



TECHNICAL NOTE TN01

Project Ref: 24991

Project: Proposed Dwelling at Land Adjacent to Mill House, Castleton, Newport, CF3 2UT

Date: June 2026

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Subject: Proposed Access and Visibility Assessment

1 INTRODUCTION

This Technical Note has been prepared in support of the proposed detached dwelling at land adjacent to Mill House, Mill Lane, Castleton.

The note accompanies Drawing No. 24991_700 Rev.01 and has been prepared in response to the highway consultation comments issued by Newport City Council dated 27th April 2026 and 18th May 2026.

1.1 Purpose of the Report

The purpose of this note is to demonstrate how the revised access arrangement addresses the highway authority's concerns relating to visibility, access positioning, land control and interaction with the adjacent Public Right of Way.

1.2 Site Location

The site is located at land adjacent to Mill House, Mill Lane, Castleton, Newport. The proposed development is accessed from Mill Lane, a lightly trafficked single-track rural lane serving a small number of residential properties. The access is positioned within the applicant's frontage and has been designed to provide the required vehicular and pedestrian visibility splays whilst remaining within land under the control of the applicant and/or adopted highway land. The revised access location also increases separation from the adjacent Public Right of Way in accordance with the Highway Authority's recommendations.

<https://maps.google.com/?q=51.545639,-3.080955>

2 EXISTING SITUATION

The application site fronts Mill Lane, a narrow rural lane serving a limited number of residential properties.



Mill Lane operates as a single-track lane for much of its length and does not provide sufficient carriageway width to facilitate overtaking manoeuvres. Vehicle speeds are naturally constrained by the carriageway width, alignment and surrounding environment, resulting in a low-speed traffic environment.

The original access proposals were reviewed by Newport City Council Highways who raised concerns regarding:

- Vehicular visibility splays.
- Pedestrian visibility splays.
- Visibility being affected by existing hedgerows.
- Reliance on land outside the applicant's control.
- The proximity of the access to the adjacent Public Right of Way.
- The need to reposition the access and associated vegetation to improve visibility.

3 RESPONSE TO HIGHWAY AUTHORITY COMMENTS

3.1 Access Relocation

The Highway Authority suggested that consideration should be given to relocating the access away from the adjacent Public Right of Way. In response, the access has been repositioned from its original location and moved eastwards along the site frontage. This revised location increases separation between the proposed access and the Public Right of Way whilst simultaneously improving achievable visibility in both directions along Mill Lane. The revised position also enables the required pedestrian visibility splays to be accommodated more effectively than the previously proposed arrangement.

3.2 Pedestrian Visibility

The Highway Authority identified concerns that the previously submitted pedestrian visibility splays did not adequately account for the existing hedge located between the proposed access and the adjacent access. The revised proposal incorporates removal and/or reduction of the relevant hedge sections located between the proposed access and adjacent access arrangement.

As shown on Drawing No. 24991_700 Rev.01, pedestrian visibility splays are now provided from the proposed access and extend towards both the adopted highway footway network and the adjacent Public Right of Way. The revised access geometry also allows vehicles to approach the back edge of the highway at a more favourable angle, enabling drivers to undertake the necessary pedestrian observations before entering or leaving the site. The revised arrangement therefore addresses the concerns raised by the Highway Authority regarding pedestrian visibility.

3.3 Vehicular Visibility

The Highway Authority raised concerns that visibility splays were either outside land under the applicant's control or dependent upon vegetation maintenance. The revised proposal has been specifically developed to ensure that visibility splays are contained within land under the control of the applicant and/or adopted highway land. No reliance is placed upon third-party land ownership to achieve the required visibility standards.

In addition, all vegetation located within the visibility envelope will be maintained at a maximum height of 600mm above adjacent carriageway level in accordance with the requirements identified



by the Highway Authority. The visibility maintenance area is clearly identified on Drawing No. 24991_700 Rev.01.

3.4 Visibility Assessment Methodology

A number of alternative access positions and visibility arrangements were considered during the design process; however, the proposed arrangement was found to provide the most appropriate balance between visibility, highway safety and retention of existing boundary features.

The revised access arrangement has been developed to maximise achievable visibility whilst retaining as much of the existing hedgerow frontage as reasonably possible. Extending visibility requirements to the nearside carriageway edge would necessitate the removal of a substantially greater length of established hedgerow, resulting in a disproportionate impact on the character of the site frontage.

Mill Lane serves only a small number of residential properties and experiences very low traffic flows. Vehicle speeds are naturally constrained by the narrow single-track carriageway, horizontal alignment and surrounding environment, resulting in a low-speed traffic environment. As a result, approaching vehicles typically travel along a common running path towards the centre of the carriageway and are required to proceed with caution due to the limited opportunities for opposing vehicles to pass.

Given the single-track nature of Mill Lane, approaching vehicles do not travel adjacent to the nearside carriageway edge but instead utilise a common running path towards the centre of the carriageway. Visibility to the centreline of the carriageway therefore provides visibility to the actual path of approaching vehicles and represents the critical visibility requirement for drivers emerging from the proposed access.

In the context of a lightly trafficked, low-speed single-track lane, the proposed arrangement achieves an appropriate balance between highway safety requirements and the retention of existing boundary vegetation, whilst still providing adequate intervisibility between emerging and approaching vehicles.

4 VISIBILITY MAINTENANCE

To ensure the continued effectiveness of the visibility splays, all vegetation located within the identified visibility maintenance area shall be maintained at a maximum height of 600mm above adjacent carriageway level. This includes hedgerows and other vegetation located within the visibility envelope. The visibility maintenance area is contained within land under the control of the applicant, ensuring that the required visibility standards can be maintained for the lifetime of the development.

5 CONCLUSION

The revised access arrangement has been specifically developed in response to the concerns raised by Newport City Council Highways. The revised design seeks to maximise achievable visibility whilst minimising the extent of hedgerow removal required to facilitate the proposed access.

The revised proposals:

- Relocate the access away from the adjacent Public Right of Way.
- Improve separation between vehicles and pedestrians.
- Provide pedestrian visibility splays towards both the footway and Public Right of Way.
- Remove reliance upon third-party land ownership.



- Provide visibility splays within land under the control of the applicant and/or adopted highway land.
- Include a defined visibility maintenance area.
- Secure maintenance of vegetation at a maximum height of 600mm.
- Achieve the agreed 2.4m x 25m vehicular visibility splays, measured to the centreline of Mill Lane for the reasons set out within this note.

The revised access arrangement therefore directly addresses the matters raised within the Highway Authority consultation responses and is considered capable of operating safely without detriment to highway safety.