



Lymm Neighbourhood Plan Working Group

Preliminary Community Engagement and Consultation Day

14th October 2017

Document Control Cover Sheet

This table lists the revisions made to this document

Version	Changes	Author (initials and date)	Checker (initials and date)	Approved (initials and date)
0.9	Updated to final draft status)	AO 26/07/2018		
1.0	Correct typo; amend layout of graphs into descending order of no. of responses. Updated to issued.	AO 19/08/2018		



Lymm Neighbourhood Plan

Preliminary Community Engagement and Consultation Day

14th October 2017



Lymm Neighbourhood Plan Preliminary Questionnaire Output

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1. Source Material

The questionnaire (see Appendix A) comprised of two pages of questions with single answers expected.

The first page was closed questions, where the output can be directly summarised in tables and graphs, with the second page being more open questions with free form text fields.

The free form text fields on the second page were analysed for trends, where appropriate these have been shown in charts and graphs.

At the consultation event, visitors were asked to write down their thoughts and ideas onto post it notes (free form text, limited to short responses by the size of the post-it notes). These were located under the five main themes that had been selected for the event. These post it notes were collated, sorted and charted, with the results shown below.

2. Background to Consultation

At the time of the consultation (October 2017), there had been several notable events:

The Warrington PDO consultation had taken place over the previous 3-4 months, proposing the release of a number of green belt sites for property development in Lymm, to build at least 500 new homes in the village over a 20-year period.

HS2 plans were progressing, cutting through the far east side of Lymm, from High Legh to Warburton

The last bank in the village had closed in July 2017, and the village centre Post Office had closed at short notice in November 2016. At the time of the consultation there were no known plans or opportunities to replace it (a new Post Office subsequently opened in the village centre in November 2017).

Parking charges in the three village centre car parks had been introduced, and recently amended with the most recent changes (re-introduction of an hour's free parking and charging £1 for evening parking in excess of one hour) having been introduced a few months earlier, in July 2017. Parking charges at the time of the consultation had anecdotally freed up space in the village centre car parks but increased the number of cars parked on roads around the village centre in particular.

3. Process

There were 322 questionnaires analysed, not all were filled out and some had only one comment.

One questionnaire was filled in with a postcode of "visitor lived here for 20 years" – this questionnaire's results have been included.

Data included in these results has been anonymised (it should not be possible to identify a person from this report).

The questionnaire was analysed in two parts:

1. The "front page" questions, including age range, no. of people in household, and the 10 questions to be scored in priority order.
2. The "rear page" questions, which were typically open.

There is more detail on how each set of questions was analysed in each section.



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4. Front Page Questions

4.1 Age Range

Age ranges were captured into a spreadsheet for analysis.

Where multiple age ranges were given, the higher age range was used.

A single respondent commented that they were under 18 years of age. This return was added to the “18-24” age range.

If no age range was completed, then this was recorded as “not filled in”.

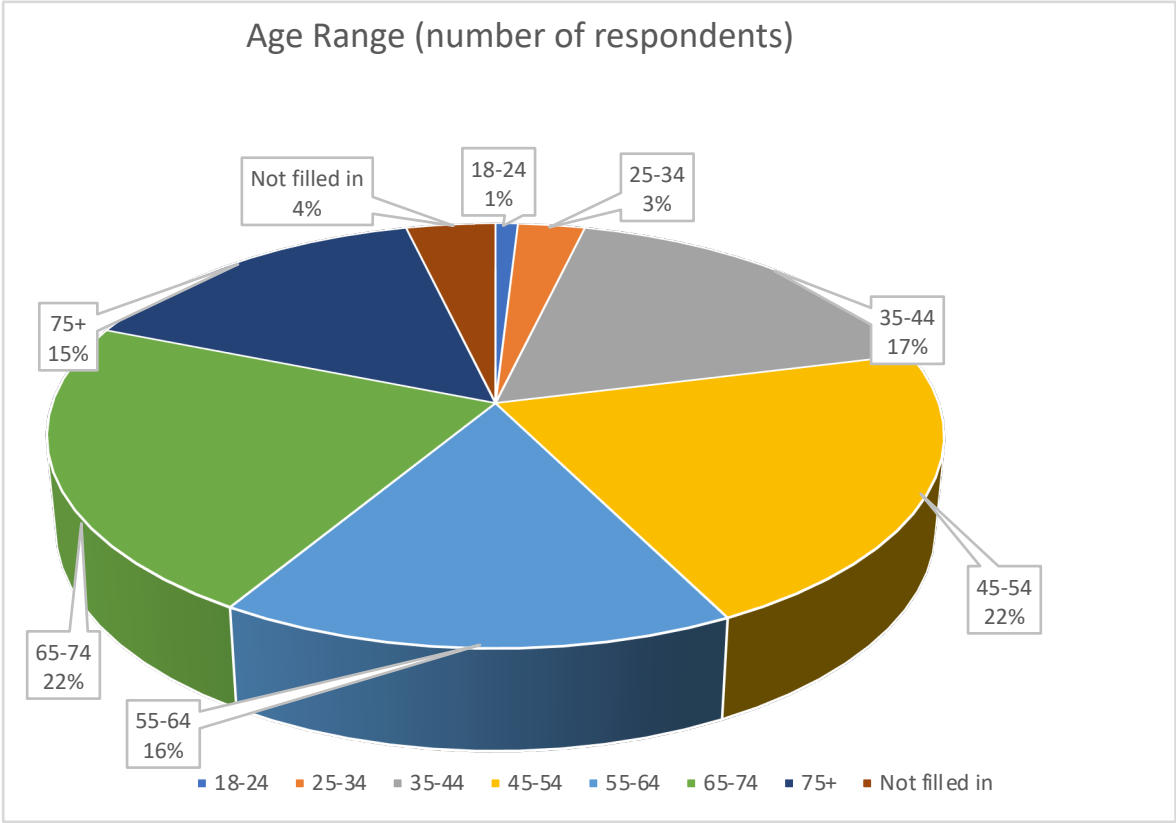
12 questionnaires had no age range completed, leaving 310 valid returns.

The accuracy of answers cannot be checked – it is assumed all respondents were truthful and accurate.

4.2 Age range summary

Age Range	Count of Age Range
18-24	3
25-34	9
35-44	56
45-54	69
55-64	52
65-74	72
75+	49
Not filled in	12
Grand Total	322

4.3 Age range Pie Chart



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4.4 Adult / child breakdown

Many questionnaires left these questions empty, it is not possible to determine whether the boxes for answers were left blank meaning “0” or meaning the question had been ignored / overlooked. Where a “none”, “0” or “-” etc. had been written, it was recorded as “0”

Row Labels	Count of No. of adults living at your residence
1	27
2	195
3	17
4	6
5	1
6	1
Grand Total	247

Row Labels	Count of Number of Children (under 18) living at your residence
0 (or no answer)	100
1	26
2	55
3	14
4	4
5	2
Grand Total	201

4.5 Property ownership status - Own / Rent

Row Labels	Count of Own / Rent
Not filled in	18
Own	300
Rent	4
Grand Total	322

Two of the four “rent” responses were on questionnaires that were adjacent to each other (when processed) and had the same postcode – suggesting they may have been from members of the same



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household. This suggests that the consultation did not get a significant response from people renting in the village.

4.6 Postcode

There were 141 unique postcodes supplied.

Postcodes were checked against an online resource for validity only.

One postcode provided appears to be invalid (this could be due to being unable to decipher handwriting, or due to an invalid postcode being provided for some reason, either way one invalid postcode should not impact any results.) The invalid postcode has been included in the table below (as a 'unique' postcode).

Number of occurrences of each unique postcode	Count of postcodes
1	66
2	37
3	15
4	12
5	6
6	2
7	1
8	0
9	2
10	1
Postcode field not completed	17
Total	322

(one postcode was supplied as "visitor lived here for 20 years")



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4.7 Questions (the 9 questions ranked in order of importance).

4.7.1 Process Summary

There were 322 responses.

All responses were transposed into a spreadsheet (empty responses to these questions were initially left blank, see process below.)

For the questions 1-9 (where 1 was 'most important'), the responses were processed as follows:

The answers were each subtracted from 10, to reverse the scoring and make analysis easier, e.g. this changed a previous "1" (most important) to a 9 (most important)

Questions that had no answer were therefore given a "0" – some questionnaires had none of these questions scored, some questionnaires had some but not all answers scored.

One questionnaire had been completed using the 'online' template, this had an issue that on saving, all the numerical answers were defaulted to "1". As this was not the intention of the respondent (who is known), and as it is not possible to determine the scores at submission, these scores were all amended to "0"

Questionnaires filled in 'as expected' would have a sum of the scores of the 9 questions of "45" (1+2+3+4+5+6+7+8+9).

As there were no explicit instructions on how to allocate points, all questionnaires have been included in the analysis, the following is for information only

- 37 questionnaires allocated more higher priority scores than using 1-9 once each (sum of scores was greater than 45), 20 questionnaires allocated more lower priority scores (sum of scores was less than 45)
- 247 questionnaires allocated the scores 1-9 using each score once
- 79 questionnaires either allocated one score more than once, or left one or more fields blank
- 18 questionnaires had no scoring applied to all of these questions.

Any comments made in this section of the questionnaire have been disregarded for this analysis.

4.7.2 Analysis

1. The sum of all corrected responses for each question was calculated.
2. This was then divided by the total number of responses for that question (e.g. divided by 322 LESS the number of null responses for that answer).
3. The process in step 2 was checked using straight averaging – e.g. the sum of all Responses for each question divided by 322 – the same prioritisation order was confirmed.
4. The averaged response score for each question was then used to sort the questions into most important to least important

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4.7.3 Results

(corrected average score, with question deemed 'most important' at the top, sorted by questions deemed least important at the bottom of the table)

Front Page Question no. (1-9)	Question	Average score (higher score is 'more important')	priority (low is most important)
2	Local infrastructure services (schools, doctors, etc.)	7.17	1
8	The impact of future development on local infrastructure and transport	6.98	2
4	Roads, public transport, walk and cycle ways	5.83	3
1	The economy of the village	5.79	4
7	Style and layout of future development	4.81	5
9	The provision of useful social spaces for all but particularly young and elderly residents	4.37	6
6	Future development	4.36	7
5	Leisure and recreation	4.04	8
3	Housing	3.59	9

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Validation of using corrected average score

A count of the number of times a corrected score of “9” (most important), “8”, & “7” was captured, shown in the table below, to validate the methodology of using the corrected average score.

(corrected average score, with question deemed ‘most important’ at the top, sorted by questions deemed least important at the bottom of the table)

Qu no.	Question	Corrected average score (higher score is ‘more important’)	priority (low is most important)	Count of '9' allocated (most important)	Count of '8' allocated (2nd most important)	Count of '7' allocated (3rd most important)
2	Local infrastructure services	7.17	1	97	82	43
8	the impact of future development on local infrastructure and transport	6.98	2	123	47	38
4	Roads, public transport, walk and cycle ways	5.83	3	33	43	54
1	The economy of the village	5.79	4	64	33	37
7	Style and layout of future development	4.81	5	32	27	33
6	Future development	4.37	6	33	25	16
9	The provision of useful social spaces for all but particularly young and elderly residents	4.36	6	33	14	21
5	Leisure and recreation	4.04	8	13	12	24
3	Housing	3.59	9	10	12	14

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4.7.4 Summary

It is suggested that the four questions deemed most important are considered going forwards.

There is a relatively large gap between the question ranked fourth most important and the fifth, with relatively small differences in the ranked importance of the 5 questions ranked as “least important”.

The four highest ranked questions are therefore (“most important” at the top):

Question no. (1-9)	Question	Average score (higher score is ‘more important’)	priority (low is most important)
2	Local infrastructure services (schools, doctors, etc.)	7.17	1
8	The impact of future development on local infrastructure and transport	6.98	2
4	Roads, public transport, walk and cycle ways	5.83	3
1	The economy of the village	5.79	4

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5. Rear Page Questions

These are the free form questions from the rear page of the Questionnaire (see Appendix A)

As these questions allowed free form text to be entered, the analysis will have captured multiple 'themes' from some answers, other answers may have had no common themes. The process of assigning free-form text answers to themes is subjective, however the process does give a good indication of the most popular themes.

A low number of 'responses' to a 'theme' should be considered in the context of how the data has been collected and processed – these are still valid points and should not be discounted due to a 'low count'.

Care should be taken to avoid double counting results -e.g. where identified themes include the canal, the dam and the Trans Pennine Trail, two or more of these have typically each been mentioned by each respondent in the same answer, so 'adding' these responses together would give a misleading view of how many respondents mentioned a combined theme of e.g. "Dam, TPT OR canal".

There were 322 questionnaires.

Where an answer has either been left blank, or contains a response that could not be assigned to a theme, this was recorded as a 'null response'

5.1 Question 1: What is important about Lymm Village?

There were 13 'null responses' to question 1.

5.1.1 Question 1: What is important about Lymm village? - Summary

Top responses (percentage of responses to question 1)

1. Keep as a village/village feel – 32%
2. Open/greenspaces/countryside – 29%
3. Community - 27%
4. Character - 24%
5. Local Amenities 17%

5.1.2 Question 1: What is important about Lymm Village? – Conclusions

Respondents stated that Lymm being a village was what they liked most about Lymm. This was closely followed by open/greenspace/countryside. Character and community were also aspects that the respondents stated were most important about Lymm.

Parking and transport are assumed to be 'negative' responses – e.g. people were stating that these were issues, whereas the other categories are typically people highlighting the positive aspects of living in Lymm.

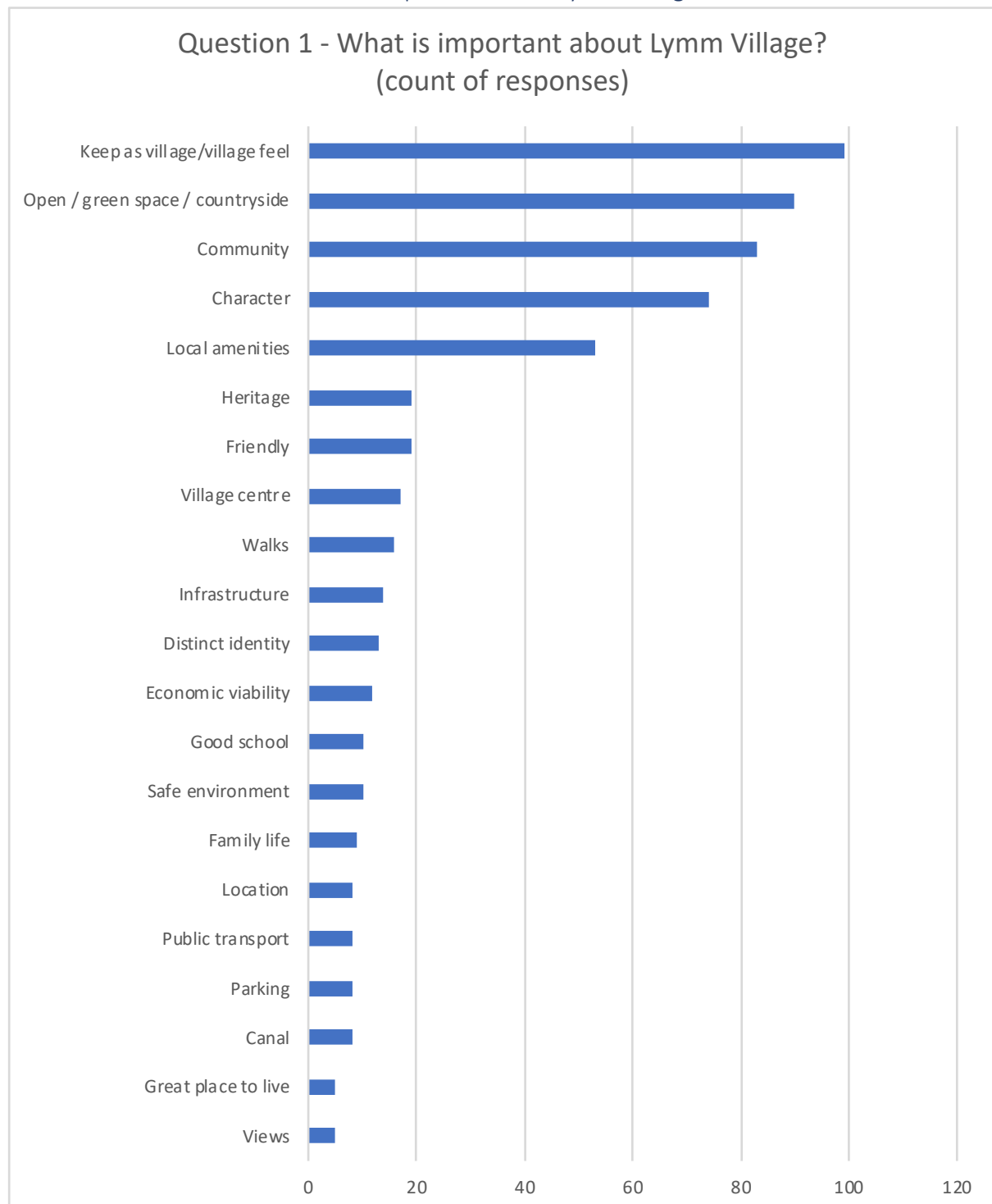
Respondents regarded Lymm's village feel and the position of open green spaces both within and around the settlement as the two most significant issues. These were closely followed by community and character. Local amenities came fifth. Arguably, twelve of the remaining sixteen could be easily reallocated to one or more of the five key issues. The others (transport and economy) are discussed elsewhere.

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Given “village feel” can be reasonably interpreted as attributes associated with lack of size, general openness of space and readily identifiable boundaries, and “village character” as being confirmation of strong community values and use of amenities; one can distil the responses down to two issues:

- Prevalence of green spaces within and around the built environment
- A village with strong community values.

5.1.3 Question 1: What is important about Lymm Village? – Results





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5.2 Question 2: How would you define the character of Lymm?

There were 22 'null responses' to question 2

5.2.1 Question 2: How would you define the character of Lymm? – Summary

Top responses (percentage of responses to question 2):

1. Village 44%
2. Community 27%
3. Friendly, happy, welcoming 22%
4. History / tradition 21%
5. Pretty, beautiful 15%
6. Charming, lovely 14%
7. Rural 13%

5.2.2 Question 2: How would you define the character of Lymm? – Conclusions

The results here are self-evident. It is worth noting the view of Lymm as a village, rather than e.g. a town or a small town. There were responses throughout that referred to Lymm as ranging from a small village to a town, suggesting the categorisation is subjective.

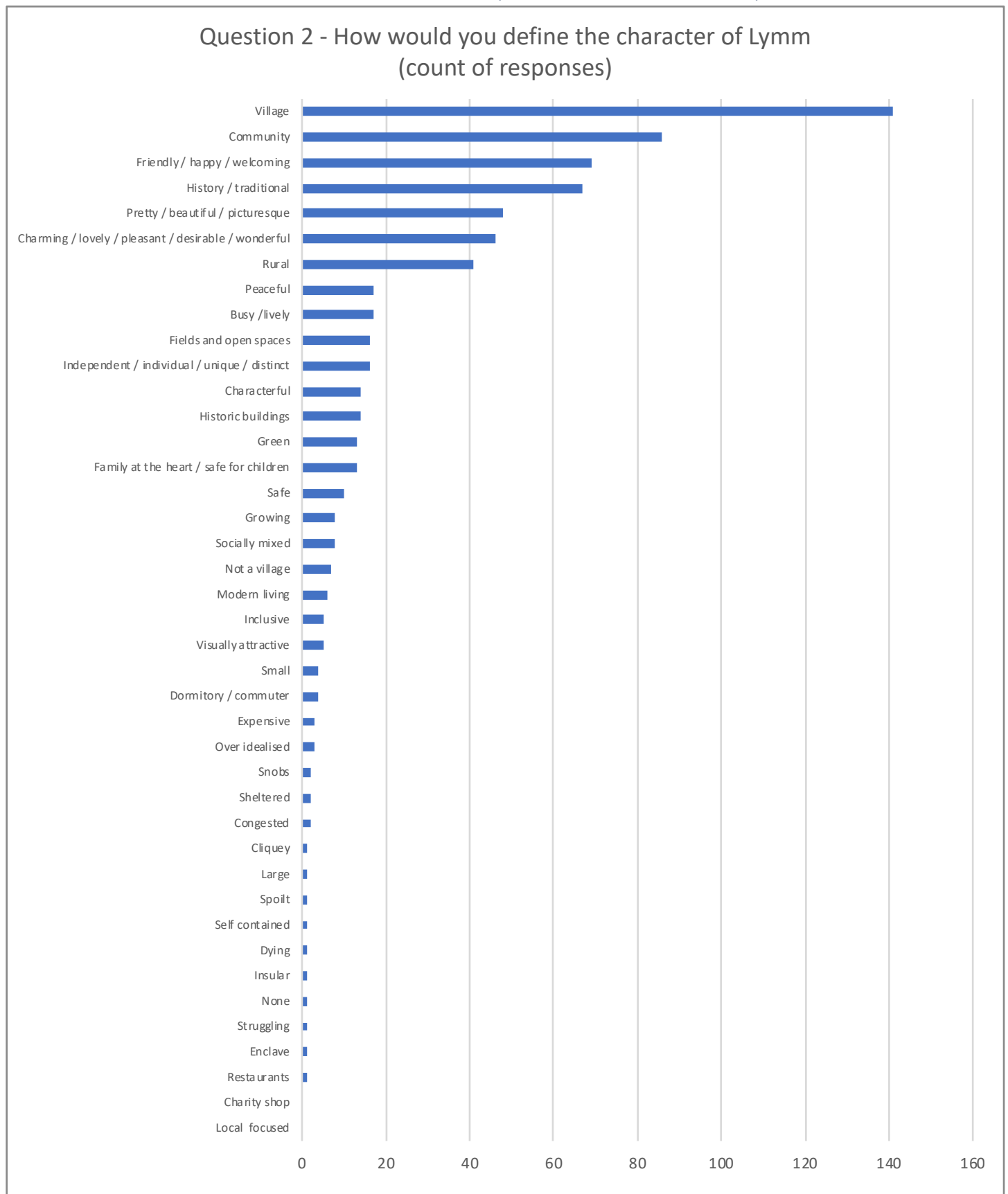
Community and friendliness feature strongly as characteristics of the village.

The rural, scenic, pretty & beautiful responses all feature heavily in defining the character of the village, with a background of history & tradition, particularly regarding the village centre (the Cross, the canal) and community events (May Queen, Lymm Festival and Dickensian Day all get frequent mentions along with other events throughout the questionnaire responses.)

In many ways, the responses to this question reaffirm the opinions on community expressed in question 1.

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5.2.3 Question 2: How would you define the character of Lymm? – Results





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5.3 Question 3: What do you like about Lymm?

There were 31 'null-responses' to question 3

5.3.1 Question 3: What do you like about Lymm? - Summary

31% of respondents like the village feel and this was the most quoted response. 33% of respondents liked the green spaces that the village offers.

Top responses (percentage of responses to question 3):

1. Green spaces 33%
2. Community feel 31%
3. Village feel 31%
4. People & friendly 20%
5. Walks & country lanes 17%
6. Local events 14%

5.3.2 Question 3: What do you like about Lymm? - Conclusions

In response to the question "What do you like about Lymm?" the respondents indicated that, despite its size, they like its village feel. They like its green spaces and lanes which provide for country walks.

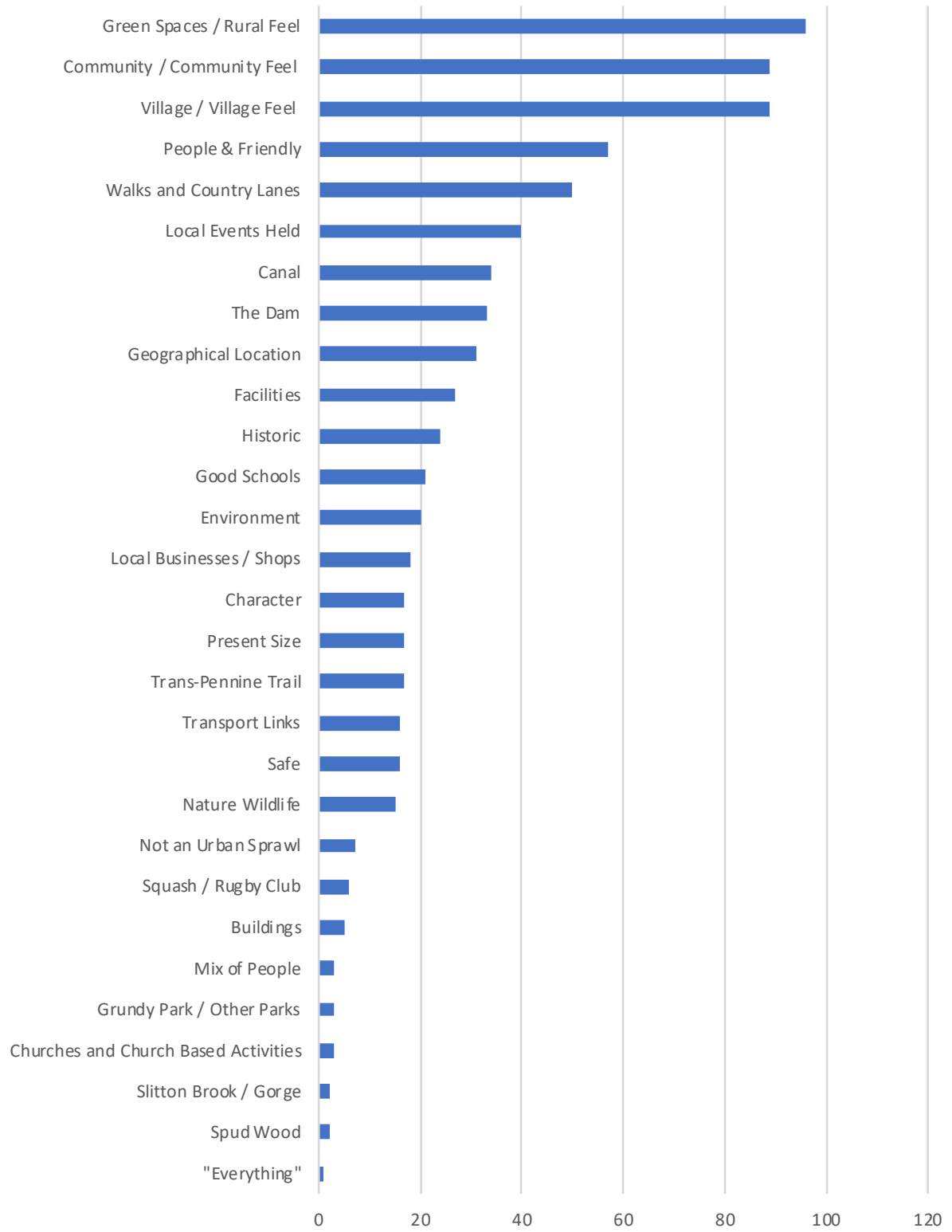
The respondents commented on the friendliness of the residents and the many local events which all make for a strong sense of community.

There are many mentions of the public recreational areas (the Dam, the canal and the Tran-Pennine Trail in particular).

In many ways, the responses to this question reaffirm the opinions on the importance of green spaces expressed in question 1.

5.3.3 Question 3: What do you like about Lymm? – Results

Question 3 - What do you like about Lymm? (count of responses)





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5.4 Question 4: What do you dislike about Lymm

There were 22 'null responses' to question 4.

5.4.1 Question 4: What do you dislike about Lymm? – Summary

31% of respondents to this question cited traffic congestion as the aspect they didn't like about Lymm. This was closely followed by the loss of the banks and post office. The lack of parking, both residential and in the village was cited by 18% of respondents.

Top responses (percentage of responses to question 4):

1. Traffic congestion - village used as a thoroughfare – 31%
2. Loss of bank - 27%
3. Loss of post office - 21%
4. Lack of parking, residential and in village - 18%
5. Poor Public transport - 8%

5.4.2 Question 4: What do you dislike about Lymm? – Conclusions

It is worth noting that the consultation took place during a period when the village centre post office and the last bank in the village had closed. Since the consultation, a new Post Office has opened in the village centre.

At the time of the consultation, there were post offices in Statham and Broomedge, so it is safe to assume that mentions of "loss of post office" referred to the village centre and is at the time of writing (June 2018) no longer an issue.

Traffic congestion, volume and to a lesser extent speed were a significant concern, and some of these concerns should be taken forwards by the Transport sub group for further investigation (and possibly quantification).

Parking is a related dislike, again it is worth noting that at the time of the consultation (October 2017) there had been a period of change to the parking charges in the three village car parks.

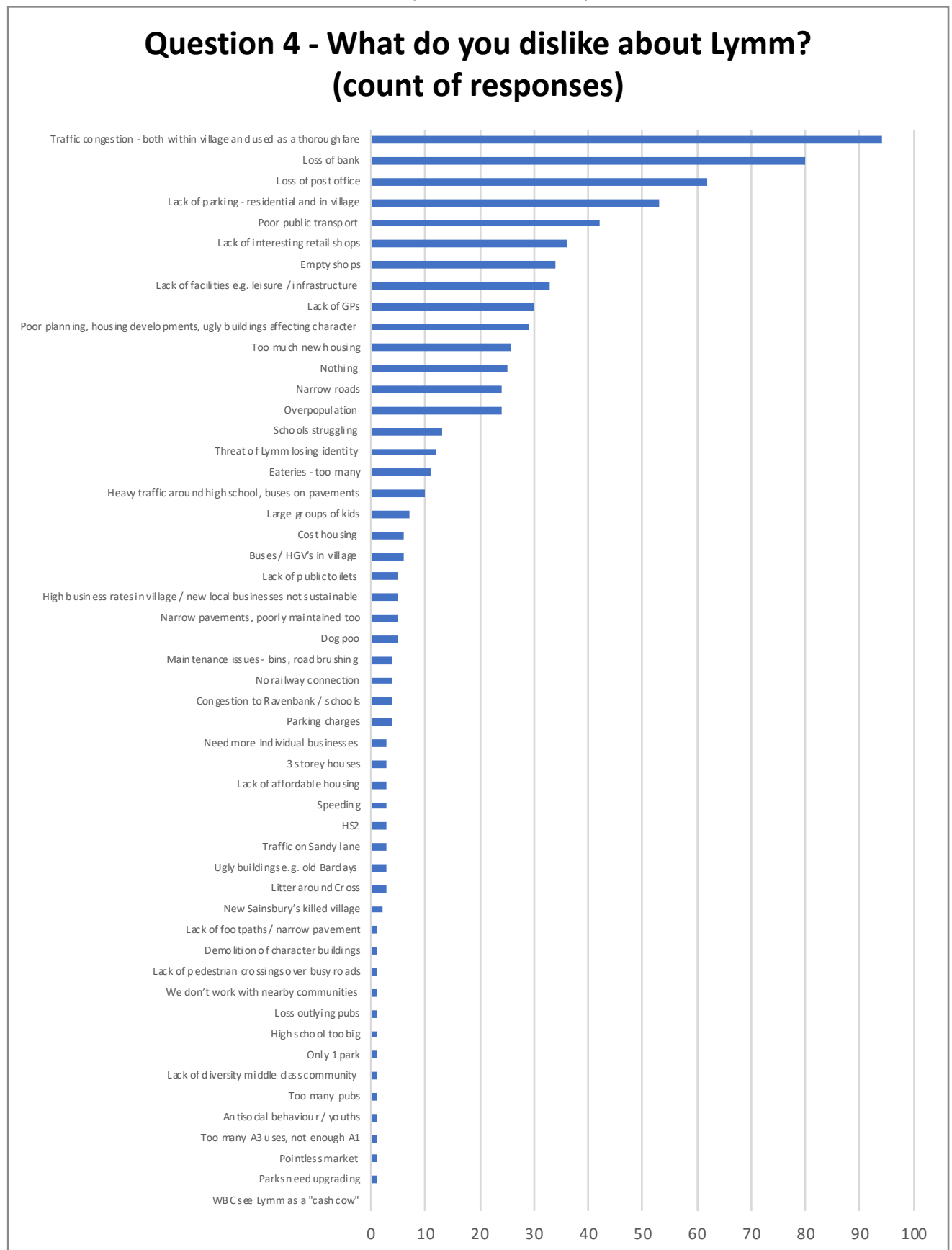
Parking dislikes are believed to refer to:

- The village centre car parks, seen as overcrowded
- Parking on roads around the village
- Parking around infrastructure (doctors' surgeries, shops, schools etc)
- Parking in residential areas e.g. where cars are parked on the road – e.g. Rushgreen Road, some of the new estates, and near flats and terraced houses.

Five respondents cited a dislike that there is 'only one park', it is not clear which of the parks in Statham, Ridgeway Grundy, Oughtrington and (albeit very small) at Broomedge was being referred to! This is possibly a lack of information or communication.

In simple terms, the dislikes mainly focus on the frustrations of the increasing lack of amenities and are shared by villages throughout the rural community.

5.4.3 Question 4: What do you dislike about Lymm? – Results





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5.5 Question 5: What makes Lymm a good place to live and/or work?

There were 28 'null responses' to question 5.

5.5.1 Question 5: What makes Lymm a good place to live and/or work – Summary

Top responses (percentage of responses to question 5):

1. Location, accessibility and transport links 31%
2. Community/events - 28%
3. Village environment - 21%
4. Friendly people – 20%
5. Open/green spaces - 20%
6. Walks/canal/TPT/The Dam - 19%
7. Countryside/green belt - 19%

5.5.2 Question 5: What makes Lymm a good place to live and/or work – Conclusions

In isolation, respondents rated Lymm's accessibility and transport links as being its key attraction.

However, taking collectively the more abstract "community" attributes, respondents highlighted the village environment, friendly people, community events, social activities and unique character to indicate an overwhelming liking for Lymm's traditional village-like feel.

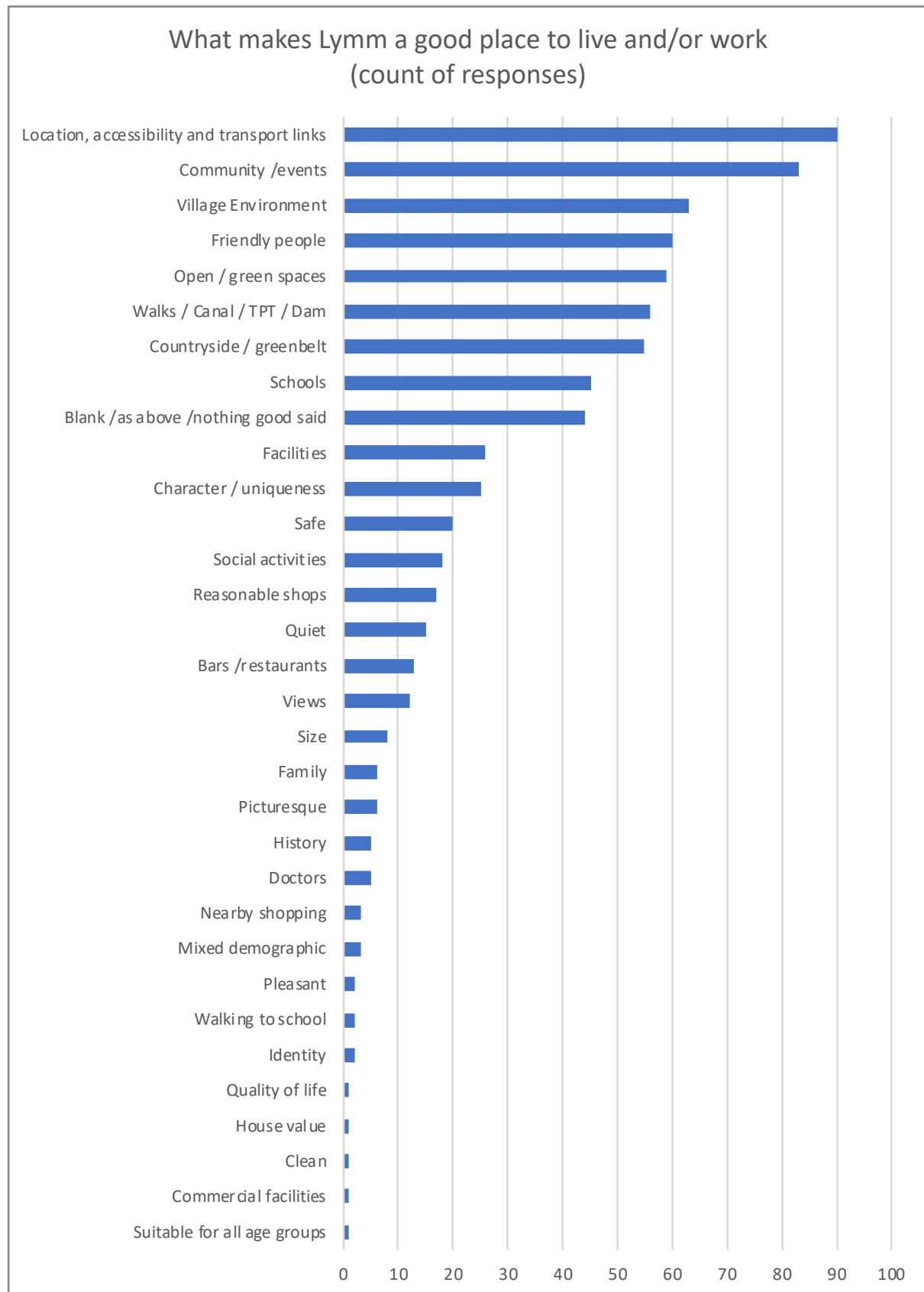
Again, taking the green spaces attributes collectively, respondents liked the countryside, greenbelt, open green spaces, and leisure opportunities of the TPT, Bridgewater canal and Lymm Dam.

These latter collective attributes are probably of equal importance to respondents as Lymm's accessibility.

31% of respondents cited that the location, accessibility and transport links make Lymm a good place to live/work. This was closely followed by community/events. This would seem to suggest that communications and the proximity of Lymm to major cities is a primary reason why people enjoy living in Lymm'. In addition, there is a strong community spirit which is inclusive for all.

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5.5.3 Question 5: What makes Lymm a good place to live and/or work – Results





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5.6 Question 6: What pressures affect Lymm now?

There were 25 'null responses' to question 6 part 1

5.6.1 Question 6 part one: What's impacting Lymm now - summary

55% of respondents cited that traffic and infrastructure were the biggest pressures facing the village now. This was followed by over development/population and loss of identity.

By "infrastructure" respondents were typically referring to health services, shops, banks, post offices, shared facilities (e.g. village halls), parks and play areas. Note that some of these categories have been specifically stated by respondents (e.g. Doctors, banks)

Top responses (percentage of responses to question 6 part one)

1. Traffic / Infrastructure: 55%
2. Over development / population / loss of character - 48%
3. Doctors - 22%
4. Car parking / public services - 20%
5. School expansion needed - 19%

5.6.2 Question 6 part two: - What's likely to impact Lymm in the future - Summary

There were 49 'null responses' to question 6 part two (twice as many respondents left part two of the question blank compared to part one).

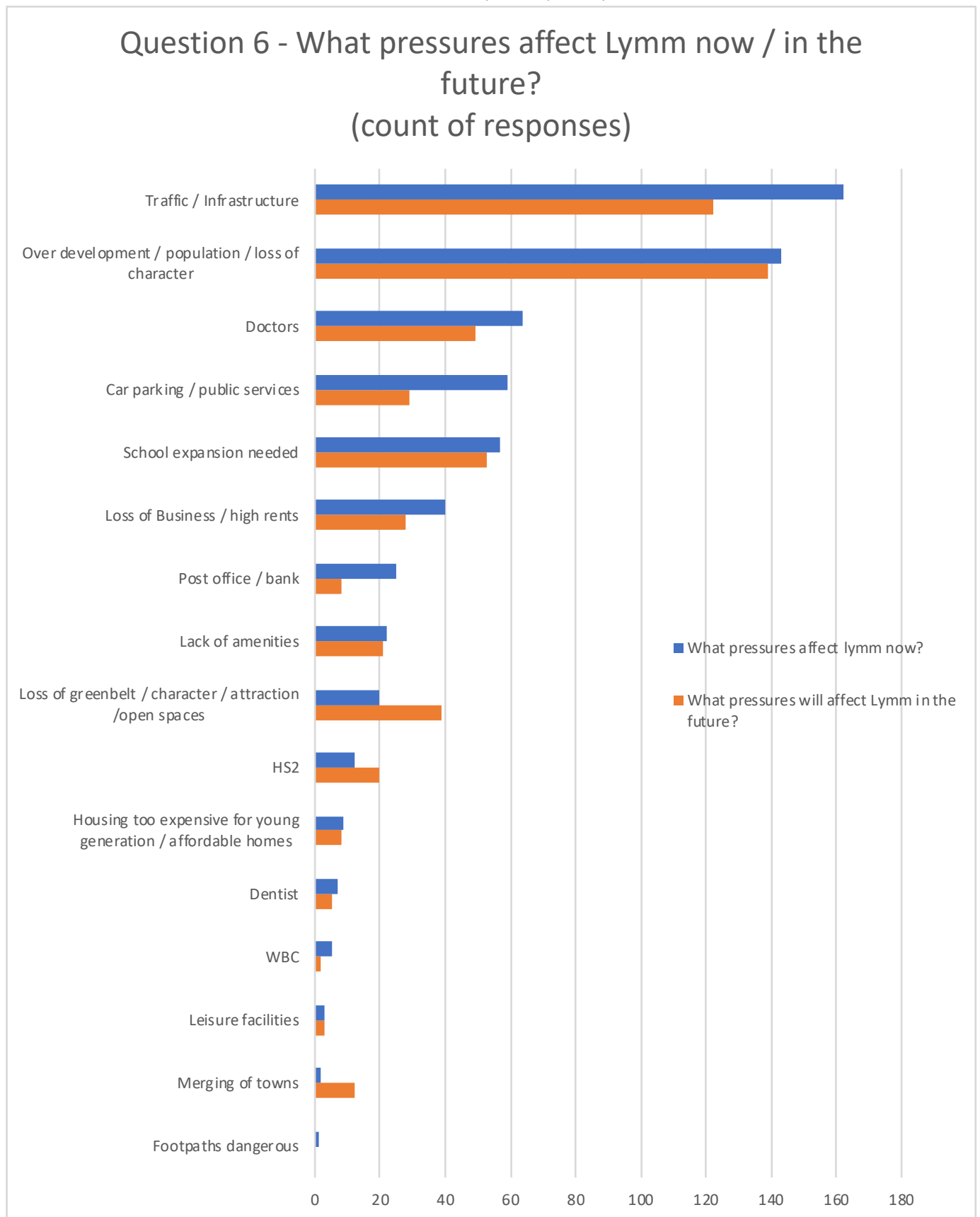
Top responses (percentage of responses to question 6 part two)

1. Overpopulation / population / loss of character - 51%
2. Traffic/infrastructure - 45%
3. School expansion needed - 19%
4. Doctors - 18%
5. Loss of greenbelt / character / attraction / open spaces - 14%

5.6.3 Question 6 - What pressures affect Lymm now / in the future? Conclusions

The leading concerns about pressures affecting Lymm now and in the future were overcrowding / population increase, and traffic and infrastructure, along with these pressures possibly leading to a loss of "Lymm Character"

5.6.4 Question 6 - What's likely to impact Lymm in the future - Results





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5.7 Question 7: Are there any views or green spaces that you think should be protected

There were 34 'null responses' to question 7

5.7.1 Question 7: Are there any views or green spaces that you think should be protected? – Summary

42% of respondents cited that all greenbelt should be protected. 20% cited that the Dam should be protected.

Top response (percentage of responses to question 7)

1. All greenbelt - 42%
2. The Dam - 20%
3. Land along the canal - 18%
4. St Peter's Church / Longbutt lane- 14%
5. Trans Pennine trail 10%
6. Ridgeway Grundy park / all parks - 9%
7. Oughtrington lane / High School - 8%
8. Spud Wood - 7%

5.7.2 Question 7: Are there any views or green spaces that you think should be protected? – Conclusions

45 topics were identified as being mentioned by respondents, with numerous respondents listing multiple sites that they believed should be preserved. The following areas received the most mentions:

There are clear themes that respondents were keen to protect the major scenery of Lymm Dam (and the lower Dam / Dingle), the canal & Trans Pennine trail (and associated views), the areas and views around St. Peter's Church and Longbutt Lane, and the existing parks & Spud Wood.

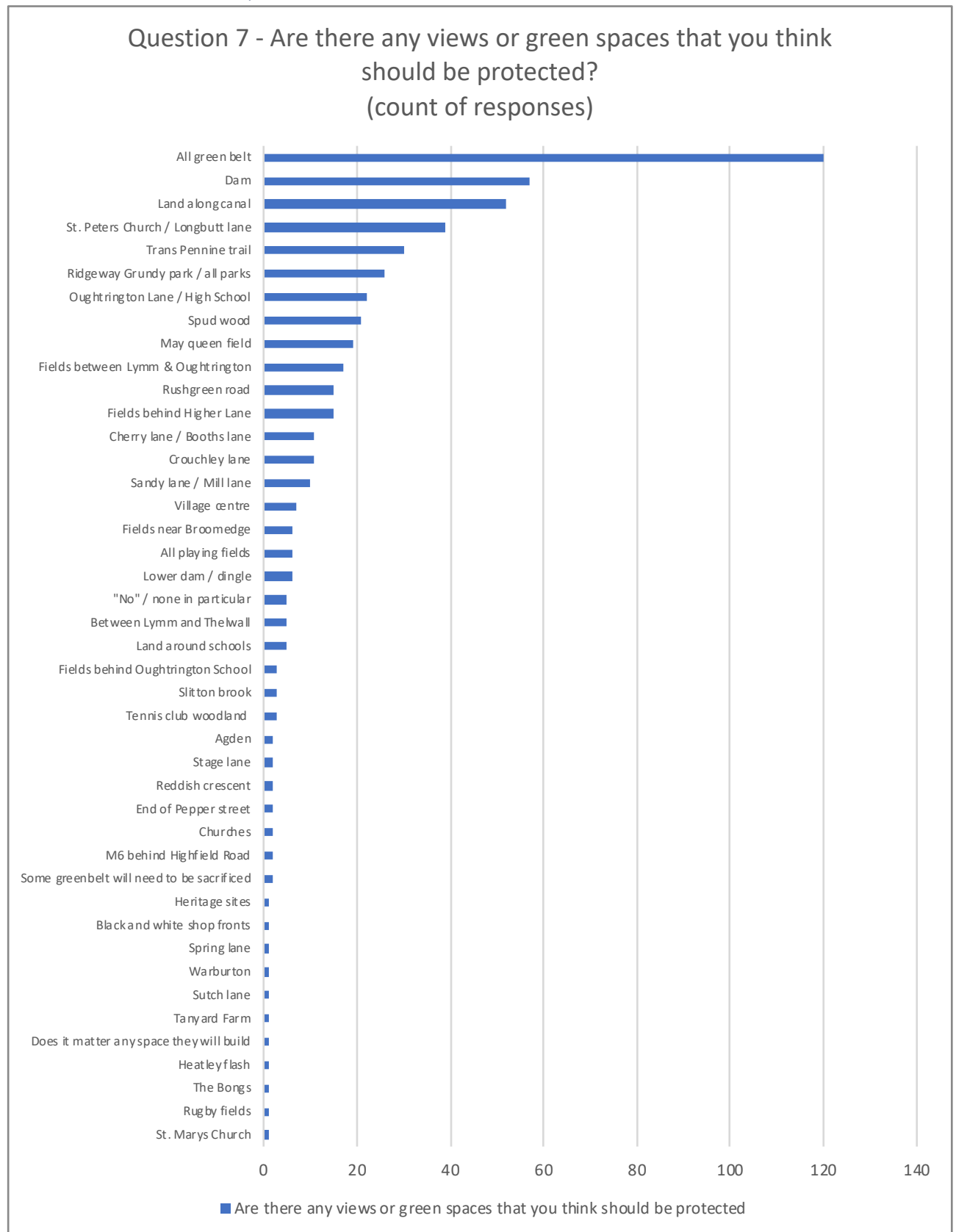
The consultation was carried out soon after the public consultation on the Warrington PDO (late summer 2017), so some of the responses are likely to be taking the sites put forward in the Warrington PDO into account, however the areas mentioned did seem to be consistent.

The areas suggested for protection have not been compared against respondents' postcodes (where provided). However, it would be possible to follow up with such an analysis or consider undertaking such analysis in any follow - up consultation.

There were surprisingly few mentions of Slitten Gorge, possibly due to the site entrances being relatively anonymous with poor signage, and it being some time since the excavation and update works to the site.

Lymm Neighbourhood Plan Preliminary Questionnaire Output

5.7.3 Question 7: Are there any views or green spaces that you think should be protected? – Results



Lymm Neighbourhood Plan Preliminary Questionnaire Output

5.8 Oughtrington – one community or two separate communities?

5.8.1 Oughtrington Community – Results Table

There were 322 respondents and 19 'no responses' to question 8

Answer	Count of Do you consider Lymm and Oughtrington as one community or two separate communities?
Not filled in	19
One	197
Two	106
Grand Total	322

5.8.2 Oughtrington / Lymm - Comments

Two or three answers to the "one / two separate" question were contradicted by the reason given – it's probable that these people entered one when they meant two (& vice versa), the small scale of these errors will make no significant statistical difference to the result.

There was one questionnaire with a reason given but no 'yes / no' answer.

5.8.3 Reason (why do you consider Lymm and Oughtrington as one community or two separate communities?)

The most frequent reasons given for a belief that Lymm and Oughtrington are one community were that... they are one community. The next most common reasons were that there is one community or village with shared facilities and physical connections, and we are 'stronger together' AND that there are not separate communities (some people expressed the opinion in a positive manner, others in a negative manner e.g. there are not separate communities)

5.8.4 Oughtrington – one community or two separate communities? - Conclusions

The most frequent reasons for stating that Lymm and Oughtrington are two communities were an Oughtrington identity, space between the areas, and tradition.

Arguably, there is no simple yes or no answer to this question.

Historically, there are numerous communities in Lymm: Lymm centre, Statham, Oughtrington, Heatley and Broomedge.

In parochial (church and schools) and community (community centres, transport stops, etc.), there were two: Lymm (and environs) and Oughtrington (& Heatley). Broomedge still feels separate.

In 2002, two Village Design Statements were prepared (Lymm & Oughtrington).

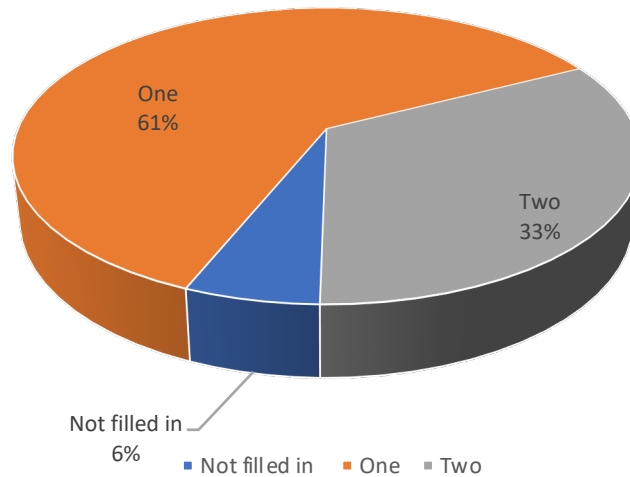
Today, there is undeniably only the one community, and this is recognised by its shared facilities, parish council, and transport.

Many respondents however did highlight the green separation between the two communities indicating awareness of the history of Lymm's development.

Lymm Neighbourhood Plan Preliminary Questionnaire Output

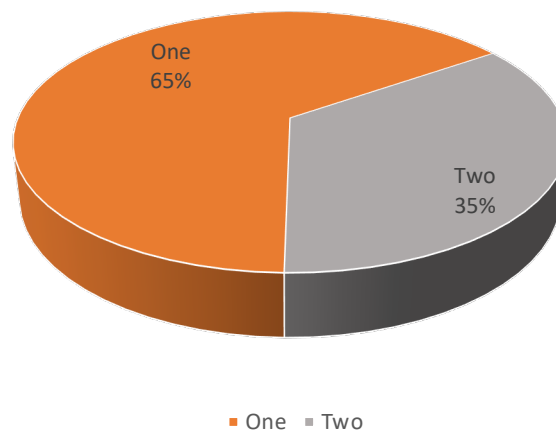
5.8.5 Oughtrington Community – Pie Charts

Do you consider Lymm and Oughtrington as one community or two separate communities?



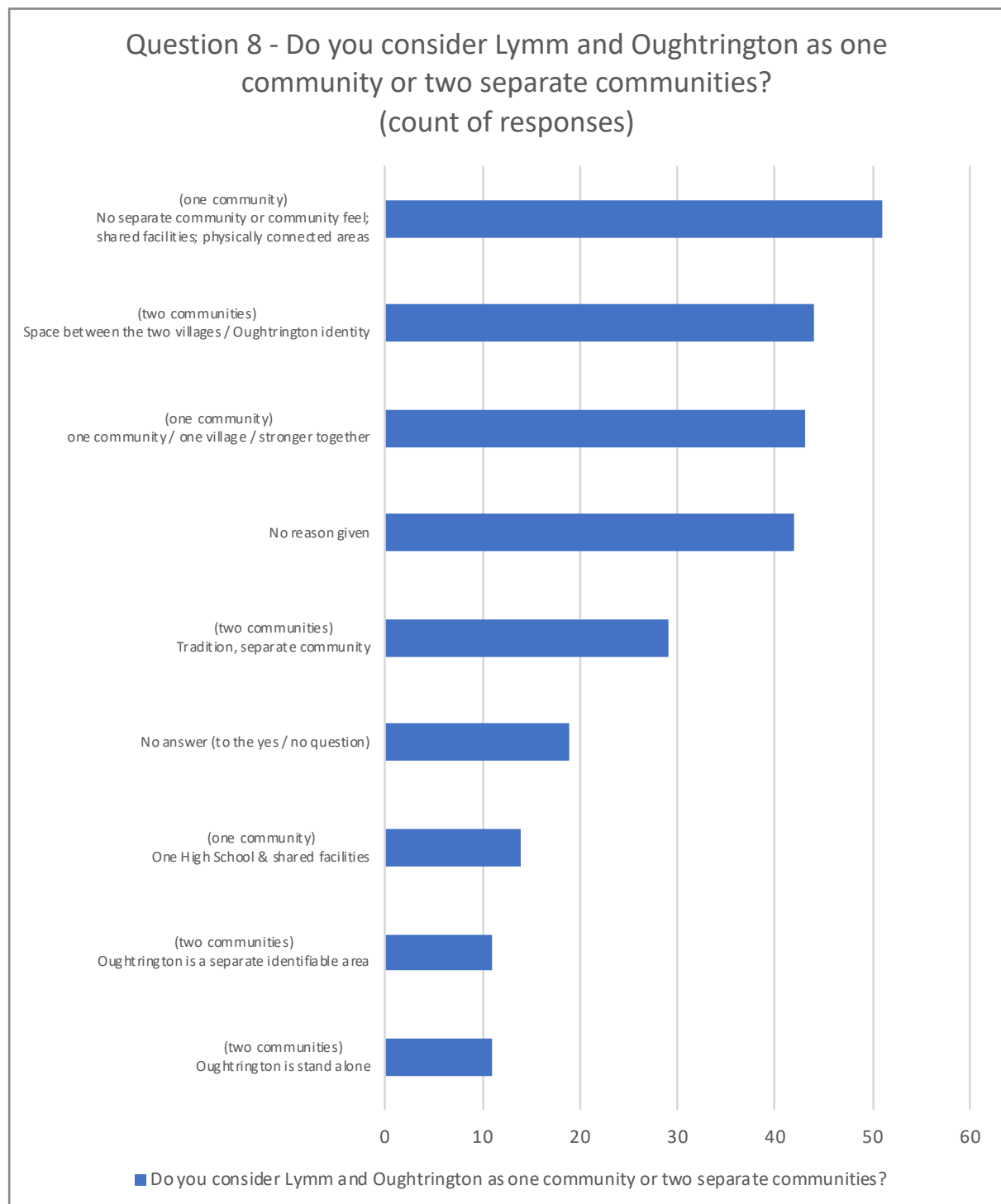
If blank responses are removed from the total, then the results are as follows:

Count of Do you consider Lymm and Oughtrington as one community or two separate communities?
(ignoring blank responses)



Lymm Neighbourhood Plan Preliminary Questionnaire Output

5.8.6 Oughtrington – one community or two separate communities? – Reasons – Results





Lymm Neighbourhood Plan Preliminary Questionnaire Output

5.9 Question 9: other issues below which you feel we need to take into account when developing the neighbourhood plan

There were 110 'null responses' to question 9.

5.9.1 Question 9: other issues below which you feel we need to take into account when developing the neighbourhood plan - Summary

Top response (percentage of responses to question 9)

1. Pressure on infrastructure - 34%
2. Traffic, congestion, parking & safety - 23%
3. Design and type of housing – 18%
4. Protect open spaces - 18%
5. Local people should decide – 9%
6. Impact on local economy - 9%

5.9.2 Question 9: other issues below which you feel we need to take into account when developing the neighbourhood plan – Conclusions

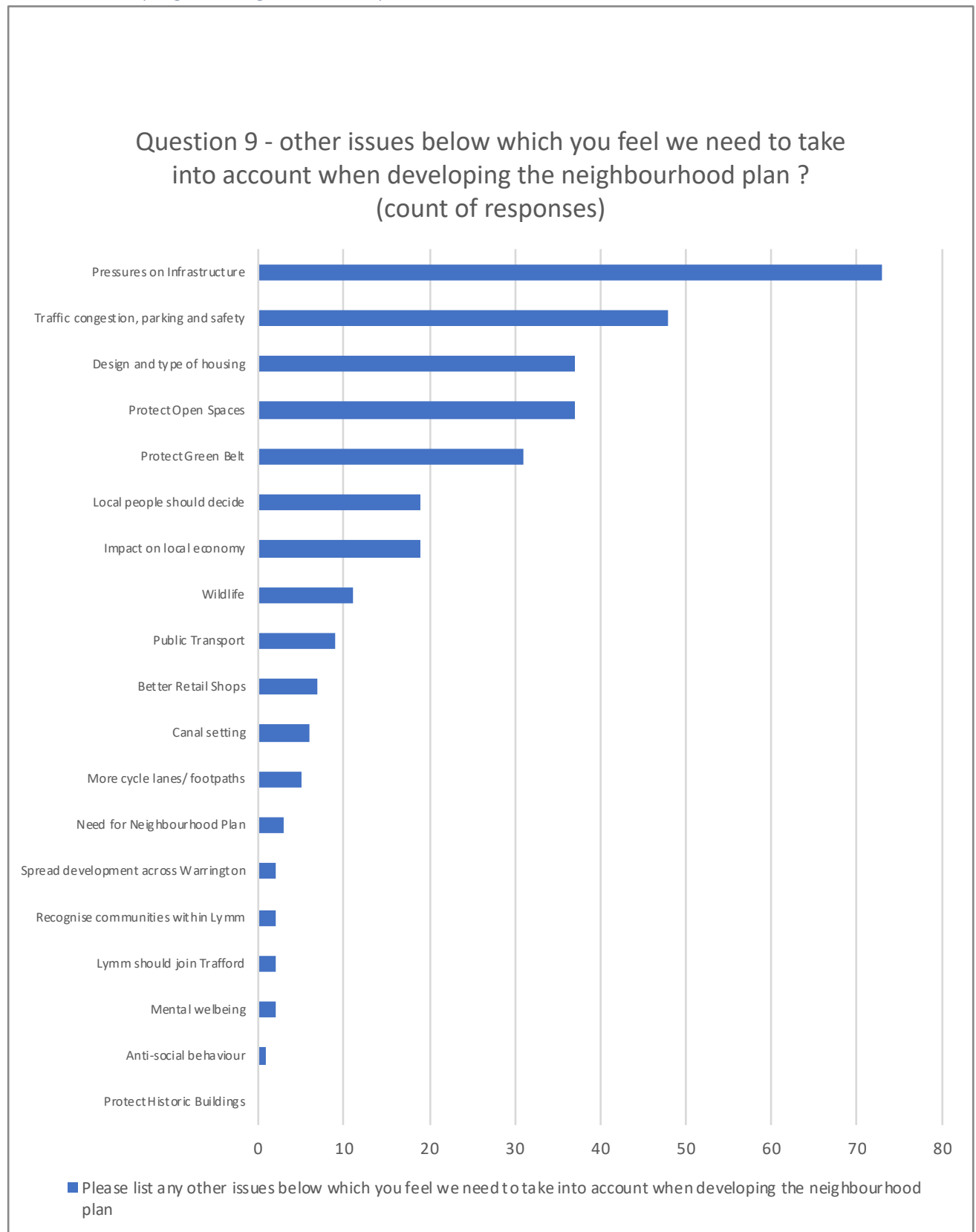
A third of respondents put pressure on infrastructure arising from development as the number one concern when asked the "open" question 9. This is echoed in the post-it note responses on Community, Leisure and Wellbeing (see section 6.6), which highlighted an increase in GP's, new schools/ more school places and improved health facilities and better play/ leisure facilities for children among the top priorities.

Concerns about traffic, congestion, parking and road safety are the next priority, again reflecting the post-it note responses on Transport concerns (6.5), where there is significant concern about traffic congestion and the need to improve road infrastructure. Sufficient parking for new housing was also high on the list of priorities in the post-it notes responses on housing issues (6.4). However, the need to improve public transport provision, the leading Transport concern in section 6.5, was not a significant concern in responses to question 9.

The next 2 priorities are protection of green spaces and the impacts on the local economy. The first was not highlighted as a distinct issue in the post-it notes responses, but in response to question 1, "open/ green spaces/ countryside" was the second most popular feature respondents liked about Lymm village. Impacts on the local economy were again reflected in the post-it note responses on the Economy, with the need for more units for small businesses and the need for a village centre post office and bank (topical issues in October 2017) particularly highlighted (6.3).

Many of these "other issues" are mentioned in earlier questions and reflect similar pressures on rural communities in the country.

5.9.3 Question 9: other issues below which you feel we need to take into account when developing the neighbourhood plan – Results



6 Post-it Note Feedback

6.1 Post-it note process

The Post-It notes were sorted into the five themes, and then categorised and recorded in a spreadsheet to allow results to be displayed in a graph.

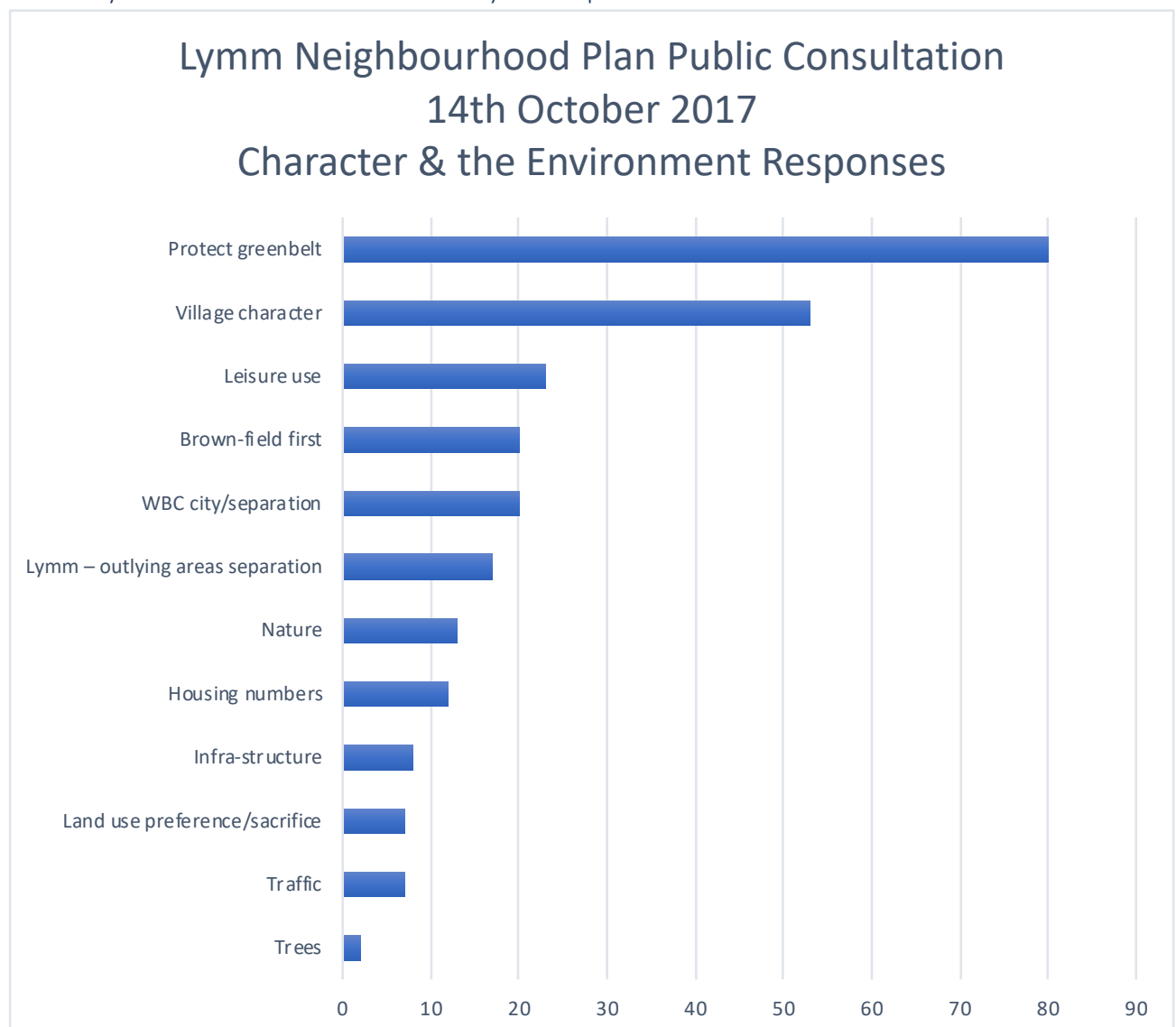
6.2 Lymm Character

Visitors to the Consultation event were asked to provide comments written on post-it notes about the theme of “Lymm Character”

6.2.1 Lymm Character Post-it Note Analysis - Conclusions

The overriding responses were that correspondents felt that Lymm had a village feel that was enhanced by its’ setting within the green belt. Correspondents felt that this provided separation from other local communities and Warrington and that the greenbelt should be protected by prioritising brown-field developments ahead of greenfield ones.

6.2.2 Lymm Character Post-it Note Analysis - responses





Lymm Neighbourhood Plan Preliminary Questionnaire Output

6.3 Lymm Economy

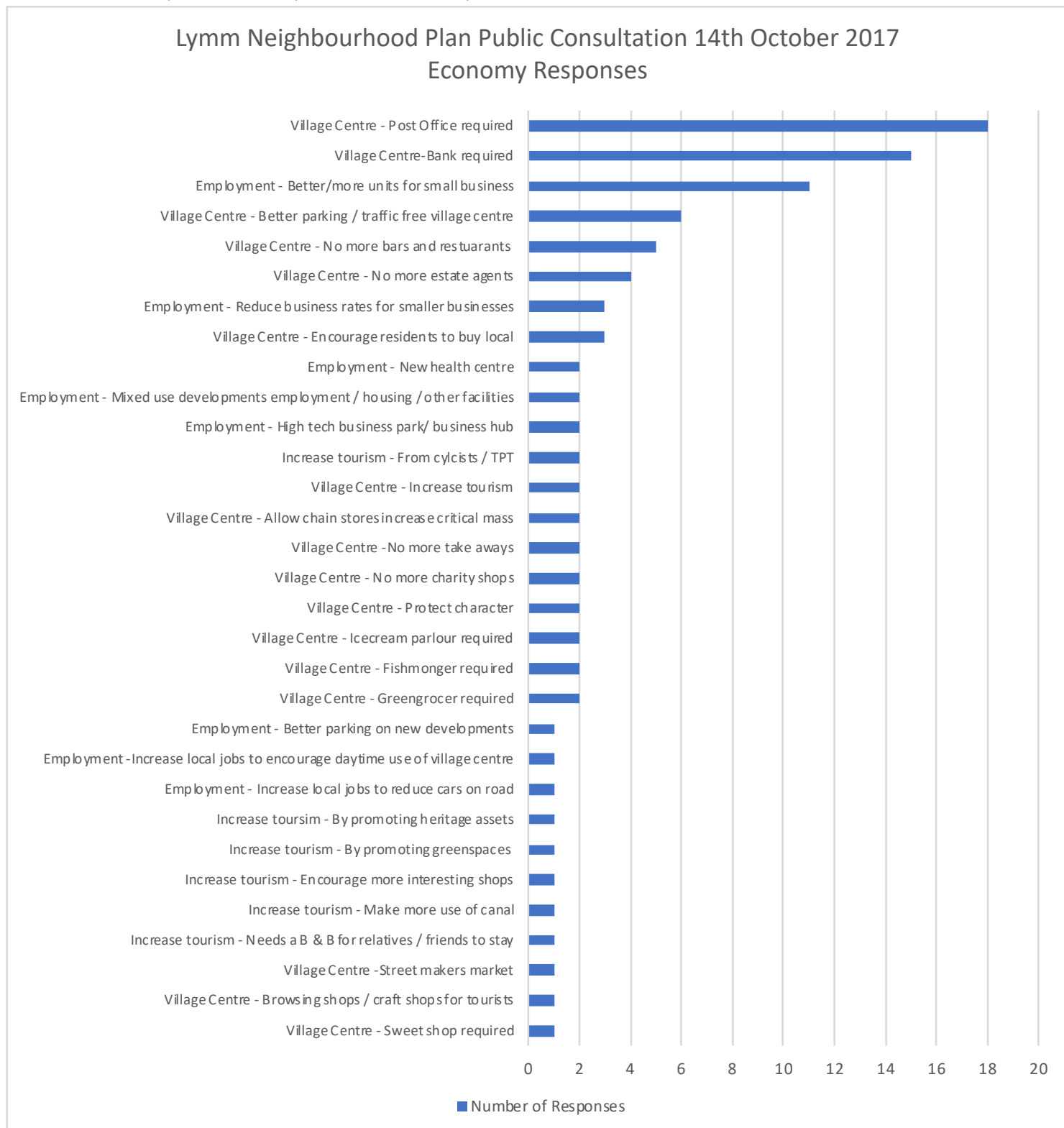
Visitors to the Consultation event were asked to provide comments written on post-it notes about the theme of “Lymm Economy”

6.3.1 Lymm Economy Post-it Note Analysis - Conclusions

The employment and economy related comments were split into three categories; Village Centre, Increase Tourism and Employment. There were many comments on the type of businesses which should occupy the village centre. Unfortunately, the Neighbourhood Plan has limited influence on who occupies premises, however it can restrict the change of use of premises in certain circumstances. There was consensus for encouraging visitors to the village centre to help support the local economy by promoting the canal, the Trans Pennine Trail and Lymm Dam as visitor attractions.

Other than requests for a bank and a post office the most frequently mentioned request was for better and more units for small business.

6.3.2 Lymm Economy Post-it Note Analysis - Results





Lymm Neighbourhood Plan Preliminary Questionnaire Output

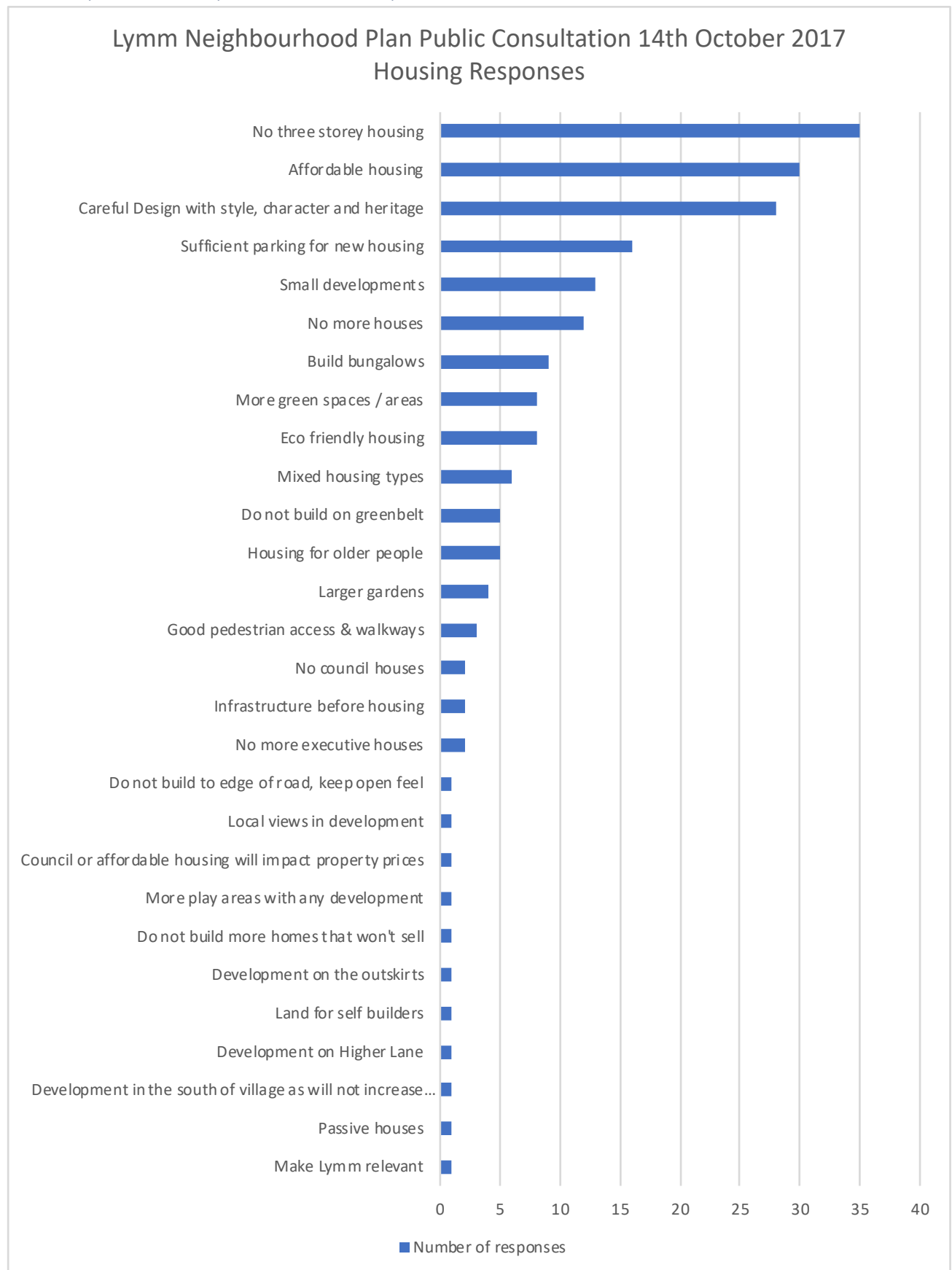
6.4 Housing

Visitors to the Consultation event were asked to provide comments written on post-it notes about the theme of “Housing in Lymm”

6.4.1 Lymm Economy Post-it Note Analysis - Conclusions

It can be seen from the post-it note responses that the most frequent concerns were related to affordable housing provision, parking arrangements for new houses, ensuring new houses consider “careful design, with style and heritage”. Lesser, but still frequent concerns were related to people not wanting any more houses, and ensuring bungalows, smaller developments and environmentally friendly housing are all considered.

6.4.2 Lymm Economy Post-it Note Analysis - Results



Lymm Neighbourhood Plan Preliminary Questionnaire Output

6.5 Transport

Visitors to the Consultation event were asked to provide comments written on post-it notes about the theme of “Lymm Transport”

6.5.1 Lymm Transport Post-it Note Analysis - Conclusions

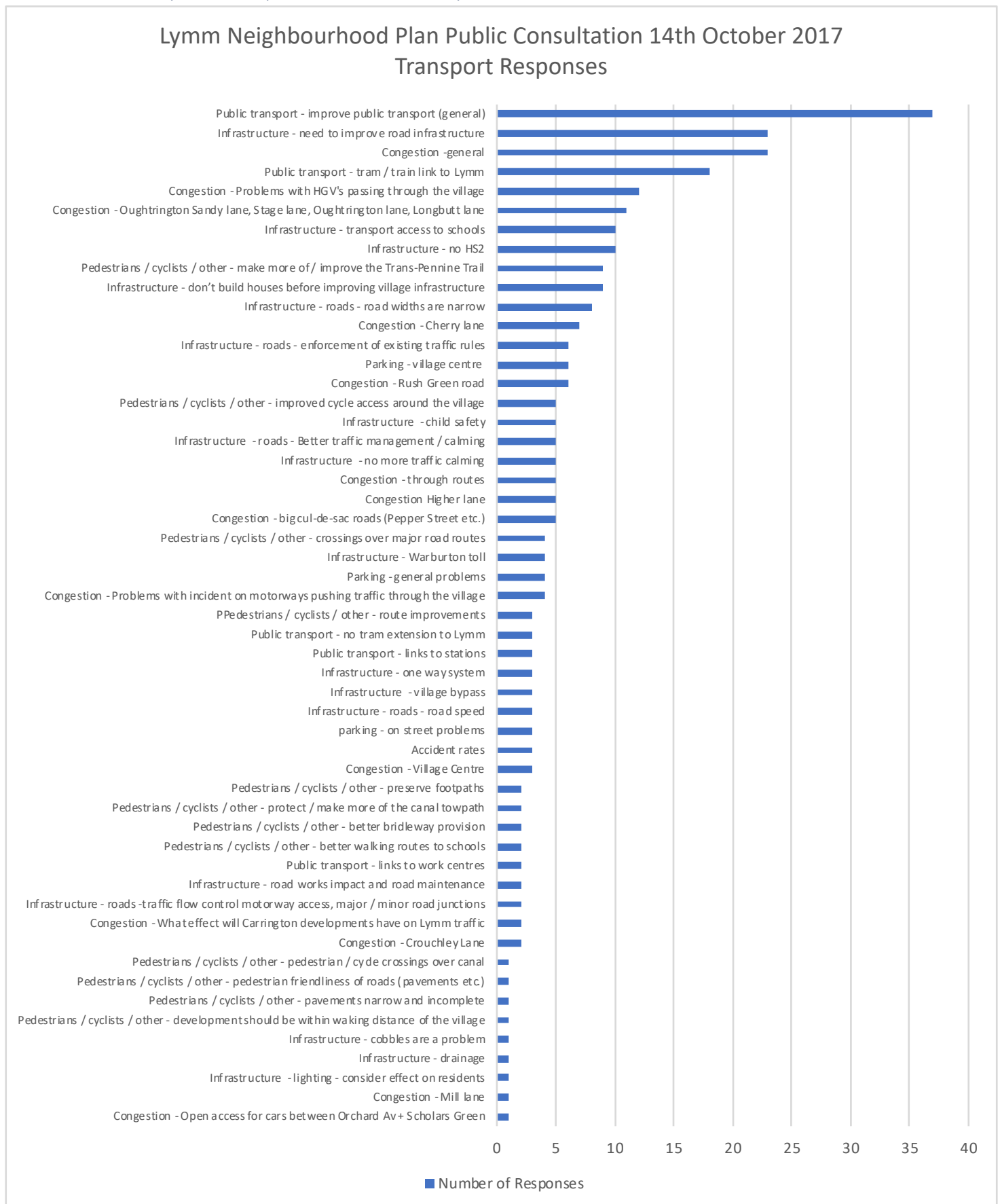
Responses related to pedestrians and other road users did not highlight any one area of concern or need. It is unclear if this was because there are few users or if responders assume transport to be motorised. Further consultation and investigation will be required to better understand the needs of this user group. Improving the Trans-Pennine trail and cycle way provision received most comments, although some of the individual topics such as route friendliness and access to schools may highlight more significant issues with respect to the neighbourhood plan.

Congestion was a significant theme with the area around Sandy Lane in Oughtrington being singled out as the most significant pinch point. Also highlighted was HGV traffic passing through the village with a number of residents raising concerns regarding traffic increases because of developments in Carrington and Partington creating a knock-on effect along Rushgreen Road and through the village centre. Cherry lane was also highlighted as an area where traffic congestion was an issue. Most congestion issues were highlighted on the arterial routes through the village which may mean these are the areas where more people travel rather than specific pinch points. The open nature of the comments may not truly reflect capacity issues, however further research is required to consider what impact future land use may have on these locations.

Public transport was raised by many with the lack of availability one of the most significant issues flagged by respondents. Provision of bus services cannot be addressed directly within the neighbourhood plan however any lack of provision may need to be addressed when considering land use options. The provision of a light rail link to the village was raised by a significant number of residents with people highlighting that the former rail route now used for the Trans-Pennine trail would create a good route for an extension to the Manchester metro from Altrincham. This obviously conflicts with the needs of the Trans-Pennine way users.

Transport infrastructure was raised by many respondents, with a need to improve road infrastructure the most significant issue raised. Little context was expressed, and more research is needed to understand what the issues are. This will relate to the congestion concerns discussed above and a number of respondents highlighted narrow roads as an issue. There were many people who expressed concerns that development should not take place before road infrastructure improvements. It is noted that a lot of comments related to enforcement and traffic calming which is beyond the scope of the neighbourhood plan.

6.5.2 Lymm Transport Post-it Note Analysis - Results





Lymm Neighbourhood Plan Preliminary Questionnaire Output

6.5.3 Community, Leisure and Wellbeing

Visitors to the Consultation event were asked to provide comments written on post-it notes about their views on the potential impact increased housing and land use in Lymm over the next 20 years may have on their Community Leisure and Wellbeing.

6.5.4 Lymm Community, Leisure and Wellbeing Post-it Note Analysis – Conclusions

146 Post it Notes were submitted on this topic, approximately 18 differing areas were mentioned, however 5 key themes quickly emerged.

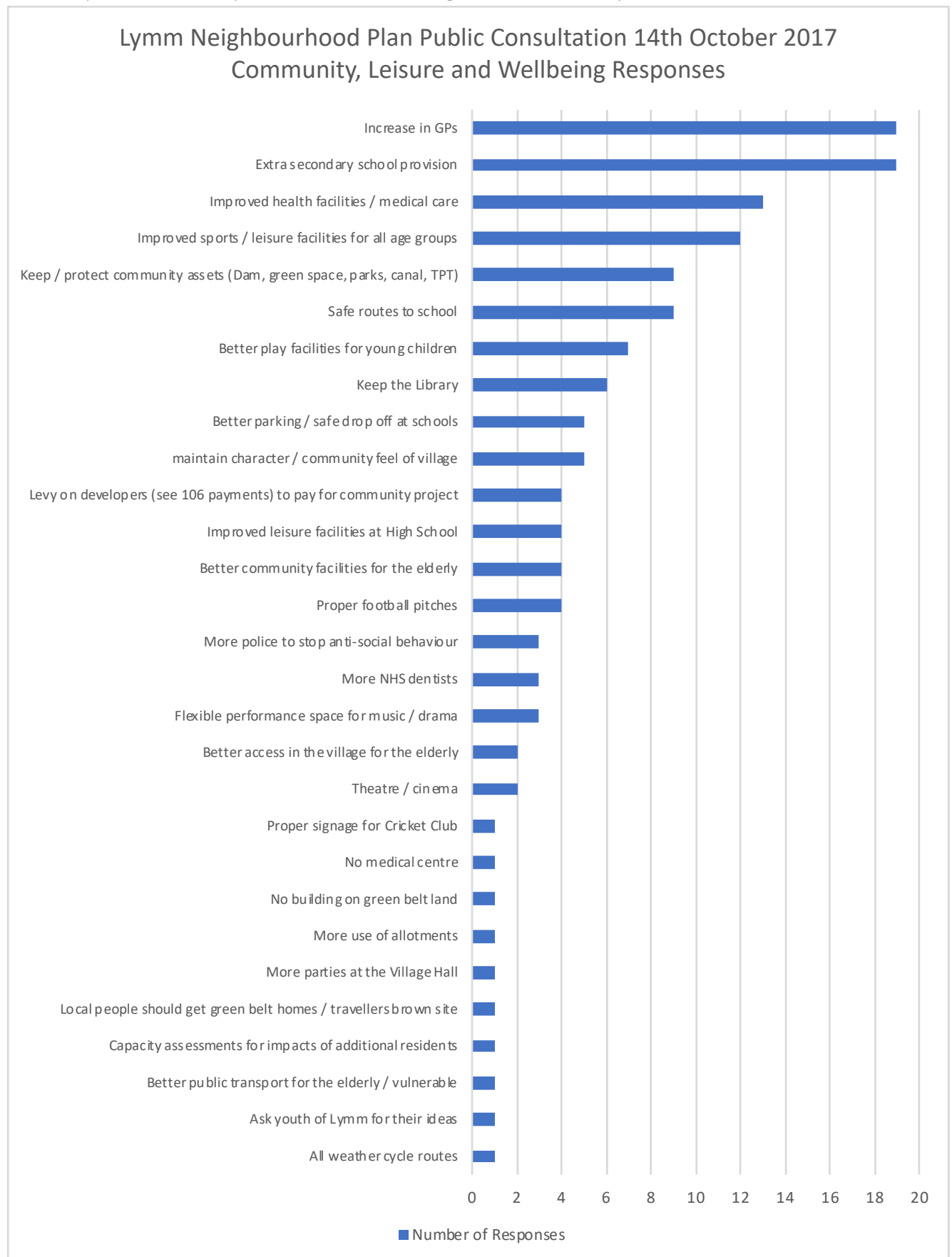
Overwhelmingly the themes that drew most attention were areas related to education, 32% of respondents making these a priority.

1. 12% felt an increase in primary school provision would be required.
2. Just over 10% expressed a desire for extra secondary school places.
3. Just over 17% of respondents felt improvements to sports and leisure facilities would be required.
4. Just over 12% expressed a desire for an increase in GP services in Lymm.
5. Almost 11% felt improved medical health facilities would be required.

The 5 themes listed above accounted for over 62% of all responses. The next most popular had less than 3% of total responses.

Lymm Neighbourhood Plan Preliminary Questionnaire Output

6.5.5 Lymm Community, Leisure and Wellbeing Post-it Note Analysis - Results



Appendix A – Preliminary Questionnaire

6. Front page



Preliminary Questionnaire Lymm Neighbourhood Plan

What is a Neighbourhood Plan?

Communities now have the right to produce a Neighbourhood Plan, which allows them to have a say in the future planning of their community, not just in housing but also aspects such as playgrounds, protecting views, cycle paths, etc.

While a Neighbourhood Plan has to conform with national planning policy and not conflict with the Warrington Local Plan, it can help the community shape what future development should occur in Lymm, what it should look like and where it should go.

The Plan will be used by planning officers to determine planning applications, so it must concentrate on 'land use' policies. For example, it cannot cover issues such as speed limits, verges being chewed up, and the disregard of weight limits and traffic signs.

Producing a Neighbourhood Plan involves the whole community, and at the end of the process it will be independently examined, and you will be able to vote in a referendum as to whether the plan should go forward. It is a considerable amount of work and the Neighbourhood Plan Steering group therefore requests the support and involvement of the residents of the Parish.



First of all we need to understand your opinions of our community, to do this , please complete the short questionnaire which will be used anonymously in the survey.

We want to understand which groups of residents have responded to our questionnaire. You can help us by completing the following questions on age, number of residents at your address and home ownership.

Age range:

18-24		25-34		35-44		45-54		55-64		65-74		75+	
Number of adults living at your residence						Number of children (under 18) living at your residence							

Do you own or rent your home in Lymm?

We want to ensure we receive opinions from across the parish. You can help us to monitor this by entering your postcode in the box

Own		Rent	
Postcode			

Please rank the following in order of importance from 1-9 (1 being the most important and 9 being the least important)

The economy of the village	
Local infrastructure services (schools, doctors, etc.)	
Housing	
Roads, public transport, walk and cycle ways	
Leisure and recreation	
Future development	
Style and layout of future development	
The impact of future housing development on local infrastructure and transport	
The provision of useful social spaces for all but particularly young and elderly residents	

Please turn over



Lymm Neighbourhood Plan Preliminary Questionnaire Output

7. Rear Page

Please use the boxes below to answer the following questions:

What is important to you about Lymm village?			
How would you define the character of Lymm?			
What do you like about Lymm?			
What do you dislike about Lymm?			
What makes Lymm a good place to live and/or work in?			
What pressures affect Lymm now?			
In the future?			
Are there any views or greenspaces that you think should be protected?			
Do you consider Lymm and Ougthlington as one community or two separate communities?		One	Two
Reason:			
Please list any other issues below which you feel we need to take into account when developing the Neighbourhood Plan:			
Would you prefer to answer future questionnaires using the internet?		Yes	No

Please return your completed questionnaires to Lymm Neighbourhood Plan Group c/o Lymm Parish Council, Village Hall, Pepper Street, Lymm WA13 0JB by 31 October 2017

We are looking for volunteers to help.

Please email us at neighbourhoodplanning@lymmparishcouncil.gov.uk or write to Lymm Parish Council, Village Hall, Pepper Street, Lymm, Cheshire WA13 0JB with your details. Many thanks.