Edinburgh Planning Guidance - West Edinburgh Landscape Framework

Planning Committee
8 December 2011

1 Purpose of report

1.1 To seek the Committee’s approval of the West Edinburgh Landscape Framework.

2 Summary

2.1 The West Edinburgh Landscape Framework (WELF) will enable the creation of a planned and deliverable network of high quality green spaces as a setting for future development. It promotes the creation of a landscape framework guided by the key concepts and aims of the West Edinburgh Strategic Design Framework (WESDF).

3 Main report

Background

3.1 The West Edinburgh Planning Framework (WEPF) was published jointly by the Scottish Government, Scottish Enterprise and the Council in May 2008. The Framework sets out proposals for the phased expansion of Edinburgh Airport, the improvement and future relocation of the Royal Highland Centre and the opportunity to create an International Business Gateway (IBG) - a project now known and marketed as Edinburgh International. As a consequence of the WEPF, the Council was required to bring forward an Alteration to the Rural West Edinburgh Local Plan (RWELP) to reflect the land use allocations of the WEPF 2008 and help realise a new vision for the area; The RWELP Alteration was adopted by the Council in February this year.

3.2 To help shape the future development of Edinburgh International the Council prepared a strategic design framework (WESDF) in May 2010. The WESDF established a set of strategic design principles for the
area, including broad principles for hard and soft landscaping as an integral part of new development. The WELF develops these principles and with the aid of an illustrative plan describes, at a strategic level, where appropriate key landscape elements could be developed over time. The WELF also promotes a design toolkit which describes how the framework proposals could be implemented.

3.3 The commitment to create a planned and deliverable network of high quality green spaces as a setting for future development is also contained in the Edinburgh International Implementation Plan, published by Scottish Enterprise earlier in the year. It notes that when complete the WELF will provide a framework which will aim to build on the existing ‘Policy Landscape’ character in the surrounding area, establish and strengthen the identity of the A8 road corridor, and initiate multi-functional green infrastructure elements to structure the evolving development proposals for Edinburgh International as a whole.

Status of the West Edinburgh Landscape Framework (WELF)

3.4 The WELF will form part of the hierarchy of planning policy and guidance for Edinburgh International and as such will have the status of “Edinburgh Planning Guidance” and be a material consideration in the assessment of planning applications. The preparation of the WELF has been guided by a steering group of the Edinburgh International Development Partnership, with input from stakeholders and the principal landowning interests. It has been developed in consultation with the airport safeguarding team and the Food and Environment Research Agency, which has provided advice on measures to reduce the potential for bird strike as aircraft approach and depart the airport.

3.5 The WELF provides detailed technical guidance on landscape based on the design principles set out in the West Edinburgh Strategic Design Framework. The strategic framework was subject to public consultation before being finalised. The contents of the WELF have already been discussed with stakeholders and relevant agencies so for these reasons it is not intended to consult further on the document. The Committee is therefore asked to endorse the principles of the framework.

The Landscape Framework

3.6 The Landscape Framework, attached as Appendix 1 to this report, is a distillation of a detailed landscape study undertaken by 7N Architects, in association with Horner + Maclellan Landscape Architects and WSP Environment & Energy. The cost of the study has been met by Central Scotland Green Networks Development Fund.

3.7 In short, the 7N commission required the identification of multi-functional strategic green spaces and corridors to provide a setting for
development which could be used for recreation and travel purposes, create a habitat for wildlife and provide space for sustainable urban drainage systems. It also required a phasing strategy, design codes and cost plans to be developed.

3.8 The following outline principles have guided the development of the landscape framework:

- Build on existing policy landscape character in surrounding area
- Establish and strengthen identity of A8 road experience
- Enhance biodiversity potential throughout the site where consistent with Airport Safeguarding principles
- Develop new pedestrian/cycle connections from Gogar to airport within IBG designed landscape
- Establish a robust landscape structure to contain development compartments and establish strong sense of place
- Improve Gogar Burn landscape and functionality
- Incorporate green infrastructure elements to structure evolving development proposals.

3.9 The study produced by 7N is a thorough and detailed piece of work which will provide a valuable source of information, specification and costing detail and background research material as Edinburgh International develops. The WELF does not contain guidance on appropriate delivery mechanisms, phasing and costs as these matters are the subject of separate discussions with landowners and other potential funding bodies, in association with other essential infrastructure. The governance of such matters is presently being considered by board members of the Edinburgh International Development Partnership.

4 Financial Implications

4.1 There are no financial implications for the Council arising directly from this report. The expectation is that the proposals of the WELF will be delivered in association with new development as it comes forward and that costs on the whole will be met by developers. The Council and its partners will however continue to investigate the availability of monies from a variety of other potential funding sources.

5 Equalities Impact

5.1 There is no relationship between the matters described in this report and the public sector general equality duty.

5.2 There is no direct equalities impact arising from this report.
6 Environmental Impact

6.1 The WELF will have no adverse environmental impacts. Its proposals will ensure the creation of a planned and deliverable network of high quality green spaces as setting for future development consistent with a long term vision and aspiration for west Edinburgh.

7 Conclusions

7.1 The proposals of the West Edinburgh Landscape Framework are based on a detailed landscape assessment undertaken on behalf of the Edinburgh International Development Partnership by 7N architects. The assessment will form a non prescriptive benchmark against which planning applications and their detailed landscape proposals can be assessed to ensure the creation of a consistent environmental quality. The WELF will form part of a hierarchy of planning policy and guidance for West Edinburgh and have the status of Edinburgh Planning Guidance. It will be a material consideration in the determination of planning applications.

7.2 The WELF will ensure the creation of a planned and deliverable network of high quality green spaces as setting for future development consistent with long term vision and aspiration.

8 Recommendations

8.1 It is recommended that the Committee approves the West Edinburgh Landscape Framework as Edinburgh Planning Guidance.

Dave Anderson
Director of City Development

Appendices

West Edinburgh Landscape Framework

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Wards affected

Ward 1: Almond
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<th>Supports National Outcome 1- We live in a Scotland that is the most attractive place for doing business in Europe.</th>
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<td>Supports National Outcome 12 - We value and enjoy our built and natural environment and protect it and enhance it for future generations.</td>
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<td>Supports Edinburgh Outcome – Edinburgh’s natural and built environment is supported and enhanced.</td>
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INTRODUCTION

West Edinburgh is an area of national economic importance with potential to attract inward investment in a high quality and sustainable environment. The West Edinburgh Strategic Design Framework (WESDF) is a key planning tool in helping to shape future development and sets out strategic design principles for the area. It promotes achievement of a strong sustainable landscape structure to create a high quality setting for development.

**West Edinburgh Landscape Framework (WELF)**

This guidance promotes achievement of a landscape framework guided by the key concepts and aims of the WESDF with regard to: spatial principles, road hierarchy, Infrastructure, Landscape and public realm. Its primary objective is to create a vegetational structure of sufficient strength and form to ensure the provision of multifunctional strategic green spaces and corridors which provide a setting for development, can be used for recreation and active travel, create habitat for wildlife and provide space for sustainable urban drainage systems. It is based on a study produced by 7N Architects, Horner - McLennan Landscape Architects, and WSP Environment & Energy.

**Policy Background**

The WELF forms part of a hierarchy of planning policy and guidance and should be read in conjunction with other relevant documents. It will be a material consideration in the determination of planning applications in West Edinburgh and subsequent masterplans and development proposals should accord with its principles. The WELF will be subject to review as required.

**National Policy**

- National Planning Framework 2
- West Edinburgh Planning Framework 2008
- Scottish Government policy (Designing Streets, Designing Places) and guidance (Green Infrastructure/Placemaking)

**Development Plan**

- Edinburgh and the Lothians Structure Plan 2015
- Rural West Edinburgh Local Plan 2006
- Rural West Edinburgh Local Plan Alteration 2011

**Edinburgh Planning Guidance**

- West Edinburgh Strategic Design Framework
- West Edinburgh Landscape Framework
- Edinburgh Standards for Sustainable Building, Streets and Urban Design
- Development Management Guidance
- Parking Standards
- Other Guidance

- Safeguarding of Aerodrome Advice Note 3 “Potential Bird Hazards from Amenity Landscaping and Building Design”,
- Safeguarding of Aerodrome Advice Note 6 “Potential bird Hazards from Sustainable Urban Drainage Schemes (SUDS)”
**DESIGN PRINCIPLES**

**Relevant WESDF principles include:**

L1. At the earliest stages of development, a strong landscape structure should be put place which matures over time.

L2. A cohesive landscape identity which relates to the wider Edinburgh context should be created for the area a whole.

L3. The new landscape structure should be designed to knit together and provide a setting for the various disparate elements of the existing natural and man made environment.

L4. The green spaces between development should be designed to facilitate links for people and wildlife rather than create barriers.

L5. The experience of gateway into Edinburgh and Scotland should be intensified by the design of the landscape.

L6. Masterplans should include a public realm strategy to demonstrate an integrated high quality solution to streets and public places.

M2. Transport infrastructure should contribute to creating a sense of place within the area

**IBG 5 Early provision should be made for a landscape framework and open space network for recreation, active travel and biodiversity purposes and to create an attractive setting for development.**

**RHC 10 In order to create an attractive gateway to the city, existing planting along the A8 should be maintained and augmented.**

**EA5 Appropriate structural landscaping should be provided to reinforce the landscape quality of the western section of the A8.**

**EA6 The ecological potential of the Gogar Burn should be maximised either through the design of its potential new route or improvements to its existing form.**

**Sustainable Urban Drainage Systems (SUDS)**

Developers need to take account of all current legislation and guidance when considering the management of surface water. SUDS, where drainage techniques are used in series to incrementally reduce pollution, flow rates and volumes, should be integrated within landscape proposals. Amenity, biodiversity and habitat enhancements can be achieved while improving water quality and attenuation through both source and site control measures.

Source control features providing the first level of treatment should be developed and implemented for all primary and secondary roads and car parking areas. These deal with ‘first flush’ surface water flows which have the highest concentrations of pollutants. Features may include:

- Permeable Surfaces – used to minimise the runoff from surface car parks and other impermeable surfaces. Permeable surfacing may include the following: grass, reinforced grass, gravelled areas or, porous paving.

- Bioretention – shallow landscaped depressions which are typically underdrained and rely on enhanced vegetation and filtration to reduce runoff volumes and remove pollutants.

  Site control features manage the conveyed runoff from source controls, and provide a second level of treatment. Features include:

- Swales – shallow vegetated channels designed to convey road runoff and treat pollutants. Standard swales provide a single level of treatment. Dry swales which include a filter drain within the channel provide two levels of treatment.

- Detention basins – either naturally occurring vegetated depressions or excavated depressions in the ground designed to retain surface water for the required period of time to allow treatment and attenuation to take place. Detention basins provide a single level of treatment. The design of basins will require to consider CAA Advice Note 6 – Safeguarding of Aerodromes, by effectively excluding hazardous birds.

**Airport Safeguarding**

Landscape and habitat components may provide feeding, nesting and roosting habitat for birds and consequently increase the potential for aircraft birdstrike. Given the inclusion of Edinburgh Airport within the Study Area for the WELF, there is a need to adequately
safeguard the airport from unnecessary increased risk of birdstrike while seeking to establish quality landscape setting for future development and enhance biodiversity where possible. This balance can be met through maximising the sites attractiveness to species (birds, bats, other mammals, plants and invertebrates) that pose the lowest practical threat to the safe operation of Edinburgh Airport, at the same time minimising the sites attractiveness to those species posing the greatest threat.

To avoid and minimise the potential for increasing bird strike risk, the following measures should be adopted within the landscape framework proposals:

- Trees with large canopy which can be attractive to nesting and roosting birds should be avoided in areas closest to the airport. The use of oak, scots pine and beech should be restricted to woodland mixes immediately adjacent the A8 where attraction to birds is likely to be minimal. (Avoid the use of these species, in planting mixes throughout the rest of the framework area.)

- Avenue tree planting should be, at minimum 4m centres.

- Select street trees with open canopy characteristics which do not encourage roosting birds.

- Adopt a strategy of reducing the density of street trees towards the Airport

- Adopt proposals for managed hedgerows without trees in RHASS car parking areas

- Adopt long term landscape management proposals which aim to prevent the establishment of a continuous tree canopy through selective thinning

- Avoid or minimise use of berry bearing species.

All detailed landscape plans should be approved through the BAA Safeguarding Unit to ensure operational safety of the airport and a Bird Strike Management Plan will require to be prepared for sites in the WELF area. (see Appendix 2). Further guidance is available.

**Design concepts**

Key design concepts meeting the principles of the WESDF, policy, design and technical requirements to inform landscape framework are:

- Build on existing Policy Landscape character of the surrounding area

- Establish and strengthen identity of A8 road experience

- Enhance biodiversity potential throughout the site where possible

- Develop new pedestrian/cycle connections from Gogar to airport within IBG designed landscape

- Establish a robust landscape structure that will contain development compartments and establish a strong sense of place

- Improve Gogar Burn landscape and functionality.

- Incorporate green infrastructure elements as part of development.
ILLUSTRATIVE FRAMEWORK

This plan indicates at a strategic level where appropriate key landscape elements could be implemented over time for the character and identity of West Edinburgh to evolve and develop into a coherent series of habitat and landscape types.

Internal landscape of development compartments will be designed at a later stage.

In areas of compact urban form, smaller tree species with formal shrub planting and ground cover can emphasise different functions of open spaces and routes and give character to hard surfaced areas.

Key landscape elements
1. A8 Corridor
2. IBG Parkland
3. Improved Gogar Burn landscape
4. Landscape improvements to Eastfield Road
5. Green infrastructure elements
The Toolkit illustrates how the Landscape Framework could be implemented and is intended as a way of benchmarking the quality required of new landscape treatments. It consists of illustrative sections which describe spatial relationships between the landscape elements; sketch design options which set out in more detail how landscape elements might be developed and non-prescriptive outline specifications. All final detail and specification is subject to detailed design process and taking account of variations in soil types, aspects and ground conditions. The area should develop its own high quality identity and be consistent with the Edinburgh Standards for Streets and WESDF.

**Toolkit components**

A8 corridor

IBG Parkland

Eastfield Road green infrastructure

Primary Street green infrastructure

Secondary Street green infrastructure

Gogar Link road

Archaeological Park

Gogar Burn

Parkland around watercourse

**A8 corridor**

The creation of a parkland corridor along the A8 echoing and strengthening adjacent historic policy landscape would form a high profile frontage to the IBG and RHASS as a key component of the landscape framework. Reflecting the mature landscape of Gogarburn to the south, avenue trees, specimen tree groups and small woodland blocks will create a new designed landscape character to the north of the A8, acting as setting to development and softening long views into the area. This improved landscape corridor allows the integration of pedestrian and cycleway links and informal recreation areas for future users of the IBG.

Introduction of wildflower/meadow seeded blocks will contrast with close mown grass areas. These will provide maximum seasonal colour interest and variation, new habitat and reduced maintenance requirement.
Central Reservation and North Verge

Sow wildflower/meadow mixes for distinctive character and maximum seasonal interest.

Informal Avenue Trees

These should be planted at semi-mature size, 5.5 to 6.5m height, approximately 2m in from existing stone wall/site boundary, at irregular intervals but not closer than 4m centres. Species such as Castanea sativa, Tilia spp, Corylus colurna, Nothofagus, have the required stature and character for the location.
Parkland Specimen Trees should be planted in groups of 3 or 5 per species or as individual specimens, at irregular intervals but not closer than 4m centres. These are trees that will grow to substantial size and spread and proposed layout should take account of this. Suitable specimens are Pinus nigra austriaca, Larix decidua, Cedrus atlantica glauca, Nothofagus, Fagus sylvatica, Acer platanus Deborah, Aesculus hippocastanum "Baumanii".

<table>
<thead>
<tr>
<th>Species</th>
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<tr>
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<td>LS Br 12-24cm girth</td>
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</tr>
<tr>
<td>Betula pendula</td>
<td>Sf Br 180-200cm height</td>
<td>5</td>
</tr>
<tr>
<td>Betula pendula</td>
<td>1+1 Br 60-90cm height</td>
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<tr>
<td>Pinus sylvestris</td>
<td>SC Cg 40–50cm height</td>
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<tr>
<td>Quercus robur</td>
<td>Rt Cell 30-40cm height</td>
<td>5</td>
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<tr>
<td>Corylus avellana</td>
<td>Tr Br 40cm height</td>
<td>15</td>
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<tr>
<td>Ilex aquifolium</td>
<td>S Cg 40–50cm height</td>
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<td>Prunus spinosa</td>
<td>Rt Cell 30-40cm height</td>
<td>10</td>
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<tr>
<td>Rosa canina</td>
<td>Tr Br 40cm height</td>
<td>10</td>
</tr>
<tr>
<td>Viburnum opulus</td>
<td>Tr Br 40cm height</td>
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Woodland Blocks

Areas of native trees and shrubs will provide wildlife habitat and continue the character of policy landscape tree belts on south side of the A8 corridor in terms of species mix and long term stature. Trees should be planted at 5m centres with shrubs at 1.5m centres. An example of a suitable mix is provided. Final layout will be determined by location of major tree avenues within IBG and their extension to the A8 corridor.

Section through IBG Woodland
IBG Parkland

This should be an attractive and useable area, providing setting to development separation from A8, with cycle/pedestrian route linking a series of amenity spaces.

Trees and woodland as described within a mosaic of areas of varied texture to conform to Airport restriction on large areas of closely mown grass: amenity grassland areas adjacent to path with wildlife friendly lower maintenance wildflower mix adjacent.

Minimum 3m wide Footpath/Cycleway will be located near to the north edge of the parkland area.
**Archaeology Park**

WESDF identifies the need to create an appropriate setting for the Gogar Fort Scheduled area. The area consists of crop marks from a fort and palisade enclosure which would benefit from interpretive landscape treatment in parallel with limited pedestrian access.

In association with Historic Scotland and CEC Archaeological Service, an Archaeological Park should be designed linked to the proposed cycle/pedestrian route. This would follow appropriate survey to evaluate the nature, significance and extent of archaeology within the site and mitigation strategies. Design proposals will involve minimal hard surfaces and sensitive use of soft landscaping.

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**Gogar Burn Improvement Options**

There are a number of options for landscape improvements to the Gogar Burn which might be considered:

1. The realignment of the burn to the east of the airport would provide significant benefit in the reduction of risk of flooding in areas currently susceptible, and provide an opportunity to make improvements to the morphology, biodiversity and aesthetic quality of the burn in a new channel. The existing channel would continue to drain local watercourse discharges, and treated and attenuated runoff from development areas.

2. Re-profiling of agricultural land, currently susceptible to flooding, immediately south of the burn between Gogar Castle and the Hilton Hotel, and the provision of earth bunding would provide discreet and dedicated areas of compensatory storage and flood defence to the 200 year plus climate change return period event, as well as enhancing the biodiversity.

3. The introduction of meanders to existing watercourses within proposed landscaped corridors will reduce flow velocities and peak flows to the Gogar Burn, and provide additional compensatory flood storage. The improvements associated with meanders will provide runs of water which can act as valuable landscape features as a key component of the long term green infrastructure of the area.


**Parkland around watercourse**

This central parkland forms an element of green infrastructure within the framework area, and could fulfil a significant role in integrating open space parkland, SUDs measures, public access, informal recreation and habitat creation. Its north-south alignment focuses views towards the Forth Bridges and the Pentland Hills. While there may be restrictions which would prevent this open space being fully planted in parallel with IBG Phase 1, earthwork design adjacent to the existing watercourse should optimise the ability to realise an appropriate parkland space in the future.
**Eastfield Road**

Eastfield Rd remains major link from the airport and one of the ways in which visitors experience arrival in the city. The proposed dualling of the road provides opportunities to introduce an integrated series of landscape and SUDs measures aimed at creating a distinctive character to the route.

**Central Reservation**

Low robust amenity planting combined with elegant contemporary lighting columns, for example, hardy decorative grasses.

**Tree Planting**

For each side of street, 1 row of large open canopied species such as Ginkgo biloba planted as 20-25cm girth semi mature size, at 5m centres, set centrally in 750mm depth planting trench extending over full 4m width of tree avenue between pavement and bio-retention area. Remaining areas of tree avenue surface should be seeded with amenity grass mix.

**Bio-retention Area**

Overall width will be dependent on the contributing catchment requiring treatment, should have filter trench and drainage connections to Engineers specification. Topsoil overlaid with high quality chippings or gravel will support growth of ornamental grasses or other appropriate planting. Finished level of bed set 150mm below adjacent paving will create stormwater storage capacity.
**Primary Road**

**Tree Planting**

For each side of street, 2 rows of large stature open canopyed trees planted at 20-25cm girth semi mature, 5-5.5m height, aligned on grid at 5m centres, set in 750mm depth planting trench extending over full 6m width of tree avenue between pavement and bio-retention area. 1m square gravel surround to each tree, set within heavy duty landscape edging. Amenity grass seeding to be established over remaining areas of tree avenue surface.

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**Bio-retention Area**

Overall width dependent on the contributing catchment requiring treatment, filter trench and drainage connections to Engineers specification. Planting as for Eastfield Road outline.
Secondary Road

Tree Planting

For each side of street, 1 row of medium stature tree planted at 20-25cm girth semi mature, 5-5.5m height, aligned at 10m centres, set in 900mm depth planting pit, 2.5 x 4.0m overall size. Surfacing of tree pit area to comprise resin bound permeable tree pit paving.
Gogar Link road

The position and alignment of the ‘Gogar Link’ road has not been determined at this stage, however the working assumption is that it will most likely run along the boundary of the land reserved for potential airport expansion. As the nature of the development within this expansion zone is unknown, detailed proposals are not appropriate, however certain principles can be proposed. Visibility of the expansion zone from the main IBG development area should be considered and appropriate screening established to protect visual amenity. SUDS measures should be put in place to attenuate surface water as per current guidance and best practice.

Car parking

Minimise the visual and environmental impact of car parks within the development by ensuring that landscaping and SUDS features are integral to the design, in addition to porous road and paving surfaces. The use of appropriate trees, shrubs and hedging should be used creatively to provide a user friendly space to enhance the character of development.

Provide perimeter landscape buffer potentially accommodating SUDs, plus internal planting within parking bays at regular intervals.
APPENDIX 1 References
Safeguarding of Aerodrome Advice Note 3 “Potential Bird Hazards from Amenity Landscaping and Building Design”,

Safeguarding of Aerodrome Advice Note 6 “Potential bird Hazards from Sustainable Urban Drainage Schemes (SUDS)”

www.aoa.org.uk/policy-safeguarding.htm

Green Infrastructure:Design & Placemaking, Scottish Government, 2011

APPENDIX 2

Landscape and habitat management plan
This appendix outlines the strategic approach to management of strategic issues and of specific landscape and habitat features.

1 Bird Strike Management Plan
A Bird Strike Management Plans will require to be prepared for landscaping within the WELF area, incorporating a series of planned and coordinated effective bird control measures, including habitat management, bird monitoring and survey, and proactive control of identified bird risks where required. The preparation and implementation of this Plan will require a commitment of resources and training for it to be effective, and should form part of the overall management of the WELF area. The Plan should be based on the principles and approach included in the current RBS Bird Management Plan at Gogarburn.

2 Management/Control of Invasive Weed Species

Objectives:
• Eradicate and prevent the spread of invasive weeds throughout the study area to assist establishment of desired species.

Management Prescriptions
• Invasive weed species include Japanese Knotweed, Himalayan Balsam and Giant Hogweed;
• Prepare a detailed Weed Management plan for the study area, identifying areas where invasive weeds are prevalent and measures for their control, treatment and eradication;
• Measures will generally aim to treat invasive weeds insitu to secure total eradication and avoid potential spreading of seeds, rhizomes etc;
• Treatment to be undertaken by suitably qualified and experienced contractors.

3 Arboricultural Works to Retained Trees

Objectives:
• To ensure that valuable and healthy trees are retained and continue to contribute to the visual amenity and biodiversity of the area;
• To ensure the trees are maintained in a healthy and safe condition.

Management Prescriptions:
• Undertake a detailed survey to BS 5837 by a qualified arboriculturalist to determine condition, constraints and protection areas of existing trees
• As recommended by the survey, instigate a programme of tree works to improve the health and life expectancy of the trees;
• Any works to be undertaken following appropriate surveys for protected species and outwith the main bird nesting season (mid March – end of July);
• Inspection of all trees to be undertaken by arboriculturalist; as necessary to ensure public safety.
• Introduce 5 yearly tree management programme, to facilitate tree succession, aimed at balancing phased removal of over-mature trees with introduction of new planting, increasing bio-diversity and improving visual appearance.

4 Retention of Existing Trees/Vegetation

Objectives:
• To ensure that retained areas of trees and vegetation are appropriately protected throughout the development process, in order that they can continue to contribute to the visual amenity and biodiversity of the area.

Management Prescriptions:
• Protect through fencing in accordance with BS 5837 ‘Trees in Relation to Construction’;
• Maintain fencing in secure condition until appropriate completion of related development works/phases.

5 Existing Habitat for Protected Species

Objectives:
• To ensure that existing areas of important habitat are protected and enhanced to provide biodiversity benefits.
Management Prescriptions:

- Protect through fencing in accordance with BS 5837 ‘Trees in Relation to Construction’ or other appropriate measures
- Improve habitat through reinforcement, expansion and consolidation.

6 Landscape Framework elements

A8 Parkland Corridor

General Objectives

- Form the primary character and identity to the northern side of the A8 corridor;
- Reflect the traditions of the historical landscape policies of the area, through introducing a series of tree blocks, clumps of mixed tree species and individual specimen trees;
- Have an identity which is distinctive, aiming to create a contemporary ‘designed landscape’ character;
- Form an edge buffer between future built development and the A8;
- Provide an area of open space for pedestrian/cycleway access and informal use by future building occupants.

A8 Informal Avenue Trees

Objectives:

- To ensure the tree planting establishes through a programme of maintenance and weed control;
- To contribute to a high quality character to the northern edge of the A8 corridor.

Management Prescriptions:

- Replace any dead, diseased or dying plants with healthy stock of the same size, species and specification within the Period of Maintenance;
- Replace any dead or damaged trees as required with healthy stock of an equivalent size;
- Undertake manual weedings to control weed development in compost mulch areas around trees 6 times per year;
- 1nr mulch top up/respread to 50mm depth per year;
- Check staking system and adjust as required in Autumn and Spring per year;
- Refirm plants in Autumn and Spring as required;
- Remove stakes after 5 years;
- Undertake watering of the trees during periods of drought as required to ensure continued growth;
- 1nr light formative pruning per year for initial 3 year period to develop well balanced head and single strong leader in accordance with good arboricultural practice;
- Remove any litter from base of trees or caught within low branches of trees.

A8 Parkland Specimen Trees

Objectives:

- To ensure the tree planting establishes through a programme of maintenance and weed control;
- To contribute to a high quality parkland/designed landscape character to the northern edge of the A8 corridor.

Management Prescriptions:

As for Informal avenue trees

Wildlife Flower and Meadow Seeding

Objectives:

- To ensure the seeded areas establish through a programme of maintenance and weed control;
- To contribute to the distinctive character of the seeded areas and provide maximum seasonal colour interest and variation throughout the parkland corridor
- To provide new habitat for bees and other species.

Management Prescriptions:

- Re-seed and maintain any damaged/worn areas of seeding or areas which fail to establish with same seed mix within Period of Maintenance;
- Annually cut the seeded areas following completion of the flowering period (normally October but will vary slightly as sward mix establishes over time) and remove all arisings;
- Retain seeded areas free of perennial weeds such as Docks, Nettles and Ragwort by pulling out or spot treating with herbicides as required;
- Monitor seeding regularly and undertake additional weeding if required;
- Remove any litter.

A8 Tree Blocks

Objectives:

- To ensure the tree blocks establish through a programme
of maintenance and weed control;

- To provide landscape character connectivity with the Gogarburn policy landscape to the south;
- To provide long term spatial variation along the A8 corridor.

Management Prescriptions:
- Replace any dead, diseased or dying plants with healthy stock of the same size, species and specification within the Period of Maintenance;
- Replace any dead or damaged trees as required with healthy stock of an equivalent size;
- Undertake watering, using recycled grey water, of the trees during periods of drought as required to ensure continued growth;
- Undertake manual weedings to control weed development around trees 6 times per year;
- 1nr mulch top up/respread to 50mm depth per year;
- Refirm plants in Autumn and Spring as required.

**Eastfield Road**

**General Objectives**

- To create a high quality access corridor to Edinburgh Airport and IBG
- To integrate landscape, surface water treatment and ecological principles into a coordinated design approach for the road corridor.

**Central Reservation**

**Objectives:**

- Provide a distinctive street feature which introduces green infrastructure to the street for aesthetic benefits.
- Management Prescriptions:
  - Replace any dead, diseased or dying plants with healthy stock of the same size, species and specification within the Period of Maintenance;
  - Replace any dead or damaged plants as required with healthy stock of an equivalent size;
  - Cut back grasses to about 13cm above ground in late winter and remove cuttings from site;
  - Divide grasses in spring every second year
  - 3nr manual weedings per year to control weed development
  - Replace gravel mulch on a 5 year cycle.

**Landscape Buffer (Street Trees/Verges)**

**Objectives:**

- To ensure the tree planting establishes through a programme of maintenance and weed control;
- To ensure the grass seeded verge areas establish through a programme of maintenance and weed control;
- To contribute to a high quality avenue/boulevard character to the road corridor.

Management Prescriptions:

- Replace any dead, diseased or dying plants with healthy stock of the same size, species and specification within the Period of Maintenance;
- Replace any dead or damaged trees as required with healthy stock of an equivalent size;
- Undertake manual weedings to control weed development in gravel surround around trees 6 times per year;
- Check underground guying system and adjust as required in Autumn and Spring per year;
- Refirm plants in Autumn and Spring as required;
- Replace gravel mulch on a 5 year cycle;
- Re-seed and maintain any damaged/worn areas of grass seeding or areas which fail to establish with same seed mix within Period of Maintenance;
- Cut the grass seeded areas as required to ensure the sward does not exceed a height of 50mm and remove all arisings;
- Retain seeded areas free of perennial weeds such as Docks, Nettles and Ragwort by pulling out or spot treating with herbicides as required;
- Monitor seeding regularly and undertake additional weed control if required;
- Remove any litter.

**Bio Retention**

**Objectives:**

- Provide a distinctive street feature which combines planting with stormwater management;
• Introduce green infrastructure to the street which has both functional and aesthetic benefits.

Management Prescriptions:
• Replace any dead, diseased or dying plants with healthy stock of the same size, species and specification within the Period of Maintenance;
• Replace any dead or damaged trees as required with healthy stock of an equivalent size;
• 3nr manual weedings per year to control weed development
• Replace gravel mulch on a 5 year cycle.
• Refirm plants in Autumn and Spring as required;
• 1nr autumn formative trim per year to top and sides to line and level to achieve trapezoidal form and retain overall maximum height of 1.8m, and remove arisings;
• Monitor hedge planting regularly and undertake additional weeding if required;
• Remove any litter from within hedge or amongst base of hedge.

Landscape Swale

Objectives:
• Provide an ornamental edge to the road corridor which can temporarily store and manage surface water runoff from road surface;
• Planting of perennials along swale assists in reducing evaporation of collected water and enhances the amenity contribution of the swale.

APPENDIX 3

Examples of acceptable species for various location and function

<table>
<thead>
<tr>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer campestre</td>
<td>Field Maple</td>
</tr>
<tr>
<td>Acer platanoides Deborah</td>
<td>Variety of Norway Maple</td>
</tr>
<tr>
<td>Aesculus hippocastanum Baumannii</td>
<td>Variety of Common Horse Chestnut</td>
</tr>
<tr>
<td>Alnus glutinosa</td>
<td>Common Silver Birch</td>
</tr>
<tr>
<td>Betula pendula</td>
<td>Common Silver Birch</td>
</tr>
<tr>
<td>Betula pubescens</td>
<td>Common White Birch</td>
</tr>
<tr>
<td>Calamagrostis x acutiflora ‘Karl Foerster’</td>
<td>Karl Foerster’s Feather-Reed Grass</td>
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<tr>
<td>Castanea sativa</td>
<td>Sweet Chestnut</td>
</tr>
<tr>
<td>Cedrus atlantica glauca</td>
<td>Blue Cedar</td>
</tr>
<tr>
<td>Corylus avellana</td>
<td>Hazel</td>
</tr>
<tr>
<td>Corylus colurna</td>
<td>Turkish Hazel</td>
</tr>
<tr>
<td>Crataegus monogyna</td>
<td>Common Hawthorn</td>
</tr>
<tr>
<td>Deschamsia cespitosa</td>
<td>Tufted Hair Grass</td>
</tr>
<tr>
<td>Fagus sylvatica ‘Purpurea’</td>
<td>Purple Beech</td>
</tr>
<tr>
<td>Fraxinus excelsior</td>
<td>Common Ash</td>
</tr>
<tr>
<td>Ginkgo biloba</td>
<td>Maidenhair Tree</td>
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<tr>
<td>Ilex aquifolium</td>
<td>Common Holly</td>
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<tr>
<td>Larix decidua</td>
<td>European/Common Larch</td>
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<tr>
<td>Molinia caerulea</td>
<td>Purple Moor Grass</td>
</tr>
<tr>
<td>Nassella tenuissima</td>
<td>Mexican Feather Grass</td>
</tr>
<tr>
<td>Nothofagus antarctica</td>
<td>Antarctic Beech</td>
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<tr>
<td>Pinus nigra austriaca</td>
<td>Austrian Pine</td>
</tr>
<tr>
<td>Pinus sylvestris</td>
<td>Scots Pine</td>
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<tr>
<td>Prunus avium</td>
<td>Gean/Wild Cherry</td>
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<tr>
<td>Prunus spinosa</td>
<td>Blackthorn</td>
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<tr>
<td>Quercus robur</td>
<td>Common/English Oak</td>
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<tr>
<td>Rosa canina</td>
<td>Dog Rose</td>
</tr>
<tr>
<td>Salix alba</td>
<td>White Willow</td>
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<tr>
<td>Salix caprea</td>
<td>Goat Willow</td>
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<tr>
<td>Sambucus nigra</td>
<td>Common Elder</td>
</tr>
<tr>
<td>Sporobolus heterolepis</td>
<td>Prairie Dropseed</td>
</tr>
<tr>
<td>Sorbus aucuparia</td>
<td>Mountain Ash/Rowan</td>
</tr>
<tr>
<td>Tilia x europaea ‘Pallida’</td>
<td>King’s Lime</td>
</tr>
<tr>
<td>Viburnum opulus</td>
<td>Guelder Rose</td>
</tr>
</tbody>
</table>
West Edinburgh Landscape Framework

November 2011