Feedback	Response
Design proposals	
Concerns that the proposed design will have a detrimental effect on the character of the area	The proposed site is outwith the Forres Conservation Area, however the project team have selected a material palette for the new building which will compliment the vernacular, blonde sandstone buildings which exist in the town. There are other education buildings in the area; the proposed site is approximately 350m from the existing secondary school and adjacent to the existing Applegrove Primary School.
Concerns about the building massing and footprint relative to context	Whilst many of the residential properties in the area are one or two storeys high, there is precedent of three and five storey buildings not far from the site on Cumming Street. The majority of the proposed building is three storeys high, this is no higher than many of the existing trees which run along the boundary between the playing fields and Forres Tennis club and the eastern and southern wings of the building decrease to one and two storey. To bring natural light into the centre of the plan, clerestory glazing has been introduced at roof level. However this, along with the plant enclosure has been set back from the perimeter of the building line to minimise the perceived height of the building.
Concerns pertaining to the building's roof design	The project team have developed the design of the roof in conjunction with Moray Council's Facilities Management Team. There is a project requirement for a minimum 4 degree pitch on all roofs; currently the roofs are designed with a variety of pitches from 4 degrees to 10 degrees. In addition the rainwater management strategy will utilise external hoppers and anti-climb rainwater pipes on the external face of the building - there will be no internal rain water pipes. Whilst green or living roof options

	can be beneficial to biodiversity, they can also cause structural issues so the preference was to avoid these on the building.
Concerns with regards pest control in relation to the local bird population	The project team have met with Moray Council's Facilities Management Team who are very aware of the existing issues with the seagull population in Forres and at Forres Academy. In order to address this, and on advice from a specialist pest control contractor, we are proposing a number of bird deterrent measures on the project including: bird deterrent sounders (with frequencies outwith that of human hearing) located on both the building and at the all weather pitch, netting over the rooftop plant area, barrier edging system to PVs and all insulated plant equipment to receive metal encasement finish. The main contractor will also utilise bird deterrent systems during construction to prevent initiation of any habitual behaviour.
Queries regarding the design of the external learning landscape	The external landscape has been carefully designed to work with the existing landscape and maximise external learning and social opportunities. Existing trees have been retained wherever possible, and SuDS features such as a rain gardens and permeable paving to car parks are integrated to help slow and naturally filter rainwater. New habitat areas will be created around the south of the site adjacent to the burn, and insect hotels provided within the Ecology Garden to help promote nature. A range of social, active, and passive spaces are provided around the school to suit different preferences and help create an enhanced setting for outdoor learning and wellbeing.

Concerns regarding requirements for futureproofing	Existing annual school roll forecasting for the Forres ASG and wider Moray area takes account of future capacity requirements over the next 8 years – birth rate and residential development, which are the key contributors, have been considered in terms of the design requirement for the future school. A further look ahead to 2035 – which takes account of significant residential development to the east of the town (Lochyhills) – has also been undertaken using historical building output rates.
Concerns about overlooking and overshadowing of neighbouring properties	The western elevation of the proposed building is no higher than many of the existing trees which run along the boundary between the playing fields and Forres Tennis club. The proposed building is also sited approximately 42m from the properties to the north to minimise overlooking. A vertical sky component 25° method assessment was undertaken during the design development process, with no adverse outcome and this will be included in the planning application.
Concerns over the loss of Applegrove Primary School's playing field/ green space	Access to outdoor space will be maintained throughout construction, with plans in place to ensure that pupils continue to have safe, usable areas for play and learning. The project is being designed with careful consideration to ensure Applegrove pupils continue to benefit from high-quality outdoor environments both during and after the build, with all pupils having access to the new 3G pitch. In addition, the project includes improvements to the drainage of Roysvale Park and the surrounding land, which will enhance the quality and year-round usability of green space in the long term, which both Applegrove Primary and the new school will have access to.

Minimising disruption during construction	
Concerns about the impact that construction will have on the structural integrity of surrounding properties	We will carry out noise, dust, vibration and dilapidation surveys to the appropriate surrounding areas of the site including properties. Whilst we are not proposing piling works on this project, there will be ground improvement works being undertaken and we are currently working with the specialist subcontractor and taking their advice on the extent of monitoring required in line with BS 5228 and information pertaining to this will be included in the planning application. Noise, dust and vibration monitoring stations will be set up prior to commencement of works and this will be used as a baseline comparison for the regular monitoring that will take place during construction.
Concerns regarding disruption to the local community and Applegrove Primary School during construction	Balfour Beatty have mandated Considerate Contractor scheme compliance for all sites and will have regular meetings with both school management teams. There will be a robust construction and traffic management plan in place and this will be included as a supporting document with the planning application: these will include restricted and allocated delivery and access / egress times to the site.
Flood mitigation and surface water drainage	
Concerns about flood risk and the existing water table	Extensive flood modelling has been undertaken on the Burn of Mosset and the new school located outwith any flooded zone to ensure future resilience. As part of the development, and prior to the old school being demolished and replaced with the car park and 3G pitch, an area of ground lowering is being provided to the very south of the site. This will fill with water in the event of extreme rainfall therefore reducing the risk of any flooding downstream. The groundwater on the site has been monitored through wellpoints during the winter of 24/25 and modelled as a

	surface in the design of the new school. All foundations, attenuation tanks and other structures have been designed to sit above the groundwater table besides one small area of the building where local dewater of pad excavations will be undertaken.
Queries regarding proposed on site attenuation and concerns about the existing drainage network capacity	The existing sewer infrastructure currently servicing this area of the town is a combined sewer only. This not only collects all foul waste but all surface water (rain) that lands in the area – this even includes a perforated pipe that drains the playing field adjacent to Applegrove Primary. Through this project we are installing a new dedicated surface water sewer to this part of the town, discharging to the Burn of Mosset to the north of the Orchard Road vehicular bridge. This will not only pick up the drainage for the new Academy but also the adjacent Applegrove Primary which currently discharges into the combined network causing it to exceed design capacity in heavy rainfall events. The design of the drainage for the new Academy and existing Applegrove Primary will be designed to accommodate the 1:200 year storm + 40% allowance for climate change as is best practice resulting in 692m3 of underground cellular attenuation for both developments. The removal of surface water from the drainage network from the current Applegrove Primary, adjacent field and current academy will result in significant improvements to the local drainage network capacity and also provides a sewer for tie in of future projects in the area.

Roads and transport	
Concerns about immediate surrounding road network	The existing road network around the current and proposed sites has been surveyed during school term using fixed traffic cameras. While there is a peak in traffic flow at school drop off and pick up as is expected, the data does not show concerning traffic issues immediately adjacent to the site. A new dedicated coach drop off layby is being provided to take coaches off the main road network and therefore reducing conflict of road users. Drop off to the new school by car is discouraged and survey data together with hands up travel data from the school notes this to be low. The main pupil entrance to the facility is to the south and as such should any drop offs happen, these are anticipated to be to the south of the building not on Orchard Road.
Concerns in relation to active travel routes and safer routes to school	Upgrades to active travel routes within the local vicinity of the project are taking place including a reconfigured pedestrian crossing on Sanquhar Road and a new crossing on Burdsyard Road. The main pupil entrance is located to the south of the building to ensure this is far away from any roads and vehicles as possible. Additional parking restrictions will be applied to Orchard Road to open up the frontage of the school and encourage clear lines of sight for any users accessing the main entrance. Wider active travel routes within the town already exist given the facility is a replacement on the site of the existing school. If any of these existing features are of concern or not working correctly these should be addressed to Moray Council separately from this planning application.

Concerns regarding the proposed location for the school car park, access routes to and from and other parking locations	The school car park is being located on a brownfield site on the footprint of the existing building to utilise this development area and offer up additional area back as green space. There is also an area of the existing school car park which will be returned to green community space. For pupil safety it is good design practice to limit vehicle movements and hence a strategic decision was taken to locate the car park in this area. The car park will also be well placed to service the new 3G pitch which will also be available for community use. As part of the travel survey, the car parks accessed off Orchard Road were surveyed and were shown to have spare capacity during school term allowing shoppers to utilise these to access the High Street. Teachers will be discouraged from using these locations but rather directed to the dedicated school car park. This short walk through the green space promotes and encourages a healthy lifestyle.
Queries on cycle parking and pedestrian and cycle access to the site/ building	Pedestrian and cycle access is a key consideration, with routes designed to provide safe, direct connections from Orchard Road for public entrance, and Sanquhar Road for pupil entrance while also ensuring retaining existing access from Albert Street and Roysvale Place. The new path through Roysvale Park is provided to accommodate increased use, offering a safe off road route. A separate cycle route is proposed on the east of the site. The school will provide 200 secured, covered cycle spaces near the main entrance and pupil entrance, with an additional 30 spaces serving the all-weather pitch, encouraging active travel for pupils and staff this has been developed in consultation with the Moray Council Transport Team. The cycle parking is strategically provided around the school adjacent to the access points for ease of use.

Concerns regarding pedestrian access in the area, including during construction	During construction, the core path which runs east-west from Roysvale Place to Sanquhar Road and the existing path which run parallel to Forres Tennis Club from Albert Street to Roysvale Place will remain open. The proposed path which will run past the pavilion in Roysvale Park will be constructed early in the project to provide compliant access during construction.
Environmental sustainability and ecology	
Queries on the environmental sustainability of the project	It is anticipated that 85,000kWhr/annum will generated from approximately 400m2 of PV panels located on the upper roof of the building, contributing to approximately 10% of the operational energy of the building. We calculate the carbon footprint using a software tool called OneClick LCA tool. We enter the quantity of each type of material that we will use in the project, select the appropriate carbon factor for it and the estimated miles that the materials will travel to get to site. This is combined with our estimated energy usage during the construction phase to provide a design stage carbon footprint.
Concerns around the loss of trees and impact on biodiversity and ecology of the site	There is both a Landscape Architect and an Ecologist employed on the project. A Preliminary Ecological Appraisal Report has been prepared and will be submitted as part of the formal Planning Application - the findings of this report has helped inform the design process and necessary mitigations have been incorporated into the design. Biodiversity enhancement will be increased across the site by virtue of the site landscaping; a biodiversity net gain assessment, comparing the site at present with a post development design is currently being undertaken and again will be submitted as part of the formal Planning

	Application. Where trees are removed, these will be replaced at a 2:1 ratio.
Concerns regards unintentional discharge of micro plastics into the surrounding environment (3G pitch)	The final site drainage design solutions will need to comply with legislation on management of surface water and be approved by SEPA and Scottish Water. Detailed site analysis has been performed to ensure the optimum location for the 3G pitch. While proximity to the burn is one consideration, the noise, light, access and visual impact are other major considerations. To assist with the design of the synthetic pitch, a specialist pitch designer and subcontractor is being appointed early in the design programme to explore options and manage potential changes in legislation. Alternatives to plastics such as cork have been used for synthetic pitches elsewhere in Scotland and will be investigated as to the design viability and cost.