

# Normandy

PARISH COUNCIL

Minutes of a meeting of **NORMANDY PARISH COUNCIL PLANNING COMMITTEE** held at the **ROYAL BRITISH LEGION, GUILDFORD ROAD** on **THURSDAY 12 FEBRUARY 2026** at 7pm.

## Committee Members present

Councillor Simon Schofield Chair  
Councillor Jeremy Ward  
Councillor Pat Tugwell  
Councillor Louise McCrow

## Non-committee members present

Briony Howarth Assistant Clerk  
3 Members of the public

### P25-091 APOLOGIES

Apologies were received and accepted from Councillor Isa Nagle-Taylor and Councillor Philippa Mitchell

### P25-092 DECLARATIONS OF INTEREST

General dispensation in relation to Taylor Wimpey  
Councillor Schofield declared a pecuniary interest in P25-095 in relation to 26/P/00087

### P25-093 MINUTES OF PREVIOUS MEETING

The minutes of the Planning Committee meeting held on Thursday 29<sup>th</sup> January 2026 were accepted

### P25-094 QUESTIONS FROM THE PUBLIC

A resident raised a concern regarding TW collecting support for the development via a company called Your Shout. The Council have already flagged this and Normandy Action Group will also be taking this forward with GBC.

The sustainability assessment was only released on 12<sup>th</sup> February, and there was a concern over this being delayed, as this is a major part of the application.

Furthermore, there is some information that has not been released to the public, between TW and GBC around Grey Belt as referenced in paragraph 2.5 of the Planning Statement in the Taylor Wimpey application. This has been requested several times by the Council and a further request is included in the councils submission letter.

#### *Para 2.5 Planning Statement*

*'The Government have introduced the concept of 'Grey Belt', in order to facilitate further residential development on Green Belt land that does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143 of the NPPF. GBC have confirmed in a letter to Savills dated 11th November 2025 that the Site can be considered to be Grey Belt, noting that the Site does not strongly meet purposes a), b) or d) set out in Paragraph 143 nor are there any further 'Footnote 7' designations present that would result in a strong reason for refusal. Furthermore, GBC consider it likely that each of the limbs relevant to Grey Belt set out in Paragraph 155 of the NPPF have been met and*

that the Proposed Development would deliver benefits that would satisfy the test for ‘Golden Rules.’

**P25-095 PLANNING APPLICATIONS**

No.	Address	Detail
25/P/01725	Land off, Glaziers Lane, Normandy, GU3	<p>Outline Planning Application (all matters reserved except for principal access(es)) for the demolition of existing stables buildings and the phased, residential-led development, including up to 950 dwellings (including older persons accommodation) (Class C3); up to 2,500 sqm two form entry primary school (Class F1) and up to 5,000 sqm Special Educational Needs school (Class F1) and in addition associated playing fields; up to 2,500 sqm neighbourhood centre, comprising 1) community hub/facilities including café facilities (Class F2 / Class E(b)), 2) retail floorspace (Class E(a)), 3) medical facility (Class E(e)) and 4) nursery/early years provision (Class E (f)), associated Green and Blue Infrastructure including drainage, a Forest Building including café facilities (up to 250sqm) (Class F2 / Class E(b)); a bike and transport hub; and other associated infrastructure and earthworks of land at Normandy and Flexford.</p> <p><b>RESOLVED – A unanimous vote to object to the outline planning application was received. Response written in letter form and submitted to GBC. This is viewable on the parish council website.</b></p>
25/P/01726	Land at Follyhatch Farm, Normandy, Guildford	<p>Change of use of farmland and woodland to facilitate Suitable Alternative Natural Greenspace (SANG), including establishment of pedestrian and cycle access points and a new vehicular access point off Guildford Road, natural play areas and car park of Land at Follyhatch Farm, Normandy.</p> <p><b>RESOLVED - 1. Road Access and Highway Safety</b></p> <p>The proposed access from Guildford Road is currently used only for a water pumping station and is rarely accessed. The entrance is positioned immediately west of a blind hump-back section of road and adjacent to an area that floods every winter. This presents clear safety concerns.</p> <p>If the SANG is developed as illustrated — including play areas, walking routes and other visitor attractions — it is reasonable to expect that it will attract visitors from beyond walking distance who will travel by car. The proposed provision of only 20 parking spaces appears wholly insufficient. Experience at similar nearby sites, such as Manor Fruit Farm and Ash Lakeside Reserve, demonstrates that even modest recreational facilities generate significant vehicle traffic.</p> <p>Insufficient parking is likely to result in roadside parking along Guildford Road, exacerbating an already hazardous situation. Vehicles turning right out of the site, or turning into the site from the west, would be doing so close to a blind hump-back section, significantly increasing collision risk.</p> <p>Furthermore:</p> <ul style="list-style-type: none"> <li>• The footpath to the east is narrow with limited opportunity for widening.</li> <li>• Guildford Road has no dedicated cycle routes and little scope to provide them.</li> <li>• Families from the main residential areas of Ash and Ash Vale are therefore unlikely to cycle safely to the site.</li> <li>• Only residents of Normandy and Ash Green may have reasonable non-vehicular access via the BOAT route.</li> </ul> <p><b>Overall, the highway and access arrangements appear inadequate for the likely level of use.</b></p>

## 2. Funding Clarity for Play Areas and Paths

The application lacks clarity regarding funding commitments. It refers generally to Section 106 contributions but does not specify the scale, allocation, or guarantees of funding for:

- Play area provision
- Path construction and surfacing
- Accessibility improvements
- Long-term maintenance

Further clarification is required before the application can be properly assessed.

## 3. Distance and Accessibility from the Development

The SANG is described as serving the development; however, it falls within 1km walking distance only from the north-western edge of the site. Properties in the central and southern parts of the development would be between 1.5km and 2km away.

For many families, elderly residents, and those with limited mobility, this exceeds a convenient walking distance, meaning car travel is likely — further compounding access and parking pressures.

## 4. Inadequate Active Travel and PROW Infrastructure

The proposed “active travel improvements” rely almost entirely on existing Public Rights of Way (PROW) and an already substandard roadside pavement network. These routes are currently not fit for purpose.

### FP 362

- Sections beyond the bridge are effectively a ditch and become impassable in winter.
- The stretch from the road to the bridge is too narrow and uneven for accessible use.
- The full route would require widening to 1.5–2 metres and resurfacing to provide true accessibility.

### FP 360

- Narrow sections exist throughout the route from Westwood Lane to the permissive woodland path.
- Three kissing gates make it inaccessible for wheelchair users, pushchairs, and others using wheeled mobility aids.

No clear plan is provided for:

- Who will fund these upgrades
- Who will undertake ongoing maintenance
- How year-round accessibility will be guaranteed

Given these routes are key recreational links from the development to the SANG, their upgrade and maintenance arrangements should be clearly secured within the Full Planning Application.

## 5. BOAT and Westwood Lane Concerns

The BOAT from the south-west corner of the development is often wet and muddy in winter. It is also open to motorised vehicles and used for agricultural access. This presents safety concerns for families with young children and for those with mobility impairments, particularly as the track is narrow and requires pedestrians to step into scrub vegetation to allow vehicles to pass. The footpath along Westwood Lane (north of the development alongside the church) is correctly identified as hazardous. However, Surrey Highways has declined to address longstanding safety concerns despite repeated complaints over at least the past 12 years. The application must include a firm and agreed solution with Surrey Highways, rather than vague aspirations.

		Similarly, the pavement along Guildford Road within the 40mph section is generally no wider than 1.5 metres and falls short of the 2-metre minimum width required for full accessibility. Given the narrow carriageway, it is doubtful this can be upgraded to compliant standards throughout its length.
--	--	---

**Cllr Schofield left the room at 19.48**

26/P/00087	Building Ch3, Normandy Hill Business Park, Cobbett Hill Road, Normandy, Guildford, GU3 2AA	Retrospective application for advertising consent for one internally illuminated advertisement board. <b>RESOLVED – given there is an outstanding planning application for the business it does not seem appropriate to give permission for the sign until planning permission has been granted.</b>
------------	--	---

**Cllr Schofield returned**

**P25-096**

**ITEMS FOR INFORMATION AND/OR INCLUSION ON FUTURE AGENDAS**

Cllr Schofield thanked the planning working party for the contributions to the Taylor Wimpey planning applications.

There being no further business the public meeting closed at 19.53hrs