

**Minutes of the Annual Meeting  
held on Monday 16<sup>th</sup> May 2016, in the Village Hall**

<b>Present</b>	<p>6 Parish Council Members:</p> <p>Charles Mathew (CM) Chairman          Matthew Judson (MJ) Vice Chairman          Graham Dixon-Brown (GDB) Councillor          Jose Eaton (JE) Councillor          Colin Wells (CW) Councillor          Joe Deane (JD) Councillor          Trudi Gasser (TG) Parish Clerk</p> <p>District Councillor: None Present</p> <p>Invited Speakers:</p> <ul style="list-style-type: none"> <li>• Mike Parker, Chair, Save the 18 Bus</li> <li>• Sarah Gillies/April Rafferty, FFC</li> <li>• William Munro, Cottsway Housing</li> <li>• PCSO's Helen Bull &amp; Sandra Syphas, Thames Valley Police</li> <li>• Clare Rich, Chair, SHAPE</li> </ul> <p>43 other parishioners. The meeting was chaired by Chairman, Charles Mathew</p> <p>Apologies for Absence: None received</p>
----------------	---

**1. INTRODUCTION AND WELCOME**

Chairman, Cllr Charles Mathew, welcomed all to the meeting.

**2. APPROVAL OF 2015 MINUTES**

The minutes were approved for publication – no matter arising.

**3. SPEAKERS**

**Mike Parker, Chair – Save the 18 Bus**

Mike provided a report on what actions had been taken regarding the termination of the Bus Service:

As a result of taking part in a Radio Oxford Phone-in on the transport subsidy cuts in Oxfordshire, Mike met with the Director of Stagecoach in Oxford and the Stagecoach Bus Planner, who outlined the philosophy of their company and their policy on withdrawing unprofitable services.

Mike put forward proposals for provide a more profitable bus service to our villages, such as combining the 18 and 19 services to form a shuttle service connecting Carterton or Witney with

Eynsham, where connections to Oxford could be accessed. Stagecoach agreed to consider Mike's proposals, and to meet with him again on May 5<sup>th</sup>.

At the meeting on May 5<sup>th</sup>, however, the Stagecoach Director was not able to attend, only the Bus Planner, who set out the company's responses to Mike's proposals.

He explained that Stagecoach only run unprofitable services if they can see a potential for growth. The 18 is the most highly subsidized service in Oxfordshire, and of that route, the stretch between Northmoor, Bablock Hythe, Stanton Harcourt, Sutton and Eynsham is the least used. They calculate that only 25 people a day regularly use the bus between these villages, and the service will therefore never make a profit.

Their proposal is using one bus and driver to conduct a 6-month trial whereby they would operate a form of the current route 19 but with a reduced number of journeys. The new route will go from Carterton to Witney via Clanfield, Bampton, Aston, Standlake and Ducklington. The service, currently provided by route 18, to Northmoor, Bablock Hythe, Stanton Harcourt and Sutton will cease.

While this is a very discouraging response, Mike recommended that we should not give up too quickly. The Save our Buses campaign now has a mailing list of over 100, and since negotiations with Stagecoach appear to have failed, Mike urged everyone to now write letters, not emails, to David Cameron. Mike will send out an email to everyone, outlining some points that should be mentioned.

If we are not successful in saving the 18, Mike outlined a proposal for a Community Bus service. Campaign group members have researched the practicalities of setting up and running such a service, and had met with the Chairman of the Faringdon Community Bus Service, who had made several recommendations, and offered his advice.

The principle findings are:

A 16-seater, mini-bus requires no specific training to drive. 2<sup>nd</sup> hand vehicles are readily available.

There would be three main costs involved:

The capital cost of a bus

Drivers

Maintenance and fuel

The service would need to take fares to offset some of the costs; Mike proposed a flat fare per journey of £2.00 per adult, £1.00 per child or student. He encouraged comments on this – would people be happy to pay this amount, or perhaps more?

There would need to be at least 25 volunteers willing to drive the bus on a shift basis.

Two shifts were proposed; 7.30 – 10.30 a.m., and 3.00 – 6.30 p.m., shuttling to and from Eynsham

Two schedules were proposed; one including Standlake, and one including only the villages between Northmoor and Eynsham. Without Standlake, there would be six journeys per shift. If Standlake was included the service would by necessity be less frequent.

The service should run only Monday to Friday, but the bus could be hired out commercially at weekends, evenings or even between morning and afternoon shifts to earn money to offset costs.

Various funding sources had been suggested, including the National Lottery fund. It is also possible that OCC might be persuaded to fund a community bus.

This service, like the proposed new 19 route, should run for an initial trial period of six months to test demand and viability.

**In conclusion:**

More people need to get involved – please spread the word

We are not giving up on saving our existing service, but as time is short we are also looking into alternatives.

Here is some feedback from my meeting earlier in the week with Stagecoach, the current operator of Route 18.

I met with Martin Sutton, the MD of Stagecoach Oxfordshire, and his “bus services planner” Ross Hitchcock.

They were very friendly and refreshingly open. Martin Sutton has been in charge of Stagecoach Oxfordshire for over 15 years and knows the local bus network inside out. He seemed very happy to share with me a lot of Stagecoach’s calculations and information.

However he made it very clear that Stagecoach would only continue to operate bus services that were not going to lose any money; and while they might take a bit of a risk and continue with the service that was virtually broke even they would only do this if there was, in their view, a very evident potential for the number of passenger journeys, and hence revenue, to increase.

We talked primarily about Routes 18 and 19 which in total carried some 140,000 trips last year (83,000 on Route 19, 53,000 Route 18). He said that with regard to the current Route 18 that the fares revenue the company receives only accounts for 70% of the costs of staffing (the driver) and fuel. This does not take into account bus depreciation costs, general maintenance, admin etc.

I hadn’t appreciated that in recent years the amount that the bus operator is compensated by Oxfordshire County Council when a pensioner travels with concessionary travel pass is only about half the standard adult fare. And unlike most of the bus routes in Oxfordshire where 17/18% of passengers have concessionary passes, on route 18 the figure is 50%.

So it was plain there was no chance of continuing Route 18 as it currently is. And we have a lot to do to convince Stagecoach to take the risk of operating a new route just to Eynsham. He accepted that a large proportion of the current cost of operation was running the service from Eynsham to Oxford and back. I said the meeting had expressed their willingness to change buses at Eynsham but he said that in his experience if there was no longer a through service to the prime destination then numbers - and revenue - would reduce.

I put forward our proposal to amalgamate the rural parts of routes 19 and 18 thereby linking Bampton, Standlake, Northmoor, Stanton Harcourt etc. to Witney and Eynsham and he agreed that he and his colleagues would look at it, but he was not optimistic that it would be sufficiently attractive to produce enough revenue to cover its costs. Stagecoach were currently considering a number options for the route network in Oxfordshire and had set a deadline of May 15 by which they need to make final decisions. He agreed, however, to meet me again on May 5 by which time he would have fully considered our proposal and other options.

Mike Parker, Chair-Save Route 18  
mikeparker12@gmail.com

CM added that the 19 service is not yet confirmed to continue and the 18 service is not yet confirmed to cease, however, this is highly likely.

CM concluded that the PC is very grateful to Mike for his efforts. It is hoped that something good can come out of a very unpleasant situation. A meeting was scheduled to take place later this week with a 'decision maker'.

## **FFC – Sarah Gillies, Regional Planning and Permitting Manager / April Rafferty, Site Business Manager**

This presentation is about FCC's proposals to amend the restoration scheme for Dix Pit Quarry and Landfill site and the planning application that will be made to Oxfordshire County Council.

Some of you may be aware of a public exhibition event FCC held here last year which was to introduce you to our intentions to revise the restoration scheme for the site and invite early thoughts and ideas from local residents on what a new scheme might look like.

Since that time we have taken that feedback from the event, along with technical design work, findings of ecology surveys and feedback from landowners to produce a final scheme.

The aim of this presentation is to present the final design to you with an explanation as to how it has been arrived at following work over the past 12 months.

We are aiming to submit a planning application for the revised scheme at the end of this month.

### **Background**

For those of you who may not be familiar with the site Dix Pit is a former sand and gravel quarry on the border of Stanton Harcourt that has existed since the 1950's.

The mineral excavations have been gradually backfilled with controlled wastes under various landfill planning permissions.

Waste management activities at Dix Pit are run by FCC Environment (formerly Waste Recycling Group Limited) who, in addition to the main landfill, also operates the civic amenity site and waste transfer station under contracts with Oxfordshire County Council.

The site is owned by Chichele Property (ASC) Limited, part of All Souls College, Oxford and also by Hanson, who in turn have operated various mineral processing facilities ancillary to the former quarry.

Hanson currently operates a cement batching plant at the site linked to their Bridge Farm quarry near Abingdon.

### **Current Scheme**

I will move on to describe the currently consented restoration scheme for Dix Pit to provide some context for the revised scheme we are going to present.

Here we have the approved Working Plan and Concept Restoration Masterplan which date to 1997.

The site is split into phases. Phases 1 and 2 were worked first and have been restored. FCC has been gradually backfilling Phase 3 from north to south. The final cell (cell 3K) of Phase 3 was filled last year.

Soils placement is continuing over the whole of Phase 3 to create a smooth restoration profile.

FCC had intended to complete final capping of cell 3K last year, and start preparing the next phase of infill however we found great crested newts, a legally protected species, within the clay reserve/fill area. The presence of this species has prevented access to this area so works have had to be put on hold.

We hope to resume capping and engineering in August this year once we have obtained the necessary licence from Natural England and undertaken mitigation works.

From the working plan the original scheme envisaged continuation of landfilling of phases 4, 5 and 6 to achieve the final profile as shown on the Concept Restoration Masterplan.

The original anticipated date for completion was 2028 and the after use was predominantly to agriculture.

### **Reasons for Change**

Since this original design was conceived there have been significant changes within the waste management industry driven by policy and legislation that seek to promote recycling and recovery and reduce the amount of waste sent to landfill.

Falling waste inputs and higher costs means that it is no longer viable for FCC to continue to operate Dix Pit to deliver the original scheme.

In particular at Dix Pit we no longer have the contract with OCC for disposal of municipal waste as this is now being sent to Viridor's Energy Recovery Facility at Ardley. This is more sustainable than landfill as here the waste is burnt to produce electricity.

So for Dix Pit we have had to re-think our future strategy for the site based on changes to waste inputs, but also to take into account the need to restore the former quarry workings to an after use that is safe, sustainable and beneficial.

There are two key areas that remain unrestored:

- i) a deep void and
- ii) shallower flooded workings.

### **Proposed Scheme**

The concept we have come up with includes the continuation of infilling of the next phase of the landfill so we can bring the site up to level and a profile that ties in with the levels of other surrounding restored areas to the north and west.

This is expected to take up to 5 years to complete depending on rate of inputs. We are in the process of amending the site permit so that the waste types are restricted to non-biodegradable wastes only such as soils, stones and inactive construction and demolition type wastes.

Instead of progressing with landfilling to Phase 6, our concept is to retain this area largely as the flooded excavations currently exist, but with some re-profiling of insitu materials and other works to create an ecological habitat. Our recent ecological surveys tell us that the biodiversity interest of this area is already strong so we just want to leave it undisturbed but enhance it where possible through new measures and long term management.

### **Feedback**

The public exhibition event last year invited local feedback on this concept and thoughts on after uses. I will now run through the main comments and explain how these have been incorporated into the design:

- 1) The public were generally in accordance with the main after uses and the balance between amenity and nature conservation. The message we received was to retain peace and tranquillity around areas where we want to encourage wildlife. We have acted on this by focusing on paths, popular with dog walkers, around areas away from the sensitive nature reserve, and by putting in woodland buffers.
- 2) There was a strong preference from locals for us to open the site up to public access and to create circular route for walkers and horse riding. We have done this by creating circular path as much as possible on land under our control and maximising connections to existing off site rights of way links at all sides of the site.
- 3) General feedback was against introducing anything that could create noise or affect tranquil use of the site; or anything that could encourage vandalism or litter. We have avoided introducing any potentially noisy activities, eg. BMX tracks, formal recreation after uses or any equipment (outdoor gym, picnic benches) into the scheme that would require active management. The concept is to have site that is simple to maintain but delivers amenity benefits through informal use so it can be enjoyed by all. This concept is most compatible with the co-joined nature conservation after use.
- 4) There was public interest in improving bird watching opportunities over the lake. We have proposed clearance of some vegetation along the lake side right of way to allow views over the lake with is a Local Wildlife Site designated for wintering birds.
- 5) There was a preference for promoting woodland to introduce variety into the local landscape which is largely characterised by grassland, and to promote diversification of bird species. Woodland has been included as integral part of the scheme to encourage biodiversity and in particular a mix of bird habitat/species.

### **Ecological Considerations**

I will now explain the measures we have taken in the scheme to promote biodiversity. These have been informed by the findings of ecological surveys undertaken over the past 12 months which include: habitat surveys, great crested newt, reptile and water vole.

- 1) The creation of new GCN habitat to offset the loss of ponds from the future clay reserve and final infill area;
- 2) Enhancement and retention of sand banks from the former quarry to encourage sand martins and wintering birds;
- 3) Hedgerow and woodland edges/belts to improve connectivity between GCN and water vole habitats on and through the site;
- 4) Creation of new wetland areas, which are favourable to many species including GCN and wintering birds;
- 5) Coppiced wood to be used for wood piles to promote reptile habitat; and 6) General consideration to planting and species mixes to encourage native and priority BAP species where possible.

We aim to submit the application in the coming weeks by the end of May 2016. The Parish Council will be formally consulted again by Oxfordshire County Council through the planning application process.

Hope you found the presentation informative and helpful and we are happy to take any questions you may have. Sarah Gillie, FCC Environment

### **QUESTIONS:**

- Q. What's the dirty water being pumped off site?  
 A. Leachate – it's rainwater and bi-product from waste, it's treated as sewerage and will continue to be pumped until such time that the waste no longer breaks down.
- Q. Where does the run-off go to?

- A. It's pumped to the Stanton Lake – discharge consent is in line with limits under the EPR. The water is checked prior to pumping off site.
- Q. Will the gas smell continue?
- A. Methane gas will continue to be produced for 40 years – once capping is complete in August this year there should be no issues of gas escape. Additional gas well drilling will be carried out once capping is complete. Gas and ground water monitoring will continue to be carried out around the site.

CM provided a list of topics for future discussion:

- Notice board on Devil's Quoits in need of repair
- Bicycle Track
- Mini Arboretum
- Car Parking/Public Access
- Paths/Trim trail
- Ragwort
- Holes by Lynch Hill Cottage
- Rare Species present

CM strongly suggested that a conversation should take place between FFC and Lucy Cullen of the Lower Windrush Project.

CM thanked Sarah and April for their time.

## **Cottsway Housing – William Munro**

William provided a report on the current status of the outline planning for Blackditch Phase 2 (adjacent to 1 Blackditch):

Cottsway are just about to conclude pre-application discussions with WODC planners prior to submitting the Reserved Matters application in June 2016. Outline planning permission was granted in March 2010 (reference 08/1729/P/OP) for 8 dwellings. The proposed design, as shown on TSH's drawing no. 2016002/P01 – site plan, incorporates suggested amendments from WODC planners, also takes into account detail design changes resulting from consultants contributions and advice received from the Thames Valley Police crime prevention liaison officer.

The proposed development, of two-storey buildings with rooms in the traditional pitched roofs, will provide 1x 1 bedroomed maisonette flat, 1x 2 bedroomed maisonette flat, 4x 2 bedroomed houses and 2x 3 bedroomed houses, all for affordable rent. There are no plans to include shared ownership (part buy/part rent) dwellings. However we may review this option, if there is someone who satisfies the eligibility and affordability criteria.

The form, density and design of the buildings are designed to follow the principles of size, scale and appearance set by the phase 1. The proposed dwellings will be built of modern materials reflecting traditional stone and slate. The edge of the site facing the open countryside will be provided with a planted buffer in the form of a country hedge and trees containing a range and mix of indigenous species suitable for the location.

Prior to submitting the Reserved Matters application, we will notify the immediate neighbours and Parish Council. This information including artist's impression will also be uploaded onto Cottsway Connect HQ, with its unique web link. This web link will allow anyone to share their

comment or queries on our proposals. It will also allow anyone to register an interest in renting or buying one of the properties.

It is proposed to commence siteworks in autumn 2016 with completion set for late summer 2017.

Cottsway will work with WODC Housing Team to allocate these properties to Local Persons. The following are an extract from the original Planning Obligation (Section 106 Agreement).

- A “Local Person” means a person who (a) has for a continuous period of 12 months immediately prior to being allocated a Dwelling had his only or principal home in the Main Parish the Second Parishes or the Third Parish; or (b) previously had his only or principal homes in the Main Parish the Second Parishes or the Third Parishes for a period of three years in aggregate; or (s) has for a continuous period of 12 months immediately prior to being allocated a Dwelling had his place of permanent full-time employment in the Main Parish the Second Parishes or the Third Parishes; or (d) one or more of whose parents grandparents children or siblings are (and have for a continuous period of three years been) living in the Main Parish the Second Parishes or the Third Parishes. Provided that in the case of an allocation of a Dwelling to persons jointly it shall be sufficient for one of them to be a Local Person.
- The “Main Parish” means the parish of Stanton Harcourt Oxfordshire.
- The “Second Parish” means the parish of Standlake, Hardwick with Yelford and Northmoor Oxfordshire.
- The “Third Parishes” means the parishes of South Leigh and Aston Cote Shifford & Chimney Oxfordshire.

If we do change the tenure of any Dwelling from rented to shared ownership, then the purchaser will have to satisfy the following in addition to the “Local Person” criteria.

- The “Preferred Purchaser” means persons nominated by the Council who in the reasonable opinion of the Council are in need of a Shared Ownership Unit and who qualify for a mortgage.
- The “Qualifying Person” means a person who cannot afford to purchase dwellings generally available on the open market in the administration area of the Council because their financial resources are not greater than the Quality Resources.
- The “Qualifying Resources” means the level of financial resources calculated in accordance with a formula set by the Council from time to time for the purposes of establishing qualification for Shared Ownership Units.
- The occupier shall be entitled to increase his share in the value of the Shared Ownership Unit up to a maximum of 80%.

Cottsway may have to seek a Deed of Variation to the Planning Obligation, depending on the details of WODC’s Choice Based Letting and/or in the proposed Housing & Planning Bill.

#### **QUESTIONS:**

Q. Why has it taken 6 years to progress Phase 2?

A. The delay is down to timing issues, ie planning and funding.

Q. When will the site be complete?

A. It’s hoped the housing will be built by Autumn 2017 – it should take a year, maybe less.



CM concluded that during building, HGV's must access the site via the haul road – no HGV's are the access via the village and Black ditch. CM thanked William for his time.

## **Thames Valley Police – PCSO's Helen Bull & Syndra Syphas**

### REPORT FOR STANTON HARCOURT & SUTTON ANNUAL PARISH MEETING 2016

#### **Crime:**

From 1<sup>st</sup> April 2015 – 23<sup>rd</sup> March 2016 there were 8 recorded crimes for the Stanton Harcourt and Sutton area. This is exactly the same as the previous year.

Of these 1 was an assault, (where one scout assaulted another!), which was detected.

One person arrested in possession of cannabis, detected.

One dangerous dog, detected.

One criminal damage, not detected.

One drink driver, arrested.

One non-dwelling burglary to a social club, not detected.

The theft of some recyclable goods from the recycling centre – isn't that just recycling?! (not detected).

And the theft of old computer equipment from a bin! (not detected).

This means that 62% of your crimes were detected. The national average for that time period was 16%.

#### **Your Neighbourhood Policing Team:**

The Neighbourhood Police Team remains the same. PCSO Sandra Syphas, who covers your area, has settled in and is hopefully a familiar face to many of you.

We are seeking to expand the Neighbourhood Action Group, as the villages are underrepresented. The NAG meets every 5/6 weeks with a remit to identify and problem solve issues within the area. The NAG consists of members of the community, along with the police and partner agencies.

If you would like to find out more about the group and their achievements, or maybe you would like to get involved, please contact the Chairman of the NAG, Ron Hollis.

#### **The Last Year**

Following on from the success of the Northleigh volunteer Speeding Assessment Group, who are trained and qualified to use the Speed Indication Device, volunteers from Cassington are in the process of organising a similar group.

Your neighbourhood police officer has also been given the training course to use the Speed Enforcement Device. Once an area has been identified as having a speeding issue (through use of the SID), then a speed enforcement operation can be put in place to prosecute those exceeding the limit. This was done in Aston earlier this year, leading to 3 prosecutions.

There were high profile robberies in Eynsham during the last year. Obviously this was investigated by CID. Thankfully 3 suspects have been arrested for these offences and await trial.

#### **The next year**

The next year is uncertain. In December last year a press release from Thames Valley Police announced the closure of rural outposts due in April 2017, including Eynsham.

This obviously does not mean that Eynsham and the villages will not be policed, however it is likely that changes will be made to the areas we police.

The team could be changed and it is likely we will be re-located to a central station such as Witney. We have no confirmation of plans for the team thus far however when we know more we will update you directly.

We regularly update our Twitter page: please take a look. The address is: **@TVP\_Eynsham**, so if you fancy a tweet, go ahead.

The community alerts messaging scheme is still going strong, with regular alert messages being sent out by the team.

CM thanked the Police for all their efforts on behalf of the parish.

*CM questioned how the Parish can write in support of the Eynsham office – it has since been confirmed that those wishing to support should address any correspondence to: Supt. Kath Lowe, Area Commander, Witney Police Station, Welch Way, Witney.*

#### **4. ANNUAL REPORT BY THE CHAIRMAN**

CM expressed the PC's thanks to those who have achieved so much for the Parish.

##### **PLAYGROUNDS:**

A small gift was presented to Clare Rich, Chair of SHAPE, for her and SHAPE'S amazing achievements in bringing 2 new playgrounds to the village. Clare provided a brief summary of the project and thanked all the very kind donors.

CM again expressed his thanks for the enormous progress made by Clare and the SHAPE Committee.

##### **VILLAGE HALL:**

A presentation was made to the Village Hall Committee of a 1930's print of Stanton Harcourt for display in the Hall.

##### **RETIRING COUNCILLOR:**

A small gift was presented to retiring Councillor, Glyn Jones. CM expressed the PCs thanks to Glyn for all his efforts over the past 6 years.

##### **CHAIRMAN'S REPORT:**

I have had the pleasure of leading the Parish Council this year and wish to thank all for their support and help.

##### **Key points from 2015:**

- Playground: CM expressed his thanks to SHAPE, family donors, WREN, WODC, OCC, local business and individuals.
- Reduce traffic on B4449 by getting the routing agreement enforced against HGVs belonging to or working for Hansons and Sheehans.
- The Sheehan's appeal was lost by OCC and this has had an effect of enlarging their site at Dix Pit.
- Completion and Occupation of Beaumont Green.

- New Beech Hedge on Village Green.

CM summarised that he looked forward to working with the New Councillors in the interests of the residents of Stanton Harcourt and Sutton.

The PC aims to develop communication with the Parish this coming year.

Some other issues:

- Improvements to the A40 – plans are to be announced very shortly.
- Swinford Toll Bridge improvements.

## 5. CURRENT PLANNING APPLICATIONS/DEVELOPMENTS

An open discussion was held regarding major current and future applications in the village:

- Oxfordshire Strategic Housing Market Assessment (SHMA)
- Current Glandman’s Planning application for 50 Houses in Stanton Harcourt on the former Airfield.
- Future Planning Application for 65 houses on Butts Piece (land behind Black Ditch).

Maps of the areas regarding the above were displayed – it was requested that the PC circulate details and key points of the planning applications as soon as possible to allow parishioners to comment on the applications prior to the deadline.

Some keys points from the discussion were:

- We are not alone – applications like the above are happening all over Oxfordshire
- The village can’t stand still
- Consideration must be given to capacity at the school and sewerage
- We are a Category A village

A request for a record of expansion of the village over the last 10 years is provided for information.

It was questioned whether there had been any progress on reducing the speed limit on Sutton Lane to 20mph – it’s currently 30mph and some drivers seem to think they must drive at that speed. This is becoming more dangerous with the amount of cars parked on the road.

## 6. OPEN SESSION

No matters were raised.

**CM concluded the meeting by thanking all for attending and thanked the speakers for their time.**

Signed .....

Date .....