

6. The Moray Local Plan identifies a settlement structure based on a hierarchy with Elgin providing the area's administrative, service, business and retail centre. Buckie, Forres, Lossiemouth and Keith are its secondary centres. These parking standards are split into two categories 'larger settlements' (Elgin, Forres, Buckie, Lossiemouth, Keith) and 'other settlements' (All other areas in Moray) for car parking provision.
7. The provision of adequate suitably located on and off road parking is essential to ensure the efficient operation of a new development layout. In the majority of cases the parking provision for a proposed development will be predominantly off-road and take the form of either dedicated spaces for individual use, as in a residential development, or in a car park for the general use of visitors/ customers/ staff for that development.
8. In general, adequate parking should be provided as part of all new developments to ensure that vehicles are not parked on the carriageway of a road where they may impede traffic flow and constitute a safety hazard. The possibility of putting too much pressure on to limited on-street parking could have an adverse effect on the historic built environment, the living environment of town residents, the attractiveness of towns to tourists, and the safety environment for pedestrians and cyclists. The use of minimum and maximum parking standards is intended to express upper and lower limits of an acceptable range outwith of which an assessment of parking would require to be submitted for consideration and approved in support of any application. In the case of any proposal to exceed the National Parking Standards from Scottish Planning Policy (SPP) the application if recommended for approval would also require to be referred to Scottish Ministers.
9. The peripheral and rural situation of Moray means that there is a heavy reliance on travel by road. Whilst it is desirable to create new environments which are less dominated by the motor vehicle, the continuing role of the car and other motor vehicles must also be addressed in development proposals with adequate provision made for parking, service vehicles, pick up/drop off and bus services.
10. However, where accessibility to non-car modes is greatest, the standards aim to provide an incentive for sustainable transport to and from major trip generators by applying a level of constraint i.e. appropriate maximum parking levels. In these situations, developers will be expected to promote means of access to their development for users of non-car modes, in preference to the private car.
11. The larger settlements in Moray have the highest accessibility levels (identified in the Moray Town Centre Health Check report). New 'zero parking' provision is introduced for specific types and scale of development in the larger town centres (as defined within the Local Plan).
12. In the case of town centre developments involving the demolition of certain derelict buildings every effort should be made to provide parking at the level required for comparable new development to form off-road parking areas.
13. Where a proposed development is not specified on the Council's parking standards list, the Council will use the nearest type of land use on the list as a basis for assessing the parking requirements.
14. Assessments of the parking requirement for a particular proposal will be rounded up to the nearest whole parking space.

Table 1 - Town Centre ZERO PARKING provision

Limited categories of development will not be expected to provide off-street parking on development sites in the main town centres of Moray (Elgin, Forres, Buckie, Lossiemouth, Keith) as defined within the Moray Local Plan.

| Development Type | Scale | Note |
|--|---|--|
| Class 1 Retail | Food up to 500m ² Non-food up to 1000m ² | A developer contribution towards town centre public transport information boards and cycle parking will be required. |
| Class 2 Financial, Professional and Other | Up to 500m ² | |
| Class 3 Food and Drink | Up to 500m ² | |
| Class 4 Business | Offices up to 500m ² | |
| Class 9 Houses | Renovation/change of use of existing building up to 5 units | |
| Class 10 Non Residential Institutions | Up to 1000m ² | |
| Class 11 Assembly and Leisure | Up to 500m ² or 160 seats | |