

DEVELOPMENT MANAGEMENT COMMITTEE – 25 APRIL 2018

Application Number	3/18/0290/FUL
Proposal	Construction of Two Storey Vehicle Storage Building in association with the Existing Car Sales Business
Location	295-297 Stansted Road, Bishops Stortford, CM23 2BT
Applicant	Mr Cottenden
Parish	Bishop's Stortford
Ward	Bishop's Stortford Meads

Date of Registration of Application	8 February 2018
Target Determination Date	11 May 2018
Reason for Committee Report	Major application
Case Officer	Rachael Collard

RECOMMENDATION

That planning permission be **APPROVED** for the reasons set out at the end of this report.

1.0 Summary of Proposal and Main Issues

- 1.1 The application proposes the construction of a two storey vehicle storage building for the storage of vehicles in association with the car sales business.
- 1.2 The site lies within the designated settlement boundary of Bishop's Stortford and within a designated employment area.
- 1.3 The main planning issues relate to the impact of the proposed two storey building within the context of the site and its impact on the neighbouring residential dwellings.

Site Description

- 2.1 The site is currently part of the wider site used by the Gates Group Ltd as a car dealership specialising in the sale of new and used Ford cars and the sale of commercial vehicles. The site lies on the western side of Stansted Road (B1383), Bishop's Stortford within a designated employment area. The Stansted Road forms the front (eastern boundary) of the site with the railway line immediately to the rear (western boundary) with a public open space beyond. Other commercial uses can be seen to the north whilst residential dwellings and an area of open space can be seen to the south.
- 2.2 The site consists of the Ford show room located to the front of the site with a shared surface access road leading to areas of external car display. A large workshop/servicing building associated with the dealership can be seen, along with a vehicle wash and valet area. It is also noted that the site gently slopes from east to west towards the rear of the site
- 2.3 The application seeks planning permission for the construction of a two storey car deck for vehicle storage to increase the vehicle storage capacity of the site. The applicant has stated that the new storage area is required to rationalise operations, where new vehicles awaiting delivery to customers are often being stored off site. The proposal is considered to decrease the overall vehicle movements and exhaust emissions to the local area as the need to park customer vehicles elsewhere and then moved them to site for customer collection would be reduced.
- 2.4 The existing car park at ground level would be retained accommodating approximately 115 vehicles, however the two new parking deck levels as part of the car park proposed would accommodate 88 spaces on the first floor and 87 spaces on the second floor resulting in a further 175 vehicles.

- 2.5 It should be noted that during the course of the planning application an amended site location plan was submitted showing access to the development site. It should be noted that a full consultation was undertaken as a result of the enlargement of the application site.

3.0 **Planning History**

The following local planning history is of relevance to this proposal:

Application Number	Proposal	Decision	Date
3/11/0988/FP	Demolition of bodyshop and outbuilding and construction of 6 no. offices and 5 no. light industrial units with trade counters	Granted	20 th April 2012
3/11/0987/FP	Demolition of existing main car dealership and construction of new main car dealership and adjacent car park with raised storage area	Granted	12 th October 2011
3/10/0906/FP	Demolition of an existing main car dealership, erection of a new car dealership at front of the site along with a car park with a raised storage area. Erection of 60no. flats within five new residential blocks at the rear of the site.	Withdrawn	November 2014
3/91/0653/FP	Change of Use from B1 TO 1) Car	Granted	17 th July 1991

	showroom/open sales – both new and old 2) Parts and servicing and counters 3) car rental 4) Accident/body shop		
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4.0 **Main Policy Issues**

4.1 These relate to the relevant policies in the National Planning Policy Framework (NPPF), the pre-submission East Herts District Plan 2016 (DP) and the adopted East Herts Local Plan 2007 (LP). The Bishop's Stortford Town Council Neighbourhood Plan for Silverleys and Meads Wards 2014-2031 also forms part of the development plan.

Main Issue	NPPF	LP policy	DP policy
The principle of the development	Paras 6-16	SD1 SD2 EDE1 EDE4	DPS6 ED1
Layout and design	Sections 6 and 7	ENV1 ENV2	DES2 DES3 EQ3
Landscape impact	Section 11	GBC14	DES1 DES2
Highways and parking	Section 4	TR2 TR7	TRA1 TRA3 TRA3
Flood risk	Section 10	ENV19 ENV21	WAT1 WAT5
Planning obligations and infrastructure delivery	Paras 203 to 206	IMP1	DEL2

Other relevant issues are referred to in the 'Consideration of Relevant Issues' section below.

5.0 Summary of Consultee Responses

5.1 HCC Highways – No objection subject to conditions

5.2 Environment Agency – No objections

5.3 EHDC Environmental Health Advisor – no objection subject to conditions

5.4 HCC Lead Local Flood Authority – no objection subject to conditions

5.5 Herts Fire and Rescue – Seeks Fire Hydrant provision

5.6 Network Rail – No comments received

5.7 EHDC Landscape Officer – No objections

(Note: EHDC, East Herts District Council; HCC, Hertfordshire County Council)

6.0 Town/Parish Council Representations

6.1 Bishop's Stortford Council does not object to the proposal

7.0 Summary of Other Representations

7.1 3 neighbour responses have been received objecting to the proposals on the following grounds:

- Lack of soft landscaping providing screening for properties on Stansted Road.
- Impact to those dwellings located on Denny Court.
- Limited information indicating the potential impact of light and noise pollution or limits governing the hours of operation of the new development. Noise issue is surrounding the traffic movements and security.
- Additionally there is limited information provided about possible disruption that would be caused through the

construction of the proposed site. There is no information relating to start or finishing time of any works or indeed the hours of operation once the site is built.

- Concerns over the increase in traffic movements. Traffic movements on the site and flows into and out of the site are likely to increase simply because a greater volume of cars will be stored there and flows into and out of these will be greater than with the current situation and will impact upon the already congested nature of Stansted Road caused by existing business use.
- Concern that the proposal and south elevation will be in keeping with the general local context.
- Eye-sore on the landscape and views from the rear garden of properties on Denny Court.
- Residents suffer considerable noise pollution from Gates. The proposed structure will make my home feel like it is in the middle of an urban commercial area rather than a residential area.

1 neighbour response has been received commenting on the proposal:

- In principle we have no objection to the proposals, The "Visual Amenity to the surrounding area's" does not state that any assessment was made to 279-289 Stansted Road. We would also like to be considered for screening along the metal fenced area running along the perimeter of the rear of our gardens. We currently have a lovely skyline view of sky and trees in the distance from the rear of our property and garden. Our current view will be impacted as the structure will plainly obliterate the view.
- Issues regarding light pollution bounce back onto our house when the sun hits the current service building external metal cladding, since Gates removed the mature trees located at the front of the service building. These trees were originally landscaped to help screen the unsightly service building many years ago. The view of the proposed car parking storage area will exacerbate the unsightly view and alter our sky line view,

thus causing a negative impact to us and neighbouring residents.

8.0 Consideration of Issues

Principle of development

- 8.1 The application site is located within the built up area of Bishop's Stortford where there is no objection in principle to development. The site itself forms part of the established Gates Ford car garage and is located within a designated employment area. Therefore in accordance with policies EDE1 of the Local Plan which refer to acceptable uses in Employments areas. It is noted that policy EDE1 identifies that classes B1, B2 and B8 uses are considered to be acceptable. Policy EDE4 is also relevant and states that storage and distribution development will only be permitted a) on sites that are already in Storage and Distribution Use and which are well related to the transport network or b) within identified Employment areas.
- 8.2 Whilst the application from seeks planning permission for the storage of vehicles under a B8 use, a car sales garages would be a sui generis use. As the application requires a car park for the storage of vehicles associated within the car sales business, whilst not directly a B8 use, the development in association with an existing business within the employment area and is considered to be acceptable in principle and would accord with policies EDE1 and EDE4 of the East Herts Local Plan 2007.
- 8.3 The emerging District Plan has now reached an advanced stage of preparation. Policy ED1 would be relevant in this instance and is broadly consistent with the current adopted plan policy where land designated as employment is reserved for industry comprising of B1, B2 and B8 uses.

Character and Appearance

- 8.4 The proposed car park would be located to the rear of the site behind the existing work shop/servicing building. It is noted that

buildings generally in this location are commercial in character constructed from a variety of materials. It is generally noted that buildings within the industrial area are set away from the western boundary with the exception of the substation immediately south of the application site.

- 8.5 The car park is considered to be large in size, filling the existing open hard standing area used for the storage of vehicles and staff parking. The structure would have dimensions of approximately 74m in length, 42m in depth and would be approximately 7.6m in height. A ramp would be seen providing access to the upper decks and an external staircase would be seen to the southern side of the development. The car park would be constructed from galvanised steel with mesh infill panels, cladding to the western elevation would be seen constructed from powder coated aluminium perforated cladding panels, providing interest to the structure as this elevation would be readily visible from the railway line and the public open space beyond.
- 8.6 It is noted that the car park would be sited approximately 3.5m from the boundary with the western boundary and would be located close to the boundary with the electricity substation. Whilst it is acknowledged that the structure would be readily visible from the public open space to the west and views would be possible from Stansted Road and Denny Court. Due to the changes in ground level towards the rear of the site the car park is not considered to be a prominent feature from Stansted Road. It is however acknowledged that the structure would be more visible from Denny Court and the public open space and the railway line. However due to the location in which the structure is proposed within an industrial area the overall appearance and character of the development is not considered to be out of character with the site location to result in a refusal of the application.

Neighbour Amenity

- 8.7 As noted above the application site is located within a designated employment area and is primarily surrounded by other industrial

buildings to the north and an electricity substation and vehicle wash and valet can be seen to the south. It is however noted that several residential properties can be seen on Stansted Road and Denny Court. Those nearest properties located on Stansted Road would be approximately 36m to the east of the application site, whilst the nearest properties located within Denny Court (No.11) would be approximately 10m south of the of the application site although it is noted that those closest dwellings on Denny Court do not have any side facing windows and there rear elevations are directed away from the application site.

- 8.8 Neighbour objections have been received in relation to the application and raise concerns regarding the appearance of the development within the context of the local area, lack of screening for properties on Stansted Road and the impact the development will have on residents in Denny Court. Furthermore objections are raised regarding the lack of information surrounding the potential impact of light and noise pollution, hours of operation and noise surrounding the traffic movements. Further concerns regarding the hours of construction have also been raised.
- 8.9 It is acknowledged that the proposed car park would be visible from neighbouring residential properties and whilst some planting has been proposed to the south with Denny Court no planting has been sought to the rear of properties on Stansted Road. Due to the distances achieved and existing structures on site obscuring views, the proposed development is not considered to have a detrimental impact on those residential dwellings seen on Stansted Road. With regards to those dwellings on Denny Close, views into the rear gardens of dwellings would be possible due to the open sides of the structure. However due to the existing valet buildings and levels of the land which is lower in this part of the site, this would provide some degree of screening. Furthermore the proposed use would not be a public car park and therefore there would be limited numbers of people moving vehicles.
- 8.10 With regards to lighting and noise pollution, the proposed development is likely to give rise to a degree of noise disturbance

from the arrival of the transporter and storing those vehicles within the car park, although it is noted that this is already an inherent part of the operations at the site. Environmental Health have not raised an issue regarding noise due to the increase in transporter movements to the site and the increase in the numbers of vehicles stored on site. The applicant has clarified that deliveries ordinarily take place during the opening hours of the car dealership but deliveries can take place 30 minutes prior to opening and 30 minutes after closing. It is considered reasonable to impose a condition ensuring that deliveries take place within reasonable hours and it is considered that the picking up of vehicles would cease when the dealership is closed, avoiding mass vehicle movements late into an evening. It is also considered reasonable to impose a condition ensuring that the car park is solely used for the parking and storage of vehicles associated with the car sales business and for no other use. With regards to lighting it is considered reasonable to impose a condition requiring details of this to be submitted to minimise impact on neighbours.

- 8.11 Whilst objections have been raised regarding the view that would result from neighbouring occupiers, loss of a view is not a material planning consideration.

Noise, Lighting, Contaminated Land

- 8.12 As a result of the application there is the potential for there to be an increase in terms of vehicle movements and noise associated with the use. However the proposal is for a structure used for the storage of cars associated with the car sales garage. The proposed storage of vehicles is no different to the existing situation, where cars can be seen on site for customer collection, although it is noted that there would be more vehicles on the site and therefore there would be noise associated from this, however due to the nature of the use of the car park this is not expected to result in excessive movement of vehicles and no objections have been raised by the Council's Environmental Health officer regarding noise impacts. As noted elsewhere within the report it is considered reasonable to impose conditions limiting hours of delivery. The Environmental

Health officer has also requested conditions requiring details of any external lighting to be submitted and construction hours. It is considered that these conditions are reasonable and therefore would be added to any grant of permission. It is also considered reasonable to add an informative to any consent regarding unexpected contamination.

Flood Risk and Surface Water Drainage

- 8.13 The site lies partially within Flood Risk Zone 2; policy ENV19 sets out that proposals in flood plains will not be permitted subject to a number of criteria and shall be submitted with a Flood Risk Assessment (FRA). Furthermore policy ENV21 requires surface water drainage to be incorporated into schemes. The application has is supported by a Flood Risk Assessment and Sustainable Drainage Strategy. The Lead Local Flood Authority and the Environment Agency have been notified of the application and do not raise any objections to the proposal. It is however noted that conditions have been recommended requiring the development is carried out in accordance with the submitted FRA and a final design of the drainage scheme is submitted. An informative would also be placed on any consent stating that a Flood Risk Activity permit is required, if any proposed works is within 8 Metres of the top of the bank of the Birchanger Brook.

Highways and parking

- 8.14 The existing access would remain unaltered from present and access to the proposed storage deck would be via the existing internal road. The applicant has submitted a Transport statement alongside the application. The development in addition to the existing surface level storage will hold up to 175 vehicles in two new parking level decks. The development is expected to result in the number of car transporter movements to increase from 5 to approximately 7 per week.
- 8.15 The proposal is in association with an established use on the site and would not result in any increase in staff as the car park is purely

for the storage of vehicles awaiting customer collection and therefore no change is proposed to the existing staff parking arrangements.

- 8.16 The Highway Authority has been consulted on the application and do not seek to raise an objection to the application, however a number of conditions have been recommended to be imposed on any grant of permission. It is advised that an area within the site is formally marked out for car transporter movement and is kept clear for such an activity and a construction management plan is submitted to ensure that there will be no impact on the highway network.
- 8.17 Highway comments have also stated that due to the more intensive use of the site with respect to the storage of vehicles for customer collection, a contribution towards improving sustainable transport is justified and upgrading the northbound bus stop (Goodliffe Park) under a S278 would be requested.
- 8.18 The Highway Authority has also requested that due to the site being used for the delivery and storage of large numbers of vehicles a Travel Plan should be prepared establishing a protocol for regulation deliveries to the site, staff movements to the site and to promote sustainable travel modes. However due the proposal being an established use where there would be no increase in members of staff it is considered unreasonable to impose a condition requiring a Travel Plan to be submitted. It is however noted that a condition stating hours of delivery shall be imposed.

Landscape impact

- 8.19 The application is accompanied by a Landscape and Visual Impact assessment, due to the nature of the site there is limited soft landscaping. The car park would be partially visible from Stansted Road and Denny Court and it is considered that further views would be possible from Red, White and Blue open space to the west of the railway line.

- 8.20 The plans submitted show limited space within the application site to provide additional landscaping particularly along the western boundary due to the proximity to the railway line. It is however noted that a section of trees/hedge planting would be seen on the south eastern boundary with Denny Court. This is considered to be acceptable and would be controlled through condition.
- 8.21 The Council's landscape officer has not raised any objections to the proposed development and therefore the proposal is considered to be acceptable in this regard.

Planning Obligations

- 8.22 The Highway Authority has requested a financial obligation for upgrading the northbound bus stop (Goodliffe Park) and could be subject of a condition and would be secured by a S.278 Highway Act Agreement.

9.0 Conclusion

- 9.1 Having regard to the representations made by consultees and residents, officers consider that the details submitted for the construction of a two storey car deck for the storage of vehicles is acceptable subject to conditions and would be in accordance with the relevant policies of the East Herts Local Plan 2007.

RECOMMENDATION

That outline planning permission be **GRANTED**, subject to the conditions set out below:

1. The development to which this permission relates shall be begun within a period of three years commencing on the date of this notice.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the approved plans listed at the end of this Decision Notice.

Reason: To ensure the development is carried out in accordance with the approved plans, drawings and specifications.

3. Prior to any building works being commenced samples of the external materials of construction for the building hereby permitted shall be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter be implemented in accordance with the approved materials.

Reason: In the interests of the appearance of the development, and in accordance with policy ENV1 of the East Herts Local Plan Second Review April 2007.

4. Details of any external lighting proposed in connection with the development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development, and no external lighting shall be provided without such written consent. The development shall then be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the area, and in accordance with policy ENV23 of the East Herts Local Plan Second Review April 2007.

5. The development hereby approved shall only be used for the storage of vehicles in association with the car sales business and for no other purpose.

Reason: In the interests of the appearance of the development, and in accordance with policy ENV1 and ENV24 of the East Herts Local Plan Second Review April 2007.

6. Deliveries of vehicles shall only take place between the hours of 7:30 and 19:30 Monday to Friday, 7:30 and 18:30 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of the residential amenity and in accordance with policy ENV1 and ENV24 of the East Herts Local Plan Second Review April 2007.

7. Notwithstanding the approved plan 770.17.2, prior to the commencement of the development, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. These details shall include, as appropriate:

- (a) Proposed finished levels or contours
- (b) Means of enclosure
- (c) Car parking layouts
- (d) Other vehicle and pedestrian access and circulation areas
- (e) Hard surfacing materials
- (f) Planting plans
- (g) Written specifications (including cultivation and other operations associated with plant and grass establishment)
- (h) Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate
- (i) Implementation timetables. Thereafter the development shall proceed in accordance with the approved details.

Reason: To ensure the provision of amenity afforded by appropriate landscape design, in accordance with policies ENV1, ENV2 and ENV11 of the East Herts Local Plan Second Review April 2007.

8. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;

- b. Traffic management requirements;
- c. Construction and storage compounds (including areas designated for car parking);
- d. Siting and details of wheel washing facilities;
- e. Cleaning of site entrances, site tracks and the adjacent public highway;
- f. Timing of construction activities to avoid school pick up/drop off times;
- g. Provision of sufficient on-site parking prior to commencement of construction activities;
- h. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: To ensure that the development takes place in a comprehensive manner having due regard for highway safety and capacity and to ensure that the impact of construction traffic on the local road network is minimised.

9. All hard and soft landscape works shall be carried out in accordance with the approved details. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved designs, in accordance with policies ENV1 and ENV2 of the East Herts Local Plan Second Review April 2007 and national guidance in section 7 of the National Planning Policy Framework.

10. Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted), sufficient space shall be provided within the site to enable a car transporter vehicle to park, turn and re-enter the highway in a forward gear. This area shall be levelled, surfaced and drained in

accordance with a detailed scheme submitted to and approved in writing by the Local Planning Authority and retained thereafter available for that specific use.

Reason: In the interests of satisfactory development and highway safety.

11. In connection with all site demolition, site preparation and construction works, no plant or machinery shall be operated on the premises before 0730hrs on Monday to Saturday, nor after 1830hrs on weekdays and 1300hrs on Saturdays, nor at any time on Sundays or bank holidays.

Reason: To safeguard the amenity of residents of nearby properties, in accordance with policies ENV1 and ENV24 of the East Herts Local Plan Second Review April 2007.

12. The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment and Drainage Strategy carried out by MTC reference 2025 dated December 2017 submitted and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off rates to maximum of 5 l/s with discharge into existing wider site drainage system.
2. Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

13. No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The scheme shall also include;
 1. Implementing the appropriate drainage strategy based on attenuation and discharge.

2. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event. The plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
3. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

Plan Numbers: HD17006/01 Rev A, HD17006/100, HD17006/02, HD17006/03, HD17006/04, HD17006/05, HD006/06, HD17006/08, HD15006/150, 770.17.2, Flood Risk Assessment and Sustainable Drainage Strategy (MTC Engineering) 2025-FRA&DS- Dec2017, Transport Statement dated January 2018.

Informatives:

1. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water Interest) etc. Neither does this permission negate or override any private covenants which may affect the land.
2. The applicant is advised that any unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the Local Planning Authority and appropriate mitigation measures agreed.

3. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website:
<https://beta.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highwaysdevelopment-management.aspx>
4. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website:
<https://beta.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-developmentmanagement.aspx>
5. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website:
<https://beta.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-developmentmanagement.aspx>

Summary of Reasons for Decision

East Herts Council has considered the applicant's proposal in a positive and proactive manner with regard to the policies of the Development Plan; the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). The balance of the considerations having regard to those policies is that permission should be granted.

KEY DATA**Non-Residential Development**

Use Type	Floorspace (sqm)
Storage of vehicles ancillary to the car sales business	5,197

Non-Residential Vehicle Parking Provision

Use type	Standard	Spaces required
Storage of vehicles ancillary to the car sales business	0	0
Total required	0	0
Accessibility reduction	N/A	N/A
Resulting requirement	N/A	N/A
Proposed provision	N/A	N/A