



**Draft
Tarvin
Neighbourhood
Development
Plan
Survey & Evaluation Data
2018 - 2030**

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Section 1: Analysis of responses to 1st Community Questionnaire
TARVIN NEIGHBOURHOOD PLAN
FIRST COMMUNITY QUESTIONNAIRE (JUNE - SEPTEMBER 2015) – FINAL ANALYSIS
456 completed questionnaires have been analysed as follows:

(A) LIVING IN THE TARVIN PARISH AREA

1. What do you like most about living in the Tarvin parish area? [pick three only]

The suggested factors are listed below in order of selection. There were a handful of other factors. Where respondents selected more than three options their responses have been excluded

Easy access to the countryside (including to Tarvin Community Woodland)	289
The village atmosphere	237
Good access to Chester and nearby major cities	230
Friendly people	198
Good school	88
Good bus services	85
Lots to do e.g. clubs, societies, churches, activities at the Community Centre	68
Good range of shops	37
Good range of pubs and other eating establishments	26

Other factors: Peace & quiet (3), facilities (doctor, dentist, library, health centre, chemist, shops) (3), lived here whole life, near family, well-placed for motorways/roads/airports (1)

2. What do you like least about living in the Tarvin parish area? [pick three only]

The suggested factors are listed below in order of selection. 78 respondents gave other factors. Where respondents selected more than three options their responses have been excluded

Congestion on main roads leading in or out of Tarvin village	331
Congestion in the village centre	239
Problems parking	210
Limited range of shops	136
Lack of recreation facilities	78
Litter	57
Not enough to do	24

Other:

Dog fouling (21)

Speeding traffic/lack of speed bumps etc. (11)

Poor state of pavements/kerbs/gutters (weeds, overgrown hedges etc.) (10)

Quality/availability of pubs/restaurants/cafes etc. (7)

House building/loss of village atmosphere/services not kept pace (6)

Other parking issues (6)

Dangerous parking/driving near school at pickup time (4)

Anti-social behaviour/vandalism/kids late at night/barking dogs (4)

Other – Chemist opening times, congestion, difficulty walking into village, road (un)safety Cross Lanes, double yellow lines lower High St, lack of public interest/responsibility by younger residents, house prices, no allotments, limited recreation/open space, no post-box on new development, poor bus service, lack of street lighting, unattractive housing, lack of school place, lack of bike parking, too many HGVs and heavy tractors, unfair school transport policy, poor quality of play area, lane has become rat run (1)

3. Are there enough opportunities in the parish area for keeping fit and healthy?

YES	288 (63%)
NO	98 (22%)
Don't know/no answer	70 (15%)

Suggested additional facilities were:

Recreation centre/leisure centre/health club/gym (33)

Fitness classes, clubs and groups (keep fit, dancing, gymnastics, Pilates, yoga, Zumba, mother & baby keep fit or class with crèche, Tai Chi, Nordic walking, kick-boxing); current classes too limited/wrong time (31)

Swimming pool (24)

Outdoor gym/exercise equipment/fitness trail (on Playing Field or in Woodland) [cf. Ashton] (18)

Cycle paths (inc. link to Guilden Sutton cycleway, cycle route to Chester, possibly via Roman Bridges, children's cycle track (13)

More/bigger playing fields with changing facilities/home for Tarvin FC (5)

Running track (4)

All-weather pitch (3)

Facilities/activities for young people (3)

Indoor sports facilities e.g. indoor bowls (2)

Disability-friendly facilities (2)

Squash club, tennis courts for non-Club members, school facilities to be open to all residents, more access to fields for dog-walking, rights of way well-signposted/accessible, more surgeries at Health Centre, pedestrian bridge over A51, bakery (1)

4. When you walk around the parish area do you always feel safe?

YES	410 (90%)
NO	29 (6%)
Don't know/no answer	17 (4%)

N.B. A handful of respondents said they sometimes felt threatened or uneasy, particularly at night. Some of those replying "No" cited volume/speed of traffic

Are the play areas for children under 5 near where you live safe and of good quality?

YES	275 (60%)	
NO	16 (4%)	
Don't know/no answer	165 (36%)	[includes respondents stating that there were <u>no</u> play areas near where they live]

Are the play areas for children aged 5+ near where you live safe and of good quality?

YES	247 (54%)	
NO	17 (4%)	
Don't know/no answer	192 (42%)	[includes respondents stating that there were <u>no</u> play areas near where they live]

5. Which of the following is most important to you for the future? [pick up to three, numbering in order of importance where 1 is most important]

Where respondents selected more than three options their responses have been excluded. The weighted score gives 3 points for 1st, 2 for 2nd and 1 for 3rd. If respondents weighted all their choices equally, each choice has been given 2 points

	1st	2nd	3rd	Wted score
Ensuring that local services (e.g. school, doctors' surgery, library, community centre, recreation facilities) are able to cope with any new development in the parish area	129	158	59	762
Keeping a clear buffer zone around the main settlements of Tarvin and Oscroft, including the existing Green Belt	109	114	38	593
Ensuring that infrastructure (e.g. roads, water, sewerage, gas/electricity) are able to cope with any new development in the parish area or nearby	31	127	59	762
Ensuring the countryside is always close and accessible with unobstructed open views	32	84	34	298
Reducing traffic and congestion	31	52	53	250
Maintaining a good mix of housing, including starter homes, homes for rent and retirement properties	14	50	38	180
Increasing the number and/or range of local shops	8	40	39	143

6. Are there any other facilities or amenities you would like to see provided in the parish area, in addition to what is here already?

Suggested facilities were:

Sports facilities inc. pool, cricket pitch, bowling green (if not already here), football complex for Tarvin FC (with FA grant?), scooter/skate park, modernise/better maintain Playing Field, changing rooms (15)

More different shops (baker, DIY/hardware, gift shop, butcher, grocer, florist, tea shop, local charity shop); keep Post Office (15)

Car park/more/better parking; possible park and ride? (12)

Pub/restaurant/café/takeaway, inc. family-friendly/outdoor seating (12)

Gym/leisure centre (9)

Bungalows/affordable housing/executive houses/sheltered housing (6)

Doctors' surgery with longer hours/walk-in surgery (5)

Bank/extra cash point (4)

Public toilets/toilets on playing field (3)

More/better footpaths/pavements (3)

Better broadband (3)

Seats in village/on playing field (3)

More for children/teenagers including investment in Scouts etc. (3)

Proper library/longer opening hrs (2)

Improve pond at Taylor Wimpey site (2)

Allotments, brown sign to village, more dog waste bins, more of a “Tarporley feel”, pedestrian footbridge over A51, retirement/nursing home, disabled access to shops, reopen Children’s Centre, cycle path round Playing Field, hobby evening classes, educational activities along country paths, railway station, better street lights, craft centre, theatre, activities for older people in Community Centre, park, pedestrian crossings on A54, new school with sports facilities, more trees, dentist (1)

(B) HOUSING

7. If there is to be any more housing built in the parish area, where should it go? [please pick one]

In Tarvin village	146 (32%)	
In Oscroft	183 (40%)	
In the countryside	38 (8%)	
No answer	89 (20%)	<i>(includes respondents saying no more housing should be built)</i>

8. If there is to be any more housing built in the parish area, should the Green Belt be protected at any cost?

YES	36 (81%)
NO	55 (12%)
Don’t know/no answer	33 (7%)

N.B. A handful of respondents asked what “at any cost” meant, or questioned the existence of the Green Belt

9. If there is to be any more housing built in the parish area, what kind of properties do you think should be built? [pick up to three, numbering in order of importance where 1 is most important]

Where respondents selected more than three options their responses have been excluded. The weighted score gives 3 points for 1st, 2 for 2nd and 1 for 3rd. If respondents weighted all their choices equally, each choice has been given 2 points

	1st	2nd	3rd	Wted score
Affordable homes including homes to rent	110	80	47	537
Cottages/small houses with fewer than three bedrooms	72	104	66	490
Houses with three bedrooms	49	88	54	377
Bungalows	60	70	44	364
Sheltered accommodation	40	74	49	317
Houses with four or more bedrooms	32	25	19	165
Flats/apartments	4	17	27	73

(C) TRAFFIC AND TRANSPORT – MOVING IN AND AROUND TARVIN

10. Which of the following is most important to you for the future? [pick up to three, numbering in order of importance where 1 is most important]

Where respondents selected more than three options their responses have been excluded. The weighted score gives 3 points for 1st, 2 for 2nd and 1 for 3rd. If respondents weighted all their choices equally, each choice has been given 2 points

	1st	2nd	3rd	Wted score
Relieve congestion, particularly on the A51 between the Tarvin roundabout and Vicar’s Cross	225	109	21	914
Provide more public car parking	45	95	80	405
Enforce speed limits, particularly on country lanes	48	94	41	373
Restrict parking by enforcing a time limit for parking on the High Street and Church Street (except for residents of those streets)	33	74	45	292
Encourage more active ways of getting around, including cycle ways and better (hard-surfaced, dry, safe) footpaths	28	75	50	284
Negotiate with businesses which have parking in the village centre over allowing public access to their car park at designated times	14	52	66	212
Encourage more use of public transport	7	21	34	97

11. If you think a public car park is needed, do you agree it should be sited on part of the Garden Field? [the Garden Field is the first field on the left-hand side of Church Street going towards Tarporley Road, adjacent to the Old Rectory]

YES	287 (63%)
NO	86 (19%)
Don’t know/no answer	83 (18%)

Suggestions re alternative sites were:

Not needed/won’t be used; people should walk; parking restrictions enough (22)

Pool Bank (+ disabled parking on High St); footpath access through churchyard to High St (7)

Use pub car parks out of opening hours (6)

Playing field car park (& put bus stop/shelter nearby to encourage use by people going to Chester) (3)

Nowhere else suitable (3)

Co-op car park (2)

Millennium Garden/extended health centre car park (2)

Grass verges (2)

Top Farm site (2)

Other – near telephone exchange, by Millside Close, Tarvin Hall site, use Chinese restaurant car park, on perimeter with park-and-ride service (1)

(D) RECREATION

12. Are there enough recreation facilities for:

Under 5s?

YES	252 (55%)
NO	32 (7%)
Don't know/no answer	172 (38%)

5 – 11 year olds?

YES	222 (49%)
NO	49 (11%)
Don't know/no answer	185 (40%)

11 – 16 year olds?

YES	90 (20%)
NO	177 (39%)
Don't know/no answer	189 (41%)

Over 16s?

YES	66 (14%)
NO	204 (45%)
Don't know/no answer	186 (41%)

13. Is there a need for more outdoor recreation facilities? [please indicate on the scale below]

Table shows number of respondents in each category. Respondents who gave no opinion are excluded. The weighted score gives 2 points for agree strongly, 1 for agree slightly, -1 for disagree slightly and -2 for disagree strongly

	<i>Agree strongly</i>	<i>Agree Slightly</i>	<i>Neither Agree or Disagree</i>	<i>Disagree Slightly</i>	<i>Disagree Strongly</i>	<i>Wted Score</i>
Safe cycle routes	226	87	33	3	8	520
All-weather pitch	94	72	105	22	54	130
Football pitch (grass)	56	54	132	38	44	40
Basketball court	35	80	137	31	44	31
BMX track	49	62	112	37	59	5
Skateboard park	43	76	117	36	62	2

N.B. Between 22-30% of respondents did not answer the question at all

Other suggestions were:

All-weather pitch for other sports, not just football (e.g. hockey –tie-up with Deeside Ramblers) (4)

Outdoor gym (4)

Swimming pool (4)

Walking area/walking group/walking track around playing field (3)

Gym (2)

Scooter park (2)

Netball (2)

Other suggestions - pitches for under 11s, facilities for girls/older people, cricket pitch, open tennis courts/dual-use tennis & basketball court, changing rooms, squash club, skateboard ramp below ground level, improved playground, allotments, more benches in Woodland (1)

14. Is there a need for additional indoor recreation facilities? [please write in]

109 people (24%) agreed and made suggestions; these included:

Gym/fitness centre (24)

Badminton (17)

Unspecified (with doubts about cost/location); possible collaboration with other villages (10)

Youth club/somewhere for teenagers to socialize/activities for young/investment in Scout movement (13)

General indoor sports facilities/sessions, especially in winter (including 5-a-side football, netball, basketball, snooker) (13)

Swimming pool (8)

Exercise classes, other evening classes and opportunities to learn new skills/share knowledge (including men's group) (8)

Indoor bowls (7)

Activities for older people (5)

Recreation/sports centre/pavilion with changing & café (5)

Table tennis (4)

Squash (4)

Soft play (4)

Other:

Longer library hours, school facilities always open, encourage better use of existing facilities (1)

Should the Community Centre offer more?

YES 196 (43%)

NO 75 (16%)

Don't know/no answer 185 (41%)

15. Does Oscroft need...

a) a play area?

YES 182 (40%)

NO 71 (16%)

Don't know/no answer 203 (44%)

b) a playing field?

YES 149 (33%)

NO 92 (20%)

Don't know/no answer 215 (47%)

N.B. A number of respondents did not feel it appropriate to answer on behalf of Oscroft.

(E) WHAT ELSE SHOULD THE NEIGHBOURHOOD PLAN LOOK AT?

16. As we develop the Neighbourhood Plan we need to look ahead 15 years, to what kind of place the Tarvin parish area should be. What areas would you like us to explore? [please indicate on the scale below]

Table shows number of respondents in each category. Respondents who gave no opinion are excluded. The weighted score gives 2 points for agree strongly, 1 for agree slightly, -1 for disagree slightly and -2 for disagree strongly

	<i>Agree strongly</i>	<i>Agree Slightly</i>	<i>Neither Agree or Disagree</i>	<i>Disagree Slightly</i>	<i>Disagree Strongly</i>	<i>Wted Score</i>
Making Tarvin cleaner and greener	213	115	47	3	3	532
The facilities and support needed by						
· retired people	186	127	65	6	0	493
· people with a disability	187	107	72	2	1	477
Encouraging healthier and more active lifestyles	190	90	79	0	1	468
Using the Community Centre more	167	133	73	2	3	459
The facilities and support needed by						
· teenagers	180	103	75	2	5	451
· people aged 85 and over	161	113	82	5	0	430
Developing the Tarvin shopping area	162	136	54	19	18	405
The facilities and support needed by young families	135	123	93	3	4	382
Making Tarvin a more vibrant place	108	132	94	10	13	312
Encouraging visitors	76	96	135	30	18	182

N.B. Between 15-22% of respondents did not answer the question at all

There were a handful of other suggestions:

Housing to attract young families/executives who will run clubs etc. & spend in shops/pubs

Lobby for A51 improvements

If more housing perhaps also provide general store to relieve pressure on village centre

Safe facilities for 'tweens' - ages 10-13.

Use Hoole as template - vibrant village with great range of shops/businesses

Other general comments were:

No new housing, facilities/infrastructure already overstretched, keep village atmosphere(43)

Community Centre – praise for what it does now/ much better than used to be. Who will provide extra activities? Will they be supported? Limited space for more activities. Needs more support from CWaC. Could be club with bar/snooker etc. Film nights great – need more publicity? (12)

Parking issues - parking on High St is threatening bus routes; crossing roads with parked cars can be tricky; despite Co-op car park people still park on High St.; people park all day & catch bus to Chester; park on pavements/footpaths; Garden Field car park fantastic idea; restriction needed on roads near school; car park no longer needed as High St is dead; possibility of pay and display car park?; residents can walk to shops; abused for parking near school (12)

Main roads – don't feel safe as traffic too fast, dangerous getting into/out of village onto main roads, suggestions for traffic lights at Tarporley Rd/A51 junction, lower High St/main road junction (Tarvin Sands) and "Ashton turn"; hard to turn right out of village, hazardous to cross main road to access footpaths; need to sort out A51 before allowing any more houses; Cross Lanes/Shay Lane unsafe; need traffic island on A54 west of car sales site; children age 10-11 are crossing main road to cycle at Austins Hill & old turkey farm; traffic lights at Stamford Bridge and Vicars X are major problems - should remove traffic lights at Stamford Bridge; improving main roads will stop lanes being used as rat runs (12)

Housing issues – should be on edge of village (no sites IN village); encourage sustainable self-build by locals, not volume builders; only build within existing village boundary - no encroaching on Church Farm fields; only limited new housing; retirement village?; all areas should accept share of new housing; define absolute limit to further expansion; every parish must take fair share of expansion or bigger villages will be overburdened; need full range of new housing or creates ghettos; need mix of housing everywhere; build on infill sites where appropriate; build off Townfield Lane accessed from Holme St (this part of Green Belt not to be protected); affordable homes must be for local people; depends where sited & if local need established; no houses in countryside or Oscroft (no facilities); houses needed to allow older people to downsize within village; no more large-scale development; new houses must be near amenities. Need some large housing (cf. Kelsall & Tarporley) Is more housing really needed? Where is there land in Tarvin for housing? (11)

Playing field – praise but also criticism - play area on field could be improved/integrated cf. Kelsall; holly hedge behind goal bursts footballs; play area quite dated, needs new/comfortable benches and re-painting equip; groups of teenagers gather on field and can feel threatening; occasional problems with play area are repaired eventually; swing bars are no good; play areas need updating, that on field should be separately fenced, big climbing frame/slide unsafe for under 5s; good if children could play tennis more; gate to play area on field needs attention (toddlers can open); sometimes broken glass in play area (11)

Pavements, hedges, gutters etc. – footpaths very untidy, hedges not cut, neglected/decaying pavements & road surfaces, paths between Gowy Cres/Heath Drive/Sheaf Close uneven, overgrown & poorly lit, paths/pavements need attention, weeds in gutters (8)

Traffic speeds – problems with speeding and amount of through traffic. Most country lanes don't have specific speed limits. Should be speed limit on Old Moss to stop boy racers, speed limit by school, limit enforced through village, on Hockenhull Lane and Cross Lanes, anywhere around houses, 40mph limit past Austin's Hill (8)

Personal safety – older people feel intimidated by young people drinking/taking drugs; some safety concerns at night; some women are wary of walking in Woodland (isolation/density); sometimes uneasy around groups of teenagers. Unruly groups of children can be intimidating. Feel safe in daytime (7)

Green Belt – are some anomalies but must be careful if amending. Should protect but what does "at any cost" mean? Green Belt and countryside not synonymous. Green Belt should extend into Oscroft. Need map to comment in informed way. (6)

Dog fouling (particularly around school and near play area) and dogs running free on playing field disliked (5)

People in village – good neighbours; long-term residents committed to area. People too lazy to use a car park on Garden Field. Younger people less friendly, too many strangers about. Keeping healthy is lifestyle choice, facilities not required (4)

Questionnaire biased/loaded questions (3)

Cycling – cycle paths are healthier/greener/reduce need for parking (look at Ashton as model). A51 dangerous for cyclists. Dangerous cycling on pavements (3)

Doctors' surgeries – inadequate (so have to go to Tarporley), too often closed, timetable is hard to read (3)

Questions – Do over 16s want rec facilities? Does Oscroft want play area or field? What housing types will be needed in future? Where is Green Belt? (3)

Other

Maintain bus services

Evening (post 8 pm) exercise classes

Should make most of free outdoor recreation resources i.e. countryside. All weather football pitch would be brilliant but football club need multiple pitches

Playing field in Oscroft would serve instead of 2nd field in Tarvin

Flowers at entrances to village

For older children recreation facilities are unrealistic so ensure good transport links

Future use of old Limestar building - flats/sheltered housing/hotel?

Shops can't be developed except as part of a new development.

Need range of facilities for all ages

Need to establish local need for any/all additional recreation facilities

Footpaths need improving for wheelchairs.

Library reinstated (?)

Houses not affordable for local young people

Grass to be cut Austins Hill.

Oscroft is country hamlet, facilities not appropriate

Walk to keep fit

Surrounded by beautiful countryside - don't build on it. Danger extra recreation facilities will draw in outsiders. Plenty of activities for young

No play area for Lower High St

Village already very active.

Suggest one of pubs offer room 6.30 - 9 pm for pool/darts/coffee for 16-18 yr. olds

Good school

Poor state of Tarvin Hall.

Used to be a rural self-contained village, now ruined

Value doctors & library

Section 2: Analysis of Responses to 2nd Community Questionnaire (2016)

TARVIN NEIGHBOURHOOD PLAN ISSUES AND ASPIRATIONS QUESTIONNAIRE

This is a follow-up survey to the one launched at the 2015 Summer Fete and completed in the autumn. That survey was analysed and the results widely circulated around the parish area in hard copy form and publicised on the community website Tarvin Online.

Based on that survey, the following issues have been produced. The Steering Group overseeing the Neighbourhood Plan on behalf of the Parish Council would very much like your views. It is important that you respond to this questionnaire because, if the Neighbourhood Plan is agreed, it will include policies designed to turn the issues and aspirations outlined below into reality, and will be in force until 2030.

This document summarises the results of the 2nd Community Questionnaire.

For Questions 2, 3, 7, 8 and 9 we have converted the 1 to 5 responses into:-

- 1 Strongly Disagree
- 2 Disagree
- 3 Neutral
- 4 Agree
- 5 Strongly Agree

For the graphical representation we have counted the number of respondents who either agree or strongly agree and depicted this as a percentage.

Q1: Based on the previous survey, it seems the Plan should focus on the following five areas. Please rank them in priority order, where 1 is the highest priority and 5 is the lowest priority.

	Business and the local economy	Green Belt & open countryside	Health and well-being	Housing	Transport
Agree	64%	38%	50%	80%	68%

Q2: Here are some statements which are linked to future policies for the Green Belt where 5 is "agree strongly" and 1 is "disagree strongly", please say how far you agree with the statements.

	Agree
The character of the Tarvin parish area, partly surrounded as it is by Green should be preserved	90%
Use if the Green Belt should fully comply with guidance in the National Planning Framework, which says that exceptions can be agreed, provided they preserve the openness of land. Examples of possible exceptions are replacement buildings, outdoor sport and recreation, and limited affordable housing for local people	61%
The existing open spaces which contribute to the parish identity should be preserved (NB The map shows those which the Steering Group consider important)	88%
Tarvin's natural environment and heritage within its rural setting should be preserved and enhanced	90%
Access to the countryside should be enhanced through a wide range of properly maintained public footpaths and safe cycle routes	80%
The views from Tarvin towards Kelsall, and from Oscroft towards Tarvin, are important and should be preserved	82%

Q3: When thinking about the statements below relating to housing, you need to be aware that the approved Cheshire West and Chester Council Local Plan, which the Neighbourhood Plan needs to comply with, sets out an important policy for Tarvin for the plan period up to 2030. Tarvin is designated as a Key Service Centre and is required to accommodate 200 new dwellings in the period up to 2030. As at April 2016, that number has virtually been reached. The question arises, what would be the consequences if, as a result of a change in Government policy to accommodate a growing population, land for housing. Without a Neighbourhood Plan in place reflecting the wishes of its Tarvin had to allocate more residents, Tarvin would be vulnerable to inappropriate development.

On a scale of 1 to 5, where 5 is "agree strongly" and 1 is "disagree strongly", please say where 5 is "agree strongly" and 1 is "disagree strongly", please say how far you agree with the statements.

	Agree
There should be a full mix of housing types, with a strong emphasis on smaller units which reflects local need	62%
The density of any new housing should reflect the current density	67%
Any development should protect open space, existing hedgerows and trees	91%
Local people should be given priority to buy smaller properties	78%
On developments of more than 5 dwellings, there should be a minimum of 30% "affordable" properties, interpreted as attracting a discount for first time buyers	62%
There should be a focus on good quality design to complement the existing surroundings	88%
In order to protect the views to open countryside, no building should exceed 2 storeys	85%
Houses should have gardens and space to park a car	87%

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Q4: If there is more housing development in Tarvin parish, it should be in Tarvin village (because only the village has a range of services/facilities, although these may need to be enhanced/improved). Do you agree?

YES	NO	No Response
57%	38%	4%

Q5: How important is it to you that a “green gap” between Oscroft and Tarvin is always preserved?

VERY IMPORTANT	IMPORTANT	NEITHER IMPORTANT NOR UNIMPORTANT	UNIMPORTANT
66%	21%	9%	3%

Q6: Do you agree that housing development in the parish area outside Tarvin village should only be allowed on brownfield sites i.e. land which has been developed previously?

YES	NO
84%	13%

Q7: Here are some statements which are linked to future policies for health and well-being in the Tarvin parish area. On a scale of 1 to 5, where 5 is “agree strongly” and 1 is “disagree strongly”, please say how far you agree with the statements

	Agree
There should be facilities and amenities for a healthy life style, including all-weather play areas, a football pitch, allotments, safe routes for walking to school, access to nature and green space	78%
There should be infrastructure for walking, cycling and public transport	85%
Residents should have convenient access to doctors and other health care professionals in Tarvin village	94%
There should be safe, accessible, maintainable green spaces for all ages	90%
Residents should have access to affordable sports, recreational, social and leisure facilities including education for adults and a library	78%
Activities for children with a disability should be provided wherever possible	83%

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Q8: Here are some statements which are linked to future policies for **transport**. On a scale of 1 to 5, where 5 is “agree strongly” and 1 is “disagree strongly”, please say how far you agree with the statements

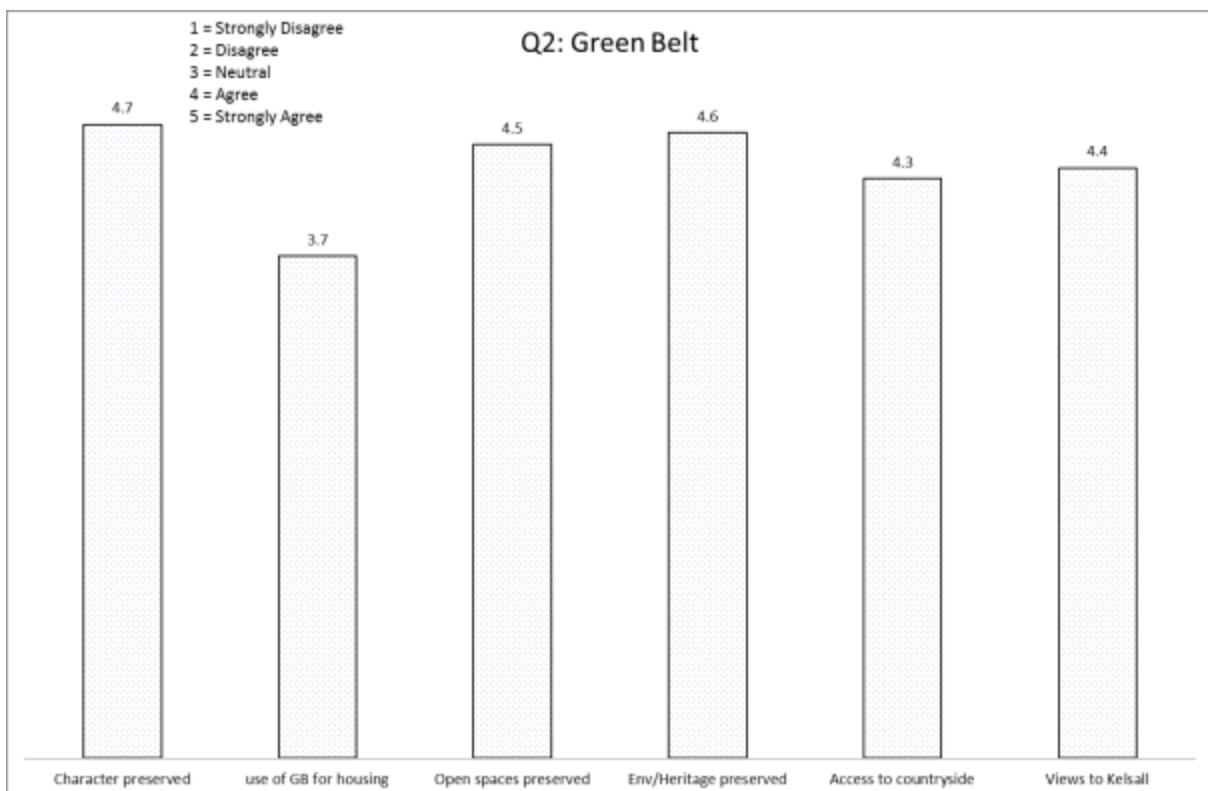
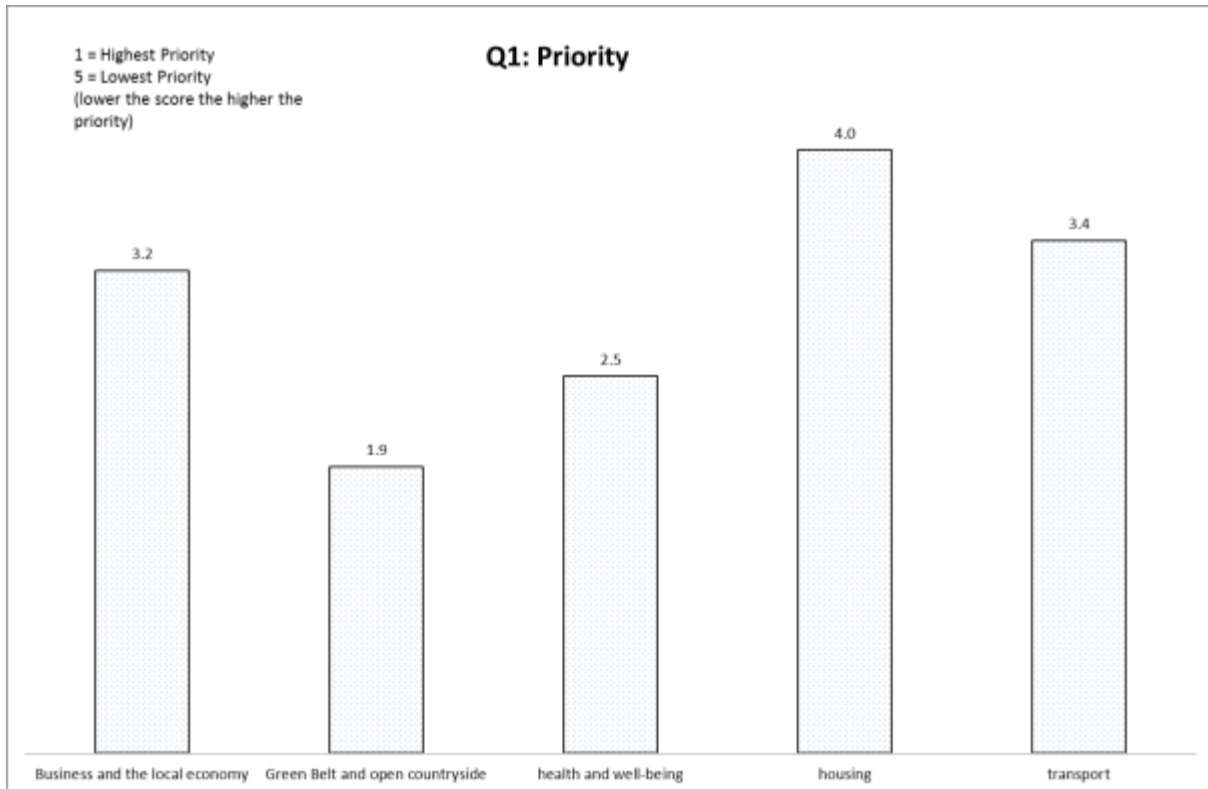
	Agree
The priority should be to support significant improvement to the A51 from Tarvin roundabout to the A41 at Vicars Cross	83%
The existing 82 and 84 bus services should be retained but the timetable should be reviewed in order to properly space out arrival times in the village centre, to reduce congestion and maximise benefit to users	84%
A public car park should be provided in Tarvin village, which is accessible to users of village amenities and services	72%

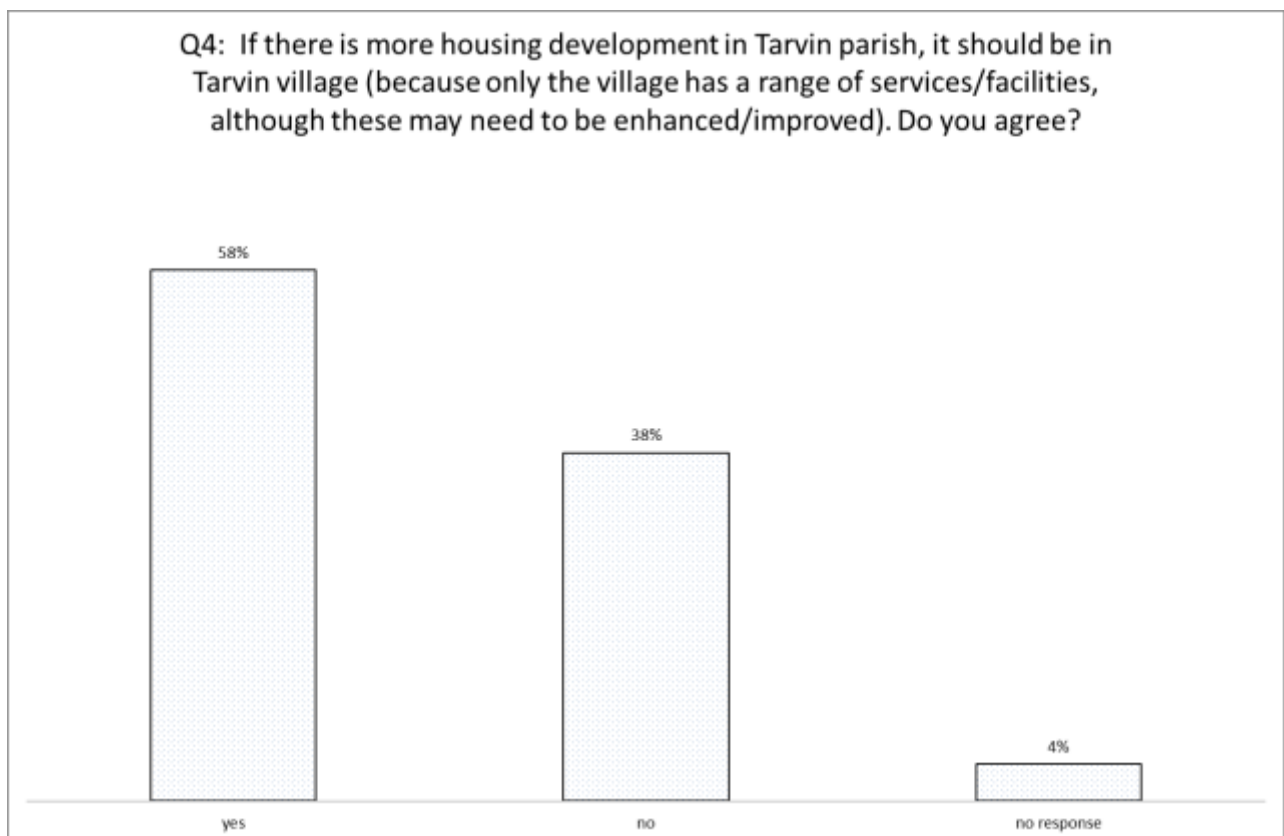
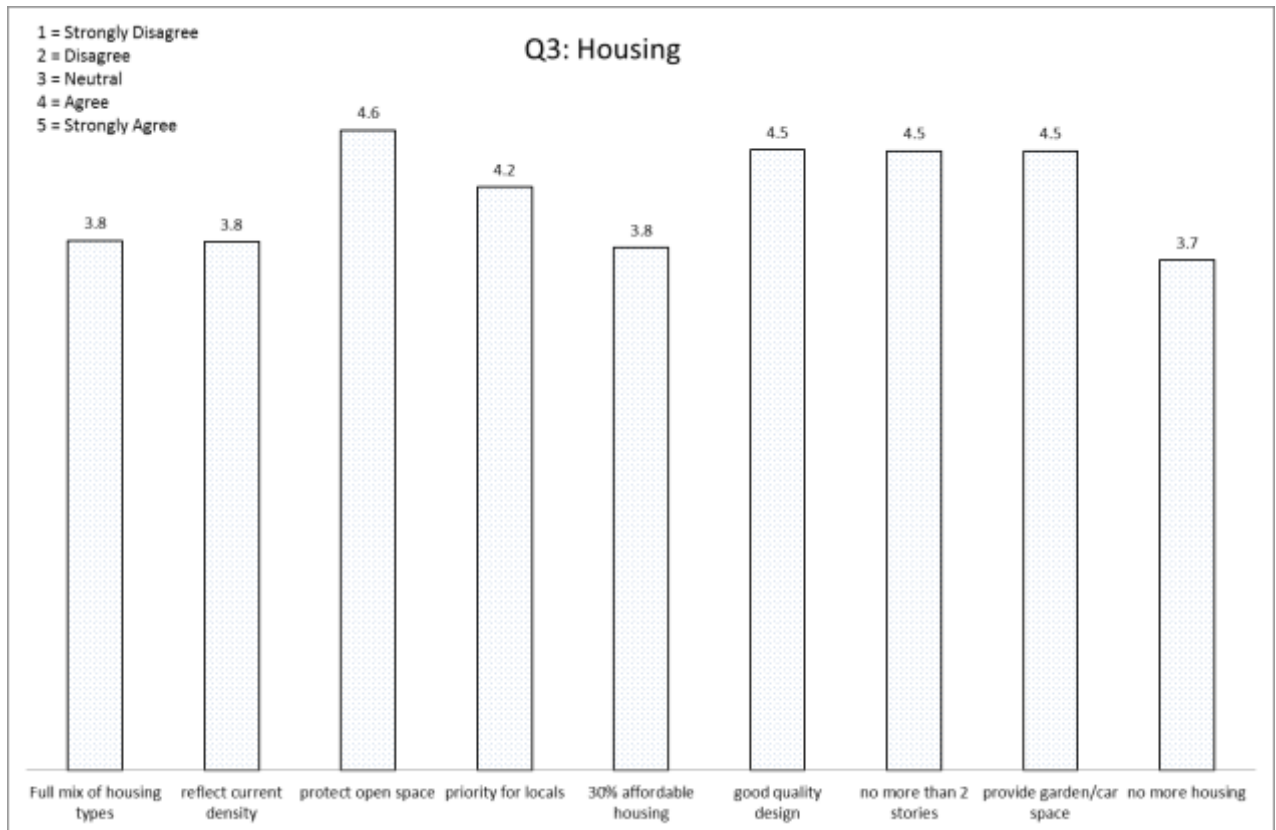
Q9: Here are some statements which are linked to future policies for **business and employment** in the Tarvin parish area. On a scale of 1 to 5, where 5 is “agree strongly” and 1 is “disagree strongly”, please say how far you agree with the statements

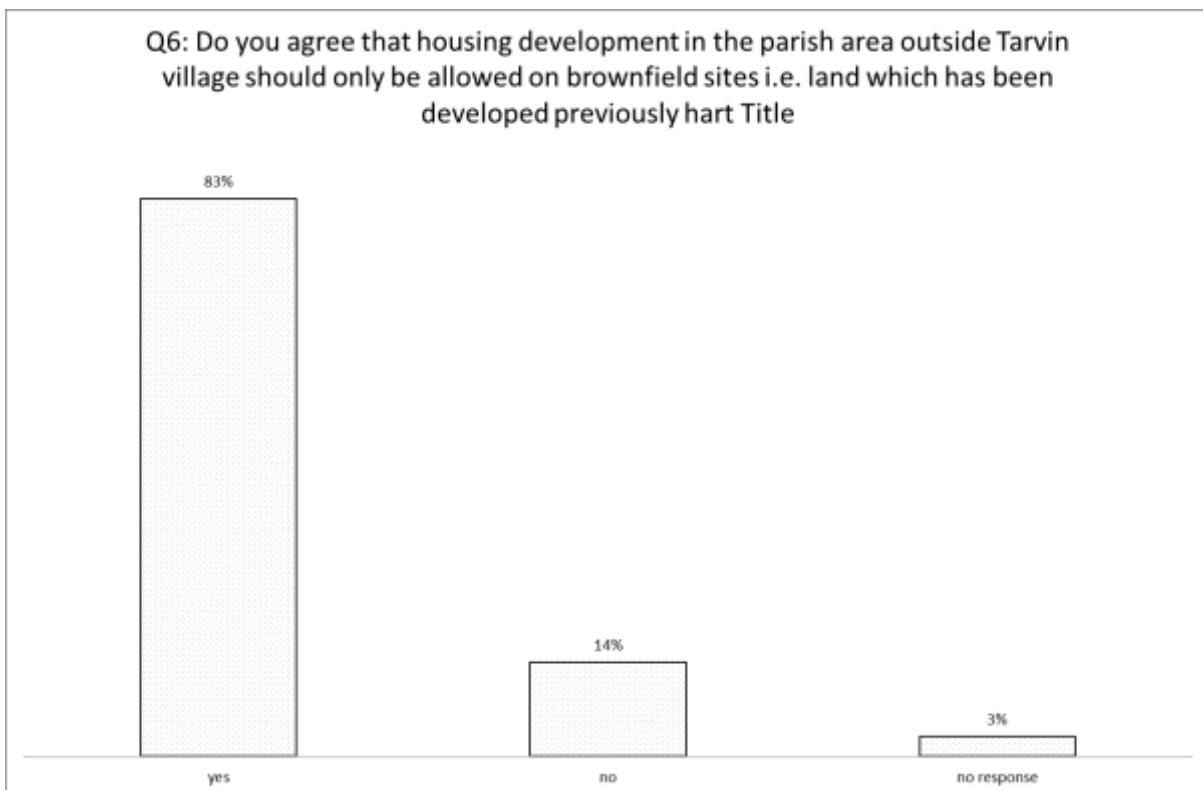
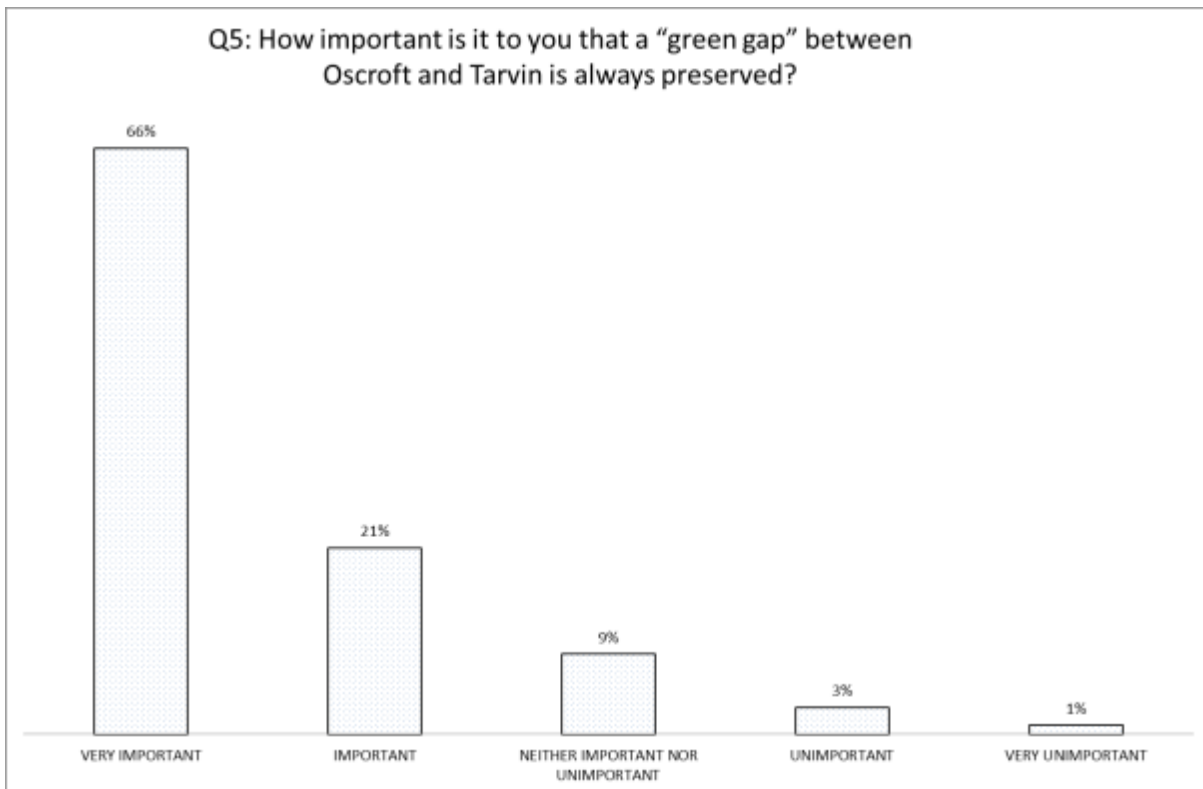
	Agree
There should be small, flexible workspaces provided to allow growth in non-retail small and micro businesses on existing sites	36%
Planning policy should encourage working from home, provided there is no unacceptable impact on neighbours	42%

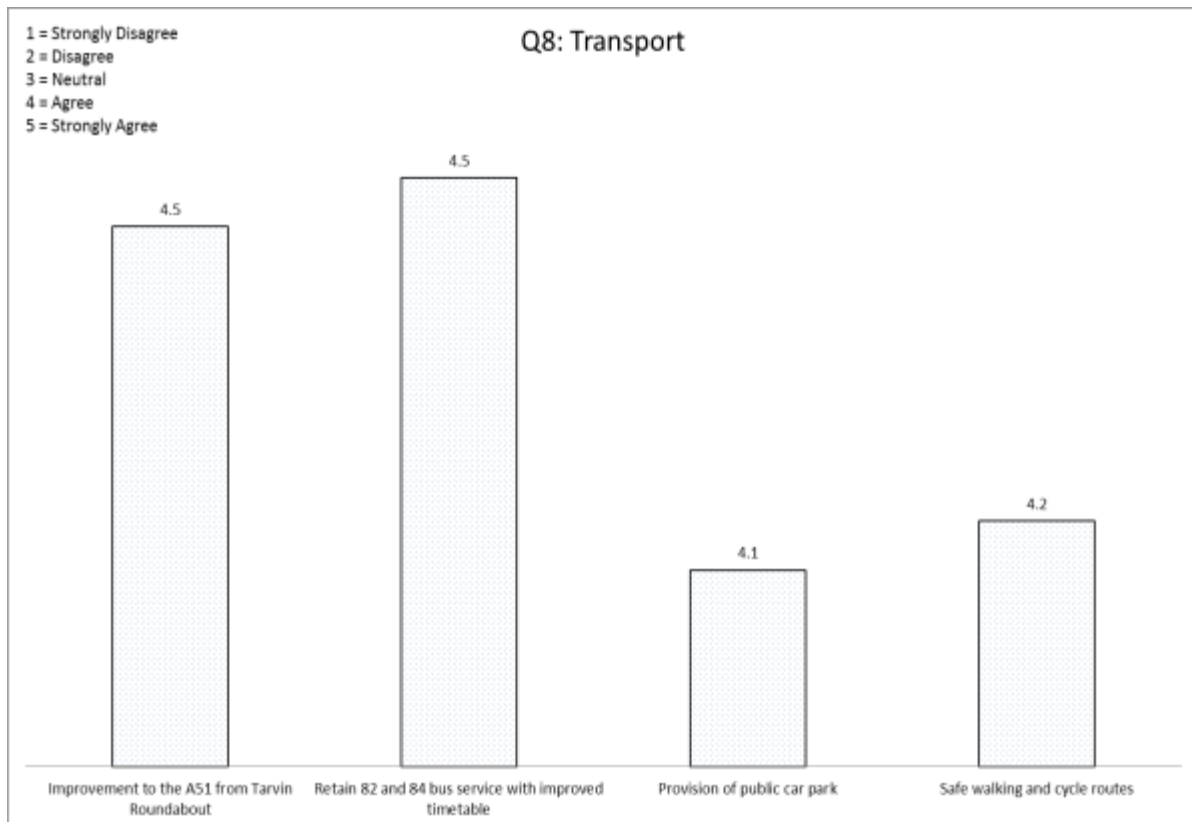
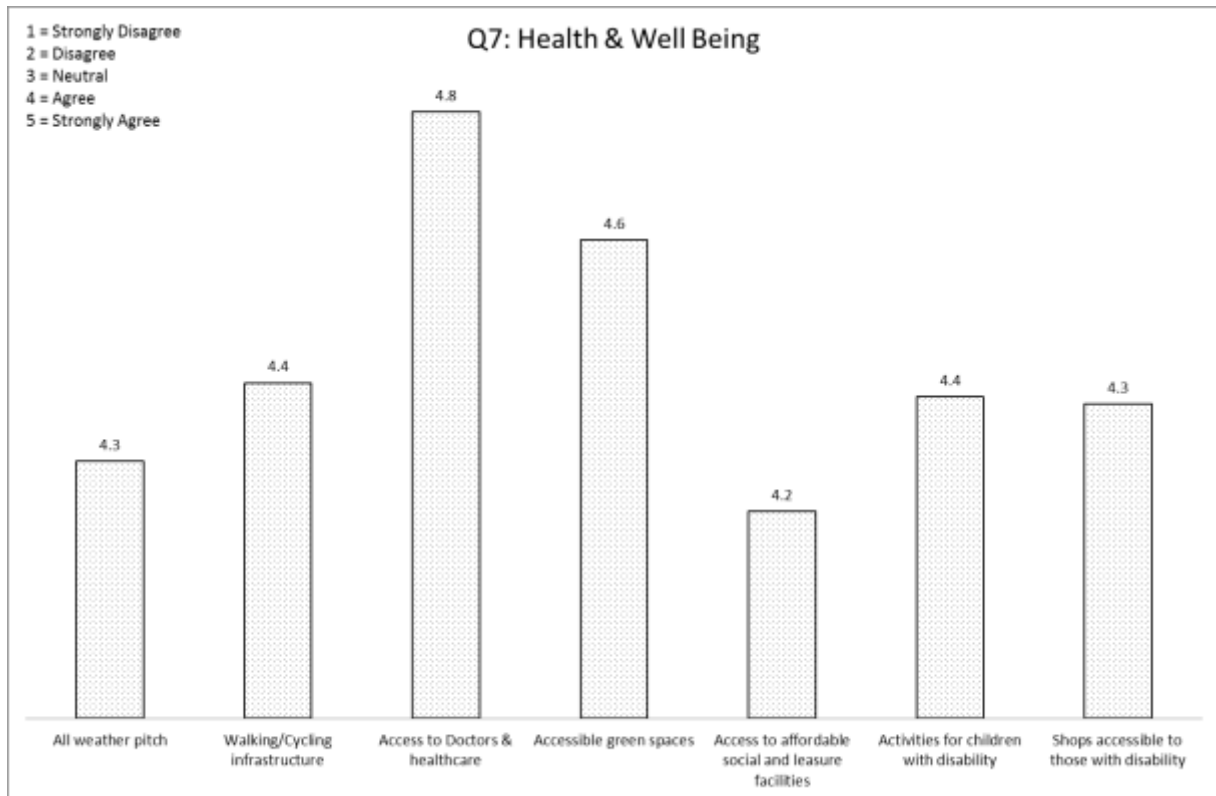
Q10: Did you complete the Neighbourhood Plan resident’s survey last year?

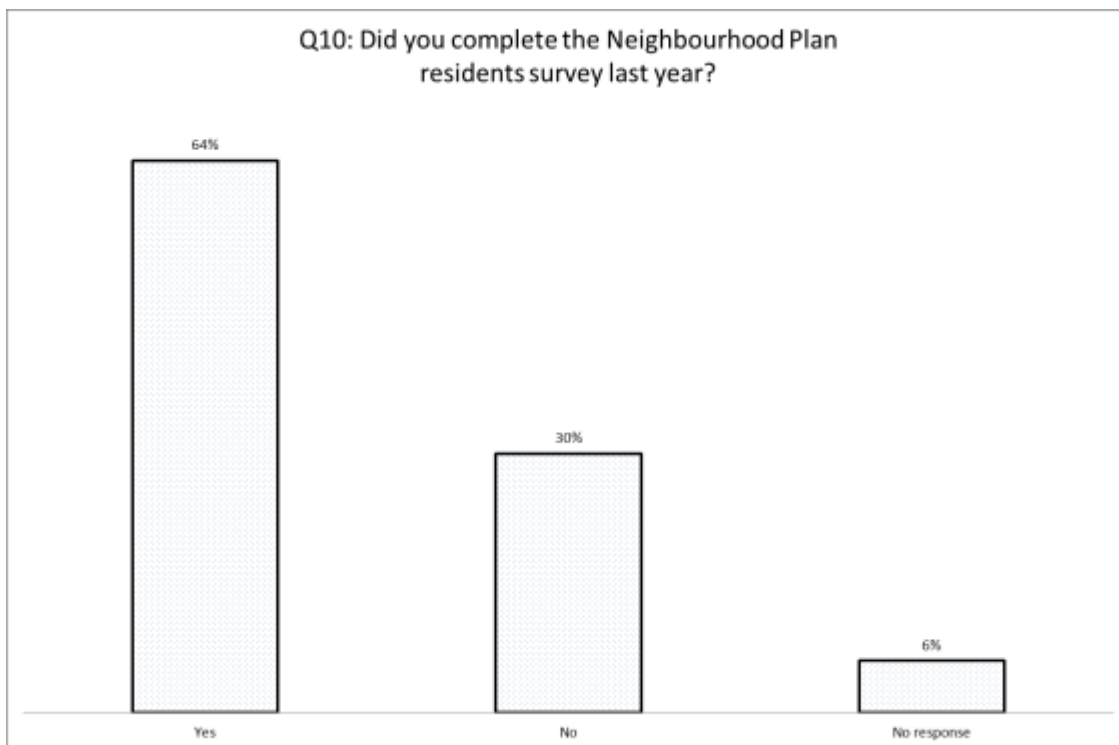
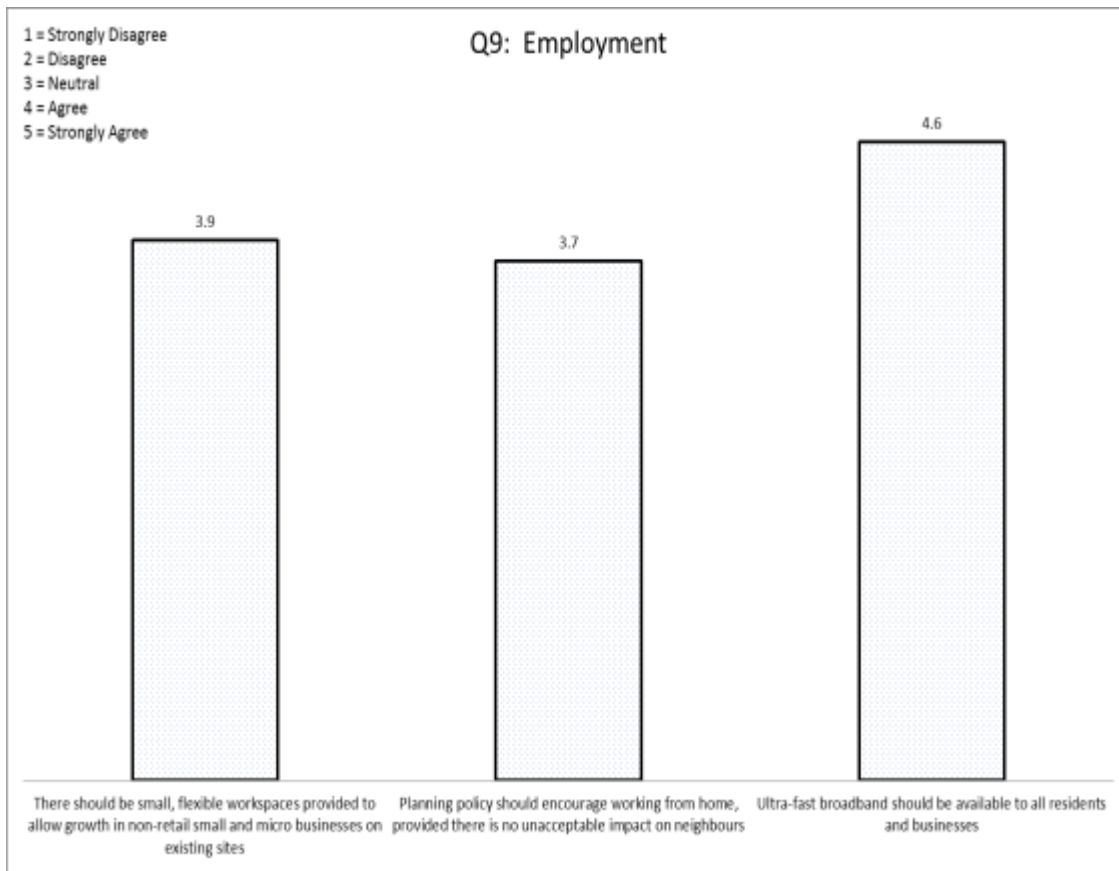
YES	NO
63%	31%











Tarvin Neighbourhood Plan Questionnaire: Analysis of Question 11 "Any Other Comments"

The following is an extrapolation of the comments from Q11 which have been sorted in to the five main categories that will make up the frame work for the Tarvin Neighbourhood plan, namely: -

- Housing
- Transport
- Green Belt and Open Spaces
- Health and Wellbeing
- Business and the Local Economy

Some have also categorised in to a 'General' section where this seems appropriate. These are not always 'verbatim' transposing of comments which often cross categories but they predominantly used the words on the forms and do not include any 'interpretation' (unless separately noted in brackets).

The questionnaire exercise from which these views have been obtained will provide evidence for the Tarvin Neighbourhood Plan which is currently being drafted. The majority of comments made are fairly generic but do anyway express personal opinion and are legitimate as a result. What they do not largely appear to "accept" is the context of the Neighbourhood Plan and the presumption that planning 'needs to be permitted, where possible', within the conditions of the Cheshire West and Chester (CWaC) Local Plan, in which Tarvin is identified as one of the hubs through which additional housing commitments will be delivered and which has partly sat behind the development so far permitted within the village. So generic comments 'No more housing' may not be very helpful in this regard but do however, appear to express the general sentiment of many village residents.

Other comments are made more in line within the context of the planning principles against which the Neighbourhood Plan is being formulated. Even then the overwhelming sentiment is against the further growth of Tarvin, which is considered to have fulfilled its immediate additional housing obligations and with frequent explicit concern that the infrastructure (roads, schools, parking and the health centre) simply cannot accommodate more housing; associated increased traffic and demands on the already perceived over busy village services.

There is also an overwhelming expressed desire to preserve the character and current physical attributes of Tarvin (views, green surround etc.), with concern of extending in to the green belt and surrounding open spaces in terms or blurring village boundaries and setting precedent as to 'losing' countryside which, 'once gone, would be gone forever'. There will be no surprise that this is the sentiment, however "unhelpful" it may be in terms of building a Plan which probably has to acknowledge, and allow for the need to increase housing in the future. This is stated from the context that if residents are against further expansion, but further expansion is subsequently permitted, then there could be the perception that the consultation was irrelevant as the views and wishes of local residents would have effectively 'been ignored'. This issue will therefore need to be addressed and the final recommendations explained when the Neighbourhood Plan is presented for approval.

Whilst there are fewer comments that acknowledge that there will be a need for more and /or some different housing, there are some such comments. When these are voiced, the land to the east of Tarporley Road is recognised as 'best fit' for future need, but, in interpreting the comments, not assuming subsequent developments to the size of say the Saxon Heath development. There is also more comment re the need for bungalows and apartments to

accommodate the needs of the (growing) older population (and multiple comments that this would allow for downsizing which would free up larger family houses). There are few contrary comments with regard to this need, unlike as for 'affordable buy / affordable rental' property which is demanded by some and countered by others in the survey.

As already stated, some comments do cross over the areas identified as formulating the basis of the Plan. Where this occurs we have tried to duplicate across where necessary, although not necessarily as consistently as it could have been, but this is not believed to adversely skew the predominant views expressed in each individual section.

The main messages from each section are summarised as follows:

1. Housing

- Majority view is that Tarvin should not be asked to, and indeed cannot support, further significant development
- The 'cannot cope' stems from concern re infrastructure (e.g. roads, school and health centre) and from a general desire not to allow significant build on Green Field sites.
- Where there is comment re 'new housing' the predominant view when expressed, refer to the need for housing for the elderly (bungalows / apartments) with supporting comments that this would free family houses via downsizing.
- There are comments re the need for further affordable housing (buy and rent) but, as above, there are equally comments made suggesting opposition to this type of need in the locality, above that already provided / available.
- Where recognised that more housing may be needed – land to the east of Tarporley Road (TR) is generally supported as an option, albeit considerable comment to preserve views and the need to ensure that there is a limit (specific boundary) to future growth of the village so as not to allow uncontrollable creep and merging of villages.
- Mainly generic comments. Few specific comments / recommendations – bar one suggestion that the land east of TR should be used for a new school to free up the existing school site for housing – the benefit being to build a bigger school for future demand and improve access, parking / facilities etc.
- There are also multiple comments re use of brown field, as opposed to green field sites and recognition that smaller developments / infill may occur without the same degree of pressure that another larger development would entail.

2. Transport

- Significant concern re local village road capacity, traffic volumes, parking and regarding the congestion and capacity of the main roads around Tarvin and particularly towards Chester.
- These concerns are used to support the view that the village cannot take significant new housing. Parking is a major concern / issue but there is no clear consensus re the need for a specific village car park with the suggestion that there are more opposed than who support such a proposal, with significant concern / views expressed because of the number of people who use (or would use) Tarvin as a 'park and ride' site for travelling in to Chester etc. and that this would be made worse if a car park was created.
- There is considerable view expressed about congestion on the high street / around the village and some suggestion re the use of converting the extended grass verges on Tarporley Road for 'diagonal' off road parking spaces. Equal concern that provision of any specific parking will worsen the 'park and ride' issue.

- Quite a few comments re the need to introduce parking control to ensure only short stay parking is possible to reduce the 'park and ride' feature which adversely impacts the ability of residents who do wish to use the local facilities etc.
- Significant comments re the main roads and the need for improvement in traffic flow particularly from Tarvin roundabout up to Stamford Bridge (SB) and Vicars Cross. But little consensus of opinion as to what might rectify this (suggestions ranging from replacing the SB lights with a roundabout, slower speed limits, traffic lights at Ashton Hayes turning / roundabout, traffic lights at Tarvin / Stapleford / Waverton junction; to re - routing the main road from the foot of Kelsall hill to SB (but without suggestion as to what route this could take).
- The main roads are seen as being a major issue re the counter - argument against permitting new further housing in Tarvin.
- There are also regular calls for speed restriction and crossings on both the A51 and A41 at all access points to and from Tarvin and for improvement to road surfaces, pavements and cycle and foot paths and demand for more specific cycle tracks from Tarvin to Chester etc.
- There is frequent comment re the bus service provision mainly focusing on poor time tabling, lack of ticket transferability, unreliability of service, the poor standard of the school bus fleet and lack of sufficient night service.

3. Green Belt and Open Space

- The general view is that this is an asset and need to be preserved and that it is a distinguishing feature and part of the attraction of Tarvin as a place to live.
- There is some comment re the areas identified for preservation, and particularly the areas not identified for preservation (with the assumption that if they are not mentioned as specifically preserved then they must be identified as areas for potential development – Stapleford, Old Moss residents have obvious concern in this regard).
- There is more significant comment against the use of green belt / open space land for leisure / sports facilities than who would favour such development. Concern that this would be akin to recognising Tarvin as growing towards being a town, with frequent comment re the need to keep Tarvin as a village, and that residents who want such facilities should be prepared to travel or indeed move.

4. Health and Wellbeing

- The most frequent comment stems from the medical centre and access to GP provision
- Clear expression of the belief that there is not adequate provision now and that this would only get worse if the population of Tarvin is allowed to grow still further by permitting more housing development.
- The same statements are applied towards school place provision.
- These concerns support the concern re future growth – that village infrastructure and amenities are already stretched and that the village is therefore deemed to be 'at capacity'.
- There is, amongst the above, comment re the woodlands, the footpaths and access to countryside as part of the attractiveness of Tarvin as a place to live and concern re this being compromised if the village is allowed to grow further.
- There is also comment as to the detriment of the wellbeing of the village re the rumoured traveller site against which there is considerable concern, and no comment in support.
- There is call for traffic control measures (speed limits) and general comment re disabled provision and care (kerbs, pavements, shops access and housing provision).

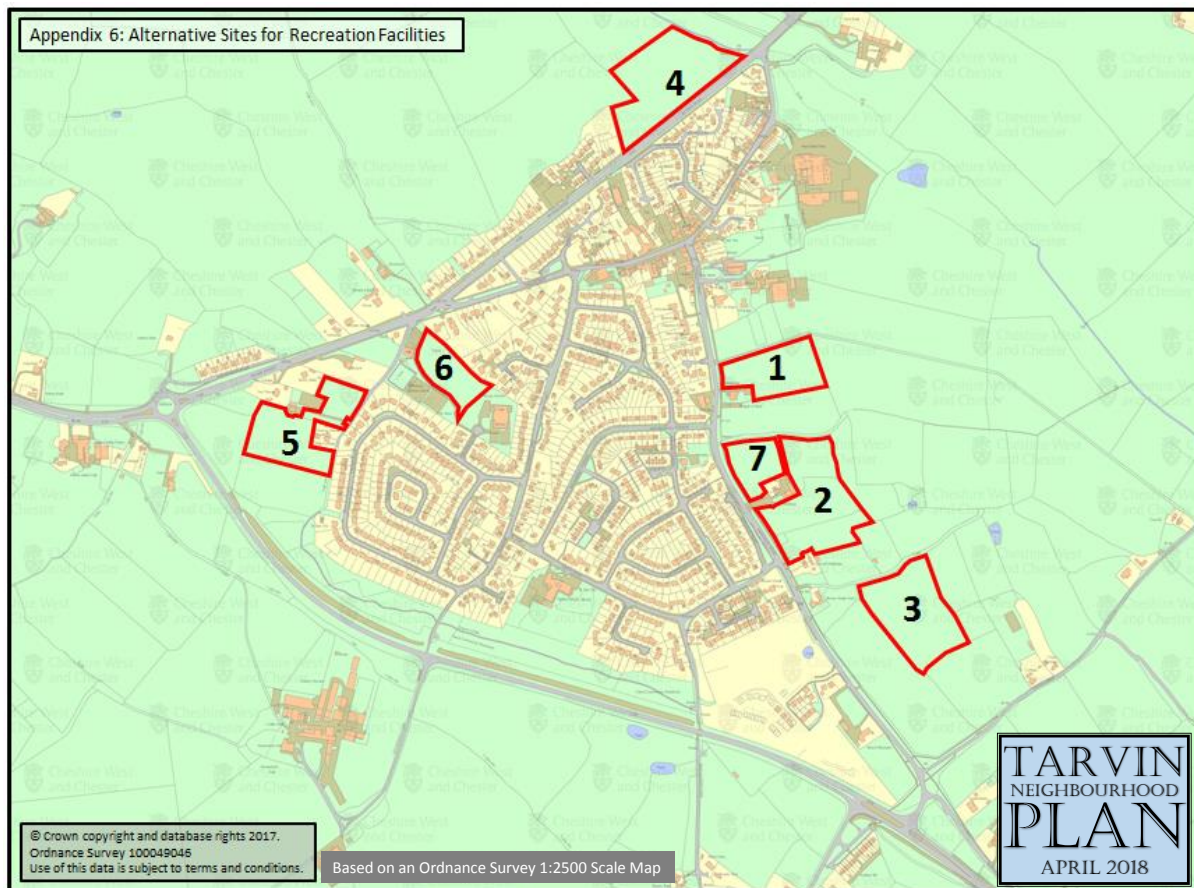
- There is some comment re the need to look after the village – litter, verges, parking provision and concern or comment re loss of community as the village has grown which is not seen as a positive development and, again, is expressed as a counter argument against more growth and development within the village.
- There is comment within H&W re the need for cycle paths, safe crossings (of main roads) and for maintenance of paths and track ways. But again no consistency apart from the concept – with ideas ranging from cycle routes to Chester, bridge crossings for cyclists / pedestrians to Stapleford and even underpass or tunnel provision across main roads.

5. Business and Local Economy

- There is little overall specific or implied comment
- This is the area of the survey with least focus in terms of written response.
- Comments cross over with traffic concern / impact and car parking to very generic comment re encouraging business to locate in the high street / village etc.
- There are multiple comments re disabled and pram user access to shops.
- There are also multiple comments re the need for better internet connectivity throughout the village.

Tarvin Neighbourhood Plan Steering Committee
On behalf of Tarvin Parish Council

Section 3a: Alternative sites for recreation facilities (location map)



Key: Alternative sites for recreation facilities	
1	Behind Telephone Exchange
2	CWAC Land South
3	Behind Broom Heath Farm
4	Off A54
5	Off Townfield Lane
6	King George V Field
7	CWAC Land North

Section 3b: Alternative sites for recreation facilities (evaluation)

Tarvin Neighbourhood Plan: Siting of All-weather Training Pitch

	Site 1 Behind Telephone Exchange	Site 7 CWAC Land North	Site 2 CWAC Land South	Site 3 Behind Broom Heath Farm
1)Accessibility 1.1) Vehicle.	Good: Direct access from main Tarporley Rd.	Good: Direct access from main Tarporley Rd.	Good: Direct access from main Tarporley Rd	Poor: No direct access for either vehicles or pedestrians from main Tarporley Rd
1.2) Pedestrian	Good	Good	Good	
2)Viability 2.1) Car Parking	Good: Space for leisure needs which will also serve village centre and church.	Acceptable: Greater distance from village centre limits impact on village centre parking.	Poor. Too far from village centre, will only meet leisure needs	Poor: Too far from village centre, will only meet leisure needs.
2.2) Disturbance, light pollution and noise.	Acceptable. No houses nearby. Light pollution could be minimised by suitable design.	Acceptable. Only two houses nearby. Light pollution could be minimised by suitable design.	Acceptable. Only two houses nearby. Light pollution could be minimised by suitable design.	Acceptable: 3 houses nearby. Light pollution could be minimised by suitable design.
2.3) Impact on Village character.	Poor: Too close to church and conservation area.	Acceptable with good design	Acceptable with good design	Acceptable with good design
2.3) Visual impact out of village.	Acceptable with good design and mitigation.	Good with good design and mitigation.	Good with good design and mitigation.	Acceptable with good design and mitigation.
2.4) Space	Space to accommodate all facilities needed.	Too small. Will NOT accommodate all the facilities needed.	Space to accommodate all facilities needed.	Space to accommodate all facilities needed.
3) Deliverability	Poor: A strategic land company has an option on this land.	Acceptable: In Council ownership within long-term agricultural tenancy.	Acceptable: In Council ownership within long-term agricultural tenancy.	Poor: In private ownership.
	Site eliminated	Site eliminated	The best option	Site eliminated

Tarvin Neighbourhood Plan: Siting of All-weather Training Pitch

	Site 4 Off A54	Site 6 King George V Field	Site 5 Off Townfield Lane
1)Accessibility	Acceptable: Direct access from A54 in speed limited area.	Acceptable: Direct access from A54 in speed limited area.	Unacceptable: All access routes either: through residential areas, through Townfield Lane, or off A51/54 close to roundabout.
1.1 Vehicle			Acceptable: Access through estate.
1.2) Pedestrian access	Acceptable with provision of pedestrian crossing. (Poor at present)	Good: Access from community centre.	
2)Viability	Acceptable: Space for leisure needs.	Poor; Car park already under pressure from existing users.	Poor: Large car park would increase annoyance.
2.1) Car Parking	Would reduce pressure on village centre parking	Too far from village centre to be of value.	Would not reduce car parking pressure in village centre.
2.2) Disturbance, light pollution and noise.	Good. No houses nearby. Light pollution could be minimised by suitable design.	Poor. Large number of houses nearby.	Poor: Large number of houses nearby.
2.3) Impact on Village character.	Good: Separated from village centre by A54.	Unacceptable: Will limit access to field by other users, including casual users.	Poor: Will destroy character of historic Townfield Lane
2.3) Visual impact out of village.	Good; Impact could be minimised by good design.	Good; No impact.	Acceptable: Some loss of open vista to the west of the village.
2.4) Space	Space to accommodate all facilities needed.	Too small. Will result in loss of existing grass football pitch.	Space to accommodate all facilities needed.
3) Deliverability	Acceptable; Private ownership but permitted use of Greenbelt land.	Good: controlled by a charity and managed by trustees (all Parish Councillors).	Poor: Owned by house builder.
	Site eliminated	Site eliminated	Site eliminated

Section 3c: Steering Group Response to CWAC's Regulation 12 Comments on Recreation

Summary of key issues and concerns raised	Steering Group Response
<p>Land proposed for recreational facilities is on a long term tenancy and unavailable for alternative use.</p> <p>The proposal does not align with CWAC's Playing Pitch Strategy (PPS)</p> <p>The PPS lists two pitches in Tarvin as poor quality, unused by the community and with spare capacity.</p>	<p>The Neighbourhood Plan Steering Group (NPSG) was unable to identify any land in the Neighbourhood Plan area which is not subject to either private or public ownership and is not currently used for some purpose.</p> <p>The site proposed represents the best option in the NP Area. Detailed discussions with landowners or tenants are outside the remit of the NPSG.</p> <p>Retain current proposal.</p> <p>The CWAC Playing Pitch Strategy (PPS) does not consider the needs of individual villages.</p> <p>The specific needs of the Tarvin NP area have not been assessed in the PPS.</p> <p>At the consultation stage for the PPS, Tarvin Parish Council requested the NPSG to submit comments on the draft PPS drawing attention to the large number of youngsters playing football in Tarvin and the inconsistencies between the findings in the PPS and the problems being faced by the club in finding suitable pitches.</p> <p>CWAC did not respond to these comments.</p> <p>Early in 2018 the NPSG made a request to CWAC to discuss the proposal to improve leisure facilities in Tarvin. Despite offering alternative dates, it was not possible to find one which was suitable for CWAC's Green Infrastructure Officer and the issue was discussed with other staff in the Planning Department.</p> <p>CWACs PPS has failed to take account of local needs (stating there are 2 pitches when there is only 1) and the findings in the PPS do not provide a sound basis for rejecting the provision of improved leisure facilities in the Neighbourhood Plan Area.</p> <p>No change: Retain proposal.</p> <p>It is agreed that the existing pitches are of poor quality but in 2018 improvements to the grass have been carried out. The statement that the pitches are unused and have spare capacity is not consistent with the experience of those responsible for finding pitches on weekly basis.</p> <p>There are indications that the lack of suitable pitches is restricting the ability of Tarvin AFC to meet the requirements of all those wishing to play football in the NP area and is likely to restrict further development.</p> <p>No change.</p>

<p>New 3G pitches are being planned at Helsby High School.</p>	<p>A 3G pitch in Helsby will be welcomed. However this will not reduce travel demands. This can be particularly difficult for school age children trying to fit training into the time slot between parents coming home from work and their bedtime. Not every family has access to a car. A facility in Tarvin would reduce traffic in the area including on the congested A51/54 (see section on transport)</p> <p>The objections raised by CWAC fail to give any consideration to the critical importance of ensuring that plans contribute to meeting both global and national targets for reductions in carbon emissions from road traffic.</p> <p>No change</p>
<p>New 3G pitches need to demonstrate financial sustainability.</p>	<p>Tarvin AFC is confident that they will be able to demonstrate financial sustainability.</p> <p>All weather tennis courts, which are of a similar size to the proposed 3G pitch, have been operated by Tarvin Tennis Club for a number of years without any financial problems.</p> <p>No change.</p>
<p>Cheshire FA held discussions with Tarvin AFC and agreed that the priority should be the improvement of the existing pitches.</p>	<p>It is agreed that priority needs to be given to improvement of the existing pitches.</p> <p>The facilities proposed will be required even if the existing pitches are improved.</p> <p>No change.</p>
<p>Football is only one sport and the needs of other sports have shortfalls.</p>	<p>The demand for additional facilities for other sports including cricket, rugby and hockey has been considered (see Section 3d) and are not as severe as those for football.</p> <p>Facilities for these sports are available close to Tarvin in Great Barrow, Great Boughton, Vicars Cross, Christleton and Tarporley.</p> <p>Any potential need for additional facilities for these sports does not reduce the need for improved facilities for football in the NP area.</p> <p>No Change</p>

Section 3d: Discussion of other leisure facilities

1 Football

1.1

The football clubs in Tarvin are thriving with a total of 350 boys and girls playing for Tarvin AFC on a regular basis. Approximately two thirds of them come from Tarvin and the adjacent villages of Duddon, Ashton and Kelsall. The only football pitch in Tarvin, on King George's Field, dates from the 1940's and is grossly inadequate to meet this demand with teams needing to make use of facilities outside of the village on a regular basis, even for 'home' games.

Increasingly, floodlit all-weather training pitches are being used by all age groups, particularly in the evenings in the autumn and winter months. Teams have to travel to from Tarvin to Upton, Christleton or Winsford on a weekly basis to make use of facilities of this type.

On behalf of the Parish council the Neighbourhood Plan Steering Group has responded to two surveys on recreational facilities undertaken by CWaC.

1.2 **Siting of new sports' pitches**

Seven alternative sites for the improved leisure facilities were identified and an assessment made of their suitability for both a grass and an all-weather football pitch, together with a car park and changing facilities. (See attached tables)

Two of these sites, numbers 6 (King George V Field) and 7 (CWaC land off Tarporley Road), have been eliminated. Both are too small to include a full size grass pitch as well as the other facilities identified as necessary in the future.

A further site, number 3 (Brown Heath Farm), is considered to be too far from much of the village and would intrude into the open countryside. It has also been eliminated.

Site number 5 (off Townfield Lane) would result in an unacceptable increase in traffic through the existing residential areas of Hockenhull Lane and Crossfields as well as placing an adverse impact on the historic Townfield Lane which has been identified as worthy of protection in the Landscape and Environment section of the Neighbourhood Plan. Site number 5 has therefore been eliminated.

Contact has been made with officials at CWaC concerning the implications on road traffic of the 3 remaining sites (sites 1 & 2 off Tarporley Road, and site 4 off the A54). Whilst all are considered feasible, the advice we have received is that the site off the A54 would involve considerably more problems, together with associated costs, than the sites off Tarporley Road. Based on this advice, site number 4 has been eliminated.

Of the two remaining sites off Tarporley Road, site 2 on CWaC land is considered more deliverable and is the preferred choice.

It is recommended that the Neighbourhood Plan should include provision for improved leisure facilities on this site and that the Settlement Boundary be modified to allow for this.

2 Cycle Routes

As noted in the main report, many people rated the provision of safe cycle routes within the village as important. Improvements are limited by the existing road structure but a sub-group of the Steering Group has identified a number of small improvements which we believe will be of value.

2.1

Nowadays many parents take their children to school by car, even over short distances-adding to congestion. One of the reasons for this is the lack of safe cycle routes from principal residential areas to the school.

We propose that the Parish Council should encourage Tarvin School and the Woodland Trust to develop proposals that would allow children to use paths within the woodland to cycle to and from school making use of a new rear entrance to school. This would enable many children to avoid the congestion on Heath Drive.

2.2

The road between Oscroft and Tarvin is very narrow and contains a number of blind bends. Despite being a minor road it is used by a significant amount of traffic, particularly in the morning and evening. The route is considered unsafe for cyclists, particularly the young and if cycling is to be encouraged it is important that suitable alternatives are developed.

Three options have been identified and it is proposed that all be explored in more detail in order to assess feasibility, deliverability and cost.

Route 1)

Upgrading of existing footpath from Oscroft (MR 352668) to Tarvin village centre (MR 493670) to provide a metalled combined cycle/footpath.

Route 2)

Provision of a new cycle/footpath from Oscroft (MR352667) to cross the brook and re-join Cross Lane at (MR 350665) and then to use the 'Cinder Track', suitably improved to provide a path to Tarvin (MR 492668)

Route 3)

This is a variation of 2)

Starting at Oscroft (MR 352667) cross the brook and proceed to Cross Lanes at 350665 with a connections to the 'Cinder Track' and then direct to Austin's Hill (MR 495661)

We propose the construction of a new cycle/pedestrian path between Oscroft and Tarvin avoiding the narrow and dangerous bridge over Salters Brook. All of the routes outlines above should be reserved for this use and protected from further development unless suitable alternatives are identified.

2.3

Tarvin is on a regional cycle route. This passes through Oscroft to Cross Lanes before continuing along Tarporley Rd to Broomheath Lane and Hockenhull Lane to cross the A51 at Hockenhull Lane. It then continues to Waverton, linking to Chester by the Canal Towpath.

Whilst this is this is considered to be a safe route to Chester the section from Hockenhull Lane to Roman Bridges has been allowed to deteriorate and requires maintenance. In addition the crossing of the A51 at either Hockenhull Lane or Broomheath Lane is considered hazardous. (There has already been one pedestrian fatality at one of these crossings.)

We propose that the route be diverted to cross the A51 by the road island at Cross Lanes.

Sections of the footpath on the A51 from Vicars Cross to Tarvin have been made into dual use footpaths/cycle ways. This improves access to both Chester and the Millennium Greenway cycle track at Mickle Trafford.

In addition the feasibility of shared use, by cyclists and horse riders, of the bridle paths parallel to the A51 needs to be explored.

3) Play areas

The survey showed that the existing play areas in Tarvin are considered adequate and of good quality. However, no play facilities are available in Oscroft.

Oscroft residents should be consulted on the development of a new play area in Oscroft.

4) Basket Ball court

Although practice basketball nets are already provided in the play areas such as King George's Field, most basketball games are now conducted on indoor courts.

The Community Centre has been asked if basketball could be played in the hall. The Community Centre Committee considers that this would not be compatible with other uses of the hall.

It is unlikely that a village the size of Tarvin could justify the construction of another hall suitable for basketball.

5) Swimming Pool

Both a swimming pool and a gym would of be great value to all age groups in the village for and were top items on the list of additional facilities requested by the young people of the village. However, the capital and running costs for these facilities would be very high and it would be very difficult, if not impossible, to progress without commercial help from either a hotel or a health club.

At this stage no such proposal is included in our plans.

The nearest swimming pool to Tarvin is at the Christleton Sports Centre, 5 miles from Tarvin. There is, however, no direct bus service from Tarvin which runs close to the sports centre and access to the swimming pool at the Northgate Arena is more convenient by public transport.

6) Gym

A small commercially run gym has recently been established within the parish at Sheaf Farm.

An outdoor gym was requested by a number of residents and development in one of the existing open spaces in the village such as King George's Field or the Community Woodland would be of value to residents.

7) Tennis

The village has a thriving tennis club with 4 courts which have recently been upgraded to include floodlighting and new changing rooms. They are well used and adequate for the village.

8) Bowls

The bowling club has one floodlit green which meets the needs of the village.

9) Other outdoor sporting activities

Access to facilities for other sports is available within reasonable distance of Tarvin,

- Rugby at Vicars Cross,
- Cricket at Barrow and Great Boughton, (a new cricket pitch has also recently been established at Hockenhull Hall although the owner has indicated that this is unlikely to be available for use by a village team)
- Hockey, at Christleton and Tarporley,
- Golf courses at Pryors Hays, Waverton, Tarporley and Vicars Cross
- Rowing on the Dee in Chester

These are all considered adequate.

10) Review of indoor recreational facilities

A survey has shown that there is a wide range of rooms and halls available in the village for public indoor activities. The Community Centre, Parish Church, Methodist Church, and the Scout & Guide Hall each offer different facilities. They provide a range of rooms, from small rooms suitable for 10 people up to the Community Centre which can accommodate 200 and St Andrew's church at over 300. (See 'Capacity of Tarvin Infrastructure' for more details)

The above facilities are used for many different social, recreational and sporting activities including a variety of keep fit groups.

There were some requests for badminton and table tennis which could be accommodated in either the Community Centre or, for table tennis, in the Scout & Guide halls, should the demand be established.

Whilst some changes and additions to the buildings in the village may be needed in the future, such as the provision of new toilets for the disabled in the Scout & Guide halls, we have not identified a pressing need for any major additional indoor facilities in the village.

Section 4: Evaluation of potential car park sites/survey of on-street car parking

The following report was produced for the Parish Council in June 2013, updating information to December 2016 is shown in red.

Solving the on-street parking and congestion problems of Tarvin village centre

1. Introduction

Tarvin Parish Council has been examining the problem of on-street parking and congestion in the village centre. These problems are recognised not just by the Council but also by residents who made their views clear as part of the process of producing the Parish Plan in 2011.

Since the Plan was produced Cheshire West and Chester (CWaC) has designated Tarvin a rural hub (now Key Service Centre) for housing development. Between 2011 (2010) and (2030) 2029 an additional 250 (200) houses are likely to be built; permission has already been given for about 160 (all) of these.

This report makes the case for a public car park. The case is supported by traffic count information. It also examines the problems caused by buses stopping in the village centre and makes a number of other recommendations designed to reduce problems.

2. Traffic survey results and the conclusions that can be drawn from them

Over four different days, one in March and three in May, all vehicles parked on the High Street between Hockenhull Lane and "Hair by Annette" and on Church Street as far as the Greenacre Garage were counted at two-hourly intervals five times each day. Notes were made of the side of the road on which cars were parked, how many cars were parked on double yellow lines and whether cars were parked on the footpath adjacent to Greenacre Garage or on the grass verge opposite the garage. The number of cars parked on the private car parks of the Co-op, Red Lion and George and Dragon was also noted.

The results of the survey are shown in the Appendix.

Overall the busiest day was a Saturday (with an average of 62 cars per count) and the quietest a Tuesday (average of 40 cars per count). The number of cars parked all day varied between 6 and 16, and accounted for between 15% and 26% of the total cars counted. Between 27 and 53 cars were parked for part of the day, being present for an average of three counts and accounting for between 40% and 48% of the total cars counted. Well over half of all cars counted, rising on the Saturday to almost three-quarters, were effectively "long stay".

On average there were 8 cars parked at the Co-op (6 on the first count day in March, rising to 9 over the three days in May) with a maximum of 17 at any one count. Cars on the George and Dragon car park averaged 9, with a maximum of 19 at any one count. Cars on the Red Lion car park averaged 2, with a maximum of 4 at any one count.

Cars parked on double yellow lines averaged 2, with a maximum of 5 at any one count (and one car was seen to have a parking ticket).

3. Potential sites for a public car park in the village

The Parish Council has reviewed **all possible** sites for a village centre public car park and its conclusions are set out below. The only site managed by the Parish Council is the car park on the King George V playing field which is held in trust by a charity.

Site 1: King George V playing field, High Street

Description

The current car park has a capacity of 26 cars. The site is 360 metres from the nearest shop and 250 metres from the nearest bus stop. The walk from the car park to the shops is a slight downhill. To access the main row of shops means crossing the busy High Street twice.

Pros

- Managed by the Parish Council as trustees of the charity
- Not too far to the village centre for a fairly fit person to walk
- Easily brought into more general use
- Capable of being marginally extended onto an area currently grassed to accommodate 6 additional cars
- Could be better marked out, lit and signed if made available for general public use

Cons

- Too far from village facilities for many potential users, particularly those returning with shopping
- Need to cross a busy road at least once, but more realistically twice
- Used by tennis, bowls and football clubs on a regular basis during the day therefore spaces might not be available
- If used by people parking longer term, who are away from the field facilities, some spaces would be lost because protected access to the field for the grounds maintenance contractor would have to be provided
- The land is held in trust by a charity and it would not be possible to advertise it as a public car park

Potential

Could ask those who work in village centre to park here, to release on-street space they currently occupy (although this could cause a problem for field users)

Site 2: Triangle of land at entrance to Park Close

Description

There is a triangle of land on the left of the entrance to Park Close from the High Street. This is currently grassed and contains three trees. The site is 110 metres from the nearest shop and 16 metres from the nearest bus stop. The walk to the shops is a slight downhill. To access the main row of shops means crossing the busy High Street once. The site would provide about 6 spaces.

Pros

- Presumably owned by CWaC but this would need to be checked.
- Close to the village centre and bus stops
- Prominent position and good sightlines

Cons

- Would only provide 6 spaces
- Loss of a green space and trees
- Residents of Park Close likely to object

- Could be expensive to develop because of change of ground levels set against small number of spaces to be provided

Potential

No real potential and **not recommended** because it is too small and not worth the problems it would cause with the neighbours

Site 3: Land known as Top Farm (Site no longer available as houses being built on the site)

Description

The site is accessed off The Ridgeway and is adjacent to Well Cottages, the new Co-op car park and the George and Dragon car park. It currently contains a barn and planning permission has been sought to demolish the barn and develop the whole site for housing: this application is not currently being progressed. The site is 15 metres from the new Co-op, 60 metres from the other shops and 50 metres from the nearest bus stop. The site could accommodate 30 parking spaces. To access the majority of shops would mean crossing the High Street once.

Pros

- Close to the village centre and bus stops
- Could be accessed from the new public Co-op car park and/or the private George and Dragon car park
- Would be adjacent to the new Co-op car park

Cons

- Expensive to buy the site and develop it as a car park
- Poor accessibility if only accessible from The Ridgeway
- Not readily visible unless able to be accessed from the Co-op car park

Potential

Need to ensure that whatever happens to the site a footpath is provided through the site connecting The Ridgeway to the village centre. This would be a benefit to residents of The Ridgeway accessing village amenities and bus stops and may lessen the number of car journeys between The Ridgeway and the village centre

Site 4: Land behind the High Street known as Grogan's Yard (Site no longer available sold for development of one detached house)

Description

The site is currently accessed from Church Street. It consists of a yard with a brick building on it. The site is 30 metres from the nearest shops assuming a pathway is available to the High Street and 40 metres from the nearest bus stop. The site could accommodate 10 parking spaces. The main shops, apart from the new Co-op, could be accessed without crossing the High Street

Pros

- Close to the village centre and bus stops
- A footpath from the site to the High Street (30 metres) could easily be created subject to permission of the landowner(s) being granted

Cons

- Depending on the planning status of the site, could be expensive to buy

- Currently poor accessibility along a narrow track with a sharp bend. The current owner of the site only has a right of way over the track to their site. Alternative access through either the Red Lion car park on the High Street or the vets' car park on Church Street are possibilities but could be very expensive because of changes in levels, and would also mean some loss of amenity for the Red Lion. Permission of owners could be difficult/expensive to achieve
- Small site and not readily visible to potential users

Potential

The PC believes that this site has the potential to be developed for housing suitable for existing resident(s) wishing to downsize to more accessible and efficient living accommodation. **Not recommended for a car park**

Site 5: Land at Pool Bank industrial site, behind lower High Street

Description

Land currently used for car parking could, by agreement, be used for some public parking. The site is 370 metres from the main shopping area and would mean a walk up a slight hill and crossing the High Street at least once and also Church Street. The nearest bus stop is 150 metres. Depending on the area chosen there could be up to 30 spaces allocated to public parking

Pros

- If agreement could be reached with the owner the site could be brought on stream fairly easily and at minimal cost (depending on the terms of the agreement)
- Not too far from village amenities
- Easy access to/from A54

Cons

- Already well used by businesses on site, thereby limiting potential spaces for public use to a maximum of 30 spaces during business hours
- Large vehicles enter and leave site at all hours
- Uphill walk to village centre likely to deter some car users
- Out of sight and therefore not attractive to older users

Potential

As with site 1, it may be possible, with the agreement of the owner, to ask people who work in the village to park here. This would release on-street space they currently occupy. Site might also be publicised for use by people attending funerals, weddings and christenings at the Church

Site 6: Land known as the Garden Field adjacent to the Old Rectory, Church Street

Description

Site is currently a field. It is 210 metres from the main shopping area and 30 metres from the nearest bus stop. To access the main row of shops means crossing Church Street once. The walk to the shops is level.

Pros

- Close to the village centre
- Easy vehicle access off Church Street

Tarvin Neighbourhood Development Plan: Survey & Evaluation Data

- Level pedestrian access from the site to the village centre
- Close to the Church
- More than enough land to create a 45-space car park with spaces 3.6 x 5 metres and with separate access for entrance and exit
- Easy to develop as it is a greenfield site
- Closest site to the new Taylor Wimpey development on Tarporley Road (now known as Saxon Heath)

Cons

- May be expensive to buy the site (rumour has it that the Diocese which owns the site has it on the market for £400k). Diocese did not respond to the request of the NPSG to talk about the site.
- Loss of agricultural land; may make the farm which currently rents the land unviable

Potential

Because the site is too large to be used solely for car parking, the area furthest from the Church Street frontage could be developed for good quality bungalows or similar accommodation for existing residents to downsize into (any housing needs to be high quality and low size because of the proximity to the Conservation Area including the Grade 1 listed Church). The profit from such development would offset the cost of acquiring the land and building the car park. As the church would benefit directly from a car park in this locality they could be asked to contribute to the cost or make their contribution by selling the field at a lower than market cost.

The Neighbourhood Plan Steering Group believes only sufficient land, fronting Church Street, should be safeguarded for a future 45-bay public car park and that there should not be any land allocated to housing for reasons specified within the Plan.

This is the option the Parish Council believes best meets the needs of the village

4. Other options

The Parish Council has considered other options for reducing on-street parking and congestion problems.

First, it has initiated discussions with CWaC re the **siting of the bus stops** on the High Street closest to the shops. The problems caused by parked cars and the narrowness of the street, particularly at the western end, mean that bus passengers have to go into the road when boarding and leaving buses, while buses picking up or letting off passengers soon cause a build-up of traffic in the most congested part of the village. This is particularly true for the school buses because of the numbers involved. If the two bus stops were removed, the Council would wish to see the bus stops west of Hockenhull Lane on the High Street and the one on the west side of Church Street improved. CWaC agreed to remark out the bus stop outside the chemist but the work has never been done. The bus stop opposite the Post Office had the kerb raised but the road was never marked out as promised, to reduce congestion the bus stop on the south side of the High Street near the end of Hockenhull Lane was moved west so that it was no longer opposite the bus stop on the other side of the road, the kerb on the west side of Church Street was raised.

Secondly, the Council has written to Marston's, owners of the George and Dragon, to ask if they would allow public parking on **the pub car park which** is accessed from the High Street. This is what used to happen but the agreement was not renewed when the pub was refurbished. The case for public use at the start of the week is stronger now because the pub

does not currently open from Monday to Wednesday. The Council could also ask the Red Lion for permission to use its car park for public parking. Again this car park is accessed from the High Street. Finally, residents and shop workers could be encouraged to use the **Co-op car park** which provides access to the village centre along Forge Way. **Marston's said "no" and the pub is now open Monday to Wednesday.**

5. Conclusion

The Parish Council believes that it has made a very strong case for the provision of a public car park to be provided by CWaC in the village centre. It believes that as a growing village the need is certain to become greater over the coming years. It believes that the Garden Field provides the best site for a car park and that if this site were developed some of the costs of land acquisition and car park provision could be offset by building suitable energy efficient, easily managed bungalows for existing residents to downsize to on part of the site. If more money needed to be found to complete the project, the Council believes that CWaC should use some of the New Homes bonus it will receive as a result of the houses being built in the Tarvin Parish area. In addition CWaC has section 106 money for parking studies as a consequence of the Taylor Wimpey development and there could be other monies available to it in the Tarvin/Kelsall Ward.

For its part the Parish Council will pursue the use of pub car parks for public use, the use of the Co-op car park for general public use, encouraging shop staff not to park on the High Street or Church Street and the removal of two bus stops. This meeting took place on Tuesday 18th June and two councillors will be reporting the outcome to the meeting of the PC.

If all these options are implemented the Parish Council believes that the village centre will be much more attractive to residents and visitors and so will ensure the long term viability of the shops and other businesses in the village centre.

6. Recommendations

- that once CWaC has had an opportunity to study this report, the Parish Council ask to meet officers from CWaC to discuss how public car parking can be provided in the near future;
- that the PC writes to the pubs and the Co-op to ask them to allow the public to use their car parks;

Survey of on-street car parking: 2013

Survey of on-street car parking (number of cars parked)																				
Date	Monday 11th March			Friday 10th May			Saturday 18th May			Tuesday 21st May										
	08:00	10:00	12:00	14:00	16:00	08:00	10:00	12:00	14:00	16:00	08:00	10:00	12:00	14:00	16:00					
Time	14	25	26	25	23	18	22	23	24	26	19	34	33	26	22	16	19	18	13	18
High Street - top half	8	15	13	10	14	13	16	14	13	19	15	19	21	21	17	8	14	14	17	15
High Street - lower half (Gunnery to Hair by Annette)	8	11	13	12	9	7	15	20	19	18	9	28	21	13	12	7	10	16	8	5
Church Street	30	51	52	47	46	38	53	57	56	63	43	81	75	60	51	31	43	48	38	38
Total																				
Cars in Car Parks																				
Co-op	5	5	6	6	7	5	5	7	10	11	5	12	17	8	13	4	8	9	9	9
George and Dragon	5	7	6	8	8	2	13	19	19	14	7	15	15	11	7	3	4	3	3	3
Red Lion	1	2	2	1	2	2	3	3	4	3	4	2	3	2	3	1	0	1	0	1
Cars parked on double yellow lines	1	1	2	2	1	1	3	0	2	2	1	5	3	3	2	1	1	4	0	0
Cars parked on grass opposite garage	Not counted																			
Cars parked all day	9					11					16					6				
Cars parked - in more than one count, but not all day	34					35					53					27				
Cars parked: all day	20%					21%					26%					15%				
Cars parked: in more than one count but not all day	43%					40%					48%					41%				
Cars parked: in one count only	37%					39%					29%					44%				

Section 5: GP Patient Survey Data Comparisons

% of patients who:	Tarporley Health Centre (Tarporley, Tarvin and Waverton)	The Health Centre (Tarporley, Kelsall and Ashton)	Kelsall Medical Centre	Bunbury Medical practice	The Village Surgeries Group (Tattenhall and Farndon)	Local Commissioning Average (Clinical Group)	National Average
find it easy to get through to this surgery by phone	71%	99%	88%	97%	75%	71%	73%
find receptionists at this surgery helpful	88%	97%	95%	94%	87%	86%	87%
usually get to see or speak to their preferred GP	56%	75%	70%	80%	55%	58%	59%
were able to get an appointment to see or speak to someone the last time they tried	94%	94%	96%	91%	88%	87%	85%
say the last appointment they got was convenient	89%	94%	98%	97%	91%	94%	92%
describe their experience of making an appointment as good	69%	93%	88%	95%	79%	75%	73%
usually wait 15 minutes or less after their appointment time to be seen	62%	78%	73%	73%	59%	67%	65%
feel they don't normally have to wait too long to be seen	64%	68%	74%	74%	52%	60%	58%
say the last GP they saw or spoke to was:							
A) good at giving them enough time	87%	90%	95%	97%	88%	89%	87%
B) good at listening to them	95%	95%	96%	93%	87%	91%	89%
C) good at explaining tests and treatments	87%	88%	97%	94%	88%	89%	86%
D) good at involving them in decisions about their care	84%	85%	93%	95%	82%	84%	82%
E) good at treating them with care and concern	93%	91%	93%	92%	88%	88%	85%
had confidence and trust in the last GP they saw or spoke to	100%	98%	99%	99%	98%	97%	95%
say the last nurse they saw or spoke to was:							
A) good at giving them enough time	97%	90%	98%	93%	91%	94%	92%
B) good at listening to them	95%	86%	94%	94%	87%	92%	91%
C) good at explaining tests and treatments	92%	85%	94%	90%	86%	92%	90%
D) good at involving them in decisions about their care	82%	85%	94%	90%	83%	86%	85%
E) good at treating them with care and concern	93%	85%	98%	93%	88%	92%	91%
had confidence and trust in the last nurse they saw or spoke to	100%	94%	99%	100%	93%	98%	97%
are satisfied with the surgery's opening hours	62%	86%	78%	86%	72%	75%	76%
describe their overall experience of this surgery as good	85%	95%	95%	95%	84%	86%	85%
would recommend this surgery to someone new to the area	80%	93%	90%	90%	80%	80%	78%

