

**Full Planning Application**  
**at**  
**Gogarbank Farm**  
**Edinburgh**  
**EH12 9DE**

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**Development Quality Sub-Committee**  
**of the Planning Committee**

**Proposal:** Relocation of laboratories, glass houses and support facilities from East Craigs, Corstorphine, Edinburgh  
**Applicant:** Scottish Agricultural Science Agency.  
**Reference No:** 03/02717/FUL

**1 Purpose of report**

To recommend that the application be **GRANTED** subject to;

**Conditions**

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.
2. Notwithstanding the provisions of the Use Classes Order, the use of the property hereby permitted shall be solely as laboratories, glasshouses and support facilities in association with the Scottish Agricultural Science Agencies work at Gogarbank Farm, Edinburgh.
3. Development shall not begin until a construction management strategy has been submitted to and approved in writing by the planning authority. Such a strategy shall address those matters set out in the BAA Advice Note 4, 'Cranes and other Construction Issues'.

The strategy is to be implemented as approved.

4. That prior to the commencement of the development hereby permitted, details of measures to dispose of sewerage, surface water, laboratory waste shall be submitted to and approved in writing by the Head of Planning and Strategy.
5. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the planning authority and such schemes shall specify that the lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the planning authority.
6. Development shall not begin until details of a scheme for the provision of obstacle lighting to the flues which complies with the requirements set out in the BAA Advice Note 1, 'Safeguarding - an Overview' has been submitted to and approved in writing by the Head of Planning and Strategy.
7. Prior to the issuing of consent, the applicant will enter into an agreement in terms of Section 75 of the Town and Country Planning (Scotland) Act 1997 to the effect of:
  - a) A landscape, habitat and bird hazard management plan,(subject to audit), ensuring that birds are prevented from breeding or habitually roosting on the roofs of the buildings or within the landscaping areas shall be agreed in writing by the Head of Planning and Strategy in consultation with the British Airports Authority. The management plan shall address the provisions of BAA Advice Note 3: Potential Bird Hazards: Amenity Landscaping and Building Design.
  - b) A Green Travel Plan which includes the provision of a shuttle bus system to East Craigs for a minimum period of 3 years
8. Before any part of the development is brought into use, secure and undercover, cycle parking shall be provided for 20 cycles and shower and changing facilities shall be provided to the satisfaction of the Director of City Development
9. The applicant shall provide signing to implement a priority traffic working system at the railway bridge at Roddinglaw and improved direction signing at the junction of Gogar Stone Road and Freelands Road, all to the satisfaction of the Director of City Development and before occupation of development.
10. The design and installation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment, and no structure borne vibration is perceptible within any nearby living apartment.
11. No building or structure exceeding 75.265 metres above ordnance datum shall be constructed within the area marked on approved plan.

## **Reasons**

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
  2. In order to give due recognition to the special circumstances displayed by the applicant's in this particular case, and to enable the planning authority to exercise appropriate control at the expiry of these special circumstances.
  3. To avoid endangering the safe operation of aircraft.
  4. To avoid endangering the safe operation of aircraft through the attraction of birds and ensure the safe disposal of waste from the site.
  5. To avoid endangering the safe operation of aircraft.
  6. To avoid endangering the safe operation of aircraft.
  7. To avoid endangering the safe operation of aircraft through the attraction of birds and to comply with the Council's policy on sustainable transport
  8. To encourage and ensure that cycle provision is available which meets the Council's cycle parking standards.
  9. In order to safeguard the interests of road safety.
  10. In order to safeguard the amenity of neighbouring residents and other occupiers.
  11. To avoid endangering the safe operation of aircraft.
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## **2 Main report**

### **Site description**

The site is part of the Gogarbank Farm currently operated by the Scottish Agricultural Science Agency. The farm is used by SASA for field trials in association with their offices and laboratories which are located at East Craigs. The farm is located in the countryside on the west side of the city between the M8 motorway and the main Glasgow/Edinburgh railway line. The application site is on a field within the farm, bounded by the M8 motorway to the west, Roddinglaw Farm to the north, Roddinglaw Road to the east and the Gogarbank Farm road to the south. The majority of the existing buildings associated with SASA are located on the east side of Roddinglaw Road. The site slopes up from the north to higher ground at the southern end. Substantial landscaping and screen bunding separate the site from the M8. Hedgerows and some mature shelter belts surround the rest of the site.

## **Site history**

04.03.2002 - Planning permission was granted in outline for the relocation of laboratories, glasshouses and support facilities from East Craigs, Corstorphine to this site at Gogarbank Farm, Planning Consent 01/00674/OUT, was subject to conditions and the requirement to enter into a legal agreement related to Green Travel provision.

The initial proposal, although in outline, had indicated that the location of the buildings would be at the southern end of the site, close to the applicants' existing farm buildings. However Committee were advised at their meeting of 12 February 2003 that the Civil Aviation Authority had reserved the right to be consulted prior to the granting of any consent since insufficient details on the outline application were available. Because of the height of the land at the southern end of the site a revised location was required to comply with the CAA's safeguarding concerns. The change in indicative position was not considered to be significant in terms of the character and appearance of the Green Belt and as such the revised location was approved.

That legal agreement has been signed and the decision notice was issued on 4 March 2003.

## **Development**

### Scheme 2:

The proposal provides the details of a development to provide the Scottish Agricultural Science Agency with a new Head Quarters building to replace their existing premises at East Craigs in Corstorphine. The principle of the move has already been established under the terms of the outline consent and this application follows the indicative layout.

The development would be accessed off Roddinglaw Road at the southerly end of the site, leading to a visitor drop off area with disabled parking of 6 cars and a main car parking area for 100 cars. A bus stop would be built on Roddinglaw Road to the north of the entrance.

The building form is driven strongly by the needs of the applicant. The applicants' present site at East Craigs is viewed as a campus, with various operational divisions located in individual buildings. These divisions operate separately but are inter-dependent. To retain this desirable and important characteristic, the new development is conceived as a central circulation spine, running from the entrance, with laboratory wings or divisions attached along its length. The building form thus reflects the activity within; the form following function. The wings read as individual buildings, maintaining the campus principle whilst fostering a close working relationship within. The main entrance at the southern end of the site is single storey but of a generous height, having an oversailing single aspect roof and gabion wall features leading from the car park into the building.

The entrance area lines up with the north/south spine of the building. Because of the falling ground levels, the building translates into a 2 storey building, plus plant/attic space. The central spine has four sets of laboratories on either side at right angles to the spine. The laboratory wings have strong barrel vaulted roofs punctuated with louvered roof exhaust pods and vertical flues. Glass houses and associated farm buildings are located in the land to the north of the site.

The building's accommodation contains the following facilities:

- entrance foyer and associated support facilities
- lecture theatre
- staff café
- 2 conference rooms
- lab wing for seeds and plants
- lab wing for chemistry
- lab wing for pests and pathogens
- potato storage and associated laboratory/ workshop wing
- there is a small staff fitness suite which includes changing and showering facilities for staff
- service buildings consist of green houses, soil storage, potting areas, tractor and equipment stores, chemical and gas stores, associated workshop space

The proposed materials would be as follows:

- treated horizontal timber panels on the end gables
- horizontal profile aluminium cladding (light grey) on recessed sections of the end gables and on the long walls of the laboratory wings
- composite aluminium cladding panels (dark grey) on the upper plant room, gables
- continuous eaves level louvers in dark grey
- sandstone filled gabions as an entrance wall and landscaping detail
- aluminium standing seam barrel vault roof in pastel green
- windows in gun metal grey aluminium

The external works include extensive tree planting and landscaping. The hard landscaping works use the entrance feature gabions to form distinctive level changes within the site. The existing bund on the west of the site next to the M8 would be heightened and reinforced with tree planting. Roddinglaw Road boundary on the eastern side of the site would have strong tree belts planted.

The applicants have submitted a supporting statement which provides the following information:

- A design statement including master planning, building design philosophy, materials
- A landscape design strategy including site context, existing features, improvements to site conditions, providing a setting, bio-diversity
- Photo montages of the elevations and an aerial view of the proposal
- Visual assessment showing the existing views and a photomontage of the proposal from the same points

The applicants have also submitted a report of supplementary planning information in the form of a report which demonstrates the scale of sustainability of the proposal. In terms of the Building Research Establishment's Environmental Assessment Method, the proposal is rated as very good.

An independent Ecological Study by ECOS Countryside Services has also been submitted. The study demonstrates that there would be a net gain in biodiversity habitats on the site.

The supporting statements will be available in the members group rooms.

### Scheme 1:

The initial proposal had dual aspect metal roofs on the laboratory wings, finished in plain aluminium. The detailing on the building including materials were more industrial, with little use of timber on the areas of cladding. The flues were more numerous and more randomly distributed over the roof. The use of gabions in the landscape setting of the building was limited to the entrance area. Detailed changes have been made to the cladding, its type and location.

## **Consultations**

### **Culture and Leisure, Archaeology**

No known archaeological constraints.

### **SEPA**

#### Flooding

SEPA's Senior Hydrologist Drew Aitken has analysed the flood risk relating to the above proposals. His comments are attached for information.

#### Sewage

Sewage from the proposed development should be connected to the public foul sewer. Connection to the sewer is subject to the approval of Scottish Water (SW) and permission to connect may depend on the availability for spare capacity. Your attention is drawn to SW's consultation response for clarification of the position.

Additional comments dated 27th January 04 regarding sewage disposal. SEPA would be satisfied with the proposals laid out by Blyth and Blyth Consulting in their letter to A. Henderson (Head of Planning and Strategy, CEC) of 8th October 03. The SASA relocation site will therefore be serviced by a pumping rising main, ultimately discharging to Scottish Water sewer within the grounds of the former Gogar Hospital.

## Surface

The specification of the drainage system must comply with the SUDSWP/CIRIA design manual for sustainable urban drainage systems (SUDs) (ISBN 0 86017 5219). The plans accompanying the application indicate three attenuation ponds serving the site. SEPA would endorse this approach which together with source control in the form of porous paving or filter drains would form an integrated SUDs system serving the site. The attenuation ponds should take the form of natural wildlife features incorporated within the landscaping. Should these take the form of detention basins, a permanent wetland base would be encouraged.

The surface water drainage arrangements will need to meet the requirement of SW, the roads authority and SEPA area staff. As drainage systems based on SUDS principles will have implication for site layout, it is recommended that there is general agreement on the scheme before permission is granted.

## Waste

The applicant/agent should be aware that any clinical waste from the research centre will need to be disposed to a licensed site by a registered carrier in accordance with the Waste Management Licensing Regulations.

## **Relocation of Laboratories, Glasshouses and Support Facilities for the Scottish Agricultural Science Agency at Gogarbank Farm**

The proposed development site is currently agricultural land, which is bounded by the M8 motorway to the west and the unclassified road between Gogarbank and Roddinglaw Farms to the east.

An un-named tributary of the Gogar Burn flows west to east through the northern half of the site and exits the site via a culvert under the un-classified road.

It is proposed to divert the stream and introduce a more natural, slightly meandering route through the site, SEPA welcomes this potential enhancement to what is presently a very canalised and regular channel.

SEPA holds no information on any previous flooding from this un-named tributary but notes from the detail provided on the 'Proposed Masterplan', Drawing number 2003 Rev A, that all buildings are sites well back from the new route of the stream.

The nearest buildings to the stream are the proposed Glasshouses, crucially the finished floor levels of these are above the level of the un-classified road crossing where the stream exits the site. This being the floor alleviation level in the unlikely, worst scenario event of the un-classified road culvert becoming blocked during storm event.

It is also noted from the 'Masterplan' that a series of attenuation ponds are proposed, it is assumed that these have been adequately sized to prevent any increase to the flood risk immediately downstream of this proposed development.

The advice contained in this letter is supplied to you by SEPA in terms of Section 25(2) of the Environment Act 1995 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely of City of Edinburgh Council as Planning Authority in terms of the said section 25(2).

## **Scottish Water**

No objections

## **BAA plc**

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below.

### Construction Methodology

Development shall not begin until a construction management strategy has been submitted to and approved in writing by the planning authority. Such a strategy shall address those matters set out in the attached Advice Note 4, 'Cranes and other Construction Issues'.

The strategy is to be implemented as approved.

Reason: To avoid endangering the safe operation of aircraft.

### Flood Attenuation Zone

Development should not begin until assurances are obtained that adequate drainage is provided to ensure that floodwater is dispersed as quickly as possible to prevent open water remaining for extended periods.

Reason: To avoid endangering the safe operation of aircraft through the attraction of birds.

### Landscaping

Development shall not begin until a landscaping scheme that complies with the details contained in the attached Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping and Building Design' i.e.:

Pinus sylvestris should be removed from the planting palette  
Berry bearing species should be reduced to 25% in all planting groups  
Trees should be at 4m centres or greater  
Design details of any water features/attenuation ponds  
has been submitted to and approved in writing by the local planning authority.

Reason: to avoid endangering the safe operation of aircraft through the attraction of birds.

### Lighting

Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the planning authority and such schemes shall specify that the lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the planning authority.

Reason: To avoid endangering the safe operation of aircraft.

#### Height Limitation

No building or structure exceeding 75.265m AOD shall be constructed within the area marked on the approved plan.

Reason: So that it does not breach the Obstacle Limitation Surfaces detailed in CAA Publication CAP168.

#### Obstacle Lighting

Development shall not begin until details of a scheme for the provision of obstacle lighting to the flues which complies with the requirements set out in the attached Advice Note 1, 'Safeguarding - an Overview' has been submitted to and approved in writing by the planning authority. No subsequent alterations to the approved scheme are to take place unless submitted to, and improved in writing by the planning authority.

Reason: To avoid endangering the safe operation of aircraft.

#### Bird Hazard Management

Development shall not begin until a bird hazard management plan, (subject to audit), ensuring that birds are prevented from breeding or habitually roosting on the roof, has been submitted to and approved in writing by the planning authority.

The plan is to be implemented as approved.

Reason: to avoid endangering the safe operation of aircraft through the attraction of birds

We, therefore, have no aerodrome-safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

#### **Environmental and Consumer Services**

This department has no objections to this proposed development subject to the following condition:

The design and installation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment, and no structure borne vibration is perceptible within any nearby living apartment.

## **Representations**

The proposal was advertised on 29.08.2003 and two letters of objection have been received. The comments made are as follows: -

- urbanisation of the countryside and unjustified green belt intrusion
- no public transport in the area leading to heavy car use on minor roads
- increased car traffic will deter cyclists and pedestrians from using these minor roads
- no cycle parking provided
- no submitted green travel plan
- shower and locker facilities are required

## **Policy**

The site lies within an area allocated as Green Belt on Lothian Structure Plan, the Finalised West Edinburgh Local Plan and both Greenbelt and Countryside Policy Area in the Ratho, Newbridge and Kirkliston Local Plan.

### **OTHER POLICY CONSIDERATIONS**

The Edinburgh Standards for Urban Design

Provides guidance on the relationship of buildings and spaces.

#### Relevant Policies:

#### **Ratho, Newbridge and Kirkliston Local Plan**

Policy RN22 states that no development in the countryside will be permitted for purposes other than agriculture, outdoor recreation or other uses appropriate to a rural area.

Policy RN23 states that high quality agricultural land will be protected from development. Development which can be justified will be restricted to land of a lesser quality.

Policy RN28 states that permission will not be given for new development or redevelopment in the Green Belt for purposes other than agriculture, outdoor recreation or other uses appropriate only to a rural area. Provisions for the safeguarding of amenity and the improvement of the landscape are required.

Policy RN214 encourages and promotes the conservation, management and improvement of the landscape and its wildlife habitats.

Policy RN247 requires sufficient parking for new developments in line with Council standards.

Policy RN269 seeks to influence the design of development to secure high standards and to protect the appearance of existing buildings and their surroundings.

## **Finalised West Edinburgh Local Plan**

Policy E1 seeks to prevent development which would be inconsistent with Local Plan objectives for sustainable development, in terms of the environment, pollution, transportation and biodiversity.

Policy E5 restricts development in Green Belt and Countryside policy areas to protect their landscape qualities, rural character and amenity.

Policy E6 states that where acceptable in principle, development proposals in the Green Belt or Countryside must meet high standards of design and landscaping and meet criteria to safeguard local amenity.

Policy E7 states that permission will not be given for development which would result in irreversible damage to, or the permanent loss of, prime quality agricultural land.

Policy E16 promotes the protection of significant individual trees, tree groups and shelter belts through Tree Preservation Orders. No new development shall be sited within 20 metres of the trunk of a protected tree or within 10 metres of its canopy, whichever is the greater. Through its Urban Forestry Strategy, the Council will promote and support additional woodland planting, promote the enhancement of existing woodland and to ensure the sympathetic integration of new trees in woodlands, particularly in Areas of Great Landscape Value where there will be a presumption against large scale coniferous afforestation.

Policy E20 seeks to maintain and improve the nature conservation and biodiversity value of the countryside outwith the areas identified in policies E17 and E18. The impact of proposed development on wildlife, habitat, geological/geomorphological features and the overall landscape will be an important consideration for applications.

Policy E29 seeks to protect scheduled ancient monuments and their setting from inappropriate developments.

Policy E41 encourages high standards of design for all development and its careful integration with its surroundings in terms of scale, form, siting, alignment and materials. New development should improve energy efficiency and reduce noise pollution.

Policy E42 requires new buildings to make a positive contribution to the overall quality of the environment and the street scene, making provision for high quality landscaping and, where appropriate, new open spaces.

Policy ED4 encourages best practice in terms of air quality control, biodiversity, energy consumption and waste management for business and industry.

Policy ED10 seeks to safeguard airport operations and aircraft movements. Development which might create or increase the risk of an unacceptable birdstrike hazard within the defined consultation area will not be permitted.

Policy TRA1 states that proposals which would result in development which is accessible only by private car will not be permitted. Developments should be easily accessible on foot, by cycle and by public transport, unless there are specific operational or planning reasons this cannot be met.

Policy TRA2 states that proposals will not be permitted where the traffic associated with development would have an unacceptable impact on the capacity of the existing road network, or have an unacceptable impact on public transport operations or adversely affect air quality, road safety or residential amenity.

Policy TRA3 requires Transport Impact Assessment and Green Transport Plans for significant development proposals in order to assess the transport implications for traffic generation, public transport, cycling and walking.

Policy TRA4 requires provision for Pedestrians, Cyclists and Car/Cycle Parking in Development Proposals in conformity with the Council's approved standards.

Policy ENV12 presumes against development in the Green Belt unless necessary for agriculture or other stated rural uses.

### **Lothian Structure Plan**

Policy ENV16 presumes against isolated development in the countryside except where essential for the operation of a countryside activity, and sets out criteria for exceptions to that approach.

Policy ED17 encourages major office development to locate in strategic business centres including the City Centre, South Gyle and Leith, subject to a number of stated criteria.

Policy ED18 states that Major Business Development will not normally be permitted in Edinburgh outwith the strategic business centres and land allocated for industry/business.

Policy ED19 provides exceptions to Policy ED18 and a series of rigorous criteria to test those possible exceptions.

Policy ENV2 presumes against development in the Green Belt unless for the purposes of agriculture, horticulture, forestry or uses appropriate to the rural character of the area.

Policy ENV3 says that development in the Countryside will only be allowed where it has an operational requirement for such a location.

### 3 Conclusions and Recommendations

#### DETERMINING ISSUES

The determining issues are:

- Do the proposals comply with the development plan?
- If the proposals do comply with the development plan, are there any compelling reasons for not approving them?
- If the proposals do not comply with the development plan, are there any compelling reasons for approving them?
- Do the proposals comply with the aims of the Greenbelt and countryside area? If they do not, there is a strong presumption against the granting of permission.

#### ASSESSMENT

To address the determining issues, the Committee needs to consider:

- a) whether the proposed use is acceptable in this Green Belt location.
- b) whether the proposals have an adverse impact on the character or appearance of the Greenbelt.
- c) whether the proposal will have any unacceptable transportation implications.
- d) whether the proposals are likely to adversely affect the amenity of neighbours.
- e) whether the proposal will have any adverse implications for aircraft safety

a) The principle of the development has been established under the terms of the outline planning consent. The office element of the proposal amounts to 4.6% of the total floor space and as such is at a minimal level, being ancillary to the main use of the premises and is therefore justified in terms of Policies ED17, ED18 and ED19 of the Lothian Structure Plan. The proposal complies with Policy ENV12 of the Lothian Structure Plan (1994), Policy 2.8 of the Ratho, Newbridge and Kirkliston Local Plan and Policy E5 of the Finalised Rural West Edinburgh Local Plan.

b) Whilst the principle of the development has been established, this was conditional on the basis that it should be of a design and form which minimises its impact on the Green Belt. Policies 2.8 and 2.69 of the Ratho Newbridge and Kirkliston Local Plan, Policies E6, E41 and E42 of the Finalised Rural West Edinburgh Local Plan and The Edinburgh Urban Design Standards state that any such planning consents should contain provisions for the safeguarding of amenity and improvement of the landscape.

#### Impact on the Green Belt

The building is large but has been designed to minimise its impact on the landscape by being located on the lower elements of the site. The building is lowest at the highest point of the site and the higher elements of the building use the slope to gain space. The result is a building which sits low in relation to the surrounding land, especially when viewed from the south and south west. The setting of the Union Canal is not affected by the proposal. The views from the major route, the M8 motorway, are precluded by an increase in the height of the existing bund combined with woodland planting. The motorway also goes into cutting heading east past the low point of the site, such that no views of the building will be possible.

Distant views of the building from the east are mostly hidden by the existing shelter belt on the east side of Roddinglaw Road. The most prominent view of the site will be from Roddinglaw itself, where the ground levels are high and views will be afforded of the building from the road as it falls to the south. The applicants are proposing extensive woodland planting at this point. In terms of the wider impact on the Green Belt this section of view is close up and would not impinge upon the wider Green Belt. The proposal will not intrude into views of the City landmarks, natural features or skyline.

Whilst landscaping is being proposed which will provide significant screening of the building, the setting of the building itself is acceptable.

### Landscaping

Policy 2.14 of the Ratho, Newbridge and Kirkliston Local Plan promotes conservation and improvement of the landscape and its wild life habitats. At present the site is a farmed field with peripheral hedging and woodland. The applicants have submitted an independent 'Ecological Study' of the site which demonstrates that there will be no loss of bio diversity on this site due to the development. The proposal will significantly add to those planted areas thereby encouraging bio diversity. The landscape will also be enhanced by the increase in planting. The existing burn which runs through the site is to be remodelled to include wetland areas which also form part of the Sustainable Urban Drainage arrangements of the proposal. These wetland areas will add to the habitat and landscape improvements on the site.

The landscaping will increase woodland planting in the area in compliance with Policies E16, E20 of the Finalised Rural West Edinburgh Local Plan.

Whilst the proposal landscaping is acceptable, the design of the building itself has also to be considered.

### Design of Building

The building's form is largely dictated by its function, requiring laboratory space for separate departments within the organisation. There are therefore 4 strong wings which project from a central spine which runs north/south down the site. The central spine starts at the entrance to the building at the southern end, adjacent to the car park. The landscaping of the car park links via a gabion wall to the building and leads the eye and people towards it. The single aspect roof over the entrance provides a public space empathising its purpose. The building's use is unique in that it is not fully agricultural nor laboratory nor factory nor office. Therefore the design is honest in its provision of the required space and function whilst attempting to minimise its impact on the wider Green Belt. The largest elements are the 4 laboratory wings; these have pastel green barrel roofs which make reference in their shape to a metal barn. This roof form has also been used successfully at the Riccarton Research Park. The laboratories require excellent ventilation and as such there are a series of louvred ventilation pods and vertical flues on the roof. These have been kept to a minimum in terms of the appropriate ventilation legislation and have been grouped to provide a rhythmic design element to the building. The main material of the building is a grey profiled cladding, which again refers to modern farm buildings but also to a more industrial aesthetic.

The grey colour is recessive and will reduce the visual impact. The corners of the main laboratories have a negative design detail which provides a stronger quality of design, separating it from a purely industrial approach. The industrial aesthetic is further softened by the use of timber cladding on the most prominent gable elements of the building. These also have a smaller barrel roof above. The end gables also feature glazed stairwells which are set back from single metal roof columns. These columns are also used at the entrance to the building thereby providing visual link. The central spine of the building is finished in render coloured to a buff earth tone, which will tie in with the more natural materials of stone and timber used at the entrance. The building has therefore been designed to cater for the needs of the Scottish Agricultural Research Agency, creating an honest design which reflects the use of the building and minimises the impact on the Green Belt.

However a development of this size will inevitably have some impact upon the character of the Green Belt. The proposal includes a considerable amount of screening which, when considered in relation to the submitted supporting information, is considered to have an acceptable impact on the appearance of the Green Belt.

The proposal also complies with the policies on Design of New Development and Quality of Development (E41, E42) in the Finalised Rural West Edinburgh Local Plan and Policy 2.69 in the Ratho, Newbridge and Kirkliston Local Plan.

#### Sustainable Development

The design of the building has achieved a 'very good' rating in terms of The Building Research Establishment's Environmental Assessment. The applicant's present buildings are of differing eras of construction and are spread out over an extensive campus. The new building, located on one site, designed to minimise energy consumption, is a great improvement in comparison to the applicants' existing sites. The landscaping within the development will increase the biodiversity of the area. The proposal therefore complies with the terms of Policy E1 of the Finalised Rural West Edinburgh Local Plan.

Protection is given to prime agricultural land under the terms of Policy E7 of the Finalised Rural West Edinburgh Local Plan. The site itself is classed as prime agricultural land (class2) but Scottish Executive's Rural Affairs Department did not consider, at outline stage, that the loss of the land would be significant. Of all the land within SASA's control, this land is also not best suited to the requirements of SASA.

c) A legal agreement relating to 'green travel' was signed in relation to the outline consent. This will require to be incorporated into any full consent which is granted, plus any detailed implications arising require to be taken into account.

The proposals comply with the Council's Standards in terms of parking provision and cycle provision.

d) The proposals do not affect the privacy or amenity of neighbours.

e) The Civil Aviation Authority has been extensively consulted on the proposals and because of the revised location, the height of the development is kept to the minimum. The applicants' revised landscape submission has removed species of plants and trees which attract birds. There will require to be a management plan submitted for the landscaping which will ensure that as the landscaping matures, thinnings maintenance takes place to reduce the possibility of roosting and nesting on the site, thereby addressing the CAA'S concerns relating to possible bird strike. A legal agreement will ensure that the management plan is submitted and implemented.

The proposal does not raise any issues with regard to important landscapes, built heritage or nature conservation areas. Detailed technical aspects of the proposal have been submitted and are considered acceptable or capable of being resolved with the imposition of conditions. It is also considered that the detailed design reflects the use of the building whilst not adversely affecting the character and appearance of the green belt.

It is recommended that the Committee approves this application, subject to the conditions stated.

*Alan Henderson*

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**Alan Henderson**  
Head of Planning and Strategy

**Contact/Tel** David McFarlane on 0131 529 3512 (FAX 529 3716)

**Ward affected** 03 -Dalmeny/Kirkliston

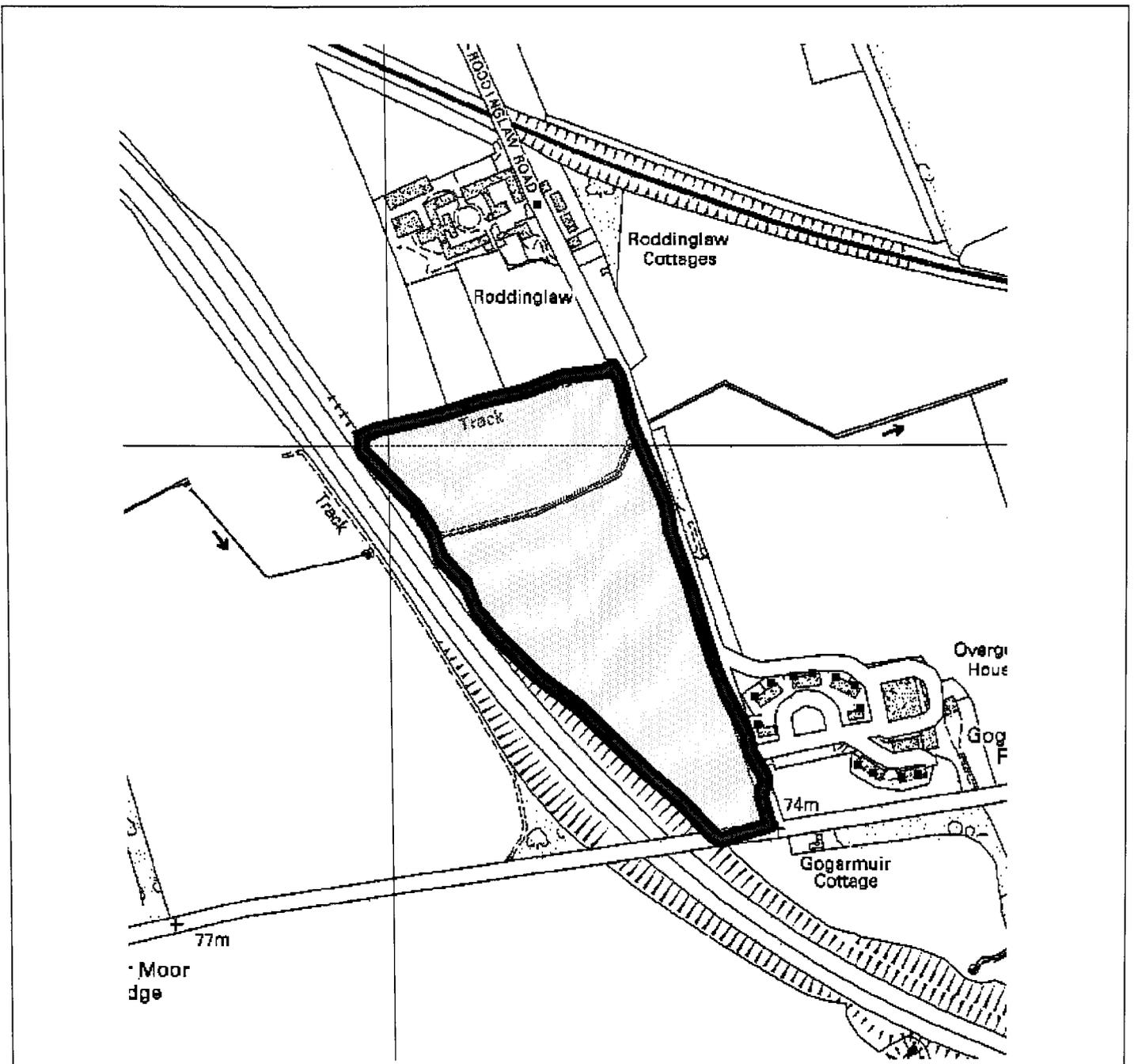
**Local Plan** Ratho, Newbridge and Kirkliston

**Statutory Development  
Plan Provision** Green Belt and Countryside Policy Area

**File**

**Date registered** 22 July 2003

**Drawing numbers/  
Scheme** 1,2,3,22-36,38,39  
Scheme 2



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# **PLANNING APPLICATION**

<b>Address</b>	<b>Gogarbank Farm, Edinburgh, EH12 9DE</b>		
<b>Proposal</b>	Relocation of laboratories, glass houses and support facilities from East Craigs, Corstorphine, Edinburgh		
<b>Application number:</b>	<b>03/02717/FUL</b>	<b>WARD</b>	<b>03- Dalmeny/Kirkliston</b>

THE CITY OF EDINBURGH COUNCIL  
 THE CITY DEVELOPMENT DEPARTMENT- PLANNING & STRATEGY