

Technical Note in respect of highways and transport issues to support the response by Mountnessing Parish Council to the transport assessment included with the planning application submitted by Taylor Wimpey for a residential development

16th November 2025

Highways & Transport Planning (HTP) brief from Mountnessing Parish Council and background information

Introduction

HTP has been commissioned by Mountnessing Parish Council to provide advice on the content of the Transport Assessment prepared by Stomar Civil Engineering Consultants on behalf of Taylor Wimpey London in support of a planning application for residential development on land off Roman Road, Mountnessing in Essex. The application site is located at the eastern end of Mountnessing, a village in Essex located approximately 5.5km northeast of Brentwood.

The advice is requested to verify the highways and traffic impact that the possible residential development may have within the Mountnessing Parish Council locality and the suitability of the access to the site itself. This note I also intended to inform and explain to the Parish Council about some of the technical aspects of the transport assessment.

The development site location and means of access plan submitted by the applicant are shown at **Appendix A**.

The site currently comprises approximately 2.16ha of undeveloped fields, with existing residential dwellings bordering the site to the north, along with commercial development to the southwest, and the A12 Ingatestone Bypass to the east. There is currently no vehicular access to the site from Roman Road. It is proposed by Taylor Wimpey London to develop the site for up to 63 dwellings with vehicular access to be provided via a new priority junction on the southern side of Roman Road, located in the northwestern corner of the site.

A highways pre-application enquiry was submitted by Taylor Wimpey London to Essex County Council (ECC), as local highway authority, in February 2025 setting out the proposed scope of works for a Transport Statement in support of development proposals at the site. ECC provided a written pre-application enquiry response on 17 March 2025. The preapplication advice concerns matters relating

to transport policy, sustainability, access, trip generation, highway safety and parking. A copy of the Essex County highways officer pre-application advice is provided at **Appendix B**.

Planning Application Transport Assessment Review

The transport assessment has been scrutinised by HTP and comments are given below in respect of the content using the order and headings from the Stomar Civil Engineering Consultants report:

1 Introduction – No specific comments

2 Policy Overview – The overview of the relevant national and local policies is acceptable

3 Existing Conditions – The description of the existing traffic and transport conditions is accurate and acceptable. From the Personal Injury Collision Data obtained and considered there does not appear to be an existing road safety situation that could be exacerbated by the proposed development with a new access onto Roman Road.

4 Site Accessibility and Opportunities for Sustainable Travel – the site has a limited range of sustainable transport facilities as would probably be expected for a site some distance from the nearest town centres with a rail station and only infrequent bus services.

5 Proposed Development – No comments

5.2 Proposed Access Arrangements – the means of access proposed is a Type E access road as per Essex County Council’s design guide, which is typically acceptable subject to suitable assessment of the junction visibility splays for the prevailing traffic conditions, swept path analysis of anticipated refuse vehicles expected to circulate the site layout considering possible parked vehicles on the proposed parking layout. A Type E road is usually anticipated to be a shared surface, low-speed, home zone-style street with no traditional kerbs and a single, level surface for vehicles and pedestrians but the report does not mention whether this is the case for this site.

The means of access drawing (see **Appendix A**) includes a note referring to the removal of the dropped kerb access to 121a Roman Road and replacement by the provision of a garage and a parking space in front of it, to the rear of 121a Roman Road. This proposal had not been discussed with the owner of 121a Roman Road prior to the application submission and would remove the legal right of vehicular access to a private property from the public highway and cannot take place without the permission of the legal property owner. Since HTP were commissioned to advise on the proposals a letter has been received from Taylor Wimpey London by the owner/relative of 121A Roman Road, as follows:

“Thank you for your email in relation to your sister Kay Hepburn of 121a Roman Road.

I have relayed your comments to our team in regards to reviewing how your concerns may be addressed. In particular I note your comments in relation to the dropped kerb and garage to the rear of Ms Hepburn’s property.

Following this review, I am pleased to confirm that we have instructed our design team to amend the entrance design on Roman Rd to respond to your concern. This will mean adjusting the footpath design

to allow for retention of 3 metres of dropped kerb across the frontage of 121a Roman Road. This will ensure the continued easy use of your sister's driveway for parking and access.

I also note your comments in regards to previous discussions with Brian Read and the option of a new garage for your house. I confirm that we will be remove any reference to this from the drawings and accept this arrangement will no longer be considered"

It is a relief to the owner that all the dropped kerb is not planned to be removed but it is difficult to see how vehicular access for 2 vehicles can be achieved for the property when only 3 metres of the current 6 metres dropped crossing is suggested to be retained. The developer has no right to do this without the property owners' permission, which should quite rightly anticipate the full 6 metres (i.e. the ability to park 2 cars on their frontage safely and conveniently, see **Figure 1** below).



Figure 1 – dropped crossing serving 121a Roman Road

Furthermore, with reference to Essex County Highways pre-application advice, *"It is clear that the access is constrained by other dwellings alongside. It is very important that accesses to those dwellings are shown in any formally submitted drawings. In particular, it must be shown that the neighbouring access does not encroach into the site access bellmouth."* Bearing this in mind the developer would need to obtain the permission of the owner of 121a Roman Road to reduce the length of the dropped kerb and/or avoid encroaching on the bellmouth/ radii of the new access junction.

Regarding the originally proposed garage as a replacement to the rear of 121a Roman Road (for the loss of frontage car parking) on the application drawings it appears to be around 3 metres in width whereas Essex County Council guidance would expect a minimum of 3.3m to allow the driver of car parked in it to conveniently open their car door. In fact, the report refers to garages being proposed on the development site with a minimum of 3.4m internal width. Had the owner of 121a Roman Road been consulted about the possible replacement of their frontage vehicular parking by a garage and car space to the rear of their property they should have been advised to consider whether they would wish to have to walk the length of their rear garden to reach them, traverse a section of open land where the line of a shared sewer runs behind the properties and also be content with the personal and vehicular security issues arising from this arrangement.

5.3 Stage 1 Road Safety Audit – the Road Safety Audit and subsequent Designers Response are satisfactory. However, should the means of access/junction design be amended to take into account a retained/altered dropped kerb for 121a Roman Road close to or impinging on the bellmouth this aspect would need to be considered for the safety implications for both vehicles and pedestrians.

5.4 Parking Provision – the proposed car and cycle parking provision appears to accord with the Essex County Council parking standards.

6 Appraising the Impact of the Proposed Development

6.2 Proposed Trip Generation - the methodology and choice of vehicle trip rates and subsequent trip generations is acceptable.

6.3 Traffic Distribution – this is acceptable

7 Assessing the Impact of the Proposed Development

7.2 Assessment Periods and Assessment Year – The assessment period used in the transport assessment is 5 years from the application submission and assumes that no account needs to be taken for committed development in the area since it is included in the Local Plan. We consider that both the assessment period and the assumption that because committed development is included in the Local Plan in planning terms it is also included in Temprow factors are flawed.

The highway design year for a transport assessment is the future year for which the impact of the development is assessed. It is not a single fixed year but is determined by the scale of the development and how quickly it is expected to be fully occupied. The standard practice in the UK, as guided by **Department for Transport (DfT)** documents like *WebTAG* and local authority requirements, is as follows:

Standard Design Year Requirements

The typical requirement is to assess the impact in the **full opening year** of the development, plus a future point representing a stable, long-term scenario.

1. Opening Year (Year 1)

- This is the first year in which the development is expected to be **fully complete and occupied**.
- It is not the year construction starts or finishes, but the year when 100% of the trips generated by the development are expected to be on the highway network.
- This assessment shows the **immediate impact** of the development.

2. Future Year (Typically 15 Years after Opening)

- This is the most common **design year** for significant developments.
- It accounts for:
 - **Background Traffic Growth:** Organic growth in traffic from existing and other committed developments in the area (using sources like **TEMPRO** data).

- **Committed Developments:** The cumulative impact of all other developments in the Local Plan with planning permission.
- **Long-term Network Changes:** Planned major highway or public transport schemes.

The choice of design year for a medium-scale development such as the application for Roman Road (e.g., 10-200 dwellings) is:

Opening Year and 5-10 years after opening since the impact could be significant and needs to be understood in the context of medium-term background growth.

The transport assessment therefore does not follow Department of Transport guidance in respect of design year (although it is accepted that Essex County Council suggested 5 years from the date of the planning application, with no long term/future year scenario).

Regarding the Temprow traffic growth factors used in the transport assessment standard, publicly available TEMPRO data often does NOT account for local plan committed developments. However, data specifically commissioned for a Local Plan or a major development's Transport Assessment almost always does.

Background information about Temprow growth factors

TEMPRO (Trip End Model Presentation Program) is a database and software tool managed by the UK's Department for Transport (DfT). It provides **base-level trip end data** (how many trips are generated and attracted) for small geographical zones across the UK. It is the standard source for trip rates in transport assessments.

The "Base Year" vs. "Future Year" Distinction

This is the key to understanding the answer:

- **Base Year Data:** This represents traffic conditions for a recent past year (e.g., 2021 or 2022). This is a **snapshot of observed conditions** and does not include *any* future developments.
- **Future Year Data (Do-Minimum Scenario):** This forecasts traffic growth for a future year (e.g., 2030, 2035). The standard "Do-Minimum" forecast in TEMPRO includes:
 - **Background Traffic Growth:** National trends in car ownership, economic growth, and population change.
 - **Strategic Major Schemes:** Large, government-funded infrastructure projects (e.g., new motorway junctions, major rail schemes) that are confirmed.

Where Do "Committed Developments" Fit In?

"**Committed Developments**" are those with detailed planning permission (or in the adopted Local Plan) that are highly likely to be built. Their traffic impact needs to be added on top of the TEMPRO forecast.

- **Standard TEMPRO Data (Do-Minimum): Does NOT include** local committed developments. It is a **national model** and cannot account for every local planning permission.
- **A "Do-Minimum" Scenario for a Transport Assessment: MUST include** local committed developments. This is where the process becomes bespoke.

The Correct Process for a Transport Assessment (TA)

When a developer or council needs to assess the true traffic impact of a new proposal, they use TEMPRO as a starting point and then build a **customised "Do-Minimum" scenario**. This involves:

1. **Extract Base & Future Year TEMPRO Data:** Get the standard trip end data for the area.
2. **Add Committed Developments:** Manually input the trip generation from all relevant committed developments from the Local Plan and planning permission database into the transport model.
3. **Create a "Cognisant Do-Minimum" Scenario:** This is the official term for a future-year scenario that includes:
 - TEMPRO background growth.
 - All relevant committed developments.
 - The impact of any mitigation measures associated with those committed developments.

The traffic impact of the **new development** is then calculated as the difference between:

- The **"Do-Something" Scenario** (Cognisant Do-Minimum + Your Development)
- The **"Cognisant Do-Minimum" Scenario** (TEMPRO + Committed Developments)

How to Find Out What a Specific Dataset Includes

If you are reviewing a Transport Assessment or using TEMPRO data, you must ask:

1. **"Is this the standard TEMPRO Do-Minimum or a cognisant Do-Minimum?"**
2. **"Please provide the list of committed developments that have been included in the model."**

A robust TA should have a dedicated appendix listing every committed development it has accounted for, along with its trip generation source. It should never be assumed that TEMPRO data includes local

developments. For any site-specific assessment, a transport assessment should always create a custom "Cognisant Do-Minimum" scenario that layers local plan commitments on top of the standard TEMPRO growth factors.

7.3 Junction Assessments

The junction assessments have been carried out using the appropriate modelling software and trip generations, notwithstanding the fact that passing traffic flows may not have accurately considered the recommended DfT future design year and traffic growth using Temprow factors/committed development. Having said the latter comment, since there is considerable reserve capacity modelled at the site access junction, the net difference that is likely (if the design year/Temprow factors were adjusted) would probably not reduce the reserve capacity significantly.

7.4 Traffic Impact – The total traffic comparisons made to the junctions to the west and east of the site are acceptable for the 2030 design year suggested by Essex County Council. Had the design year gone beyond the 5 years after application year and included committed developments the percentage difference in traffic flow at Roman Road/Thoby Lane/Church Road junction (3.4% increase in traffic flows during the AM peak period for 2030) may well exceed the 5% threshold of requiring further capacity analysis at the junction affected. An assessment should be made to ensure that the design year and Temprow growth factors issues do not result in a breach of the 5% threshold of traffic increase at the neighbouring junctions

8 Summary and Conclusions

Subject to the means of access being satisfactorily amended to not adversely affect the legal right of vehicular access for the owner of 121a Roman Road to the highway frontage (without loss of 1 or 2 car parking spaces) the summary and conclusions are acceptable, although the design year and Temprow growth factors issues should be addressed by the applicant and a satisfactory conclusion made on the impact that this would have on the assessment.

Should the amendment to the application plan showing the means of access/junction to the development site reduce the dropped kerb to less the existing length without the owner of 121a Roman Road being consulted and agreeing to this, it would be illegal and the developer does not have the power to do this.

Conclusions by Highways and Transport Planning

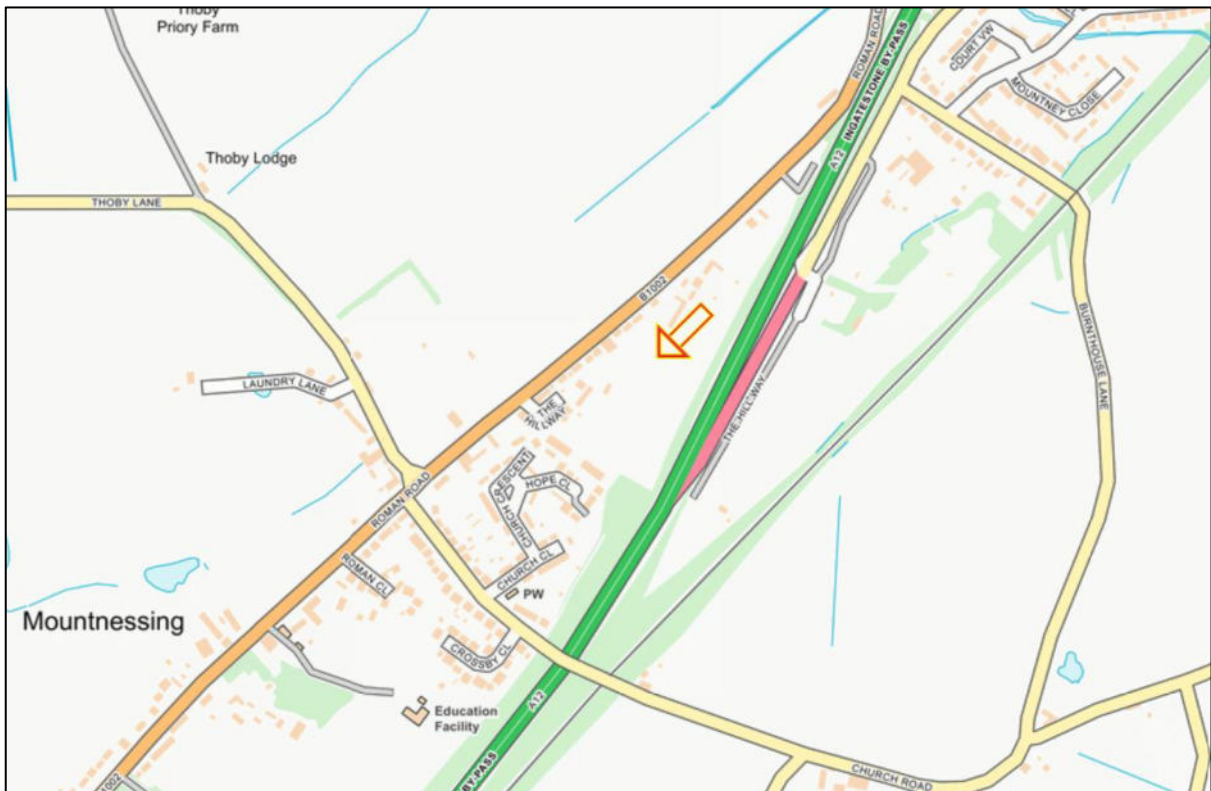
- 1) The Parish Council is concerned that appropriate account has not been taken of the impact and possible mitigation required to satisfactorily deal with traffic arising in the local area from the 63 units development at means of access at Roman Road, Mountnessing.
- 2) The transport assessment methodology is broadly acceptable and had been discussed during a pre-application process with Essex County council highways officers.
- 3) Subject to the means of access being satisfactorily amended to not adversely affect the legal right of vehicular access for the owner of 121a Roman Road to the highway frontage (without loss of 1 or 2 car parking spaces) the summary and conclusions are acceptable.

- 4) Any amendment to the means of access/junction bellmouth should be re-examined by the Road Safety Auditor to ensure that road safety is not adversely affected by the development proposals.
- 5) The use of a design year 5 years post planning application and Temprow growth factors/committed development issues should be addressed by the applicant and a satisfactory conclusion made on the impact that this would have on the assessment, including the 5% traffic increase threshold at neighbouring junctions.
- 6) Should the amendment to the application plan showing the means of access/junction to the development site reduce the dropped kerb to less than the existing length without the owner of 121a Roman Road being consulted and agreeing to this, it would be illegal and the developer does not have the power to do this. The means of access drawing should be amended to remove the proposed garage and access to the rear of 121a Roman Road.

Prepared by Colin Miles BSc CEng MICE MIHT
Highways & Transport Planning

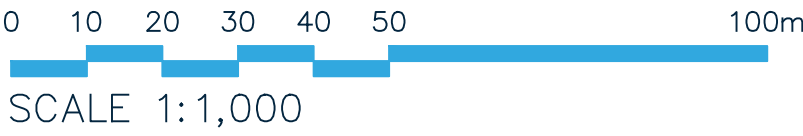
16/11/2025

Appendix A – Site location, means of access plan and site layout





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Rev	Date	Amendment	Initials
A	12/08/2025	Minor amendment to boundary line.	GB

Project:
ROMAN ROAD
MOUNTNESSING

Client:
TAYLOR WIMPEY (EAST LONDON)

Drawing:
LOCATION PLAN

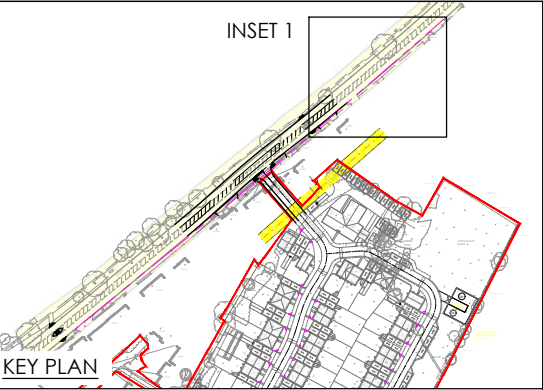
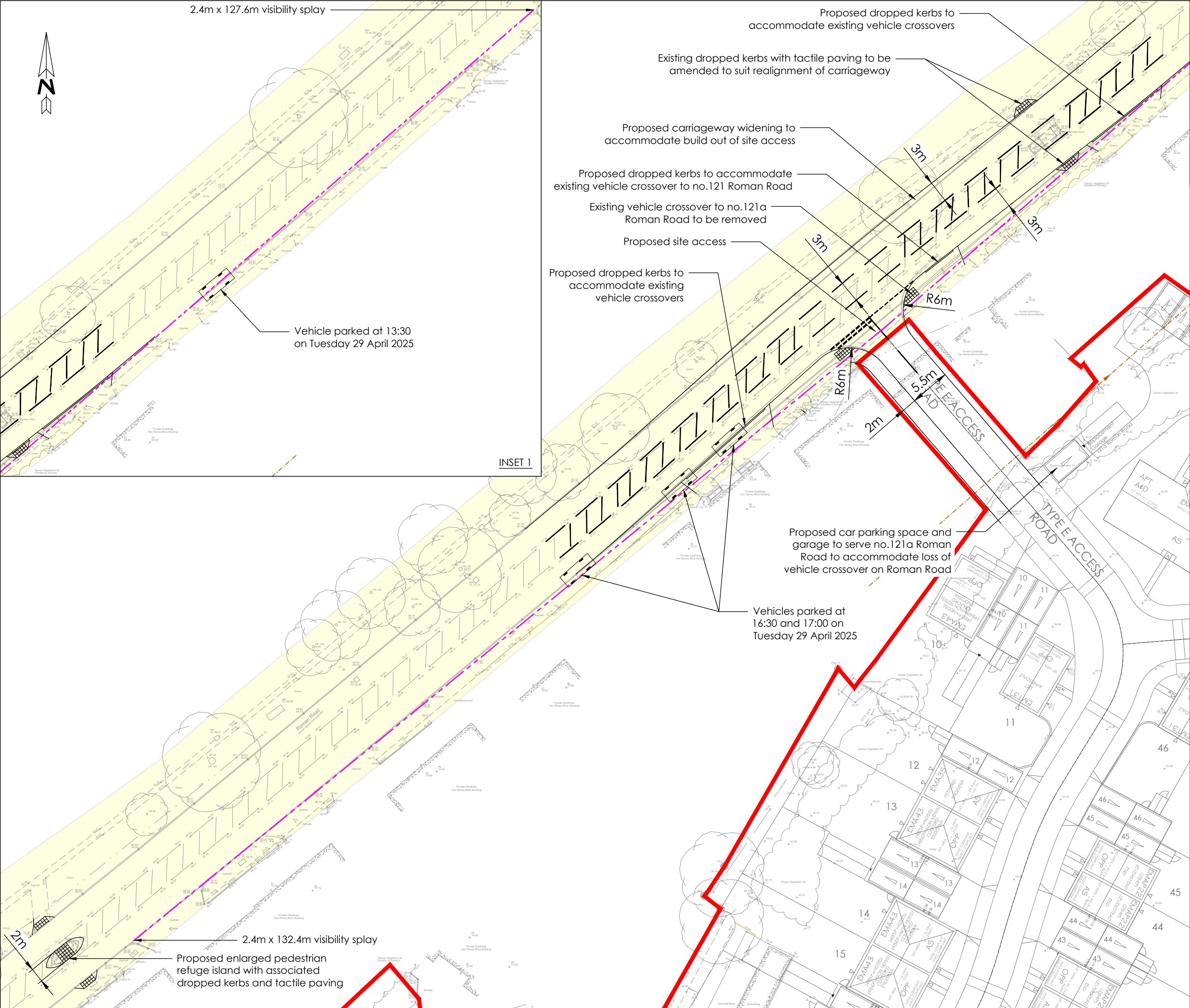
Drawing no: 24.1901.0001 Rev: A

Scale@A1: 1:1000 Date: MAY 2025 Drawn: GB Checked: _

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PLANNING



- KEY
- SITE BOUNDARY
 - VEHICULAR VISIBILITY SPLAY
 - EXTENT OF ADOPTED HIGHWAY MAINTAINABLE AT PUBLIC EXPENSE



B	Site layout amended	01.07.25	KPS	KPS	KPS
A	Visibility splays amended and parked vehicles added	19.05.25	KPS	PLC	SW

Rev Description Date Drawn Checked Apvd.

Project

Mountnessing, 123 Roman Road

Drawing Description

Proposed Means of Access

Project Number Drawing Number
ST-3651 710-B

Scale Date Drawn Checked Approved
1:500@A3 07.05.25 KPS PLC SW

Client Architect

Taylor Wimpey

Do not scale off the drawing.
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T	12/08/2025	Minor amendment to boundary line..	GB
S	10/06/2025	Minor highways revisions. Apt raised.	GB
R	10/06/2025	Plots 19,20 amended.	GB
P	16/05/2025	Units 61 to 66 omitted. Attenuation basin revised. Swale introduced.	GB
O	10/04/2025	Minor Revisions.	GB
N	03/04/2025	Red line boundary adjusted	ZA
M	31/03/2025	Plots 26-29 amended.	GB
L	31/03/2025	Plots 1 to 6 changed to Thirholme. Plots 59, 60, 63 changed to apartments. Plots 26 to 29 amended. Sub-station re-located. Acoustic fence noted.	GB
K	26/03/2025	Parking bays adjusted. Plots 59 to 63 amended. Apartments mirrored.	GB
J	13/03/2025	Layout amended to suit comments	ZA
H	13/03/2025	Site boundary amended. Units amended to suit.	GB
G	07/02/2025	Layout extended to 72 units	GB
F	30/01/2025	HT changes as per client comments. Gates and cycle stores added.	GB
E	16.12.2024	Maisonettes and apartments amended. EV Charging points shown.	GB
D	13.12.2024	Main roads amended to suit highways requirements.	GB
C	11.12.2024	Layout amended to suit comments.	GB
B	09.12.2024	Garage added and road extended.	GB
A	22.10.2024	Site layout re-designed. Indicative attenuation basin re-located	LS
Rev	Date	Amendment	Initials

Project:
ROMAN ROAD, MOUNTNESSING
ESSEX
Client:
TAYLOR WIMPEY LONDON
Drawing:
ILLUSTRATIVE
SITE LAYOUT

Drawing no: 24.1901.1000 Rev: T
Scale@A1: 1:500 Date: OCT'24 Drawn: GB Checked: _

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0 5 10 20 30 40 50m
SCALE
1:500

PLANNING

Land behind 123 Roman Road, Mountnessing Pre-app advice for up to 70 dwellings

Access

Visibility splays should be according to DMRB standards, i.e. 2.4m x 120m for a 40mph limit, to the nearside edge of the carriageway and clear to ground. A relaxation of that standard may be considered, but only if observed 85th percentile speeds are shown to be lower than the speed limit. Please ensure that, in any formal submission, all access drawings are shown with the highway boundary superimposed. Details of the definitive highway boundary can be obtained at Highwayrecords@essexhighways.org.

It is clear that the access is constrained by other dwellings alongside. It is very important that accesses to those dwellings are shown in any formally submitted drawings. In particular, it must be shown that the neighbouring access does not encroach into the site access bellmouth.

The road safety audit draws attention to parked vehicles to the south-west of the proposed site access obstructing the visibility splay. The designer's response refers to Manual for Streets, which is not appropriate in this location, and argues that oncoming vehicles wouldn't be in the line of vision as the presence of central hatching would ensure they'd remain visible. However, vehicles are allowed to enter the hatching if there is a broken line, which there is here. The parked vehicles could therefore be an obstruction. Consequently, the Highway Authority would want to see a parking survey undertaken of the nearside carriageway for 100m either side of the site access junction to establish the current situation.

The scoping study suggests that the proposed access has been agreed in principle. This is not strictly correct. As above, we need more information and detailed drawings. The Highway Authority is also yet to see swept path drawings that are referred to in the RSA. And it should be added that the RSA is just one aspect in the Highway Authority's consideration on the safety and suitability of the junction. Any necessary relocation of the lampposts / telegraph poles due to the proposals (as alluded to in the RSA) would be at the applicant's expense.

Given the need to access the nearest northbound bus stop, the Highway Authority would look for an improvement to the pedestrian island crossing approximately 130m south-west of the site access. This should include tactile paving and the island should be a minimum 1.8m width (but preferably 2m) to remain within the hatching.

The proposed secondary pedestrian / cycle access via The Hillway is noted. The Hillway is, however, a private road and some of it is shown to be outside the red line boundary of the site. It therefore needs to be confirmed if the link is feasible and can be provided.

Other matters

Personal Injury Collision data – the Highway Authority requests that Crashmap is not used in any formal submission as it's not up-to-date. Essex Traffweb provides the most recent data. More detailed information on collision data can be obtained from Casualtydata@essexhighways.org. The study area should extend to 500m in each direction on Roman Road from the proposed access junction.

As recognised in the scoping study, parking provision (for both vehicles and cycles) must comply with the Essex Planning Officers Association's parking standards document dated September 2024. It was formally adopted last month by Brentwood Borough Council who are the parking authority.

Trip rates used in the scoping study appear reasonable. However, it is not considered appropriate to 'discount' them as this is a village location where employment opportunities are limited and the strategic road network is readily accessible nearby.

The scoping study does not refer to trip distribution. Although somewhat dated, the Highway Authority would advocate continued use of 2011 Census Journey to Work data.

Committed Development; a Transport Assessment needs to recognise and consider nearby Brentwood Local Plan sites in Ingatestone and Shenfield, i.e. Sites R03, R21, R22 and E08.

A future year assessment should be provided to 5 years post-application (using appropriate TEMPro/NTM growth factors). The study area should include the site access, Roman Road / Widvale Road roundabout and the Roman Road /A12 / Chelmsford Road interchange. Capacity assessments are required if an approach arm is predicted to increase by 5% or more in the peak hours.

Traffic surveys should be carried out in a neutral month, i.e. March to November excluding school holidays.

It is likely that, if minded to approve the planning application, the Highway Authority would seek a contribution towards improved bus service provision and improvements to the local bus stops, i.e. passenger information displays, raised kerbs etc

A Travel Plan is not required to be provided unless 80 or more dwellings are proposed. However, the Highway Authority would insert a condition to any recommendation of approval that a residential travel pack (together with 6 bus vouchers to be used with the local operator) is to be provided to every dwelling prior to occupation.