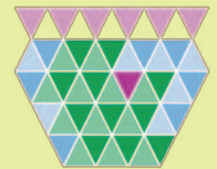


Moray Local Development Plan 2020

PLANNING POLICY GUIDANCE

PART 3



moray
council



The Moray Local
Development Plan 2020
was formally adopted
on 27th July 2020

PARKING

Placemaking Statement

Parking is a fundamental element of good placemaking. Parked vehicles must not dominate the street as it has a negative impact on the character and identity of a place, discourages healthier lifestyle choices, reduces security and limits opportunities for social interaction.

To achieve 'green' in the Parking category of the QA, the Placemaking Statement must demonstrate that:

- On all streets a minimum of 50% of car parking must be located to the site or rear of the property and behind the building line;
- On all streets a maximum of 50% of car parking within the front curtilage will be permitted, subject to the visual impact of the cars being mitigated by an acceptable boundary treatments such as hedging or low stone boundary walls;
- Communal private and public/visitor parking area and on-street parking is broken up by semi-mature trees and planting such as evergreen shrubs at a maximum interval of 4 car parking spaces (see also QA category on Landscaping/Open Space);
- The visual impact of parking areas is reduced by a variation in materials (see also QA categories on Character & Identity and Street Layout & Detail);
- Secure and covered cycle parking and storage, car sharing spaces and electric vehicle (EV) charging points are provided in accordance with policy PP3 of the LDP 2020 and satisfactory information/plans regarding the infrastructure is submitted with the planning application. Guidance on EV charging points is provided separately within this guidance.

The quantitative car parking requirements are for each street in a development. They do not apply to the development as a whole as this could result in a number of streets continuing to be visually dominated by cars. Cul-de-sacs and lanes will be considered to be streets.

Whilst the quantitative car parking requirements may be met consideration will be given to whether there are opportunities for car parking within the front curtilage of properties and on-street that could result in the potential for parked cars continuing to visually dominate the street. For example, a large driveway is likely to lead to parking within the front curtilage regardless of whether spaces are shown to the side and behind the building line of the property.

Integral garages will count towards the quantitative requirement for parking behind the building line where they meet the Transportation Services dimensions of 7m x 3m.

Impractical parking arrangements that increase the potential for parking cars visually dominating the street will not be acceptable (e.g. stacking of more than 2 cars at the side of a property). A garage that meets Transportation Services internal dimensions will be counted in this type of arrangement.

A plan must be submitted with the planning application showing that a 40cm gap is provided between any mitigation (e.g. hedges) and the parking space to allow people to access their car and avoid damage to landscaping.

Further illustrations and diagrams on design approaches and communal parking are shown on page 29 of Volume 1 of the LDP 2020.



Parking Behind the Building Line



Parking Mitigated within the Front Curtilage



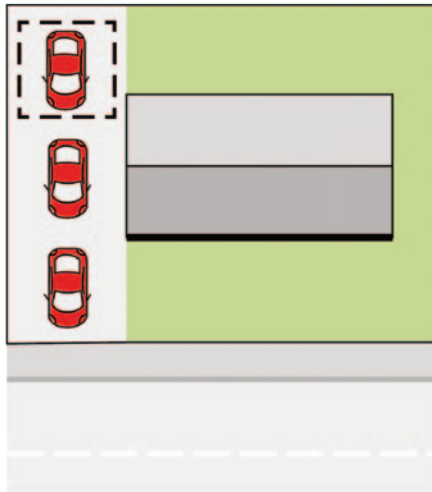
Parking On-Street



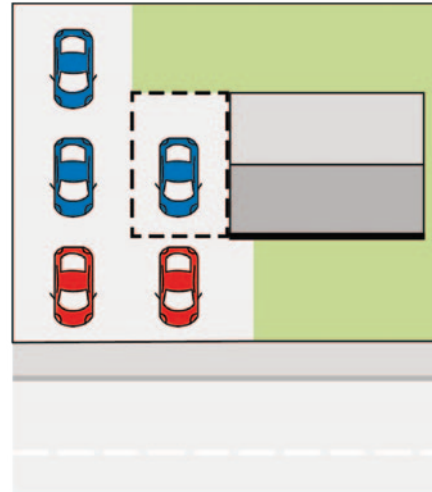
Communal/Private Parking Areas



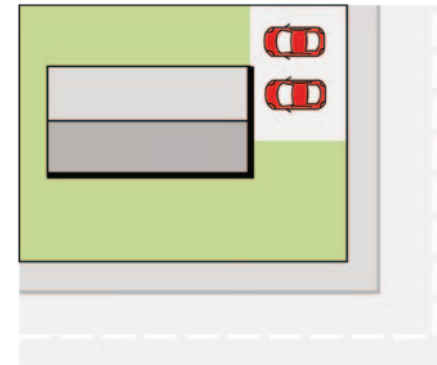
Scenarios that increase the visual impact of the car on the street



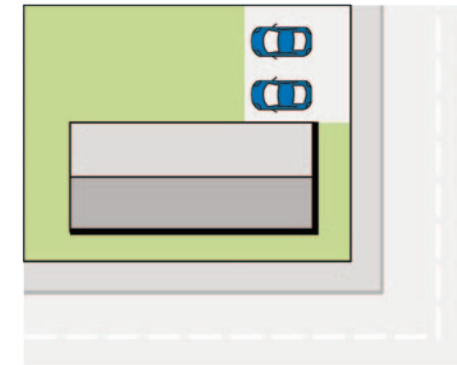
Impractical parking arrangement - stacking more than 2 cars at the side of a building.



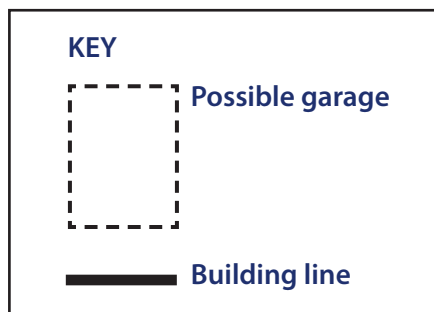
Meeting the quantitative but not the qualitative requirement. Where the pattern of a parking area in front of the building with a small garden is repeated frequently in a street then it will result in parked cars continuing to visually dominate the street.



Parking to the side and NOT behind the building line. For example in a corner plot parking to the side of the property needs to be located behind both building lines. Where the parking is located behind the front building line only parked cars will visually impact on the street in which they are located.



Parking to the side and behind the building line



Policy EP10 Listed Buildings

Policy EP10 Listed Buildings sets out that “Enabling development may be acceptable where it can be shown to be the only means of retaining a listed building(s). The resulting development should be of a high design quality protecting the listed building(s) and their setting and be the minimum necessary to enable its conversion and re-use.” This means that whilst enabling development to assist the retention of listed buildings is supported in principle, the new development is to address the conservation deficit as opposed to funding the restoration. Preservation of the setting of the listed building remains a key consideration in these circumstances.

The ‘conservation deficit’ is the gap between the costs of repairing and converting a listed building(s) to bring it back into use and the market value of the listed building once the works are complete. For example, where the cost of repairing the building is £500k and the end market value after restoration is £350k, the conservation deficit is £150k.

Applicants must submit an evaluation including a detailed financial appraisal and plans to identify the conservation deficit. Enabling development will be restricted to the level of the conservation deficit. This reflects Historic Environment Scotland’s (HES) position that enabling development should be controlled to reflect the gap/deficit.



Placemaking Statement Template

Description of Proposal	<ul style="list-style-type: none"> ● Short description of proposal.
Design Concept/Vision	<ul style="list-style-type: none"> ● Provide brief explanation of the design concept – this should capture what the development will look like in a couple of sentences.
Site Analysis	<ul style="list-style-type: none"> ● Illustrate on a plan the existing features of the site, visual connections (where possible) and environmental considerations (e.g. sun path, wind direction). Show how these have been taken into consideration in the design and layout of the development, including how they have helped define character areas (see. PPG, p 11).
Townscape Analysis	<ul style="list-style-type: none"> ● Illustrate the key characteristics of the local vernacular using images and diagrams. Show how the layout and design of buildings including the urban form, architectural features and the colour palette/materials has been derived from these (see. PPG p 7-8).

Character Areas

- To show the variation between and within each character area images and details must be provided showing the predominant and other building types, materials and colours, architectural features, boundary treatments and landscaping. A plan of each character area must be provided with a corresponding table setting out the images and information for the following:
 - **Buildings** – Walls, Roofs, Doors and Windows
 - **Road and Path Surfaces**
 - **Parking Areas** – Driveways and Communal Parking Areas
 - **Architectural Details/Accent Features**
 - **Boundary Treatments** – Walls, Fences, Hedges, Planting, etc.
 - **Landscaping** – Trees, Hedges, Shrubs (colour variation and sensory properties);
 - **Landmarks and Key Buildings** – illustrate the variation between the key buildings and others within the character area and provide an explanation as to their location (e.g. terminates vista).
 - **Mixed Uses** (where applicable) – identify and explain the location of compatible uses and illustrate how they will be integrated into the fabric of the building.



Character Areas (cont.)	<ul style="list-style-type: none"> ● Street Structure – explain how the street hierarchy is reflected through the above design elements for each character area (e.g. higher density on primary routes). <p>The combination of colours taken from the palette must be shown for each character area. A summary table of the character areas should be provided together with a materials application plan.</p>
Open Space, Landscaping and Biodiversity	<ul style="list-style-type: none"> ● Provide a plan showing a clear hierarchy of multi-functional open space and how this relates to the development as a whole and has informed each character area (e.g. wooded area, wetland area). A Landscape Plan and a Biodiversity Plan must accompany the Placemaking Statement and further detail on this is provided within the PPG (see. P24-32).
Public Art	<ul style="list-style-type: none"> ● Provide a description of the public art including how it reflects local cultural and historic associations, public consultation undertaken or planned, proposed location of the art and timeframe for delivery.

Parking

- Provide a plan showing how the proposal complies with the requirements of PP1 as set out in Vol.1 and PPG illustrations. The plan must show the spaces considered to be in-front and behind the building line of the property.



Policy EP7 Forestry, Woodlands and Trees

Update PPG Part 1, paragraph 3 (page 10) to:

Policy EP7 of the Moray Local Development Plan 2020 seeks to protect the amenity, landscape, biodiversity, economic and recreational value of Moray's landscape. Proposals must retain healthy trees and incorporate these unless it is technically unfeasible. This means that the removal of trees will only be permitted where key infrastructure such as pipes, power lines, access, etc. is required to facilitate the development and it has been satisfactorily demonstrated by the applicant that this cannot be achieved in any other way and the main element of the design has incorporated healthy trees into the proposal.