

development, different types of medical services and likely catchment areas. Staff shift patterns are likely to have a significant impact on parking levels. Such developments are likely to be subject to a Transport Assessment.

Housing developments

43. The provision of adequate suitably located parking is essential to ensure the efficient operation of a new development layout. Designing Streets policy states that parking should be accommodated by a variety of means to provide flexibility and lessen visual impact.
44. The parking requirement in residential areas depends on the size, type and tenure of the dwellings i.e. number of bedrooms, affordable housing. For the purpose of assessing parking requirements, the number of potential bedrooms shall be assessed based on a minimum floor area of 7.6 square metres and its potential for use as a bedroom. (e.g. no through route to another public room).
45. A mix of 'allocated' and 'unallocated' parking provision is acceptable, however, the overall total provision must not be less than the capacity calculated using the size of the dwellings and a maximum of one unallocated space per dwelling will apply.
46. 'Allocated' spaces are those which are either contained wholly within the curtilage of a dwelling and could be either garages, the driveways in front of the garages or in areas specially designated such as lock ups or individual spaces with lockable bollards (Unless agreed with transportation officers, driveways should have a minimum length 6.0m). These spaces will relate to the specific dwelling and will be for the exclusive use of the residents of the dwelling and their visitors. Allocated spaces will not be eligible for the List of Public Roads (adoption).
47. 'Unallocated' spaces are those which are considered to be for the use of either residents or visitors and will be used on a "first come first served" basis. These spaces will not relate directly to any particular dwellings, but should be appropriately located for general use. Unallocated spaces should be provided in the main within private parking areas conveniently located near the dwellings. Unallocated off-street parking spaces which are being provided as part of a private residential development, in lieu of in curtilage parking, will not be considered for the List of Public Roads (adoption). Off-street parking includes off-street courtyards and rear courtyards, and the key principles that should be adopted by developers include:
 - they are not car parks but places which have parking in them;
 - they should be overlooked by adjoining houses or by buildings entered from the parking area;
 - they should normally include, at most, 10 parking spaces. If there are more spaces, the courtyard layout should be broken up.
48. Moray Council will consider proposals for unallocated 'on-street' parking (up to a maximum of 10% of the overall parking requirement or 20 spaces, whichever is the smaller) where the following design requirements are satisfied:
 - allows the creation of car free areas within the development;
 - adds activity to the street and slows traffic;
 - provides a buffer between pedestrians and traffic;