

Highway Response

Ref: 26/0570

Date:04/09/26

PROPOSAL: CHANGE OF USE OF PART OF GROUND FLOOR FROM B1 USE CAR BODY WINDOW TINTING TO B2 USE COMPRISING LIGHT CAR/VEHICLE BODYWORK REPAIRS, LIGHT VEHICLE MECHANICAL REPAIRS AND RETENTION OF STAFF ROOM, STORAGE AND WELFARE FACILITIES AT FIRST FLOOR LEVEL

SITE: 22A Prince Street Newport South Wales NP19 8DS

Case Officer: Vicky Quinn

Highway Officer: Kevin Jackson

Highway recommendation:

Objection on grounds of highway safety and parking policy.

Highway Comments:

The existing and proposed uses are similar in that they involve working on customers cars. Tinting however is a relatively straight forward process. Other repairs require diagnostics, parts ordering and curing times etc.. That and a wider offer generally will result in an intensification of use.

As there is an intensification of use, the visibility splays must be considered. The vehicular doors provide zero pedestrian inter-visibility and therefore raise safety concerns and any intensification raises an objection.

In terms of parking, Newport's SPG does not differentiate between "quick fit" and other garage uses. It is apparent however that the former would have a large element of fit while you wait and quick turnover of parking spaces, whereas the latter could result in vehicles being on the premisses for days and staff working on a number of vehicles simultaneously in effect.

This is considered likely to increase parking pressures and there are no on-site spaces provided. Furthermore, the area is a terraced residential street which will already have high parking pressures. It should be noted however that residential and commercial demands peak at different times.

In addition, we would expect the current business to be serviced by infrequent panel vans. The proposed business is likely to require more frequent servicing by larger vehicles. Given the nature of the road (with parking both sides and few spaces to pass opposing vehicles) this is undesirable and may be a further impact.

That said servicing does not raise a formal objection, and parking could be quantified via surveys. The key concern is safety and that is an existing issue, but made worse.