

the MAGAZINE

NORTON PARISH COUNCIL

*Incorporating the villages of Campsall,
Norton and Sutton*

SUMMER 2020

ISSUE 32

NEW! See our 'Day in the Life of' section – on pages 4 and 5



After lock-down – making plans for the future. This is Ferguson's 'vision board' from Norton Junior School

(See page 7 >>)



LOCAL LOCKDOWN LANDSCAPES



During the Coronavirus lock-down I expect that, like me in order to get your allowance of daily exercise, you may have explored some of the footpaths around our parish. What a joy to hear birdsong and to watch the changes around as spring slipped into summer.

Anyone else see a pterodactyl in the shape of this old tree above? OK, just me then!

It has been hard to believe that a deadly virus has been out there and all around us. The invisible enemy – as someone called it, has changed our way of life – perhaps in some ways for the better.

Things are improving, but let's keep vigilant about taking care when we are out and about. Keep safe and well.

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WEEKEND
APPOINTMENTS
AVAILABLE**

**'WALK-INS'
Thursday/Friday**

FLEXIBLEEXERCISE

Group Pilates classes now available locally at
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** Contact Caroline on 07752 587600 for details of current and future availability during Coronavirus Pandemic. Why wait to make a change? Live online classes and sessions in the comfort and safety of your own home are available now. Alternatively add your name to the waiting list.*

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AFTER LOCKDOWN : RETURNING TO WORK



Returning to work: Citizens Advice outlines the top six need-to-knows

With government guidance now stating that, for some sectors, those who cannot work from home should return to work, Citizens Advice has outlined the top six need-to-knows when it comes to your employment rights.

The charity's webpage [Coronavirus - if you're worried about working](#) offers further information and advice to people who have been instructed to return to work by their employer.

1 I've been on furlough but my employer has told me to come back to work. Do I have to go?

Under any contract of employment you have to comply with reasonable management requests. But returning to work might not be 'reasonable' if you're being asked to return to work in an environment where your health and safety is at risk. The government has published [sector-specific guidance](#) about what employers should do to minimise the chances of catching coronavirus at work. If your employer isn't complying with this guidance or is putting your health and safety at risk in any other way, you need to talk to them about this. Ultimately, if your concerns aren't resolved, you could report your employer to the Health and Safety Executive, but ideally you and your employer can solve the issues together.

2 What if the workplace is safe, but the only way I can get there is on crowded public transport?

Your employer has a legal duty under the law, and under your contract, to ensure that your workplace does not pose a risk to your health and safety. Your employer's duty is limited to things that are under its control, and so there is no clear legal position about whether it has to take into account the risks you face when travelling to and from work, as part of its health and safety assessment. During this pandemic, however, a risk assessment should consider how vulnerable people at higher risk of coronavirus, such as those who are pregnant or over 70, will get to work as public health guidance warns that they must stay at home as much as possible and minimise contact with people outside of their household. Even if you're not classed as vulnerable, your employer should listen to your concerns if you're worried about having to use public transport after being called back into work. You could, for example, ask to travel at quieter times of the day.

3 I've been called back to work, but my children's school isn't reopening. What are my rights?

If you're struggling to juggle childcare and work you have a number of options. Firstly, the government has said that if you're unable to work due to childcare responsibilities, your employer can continue to furlough you using the Job Retention Scheme. If your employer will not keep you on furlough, you can ask to work more flexibly, such as at different times or for fewer hours. Alternatively, you could ask for 'indefinite unpaid leave' until you are able to work again. If your employer says no to the options above, it would be worth asking for help from your nearest Citizens Advice as you may have other rights, such as parental leave.

"For more information visit the Citizens Advice website ([citizensadvice.org.uk](#)), and if you need one-to-one help contact Citizens Advice on [03444 111 444](#)."

4 I'm in the shielded group, do I have to go back to work if my employer asks?

If you're in the 'extremely clinically vulnerable' group, also known as the shielded group, the public health advice remains that you should stay at home and avoid face-to-face contact. Employers are allowed to furlough people for any reason arising from the coronavirus pandemic, including to protect employees' health. If you're unable to work from home, ideally, your employer will furlough you for as long as public health advice deems it necessary. If not, you may have rights under the Equality Act 2010. This would help protect you from discrimination. If you're in the shielded group and have been denied furlough, you can contact your nearest Citizens Advice for help.

5 I'm pregnant and worried about returning to work, what can I do?

If you're pregnant, public health advice says you should minimise contact with other people outside of your household. Employers are allowed to furlough people for any reason arising from the coronavirus pandemic, so this could include protecting pregnant workers. There are also pre-existing, pre-coronavirus protections for pregnant women where the workplace poses a risk. This could mean being offered suitable alternative work, or suspension on full pay if no alternative risk-free work is available.

6 My employer has asked me to return to work on part-time hours rather than full time, can they do this?

The Chancellor has said the Job Retention Scheme will allow furloughed workers to return part time from August. Further details about how this will work as expected within weeks. Until then it's not clear what the rules are if you are asked to go back to work on reduced hours. You could try to negotiate a satisfactory solution with your employer, such as fewer employees returning to ensure they can have full-time hours, or you could ask to remain on furlough until the details are clearer. You may also need to ask to remain on furlough in order to follow public health advice, for example if you're shielding, or if you need to stay at home to look after children.

Matthew Bradbury, Employment Expert at Citizens Advice, said:

"Many people will understandably have questions about how they can safely get back to work. It is important to talk through any concerns with your employer as soon as possible so that you can reach a solution that works for both of you, and allows you to feel safe when returning to work."

Acts of Kindness

During lockdown there have been many acts of kindness around the village. People involved invariably want to remain anonymous, but here's a THANK YOU shout for:

- The daily joke posted on the house gate to give passers-by a giggle
- Two young men furloughed from work who delivered food parcels to people shielding
- The lady who walks a less able neighbour's dog every day so that it gets good exercise

THANK YOU ALL!

We pilots all get to fly aeroplanes with no passengers from time to time, and this was one occasion when we could leave the cockpit door open and allow our five cabin crew members free access whilst they relaxed on the return leg of what turned out to be a very long and stressful duty.



Very much earlier in the day at our Manchester hotel I had overheard a radio news item concerning a significant electrical power failure at Ringway airport, however, despite many hurdles the full load of 233 charter passengers did check in, the old-fashioned way, and boarded the B-757. However, the electrically powered fuel hydrants set in the apron tarmac under our wings could not supply us any fuel!! I had spotted from the cockpit windows the occasional tanker passing by, so without much hesitation I dashed across the tarmac to apprehend a tanker driver. He said I could have a bit, but not much! But that amount would enable us to nip across to adjacent Liverpool airport where we could take on our full planned fuel for Faro.

Our relief to get our holiday makers en-route was not to last, for once south of the Bay of Biscay I discovered that the weather in Faro was unusually poor and not as per the forecast. Low cloud combined with poor electronic landing aids made the planned approach very marginal. Indeed, as we approached the Lisbon area I could use our spare radio to listen to the distant Faro Control Tower conversations.....and what I heard was not good. Aircraft were circling and attempting approaches. Rather frustratingly they couldn't quite get below the cloud base and so were having to break off/go around and re-think. One of them was one of our Tristar large trijets and I had a chat with them on a discrete frequency and decided that our best option was to land at Lisbon and await an improvement.

I was not alone! There were many diverted aeroplanes there, and I came to meet some of their skippers in the terminal building trying to deal with one poor overloaded man in a minute office. It struck me straight away that hanging around that place was not going to achieve a lot, so I went back out to my Boeing 757 and updated and checked on my crew and passengers. We naturally monitored the goings on in Faro, but as the hours ticked by I felt for my customers who were by now definitely wanting more space! I had been requesting buses to transfer them to the terminal but I wasn't getting anywhere, so I resorted to the PA system and suggested that if some of them would perhaps like to consider disembarking but stay close to the aircraft then I would advise the control Tower that my passengers had had quite enough and that I couldn't stop some disembarking of their own accord!

Needless to say, buses appeared within a few minutes! All but half a dozen of the full load headed for the terminal, however the six remainers stated that they were not going to leave the aeroplane because they didn't want me to clear off home leaving them high and dry. I had a form of hijack!



We had refuelled earlier but meantime our on-board Auxiliary Power Unit (supplying air conditioning and electricity) had been gobbling up fuel from the wing tank on one side. We normally have no control over this, however some years before, one of my managers had divulged an unofficial way of feeding the APU from the other wing. This we swapped to and so, whilst the lateral imbalance slowly rectified itself, I resorted to contacting my parent company British Airways, who owned the charter group for whom I was flying. Back in the terminal again, sight of the half dozen staff in their generous office came as a great relief. They did say that they couldn't help unless I had a faxed hard copy of authorisation from BA Head Office. After some time, that did happen but the problem that now surfaced was that it was a Sunday, and our proposed solution of a coach transfer to Faro was going to be near impossible to organise. We did manage to get a few of our passengers away in hire cars, but meantime the local hotels were filling up rapidly. Then to cap it all rumours circulated that an aeroplane had landed in Faro. Oh, the stress! It did raise an eyebrow when I heard that someone had scraped in. He could have been lucky or, on the other hand, there are less disciplined operations going on around the world. My announcements to our passengers from atop an 'orange box' in the terminal lounge had to be sincere, helpful and convincing, and thereupon I bid them farewell and left them in the good hands of BA.



My own charter company were now pressing me as they wanted the aeroplane back at Gatwick for a now delayed Mombassa service, and added to that, we crew were now going to breach our normal maximum duty day. Without more ado, an official flight plan with Air Traffic Control was filed and we prepared the cockpit for our return. We called the tower for start-up, and received the dreaded news of a slot time delay, to which I retorted "we cannot accept any delay for we'll be out of hours!" "Can you go Oceanic?" they responded, and fortunately my co-pilot and I were both experienced and had HF radio (long range short wave). So, they said start-up now and they'd sort out the revised plan as we taxied out! My feelings were that once heading off over the ocean, this longer way round to the UK, Air Traffic Control would then offer us a short cut which is in fact what happened. By applying a limited number of exceptional discretionary hours to our maximum duty day we just squeezed back into Gatwick legally. What a day!!

Two weeks later back in Manchester I was waiting in uniform to board a disembarking B-757 when, to my surprise, the passengers recognised me! Yes, they were fresh from Faro, and I was immeasurably pleased to see that they, after hearing all the tales of woe around their hotel, were very grateful for our efforts in getting them delivered safely, albeit a day late, to Faro. I and my crew had certainly tried our best, and it was very nice to receive a pat on the back from some very nice people and it was those very challenges and rewards that made my few years charter flying the best of my career.

Anthony Graham

As a young man Tony graduated at Hamble College of Air Training and began commercial flying with BEA. After 12 years flying the three jet Trident he moved to the more modern Boeing 757, later flying long haul across the Atlantic. Tony attained a high Captain seniority flying the Jumbo jet before retiring. He now lives in the New Forest. Both his daughters are qualified pilots, one here in England and the other in New Zealand.

Non-bike riders see cyclists in the general sense but we do like to sub-categorise ourselves and as a road cyclist we are recognisable by our wearing of lycra and often being in groups, particularly in cafes. Oh yes, and frequently riding down country lanes deliberately obstructing traffic or so it may seem! Often, other road users become irritated by this group riding culture as it slows their progress but this isn't the intention. The Highway Code recommends that we ride two abreast where suitable as it ensures riders are treated as another vehicle allowing us to be overtaken with considerably more care. Most cyclists are also car drivers so we can see it from the other side of the windscreen so to speak.

Most roadies are in cycling clubs who have a long history and a comprehensive library of rides of varying distance, altitudes to be gained and café stops. The café stop is essential, riding a bike at a reasonable speed over a mixed topography will burn something like 1000 calories an hour. This needs replenishment so a by-product of cycling, loved by all participants, is the guilt free eating it allows. It is an essential part of the trip and sometimes even the reason!!



A couple of days before riding the route will be announced and the fun begins. Planning your outfit is essential as is bike preparation and checking who is up for the ride. A mid-season ride will be maybe 80 to 100 miles with a café stop at the halfway point over a period of 6 – 7 hours subject to weather, slower riders, punctures and getting lost (even with satellite navigation aids).

We meet up, admire bikes and who fell off in the last week and then we are off. All very organised at the start in twos with the race captain somewhere in the group identifying who might struggle en-route and ensuring they are protected and kept safe. The science of draughting, i.e. riding close to the rider in front is a help here as taking up that position means you will use about 20% less energy than the rider in front of you. All are expected to take turns at the front with frequent changes into a head wind. My tactic honed over many club rides is to go to the front early on making sure that I was noticed doing the noble thing then sticking in the middle of the group for the rest of the ride, genius!!

The ride progresses and the riders with racing legs get twitchy and start racing off the front on hills and when they think the pace is too slow for their egos. Unless the ride captain gets a grip, the group will split and those struggling will struggle more. I amazingly once got away with a fast group and after a racy 5 miles the rider at the front shouted 'Is the old guy still on the back'? All, including myself, looked behind – he meant me!!! We all meet up again at the café stop regardless.

The tactic just before we land here is to get as close to the front as possible as first in is first served with the best choice of menu. On the ride back home there is a phenomenon called 'café stop legs' where you feel drained. All riders will be fatigued and this leads to irritation when punctures occur. From a cyclist's perspective, and car drivers, roads are in a poor condition leading to punctures and broken wheels. Few road cyclists now fix punctures at the roadside and carry spare tubes. The pressure you feel on a cold November afternoon with 30 sets of eyes on you as you fumble to remove a wheel and tube and then refit is intense. Puncturing again is shame in buckets.

Once back, road cyclists usually register their efforts on Strava which records miles covered, speed, altitude gained, heart beat and even the average wattage produced to get around the ride. This will be discussed within the group and analysed but, in my case, not with my partner as (surprisingly to me) the information is of no interest to her. Then shower, food and bike cleaning. It is said that a loved bike is a quiet bike and cleaning and maintenance is all part of that process.

John Murphy

John lived in Norton briefly in 1974 having moved to Doncaster in 1964 from Peterborough. He attended school in Cantley where he was a keen runner but switched to cycling in his mid-fifties to save his ageing knees. John remains a member of the Harworth and District Cycling Club and an active member of York Roulers, a local social cycling club. He cycles most days enjoying many trips into the Howardian hills from his home in the city of York opposite the River Foss.

UPDATES

Road Re-construction and surfacing – Sutton Road and High Street, Campsall

Yes – at last, we now have an actual date for the start of the re-construction and surfacing of two key stretches of road – Sutton Road and High Street.

As a result of much persistent lobbying by the Parish Council, supported by DMBC Councillors, the major works are to go ahead.

The actual starting date will be SUNDAY 23rd AUGUST and the work will take that day and probably 4 – 5 further Sundays to complete it all. Clearly this will cause somewhat of an upheaval through the village, but the Design Engineer, Chris Pinder will be sending a letter to all residents likely to be affected by the work as it progresses.



Village Planters re-planted !



After a period of lockdown, followed by rather unhelpful weather, it is good to see the six planters around the villages back in bloom again. We lost our former community contractor, but pleased to say we have found a local man to do the job for us. So thank you Mr Rotherham, you've done a fine job. Perhaps residents who live near one of the planters would keep an eye if we get a period of drought and add a bucket of water to the planter now and again?

Norton's 4th Annual Scarecrow Festival

Saturday 28 August – Monday 31 August 2020



August Bank Holiday Weekend will see the return of Norton's Scarecrow Festival.

Everyone's continued safety is of paramount importance; therefore, it has been necessary to make some changes to this year's event as a consequence of COVID-19

We would like to welcome everyone to still make a scarecrow to support the event, as there is always a fabulous community spirit as people walk the trail over the Bank Holiday weekend. However, due to COVID-19, this year there will be no fee to enter, nor for the scarecrow trail maps. There will be no scoring for the event.

Last year's winner, Victoria Robson and family, have kindly agreed to defer the charity of their choice, Dementia UK, until next year, when it is hoped that normal service will be resumed.

Thanks to the Robson family, the proceeds from the 2020 Scarecrow Trail will be in aid of Erin Moran, the young girl who is currently fighting DIPG (Brain Tumour).

Details of how to donate to this worthy cause will be shared nearer the time, however, there will be on-line opportunities and donation buckets along the route of the trail.

To advise of your intention to display a scarecrow, please make contact with myself, via Facebook, or call at either Kia Ora, Station Road, or contact Amie Stesel at St Helier, Station Road by MONDAY 24th AUGUST 2020.

Once again, all are welcome to join in viewing the scarecrows over the Bank Holiday weekend. This year the Scarecrow Trail maps will be displayed at points around the village and on Facebook.

We look forward to seeing Norton's fabulous scarecrows once again!



LOOKING FORWARD ...THINGS TO COME

Nope.....not much to see here!

Yes, true enough, but the recently re-landscaped area in Campsall Country Park will be the home of the new exciting play equipment for younger children to enjoy.



Installation has been delayed due to COVID-19 of course, but the manufacturers are back at work and have completed the sets of equipment which will be erected in late August and then the whole area re-seeded.

The former Old Bells, High Street Campsall.

It is great for all to see the former Old Bells public house being brought back to life by Andrew the new owner.

Since our last article in March this year the building has seen a large transformation to the exterior. It now has a new tiled roof to match with the adjoining properties, the rear extension has had 3 glass roof lanterns installed into the roof, with full height bi-fold glass doors, and new replacement sash windows and doors are now being fitted.

The exterior render has received 3 coats of paint. In the next coming months, 2 further coats of paint will be applied to the exterior render.

I have been lucky and had a glimpse at the progress taking place inside. The interior is now becoming a modern, exceptionally light warm open plan seating area, which has replaced all the dark fake building/decoration which was installed inside the pub over the years by the previous owners.



The newly refurbished premises will provide an opportunity for a business to flourish and provide the community with a venue that is beneficial to all when the works are completed.

Clr Eric Lowery

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ERIN MORAN APPEAL

- see Page 8



EXCITING DAY FOR NORTON INFANTS



<< As the children gather to view the super cars from the Operational Support Unit, Tony Davies and Leo Parkhouse try on the police hats for size!



<< Dog Handler, PC Greaves with his Police Dog, 'Benson' >>



Before the Coronavirus lockdown, children from Norton Infants School enjoyed a super project organized by John and Amanda Parkhouse. John arranged for the Operational Police Support Unit to bring high powered police vehicles along with the Dog Handler unit – and of course, the wonderful police dog, Benson. This was all part of a major Road Safety project whereby the children had been challenged to design their own Road Safety Posters. As you can see from the pictures, they were really good, and through the Kevin Parkhouse Memorial Fund, the children's posters were made into banners to be displayed outside school. A super project.

NORTON JUNIOR SCHOOL – PLANNING FOR THE FUTURE



Henry, Harrison and Ferguson, three pupils from Norton Junior School who have been in school during the lockdown period, were asked to think about their future and identify things important to them.

A lesson for us all!

ERIN MORAN – APPEAL

Please help Erin fight against DIPG

Local people Chris & Nina Moran have had the heart-breaking news that their precious, beautiful daughter Erin has been diagnosed with an inoperable brain tumour. The brain tumour is called DIPG and is the most fatal of children's brain cancers. DIPG tumours are high grade and grow quickly - which means that symptoms develop swiftly, over a short time-frame and can be disabling. The tumour attacks the brain stem affecting breathing, body temperature, heart rate, eye movements and swallowing.

The prognosis for Erin is very upsetting as the average life expectancy from diagnosis is less than one year. Only 10% live for at least two years and 2% survive for as long as five years even with treatment. Surgery is not possible in the UK for DIPG tumours because the tumour is in such a delicate and important area of the brain.

Chris and Nina have extensively researched and would like to take Erin to the new DIPG Centre of Expertise in Zurich. The clinic, located within the Children's Hospital of the University of Zurich offers clinical trial options as well as individualised treatment programmes focused on producing improved therapeutic results for children with DIPG to try and improve overall survival times.

The travelling for Erin and potentially very unsettling and invasive side effects meant Zurich would just be too much to put Erin through at this stage, and so Chris and Nina have decided to commence the ONC201 treatment as soon as possible. They will be travelling to Germany on Monday 20th July to meet with Dr Arnhold and should be able to bring the first 3 months' worth of medication back with them. We will all be praying that the medication has a positive effect on Erin and improves her symptoms, in which case she can continue on this treatment with further monthly prescriptions sent over without the need for travel.

The treatment is of course expensive and may be in the region of £100,000 of which £48,459 has been raised so far. As you will see on page 6 of the magazine, proceeds from the summer's Norton Scarecrow Festival will be donated as well as proceeds from the 'Animal Safari' which took place in the village a couple of weekends ago.



Staff and friends of Honeybees Preschool in the midst of the 'Norton Animal Safari'

Batman (or Batwoman?) and junior Batman have joined in too to lend their super powers to collecting for the appeal!

Can you help by making a donation to the appeal fund set up on the internet? If you go to this link: <https://gf.me/u/x9s5ru> you can read about Erin and her illness and make a donation through the web page.

Please help and give what you can for Erin – THANK YOU

Cllr Mike Morgan
(Chair)
01302 700149
(Campsall)

Cllr John Atkins
(Vice Chair)
01302 700892
(Norton)

Cllr Brenda
McLaughlin
01302 708058
(Campsall)

Cllr Gill Morgan
01302 700149
(Norton)

Cllr Brian Wood
01302 700691
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Cllr Wendy Grant
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(Norton)

Cllr Tony Pearson
07989 656007
(Norton)

Cllr Hilary White
01302 700225
(Sutton)

Norton Parish Council

Doncaster MBC Norton and Askern Ward Councillors team are Cllr John Gilliver, (07711 608140), Cllr Austen White (07909 892845) and Cllr Iris Beech, (07751 658697)

The Parish Clerk is **Dave Telford**. He can be contacted on all matters relating to the work of the Parish Council and enquiries about hire of the Ryecroft Road Community Building. Phone: 01302 883496

Parish Council Meetings take place on the second Tuesday of every month, starting at 7.00pm at Ryecroft Road Community Building
Parish residents welcome

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