

THE MORAY COUNCIL

MINUTE OF SPECIAL MEETING OF THE PLANNING & REGULATORY SERVICES COMMITTEE

WEDNESDAY 3 MARCH 2010

COUNCIL OFFICE, ELGIN

PRESENT

Councillors S. Cree (Chair), J Russell (Deputy Chair), L Bell, G Coull, J. Divers, J. Hamilton, A McDonald, G McDonald, F Murdoch & D Stewart.

APOLOGIES

Apologies for absence were intimated on behalf of Councillors M McConachie, A McKay & A Wright.

IN ATTENDANCE

The Director of Environmental Services, the Planning & Development Manager, J Martin, Principal Planning Officer (Development Control), R Gerring, Senior Engineer (Transport Development), A Scott, Principal Solicitor (Commercial and Conveyancing) the PPP Project Manager, the Educational Resources Manager and the Senior Committee Services Officer, Clerk to the Meeting.

1. DECLARATION OF GROUP DECISIONS

In terms of Standing Order 20 Councillors Bell, Coull, Cree Hamilton, and Russell declared an interest in the applications on the agenda in their capacity as members of the Council's PPP Project Board and remained in the meeting and participated in the discussions and determination of the applications. There were no other declarations from Members or group leaders or spokespersons in regard to any prior decisions taken on how members will vote on any item on the Agenda.

2. PLANNING APPLICATIONS

Prior to considering the planning applications set out in the Agenda the Planning & Development Manager gave a brief overview of the applications under consideration. The meeting noted that the applications are part of the Moray Schools Public Private Partnership (PPP) whereby the private sector develops new facilities which are subsequently leased to public bodies. The Keith applications cumulatively are for one of the two schemes for the development of new schools facilities in Moray, the other being for redevelopment of Elgin Academy.

The three Keith applications are all related to the development of a new Primary School on the site of and adjacent to the existing facility. Unlike the Elgin Academy application the three Keith applications are not "reserved matters" applications, as they comprise three new

applications for individual elements of the overall development. Although the overall site is 5.8ha, each separate application area is less than 2 hectares, obviating the requirement for pre-application consultation procedures with the local community. It was also noted, in regard to the three Keith Primary School applications, that whilst there was no requirement for pre-application consultations to be undertaken an exhibition was held at the school, prior to the submission of the applications.

It was also noted that associated with the Keith applications, and in particular the new primary school, it was stressed that there will be a requirement, as part of the planning application, to close the southernmost narrow sections of School Road to through traffic, and this will be pursued separately by the Council.

In regard to the 'Procedure' reference in the reports the meeting noted that as the applications are not departures from the current Moray Local Plan then should the Committee be minded to approve the applications there is no requirement to refer the applications to Scottish Ministers as a result of the Council's interest in the sites.

The meeting also agreed to vary the order of the Keith Primary School applications and start with the application for the construction of the new primary school building, followed by the application to construct a new all weather sports pitch and finally the application to construct a temporary school building.

KEITH & CULLEN : WARD 2

(a) 09/02211/APP CONSTRUCTION OF NEW PRIMARY SCHOOL BUILDING INCLUDING DEMOLITION OF EXISTING SCHOOL BUILDING AT KEITH PRIMARY SCHOOL, SCHOOL ROAD, KEITH FOR STEWART MILNE CONSTRUCTION

There was submitted a report by the Appointed Officer recommending that, subject to conditions detailed in the report, he be granted delegated powers to approve, subject to receipt of information confirming compliance with policy ER2 (Energy Reduction), an application in respect of the construction of a new primary school building, including the demolition of the existing school building at Keith Primary School, School Road, Keith for Stewart Milne Construction.

The meeting noted that the application had been referred to Committee in terms of the Scheme of Delegation as it relates to land in which the Council, as planning authority, has a financial interest. It was also noted that members of the Committee visited the site of the application on Monday 1 March 2010.

During discussion concerns were expressed in regard to the approval of a school 'Travel Plan' without referral back to Committee for consideration. The meeting also noted Members' concerns and that of residents of Drum Road in regard to the proposal to provide a turning facility/drop off point to the school off Drum Road and whilst the Council's Transportation Section welcomed the proposal, which would mitigate against existing traffic problems in the area, concerns were expressed as to the suitability of the proposal. It was also noted that as this was a PPP project the type of heating to be installed in the school was outwith the remit of the Planning Authority.

Following consideration the Committee agreed to grant delegated powers to the Appointed Officer to approve the application, subject to:-

- (i) receipt of information confirming compliance with policy ER2 (Energy Reduction);
- (ii) the inclusion of an additional condition requiring the provision of a lockable gate on the southern access to the school off Drum Road to be locked outwith school hours;
- (iii) details of the proposed Travel Plan referred to in Condition 13 being referred back to Committee for consideration and determination; and
- (iv) the following conditions:-
 1. That the development to which the permission relates must be begun not later than whichever is the later of the following dates:-
 - (i) the expiration of 3 years from the date of the grant of planning permission in principle; or
 - (ii) the expiration of 2 years from the final approval of the matters specified in conditions or in the case of approval on different dates the final approval of the last such matter to be approved.
 2. Unless otherwise agreed with the Council, as Planning Authority, the development hereby approved shall be carried out strictly in accordance with the approved plans and conditions.
 3. Prior to work commencing on site the applicant shall complete the attached notification of initiation of development and submit it to the local planning authority.
 4. Upon completion of the development or as soon as practicable after doing so the attached notification of completion of development shall be completed and submitted to the local planning authority.
 5. No works shall commence on site until details have been submitted to an approved by The Moray Council as Planning and Roads Authority for a Construction Traffic management Plan (TMP) which takes account of any construction access requirements based on the adjacent applications site covered by application no. 09/02209/APP should it be approved and taken forward within the same construction period of this application or vice versa. Details should include information on the proposed phasing of works, temporary road signs, management of construction traffic, temporary parking provision for the school operation, construction parking, temporary access proposals, and proposals to safeguard pedestrian and cycle routes.
 6. Construction vehicles are prohibited from delivering/leaving the site during the hours of operation of the part time 20mph speed limit associated with days when the schools are open.
 7. No works shall commence on site until acceptable details have been submitted to and approved by the Moray Council as Planning and Roads Authority for the design,

including details of the visibility splay, of a drop off/waiting area accessed from Drum Road.

8. No water shall be permitted to drain, or loose material be carried onto the public footpath/carrageway.
9. Bus turning circle or lay-by as appropriate and pupil setting down areas must be provided to allow for the manoeuvring of buses and the pick-up/drop-off of school children safely with a minimum provision for 1 x Coach, 2 x Long Wheel Base type minibus and 3 x Short Wheel Base type minibus vehicles.
10. Cycle Parking shall be provided in accordance with the approved drawing (Aedas Drawing No L(9)001) with provision for 42 secure and covered cycle parking spaces.
11. On the basis of the approved school building plans a minimum of 60 car parking spaces must be provided of which a minimum of 5% must be designed to meet disability parking space requirements.
12. Prior to the opening of the new school the drop off/waiting area accessed from Drum Road will be completed in accordance with approved plans
13. Prior to the opening of the new school a Travel Plan shall be submitted to and approved by the Moray Council as Planning Authority. The Plan should cover; access to the school for pedestrians, cyclists and bus users; parking arrangements and management; travel option awareness initiatives; and monitoring regime and reports. In line with conditions contained within the previous outline consent for this site (Planning Application No 05/01784/OUT) pedestrian /cycle arrangements on Drum Road and improved crossing facilities on the A96 (pursued through Transport Scotland) should be investigated and developed within the framework of the Travel Plan.
14. Signs must be no lower than 2.4m above the public footway and no part of a sign shall be closer than 600mm to the edge of the public road.
15. That no development shall take place until a Landscape Scheme (drawn to scale) is submitted to and approved by this Council (as Planning Authority). This Landscape Scheme shall show: -
 - (a) the location of any existing trees, shrubs and hedgerows on the site and identify those to be retained and those to be removed;
 - (b) details of the measures to be taken to protect any existing trees, shrubs and hedgerows during the course of developing the site;
 - (c) details of the numbers, species, position, planting distances and sizes of all planting to be undertaken.
16. Prior to the commencement of development, details of site specific measures for the dispersal of surface water shall be submitted for the approval in writing of the Planning Authority in consultation with SEPA.

17. Prior to the occupation of the new facility, the drainage scheme required and approved in respect of condition no. 16 of this permission shall be installed and fully operational.
18. Unless otherwise agreed with the Council (as Planning Authority) the development shall not commence until samples of the proposed roof and wall finishes have been submitted to and approved by the Head of Development Services.

Reasons:

1. The time limit condition is imposed in order to comply with the requirements of Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006.
2. In order to ensure that there are no unauthorised departures from the approved plans which could adversely affect the development or character and amenity of the surrounding properties and area.
3. To ensure that the planning authority is aware that development is about to commence and any suspensive conditions can be followed up.
4. To ensure that the planning authority is aware that the development is complete and is able to follow up any conditions.
5. To ensure the impact of construction traffic is controlled to safeguard safety and the amenity of the area.
6. To control construction traffic using the road network in the interests of road safety and traffic management.
7. To ensure the design of the drop-off/waiting area on Drum Road is acceptable.
8. To prevent loose material being carried on the public road in the interests of public safety.
9. To ensure the provision of turning and drop-off/pick-up facilities for school transport vehicles is acceptable.
10. To ensure that users of the new school have access to appropriate cycle parking provision within the site.
11. To ensure the minimum level of car parking provided is acceptable.
12. To ensure the drop-off/waiting area on Drum Road is completed prior to opening of the new school.
13. To ensure travel to/from the new school is managed in the interests of sustainable travel and safety.

14. To ensure that no signs are erected beside or above the public road causing a hazard to road users.
15. In order that detailed consideration can be given to the landscaping of the site.
16. In the interests of amenity and effective planning control.
17. In the interests of amenity and effective planning control.
18. In order to ensure that the development harmonises with the appearance and character of the surrounding properties and area.

(b) 09/02209/APP CONSTRUCT NEW ALL WEATHER SPORTS PITCH ON SITE OF EXISTING SCHOOL SPORTS PITCH AT KEITH PRIMARY SCHOOL, SCHOOL ROAD, KEITH FOR STEWART MILNE CONSTRUCTION

There was submitted a report by the Appointed Officer recommending that, subject to conditions detailed in the report, he be granted delegated powers to approve an application to construct a new all weather sports pitch on the site of an existing school sports pith at Keith Primary school, School Road, Keith for Stewart Milne construction.

The meeting noted that the application had been referred to Committee in terms of the Scheme of Delegation as it relates to land in which the Council, as planning authority, has a financial interest. It was also noted that members of the Committee visited the site of the application on Monday 1 March 2010.

Concerns were expressed in regard to the position of the proposed development and the distance to the changing/toilet facilities and the potential impact on the adjoining residents. The meeting noted that subsequent to the site visit officers of the Planning and Education Departments met to discuss these concerns and it was noted that additional improved changing/toilet facilities were being progressed through another source of funding. In regard to the position of the proposed development other options had been considered however the proposed position was the preferred option in terms of location, access and cost. The possibility of initiating parking restrictions on Drum Road was also considered and it was noted that should a problem arise after the facility is operational consideration could be given by the Council, as Transportation Authority, to the promotion of a Traffic Regulation Order or some form of experimental Road Traffic Regulation Order.

Concerns were also expressed in regard to the potential impact on adjoining residents and it was noted access to the school, outwith school hours could be controlled by the inclusion of a lockable gate, as part of the school application and appropriate management rules directing users of the facility, outwith school hours, to the car parking and access via the Community Centre. The potential light and noise impact from the floodlights and users could be controlled by limiting the usage time as with other educational facilities which are available to the wider community outwith school hours. Consideration could also be given to either extending the 5m high enclosure fence to include the small triangular of area to the south east of the site or erecting some form of barrier in this area to deter people from trying to circumvent the preferred access arrangements from the Community Centre.

Following consideration the Committee agreed:

- (i) to approve the application, subject to the following conditions, including amending Condition 6 so as to ensure that it relates to vehicular access to the all weather pitch for maintenance purposes only and Condition 12 restricting usage to 9.00 pm:-
1. The development to which this permission relates must be begun not later than the expiration of 3 years beginning with the date on which this permission is granted.
 2. Unless otherwise agreed with the Council, as Planning Authority, the development hereby approved shall be carried out strictly in accordance with the approved plans and conditions
 3. Prior to work commencing on site the applicant shall complete the attached notification of initiation of development and submit it to the local planning authority.
 4. Upon completion of the development or as soon as practicable after doing so the attached notification of completion of development shall be completed and submitted to the local planning authority.
 5. No works shall commence on site until details have been submitted to the Moray Council as Roads and Planning Authority in respect of a Construction Traffic Management Plan (TMP) which takes account of any construction access requirements based on the adjacent applications site covered by Planning Application no 09/02211/APP should it be approved and taken forward within the same construction period of this application or vice versa. Details should include information on the proposed phasing of works, temporary road signs, management of construction traffic, temporary parking provision for the school operation (if required), construction parking, temporary access proposals, and proposals to safeguard pedestrian and cycle routes.
 6. No works shall commence on site until details have been submitted to the Moray Council as Planning and Roads Authority in respect of the visibility splay for the maintenance vehicle access from the All Weather pitch onto Drum Road.
 7. No water shall be permitted to drain, or loose material be carried onto the public footpath/carriageway.
 8. Construction vehicles are prohibited from delivering/leaving the site during the hours of operation of the part-time 20mph speed limit associated with days when the schools are open.
 9. No work shall commence on site until details have been submitted to and approved by the Moray Council as Planning Authority in respect of;
 - a) the location, design specifications and arrangements for maintenance for all proposed arrangements for the dispersal of surface water from the

- site, and unless otherwise agreed, all arrangements shall be located within the site;
- b) details of the timescale(s) for the proposed implementation of all approved surface water drainage arrangements (to be implemented and operational prior to occupation of the development); and
 - c) a construction method statement to include details of all temporary measures to deal with surface water run-off during construction and prior to operation of the final SUDS arrangements.
10. Prior to the commencement of development, details of site specific measures for the dispersal of surface water shall be submitted for the approval in writing of the Planning Authority in consultation with SEPA.
 11. Prior to the use of the new facility, the drainage scheme required and approved in respect of condition 10 of this permission shall be installed and fully operational.
 12. Prior to the commencement of development, details of any proposed lighting for the facility, including the hours during which this will be functional shall be submitted for the approval in writing of the Planning Authority.
 13. That no development shall take place until a Landscape Scheme (drawn to scale) is submitted to and approved by this Council (as Planning Authority). This Landscape Scheme shall show: -
 - (a) the location of any existing trees, shrubs and hedgerows on the site and identify those to be retained and those to be removed;
 - (b) details of the measures to be taken to protect any existing trees, shrubs and hedgerows during the course of developing the site;
 - (c) details of the numbers, species, position, planting distances and sizes of all planting to be undertaken.

Reasons:

1. The time limit condition is imposed in order to comply with the requirements of Section 58(i) of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006.
2. In order to ensure that there are no unauthorised departures from the approved plans which could adversely affect the development or character and amenity of the surrounding properties and area.
3. To ensure that the planning authority is aware that development is about to commence and any suspensive conditions can be followed up.
4. To ensure that the planning authority is aware that the development is complete and is able to follow up any conditions.

5. To ensure the impact of construction traffic is controlled to safeguard safety and the amenity of the area.
 6. To ensure drivers of vehicles leaving the All Weather Pitch have a clear view over a length of road sufficient to allow safe exit.
 7. In the interests of road safety.
 8. To control construction traffic using the road network in the interests of road safety and traffic management.
 9. In the interests of Sustainable Drainage and the provision of details currently lacking from the submission.
 10. In the interests of amenity and effective planning control.
 11. In the interests of amenity and effective planning control.
 12. In the interests of amenity and effective planning control.
 13. In order that detailed consideration can be given to the landscaping of the site.
- (ii) the inclusion of an additional 'Informative' advising that should a traffic related problem arise after the facility is operational consideration will be given by the Council, as Transportation Authority, to the promotion of a Traffic Regulation Order or an experimental Road Traffic Regulation Order; and
- (ii) that the applicant be invited to consider either extending the 5m high enclosure fence to include the small triangular of area to the south east of the site or erecting some form of barrier in this area to deter people from trying to circumvent the preferred access arrangements from the Community Centre.
- (c) **09/02210/APP CONSTRUCT TEMPORARY SCHOOL BUILDING AT KEITH PRIMARY SCHOOL, SCHOOL ROAD, KEITH FOR STEWART MILNE CONSTRUCTION**

There was submitted a report by the Appointed Officer recommending that, subject to conditions detailed in the report, planning consent be granted in respect of an application to construct a temporary school building at Keith Primary School, School Road, Keith for Stewart Milne Construction.

The meeting noted that the application had been referred to Committee in terms of the Scheme of Delegation as it relates to land in which the Council, as planning authority, has a financial interest. It was also noted that members of the Committee visited the site of the application on Monday 1 March 2010.

Following consideration the committee agreed to approve the application, subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of 3 years beginning with the date on which this permission is granted.
2. Unless otherwise agreed with the Council, as Planning Authority, the development hereby approved shall be carried out strictly in accordance with the approved plans and conditions.
3. Prior to work commencing on site the applicant shall complete the attached notification of initiation of development and submit it to the local planning authority.
4. Upon completion of the development or as soon as practicable after doing so the attached notification of completion of development shall be completed and submitted to the local planning authority.
5. No works shall commence on site until details have been submitted to and approved by the Moray Council as Planning and Roads Authority in respect of a Construction Traffic Management Plan (TMP) which takes account of any construction access requirements based on the adjacent applications site covered by Planning Application no 09/0211/APP should it be approved and taken forward within the same construction period of this application or vice versa. Details should include information on the proposed phasing of works, temporary road signs, management of construction traffic, temporary parking provision for the school operation, construction parking, temporary access proposals, and proposals to safeguard pedestrian and cycle routes.
6. No works shall commence on site until details have been submitted to and approved by the Moray Council as Planning and Roads Authority in respect of details of a Temporary Travel Plan (TTP) covering travel/movements and arrangements during the period of the temporary 'school village'.
7. Prior to the 'school village' (including temporary building) becoming operational parking provision shall be made for a total of 23 spaces as indicated on Drawing No L(9)013.
8. Construction vehicles are prohibited from delivering/leaving the site during hours of operation of the part time 20mph speed limit associated with days when the schools are open.

Reasons:

1. The time limit condition is imposed in order to comply with the requirements of Section 58(i) of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006.
2. In order to ensure that there are no unauthorised departures from the approved plans which could adversely affect the development or character and amenity of the surrounding properties and area.

3. To ensure that the planning authority is aware that development is about to commence and any suspensive conditions can be followed up.
4. To ensure that the planning authority is aware that the development is complete and is able to follow up any conditions.
5. To ensure the impact of construction traffic is controlled to safeguard safety and the amenity of the area.
6. To ensure travel to/from and within the 'school village' is managed in the interests of safety and sustainable travel.
7. To ensure users of the 'school village' have access to appropriate parking provision within the site.
8. To control construction traffic using the road network in the interests of road safety and traffic management.

ELGIN CITY NORTH : WARD 6

(d) 09/02208/APP CONSTRUCTION OF NEW SECONDARY SCHOOL AND ASSOCIATED SPORTS PITCHES WITH DEMOLITION OF EXISTING SCHOOL AT ELGIN ACADEMY, MORRISTON ROAD, ELGIN FOR STEWART MILNE CONSTRUCTION

There was submitted a report by the Appointed Officer recommending that he be granted delegated authority to approve, subject to receipt of information confirming compliance with policy ER2 (Energy Reduction), the receipt of information to the satisfaction of SEPA in terms of flood risk and conditions detailed in the report, an application relating to the construction of a new secondary school and associated sports pitches with the demolition of the existing school at Elgin Academy, Morriston Road, Elgin for Stewart Milne Construction.

The meeting noted that the application had been referred to Committee in terms of the Scheme of Delegation as it relates to land in which the Council, as planning authority, has a financial interest. It was also noted that members of the Committee visited the site of the application on Monday 1 March 2010.

During discussion the meeting noted that as this proposed development was a part of a PPP project whereby the private sector develops the new facility, which is then leased to the Council, there will no longer be pedestrian access through the school from Morriston Road to the Playing Fields and Haugh Road. An alternative footway is to be provided along the south western boundary of the new school. Concern was expressed in regard to the positioning of the proposed alternative footway given the history of flooding in the area and it was suggested that consideration should be given to repositioning the football pitch and moving the south western boundary inland thus relocating the footway and mitigating against the potential of flooding. It was also noted that any associated Rights of Way issues would be investigated.

Concerns were also expressed in regard to the potential for traffic conflict within the site and it was noted that this will be addressed through several suspensive planning conditions including a road safety audit and the submission and approval of a Travel Plan as set out in Conditions 8 and 11. The question of applying an evening time limit on the usage of the all weather pitch facility was also discussed and it was noted that that as the pitch would be located on the site of the existing school, which is on the lowest level of the development, it would be unlikely for the floodlights to be seen from Morrision Road. It was also noted that following the submission and assessment of floodlighting lighting details Condition 12 could be amended to include restricting usage to 9.00 pm.

The meeting also noted that an additional Condition required to be applied to the recommendation restricting construction traffic from delivering/leaving the site during the hours of operation of the part-time 20mph speed limit which is applied during the school terms.

Following consideration the Committee agreed that the Appointed Officer be granted delegated authority to approve the application, subject to:-

- (i) receipt of information confirming compliance with policy ER2 (Energy Reduction);
- (ii) receipt of information to the satisfaction of SEPA in terms of flood risk;
- (iii) the inclusion of an additional condition restricting construction traffic from delivering/leaving the site during the hours of operation of the part-time 20mph speed limit which is applied during the school terms;
- (iv) following assessment of the submission of information in regard to proposed floodlighting relating to the provision of an all weather pitch should it be considered necessary to limit the hours during which it shall be functional Condition 12 be amended to restrict the operating hours to 9.00pm;
- (v) the investigation of any possible Rights of Way issues and any required procedures to divert an existing path to be instigated and the consideration of moving the proposed footpath to minimise potential flood impact; and
- (vi) the following conditions:-
 1. That the development to which the permission relates must be begun not later than whichever is the later of the following dates:-
 - (i) the expiration of 3 years from the date of the grant of planning permission in principle; or
 - (ii) the expiration of 2 years from the final approval of the matters specified in conditions or in the case of approval on different dates the final approval of the last such matter to be approved.

2. Unless otherwise agreed with the Council, as Planning Authority, the development hereby approved shall be carried out strictly in accordance with the approved plans and conditions.
3. Prior to work commencing on site the applicant shall complete the attached notification of initiation of development and submit it to the local planning authority.
4. Upon completion of the development or as soon as practicable after doing so the attached notification of completion of development shall be completed and submitted to the local planning authority.
5. Prior to the commencement of development, details of the measures proposed for the dispersal of surface water shall be submitted for the written approval of the Planning Authority in consultation with SEPA.
6. Prior to the occupation of the new school building and/or use of the sports pitches, the SUDS scheme required for the site as referred to in condition 5 of this permission shall be installed and fully operational.
7. No works shall commence on site until details have been submitted to and approved by the Moray Council as Planning and Roads Authority in respect of a Construction Traffic Management Plan (TMP). Details should include information on the proposed phasing of works, temporary parking provision for the school operation (if required), construction parking, temporary access proposals, and proposals to safeguard pedestrian and cycle routes.
8. No works shall commence on site until details have been submitted to and approved by the Moray Council as Planning and Roads Authority in respect of;
 - a) Forward visibility and visibility splays in both the horizontal and vertical planes for the vehicular access junctions onto Morrision Road
 - b) An acceptable internal road layout including details of signage and lining proposals,
 - c) A stage 2 Road Safety Audit for the proposed road layout and junctions onto Morrision Road, and
 - d) Vehicle swept path analysis for service vehicle and bus requirements related to the vehicular access for junctions along Morrision Road and internal roads in addition to those already submitted.
9. Parking provision for the completed school shall provide a total of 161 car parking spaces and 120 cycle parking spaces in accordance with the site layout as shown in Aedas Drawing No: L(9)001. Temporary parking provision for the school during school construction and demolition works shall not be less than 69 spaces (including 2 disabled spaces) during any period of the works.
10. Construction vehicles are prohibited from delivering/leaving the site during the hours of operation of the part-time 20mph speed limit associated with days when the schools are open.

11. No water shall be permitted to drain or loose material be carried onto the public footpath/carriageway.
12. Prior to the school becoming operational a Travel Plan shall be submitted to and approved by The Moray Council as Planning Authority. The Plan should cover: access to the school for pedestrians, cyclists and bus users; parking arrangements and management; travel option awareness initiatives; and monitoring regime and reports and a minimum of 3 Annual Monitoring Reports should be published.
13. Prior to the commencement of development, details of any proposed lighting for the facility, including the hours during which this will be functional shall be submitted for the approval in writing of the Planning Authority.
14. That no development shall take place until a Landscape Scheme (drawn to scale) is submitted to and approved by this Council (as Planning Authority). This Landscape Scheme shall show: -
 - (a) the location of any existing trees, shrubs and hedgerows on the site and identify those to be retained and those to be removed;
 - (b) details of the measures to be taken to protect any existing trees, shrubs and hedgerows during the course of developing the site;
 - (c) details of the numbers, species, position, planting distances and sizes of all planting to be undertaken.
15. Unless otherwise agreed with the Council (as Planning Authority) the development shall not commence until samples of the proposed roof and wall finishes have been submitted to and approved by the Head of Development Services.

Reasons:

1. The time limit condition is imposed in order to comply with the requirements of Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006.
2. In order to ensure that there are no unauthorised departures from the approved plans which could adversely affect the development or character and amenity of the surrounding properties and area.
3. To ensure that the planning authority is aware that development is about to commence and any suspensive conditions can be followed up.
4. To ensure that the planning authority is aware that the development is complete and is able to follow up any conditions.
5. In the interests of amenity and effective planning control.

6. In the interests of amenity and effective planning control.
7. In the interests of an acceptable form of development and the provision of details currently lacking from the submission.
8. In the interests of and acceptable form of development, road safety and the provision of details currently lacking from the submission.
9. In the interests of an acceptable level of parking provision.
10. To control construction traffic using the road network in the interests of road safety and traffic management.
11. In the interests of road safety.
12. In the interests of sustainable transport and the provision of details currently lacking from the submission.
13. In the interests of amenity and effective planning control.
14. In order that detailed consideration can be given to the landscaping of the site.
15. In order to ensure that the development harmonises with the appearance and character of the surrounding properties and area.