

MINUTES  
of the  
PLANNING COMMITTEE  
held on 4 November 2025 at 7pm

Present:

Councillor R. Lee (Chair)  
Councillor S. Dobson (Vice Chair)

Councillors H. Clark, J. Frascona, S. Hall, R. Hyland, J. Lardge, V. Pappa, E. Sampson, A. Thorpe-Apps, C. Tron and P. Wilson

### 1. Chair's Announcements

For the benefit of the public, the Chair explained the arrangements for the meeting.

### 2. Apologies for Absence

No apologies for absence were received.

### 3. Declarations of Interest

All Members were reminded that they must disclose any interests they knew they had in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they became aware of the interest. If the interest was a Disclosable Pecuniary Interest they were also obliged to notify the Monitoring Officer within 28 days of the meeting. Any declarations are recorded in the relevant minute below.

### 4. Minutes

The minutes of the meeting on 2 September 2025 were confirmed as a correct record and signed by the Chair.

### 5. Public Question Time

One public question had been submitted in advance for Item 7, which is summarised under the relevant item. [The questions and statements submitted in advance can be viewed via this link.](#)

## 6. 25/00953/FUL – Tennis Courts South West of Changing Rooms, Oaklands Park, Moulsham Street, Chelmsford

The Committee considered an application for the installation of a fence-mounted LED floodlighting system at the Tennis Courts, including minor fencing works and associated electrical infrastructure. It was noted that the application was before the Committee, in the interests of transparency, due to a neighbour objection being received and the site being a Council owned asset. The Committee heard that the proposal was acceptable in design terms, would not impact the New London Road Conservation Area, or the setting of Oaklands House and that the impact of the floodlights on the amenity of residential neighbours was also acceptable.

The Committee heard that officers had conducted a site visit to another site using the same floodlights, and had observed minimal light spillage and noted that the site in question benefited from extra screening compared to the one visited. The Committee heard that the application had been recommended for approval, due to its acceptable design and impact and as it supported the continued use of a community sport and leisure facility in a sustainable location.

In response to questions from members of the Committee, officers confirmed that;

- The new fencing would be of the same height as the existing fencing.
- The park gates closed at earlier times during Winter and an arrangement would be put in place between the Tennis Club and the City Council's Parks Team for access.
- It was expected that the lights would only be turned on when the courts were in use.

**RESOLVED** that application 25/00953/FUL be approved, subject to the conditions detailed in the report.

(7.02pm to 7.08pm)

## 7. 24/01786/FUL – Land South of Maldon Road and East of Hyde Green, Maldon Road, Danbury, Chelmsford

*Cllr Dobson declared a non registrable interest for this item and left the meeting at this point.*

The Committee considered an outline application for the erection of up to 72 dwellings, with associated infrastructure and open space, sought access, with appearance, layout, landscaping and scale reserved. The Committee heard that the application proposed the development of Danbury Neighbourhood Plan Site B and that the application site partially crossed the boundary with Maldon District Council, who had devolved their decision making powers to Chelmsford for the determination of the application. The Committee were informed that the application was before them, as it had been called in by a local ward member, to consider the proposed pedestrian crossing on the A414 and the amendment of speed limits.

It was noted that the scheme would provide 35% affordable homes and a new vehicular access onto Maldon Road. The Committee were also informed that contributions would be made to sustainable transport methods, healthcare, education and open spaces, including Danbury Country Park. The Committee heard that the proposal demonstrated conformity with the Danbury Neighbourhood Plan, the Chelmsford Local Plan and Maldon Local Development

Plan and had therefore been recommended for approval subject to conditions and the completion of the legal agreement.

The Committee heard from a member of the public who spoke in support of the application. They highlighted the provision of affordable homes, compliance with neighbourhood and local plans, the tilted balance due to a five year housing land supply not being demonstrated, significant financial contributions and a 10% biodiversity net gain.

In response to questions from members of the Committee, officers confirmed that;

- The dropped kerb crossing with tactile paving had been deemed the most appropriate due to the expected levels of usage and the 40mph speed limit would be extended to the East to cover the bus stops and it was not felt necessary to extend further.
- The Highway Authority could only look at the impact of the additional 72 houses and how their impact could be mitigated, it was felt that the necessary assessments had been carried out and the proposed mitigations were deemed acceptable.
- The site was in Flood Zone 1, so the lowest risk from the Environment Agency, an original objection on surface water drainage from the Lead Local Flood Authority had been responded to and they were now content subject to conditions.
- The proposed speed limits complied with the Highway Authority's speed management policy and the 40mph limit covered the bus stops and visibility splays, a Road Safety audit had also been carried out with no concerns or issues raised as a result.
- The application would not have a 'severe' impact in terms of increased traffic onto the existing road network and therefore the Highway Authority were unable to object, it was noted that financial contributions were being made for sustainable travel options though.
- The proposed crossing would not have significant usage levels as crossing to the opposite side of the development only really led to the bus stop, with most walkable destinations on the side of the development (south of road), therefore on balance a dropped kerb crossing had been deemed sufficient.
- It was not policy of the Highway Authority to have bus stops in layby's as it caused issues with buses rejoining the Highway, so a bus stop within the lane was preferred.
- The objection from Natural England had been responded to and satisfied, with secured walking routes being provided and financial contributions towards Danbury Country Park.

**RESOLVED** that application 24/01786/OUT be approved, subject to the completion of a S106 agreement together with compliance with the conditions detailed in the report, the details of those items and any variations that may be considered necessary and appropriate to be delegated to the Director of Sustainable Communities (including any officer within the Directorate holding an appropriate onward delegation from him) in consultation with the Chair and Vice Chair of the Planning Committee and the amendments on the green sheet.

(7.09pm to 7.36pm)

## 8. Planning Appeals

**RESOLVED** that the information submitted to the meeting on appeal decisions between 21<sup>st</sup> August and 22<sup>nd</sup> October 2025 be noted.

The meeting closed at 7.37pm.

Chair