

Planning

GROVE AIRFIELD

DEVELOPMENT FORUM MINUTES

Friday 30th April 2021

MEETING DURATION: 10:00am – 12:00pm

LOCATION: Virtual, Microsoft Teams

ATTENDEES (21)

VOWHDC

- **Paula Fox** – Development Manager (Large Sites)
- **Penny Silverwood** – Principal Planning Officer (Majors)
- **Katherine Canavan** – Senior Planning Officer (Majors)
- **Sophie Milton** - Community Development Officer (Wantage & Grove)
- **Nathalie Power** – Assistant Planning Officer (*minutes*)

APPLICANT AND DEVELOPER TEAM (PERSIMMON)

- **Samuel Garland** - Planner
- **Ben Hale** – Site Construction Director
- **Ben Maliphant** – Travel Plan Coordinator, TetraTech

OXFORDSHIRE COUNTY COUNCIL

- **Christine Stevenson** – Planning Obligations Manager
- **Sarah Greenall** - Planning Obligations Officer
- **Jason Sherwood** – Growth Manager (Highways)

DEVELOPMENT FORUM MEMBERS

- **Cllr Jenny Hannaby**
- **Cllr Ron Batstone**
- **Cllr Jane Hanna**

- **Julie Mabberley** - Wantage and Grove Campaign Group
- **Graham Mundy** – Clerk, Grove Parish Council
- **Frank Parnell** - Grove Parish Council
- **Hugh Rees** – Wantage Deanery (Oxford Diocese)
- **Daniel Rolfe** – Grove Parish Council
- **Gareth Smith** – HarBUG and Cycling UK Wantage
- **June Stock** – Chair, Grove Parish Council

*This virtual meeting was recorded, with the permission of all attendees.
The following is a written summary of the topics discussed.*

Development Update

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Active Travel Discussion

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PERSIMMON DEVELOPMENT UPDATE

TOPIC	INITIALS	COMMENTS MADE
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**WELLINGTON
GATE**

SG

Please also refer to slides.

Occupations (to date)

248 total occupations;
187 private occupations
61 affordable occupations

Persimmon Phase I (191 units) –

Approved and substantially completed.

Persimmon Phase 2 (119 units) -

Approved and under construction.

Persimmon Phase 3a (33 units) -

Approved and under construction.

Persimmon Phase 3b (169 units)

A mixture of Charles Church and Persimmon dwellings. This parcel is the subject of a Reserved Matters application, submitted December 2020. A revised scheme was submitted on the 20th April 2021. As part of the revisions, changes were made to;

- the public open space
- the pedestrian and cycle way
- the access points to the school
- road crossings adjacent to the school
- the coach layby for the school
- the school car park
- street and car parking layout to the west
- house type mixture within the streetscene
- landscaped areas for the public

Charles Church I (55 units) –

Approved and substantially completed.

Charles Church 2 (23 units) –

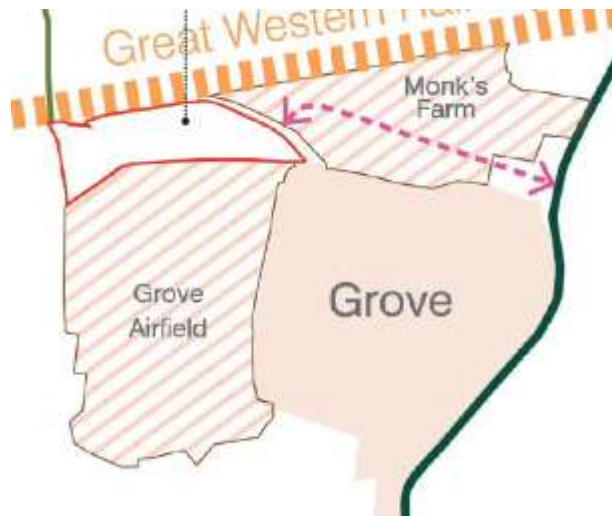
Approved, and under construction.

NORTH-WEST GROVE

SG

Remaining Land: Outline App. Submitted

This site sits directly above the Grove Airfield, adjacent to Denchworth Road.



Outline submitted in November 2020. Proposal consists of residential development, associated infrastructure, with the potential delivery of a primary school. Consultation comments received are being reviewed. Meeting to be held with OCC, VOWHDC and Network Rail.

SPORTS PITCHES AND FACILITIES

(Development Obligation)

SG

Replacement Sports Pitch Application

Revised application for single replacement pitch and facilities (changing rooms, car parks and landscaping) submitted to the Vale on the 21st April 2020. Additional information clarified the pitch surface drainage report and pitch maintenance. Consultation responses are due shortly.

Additional New Sports Pitches

Currently preparing reserved matters application for additional pitches. Pitches will comprise of a training pitch, junior pitch, senior pitch and smaller pitch. Due to be submitted in May 2021. Section of footpath and landscaping to be included as part of this.

ROADS AND DRAINAGE

(Development Obligation)

SG

Road & Drainage Infrastructure

Persimmon preparing new application for road (south of Primary School 1), drainage infrastructure; inclusive of swales, attenuation basins and associated. Application due to be submitted in May 2021.

- JM** [Referencing Slide 14/23.]
Which is the main road that will connect to the northern relief road? – acting as the main route from the A338 to A417?
- SG** The principal spine road will run from east to west (along the south) and will extend to run south to north. It will feature wider carriageway for buses (6.5 metres) and a hybrid walk-cycle way.
- JM** What will differentiate that road, effectively the western one, from the eastern one that goes past the first primary school. The ‘eastern’ road would be the more direct route if I was using a satnav.
- SG** The main road will be differentiated through the width of the road and the pedestrian-cycle facilities – rather than linking to the secondary Charles Church route from the south. The ‘eastern’ road will be less of a main road and will host traffic-calming measures. The aim is for it facilitate less traffic.
- JM** Is there anything you could do to make the road past the school visually less appealing? To lorry drivers and construction vehicles.
- JS (OCC)** Looking at something on a plan makes it difficult to visualise the route through. The nature of the carriageway will influence the route choice. The main spine through the development will be wider than the tertiary road. It will *feel* like a completely different place, and you would have to make the choice to turn right rather than follow the spine route.
- SCHOOL PROVISION**
(Development Obligation)
- SG** **Primary School 1: Development Brief**
Development brief submitted in April (to discharge Condition 9 of Outline Consent). Overview of site, inclusive of boundaries and concept design. Currently being registered and validated.
- FP** You mentioned 800 occupations? I thought the primary school down that end was the second one and would be later, and that it was the first one that was going to be available.
- SG** The first primary school will be delivered September 2023. The second primary school (next to Parcel P3b) is due to be delivered at 800 occupations.

- JS** **Secondary School: Delivery & Facilities**
The school that is at the bottom of the Charles Church development. Is that the secondary school? When is that going to happen?
- SG** Yes correct. Persimmon aren't the owner of the secondary school land currently. The owner of the land is obligated to enter into discussion with the County Council and transfer the land. This will be a joint venture with the County Council. Delivery expected quite a lot further down the line; after 1000 occupations.
- JS** Will there be a sports hall attached to that school?
- SG** This would likely be addressed as part of the school development brief. Apologies I can't answer this question currently.
- HR** **School Provision; in Summary**
I understand we have 4 schools in play;
- Primary School 1 (Sept 2023)
 - Primary School 2 (at 800 occupations)
 - Secondary School (joint future venture)
 - NW Grove Primary School (possibly)
- Have we got any decision timescales on whether there will be a primary school on NW Grove and any further details on the other dates?
- SG** Yes, correct. The NW Grove outline application was submitted with land reserved potentially for the delivery of a school. It will be a case of discussing population numbers, the catchment area and demand with OCC and the VOWHDC as part of this application process. Is there sufficient requirement, taking into account the Monk's Farm school also.
- HR** Is the Monk's Farm school in addition to the NW Grove site?
- SG** Yes. Monk's Farm site has its own obligation.
- Cllr JHy** I have been told the Secondary School is being brought forward. Listening to this, it suggests it isn't being brought forward? This needs to be clarified, not just for us but for people wanting to move to the area.

PS There will be a Secondary School brought forward. The S106 requires a transfer of land, not delivery of a Secondary School, so there is only so much Persimmon can comment on.

I will liaise with the OCC Education Officers and provide comment.

Cllr JH I put a question to full Council specifically about any risk to the delivery of the Grove Airfield school by September 2023. Cllr Bartholomew confirmed that the first Primary School is to be completed by 14th June 2023, for opening in September 2023. The Secondary site is currently planned to be completed by the Department for Education, with an opening date of September 2024. We understood that this was going to be taken forward by OCC.

**LOCALLY
EQUIPPED AREA
OF PLAY (LEAP)**
(Development
Obligation)

SG **LEAP & Open Space**
Currently under construction. The play area is in, Persimmon now working to establish landscaping features.

**TEMPORARY
COMMUNITY
FACILITY**
(Development
Obligation)

SG **Deed of Variation (DOV) currently in Review**
Persimmon are finalising the Financial Contributions to enable the meeting space to be rented. The revised Deed of Variation of the Section 106, which is being reviewed by Solicitors.

LOCAL CENTRE
(Development
Obligation)

SG **Local Centre Development Brief**
To be submitted prior to 250 occupations, and the land is required to be marketed by the 500th occupation. Persimmon finalising the concept design stages to inform the more detailed planning applications. **This final design will be put on the website and circulated to members.**

**S278 WORKS &
ROADWORK
SIGNAGE**

SG **Section 278 works along Denchworth Road, Cane Lane and Mably Way Roundabout** are ongoing.

(Development
Obligation)

GM The signage for the roadworks says the at the roadworks will start on the 01st March, for 4 weeks. Local residents are aware that we've gone well past that, but the signage hasn't changed. Accurate signs are needed and relevant information.

BH The roadworks are continuing, in separate stages. Total completion will be in September. **I will get the signage updated, so the individual stages of work have got the correct signage.**

Cllr JHy Is the TRO until September? – if so, why doesn't it say that?

JS (OCC) Could a bulleted schedule be put together for the Parish Council that they could put on their website for Local Residents and updated regularly?

BH Yes I can do that. We're about to start the second stage, and there is a third stage, **so I'll get a plan marked up, highlighting the sections and the timeframes to complete those sections.**

JS The traffic lights keep breaking, along Cane Lane.

BH **I will check this also.**

**TRAVEL PLAN
COORDINATION**
(Development
Obligation)

SG **Travel Plan Coordinator: Ben Maliphant**
A site-wide travel plan is in place. Travel information pack agreed with OCC and issued to all occupied properties. Specific Travel Information Website and Newsletter has been prepared.

ACTIVE TRAVEL

TOPIC	INITIALS	COMMENTS MADE
OVERVIEW: ACTIVE TRAVEL MEASURES	PS	<i>Please also refer to slides.</i> The masterplan ('Access and Movement Parameter Plan 02 drwgn0 9603 Rev V') shows the key movements routes.

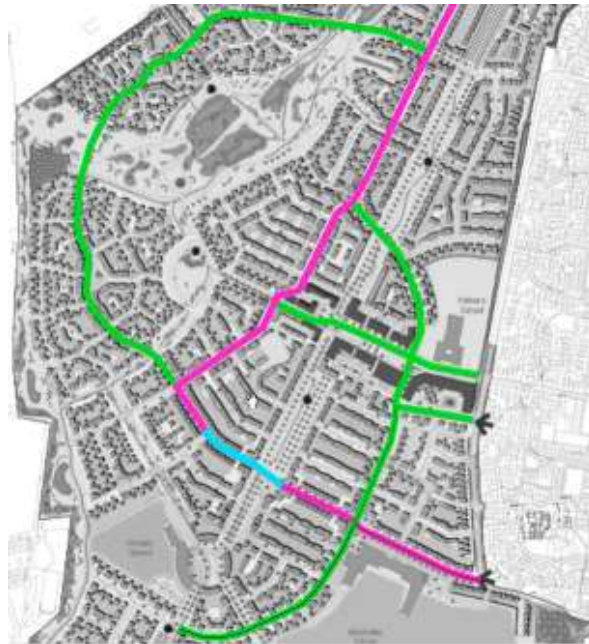


In summary;

- **Primary route** – a spine road, forming part of the northern link road. Will host bus route through the site. In line with current standards, OCC will be seeking a road width of 6.75 metres to be suitable for buses with provision for cycle infrastructure.
- **Secondary routes** - through residential parcels. There is provision for cycle infrastructure across a number of connecting sections.
- **Cycle/pedestrian routes**. The whole development hosts a lot of off-road routes for pedestrians/cyclists, largely due to the benefit of the runway corridor.

The Design and Access Statement also highlights the route past the Local Centre and school as a 'green street'. Delivering cycle infrastructure.

OCC have put together a plan which highlights what has been approved to date, and the layout that will be sought as part of future applications:



In summary;

- **Primary route** –
6.75 metre carriageway
1.5 metre hybrid cycle lanes (both sides)
2 metre footway (both sides)
- **Secondary routes** –
6 metre carriageway
2 metre footway (one side)
3 metre footway/cycleway (one side)

Persimmon are looking to deliver the continuation of the hybrid cycleways along the next stretch of the primary route, as part of the forthcoming infrastructure application.

**CYCLE LANE
PROVISION
ALONG
DENCHWORTH
ROAD**

Cllr JHy

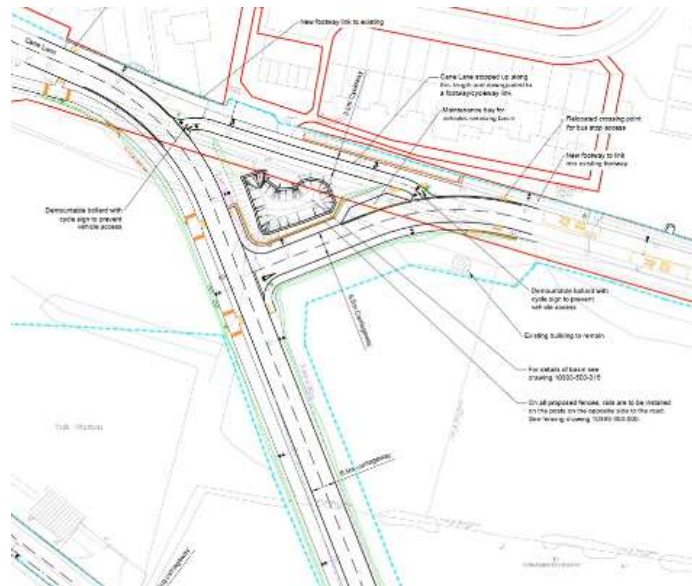
We are concerned that there would not be sufficient cycle provision along this section of Denchworth Road, between Cane Lane and Mably Roundabout.

**JS
(OCC)**

There is a new 3m cycle-footway being provided on one side of the carriageway, which switches sides halfway down (from western side to eastern side) landing at the Mably Way roundabout. 3 metres is sufficient for combined cycle-footway pedestrian.

- FP** Why does the cycle path cross over the Denchworth road? Will there be some lights there, or an obvious crossing mechanism? That could be unsafe.
- JS (OCC)** It's crossing over due to Land Title issues. There wasn't the Land Title to allow the combine cycle-footway to run down the western side.
- I don't think they are proposing a controlled crossing. All of the works have been road safety audited and have been approved through that process.
- FP** I'll dispute Land Titles as a reason. They could have just realigned the road where they have now put the cycleway.
- JS (OCC)** It wouldn't quite work like that. There were huge issues with Land Titles. Had it been possible to keep the cycle way on one side, that would have been done.
- Cllr JHy** We mentioned a crossing to Yvonne Constance. We do need a crossing there for safety. Is there some way that we can discuss this? Local people want a crossing here and this is the time to do it.
- JS (OCC)** There is potential to consider it through possible S106 contributions in the area. It's not to say that the developer might not consider installing a crossing here. From a County perspective, we don't have an allocated budget for something like that. There is potentially Parish Council CIL, but there may be other money through S106.
- PS** This has been raised before. The Parish were put in touch with OCC, via Will Pedley, who connected Graham Mundy to the correct team in OCC.
- JS (OCC)** **Okay we can follow this up with Will Pedley.**

JS Where they are building the newest part of the road at the top – if you think of the road as a ‘Y’ shape- there’s no cycle track on the road to the right:



Cyclists coming from Brereton Drive (eastern) direction wanting to join on to the Denchworth road have no cycle path. Are you allowing for a cycle crossing? And what is the width of the road along this section? – it should be 6.75 metres.

SG You would have to manoeuvre across Denchworth Road to reach the cycle path on the other side. I would need to check this with my technical colleagues.

The 6.75 metre width is an agreed standard for the spine road going through the main development. The 6.5 metre carriageway is dependent on the road classification.

JS (OCC) The width is 6.5 metres. 6.5 metres is more than adequate for a main road. The 6.75 metre width is to allow the buffer for the hybrid cycle lanes.

When we’re designing new highways, we try not to create as much highway real estate as possible, as this encourages speed.

JS But if a bus is using that right hand road, it’s then got to turn on to the main Denchworth road – and that’ll be awkward. I’m not happy with that.

JS (OCC) These roads have been tracked for all vehicle movements.

- Cllr JHy** I would like to go back to my earlier comments about whether we are going to have new cycleways – my question was about the top end of Cane Lane. This is what I was asking. No one seems to know.
- GS** There is no cycle path along the right hand branch of the 'Y', just pedestrian paths. Concern was raised at a previous meeting, about pedestrians needing to cross to access the playing fields further down.
- Walking from Brereton Drive, you'll have to cross at the junction, and I don't recall if there are any refuges to help. If you're on a bicycle you would cycle on the road as you would do now. Then you would either cross the road at the junction to get to the cycle path on the western side of the road, or follow the road south and join the cycle path on the eastern side when you reach it.
- Cllr JHy** Why wasn't a cycle lane included here as part of the design of this new road? I suppose I didn't voice my question properly, but this should have been part of our active travel.
- JS (OCC)** A two-way cycle lane is provided between Cane Lane and the eastern side of the 'Y'. Yes, they will have to crossover on to the new carriageway, but you won't get away from that. There is provision for cyclists through that dedicated cycleway.
- Cllr JHy** So, they'll still have to use a busy road then?
- JS (OCC)** It's a junction, they will have to cross over. Given the constraints here in relation to land ownership, drainage provision and existing highway boundaries – the inclusion of the dedicated two-way cycle way, that really does improve the cycle provision here.
- PARKING ON CYCLE LANES** **FP** Along the section of road alongside PP1 (from Newlands Drive up), the cycle lane is used for car parking, which makes it useless for cyclists. There is no kerb. What will happen in the next development?

PS OCC's response to Gareth Smith's query was circulated with the invite for this meeting. OCC are aware of the issues however it is not adopted highway making it difficult to address directly. It has been raised with Persimmon – who will install a solid white line alongside the kerb, with dashes where it crossed driveways. They will also double the number of cycleway signs to highlight its presence.

Once it is adopted, OCC will implement a traffic order and install double yellow along that route restricting parking. Plans are in the pipeline for OCC to submit to gain civil enforcement powers, which would enable them to enforce the yellow lines.

OCC would like to see the hybrid lanes continued. There was discussion about swapping the verge and cycleway last time, but I'm not sure this is a preference of OCC.

GS Thank you to OCC for their response on this. Is there any travel documentation provided to householders, about not parking in the cycle lane? Someone was washing their car in it when I visited last.

BH The sales teams do discuss the importance of the cycle path with householders. If there isn't anything in there already, I'm sure we can add it.

BM The travel information pack and website are all aimed at positively encouraging householders to try something new; go for walks, take the bus.
Residents could be reminded to not park on cycle lanes. We could add reminders to the website, newsletter and as part of the monitoring we do.

PS I have received an email from Chris Minors advising that Persimmon will be updating their website, as well as the travel information website, more regularly - so it may be useful to have a similar note on that website as well.

DR Relying on people to do the right thing is not enough to resolve the issue. Having a cycle lane segregated from the road would be better.

PS OCC are keen to continue with the hybrid provision. The same provision is proposed on the current application for Parcel 3b.

We had previously discussed an approach of swapping over the cycle lane and the verge, perhaps that can be considered but this will need to be guided by OCC. It will be difficult to retrofit what has now been implemented so we would also have to consider how the lanes would connect from one Parcel to another.

JS (OCC) From an OCC perspective, having worked with multiple cycle groups, the on-carriageway lanes are the preferred solution, particularly commuting cyclists. Giving precedence to vehicles is not the way we are seeking to plan out these developments.

As soon as you move the cycle lane away from the carriageway, every junction and driveway will become a hazard for the cyclists. We need to address parking arrangements, so residents are not tempted to park in cycle lanes. A clear white line, and a form of civil enforcement will help.

SIZE OF CYCLE REFUGE ON SOUTHERN LINK ROAD

GS Is the cycle refuge, where it crosses over the road, wide enough to take a bicycle? It is labelled as a pedestrian refuge.

JS (OCC) Yes, it is. The minimum standard for any refuge, regardless of labelling, is designed so that it can host a bicycle or a person with a pushchair.

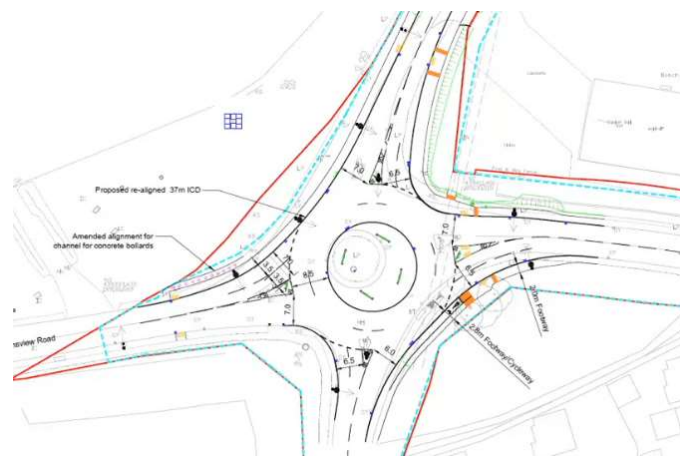
PEDESTRIAN / CYCLE CROSSING AT MABLY WAY ROUNDABOUT

GS There is a shared path down to the Mably Way roundabout. The other side of the roundabout sees another poor quality shared path, leading past Fitzwarren School. There is no facility for getting people north-south across the roundabout other than the refuges. Further, the upgrade to the diameter of the roundabout will make it faster. That is of great concern.

**JS
(OCC)**

A bigger roundabout doesn't necessarily mean it'll be faster. It will have a larger central reserve too, making the deflective angles better than the existing. It is being made bigger to allow for greater capacity. It meets all of the standards.

It's not possible to put a crossing on the western arm and use the central reserve because we can't make the central reserve big enough. The western crossing will be slightly further along. We have got crossing provision on the eastern arm. All of these works have been subject to Road Safety audit stage 2.



JM

The footpath/cycleway to the east, along Mably Way gets very narrow very quickly. When the new Leisure Centre was proposed, I understood that the footpath/cycleway was meant to continue to the Leisure Centre. Is there any cycle provision from this roundabout along Mably Way, to the health centre?

JS (OCC)

If it was as an obligation for the Grove Airfield Development, it should have been included in this package of S278 works. I don't know whether there's an obligation to increase the width of that existing footway along Mably Way. What leisure centre are you referring to?

JM

There was going to be a new leisure centre proposed between this roundabout and the health centre. It was cancelled due to lack of funding but there was supposed to be connection between the works proposed by Persimmon, and the works done in association with the leisure centre. Can we clarify what will happen along the Mably Way? If cycle ways are travelling north south, it would be good to have a cycle way travelling east.

SPEED LIMIT OF LINK ROAD	PF	We can look into this.
	GS	What is the speed limit proposed to the link road once completed? Is it still 30mph? There was some reference to it being higher than that.
	SG	I believe it would be 30mph, but we can double check this.
	Cllr JHy	I think you'll find it will be. Your Councillors are aiming for 30mph here.
WIDTH OF CYCLE LANES ALONG NEWLANDS DRIVE	DR	Could I raise this again please – we had concerns that the width of these cycle lanes north-south had not been implemented to standard.
	PS	OCC's response was circulated with the invite for this meeting. OCC have confirmed that the cycle lanes do meet acceptable design standards.
	JS (OCC)	1.5 metres wide.
	GS	I did check this. The plans show that the cycle lanes <i>should</i> measure 1.5 metres, but they are not this wide. They are 1.2 metres wide. The problem is with the implementation.
	DR	Even as an experienced cyclist the cycle lane does not feel safe. It's not just the width of the cycle lane, but the narrow width of the carriageway for cars.
	JS (OCC)	I will take this away.
FOOTPATHS & CONNECTIONS TO BUSINESS PARK	BH	We will check this at our end also.
	JS	You mentioned a path, possibly the path connected to the oval being brought forward in PP3b. Could that path be extended to go to the Business Park.
	PS	There is a requirement within the S106 for a Bridleway to be constructed up to the boundary with the Business Park. Persimmon can only deliver what's within their control, with their red line. This would need to be worked out with the Business Park in terms of creating a full connection.

- FP** There is an informal path, from the back of the Charles Church parcel, runs along the field and connects to a gate belonging to the Technology Park. It would be good to enhance this path, to create a pedestrian way to the Business Park.
- BH** There is a cut-through that has been made through land which we don't own, which connects up to an old tarmacked area, halfway between the Technology Park and the Business Park.
- SG** In terms of maintenance of that path, if it falls outside of ownership, we will not be in a position to maintain or upgrade it.
- FP** It looks like it is still within your boundary. It may be worth just going to have a look.
- SG** **We will take this away.**
- Cllr JHy** We have been talking to the Business Park, who are keen to work with Persimmon, the Vale and the Parish to create a connecting path. It would be a lost opportunity. **Could you take this on board.**
- JM** Looking at that Movement Map within the Design and Access Statement; there is a main spine all the way along the runway. I assume this will have footpaths along it?
- PS** Yes [see: *Access and Movement parameter plan*]
- JM** At the bottom of that map [see: *Access and Movement parameter plan*] – is there any reason why that footprint cannot continue to the boundary? It would be good to have a connection.
- SG** The Illustrative Masterplan shows that the pathway does extend through the community park, to the boundary;



- FP** The pathway hits the ransom strip.
- JM** So there's no way that can go through?

PS That is land outside of the control of Persimmon.

JM And what about the other end, by the roundabout? Does that path go through?

PS That is also land outside of Persimmon's control.

FP The pathway I was talking about earlier is here:



There's a gate, and people can actually walk through there, as long as no one puts a fence up.

JM This ransom strip is extremely frustrating. Isn't there a law that says Highways can obtain any land they need on the edge of a road?

JS (OCC) We wouldn't use a Compulsory Purchase Order for something like this.

NEXT MEETING DATES	PS	Wednesday 28th July 2021
		Friday 29th October 2021
		Wednesday 26th January 2022
		Friday 29th April 2022
		Wednesday 27th July 2022
		Friday 28th October 2022

ACTION ITEMS		
INITIALS	TOPIC / TASK(S)	TARGET DATE
	GENERAL	
PS	Next GADF meeting dates confirmed in minutes Wednesday 28th July 2021 Friday 29th October 2021 Wednesday 26th January 2022 Friday 29th April 2022 Wednesday 27th July 2022 Friday 28th October 2022	DONE
PS, SG	PowerPoint slides to be circulated, with minutes	DONE
PS, SG	Persimmon / OCC Access & Movement Maps to be circulated with minutes for reference, if considered helpful	DONE
	SCHOOL PROVISION	
PS	To liaise with OCC Education Officers and comment on the situation with secondary school delivery on site. UPDATE: OCC Education confirm the secondary school is on track to open in September 2024 and will be delivered by the Education Skills and Funding Agency (ESFA) on behalf of the Department for Education under the Free School programme.	DONE
	LOCAL CENTRE DEVELOPMENT BRIEF	
SG, SM	To compile details of Local Centre Development Brief for GADF members to provide feedback on. Parish and Campaign Group are to be notified via email, and plans are to be made public on the public Wellington Gate website. Co-ordination may be needed with Sophie Milton .	TBC
	278 AGREEMENTS WORKS/ REALIGNMENT OF DENCHWORTH RD	
BH, SG	BH to resolve issues with current roadwork signage and compile schedule of works for the Parish Council and County Councillors to refer to when talking to local residents. BH to also check temporary traffic light functions, particular along Cane Lane.	TBC
	ACTIVE TRAVEL	

JS (OCC)	To follow-up with Will Pedley (OCC) (in respect of previous discussions had with the Parish Council) regarding the possibility of a cycle/pedestrian crossing being added to Denchworth road, and how this could be achieved.	TBC
BM, BH, SG, SM	To add reminders to the; current Persimmon website, specific travel website, newsletter and current monitoring packs - actively discouraging residents from parking in dedicated cycle lanes.	TBC
JS (OCC), BH	Following DR's comments surrounding narrow cycle lanes on Newlands Drive; JS, PS and BH to investigate why the cycle lanes have not been implemented in accordance with the approved plans (GM measured 1.2 metres width instead of 1.5 metres) – and how this can be resolved.	TBC
PS, PF	Following JM's comments surrounding the abrupt end to the new cycleway heading east along Mably Way, PS and PF to investigate what happened to the proposal for the new cycleway originally proposed to connect to a previously proposed leisure centre. UPDATE: Under the Grove Airfield S106/ S278 agreement the developer is required to deliver a 3m footway/cycleway along the north side of Mably Way from the Southern Access road to the junction with the access to the health centre on Mably Way by 500 occupations.	DONE
SG,	Following GS's comments , to confirm speed limit along the southern link road once completed. Believed to be 30mph.	TBC
SG	Following FP and Cllr JHby's comments , SG to investigate whether the informal path that has been created by local residents (leading towards Business Park) could be formalised, in an attempt to better connect pedestrian routes to the Business Park.	TBC