

**MINUTES OF ASTON, COTE, SHIFFORD & CHIMNEY
ANNUAL PARISH MEETING
HELD ON WEDNESDAY 25TH MAY 2016
IN THE VILLAGE HALL, ASTON AT 8.00 PM**

1. Present: Parish Councillors:
Richard Haines (Chairman)
Jane Everex
Ben Lings
Paul Sparrowhawk
Jane West
Phil West

Helen Sandhu (Parish Clerk)
Charles Mathew, County Councillor
PCSO Helen Keen, Thames Valley Police
PCSO Sandra Syphas, Thames Valley Police
Richard Bloomfield, Pastor of Cote Baptist Church
18 members of the public

2. Apologies: John Ordish, Parish Councillor
Hilary Fenton, District Councillor
Steve Good, District Councillor

3. Welcome

Richard Haines, Chairman of the Parish Council, welcomed everyone to the meeting and introduced the members of the Parish Council and the Clerk.

4. Minutes of Annual Parish Meeting on 19 May 2015

Were accepted as a true record and signed by the Chairman.

5. Thames Valley Police

PCSO Helen Keen presented the Thames Valley Police report for the year ended 31 March 2016. There were four recorded crimes for the Aston area in the year; a 50% reduction on the prior year. The four crimes included two of criminal damage (one of which was detected), a Public Order offence where the perpetrator was prosecuted, and a drunk driver who was arrested. This is a 75% detection rate. The Police Team remains the same – PCSO Sandra Syphas has now been part of the team for over a year and hopefully many local residents will have met her.

The villages in the Eynsham area are under-represented on the Neighbourhood Action Group (NAG). The NAG Meets every 5/6 weeks and has a remit to identify and solve issues within the area. If anyone would like to find out any more information about the NAG, or possibly join it, they can be put in touch with Ron Hollis, the Chairman of the group.

The North Leigh volunteer speed assessment group has proved successful, and Cassington and Northmoor are now in the process of setting up similar groups.

The Neighbourhood Officer who covers Aston has now been trained to use the speed detection device. A speed detection operation was carried out in Aston earlier this year and this led to three prosecutions.

PCSO Keen told the meeting that the future of the Eynsham Neighbourhood team is unclear following a press release by Thames Valley Police in December 2015 which announced the planned closure of many rural outposts in April 2017, including Eynsham. The area will still be policed, but it is likely that changes will be made to the way the area is covered and the specific officers covering the area. The officers would work out of a central location (possibly Witney). PCSO suggested that if people are concerned about this proposal they could contact the Parish Council and/or Charles Mathew, the County Councillor.

6. Sport Aston – Carolyn Simmonds, Chair of Aston & Cote Community Trust

Carolyn Simmonds gave a brief presentation on behalf of Sport Aston.

Sport Aston now has its own identity and its activities are being separated from the wider work of the Community Trust. The aim of Sport Aston is to promote sport in the parish, which they are doing well. Over the past year they have started a new running group and a new cycling group. Short mat bowls sessions are going to be introduced soon; these will run on a Wednesday evening between 7pm and 9pm (except for the 2nd Wednesday of the month when the WI uses the hall).

Sport Aston has organised a sponsored 2 mile Fun Run on 12th June to raise funds.

Funds already raised were used to pay for the new folding doors on the end of the meeting room and the patio.

The next aim is to move the younger children's play area which will free up space for more sport to be played on the field.

The longer term aims are to try to get cricket played in Aston again and to apply for grants to extend the hall.

The over-riding intention is to run more sporting activities to appeal to everyone.

7. Cote Baptist Church, Richard Bloomfield, Pastor

Richard Bloomfield talked about the children's and youth activities being run by the church.

A youth group called Chillax runs once a month for young people aged 11-14 and is now in its fourth year. The aim is to provide a safe space for young people to relax, socialise and have fun. Each month there is a different theme; with themes over the past year including St George's Day, Sport Relief and Pancake Day. The evening includes a cooking or baking activity, craft, a thought provoking talk and games. Between 25 and 29 young people come each month. Mr Bloomfield expressed thanks to the great team of people who give up their time to help the youth of the village.

The group for the younger children is called Kidz Club. This club is for children between the ages of 5 and 11 and runs once a month on a Saturday afternoon. The one hour meeting includes party games, craft activities, a story with a Biblical theme and a shared tea. Between 10 and 15 children come each time. Parents are welcome to stay in a separate room and enjoy coffee, cake and good company whilst the children play.

Mr Bloomfield explained the motivation for these activities run by the Church. Cote Baptist Church is one of the Salt and Light group of churches. The name "Salt and Light" stems from the teachings of Jesus when he said that his followers were to be salt and light in the world because the presence of salt and light makes a real difference to their environments. Cote Baptist Church is a group of people with a heart to live these teachings out in the community, serving the community to make a positive difference.

Richard Haines thanked Mr Bloomfield for the work the church is doing with the young people of the parish.

8. Aston, Cote, Shifford & Chimney Parish Council – Richard Haines, Chairman

Gladman Development

The Gladman application for outline planning to build 41 homes on the land north of Cote Road came before the District Council Planning Committee in July 2015 and was approved unanimously by all committee members. This was subject to a legal agreement which was completed last month. The Parish Council objected to this application, as did 24 other people; with one person registering their support. Richard Haines represented the Parish Council at the District Council Planning meeting and spoke against the application.

The approval is at outline level and incorporates a requirement for 20 affordable houses, public open space and associated infrastructure. The agreement also includes s106 financial contributions allocated for offsite sport and recreation facilities which is in line with the wishes expressed by our community in the survey carried out by the Parish Council. There will also be funding for a traffic calming scheme to be installed on Cote Road at the entrance to the village. This was suggested by residents attending last year's Public Meeting and we are pleased to see it has been acted upon.

The Parish Council was also concerned that the dwellings must be connected to the mains sewerage system and have a 'Grampian' style agreement in place such that building should not commence until the issues with the mains sewerage system are resolved. This was also the view of Gladman who assert the statutory right to connect to the mains sewerage system. Subsequently Thames Water has identified 'an inability of the existing waste water infrastructure to accommodate the needs of this application' and themselves requested a Grampian style agreement to be put in place. The Parish Council was also concerned that the new open space to the north of the site be protected in perpetuity.

Outline approval gives the green light for the site to be developed and the access point onto Cote Road is defined. The developer must now submit detailed plans covering appearance, landscaping, layout and scale to District Council Planning in order to gain full approval for the development. This must also include a 'Construction Traffic Management Plan'. Residents will again have the opportunity to comment on these proposals when the application is made.

The District Council Conservation Officer has confirmed that the Conservation Area boundary for Aston will not be extended to cover this development.

The emerging District Council Local Plan to 2031 which is under scrutiny by the Government Planning Inspector allows development on land next to the village boundary. Previously only infill or rounding off was allowed. At the Planning meeting in July last year a District Council committee member commented that 'the current proposals represented a logical extension to the village [Aston] in line with the emerging local plan.' Aston can therefore expect similar future applications to be proposed.

Other developments

We are not aware of any further progress on the West Waddy 38 dwelling development between the Village Hall and Saxel Close which was given outline planning approval in 2014. However, in light of the need for Thames Water to resolve the sewerage issues for the Gladman site the Parish Council has queried with District Council Planning their approval for the West Waddy application to have a private on-site sewerage plant which would discharge cleaned waste water into the ditch system. The Planning Officer has acknowledged this information and advises that the drainage condition of the outline planning permission will be finalised during the full planning application process and that Thames Water will be consulted.

Construction on the other two smaller developments in Ham Lane of 7 dwellings and North Street of 8 dwellings is well under way. The Parish Council has followed up on a small number of concerns raised by residents mainly regarding hoardings, boundaries, access and parking, which in the main have been resolved.

Buses

Oxfordshire County Council's Cabinet met on 15th March and approved the plan to end all bus subsidies on 20th July 2016. This amended date has been chosen so that bus services remain in place in their current format until the end of this school year.

Both of the bus routes which serve Aston and Cote, the No. 18 to Oxford and the No.19 to Witney, are affected by this decision. Both these services are currently subsidised by the County Council at £330,000 per year.

Since the initial consultation last year the Parish Council has met with other affected Parish Councils on our two bus routes, attended County Council briefings and met with Stagecoach who operate our two bus services, to discuss how the services might run without subsidy.

The Parish Council and many residents have written to our MP David Cameron. The Parish Council has also written to David Nimmo-Smith, the County Council Cabinet member for the Environment (which includes transport) and to Ian Hudspeth (Leader of the Council) raising concerns over the probable loss of our vital rural bus services. We urge you to continue to write.

Many bus operators are still considering their options. It is anticipated that by the end of May all bus operators will have confirmed their intentions to cut the majority of the 118 affected subsidised bus routes in Oxfordshire.

However, from a reliable source it is understood that Stagecoach is considering a six month trial for the No.19 to see if a service would be viable following the bus subsidy withdrawal. A revised route would potentially be operated from Carterton on to Clanfield, Bampton, Aston and then straight on to Witney. If it is not viable the service would go after those six months. In order to make the service financially viable it is possible that concessionary fares would not be available on this revised service. But at least there would still be a bus service.

I do need to stress that this trial has not yet been directly confirmed to the Parish Council.

Again although not yet directly confirmed, it is understood that the No.18 bus service to Oxford will no longer operate after the withdrawal of the bus subsidy.

Speeding and Parking

PCSO Helen Keen spoke about speeding enforcement from a Police perspective earlier in the meeting, but in light of the issues discussed at last year's Annual Parish Meeting, it is appropriate to give an update from the Parish Council's perspective.

During the past year the Parish Council has contacted the neighbourhood police team to express the view that although extra speed warning signs are being displayed in the village, Thames Valley Police should play a greater role in the detection and enforcement of speeding in our parish. Traffic officers are regularly seen in Bampton, Curbridge and Standlake but seldom in our parish.

The operation of a Community Speed Watch group has been looked into. It was evident that in order for a group to be set up and operated successfully, it would need to be driven forward by residents as an independent community group. The neighbourhood police team and

interested local residents have been informed that the Parish Council would not wish to operate a group directly but would consider supporting a group that established itself effectively by providing a donation for the cost of the required public liability insurance.

Parking in certain parts of the Parish also remains a concern at certain times during the day when some cars are parked too close to junctions (i.e. within 10 metres). Additionally some vehicles park on the pavement forcing pedestrians to walk in the road to get past. This is also exacerbated by the routing of construction traffic now passing through Aston on its way to the Bampton New Road development, on which the Parish Council was not consulted. Residents and Parish Councillors have talked to the neighbourhood police team who have said they will keep an eye on the situation.

The Parish Council has contacted Oxfordshire Highways to request that Give Way lines are painted on the junction of the small Close on Cote Road with Cote Road. However, road safety and the enforcement of parking restrictions are the responsibility of the County and District Councils, and they haven't supported action in the past.

External meetings

As well as matters within the parish, the Parish Council also considers, attends and where appropriate responds to consultations outside the Parish which could impact on our residents. In addition to topics already discussed these have included:

- Bampton Patients Participation Group and the potential effect of funding cuts on Bampton Pharmacy;
- The latest A40 proposals between Witney and Oxford;
- RAF Brize Norton noise and environmental group;
- The proposed closure of four of the seven household waste and recycling centres including Dix Pit;
- The Newbridge joint parish meetings on weight limit enforcement;
- County Council consultation on a new model for children's services in Oxfordshire County
- and County Council public consultation on budget saving options for 2016/17.

Internet banking

With a change in legislation last year the Parish Council has now been able to set aside its quill and ink and is able to use internet banking to pay contractors and organisations. This will help to speed up payments and reduce administration, although the cheque book and quill are still in the top draw if necessary!

Potholes

Mr Haines said that he had realised that in the 25 year anniversary edition of the parish magazine 'Voices' that since the first edition potholes as well as parking have been a recurring issue! It's not just down to the Parish Council to report them. Anyone can go on-line to 'Fix My Street' (www.fixmystreet.oxfordshire.gov.uk) to report them. Once reported, the potholes are assessed by Oxfordshire Highways and any which fulfil the criteria for repair are marked up. Mr Haines told the meeting that he has recently found out what the different colour markings put round the pot holes signify:

- Red: Either a category 1A hole (repair within 2 hours) or a category 1B hole (repair within 24 hours) – marked up by either a Highways or a Statutory Inspector;
- White: Category 2 (repair within 28 days) – marked up by a Highways Inspector;
- Yellow: Category 2 (repair within 28 days) – marked up by a Statutory Inspector.

Q: *Charles Mathew clarified that the routing agreement for the Bampton New Road development was agreed by West Oxfordshire District Council as part of the planning process (not Oxfordshire County Council)*

A: *Richard Haines agreed that this was the case, but pointed out that this was in consultation with Oxfordshire Highways which is part of Oxfordshire County Council.*

Q: *The parking on the bend outside the Red Lion is leading to a lot of near-misses. I am raising this concern on behalf of a friend and s/he has suggested that either double yellow lines should be installed on the road outside the pub, or a one-way system should be put in place round the war memorial green.*

A: *Both of these suggestions have been looked into before. Double yellow lines only work if they are enforced, and both West Oxfordshire District Council and Oxfordshire County Council have previously said that they would not support this proposal. The Parish Council raises issues like this with the local Police Officers, and encourages residents to do the same. The Police team is aware of the issue and will speak to drivers who park inappropriately.*

When the Parish Council looked into the idea of implementing a one way system round the war memorial in the past it became evident that in order to comply with the law a significant number of signs would need to be installed in a very small area, and this would be totally inappropriate for the setting. The Police team is seeking to carry out more enforcement of the regulations which prohibit people from parking within 10 metres of a junction; if this were enforced rigorously it would not be possible for anyone to park in the roads around The Square. The Police team's aim is to be sensible about what is possible and to try to achieve this by having conversations with local people causing the issues.

Q: *North Street is now full of filled (and unfilled) potholes. Are there any plans to retarmac it?*

A: *One of the things the Parish Council is going to be monitoring over the next year (and more) is any road damage caused by the lorry traffic going to the Bampton New Road housing site. The building will take two years to complete. Andrew Long, one of the editors of Voices, has spoken to the site manager who is very keen to understand the impact of the work.*

The Parish Council is keen to ensure that the routing agreement for the two Cote Road sites in Aston is through Standlake and Cote rather than through Aston. Whilst this won't please everybody in the parish, this route will have much less impact than if the routing is through Aston.

Q: *What is the time limit for the lorries going to the Bampton New Road development?*

A: *The routing agreement states that lorries must not arrive on site before 9.30am and cannot leave after 2.00pm. If people see lorries which they think are going to the site outside of these times, they could take a photograph of the vehicle which includes the number plate and send it to the site manager who will investigate.*

However, we must remember that lorries have a legal right to travel on the highway.

Q: *When the sewerage issues for the Gladman site were looked at as part of the planning process, it was acknowledged that the developer has a right to connect to the sewer, and therefore Thames Water is responsible for improving the sewer system so that this can be achieved. How come this was not raised as part of the West Waddy application for the development next to the village hall?*

A: *When the West Waddy site was considered by the Planning Department of the District Council, it was acknowledged that the sewerage system would not be able to cope with the additional 38 houses, and so the application was given outline approval on the condition that a private treatment plant is installed on the site, with cleaned water to be discharged into the adjacent ditches. Everyone knows that these ditches regularly flood*

and would struggle to cope with the additional outflow from the treatment plant. After the Parish Council saw the way the sewerage issue was addressed in the Gladman application, we went back to the District Council and said that the same terms should apply to the West Waddy site (ie., that Thames Water should be required to improve the sewerage system so that the developer can exert their right for the properties to be connected to the mains sewer system).

Q: What is a “Grampian style agreement”?

A: If a Grampian style agreement is required as part of a planning approval, it means that building work cannot be started until the sewerage system is sorted. The Parish Council has told the District Council that we think that a Grampian style agreement should be put in place for both the Cote Road developments. The Gladman site has now received outline planning permission and the legal agreement containing the key terms has been signed. We have not been informed that the legal agreement for the West Waddy site has been signed, so this site has still not had the provisional outline planning permission confirmed.

Q: What is the timescale for Thames Water to resolve this issue?

A: The paperwork for the Gladman development says that the work should be done within two years. The question for Thames Water is where will they find the funds to carry out the improvement work required?

Q: Why are new homes still being built in Aston in the meantime?

A: Any development of fewer than 10 houses doesn't have to provide any s106 funding and doesn't have to address sewerage concerns specifically. Thames Water doesn't even have to be consulted. The Parish Council has written to West Oxfordshire District Council to raise concerns about the cumulative impact of smaller developments. If the two Cote Road sites are included, then 100 dwellings will have been built in Aston in the space of two years – a 20% growth in the number of homes in the village. The Parish Council has expressed concern about the impact of this growth to the District Council, and raised the issue of the sustainability of building in our parish which has a pub, garage, primary school and small shop, but has no medical services, and is likely to soon have no public bus service. However, when the Gladman site was approved at the Lowlands Planning Committee, one of the District Councillors said that Aston is a village which is suitable for this type of development. The Parish Council will continue to argue the sustainability case when applications are made for future developments.

Q: Why isn't the Gladman site in the Conservation Area when the West Waddy site is?

A: The boundaries of the Conservation Area were set in the 1990s. On the Saxel Close side of Cote Road the boundary goes up to the village hall, but on the Foxwood side the boundary ends with the last house fronting Cote Road. The Parish Council has historically asked the District Council about the process for reviewing Conservation Area boundaries and has been told that the Aston Conservation Area is not a priority, and that the District Council doesn't have the time or the money to carry out a review.

Q: It seems nonsensical that one part of the village (the Gladman site) would have different planning rules to the rest of the village.

A: Yes; the Parish Council also asked the District Council before about the process for cancelling a Conservation Area, and was again told that the District Council does not have the time or the money to consider this for Aston.

Q: *What will happen with the s106 money from these two sites when/if it is received?*

A: *The s106 money will only be received when the houses have been built and occupied. When the Parish Council became aware that the parish may be entitled to receive s106 funding (from the West Waddy site only at the time), the Parish Council carried out a public consultation to ask what residents would like to see the money spent on. At the time the majority view was that a Multi Use Games Area (MUGA) should be installed at the village hall. In order to ensure that there would be enough funds available for the MUGA the Parish Council increased the precept. When/if the s106 funding is received the Parish Council will again consult with local residents and will also liaise with the Community Trust as the landowners of the village hall site.*

Q: *Going back to the West Waddy site, what will the occupants of the homes do if the site is built with a private sewerage treatment plant and there is flooding?*

A: *This is one of the reasons why the Parish Council is concerned about the proposal to install a private plant rather than to connect the dwellings to the main sewer system. The Parish Council wants all large scale developments connected to the main sewer system.*

Q: *Wouldn't it be better to use the s106 funding to build a zebra crossing on Cote Road?*

A: *The proposed s106 agreement for the West Waddy site includes a zebra crossing over Cote Road.*

Q: *Wouldn't it be better to build the zebra crossing now?*

A: *Oxfordshire County Council is responsible for the highway and they say that they don't have the funds to build a crossing.*

A: *Charles Mathew: The County Council would build the crossing if the Parish Council could pay the £28,500 that it would cost.*

Q: *It is difficult to exit Ham Lane in a car because of the on-street parking on the High Street and the telephone box.*

A: *The Parish Council has asked BT about the possibility of removing the telephone box and has been told that it is a statutory requirement to keep the telephone box there because of the distance to the next nearest box (there is a statutory minimum distance between telephone boxes). The Parish Council also consulted with Oxfordshire County Council on this issue and was told that the white lines on the High Street could be repositioned (at a significant cost) but this would just shift the problem. The Parish Council's approach is to ask the Police team to have proactive conversations with people who park on the street in places which causes a hazard for other road users.*

On-street parking is an issue, but it isn't a new one – the same concern was raised in Voices 25 years ago!

Another issue arises when people park on the pavements, which causes problems for people with pushchairs/prams and for wheelchair users. This is not acceptable, and all residents need to act responsibly and consider the needs of others. If anyone is having problems with this, we suggest that they speak to the PCSO.

Q: *Does the Parish Council keep records of vehicles which are damaged when they are parked on the street?*

A: *This would be the responsibility of Thames Valley Police who can only record incidents which are reported to them.*

Q: *Is the telephone box in Cote close enough to the next nearest one so that the one in Aston could be removed?*

A: *The telephone was removed from this box by BT some years ago.*

Q: *Could it be reconnected?*

A: *No!*

9. Oxfordshire County Council – Councillor Charles Mathew

Mr Mathew started by picking up the earlier conversation about potholes. Oxfordshire County Council has spent more money repairing pot holes over the past year than in the year before. However, this is not always done very efficiently or effectively and many reappear within six months.

Newbridge

Mr Mathew said that he continues to try to persuade the County Council to replace the weight restriction enforcement cameras on Newbridge. With no working cameras lorries continue to breach the weight restrictions, particularly during the night and in the early hours of the morning. This is a Grade I bridge built in the 13th century under orders from King John and it needs to be protected. No-one wants to see it collapse, particularly residents on the A415 as a new bridge would increase the amount of traffic using the road because it would be free from the current weight restriction.

Swinford Toll Bridge

Swinford toll bridge also causes traffic problems. Mr Mathew said that he has been negotiating with the bridge owners for the last three years for them to introduce a system of advance payment which would speed up the journey times for vehicles using the bridge.

A40

The A40 is another issue. Oxfordshire County Council has already announced plans that it thinks will help to tackle the congestion on this road, but Mr Mathew said that the proposals are based on inaccurate destination statistics from a single day's monitoring between 8am and 9am. This monitoring apparently suggested that only 7% of the traffic is going straight through Oxford on the bypass, which seems highly unlikely to be accurate. Mr Mathew expressed the view that choosing a solution based on this type of information would be a waste of the £54 million plan suggested. Mr Mathew said that in his opinion the best solution would be an overland railway to Oxford which would cost £150million to £200million, but people would be prepared to pay £5 each way for an easier and faster journey.

Minerals Policy

Mineral extraction is a concern for the Windrush Valley area as a whole. The Government requirement is for Oxfordshire County Council to have a minimum reserve of 7 years of sharp sand and gravel required for predicted development. The County Council is currently in the process of trying to gain approval to the third version of the Minerals Core Strategy, and has now had to admit to the Inspector that it has a reserve of 16.35 years, which goes beyond the Strategy time frame. 76% of sharp sand and gravel has been extracted from West Oxfordshire, and around 55% of this is driven to the south of the county for construction work there. The south of the county has successfully fought against the extraction of sharp sand and gravel in its area. The third version of the Strategy now includes the requirement for minerals to be extracted close to where they are needed, with an even split between the north and the south of the county. This isn't a perfect settlement, but is a significant improvement over the provisions contained in earlier versions of the Strategy.

The amount of gravel needed to build a house has reduced by 50% compared to 10 years ago, and the majority of this is now obtained from dredging, which means that the actual requirement to quarry new minerals has gone down. However, this has not impacted on the way that the County Council has prepared its strategy. The reduced requirement means that Oxfordshire should need to produce only 470,000 tonnes over 10 years, but the Strategy

incorporates a target of 1million tonnes. Mr Mathew said that he is confident that the Inspector will reject the third version of the Strategy on the basis that it is unsound.

Unitary proposals

Charles Mathew told the meeting that there has to be a unitary solution for the county. The District Councils are proposing that there should be four unitary authorities covering the county, and Oxfordshire County Council maintains that there should be a single unitary authority. The District Councils are trying to take over the role of Oxfordshire County Council and are being supported to a certain extent by the county's MPs. Mr Mathew said that it is fair to say that Oxfordshire County Council has missed many opportunities to improve the county's position over several years, but has made significant efficiency improvements in the past 10 years. The problems faced by the County Council stem from an increased workload and costs associated with looking after the county's children and older people. Expenditure on these two groups now equates to 62% of the County Council's entire budget. The funding provided by Central Government has been reduced by £340 million over the last five years. The County Council's projected savings from a single unitary council are £30 - £70 million a year. A single unitary authority would be more efficient and would be easier for residents as there would only be one council for them to deal with. The County Council will be carrying out a consultation on its proposals for a single unitary authority in October.

Children's Centres

The way the children's centres are going to be run is changing. Mr Mathew expressed the view that the new system will be better. However, the children's centre that people may be invited to use may be further from their home, and Mr Mathew acknowledged that this could be an issue for people who are dependent on public transport, particularly with the impending reductions in the rural bus services.

Buses

The County Council bus subsidies will be removed with effect from 20 July. The operators of approximately 80% of the services which currently receive a subsidy have confirmed that their services will be continuing in some capacity.

Oxfordshire County Council is now proposing to make the buses and drivers which are used to transport children to and from school available to local communities during the school day. Mr Mathew said that he has already booked a service for Stanton Harcourt on Tuesdays and Thursdays. This means that residents who are dependent on public transport will still be able to access services in Witney regularly. Mr Mathew acknowledged that this won't help commuters or students on routes which have been cancelled but will at least provide some form of public transport for rural communities who choose to take up the opportunity to book this service.

Neighbourhood Action Group

Mr Mathew reiterated the encouragement of PCSO Keen earlier in the meeting for people to join the NAG.

Strategic Housing Market Assessment (SHMA)

The SHMA was produced in 2014 and was a report which calculated a target for the amount of housing required in Oxfordshire up to 2031. People are now increasingly listening to the criticisms of the SHMA raised by various bodies and are starting to examine whether the housing target it contained is valid.

Sewerage Flooding

Mr Mathew said that every village in his division has had a problem with sewerage flooding in recent years. However, Thames Water is in denial about the extent of the issue and Mr Mathew said that he was pessimistic about Thames Water tackling the widespread problems.

Mr Mathew ended by saying that he is always available to help people who have problems which are within his remit.

10. Other matters

Richard Haines reminded people to use the outreach Post Office which runs from the Fellowship Centre three days a week. The initial contract was for a limited period of time, and if there isn't enough usage, then the service may be withdrawn.

There was a suggestion that the opening times need to be publicised better. Richard Bloomfield said that he will try and ensure that they are included on the noticeboard outside the Fellowship Centre when it is put back up.

11. Close of Meeting

Richard Haines thanked the speakers for their presentations, the Parish Councillors who work on the various issues faced by the parish over the year, and the members of the public who came for attending and participating in the meeting.

Signed

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