a number of burns running through the south and east of the area including Dolphington, Cockle and Linklin Burns and several minor burns to the northwest. Abstraction from the area has in the past been provided through a number of wells including the historic St. Margaret's Well.
- 2.1.65 The area is accessed through private roads (open to the public seasonally) and an extensive footpath network open to the public and allowing attractive coastal walks from South Queensferry to Crammond and north Edinburgh beyond.
- 2.1.66 Vegetation in the area primarily consists of farmland and woodland. The farmland is well maintained and includes arable fields and improved pasture, separated with well maintained stone walls, fences or hedgerows. There are areas of mixed, deciduous and coniferous woodlands. A continuous strip of mixed woodland follows the coast line to the north of the LLCA with a further expanse of woodland following the River Almond valley and the main burns in the area. Mixed woodland blocks also surround Dalmeny House and further large woodland blocks are located on the hill tops. Isolated trees occur in the designed landscape to the south of Dalmeny House. There are also clumps of woodland, shelterbelts and hedgerow trees throughout the area.

Forth Replacement Crossing

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.12: Landscape Character Summary for Dalmeny Designed Wooded Landscape

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Undulating/hilly wooded country estate. • Extensive views over the Firth of Forth. • Historic and designed landscapes. • Extensive woodland features with areas of farmland.
Positive Character Attributes	<ul style="list-style-type: none"> • Open views to the Firth of Forth in places. • Peaceful sinuous coastal setting. • Attractive woodland areas. • Extensive footpath network. • Historic Garden and Designed Landscape.
Negative Character Attributes	<ul style="list-style-type: none"> • Some views obscured by tree line.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Special Protection Area. • Site of Special Scientific Interest. • Ancient Woodland (of semi-natural origin). • Long-established woodland (of plantation origin). • Historic Garden and Designed Landscape. • Area of Outstanding Landscape Quality. • Site of Importance for Nature Conservation. • Green Belt.
Landscape Condition	<ul style="list-style-type: none"> • Woodland in good condition. • Well maintained working farmland fields.
Scenic Quality	<ul style="list-style-type: none"> • High scenic quality. • Poor ability to accommodate change.

Dundas (Directly Affected)

- 2.1.67 Dundas Designed Wooded Landscape is situated to the south of South Queensferry and to the west of the M9 Spur. The area encompasses a designed landscape to the west and an area of wooded farm land to the east of the A8000.
- 2.1.68 The LLCA is features a small hill rising from 60m to 118m AOD formed from igneous rock with a steep southerly edge leading to Dundas Loch situated to the south of the area. To the east of the area is a gently undulating south and east facing slope formed from underlying sedimentary carboniferous rock.
- 2.1.69 Settlement in the area has historically centred on Dundas Castle, with a number of other scattered dwellings and buildings in the estate grounds, several of which are listed buildings.
- 2.1.70 In terms of hydrology, Dundas Loch is the main water body in the area. There is also a manmade pond to the southwest of the LLCA and Dolphington Burn running through the east of the area.
- 2.1.71 The estate area to the west is accessed through private roads and has a footpath network through wooded areas and along the southern edge of the loch. The area to the east of the A8000 is accessed through a rural B road with tracks allowing access to farm buildings.
- 2.1.72 Vegetation in the area primarily consists of farmed arable fields and improved pasture, separated with well maintained stone walls, fences or hedgerows. There are areas of mixed, deciduous and coniferous woodlands. Isolated trees occur in the designed landscape to the east of Dundas House. There are also clumps of woodland, shelterbelts and hedgerow trees throughout the area giving an intimate and enclosed character.

Forth Replacement Crossing

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.13: Landscape Character Summary for Dundas Designed Wooded Landscape

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Undulating/hilly wooded country estate. • Natural loch. • Historic and designed landscapes. • Golf course within area. • Extensive woodland features with areas of farmland.
Positive Character Attributes	<ul style="list-style-type: none"> • Attractive woodland areas. • Attractive loch. • Historic Garden and Designed Landscape.
Negative Character Attributes	<ul style="list-style-type: none"> • Intrusion from A8000 and M9 Spur.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Scheduled Ancient Monument. • Ancient Woodland (of semi-natural origin). • Long-established woodland (of plantation origin). • Historic Garden and Designed Landscape. • Area of Outstanding Landscape Quality. • Site of Importance for Nature Conservation. • Green Belt (Edinburgh).
Landscape Condition	<ul style="list-style-type: none"> • Woodland in good condition. • Well maintained working farmland fields.
Scenic Quality	<ul style="list-style-type: none"> • High scenic quality. • Poor ability to accommodate change with exception of the area between A8000 and M9 Spur which has a medium ability to accommodate change due to existing aural and visual intrusion.

Newliston (Directly Affected)

- 2.1.73 Newliston Designed Wooded Landscape is situated to the southwest of Kirkliston and to the west of the M9. The area is bound to the south by the A89 and to the west by Broxburn industrial estate.
- 2.1.74 The LLCA is situated on an undulating and gently south facing slope which forms the northern slope of the River Almond Valley.
- 2.1.75 The designed landscape is centred on Newliston House and extends to a ha-ha boundary wall to the north and historical formal gardens immediately surrounding the house to the east, west and south. The grounds also contain several estate buildings, farms and lodge houses.
- 2.1.76 Several burns converge to the southwest of the LLCA to form one main burn that flows through the area in a south-west to south east direction before discharging into the River Almond. There are also two natural ponds to the south-west of the LLCA and several designed ponds and water features in the north of the area around Newliston House.
- 2.1.77 The estate area is accessed through private roads via public roads to the south, west and east and has several footpaths and tracks providing access to the gardens and to farm buildings and farm land. A railway line runs to the west of the LLCA.
- 2.1.78 Vegetation in the area primarily consists of farmed arable fields and improved pasture with stone wall, fence and hedgerow boundaries. There are areas of mixed and deciduous woodlands with isolated trees and tree lined avenues occurring in the designed landscape of Newliston House.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.14: Landscape Character Summary for Newliston Designed Wooded Landscape

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • South sloping wooded country estate. • Natural ponds and burn. • Historic and designed landscape features. • Woodland features with areas of farmland.
Positive Character Attributes	<ul style="list-style-type: none"> • Attractive woodland areas. • Historic Garden and Designed Landscape features.
Negative Character Attributes	<ul style="list-style-type: none"> • Proximity of M9 and A89.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Ancient Woodland (of semi-natural origin). • Long-established woodland (of plantation origin). • Historic Garden and Designed Landscape. • Area of Outstanding Landscape Quality.
Landscape Condition	<ul style="list-style-type: none"> • Woodland in good condition. • Well maintained working farmland fields.
Scenic Quality	<ul style="list-style-type: none"> • Medium to high scenic quality. Low ability to accommodate change.

Disturbed Farmland LCT

Craigton (Indirectly Affected)

- 2.1.79 This LLCA is located immediately north of Winchburgh and extends west to Philipstoun and east towards Kirkliston following the M9 as its northern boundary.
- 2.1.80 Topographically the area is a gently undulating landscape which is dominated by large manmade 'bings' left over from former shale mine workings. In addition to this the area also features two disused quarries and a disused refuse area to the west. Settlement in the area consists of scattered farm dwellings and the settlement of Philipstoun in the west. In addition to this other buildings in the area include a sewage works to the north of Philipstoun and the remains of a church.
- 2.1.81 The main hydrological feature in the area is the Union Canal which runs in the area between Winchburgh in the east to Philipstoun in the west. Other waterbodies include a large pond to the north of Winchburgh and several burns including Nidry Burn to the east, Swine Burn to the northeast and Pardovan Burn to the northwest of the area.
- 2.1.82 Access to the area is through a selection of rural B roads. The M9 forms the northern boundary of the area and can also be accessed from a minor road in the north of the LLCA. A railway line runs through the area in an east-west direction with a line splitting off to the southeast at the eastern end of the LLCA, roughly following the line of the Union Canal. The area can also be accessed through a footpath and cycleway along the canal and there is a network of footpaths through some woodland areas.
- 2.1.83 Agricultural land in the area consists of arable and improved grassland with fences, hedgerows and drystone walls forming the field boundaries. Other vegetation in the area includes rough grassland and some natural regeneration on the bings as well as deciduous and mixed woodland along the canal path. There are also areas of mixed woodland in the centre of the LLCA and a block of coniferous woodland to the south of Mounthooly.

Forth Replacement Crossing

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.15: Landscape Character Summary for Craigton Disturbed Farmland

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Gently undulating rural farmland. • Presence of large dominating 'bings'. • Canal running through the area with railway line running parallel to the north.
Positive Character Attributes	<ul style="list-style-type: none"> • Attractive canal with path and established vegetation.
Negative Character Attributes	<ul style="list-style-type: none"> • Former mine workings and shale bings. • Fragmented landscape.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Scheduled Ancient Monument. • Long-established woodland (of plantation origin).
Landscape Condition	<ul style="list-style-type: none"> • Well maintained farmland. • Well established woodland. • Canal path well maintained and in good condition. • Well maintained hedgerows and dry stone walls.
Scenic Quality	<ul style="list-style-type: none"> • Average to good scenic quality. • Bings add interest to the landscape. Attractive walks along the canal.

Lowland Plain LCT

River Almond (Directly Affected)

- 2.1.84 This LLCA is located between Kirkliston urban area and Edinburgh airport in a predominantly flat topographic landscape featuring the winding River Almond.
- 2.1.85 The main hydrological feature is the River Almond which runs inside the area from south east Kirkliston urban area boundary, meandering along Edinburgh Airport's northern boundary until Craigiehall housing development. Several tributary burns join the River Almond from the northwest.
- 2.1.86 Most of the buildings within the area are isolated farms apart from the small settlement at Craigiehall which contains several historic buildings. Historic features within the LLCA also include 'Cat Stane' on the border of the airport grounds and Huly Hill tumulus in the junction between the A89 and A90 roads.
- 2.1.87 Despite the flat topography there are wider views due to the large sense of scale in the area.
- 2.1.88 Access to the site is provided by B roads that run across the area from Kirkliston and mainly cover the western half of the LLCA. A network of footpaths cross the area and follow the River Almond. There is also a traffic free cycle route crossing the area to the west towards South Queensferry.
- 2.1.89 Land coverage mainly consists of open arable fields with the exception of vegetation along the River Almond. There are a few clumps of mixed woodland and isolated trees amongst the farmland. Dry stone walls, fences, hedgerows and shelterbelts around the arable fields can be found at several locations. Riparian vegetation and mature trees feature in areas along the River Almond particularly where it meanders to the west and east of the airport runway.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.16: Landscape Character Summary for River Almond Lowland Plain

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Generally flat farmland, rising gently to the northeast corner, with the River Almond running through the area to the south.
Positive Character Attributes	<ul style="list-style-type: none"> • Riverside area with distinctive vegetation. • Historical architectural features. • Flat topography with open views.
Negative Character Attributes	<ul style="list-style-type: none"> • Proximity to intrusive airport development. • Suppressed vegetation along River Almond adjacent to airport runway.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Scheduled Ancient Monuments. • Site of Importance for Nature Conservation. • Green Belt.
Landscape Condition	<ul style="list-style-type: none"> • Well maintained open farmland. • Well established woodland field boundaries. • Well maintained hedgerows and dry stone walls.
Scenic Quality	<ul style="list-style-type: none"> • Average scenic quality. Significant visual and noise intrusion from the airport detracts from the scenery. • Attractive south views towards the Pentlands. Poor ability to accommodate change.

Overton (Directly Affected)

- 2.1.90 Overton LLCA is located between the settlements of Winchburgh and Kirkliston. It is bounded to the northeast by the M9 and to the west by the union canal. To the south is the Newliston estate.
- 2.1.91 Topographically the landscape is predominantly flat, with a slight south facing slope to the southern boundary and steeper sloping field around the loop of M9 Junction 1A.
- 2.1.92 There are few hydrological features in the area with the exception of Niddry Burn which flows from the approximate northwest to the southeast of the LLCA. To the west of the area is the Union Canal and there is a field drain to the south.
- 2.1.93 Access to the area is mainly through a minor rural road which runs from Camelhill to Winchburgh.
- 2.1.94 Aside from a few scattered farm buildings, there are no buildings in the LLCA.
- 2.1.95 Agricultural land in the area consists of arable and improved grassland with well maintained stone wall boundaries. Ross's Plantation provides a significant area of mixed woodland, with further woodland on the embankment of M9 Junction 1A.
- 2.1.96 The area has few landscape features and some visual intrusion from the M9 on embankment to the north and the surrounding bings.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.17: Landscape Character Summary for Overton Lowland Plain

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Flat rural farmland. • Arable and improved grassland fields. • Stone walls. • Small burn.
Positive Character Attributes	<ul style="list-style-type: none"> • Farmland in good condition. • Ross's Plantation. • Stone walls.
Negative Character Attributes	<ul style="list-style-type: none"> • Major road corridor and junction. • Bings visually intrusive to the west.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Long-established woodland (of plantation origin).
Landscape Condition	<ul style="list-style-type: none"> • Well maintained farmland.
Scenic Quality	<ul style="list-style-type: none"> • Average to poor scenic quality due to road and junction and bings.

Maritime LCT

Firth of Forth (Directly Affected)

- 2.1.97 The Firth of Forth is the main water body in the south east of Scotland flowing from the Grampian Mountains in the west into the North Sea to the east. The study area focuses on the area between the settlement of Bo'ness to the west and Dalgety Bay to the east.
- 2.1.98 The Firth of Forth is crossed by several bridges and features small islands and man made transport related infrastructures. Along the shore line to the north are several settlements including Rosyth and North Queensferry and to the south the main settlement is South Queensferry.
- 2.1.99 The shore area is flat and features small rock formations in the mud flats when the tide is low. Along the Firth of Forth, a diversity of coastal formations is present due to maritime erosion which has shaped small peninsulas, bays and sand banks over thousands of years. At low tidal large and shallow mud flats and sand bar areas are visible.
- 2.1.100 This maritime area does not contain settlements but the shores do accommodate housing and industrial facilities. There are built forms such as piers, ports, lighthouses, a naval base and marina centres. Historic military installations and forts feature on various islands. Ships are the main built elements in the landscape and are transitory presenting a sense of movement to the area. The predominant built forms are the Forth Road Bridge and the Forth Rail Bridge.
- 2.1.101 Within the study area, access to the Firth of Forth is via the A90 and M90 to the local road and footpath network of the Fife coastline, between Rosyth Europarc to Dalgety Bay, and the Edinburgh and West Lothian coastline between Hopetoun and Dalmeny. The main water body can be accessed by boat with a seasonal ferry crossing from South Queensferry to Inchcolm Island and a regular ferry from Rosyth to Zeebrugge. The naval base at Rosyth provides a facility for decommissioned submarines and there are cargo carrying vessels operating to other parts of Scotland and Europe. The area is also traversed by the Forth Rail Bridge which provides links to North and South Queensferry and the shoreline as well as Edinburgh and Aberdeen beyond.
- 2.1.102 The land coverage is tidal water alongside the various small islands and mud flats. Aquatic vegetation is visible on the beaches and crags at low tide. The only dry land vegetation appears in those islands with small naturalized woodlands, isolated trees, scrub and rough grassland.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

- 2.1.103 The area is aesthetically balanced and unified in a harmonious way. In good weather conditions the area is colourful, smooth, peaceful and pleasant. Although when the weather brings strong winds, rain and fog it becomes less peaceful and pleasant and more monochrome, dark and rough.

Table 1.18: Landscape Character Summary for the Firth of Forth Maritime

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none">• Flat, horizontal and natural vast changing maritime landscape influenced by weather conditions and tides. Different natural and artificial elements feature across the Firth of Forth.
Positive Character Attributes	<ul style="list-style-type: none">• The vast horizontal scenery provides long distance views and a set for the surrounding areas.
Negative Character Attributes	<ul style="list-style-type: none">• Intrusive manmade infrastructures (piers, ports and marina centres).
Landscape and other relevant designations	<ul style="list-style-type: none">• Scheduled Ancient Monuments.• Historic Garden and Designed Landscape.• candidate Special Landscape Area.• Site of Importance for Nature Conservation.
Landscape Condition	<ul style="list-style-type: none">• The mud flats are mainly in good condition with the exception of industrial areas which are visually intrusive. Some islands feature small naturalized woodlands.
Scenic Quality	<ul style="list-style-type: none">• High scenic quality, The Firth of Forth is an important element in the context of nearby areas. Medium to high ability to accommodate sensitive change near to the Forth Road Bridge and Forth Rail Bridge.

Urban LCT

Rosyth (Indirectly Affected)

- 2.1.104 Rosyth LLCA is situated approximately 2km west of Inverkeithing and 1km south of Dunfermline.
- 2.1.105 Rosyth Urban Area contains areas of medium to high density housing some of which is in poor condition. Recreational playing fields and an area of woodland provide a break in the housing density to the northeast and northern edge of the area. The area also contains two business parks.
- 2.1.106 The area is accessed by the B980 which runs northwest to southeast through the centre of the LLCA, and the A985 which runs east to west through the area, most of the minor roads in the area spread out from these main trunk roads. Rosyth also has a railway station to the north of the LLCA. The area is bounded to the east by the M90 and to the north by a railway line.
- 2.1.107 Topographically the area is situated on a south facing slope that is surrounded by hills which give the area a sense of enclosure. The main views in the area are to the southwest with some views along the A90 to the east of the LLCA.
- 2.1.108 Vegetation cover includes parkland planting and urban landscaping such as avenue trees and hedgerows. A small, long-established ancient woodland ('the wilderness') is located in the north edge beside a stretch of the railway.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.19: Landscape Character Summary for Rosyth Urban

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none">• Urban area on a south facing slope.
Positive Character Attributes	<ul style="list-style-type: none">• Good communications and public access.• South side has a lower housing density than the north.• Long views to the Firth of Forth from the south of the area.• Views to surrounding hills.
Negative Character Attributes	<ul style="list-style-type: none">• Views of industrial developments to south.• Aural disturbance from M90.
Landscape and other relevant designations	<ul style="list-style-type: none">• Long-established woodland (of plantation origin).
Landscape Condition	<ul style="list-style-type: none">• Very urban landscape, mix of different generation of houses some in poor condition.• Designed parkland, avenue trees, hedgerow trees, clumps and isolated trees in good condition.
Scenic Quality	<ul style="list-style-type: none">• Low to average scenic quality.

Dalgety Bay (Indirectly Affected)

- 2.1.109 Dalgety Bay LLCA is situated 1km east of Inverkeithing (Urban LCT).
- 2.1.110 This is a medium size urban area built around a small hill formed from igneous rock and rising from sea level to 50m AOD. The west the area is bounded by Letham Hill Wood and to the south the area borders the Firth of Forth. The LLCA also includes the settlement of Hillend to the north of the A921. Much of the area consists of medium density housing with an industrial estate and selection of shops to the north. The elevated position allows open views to the Firth of Forth from the south facing slopes.
- 2.1.111 The area is served by a series of roads that are accessed from the A921 to the north. Adjacent to the A921 is the train station and within the area there also is a National Trail/Long Distance Route/National Cycle Network route along the coastal edge.
- 2.1.112 Vegetation cover includes designed park areas along the coastal route, clumps of mature woodland dispersed through the housing, ancient woodlands, isolated trees and a Historic Garden and Designed Landscape at Donibristle Gardens.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.20: Landscape Character Summary for Dalgety Bay Urban

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Urban development on coastal hill with views over the Firth of Forth.
Positive Character Attributes	<ul style="list-style-type: none"> • Historic Garden and Designed Landscape at Donibristle Gardens. • Vernacular and historic buildings. • Good communications and public access with National Trail / Long Distance Route/National Cycle Network. • Views across the Firth of Forth due to housing layout and sloping topography.
Negative Character Attributes	<ul style="list-style-type: none"> • Medium density housing. • Presence of industrial estate.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Ancient Woodland (of semi-natural origin). • Long-established woodland (of plantation origin). • Historic Garden and Designed Landscape.
Landscape Condition	<ul style="list-style-type: none"> • Well managed clumps of mature deciduous and conifer woodland dispersed through housing estate. • Well maintained manicured private gardens and public spaces.
Scenic Quality	<ul style="list-style-type: none"> • A pleasant and interesting urban area to experience. • Good scenic quality especially in the south of the area.

Inverkeithing (Directly Affected)

- 2.1.113 This LLCA is situated to the east of the A90 between Rosyth and Dalgety Bay.
- 2.1.114 Inverkeithing settlement is set in a narrow valley above an inlet of the Firth of Forth. The valley is characterised by steep slopes to the west rising from sea level to 75m AOD and gentler slopes to the east rising to 35m AOD. This gives the area a sense of enclosure and limits the town to small to medium in scale.
- 2.1.115 The topography also reflects the hydrological features of the LLCA. Several burns converge with Keithing Burn north of the town, which flows southwards through the town to the Firth of Forth at the southern edge of the town.
- 2.1.116 The B981 forms the main road running through the area with a number of minor roads providing access to the rest of the town. The town is also influenced by a railway line running roughly north-south and providing a train station in the north of the settlement.
- 2.1.117 The LLCA predominantly consists of housing, although elements of industry are found adjacent to the bay with larger industrial areas flanking the town to the north and south. The town centre has a number of stone and vernacular buildings and a mixture of housing styles and generations elsewhere reflects the development of the town over the years.
- 2.1.118 Vegetation in the area includes scrub woodland to the west of the LLCA and wooded clumps to the north and southwest of the area. A sports ground and park adjacent to Keithing Burn and bay provide a well maintained recreation facility and visually connect the town with the bay and the Firth of Forth beyond.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.21: Landscape Character Summary for Inverkeithing Urban Area

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Urban settlement around Keithing Burn. • Valley setting. • Inlet/bay of the Firth of Forth.
Positive Character Attributes	<ul style="list-style-type: none"> • Good communications with railway station. • Vernacular/listed buildings. • Designed parkland. • Recreation value of Keithing Burn and bay. • Safe and active area. • National Trail/Long Distance Route / National cycle network-traffic free.
Negative Character Attributes	<ul style="list-style-type: none"> • Disturbance by Industrial area in the south. • Railway cuts through the area.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Conservation Area.
Landscape Condition	<ul style="list-style-type: none"> • Mixture of housing styles and generations. • Sports grounds and park beside Keithing Burn are well maintained.
Scenic Quality	<ul style="list-style-type: none"> • Scenic quality is compromised by industrial areas to the south and north and A90 to the west. • Attractive open space in the south provides good scenic quality. • The housing layout provides opportunities for views over the Firth of Forth.

North Queensferry (Indirectly Affected)

- 2.1.119 This LLCA is a small urban area on the southern tip of a peninsula to the north of the Firth of Forth. It is situated on the coast at the northern end of the Forth Road Bridge and and Forth Rail Bridge.
- 2.1.120 The town is on a south facing slope which has a distinctive historic area situated on low ground near to the water and bay. North of this the land rises steeply and the town has expanded to take advantage of the train station in the late 19th century and the extensive views in more recent times. There area has two disused quarries, one of which has been converted into the 'Deep Sea World' tourist attraction. There are also attractive sandy beach areas along the coast line to the east. In terms of structures, North Queensferry is dominated by the Forth Road Bridge and Forth Rail Bridge that penetrate the town centre.
- 2.1.121 Although North Queensferry is a distinctive and attractive settlement it remains relatively small in scale. This is due in part to the topography, which provides limited development opportunities on a small peninsula. However there are also a number of ecological constraints as well as manmade constraints, such as working quarries and railway and road structures to the north that have prevented further expansion in more recent years.
- 2.1.122 The area has good road links with the A90 providing a link to the west and the Ferryhills Road providing a link to Inverkeithing to the north. The Fife Coastal Path cycle/footpath starts/terminates in the town and travels along the coast to the east and there are three main piers for boat access from the River Forth. There is also a train station to the north of the town providing links across the Forth Rail Bridge to Edinburgh in the south and Dundee and Aberdeen in the north.
- 2.1.123 There are mature deciduous woodland areas along the steep hills to the north west of the area and to the eastern coastal brae.

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Table 1.22: Landscape Character Summary for North Queensferry Urban Area

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Urban area on the northern coast of the River Forth. • Forth Road Bridge and Forth Rail Bridge influence the area. • Historic town on coastal lowland with later expansion along steep hill to the north. • Extensive views along the River Forth.
Positive Character Attributes	<ul style="list-style-type: none"> • Attractive historic town centre with views over the River Forth. • Attractive wooded hills. • Major tourist attraction (Deep Sea World). • Good road access.
Negative Character Attributes	<ul style="list-style-type: none"> • Intrusion of Forth Road Bridge into the town.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Ancient Woodland (of semi-natural origin). • Conservation Area.
Landscape Condition	<ul style="list-style-type: none"> • Well maintained community with a mixture of housing styles in good condition.
Scenic Quality	<ul style="list-style-type: none"> • Good scenic quality with sensitive historic town and village centres. Low ability to accommodate change.

South Queensferry (Directly Affected)

- 2.1.124 This LLCA is the main urban settlement in the area and is situated on the coast at the southern end of the Forth Road Bridge and Forth Rail Bridge.
- 2.1.125 The town is on a north facing slope which becomes steep as it reaches the River Forth and historic town centre. Along the coastal edge to the north there are rock outcrops and a natural harbour. Manmade elements along the coastal edge include a harbour, pier and marina at Port Edgar to the west of the area.
- 2.1.126 Much of the urban development has occurred on the more gently sloping area to the south of the town and has expanded towards the village of Dalmeny to the south east of the LLCA. There are differing styles and generations of housing which add interest to the area in South Queensferry. Industrial and commercial buildings are found at the south and southeast of the area with a small selection of industrial units at Port Edgar in the west. In Dalmeny the housing is mainly vernacular and is centred on a village green, with more recent housing to the south of the village. The dominant structures in the area are the Forth Road Bridge and Forth Rail Bridge.
- 2.1.127 The area has good road links with the A90, A904 and M9 spur providing access to the Forth Road Bridge or the town via a junction at Ferry Muir. The B929 also runs through the town in an east-west direction and forms the High Street in the town centre. Minor roads are accessed from this and the B907, which runs north-south through the town. Dalmeny train station lies to the east of South Queensferry and to the west of Dalmeny village, and the railway line forming a boundary between the two areas. South Queensferry is also accessible from the River Forth by boat and there are seasonal ferry trips to Inchcolm Island to the northeast.
- 2.1.128 South Queensferry features several recreational green spaces and a wooded coastal brae to the north and west of the High Street with mature trees. Dalmeny has a village park and central green.
- 2.1.129 South Queensferry remains a major tourist destination due to views of the Forth Rail Bridge and the Forth Road Bridge.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.23: Landscape Character Summary for South Queensferry Urban Area

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Urban area on the southern coast of the River Forth. • Large structures of Forth Rail Bridge and Forth Road Bridge influence the area. • Historic village centred around village green.
Positive Character Attributes	<ul style="list-style-type: none"> • Attractive historic town centre with views north over the River Forth. • Attractive historic village. • Good road access.
Negative Character Attributes	<ul style="list-style-type: none"> • Intrusion of Forth Road Bridge into the town.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Special Protection Area. • Site of Special Scientific Interest. • Site of Importance to Nature Conservation. • Conservation Area. • Protection of Open Space.
Landscape Condition	<ul style="list-style-type: none"> • Well maintained communities with a mixture of housing styles, particularly in South Queensferry.
Scenic Quality	<ul style="list-style-type: none"> • Good scenic quality with sensitive historic town and village centres. Medium ability to accommodate change on the edges of the town.

Kirkliston (Directly Affected)

- 2.1.130 This LLCA is situated 2.5km south of South Queensferry Urban Area and 0.5km northwest of Edinburgh Airport, bordering to the east with the River Almond, to the southwest with the M9 motorway and open farmland to the north.
- 2.1.131 Kirkliston Urban Area is situated in the predominantly gentle south slope of the River Almond valley with a significant level drop in the southwestern part where the Swine Burn forms a natural pond before joining the River Almond.
- 2.1.132 The River Almond is a significant hydrological feature in the area and runs along the southeastern edge of the LLCA.
- 2.1.133 There are several styles of housing within the area reflecting the generations of development. New developments are situated in the north and east part and historic vernacular buildings in the central and western part along the “High Street”.
- 2.1.134 The area has good communications with four secondary roads providing main access and converging in a junction at the town centre. There is a main traffic-free cycle route from south to north along the eastern edge. In addition the River Almond provides a place for recreation and several footpaths are distributed along its course. Edinburgh Airport is located within less than 1km proximity.
- 2.1.135 The vegetation in the area includes a small deciduous woodland plantation along the River Almond tributary stream and a different range of well maintained landscapes and gardens addressing the new developments. Most of these landscapes comprise architectural hedgerows, tree rows and standard isolated trees.
- 2.1.136 The area features a dominant Leisure Centre facility at the northeast corner, Kirkliston Primary School, a city library and an abandoned factory where construction works are ongoing for a new development.
- 2.1.137 The south part of the M9 is well screened visually by the topography but noise intrusion is evident. The west boundary of the area suffers from visual and noise intrusion from the M9 Spur which is on high embankment and also creates a sense of enclosure. Despite an underbridge for the B9080,

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the embankment visually and physically severs connections to the landscape to the west. At the edges of the LLCA to the north, south and east however, open surroundings offer wider and more distant views.

Table 1.24: Landscape Character Summary for Kirkliston Urban Area

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none">• Urban development adjacent to the M9 spur and the River Almond.
Positive Character Attributes	<ul style="list-style-type: none">• Vernacular buildings.• River Almond on west edge.• Open view from area boundaries.• Good communications within the site.
Negative Character Attributes	<ul style="list-style-type: none">• M9 spur running along south and west edges creating visual and noise intrusion.• Housing density reaching its limit with new developments.
Landscape and other relevant designations	<ul style="list-style-type: none">• Site of Importance for Nature Conservation.• Protection of Open Space.
Landscape Condition	<ul style="list-style-type: none">• Well maintained community with a mixture of housing estates.• New housing development around the edge of town.
Scenic Quality	<ul style="list-style-type: none">• Average to low scenic quality due to disturbance by noise from two motorways and noise intrusion from Edinburgh Airport.

Industrial LCT

Inverkeithing Industrial Estate (Indirectly Affected)

- 2.1.138 This LLCA is located to the north of Inverkeithing and to the east of Rosyth. It is bounded by the M90 to the west and the A921 to the south.
- 2.1.139 Inverkeithing Industrial Estate is situated on the low valley around the Keithing Burn. The estate has been levelled out to provide the industrial units with flat yards, which has required the construction of a steep embankment along the southern edge of the area, leading up to the A921. The area is dominated by a large dilapidated corrugated building and has a mixture of old and new industrial units, a car breakers yard and a small park and ride facility.
- 2.1.140 The area is accessed at two points from the south and internal roads within the area provide access to all of the industrial units and the park and ride at the eastern end of the site. The railway line which runs around the Fife coast runs along the northern edge of the estate and converges with the line running north from the Forth Rail Bridge at the northeastern corner of the area, leaving a triangle of derelict land between the connections. Additional sidings for goods trains lead off the line into the estate. A separate part of the estate comprising smaller business units is situated to the east of the railway and is accessed by the B981.
- 2.1.141 The hydrological features of the area include a small loch at the northern edge of the estate and a channelled burn running west to east across the area. The estate sits on a relatively flat valley to the north of the Inverkeithing settlement. The land rises to the south across the Fairy Kirk hill towards the edge of Inverkeithing, with an artificial embankment along the southern edge of the industrial estate with the A921 used to ensure the yards around the industrial units are flat. The farmland to the north of the estate rises towards the Fordell Estate and the ongoing urban development at the eastern edge of Dunfermline, while the flat farmland of the valley extends to the east towards Dalgety Bay.
- 2.1.142 Vegetation in the area includes scrub woodland to the west of the LLCA along the railway embankment and park and ride area.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.25: Landscape Character Summary for Inverkeithing Industrial

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Industrial area. • Park and ride facility. • Bordered by A90, A921 and by railway. • Small loch at northern end of site. • Predominantly flat with land rising to north, west and south.
Positive Character Attributes	<ul style="list-style-type: none"> • Attractive views to the north across rolling farmland. • Loch is hidden from most views but helps to improve appearance of estate in views from the surrounding hills. • Good links to motorway and well used park and ride system.
Negative Character Attributes	<ul style="list-style-type: none"> • Largest, most prominent building appears in poor condition. • Surrounding railway and road has left the estate very crowded as it has developed wherever possible. • Scrap yard within estate has tall piles of cars which are visible from a distance. • Main access points are onto a busy road which can make departure difficult.
Landscape and other relevant designations	<ul style="list-style-type: none"> • None.
Landscape Condition	<ul style="list-style-type: none"> • Mixture of building types and eras, with some of the older buildings seemingly in a poor condition. • Estate is busy and in use but lacks unity. • Park and ride is used beyond capacity leading to disorganised car park. • Scattered mature vegetation around edges of site appears healthy.
Scenic Quality	<ul style="list-style-type: none"> • Poor scenic quality. • Low-lying position helps to limit views into the area to a degree, but settlement on surrounding hills overlook the site.

South Inverkeithing Bay (Indirectly Affected)

- 2.1.143 This LLCA is situated to the west of the A90 between Inverkeithing and North Queensferry.
- 2.1.144 South Inverkeithing Bay is predominantly an industrial area enveloping the west and south of Inverkeithing Inner Bay. Traditional and modern industrial buildings are clustered to the north of the area and a large working quarry is a prominent feature to the south of the bay. A park and ride facility is situated at the western edge of the area adjacent to the railway.
- 2.1.145 The Fife Coastal footpath and cycle path runs through the area following the Cruickness Road beside the bay. The area is also accessed by the B981 to the north and west and the Ferryhills Road to the south. A railway line runs through the area to the west.
- 2.1.146 Topographically the area immediately surrounding the bay is flat. The land rises to the west towards the park and ride facility and this slope is further augmented by a railway embankment. The area of quarried land to the south features flat elements where extraction has already occurred and vertical elements at the quarry face rising to 45m OAD. The surrounding hills to the north, west and south gives the area a sense of enclosure.
- 2.1.147 Vegetation in the area includes scrub woodland to the west of the LLCA along the railway embankment and park and ride area.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.26: Landscape Character Summary for South Inverkeithing Bay Industrial

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Industrial area. • Large quarry. • Bordered by bay/inlet. • Predominantly flat with land rising to north, west and south.
Positive Character Attributes	<ul style="list-style-type: none"> • Attractive bay area with views east along the Firth of Forth. • National Trail/Long Distance Route / National cycle network-traffic free.
Negative Character Attributes	<ul style="list-style-type: none"> • Derelict Industrial buildings. • Railway cuts through the area. • Active quarry detracts from the landscape value. • Quarry activity, smoke. • Heaps of materials in bay area.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Ramsar Site.
Landscape Condition	<ul style="list-style-type: none"> • Landscape generally in poor condition with quarry activity and boarded up industrial buildings.
Scenic Quality	<ul style="list-style-type: none"> • Poor scenic quality. • Views into the area present an unsettled landscape. • Views from the area provide good scenic quality along Firth of Forth. • Potential to develop the scenic quality of the area.

Rosyth Industrial Area (Indirectly Affected)

- 2.1.148 Rosyth Industrial Area is located 1.5km northwest of North Queensferry and immediately south of Rosyth Urban area. The Firth of Forth creates a coastal boundary to the south.
- 2.1.149 Most of the LLCA is occupied by industrial buildings, with the eastern side undergoing further development. Buildings within the area are mostly medium and large sized industrial units with the exception of Rosyth Castle situated towards the east of the units and Rosyth Castle Dovecot which is surrounded by a protected wooded area to the north of the LLCA. There are several wasteland areas situated amongst the industrial units. Along the coastal edge is an enclosed naval submarine base, a ferry port and a pier.
- 2.1.150 The Ferry Toll Road and Barham Road connect the industrial area with the A90 and Forth Road Bridge. Millennium Road and Castle Road run south to north and connect the area to Rosyth town to the north. Further transport connection is provided by the Rosyth–Zeebrugge ferry service and the naval base.
- 2.1.151 In terms of topography the area is at sea level, and predominantly flat with gentler slopes to the northwest.
- 2.1.152 Vegetation in the area is mainly scrub and marsh in undeveloped areas with urbanised lines of trees and hedgerows in some recently developed areas.
- 2.1.153 Along the southern coastal edge of the area there are clear open views to the south with Cult Ness Hill: a predominant landscape feature to the east screening more distant views along the Firth of Forth. Further inland the views are more restricted due to large warehouses and building structures, to the east however the views remain open across a relatively undeveloped area.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.27: Landscape Character Summary for Rosyth Industrial Area

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Flat coastal area exposed to south and contained to other directions due to topography and buildings. • Large industrial buildings expanding eastwards.
Positive Character Attributes	<ul style="list-style-type: none"> • A listed buildings (Castle ruin and Dovecot). • Good communications and public access by car and foot to the north edge. • Long open views to south across the Firth of Forth.
Negative Character Attributes	<ul style="list-style-type: none"> • The area is fragmented by the different typology of industrial plots. • Incongruous castle setting amongst industrial units. • Patches of undeveloped wasteland and scrub. • Bland or unpleasant scenery.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Scheduled Ancient Monuments. • Ancient Woodland (of semi-natural origin). • Long-Established (of plantation origin).
Landscape Condition	<ul style="list-style-type: none"> • Heavily developed with most industrial units in good condition. • Patches of undeveloped wasteland and scrub. • Landscape disruption to the east as development progresses. • Urbanized lines of trees and hedgerows in average condition.
Scenic Quality	<ul style="list-style-type: none"> • Low scenic quality of the area itself. • Panoramic, long-range views possible in south directions from south edge but views blocked within the area. • Rosyth Industrial Area is visible from the Forth Road Bridge and in views from the land surrounding the Hopetoun Estate and South Queensferry to the South.

Newbridge Industrial Area (Directly Affected)

- 2.1.154 Newbridge Industrial Area is located 1.5km south of Kirkliston and is bounded by the River Almond to the west and by the M8 to the south. Ratho Station is immediately east of the area.
- 2.1.155 Warehouses and industrial buildings occupy most of the LLCA and there is further industrial development to the north adjacent to the M9. A small settlement is situated to the northwest of the area, south of the A89, with a mixture of cottages, detached and terraced dwellings of differing ages reflecting the town's history. There are areas of wasteland situated amongst the industrial units and between some of the dwellings.
- 2.1.156 Newbridge is situated immediately south of the Newbridge Junction, which provides access to both the M8 and the M9. Other roads running through the area include the A89(T), the A8(T), the B7030 and Harvest Road. Several minor roads provide access to housing and warehouses. The Edinburgh to Glasgow railway line also passes through the area with the historic Almond Valley Viaduct starting at the western edge of the LLCA. The Edinburgh to Bathgate railway line also passes through the south of the area.
- 2.1.157 The topography of the area is formed from the shallow valley of the River Almond and is predominantly flat. A notable feature however is the historic Huly Hill cairn and stone circle forming a small mound immediately to the east of the housing.
- 2.1.158 Deciduous trees feature beside the River Almond and in shelterbelts to the south, while scrub vegetation dominates the wasteland areas, railway and road embankments. There is some designed planting around the cairn and along some of the minor roads.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.28: Landscape Character Summary for Newbridge Industrial

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none"> • Flat predominantly industrial area with small settlement. • River Almond forming a meandering border to the west. • Surrounded by road infrastructure.
Positive Character Attributes	<ul style="list-style-type: none"> • Huly Hill cairn and stone circle and Almond Valley Viaduct. • Scenic River Almond.
Negative Character Attributes	<ul style="list-style-type: none"> • The area is fragmented and dominated by industrial units. • Undeveloped wasteland and scrub. • Bland or unpleasant scenery in places. • Surrounded by infrastructure.
Landscape and other relevant designations	<ul style="list-style-type: none"> • Scheduled Ancient Monuments.
Landscape Condition	<ul style="list-style-type: none"> • Heavily developed with most industrial units in good condition. • Patches of undeveloped wasteland and scrub. • Landscape disruption to the north as development progresses. • Urbanised lines of trees in average condition.
Scenic Quality	<ul style="list-style-type: none"> • Low scenic quality. • Views blocked within the area due to large industrial units and surrounded by infrastructure.

Existing Road Corridor LCT

A90/M90/M9/M9 Spur (Directly Affected)

- 2.1.159 The A90, M90, M9 and M9 Spur LLCA is formed from the distinctive linear landscape created by the roads as they pass through the landscape to the north and south of the existing Forth Road Bridge.
- 2.1.160 Topographically in the south the road crosses the River Almond Valley and continues in a northwest direction along undulating south facing slopes. The road passes to the south of Kirkliston and continues onwards immediately to the south of Duntarvie Castle towards Linlithgow and Stirling. An additional M9 Spur road has recently been constructed to connect the M9 with the A90 and the Forth Road Bridge. The junction for this is immediately south-west of Kirkliston and the road continues north towards a ridge line at 55m AOD before the landscape slopes north to the Firth of Forth.
- 2.1.161 To the north the LLCA travels through the igneous hill formation at Ferry Hills and continues northward through a slight valley formation formed by Castlandhill and North Inverkeithing Hill. The landscape in the study area is generally steep and south facing.
- 2.1.162 In the study area to the south, the LLCA comprises a series of embankments which are high in places and form a dominant feature in the gently undulating landscape. There is a cutting to the north as the A90 cuts through the ridge line before continuing to the Forth Road Bridge.
- 2.1.163 The study area to the north comprises a number of cuttings as the road travels through the steep south facing slopes. To the west side of the Ferry Hills the road cuts through a rock hill creating large vertical elements in the landscape. A further cutting with grading out occurs as the road passes to the east of Castlandhill and smaller cuttings occur as the road passes to the east of Dunfermline.
- 2.1.164 The LLCA passes near all of the settlements in the study area and provides the main form of access from Edinburgh to the north of Scotland by motor vehicle.
- 2.1.165 Vegetation in the LLCA primarily consists of scrub, mixed and coniferous woodland planting along some cuttings and embankments with extensive grassed areas.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.29: Existing Road Corridor: A90/M90/M9/M9Spur

Landscape Attributes	Description
Key Characteristics	<ul style="list-style-type: none">• Linear landscape with cuttings and embankment.
Positive Character Attributes	<ul style="list-style-type: none">• Provides views to scenic landscape features.
Negative Character Attributes	<ul style="list-style-type: none">• Large cuttings and embankments dominate the landscape.
Landscape and other relevant designations	<ul style="list-style-type: none">• None.
Landscape Condition	<ul style="list-style-type: none">• Average condition.
Scenic Quality	<ul style="list-style-type: none">• Low scenic quality. High ability to accommodate change.

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.30: Landscape Sensitivity Evaluation

Landscape Character Type, Area/ Settlement Character Area	Factors Considered	Value	Susceptibility	Sensitivity
LLCAs directly affected by proposed scheme				
Coastal Hill: Castlandhill				
Whinny Hill	Deciduous woodland covering the west of the hill. Scrub and species-rich grassland areas to the top of the hill. Large arable field to the south-east. Small country house and driveway in woodland area. Footpaths to north of hill and to area of scrub.	Medium	Medium	Medium
North Hill	Larger hill beside Whinny Hill . Communication towers on the top of the hill. Small cluster of houses on the top of the hill. Arable farmland on hill slopes. Access road and right of way.	Medium	Medium	Medium
OVERALL SENSITIVITY				Medium
Urban Area: Inverkeithing				
All areas	Views to the Firth of Forth and existing A90 in west of area. Small valley setting with mainly internal and easterly views. Close proximity to A90 to the west. Busy main street in town.	Medium	Medium	Medium
Industrial: South Inverkeithing Bay				
All Areas	Large quarry and industrial elements including ship breakers yard and derelict mill. Buildings with dominant chimney stacks. Railway line passing through the area to the west. National trail/footpath/cycleway.	Low	Low	Low
Coastal Flats: North Queensferry				
All areas	Reclaimed coastal flatlands (historically a natural bay – infilled with dredged silt). Expansive marsh area. Influenced by industrial development to the west and a waste water treatment works to the east with the A90 to the eastern edge.	Low	Medium	Low to medium

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Landscape Character Type, Area/ Settlement Character Area	Factors Considered	Value	Susceptibility	Sensitivity
Coastal Hills: Ferry Hills				
Undulating hill top	Dense gorse and scrub vegetation. Fragmentation due to railway cutting and A90 cutting dominating the western edge of the area. Used for local recreation.	Medium	Low to medium	Medium
Wooded Hill to the east of the A90	Direct impact from Forth Road Bridge passing directly over and through hill. Mature broadleaf woodland. Grounds of large house with drive sweeping through woodland.	High	High	High
Wooded Hill to the east coast	Mature broadleaf woodland. Scattered settlement. Open area with isolated trees. Popular coastal footpath. Influenced by working quarry.	High	Low	Medium to high
OVERALL SENSITIVITY				Medium to high
Maritime: Firth of Forth				
Main waterbody	Forth Road Bridge and Forth Rail Bridges. Open, expansive and reflective waterbody. Movement and activity from boats, yachts as well as existing traffic on the Forth Road Bridge.	High	High	High
Shores and Mudflats	Used for recreation and tourism. Generally open with only sparse aquatic vegetation. Existing influences of urban and industrial development. Ecological value including Ramsar sites.	High	High	High
Islands	East of the Forth Road Bridge and Forth Rail Bridge. Tourist access only seasonal. Valued landscape elements of Firth of Forth.	High	High	High
Beamer Rock	Small rock outcrop where Beamer Beacon is located.	Medium	Medium to high	Medium
OVERALL SENSITIVITY				High
Lowland Hill and Valley Farmland: Duddingston				

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Landscape Character Type, Area/ Settlement Character Area	Factors Considered	Value	Susceptibility	Sensitivity
North Facing Slopes	Large open fields sloping northwards to the Firth of Forth. Setting within Firth of Forth Valley. Mature shelterbelts. Small settlement to the north eastern edge. Busy A904 road defining boundary to the south.	Medium	Medium	Medium
Undulating Farmland	Enclosed rural farmland with arable and improved grassland fields. Broadleaf and coniferous woodland areas with shelterbelts and mature trees in hedgerows. Scattered rural farm dwellings with a small settlement adjacent the A904. Peaceful rural scenery.	Medium	Medium	Medium
South Facing Slopes	Open south facing arable and improved pasture farmland. Field boundaries defined by wire and post fencing and broken hedgerows. Fragmented by the B9080 and a parallel railway line. Influenced by the M9 carriageway on high embankment forming the southern boundary.	Low to medium	Low	Low to medium
OVERALL SENSITIVITY				Medium
Urban: South Queensferry				
All areas	Popular tourist area. Piers and jetties extend the townscape into the Firth. Conservation area in the town centre adjacent to the waters edge. Strong cultural links to the Forth Road Bridge, Forth Rail Bridge and historic ferry.	High	Medium	Medium to high
Designed wooded Landscape: Dundas				
All areas	Designed Garden and Landscape. Extensive mixed woodland blocks with designed isolated mature trees in fields. Footpath network with enclosed internal views. Natural loch. Historic castle and estate dwellings, buildings and farms. Arable fields. Golf course. A8000, minor road and private access tracks and roads. M9 Spur on embankment at eastern edge and A904 to the north are busy access routes to the Forth Road Bridge.	High	Medium	High
Lowland Plain: Overton (M9Junction 1A)				

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Landscape Character Type, Area/ Settlement Character Area	Factors Considered	Value	Susceptibility	Sensitivity
Large Fields and Golf Course	Flat open fields. Golf course towards north-west of area. Woodland block adjacent to A90. Scattered rural settlement. Overlooked by bings to west and A90 embankment to the north. Stone wall boundary to fields. Minor roads and access tracks. Footpath along canal to the west of the area. Railway line in cutting in west of area.	Medium	Medium	Medium
Rising field with existing junction to the east	Sloping west facing arable field. Severed by large circular motorway junction on embankment. Woodland planting on junction embankment. Stone wall boundary.	Low to medium	Low to medium	Low to medium
OVERALL SENSITIVITY				Medium
Urban: Kirkliston				
All Areas	<ul style="list-style-type: none"> • Vernacular buildings in town centre. • M9 embankment dominant to the west. 	Medium	Low to medium	Medium
Designed Wooded Landscape: Newliston				
All Areas	Attractive woodland blocks of ancient and semi-natural origin. Historic Garden and Designed Landscape. Area of Outstanding Landscape Quality. Green Belt. Productive arable land. Historic house and estate dwellings, buildings and farms.	High	Low to medium	High
Lowland Plain: River Almond				
All Areas	River Almond with riparian vegetation. Flat open fields. Green Belt. Intrusion of airport to the south.	Medium to high	Low	Medium to high
Industrial: Newbridge				

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type, Area/ Settlement Character Area	Factors Considered	Value	Susceptibility	Sensitivity
All Areas	Large industrial units. River Almond and adjacent woodland. Wasteland areas. Presence of tumulus and viaduct. Fragmented landscape.	Low to medium	Low	Low to medium
Existing Road Corridor: A90/M90/M9/M9 Spur				
A90/M90 north of the Firth of Forth	Enclosed landscape with road predominantly in cutting. Sheer rock facing on cuttings. Adjacent railway line.	Low	High	Low
A90 south of Firth of Forth/M9/M9 Spur	Road predominantly on embankment. Elevated views of surrounding landscape. Adjacent railway line.	Low	High	Low
OVERALL SENSITIVITY				Low
LLCAs Indirectly by proposed scheme:				
Lowland Hill and Valley Farmland: Duloch				
All Areas	Rural area on urban fringe. Attractive burn. Smallholdings and small scale field patterns. Woodland block. M90 to east. Pylons and overhead power lines.	Medium	Low	Low
Lowland Hill and Valley Farmland: Inverkeithing Farmland				
All areas	Rural area with south facing open slopes. Pylons and railway line cutting through area. Noise intrusion from nearby roads. Designed landscape within large estate.	Medium	Low	Medium
Urban: Rosyth				
All areas	Medium to high density housing with some buildings in poor condition overlooking Firth of Forth .and A90.	Low	Low	Low
Wooded Lowland Hill and Valley: North Inverkeithing				

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type, Area/ Settlement Character Area	Factors Considered	Value	Susceptibility	Sensitivity
Bluffs and wooded areas	Mature amenity landscape. Steep slope. Close proximity to A90 and A921. Adjacent to industrial estate and urban housing. Disused quarry.	Low to medium	Medium	Low to medium
Fields to the south	Sloping narrow fields of improved pasture. Adjacent to A90. Poorly maintained northern field.	Low	Low	Low
Playing field	Playing field on edge of housing estate. Hill top location. Covered reservoir to the south-west.	Low	Low	Low
OVERALL SENSITIVITY				Low to medium
Industrial: Inverkeithing Industrial Estate				
All Areas	Enclosed by trunk roads and railway lines. Small loch. Some buildings in poor condition. Scrap yard.	Low	Low	Low
Coastal Hill: Letham Hill				
All Areas	Attractive wooded hill and farmland between two urban areas. Well used foot and cyclepaths. Disused quarry with damaged fencing. Candidate Special Landscape Area.	Medium to high	Low	Medium to high
Industrial: Rosyth Industrial Area				
All Areas	Large industrial buildings and port. Fragmented, disharmonious development with areas of wasteland. Castle ruin and dovecot. Semi-natural woodland area to north.	Low	Low	Low
Urban: North Queensferry				
All Areas	Influence of iconic Forth Road Bridge and Forth Rail Bridge. Historic town centre beside Firth of Forth.	Medium to high	Low to medium	Medium to high

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type, Area/ Settlement Character Area	Factors Considered	Value	Susceptibility	Sensitivity
	Listed buildings and Conservation Area. Ancient Woodland.			
Urban: Dalgety Bay				
All Areas	Historic Garden and Designed Landscape at Donibristle. Good access to Fife Coastal route (road) passing to the north and a National coastal foot/cycle path passing to the south of the town. Woodland areas. Low to medium density housing.	Medium to high	Low	Medium
Designed Wooded Landscape: Hopetoun				
All Areas	Wooded coastal edge and attractive woodland blocks. Historic Garden and Designed Landscape. Peaceful, scenic setting beside Firth of Forth. Historic house and estate dwellings, buildings and farms.	High	Low to medium	High
Lowland Hill and Valley Farmland: Craibrae				
All Areas	Gently undulating rural farmland with south east aspect. M9 to the west and crossed by railway lines. Large bunds for oil storage depot. Industrial estate. Green Belt. Plantation woodland blocks.	Medium	Low	Medium
Wooded Lowland Hill and Valley: Humbie				
All Areas	Area of Outstanding Landscape Quality. Woodland blocks and shelterbelts. Attractive reservoir and other waterbodies. Recreational facilities. Adjacent to M9.	High	Low to medium	High
Disturbed Farmland: Craigton				

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type, Area/ Settlement Character Area	Factors Considered	Value	Susceptibility	Sensitivity
All Areas	Gently undulating rural landscape. Presence of large dominant shale bings. Canal, canal footpath and adjacent woodland. Scattered rural properties. Well maintained hedgerows and dry stone walls.	Medium	Low	Low to medium

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.31: Landscape Impact Assessment – Main Crossing Direct Impacts

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change WinterYear of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change to mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
Coastal Hills: Ferry Hills						
Undulating hill top	medium	No notable change.	None	Negligible	None	Negligible
Wooded hill to the east of the A90	high	Introduction of Main Crossing piers and deck with associated shadow and shade. Introduction of abutment. Loss of woodland beneath bridge. Disruption of setting of Admiralty House (also known as St Margaret's Hope).	Aesthetics are major consideration in the design of the Main Crossing Adverse; large-scale; long-term; permanent high magnitude	Substantial	Aesthetics are major consideration in the design of the Main Crossing . Adverse; large-scale; long-term; permanent. high magnitude.	Substantial
Wooded Hill to the east coast	medium to high	No notable change.	None	Negligible	None	Negligible
Maritime Landscape: Firth of Forth						
Main Waterbody	high	Introduction of Main Crossing as a new landscape element.	Aesthetics are major consideration in the design of the Main Crossing. Neutral; large-scale; long-term; permanent. medium to high magnitude.	Moderate to Substantial Neutral impact	Aesthetics are major consideration in the design of the Main Crossing. Neutral; large-scale; long-term; permanent. Medium to high magnitude.	Moderate to Substantial Neutral
Shores and Mudflats	high	Introduction of Main Crossing as a new landscape element.	Aesthetics are major consideration in the design of the Main Crossing. Neutral; large-scale; long-term; permanent. medium to high magnitude.	Moderate to Substantial Neutral impact	Aesthetics are major consideration in the design of the Main Crossing. Neutral; large-scale; long-term; permanent. Medium to high magnitude.	Moderate to Substantial Neutral
Islands	high	Introduction of Main Crossing as a new landscape element with central pier on Beamer Rock.	Aesthetics are major consideration in the design of the Main Crossing. Neutral; large-scale; long-term;	Moderate to Substantial neutral impact	Aesthetics are major consideration in the design of the Main Crossing. Neutral; large-scale; long-term;	Moderate to Substantial Neutral

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change WinterYear of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change to mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
			permanent. medium to high magnitude.		permanent. Medium to high magnitude.	
Beamer Rock	medium	Beamer Rock utilised for central pier.	Reinstatement of rock around tower foundation. large-scale; long-term; permanent. medium to high magnitude.	Moderate	Reinstatement of rock around tower foundation. large-scale; long-term; permanent. Medium to high magnitude.	Moderate
Urban Area: South Queensferry						
All areas	medium to high	Introduction of Main Crossing as a new landscape element.	Aesthetics are major consideration in the design of the Main Crossing. Adverse; large-scale; long-term; permanent. low to medium magnitude.	Slight to Moderate	Aesthetics are major consideration in the design of the Main Crossing. Adverse; large-scale; long-term; permanent. Low to medium magnitude.	Slight to Moderate
Lowland Hill and Valley Farmland: Duddingston (ch109000-111300)						
North Facing Slopes	medium	Introduction of Main Crossing as a new landscape element. Loss of trees and mature hedgerow under Main Crossing. Introduction of abutment. Disruption of setting of Inchgarvie House and Lodge. Shadow and shade.	Aesthetics are major consideration in the design of the Main Crossing. Noise barriers on viaduct. Adverse; large-scale; long-term; permanent. medium magnitude.	Moderate	Aesthetics are major consideration in the design of the Main Crossing Noise barriers on viaduct. Adverse; large-scale; long-term; permanent. Medium magnitude.	Moderate
Undulating Farmland	medium	No notable change.	None	Negligible	None	Negligible
South Facing Slopes	low to medium	No notable change.	None	Negligible	None	Negligible

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.32: Landscape Impact Assessment – Main Crossing Indirect Impacts

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change WinterYear of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change to mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
Coastal Flats: North Queensferry						
All areas	low to medium	Introduction of Main Crossing as a new landscape element which influences the setting of the coastal flats.	Aesthetics are major consideration in the design of the Main Crossing. Neutral; Large-scale; permanent. low to medium magnitude.	Slight to Moderate Neutral	None. Neutral; Large-scale; permanent. Low to medium magnitude.	Slight to Moderate Neutral
Urban Area: North Queensferry						
All areas	medium to high	Introduction of Main Crossing as a new landscape element which influences the setting of the settlement.	Aesthetics are major consideration in the design of the Main Crossing. Neutral; Large-scale; permanent. medium magnitude.	Moderate Neutral	None. Neutral; Large-scale; permanent. Medium magnitude.	Moderate Neutral
Designed Wooded Landscape: Hopetoun						
All areas	high	Introduction of Main Crossing as a new landscape element which influences the setting of the estate.	Aesthetics are major consideration in the design of the Main Crossing. Neutral; Large-scale; permanent. low to medium magnitude	Slight to Moderate Neutral	None. Neutral; Large-scale; permanent. Low to medium magnitude.	Slight to Moderate Neutral
No impacts						
Lowland Hill and Valley Farmland: Duloch, Inverkeithing Farmland and Craigbrae Industrial Area: Inverkeithing Industrial Estate, Rosyth Industrial Estate, South Inverkeithing Bay and Newbridge Urban Area: Rosyth, Inverkeithing and Kirkliston Lowland Hill: North Inverkeithing and Letham Hill Coastal Hill: Castlandhill			Designed Wooded Landscape: Dalmeny, Newliston and Dundas Wooded Lowland Hill and Valley: Humbie Disturbed Farmland: Craigton Lowland Plain: Overton and River Almond Existing Road Corridor: A90/M90/M9/M9 SpurM9, A90, M90			
All areas	See	None	None	None	None	None

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change WinterYear of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change to mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
	Table.1.30					

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.33: Landscape Impact Assessment: Northern Route Direct Impacts

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
Urban Area : Inverkeithing (ch8200-8500)						
All areas	medium	Regrading of cutting beside A90. Loss of scrub woodland. Relocation of stone cemetery wall.	Naturalistic grading of new rock and soft cuttings and promotion of natural regeneration. Scrub woodland planting. Reinstate stone wall at cemetery boundary. Adverse; medium-scale; long-term; permanent. low to medium magnitude.	Slight to Moderate	Scrub woodland planting matured to effectively replace lost vegetation. Adverse; medium-scale; long-term; permanent. Low magnitude.	Slight
Coastal Hill : Castlandhill (ch7900-9200)						
Whinny Hill	medium	Introduction of new road cutting through the south-east of the hill with some embankment to the south. Introduction of slip road in slight cutting through the south-east of the hill. Introduction of gyratory in south-east of LLCA. Introduction of ITS gantry with maintenance layby.	Mixed woodland planting between realigned B980 and proposed slip road. Mixed woodland planting to extend existing woodland pattern and provide coherent quantity of habitat replacement. Scrub woodland planting between B980 and A90 north of the proposed slip road and either side of footbridge to Inverkeithing. Adverse; medium-scale; long-term; permanent. medium magnitude.	Moderate	Mixed and scrub woodland matured to integrate realigned road into landscape and extend existing woodland pattern. Adverse; medium-scale; long-term; permanent. Low to medium magnitude.	Slight to Moderate
North Hill	medium	Introduction of slip road on slight embankment adjacent to the existing A90. Introduction of ITS gantry with maintenance layby.	Mixed woodland planting to increase screening for properties in Rosyth. Adverse; small-scale; long-term; permanent.	Negligible to Slight	Mixed woodland planting established and matured to integrate cutting and provide screening. Adverse; small-scale; long-term; permanent.	Negligible

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
			low magnitude.		Low magnitude.	
Coastal Flats : North Queensferry (ch7200-7900)						
All areas	low to medium	Introduction of A90 and slip roads on viaduct. Realigned B981 on embankment. Introduction of SUDS detention basin. Introduction of gyratory at junction of realigned B981 and Ferry Toll Road. Introduction of ITS gantries with maintenance lay-bys.	Stone facings and local gravel beneath viaducts with ivy planting where light permits. Mixed woodland planting. Scrub woodland planting. Standard tree planting. Adverse; large-scale; long-term; permanent. high magnitude.	Substantial	Vegetation established beneath viaducts. Mixed woodland planting established and matured to provide screening for Water Treatment Works. Scrub woodland established effectively softening the appearance of the embankments and providing screening of the B981 and integration of the SUDS detention basin. Standard tree planting matured. Adverse; large-scale; long-term; permanent. Medium to high magnitude.	Moderate to Substantial
Industrial: South Inverkeithing Bay (ch7900-8200)						
All areas	low	Realigned junction at Ferrytoll.	Scrub woodland planting with rock/boulders at gyratory. Scrub woodland planting between Park and Ride and s/b slip road to Ferrytoll gyratory. Species rich grassland. Direct adverse impact; small scale; long-term; permanent.	Negligible to Slight	Scrub woodland matured at gyratory. Grass established . Direct adverse impact; small scale; long-term; permanent.	Negligible
Coastal Hills: Ferry Hills (ch68800 -7800)						
Undulating hill top	medium	Reprofile of rock cutting adjacent to existing A90 and railway line.	Naturalistic grading of rock cut and promotion of natural regeneration. Mixed woodland. Adverse; medium-scale; long-term; permanent.	Slight to Moderate	Weathering of rock cut and establishment of natural regeneration. Adverse; medium-scale; long-term; permanent. Medium magnitude.	Slight to Moderate

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
			medium magnitude.			
Wooded hill to the east of the A90	high	Cutting through top of hill. Loss of mature woodland. Cutting through rock for road realignment. Introduction of ITS gantries with maintenance laybys. Introduction of noise and traffic movement. Disruption to setting of Admiralty House (also known as St Margaret's Hope).	Mixed woodland planting. Scrub woodland planting. Naturalistic grading of rock cut and promotion of natural regeneration. Adverse; large-scale; long-term; permanent. high magnitude.	Substantial	Mixed and scrub woodland matured to replace lost vegetation and link with existing woodland. Natural regeneration established. Adverse; large-scale; long-term; permanent. High magnitude.	Substantial
Wooded Hill to the east coast	medium to high	No change.	None	None	None	None
Existing Road Corridor: A90/M90/M9//M9 Spur						
A90/M90 North of the Firth of Forth (Halbeath to Ferryhills)	low	Widening of corridor between Admiralty and Ferrytoll. Introduction of revised gyratory at Ferrytoll. Realignment of A90 to Main Crossing on viaduct. Introduction of ITS gantries with maintenance laybys from Halbeath to Ferrytoll.	Measures identified above for LLCAs adjacent to the northern route, with direct impacts, which also reduce impacts for this LLCA: Mixed and scrub woodland. Naturalistic grading of rock and soft cuttings and promotion of natural regeneration or seeding with species rich grassland. Adverse;medium-scale; long-term; permanent. medium magnitude.	Slight to Moderate	Mixed and scrub woodland planting matured on embankments and cuttings. Rock cuttings weathered and natural regeneration or species rich grassland established. Adverse;medium-scale; long-term; permanent. Low to medium magnitude.	Slight

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.34: Landscape Character Assessment – Northern Route Indirect Impacts

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals (Measures identified for adjacent LLCAs with direct impacts, which also reduce impacts for LLCAs with indirect impacts) Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening (Measures identified for adjacent LLCAs with direct impacts, which also reduce impacts for LLCAs with indirect impacts) Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
Wooded Lowland Hilland Valley: North Inverkeithing						
Bluffs and wooded areas	low to medium	Regrading of cutting south of Admiralty Junction directly opposite west of LLCA.	No mitigation. Small-scale; long-term; permanent. low magnitude.	Negligible	No mitigation. Small-scale; long-term; permanent. Low magnitude.	Negligible
Fields to the south	low	Regrading of cutting south of Admiralty Junction directly opposite LLCA.	No mitigation. Small-scale; long-term; permanent. low magnitude.	Slight	No mitigation. Small-scale; long-term; permanent. Low magnitude.	Negligible
Playing field	low	No notable change.	No mitigation. Small-scale; long-term; permanent. low magnitude.	Negligible	No mitigation. Small-scale; long-term; permanent. Low magnitude.	Negligible
Urban Area: Rosyth						
All areas	low	Regrading of cutting south of Admiralty Junction.	Mixed woodland planting. Scrub woodland planting. Indirect adverse impact; small scale; long-term; permanent.	Slight	Mixed and scrub woodland planting matured. Indirect adverse impact; small scale; long-term; permanent.	Negligible
Maritime Landscape: Firth of Forth						
All areas	high	Introduction of traffic movement and the infrastructure of the realigned B981 and northern viaduct into landscape setting.	Mixed woodland planting. Scrub woodland planting. Naturalistic grading of rock cuttings and promotion of natural regeneration. Indirect adverse impact; small scale; long-term; permanent. low magnitude.	Slight	Mixed and scrub woodland planting matured. Rock cuttings weathered and natural regeneration established. Indirect adverse impact; small scale; long-term; permanent. Low magnitude.	Negligible

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals (Measures identified for adjacent LLCAs with direct impacts, which also reduce impacts for LLCAs with indirect impacts) Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening (Measures identified for adjacent LLCAs with direct impacts, which also reduce impacts for LLCAs with indirect impacts) Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
No Impacts						
Lowland Hill and Valley Farmland: Duloch, Inverkeithing Farmland, Duddingston and Craigbrae Industrial Area: Inverkeithing Industrial Estate, Rosyth Industrial Estate and Newbridge Coastal Hill: Letham Hill Urban Area: Dalgety Bay, North Queensferry, South Queensferry and Kirkliston			Designed Wooded Landscape: Hopetoun, Dalmeny, Dundas and Newliston Wooded Lowland Hill and Valley: Humbie Disturbed Farmland: Craigton Lowland Plain: Overton and River Almond			
All areas	See table 1.30	None	None	None	None	None

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Table 1.35: Landscape Impact Assessment – Southern Route Direct Impacts

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
Urban Area: South Queensferry (east of ch3600-3750)						
All areas	medium to high	Introduction of new Junction with embankments southwest of the LLCA. Realignment of B924 junction with A904. Diversion of n/b traffic to Forth Road Bridge from existing A90 to A904 at Ferry Muir.	Standard tree planting. Species rich grassland. Measures identified for Duddingston LLCA, which also reduce impacts for this LLCA: Mixed woodland planting. Scrub woodland planting. Standard tree planting. Hedgerow planting. Species rich grassland. False cuttings. Noise barriers. Replacement stone walls. Adverse; Large-scale; permanent. medium to high magnitude.	Moderate to Substantial	Standard tree planting and species rich grassland established and matured. Mixed and scrub woodland, standard tree and hedgerow planting and species rich grassland established and matured to provide screening and integrate the road and junction into the landscape. Adverse; Large-scale; permanent. Medium magnitude.	Moderate
Lowland Hill and Valley Farmland: Duddingston (ch500-4450, and M9 ch1700-2700 M9 J1A)						
North Facing Slopes	medium	Introduction of southern route in cutting and at grade. Introduction of noise barriers in the form of false cuttings and barriers. Introduction of ITS gantries with maintenance laybys. Introduction of noise and traffic movement. Introduction of access road to the east of the proposed scheme as it crosses the Echline Fields. Introduction of SUDS detention basin.	Mixed woodland planting. Scrub woodland planting. Extra heavy standard tree planting. Hedgerow planting. Hedgerow tree planting. Species rich grassland. False cuttings. Noise barriers. Adverse; large-scale; long-term; permanent.	Substantial	Mixed and scrub woodland matured to effectively screen views and integrate road and SUDS detention basins into existing character. Hedgerow / hedgerow tree planting established and matured to integrate with existing field boundaries and provide screening and connectivity for bats. Adverse; large-scale; long-term; permanent.	Moderate

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
			high magnitude.		Medium magnitude.	
Undulating Farmland	medium	Introduction of new Queensferry Junction. Introduction of ITS gantries with maintenance laybys. Realignment of A904 at Queensferry Junction. Introduction of southern route in cutting and at grade. Realignment of B924 junction with A904. Creation of A90 to A8000 Bus Link on embankment and at grade. Realignment of A8000 bridge over A90. Introduction of noise and traffic movement.	Mixed and scrub woodland planting to provide screening, and integrate road and SUDS detention basin into existing character. Hedgerows and hedgerow trees to reinforce landscape boundaries and mark transition to urban character on A8000. Species rich grassland False cutting. Adverse; large-scale; long-term; permanent. high magnitude	Substantial	Mixed and scrub woodland matured to effectively screen views and integrate road and SUDS detention basin into landscape. Hedgerows and hedgerow trees established and matured to reinforce landscape boundaries and mark transition to urban character on A8000. Species rich grassland established. Adverse; large-scale; long-term; permanent. Medium to high magnitude.	Moderate to Substantial
South Facing Slopes	low to medium	Realignment of Swineburn. Introduction of slip road on embankment. Introduction of ITS gantries with maintenance laybys. Introduction of new bridge structure on B9080. Introduction of SUDS detention basin.	Mixed woodland planting. Scrub woodland planting. Species rich grassland. Adverse; large-scale; long-term; permanent. medium magnitude.	Moderate	Mixed woodland matured to effectively screen views and replace lost woodland. Scrub woodland planting established at SUDS detention basin and along Swine Burn. Species rich grassland established Adverse; large-scale; long-term; permanent. Low to medium magnitude.	Slight to Moderate
Designed Wooded Landscape: Dundas (M9 Spur n/b to ch2850)						
All areas	high	Introduction of southern route on embankment. Introduction of ITS gantries and maintenance laybys. Creation of A90 Bus Link south of existing A90 on embankment and at grade. Introduction of noise and traffic movement.	Mixed woodland planting to offset loss of woodland, provide screening and reinstate woodland patterns. Standard tree planting. Hedgerow planting. Hedgerow tree planting.	Substantial	Mixed woodland matured to offset lost woodland, provide screening and reinstate woodland patterns. Standard tree and hedgerow planting established and matured. Species rich grassland established. Adverse; large-scale; long-term;	Moderate to Substantial

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
			Species rich grassland. .Noise barriers in the form of false cuttings and barriers to provide visual screening and noise mitigation. Adverse; large-scale; long-term; permanent. high magnitude.		permanent. Medium magnitude.	
Urban Area: Kirkliston (M9 Spur s/b to M9 ch980 e/b)						
All areas	medium	Regrading of M9/M9 Spur embankments and cutting. Introduction of noise barrier. Introduction of ITS gantry maintenance layby.	Mixed woodland and scrub woodland planting to replace lost woodland, screen and integrate cuttings, embankment and noise barrier. Species rich grassland. Noise barrier. low magnitude Direct adverse impact; small scale; long term; permanent.	Slight	Mixed and scrub woodland established to provide screening and integration of cuttings, embankment and noise barrier. low magnitude. Direct adverse impact; small scale; long term; permanent.	Negligible
Lowland Plain: Overton (M9 ch1300-2780)						
Large flat fields	medium	Introduction of slip road on embankment. Introduction of SUDS detention basin and access track. Introduction of ITS gantry maintenance lay-by.	Scrub planting around SUDS detention basin to provide screening and integration. Species rich grassland on embankment and SUDS area. Adverse; small-scale; medium-term; reducing over time. low to medium magnitude.	Slight	Scrub planting around SUDS detention basin established to provide screening and integration. Species rich grassland established on embankment and SUDS area. Adverse; small scale; reducing over time. Low magnitude.	Negligible to Slight
Rising field with existing M9 Junction1A to the east	low to medium	Introduction of new slip-road on embankment. Introduction of widened carriageway. Regrading existing cuttings on M9 and	Mixed woodland planting to integrate cutting into existing woodland pattern. Scrub woodland to integrate junction.	Slight to Moderate	Mixed and scrub woodland matured to provide effective integration. Hedgerow established to tie into existing field boundaries and reinforce edge of existing woodland	Slight

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
		embankments at loop. Introduction of ITS gantries with maintenance lay-by.	Hedgerow to tie boundary of new slip road into existing field boundaries and reinforce edge of existing woodland on slip road embankment. Species rich grassland. Adverse; medium-scale; medium-term; permanent. low to medium magnitude.		on slip road embankment. Species rich grassland established. Adverse; medium scale; permanent. Low magnitude.	
Designed Wooded Landscape: Newliston (M9 ch600-1300)						
All areas	high	Regraded embankments. Introduction of ITS gantry maintenance lay-bys. Introduction of SUDS detention basins with access tracks.	Mixed woodland planting at northern SUDS detention basin to replace lost woodland, provide screening and integrate with surrounding woodland. Scrub planting on regraded embankments and at southern SUDS detention basin to provide screening and integration. Species rich grassland. low magnitude. Direct adverse impact; small scale; long term; permanent.	Slight	Mixed and scrub woodland planting established to screen and integrate SUDS detention basins and embankments. Species rich grassland matured to provide further landscape integration. low magnitude. Direct adverse impact; small scale; long term; permanent.	Slight
Lowland Plain: River Almond (M9 ch0-980 s/b)						
All areas	medium to high	Introduction of ITS gantry maintenance lay-bys. Regraded embankment.	Species rich grassland to integrate regraded embankment. low magnitude. Direct adverse impact; small scale; medium term; reducing over time.	Slight	Species rich grassland established to integrate regraded embankment. Low magnitude. Direct adverse impact; small scale; medium term; reducing over time.	Negligible to Slight
Industrial Area: Newbridge (M9 ch0-600 n/b)						
All areas	low to	Regraded embankment.	Scrub woodland to replace lost	Slight to	Scrub woodland and species rich grassland established to integrate	Negligible

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Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
	medium	Loss of scrub vegetation. Introduction of ITS gantry maintenance lay-bys.	woodland on embankment. Species rich grassland to integrate regraded embankment. low magnitude. Direct adverse impact; small scale; medium term; reducing over time.	Negligible	regraded embankment. Low magnitude. Direct adverse impact; small scale; medium term; reducing over time.	
Existing Road Corridor: A90/M90/ M9/M9Spur						
A90/M9/M9 Spur South of the Firth of Forth	low	Introduction of A90 to A8000 Bus Link at Ferrymuir and upgraded junction at M9 Junction 1A. Section of northbound A90 redundant between Scotstoun and Ferrymuir and southbound A90 utilised as A90 Bus Link from Main Crossing to A90 and M9 Spur. Introduction of slip-roads on embankment and in cutting. Introduction of ITS gantries with maintenance laybys.	Measures identified above for LLCAs adjacent to the southern route, with direct impacts, which also reduce impacts for this LLCA: Mixed woodland planting. Scrub woodland planting. Standard tree planting. Hedgerow planting. Species rich grassland. Noise barrier at Kirkliston. Direct adverse impact; large scale; long-term; permanent. low to medium magnitude.	Slight	Mixed woodland planting established and matured to provide screening and landscape integration. Scrub woodland planting established and matured to provide screening and integration. Standard tree planting established and matured. Hedgerow planting matured to tie in with existing field boundaries. Direct adverse impact; large scale; long-term; permanent. Low magnitude.	Slight to Negligible

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Table 1.36: Landscape Impact Assessment – Southern Route Indirect Impacts

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals (Measures identified for adjacent LLCAs with direct impacts, which also reduce impacts for LLCAs with indirect impacts) Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening (Measures identified for adjacent LLCAs with direct impacts, which also reduce impacts for LLCAs with indirect impacts) Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
Maritime Landscape: Firth of Forth						
All areas	high	Introduction of traffic movement and the infrastructure of the southern viaduct into landscape setting.	Mixed woodland planting. Scrub woodland planting. Standard tree planting. Hedgerow planting. Noise barriers in the form of false cuttings and barriers. Noise barriers on south viaduct. Indirect adverse impact; small scale; long-term; permanent. low magnitude.	Slight	Mixed woodland planting established and matured to provide landscape integration. Scrub woodland planting established and matured to provide landscape integration. Hedgerow and standard tree planting matured to tie in with existing field and property boundaries. Indirect adverse impact; small scale; long-term; permanent. Low magnitude.	Slight
Designed Wooded Landscape: Hopetoun						
All areas	high	Introduction of southern route into landscape setting. Introduction of noise and traffic movement.	Mixed woodland planting to integrate into existing landscape character. Hedgerows and standard trees to reinforce landscape boundary pattern and provide connectivity for bats. Standard tree planting. Hedgerow planting. Noise barriers in the form of false cuttings and barriers. Noise barriers on south viaduct. Indirect adverse impact; medium	Slight	Mixed woodland matured to integrate into existing landscape character. Hedgerow and standard tree planting established and matured to reinforce landscape boundary pattern and provide connectivity for bats. Indirect adverse impact; Medium scale; long-term; permanent. Low magnitude.	Negligible to Slight

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Appendix A12.1: Landscape Character - Sensitivity and Impact Magnitude

Landscape Character Type and Area/ Settlement Character Area	Landscape Sensitivity	Details of Change Winter Year of Opening (WYO)	Summary of Mitigation Proposals (Measures identified for adjacent LLCAs with direct impacts, which also reduce impacts for LLCAs with indirect impacts) Magnitude of Change, WYO (with mitigation proposals)	Impact WYO	Details of change mitigation Summer 15 years after opening (Measures identified for adjacent LLCAs with direct impacts, which also reduce impacts for LLCAs with indirect impacts) Magnitude of change Summer 15 years after opening (with established mitigation)	Impact Summer 15 years after opening
			scale; long-term; permanent. low magnitude.			
No Impacts						
Designed Wooded Landscape: Dalmeny; Lowland Hill and Valley Farmland: Duloch, Inverkeithing Farmland and Craigbrae; Disturbed Farmland: Craigton; Wooded Lowland Hill and Valley: North Inverkeithing and Humble			Industrial Area: Inverkeithing Industrial Estate, South Inverkeithing Bay and Rosyth Industrial Estate. Coastal Hill: Letham Hill, Castlandhill and Ferry Hills. Coastal Flat: North Queensferry. Urban Area: Inverkeithing, Dalgety Bay and North Queensferry.			
All areas	See table	None	None	None	None	None