

The Parish Of Wembury Neighbourhood Plan

#POWNPLAN



Community Survey 2019 The Results

**Your opportunity to shape the future of
development and land use in **your**
community**



Foreword

In 2015 the Parish of Wembury voted to commence work on a neighbourhood development plan, often referred to simply as a neighbourhood plan. Judging by communication with other groups, it was soon realised that it was not going to be a short process, with other parishes often taking five or so years to complete. Although progress has been quite slow, no-one had anticipated a Global Pandemic.

Community Engagement

It is essential that a neighbourhood plan comes from the community whilst fitting into the jigsaw of the Local Plan and The Plymouth and South West Devon Joint Local Plan.

To ensure that the community has been involved in the process, a series of community engagement projects were mounted to get the opinions of the community.

2018 - The Lottery Group provided finance so we could carry out a Housing Needs Assessment to ascertain needs in terms of affordable housing requirements for the parish.

2019 - a Community Survey was launched, together with two very well attended community events, one in Down Thomas village hall and the second in Wembury village hall. The overall objective was to get the community's view on the future of development in the parish of Wembury.

The community survey asked a series of relevant questions which could be answered in the main by ticking a box, or indicating a value on a scale. These responses could be analysed in a digital manner of yes, no or how much.

The community events in Wembury and Down Thomas were designed to get your views by writing your comments on a chalkboard, post-it notes and other materials. These responses could be considered as visual, anecdotal or analogue.

As a result, we have your views, gathered by different methods.

The results of the survey and events have been analysed and here is the report derived from the community's answers by an independent organisation skilled in carrying out this work.

I hope you find these results interesting and enlightening.

Doug Packer
Chairman

The Parish of Wembury Neighbourhood Plan 2021

Parish of Wembury Neighbourhood Plan: Residents' Survey

Postal / online questionnaire results

Summary Report v1.1

October 2020

Prepared by: **Marketing Means**

For: **Parish of Wembury Neighbourhood Plan Group**



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Executive Summary

- This report is based on a questionnaire survey of residents of the Parish of Wembury, Devon conducted by the Parish of Wembury Neighbourhood Plan group in summer 2019.

From approximately 1,450 households invited to take part, 486 returned a written copy of the questionnaire, while a further 104 took part in an online version of the survey via Survey Monkey software. If all responses were unique, the total of 590 complete questionnaires represents a response rate of 41%.

- The POWN Plan group commissioned Marketing Means to undertake the data capture from the paper copies of the questionnaire, merge data with the data collected in the online survey, and provide a final dataset and analysis of the combined survey results. This report provides that analysis.
- **Characteristics of survey respondents:** Just over two-thirds of respondents lived in Wembury, Knighton, Hollacombe or Thorn while the remainder lived in Down Thomas, Langdon, Heybrook Bay, Andurn or Bovisand.
 - Well over half of the respondents (58%) lived in households containing at least one person aged 65+.
 - Most respondents (58%) lived in a two person household.
 - 95% of respondents lived in a property owned outright or being bought on a mortgage.
 - One in five respondents reported that a member of their household (in most cases, only one or two) had left the Parish in the past five years and not yet returned. Just over half of these respondents felt that at least one of those household members would return in the next five years.
- **Community Life:** Just over three-quarters of respondents rated community spirit as Good or Excellent. Only 3% rated it as Poor.
 - One third of respondents felt that they could influence decisions concerning Wembury.
 - The main sources of information that people used to find out what is going in the Parish were word of mouth and the Wembury Review, with notice boards the only other source used by more than half of respondents.
 - A narrow majority of respondents felt that the area had improved or not changed much in the last two years, though 39% felt it had deteriorated (due principally to traffic congestion, parking issues, and too much property development).
- **Local Facilities and Services:** The Post Office/ shops were the only local facilities that most people used at least once a week, though beaches, the playing field, pubs/hotels and the Village Hall were also used reasonably often.
 - From a list of seven services available to Parishioners, the two given highest importance by respondents were Doctor/Health services, and Public rights of way. Although other services were not rated quite as important, fewer than 10% rated any services as not important.
 - The service not listed that was most likely to be requested spontaneously by respondents was improved public transport/bus service.

- Of six services for older people listed in the questionnaire, the one considered most important, in fact Very important to more than 80%, was Primary health care and other professional care service provision. All of the other services were considered Important or Very important by at least two-thirds of respondents, with no more than 3% considering any to be unimportant.
- Each of four services for young people listed in the questionnaire drew agreement that they were important from more than 80% of respondents, with Cubs/ Brownies/ Scouts/ Guides gaining marginally the highest levels of agreement. No more than 2% disagreed that any of the services were important.
- **Environment:** Nearly nine out of 10 respondents agreed that the quality of access & availability of local open spaces & Public Rights of Way was adequate.
 - Only 8% stated that they would like an allotment if one were made available other than at the current Wembury site.
 - By far the most likely aspect of the local environment to be considered most important was the Protected Landscape/AONB land, but other natural aspects were also often ranked as most important, i.e. beaches, wildlife and general tranquillity. Built aspects of the environment were somewhat less likely to be highly ranked for importance, least of all historic buildings.
 - Among the factors considered as potentially further protecting and enhancing the Parish environment, protecting land and green spaces was generally ranked as more important than protecting buildings. Although no single factors stood out from the rest, recognising the continued importance of agricultural land was given marginally the highest importance rankings, while protecting historic buildings and features drew the lowest rankings.
- **Development:** There was a reasonable level of support for self-build and small developments on the edge of the village or around the hamlets outside the village centres, with a small majority in favour of each one, but affordable-only developments and, especially, larger developments drew much less support.
 - In regard to preferred locations for development, infill of existing villages/developments at Down Thomas, Heybrook Bay and Wembury was marginally the most preferred option, just ahead of areas adjacent to Plymouth's urban fringe. New developments or new hamlets were much less favoured.
 - There were no single sites that drew a large amount of support for potential development. Down Thomas and several specific areas named around Wembury were most likely but by mentioned by well below 10% of respondents.
 - Reasons for preferring certain sites were based around good access/ transport links, minimal disruption, and infill or addition to existing developments.
 - Nearly nine out of 10 respondents felt that Wembury should be a place where local children can afford to live. Those that disagreed tended to feel that Wembury was a relatively expensive property market that young people would have to work hard to aspire to move to if they wished.
 - The aspects of new developments that were felt most important to include were low energy/eco-friendly design and parking spaces/garages, while some considered

traditional local style housing to be most important. Contemporary design, like those of the last 20 years, was among the lowest ranked considerations.

- **Transport and Communications:** The average number of motor vehicles per household was 1.9, with 43% of households having two and 35% just one. The mix of vehicles was dominated by cars, averaging 1.6 per household.
 - The average number of vehicles parked in the street, by households with at least one vehicle, was only 0.3, with 79% parking no vehicles on-street.
 - The most likely shopping locations were Plymstock for main groceries, Staddiscombe/Wembury for top-up shopping, Plymouth for household items/DIY, Plymstock/Staddiscombe for petrol/diesel, and Plymouth or Online/elsewhere for other shopping.
 - Where anyone in a household travelled for work in their own vehicle (as was the case in nearly half of the households that participated), 70% covered no more than 100 miles per week, most of those clocking up no more than 50 miles. More than 90% of those commuting via public transport or by bicycle covered no more than 50 miles per week.
 - Where anyone in the household travelled in their own vehicle for pleasure (nearly 80% did so), well over half (58%) drove no more than 50 miles per week, though 26% drove 51-100 miles. Just under a quarter used public transport for pleasure, and almost all of these covered no more than 50 miles per week. Only slightly fewer cycled for pleasure, of whom just over 90% covered no than 50 miles per week.
 - Only a quarter of respondents stated that anyone in their household regularly uses the bus service to Plymstock and Plymouth city centre. If it were more convenient, nearly two-thirds of respondents stated that at least one member of their household would use the service.
 - By far the most likely factor that would encourage people to drive less was better public transport, two-thirds citing this, well ahead of the next most likely factors, better cycle paths or a community bus service.
 - Although only 30% of respondents stated that they had never experienced a delay in the Parish due to traffic or parking problems, only 18% stated that they experienced such problems as often as once a week.
 - Only one in three people stated that they would consider working from home more now that fast broadband was available in the Parish, though this rose to just over half of those who expressed a definite opinion.
 - Fewer than one in five respondents answered the question of how often they worked at home, but among those who did, just over a third did so for five or more days per week.
- **Economy:** 41% of households included at least one household member in employment, while 16% included someone who was self-employed. These were outnumbered by the proportion including someone who was retired (61%). Only 9% of households included any students, while only 2% included anyone who was unemployed.
 - Two-thirds of those in employment worked in Plymouth, while 11% worked in Wembury.
 - Just over one in five respondents either ran, or were intending to run, a business.

- Only a third of respondents gave an answer to the question of where they would consider suitable for any commercial development in the Parish. No particular sites drew a great deal of support, with the most frequently mentioned being existing agricultural/farm land, and Knighton Hill. A significant proportion (16%) requested no such commercial development.
- The main reasons given for suggesting any specific site were pre-existing buildings or commercial development, and good access/transport links.
- Only one in 10 respondents claimed that they or another household member would consider setting up a business in the Parish if suitable facilities were available.
- Two-thirds of those who expressed an opinion felt that other enterprises should be encouraged in the Parish, especially where more employment is involved. The types of enterprise most likely to be supported were cafés and restaurants, arts and crafts, and agricultural.

Community consultation

The two community consultation events held ahead of the main survey asked participants to express their views in regard to five main discussion areas, by writing comments and suggestions on Post-it notes to be stuck on to maps of the Parish.

- **Community facilities:** Better bus services and cycle paths were the facilities most likely to be requested, followed by retail/cafés/Post Office, outdoor facilities such as play areas and public toilets, and health care services.
- **Employment opportunities:** The most likely suggestions for job creation included in retail and hospitality services (reflecting the demand for those among community facilities), and small business unit or local food producers. Some participants also commented on the need for better road and transport links to improve employment opportunities...
- **Environment:** The main environmental requirement from participants was for the overall natural landscape to be maintained, e.g. trees, hedges and the valuable AONB designation, but other items mentioned were led by general protection and improvement of the local environment, including through watercourses and drainage, litter, dog poo bins, and traffic calming.
- **Sport and recreation:** The most likely additional sport and recreation facilities to be requested, though by relatively small numbers, were cycle paths from Wembury village to locations such as Staddiscombe, as well as safe footpaths on similar routes. Other suggestions ranged from a sports centre, swimming pool, and tennis courts, to pitch & putt or boules. Some also noted that they felt enough such facilities were available locally already.
- **Future Development:** When asked which areas should be avoided if development is necessary, the most likely sites to be cited for such protection were the AONB and coastal and coast path areas, along with Greenfield sites. Participants were also likely to suggest limiting housing developments to small schemes only and focusing on infill in existing settlements rather than spreading into the land between the villages and hamlets.

1. Introduction

1.1 Survey data collection and analysis

- In summer 2019, the Parish of Wembury Neighbourhood Plan group conducted a questionnaire survey of residents of the Parish of Wembury, Devon, in order to gather their views on a variety of issues related to the creation of a Neighbourhood Plan for the Parish, including residential and commercial development and prioritisation of different options for the future of the Parish.
- The group invited approximately 1,450 households to take part, either on paper or online, the latter prepared using the Survey Monkey platform. In the event, 486 completed a paper copy of the questionnaire, and 104 took part in the online version of the survey. The combined total of 590 responses, if taken as unique rather than including any duplicates, represents a response rate of 41%.
- Having initially issued a brief for analysis of the survey in October 2019, the POWN Plan group commissioned Marketing Means in February 2020 to analyse the survey results. This involved several stages:
 - (i) undertake the data capture from the paper copies of the questionnaire into an Excel spreadsheet,
 - (ii) merge data with that from the online survey, provided separately by the POWN Plan group
 - (iii) provide a final dataset and analysis of the combined survey results.
- This report provides that analysis, based on creating cross-tabulations of results for each question. We use summary charts to highlight the key results and make note of any significant differences between sub-groups of respondents.
- The community had also had the opportunity to give their views at two community events arranged by the Parish of Wembury Neighbourhood Plan group. Participants' comments were recorded on a series of Post-It notes and placed on maps of the Parish, each map relating to a particular theme, e.g. Employment, Housing. These results have been analysed separately and are included in the final section of this report.
- Respondents were free to use their own words to answer the main questionnaire's open-ended questions, as well as on the community events' Post-It notes. These comments have been coded and assigned to a series of the most common themes that emerged. This allows analysis to quantify how often those different themes appeared among the responses in each case. We also, however, include several direct verbatim comments where those are helpful to illustrate the relevant themes.

1.2 Arrangement of this report

After the Executive Summary and this Introduction, we provide a commentary on the research results, based around charts and summary tables to set out the key findings.

At the end of the report, the Appendices provide a reference copy of the survey questionnaire and a listing of the open-ended comments from the main survey questionnaire.

The full detailed cross-tabulations of results have been provided separately to Parish of Wembury Neighbourhood Plan group.

1.3 Author and publication

Marketing Means produced this report in October 2020. Any press release or publication of the findings of this questionnaire requires the approval of Marketing Means. Approval would only be refused if it were felt that the intended use would be inaccurate and/or a misrepresentation of the findings.

Marketing Means' quality management system has been externally audited and registered as accredited for both the international quality management standard ISO9001:2015 and the market research industry-specific standard ISO20252:2012. Our work on this project has complied with those standards.

1.4 Presentation of percentage results in this report

'Valid' responses

Unless otherwise stated, the results in this report are given as a percentage of the total overall valid responses from those who expressed a view, with 'Not answered', 'No opinion' and blank responses excluded. For some questions, however, the 'Not answered' responses have been included as they may better indicate the overall picture of respondents' views.

Rounding

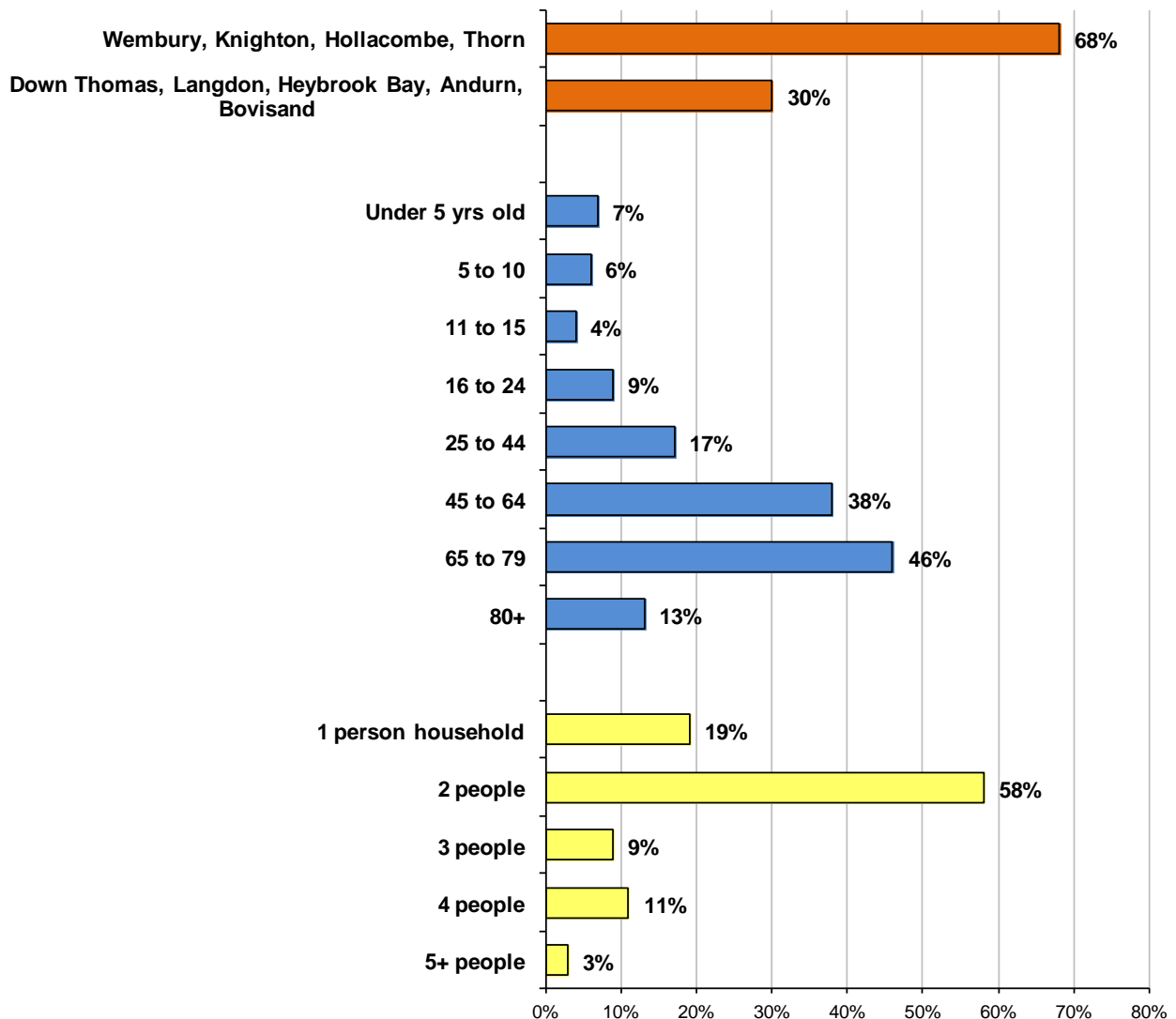
The percentage figures quoted in most of the charts and tables in the report have been rounded to the nearest whole number % value. In some cases, these rounded values do not total exactly 100% for 'single choice' questions, due to that rounding of the figures for each discrete category. This also means that on occasion there may be a marginal difference in a combined percentage quoted (accurately) in the narrative text as compared with that suggested by adding the rounded percentages from the corresponding chart or table.

2. Characteristics of Survey Respondents

This initial section sets out the characteristics of the sample of 590 survey respondents.

2.1 Location, Age, and Household Size

Chart Q1.1. Demographics of survey respondents



Source: Marketing Means 2020

Base: All respondents (590)

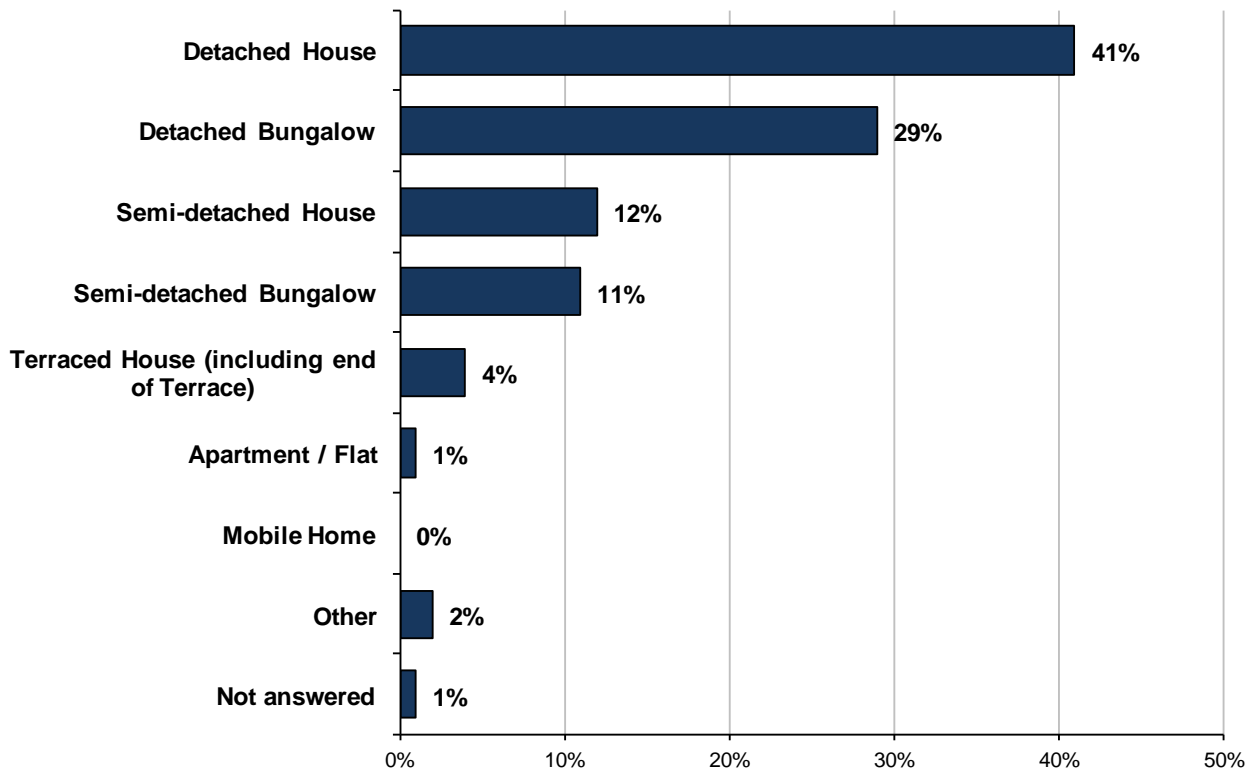
- More than two-thirds (68%) of the survey respondents lived in Wembury, Knighton, Hollacombe or Thorn, more than double the proportion (30%) that lived in Down Thomas, Langdon, Heybrook Bay, Andurn or Bovisand¹.

¹ In the remainder of this report we use “Wembury residents” as shorthand for those in the questionnaire category “Wembury, Knighton, Hollacombe or Thorn” and “Down Thomas residents” as shorthand for those from Down Thomas, Langdon, Heybrook, Andurn or Bovisand.

- Those who completed the online survey were significantly more likely to live in Wembury, Knighton, Hollacombe or Thorn (83% of online respondents lived in that part of the Parish, vs 65% of postal respondents).
- The questionnaire also asked for the numbers of people in different age groups resident in each household, from children aged 0-5 to the oldest group aged 80+. In Chart Q1.1, we have summarised the data to show the proportion of households that included anyone from each age group, as well as the total household size.
- Nearly half of households (46%) included someone aged 65-79, and only slightly fewer (38%) included someone aged 45-64. While only 7% of households included a child aged under 5, at the other end of the age scale one in eight households (13%) included someone aged 80+.
- By the far the most common household size was two persons (58%), with single person households next most likely (19%). Nevertheless, 14% of households included 4 or more people.
 - Larger households were significantly more likely among those households with only residents aged under 65 (30% of that group were households of 4 or more people, compared with only 2% of households with a resident aged 65+).

2.2 Type of housing and tenure

Q2.1. What type of property do you live in?

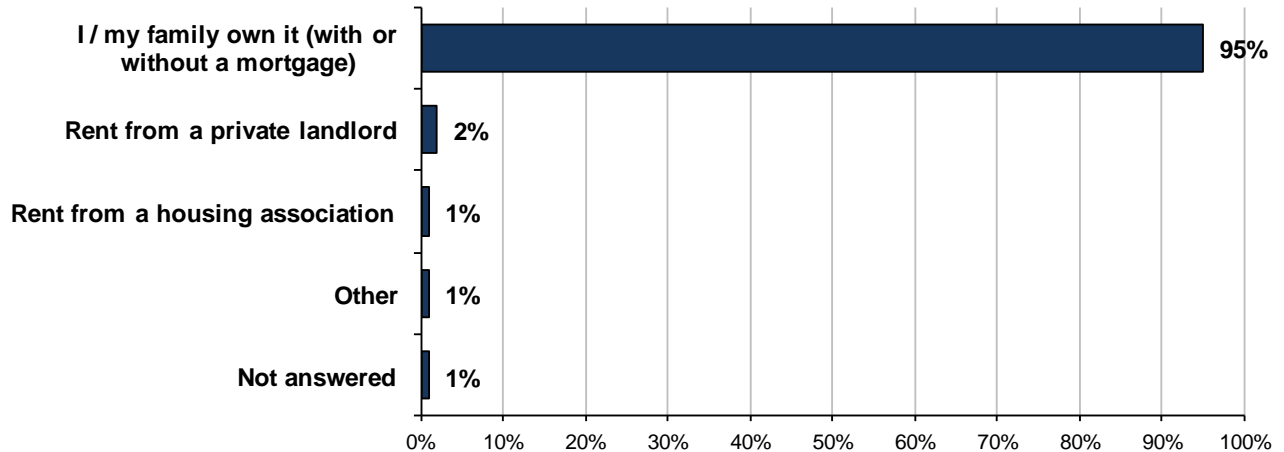


Source: Marketing Means 2020

Base: All respondents (590)

- 70% of survey respondents lived in detached properties, predominantly houses, though nearly one in three (29%) lived in bungalows. The great majority of other respondents lived in a semi-detached property, divided relatively equally between houses and bungalows.

Q2.2. What form of tenure is your property?



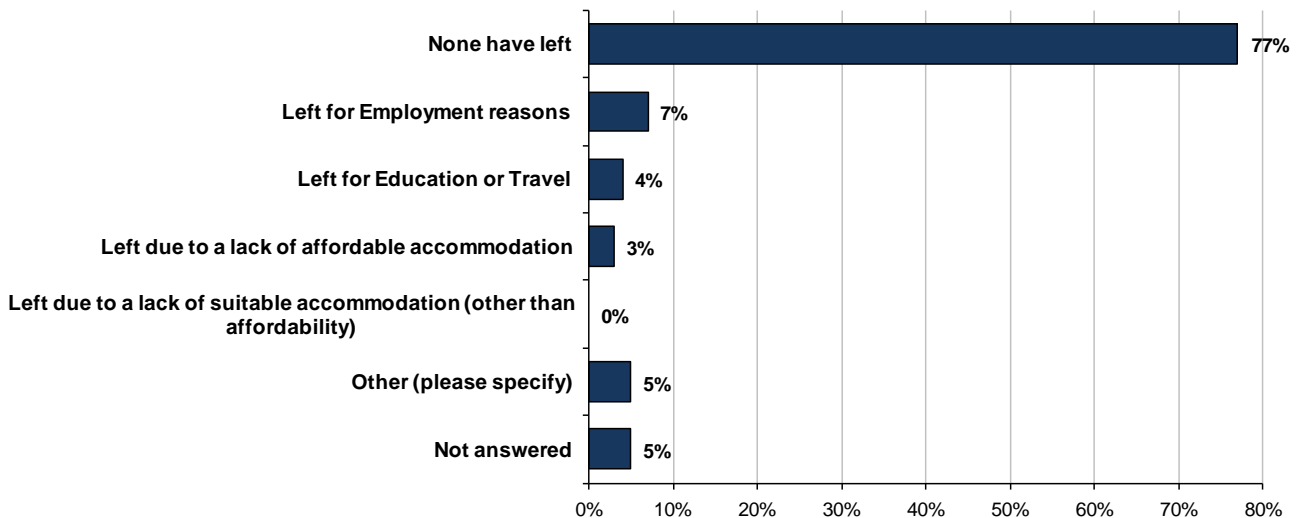
Source: Marketing Means 2020

Base: All respondents (590)

- The vast majority of survey respondents (95%) lived in a property owned outright or being bought on a mortgage. Only 3% were renting.

2.3 Household members departing from or returning to the Parish

Q2.3. How many members of your household have left the Parish in the last five years and have not yet returned?



Source: Marketing Means 2020

Base: All respondents (590)

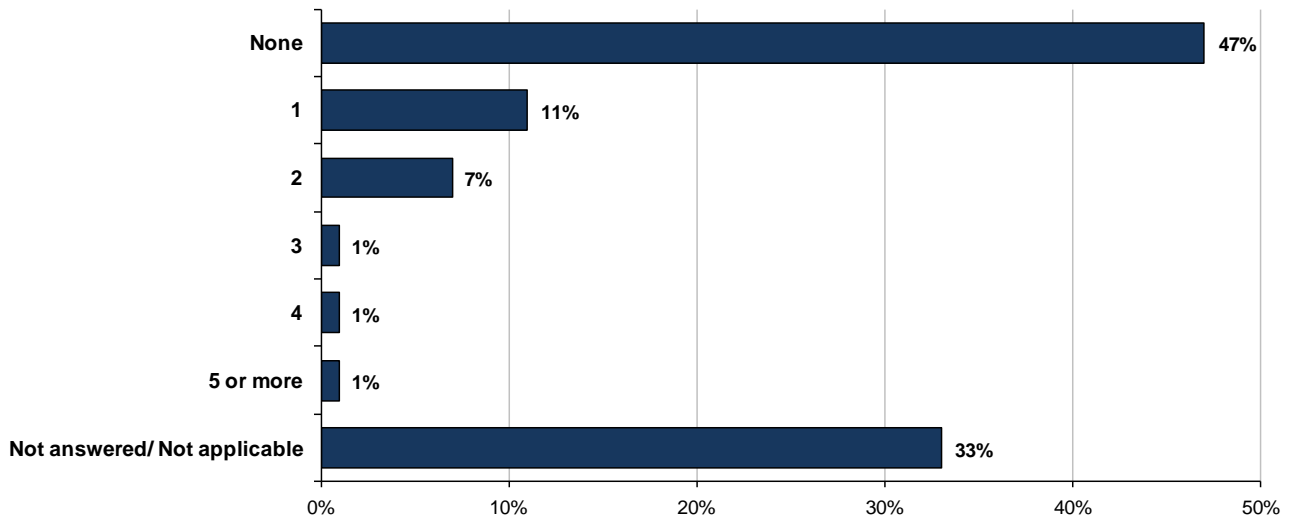
- Just over three-quarters of respondents (77%) stated that no household members had left the Parish in the last five years but not returned.
- The main reason for household members to have moved away from the Parish was Employment reasons (given by 7%), somewhat more likely than for Education/travel (4%) and Lack of affordable accommodation (3%). None mentioned a lack of suitable accommodation.

- Among the 18% who stated that at least one household member had left the Parish in the last five years, just over half (10% of all respondents) gave the quantity doing so, as summarised in the table overleaf. For most households affected, only one or two members had left, but in two cases as many as six had done so.

Number of household members left in last 5 years	One	Two	Three	Four	Five	Six
Number of responses	24	24	6	5	0	2

Respondents were also asked whether any former members of their household would like to return to the Parish in the next 5 years, as summarised in the chart below.

Q2.4. If, given the chance, how many former members of your household do you think would like to return to or live in the Parish within the next 5 years?



Source: Marketing Means 2020

Base: All respondents (590)

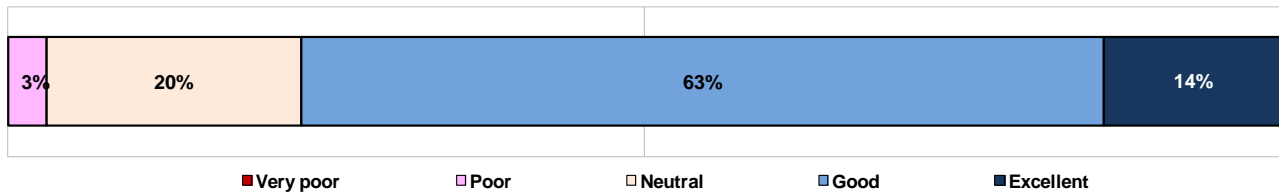
- Eight out of 10 respondents stated either that no former household members would return (47%) or that the question did not apply (33%).
- Just over half of those who felt that some former member(s) might return stated that this would only be one person (11%), though only slightly fewer (7% in total) felt that two might return.
- As might be expected, the proportion expecting that a former household member might return was significantly higher among those who had stated that a household member had left in the previous five years.
 - Among those cases where a household member had left, 30% felt that one person might return, 17% that two people might return, while 9% felt that three or more might return. Only 39% of this group felt that none would return

3. Community Life

This section summarises residents' views on how they felt about their local community and the local area in general.

3.1 Community spirit and influencing decisions

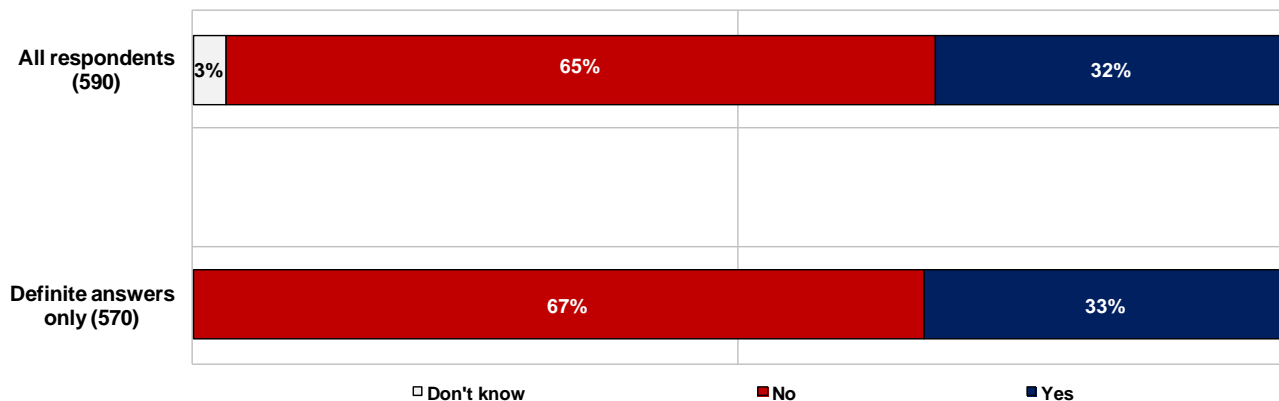
Q3.1. How would you rate the community spirit in Wembury?



Source: Marketing Means 2020 Base: All respondents who expressed an opinion (581)

- By far the most likely rating to be given for “community spirit” was Good, given by 63%, while a further 14% rated it even more highly as Excellent.
- Only 3% rated community spirit as Poor, and none at all as Very poor
 - Residents living in Wembury itself were significantly more likely than those in Down Thomas to rate community spirit as Excellent (17% vs 7% respectively). Down Thomas residents were just as likely as Wembury residents to rate the spirit as Good, but significantly more likely to give a Neutral response (25% vs 16% respectively).

Q3.2. Do you feel you are able to influence decisions concerning Wembury?



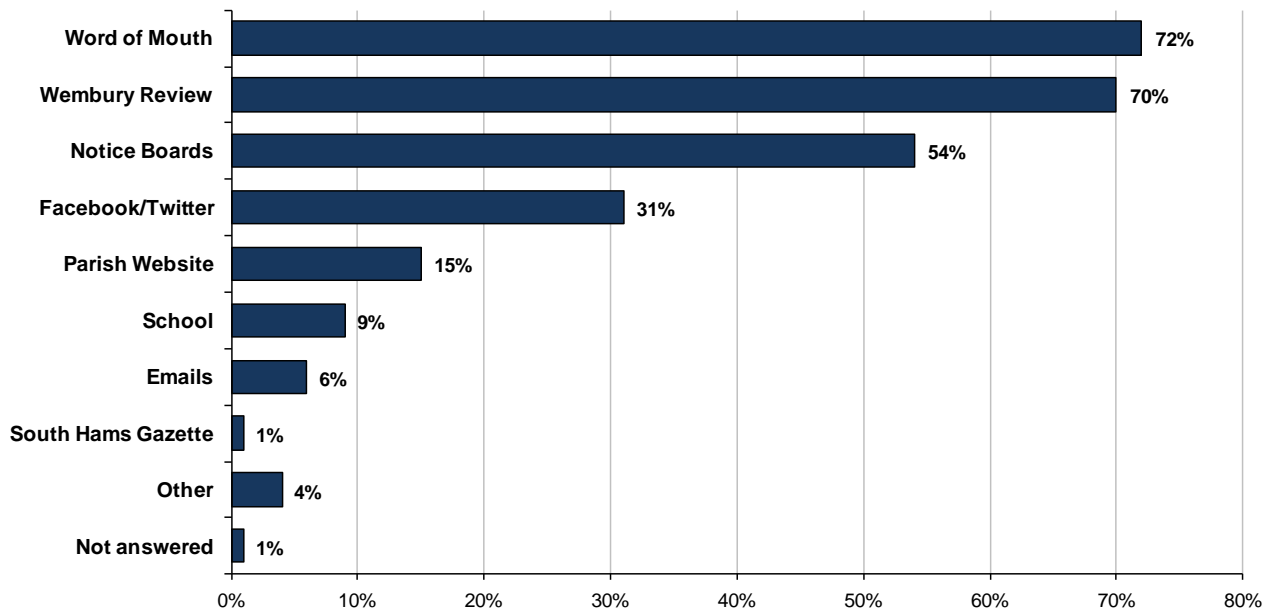
Source: Marketing Means 2020 Base: (i) All respondents/ (ii) All who gave a definite answer

- One in three respondents (33% of all who gave a definite answer) felt that they were able to influence decisions concerning Wembury.
 - Residents living in Wembury itself were significantly more likely than those in Down Thomas to feel able to influence such decisions (35% vs 27% respectively).

- Residents who had rated community spirit as Excellent/Good were much more likely to feel that they could influence decisions concerning Wembury than were those who gave a lower rating (39% vs 13% respectively).

3.2 Information sources

Q3.3. How do you find out what is going on in Wembury Parish?



Source: Marketing Means 2020

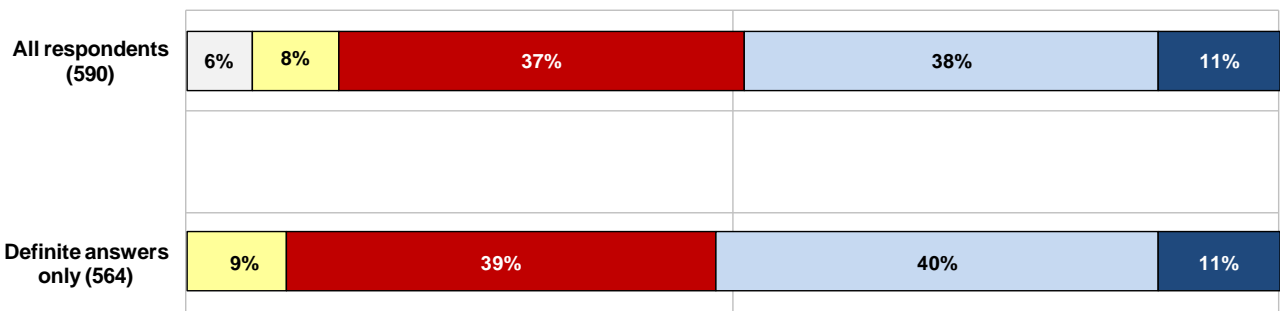
Base: All respondents (590)

- While the traditional route of 'word of mouth' was marginally the most likely way for residents to find out what's going on in the Parish, this was only slightly ahead of the Wembury Review. Each was mentioned by well over two-thirds of respondents (72% and 70% respectively).
 - Wembury residents were significantly more likely than those in Down Thomas to mention the Review (76% vs 56%), as were households with people aged 65+ only (79%, vs 59% of younger households).
 - Word of mouth was significantly more likely to be mentioned by those who had rated community spirit as Excellent/Good than by those who gave a lower rating (77% vs 56% respectively), suggesting stronger local personal/social connections among the former group.
- The only other source to be mentioned by the majority of respondents (54%) was local notice boards.
 - Notice boards were significantly more likely to be mentioned by Down Thomas residents than by those in Wembury (63% vs 50%), and by households with people aged 65+ only (58% vs 49% of younger households).
- Just under a third of respondents (31%) mentioned Facebook/Twitter as an information source.

- Facebook/Twitter was significantly more likely to be mentioned by Wembury residents than by those in Down Thomas (40% vs 12% respectively), and especially more likely by respondents in households with people aged under 65 only (52% vs 16% of older households).
- Facebook/Twitter was also significantly more likely to be mentioned by those who had rated community spirit as Excellent/Good than by those who gave a lower rating (36% vs 15% respectively).
- Other electronic sources of information were mentioned by a much lower proportion of respondents, the Parish website by 15% and emails by 6%.
 - Neither of these sources drew a level of mentions that significantly varied by location, age group or views on community spirit in the way that mentions of social media sources had varied.

3.3 Perceived changes to the area

3.4. Do you think that the area has improved or got worse over the last two years?



Don't know/ Other/ Not answered
 Uncertain
 The area has deteriorated
 The area has not changed much
 The area has improved

Source: Marketing Means 2020

Base: (i) All respondents/ (ii) All who gave a definite answer

- There were mixed views in regard to whether the area had improved or got worse over the last two years. Looking only at those who could give a clear answer, including 'Uncertain', while nearly half either felt the area had not changed much or were uncertain, the proportion who felt that the area had deteriorated (39%) was well over three times the proportion who felt that the area had improved (11%).
 - The proportion who felt that the area had deteriorated was significantly higher among those living in Wembury (44% vs 29% of those in Down Thomas), households including at least one person aged 65+ (46% vs 29% in younger households), respondents who had rated community spirit as neutral/poor (48% vs 36% who rated it more highly), and those who did not feel able to influence local decisions (44% vs 31% of those who did feel they had some influence).
 - The proportion who felt that the area had improved was significantly higher among households including people aged under 65 (17% vs 7% in older households), and those who felt able to influence local decisions (16% vs 9% of those who did not).
 - Residents of Down Thomas were significantly more likely than those in Wembury to feel that the area had not changed much (56% vs 34% of Wembury residents).

In what ways had the area got better?

- All who thought that the area had got better over the last two years were asked to state why. We have grouped the answers into the most common themes, which are summarised below to include all mentioned by at least five respondents:

Ways in which the area had got better in last two years	Number of responses
Better recreational / outdoor spaces	20
More child-friendly/ More activities for children (e.g. playgrounds/ play parks)	14
New people/ new families bringing more life / diversity to the area	12
Improved social life/ community spirit in the area (e.g. through pubs)	8
Improved roads & paths (e.g. maintenance)	7
Better housing / housing development completed	6
Better public transport e.g. bus times	5
Improved retail / hospitality / business development	5

- The most likely improvements to be mentioned were better spaces for outdoor activity and recreation, with some specifying improved play spaces for children in particular.
- As well as improvements to infrastructure, such as roads/paths, housing, public transport, the other improvements most likely to be noted related to community life, some noting that younger families and incomers added life and diversity, while others praised the improved community/social life in the area.

In what ways had the area got worse?

- All who thought that the area had got worse over the last two years were also asked to state why. In the table overleaf, we have grouped the answers into the most common themes, summarised to include all mentioned by at least 20 respondents.
- The answers given most frequently related to private transport, with increased traffic and congestion in the area accompanied by greater competition for parking. Other aspects relating to traffic included concerns over safety when using the roads to walk/cycle/ride (e.g. due to speeding drivers), and poorer roads in the area.
- A high proportion criticised the high level of housing development in the area (usually mentioning new houses, but sometimes extensions to existing homes), while some also criticised the style and architecture of developments.
- A deterioration in amenities and outdoor spaces was also noted by a substantial number of respondents, from the scale of facilities/amenities not keeping pace with housing development, to poor maintenance of space, to specific mentions of litter and dog fouling.

Ways in which the area had got worse in last two years	Number of responses
Congestion / parking in area has worsened	106
Too much development / house building or extensions	92
Roads / paths deteriorated	50
Speeding / concerns about walking / cycling / riding safely	39
Loss or deterioration of facilities / amenities (e.g. not keeping up with residential development)	30
Poor maintenance of outside space, e.g. untidy verges, weeds everywhere	27
More litter / dog fouling	25
Poor architecture/design of new developments (e.g. not in character with the area)	21

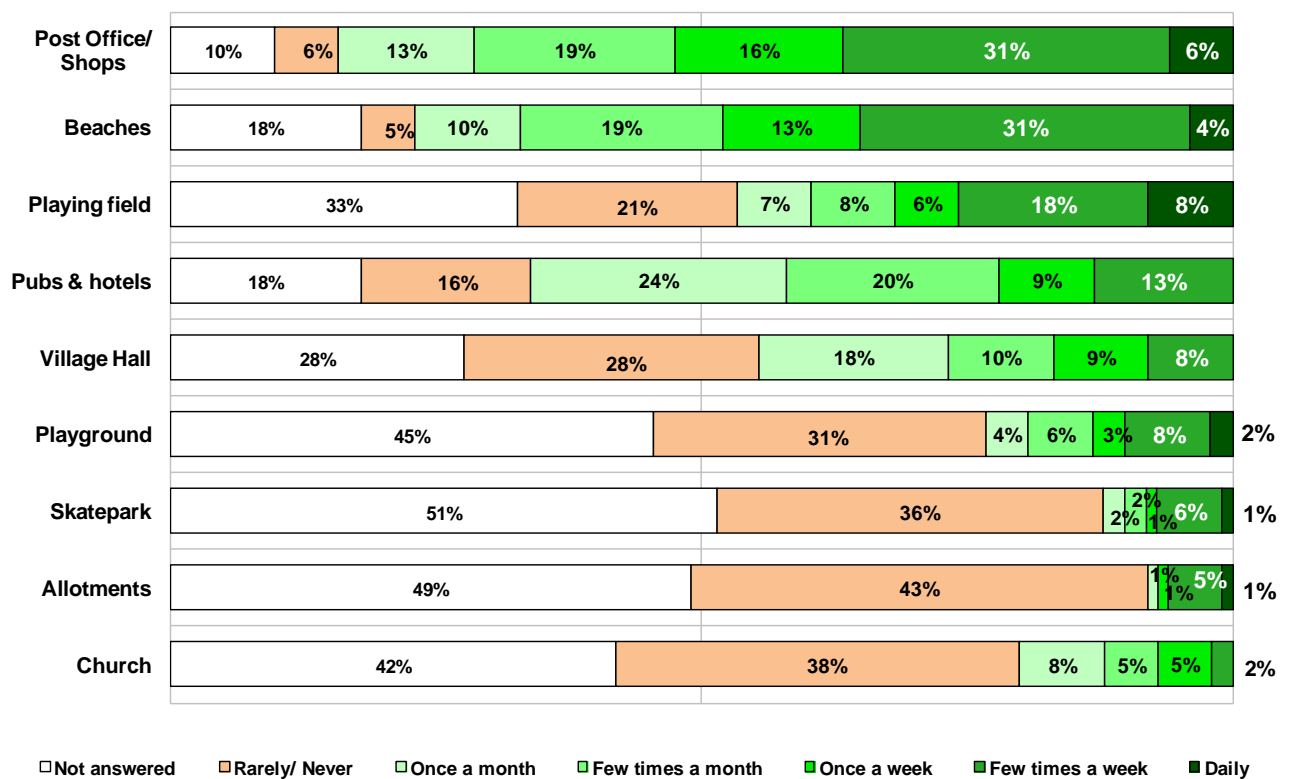
4. Local Facilities and Services

In this section, we set out residents' usage and opinions of local facilities and services.

4.1 Usage of facilities in the Parish

The chart below summarises how often respondents claimed that they, or their family, used various facilities in the Parish, on a scale from 'Daily' to 'Rarely/ Never'. Each of the facilities listed also drew at least 10% null responses (i.e. blanks) which we have included in the chart as these may often equate to 'Never used'.

Q4 .1. How often do you and, or your family use, visit or need the following facilities in the Parish?



Source: Marketing Means 2020

Base: All respondents (590)

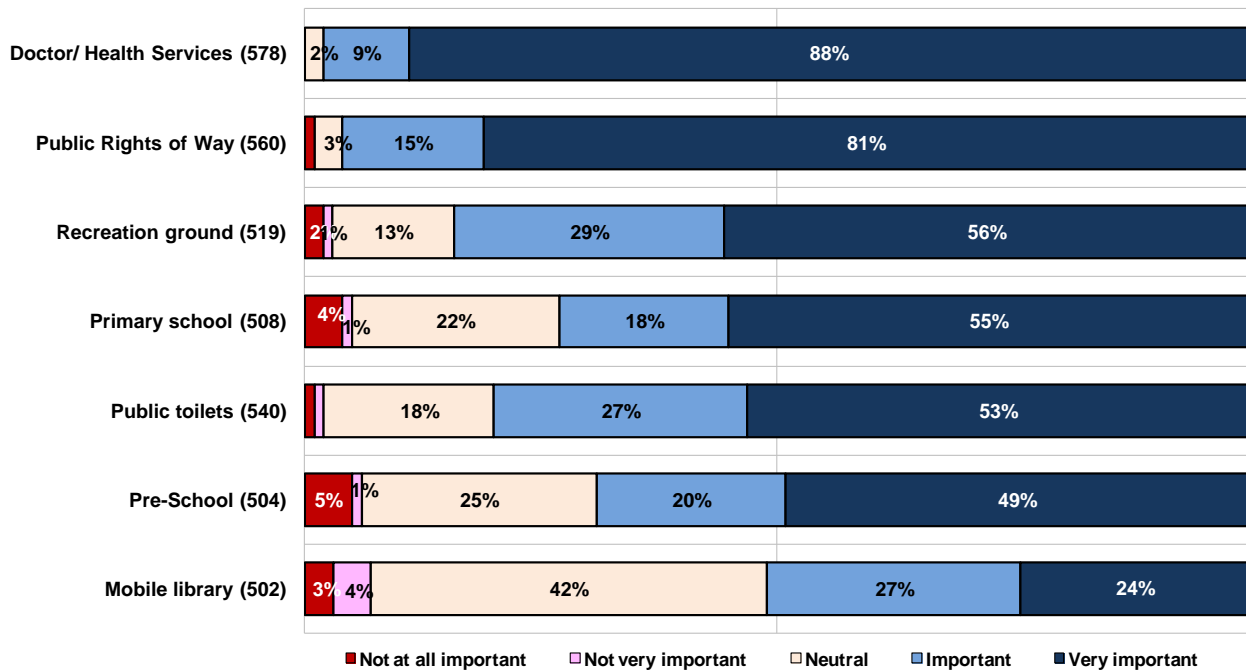
- Looking first at **built facilities**, Post Office/Shops were the most likely to be used at least once a month (by 84%), and the only facility of any type that most people (53%) used at least once a week.
 - Residents of Down Thomas were significantly more likely than those in Wembury to use the Post Office/Shops daily (11% vs 4% respectively), as were those in households including someone aged 65+ (9% vs 2% of others).
- Nearly one in five respondents (19%) used Pubs/hotels in the Parish as often as once a week, though two-thirds (66%) claimed that they used them at least once a month.

- People who rated local community spirit as Excellent/Good were significantly more likely than others to visit local pubs/hotels at least a few times a week (16% vs 4% of others) and at least a few times a month (48% vs 23% of others)
- Slightly fewer (17%) used the Village Hall as often as once a week, and only just under half used the hall at least once a month (45%).
- Only 7% visited the church at least once a week, with 20% in total visiting at least once a month.
- Among **outdoor spaces and facilities**, beaches were by far the most likely to be visited at least once a month (by 77%), with almost half (48%) using them at least once a week.
 - Those in a household with under-65s only were significantly more likely to visit the beaches at least once a week than were households with someone aged 65+ (64% vs 36% respectively).
 - People who rated local community spirit as Excellent/Good were significantly more likely than others to visit the beaches at least once a week (54% vs 28% of others).
- Nearly one in three respondents (32%) used the playing field at least once a week, with 46% using it at least once a month.
 - Wembury residents were much more likely than Down Thomas residents to use the playing field at least daily (12% vs 1%), and at least a few times per week (36% vs 4% respectively).
 - Those in a household with under-65s only were significantly more likely to use a playground daily (15% vs 4% of households with someone aged 65+), or at least a few times per week (41% vs 15%).
- 13% used the playground at least once a week, while 8% used the skatepark at least once week.
 - Wembury respondents were much more likely than those in Down Thomas to use a playground at least a few times a week (14% vs 3%), as were those in households including only under-65s (22% vs 2% of older households). A similar pattern was evident for skatepark users.
- Allotments were the least-used facility overall, with only 8% visiting them as often as once a month, though almost all of these respondents (7%) used them at least once a week.
 - Wembury respondents were much more likely than those in Down Thomas to visit an allotment at least a few times a week (8% vs 1%),

4.2 Importance of local services and facilities

All respondents were also asked what level of importance they would attach to a range of local services. In the chart below, percentages are based on only those who expressed an opinion.

Q 4.2. What level of importance do you attach to the following services available to Parishioners?



Source: Marketing Means 2020

Base: All respondents who expressed an opinion

- Doctor/Health services were almost universally rated as Very important (88%) or Important (9%).
 - The proportion of respondents rating Doctor/Health service as Very important was significantly higher among Wembury residents (92%) than those in Down Thomas (79%).
- Public rights of way were only slightly less likely than Doctor/Health services to be rated as Very important (by 81%) or Important (by 15%).
- Most respondents rated a Recreation ground as Very important (55%) with a further 18% rating it as important.
 - The proportion of residents rating a Recreation ground as Very important was significantly higher in Wembury (65%) than in Down Thomas (35%). The same applied for households including only under-65s (68% vs 46% of older households), and for people who rated local community spirit as Excellent/Good (59% vs 45% of others).
- Primary school and Pre-school were each rated Very important by almost half of respondents (55% and 49% respectively) and as Important by a further one in five respondents.

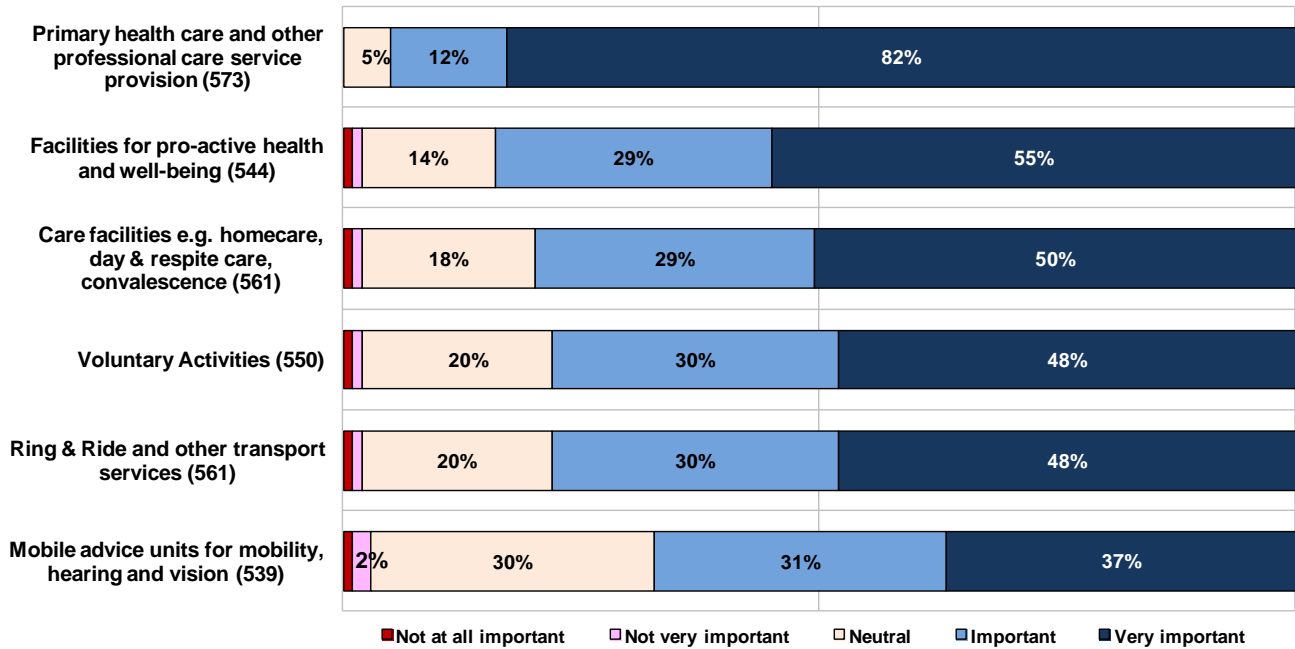
- In each case, Wembury residents were much more likely than those in Down Thomas to rate them as Very important (63% vs 36% for Primary school, and 59% vs 28% for Pre-school).
 - Households including only under-65s were also more likely than others to rate each as Very important (68% vs 46% for Primary school, and 62% vs 40% for Pre-school), as were people who rated local community spirit as Excellent/Good (59% vs 42% for Primary school, 53% vs 37% for Pre-school).
- Nearly half of all respondents rated Public toilets as Very important (53%) with a further 27% rating them Important.

As well as the options set out in the chart on the previous page, respondents were also asked to consider “Which other service if any, would you like to see provided that you would use?” and to give an answer in their own words. We have grouped the most frequent types of services named in the responses into the themes listed in the table below. Public transport was the single most requested service by a considerable margin.

Other service(s) that respondents would like to see provided, that they would use	Number of responses
Improved bus service / public transport (other than Heybrook Bay)	74
Improved sports/recreation facilities	26
Café / Coffee shop (e.g. longer opening hours)	24
Improved outdoor community amenities (e.g. public toilets , beach showers, cash points, phone box, post box)	20
Retail / Farm shop (e.g. stocking fresh / local produce)	20
Improved emergency services / health service provision (other than dentist)	17
Improved rubbish/recycling collection & facilities	15
Improved (or additional) footpaths	14
Improved social activities / entertainment venues	14
Improved (or additional) cycle-ways/ cycle lanes	12
Improved financial amenities, e.g. banking, financial advisors	12
More bins / dog poo bins	11
Bus service to Heybrook Bay	10
Improve the Post Office / Reinstate a Post Office	10
Other specific shops, hospitality & retail services (e.g. takeaway, vets, dog groomer)	28

All respondents were also asked to state what level of importance they would attach to a more specific list of services for older people. Again, the % figures in the chart below are based only on those who expressed an opinion.

Q4.4. Please rate the level of importance you attach to the following services for older people.



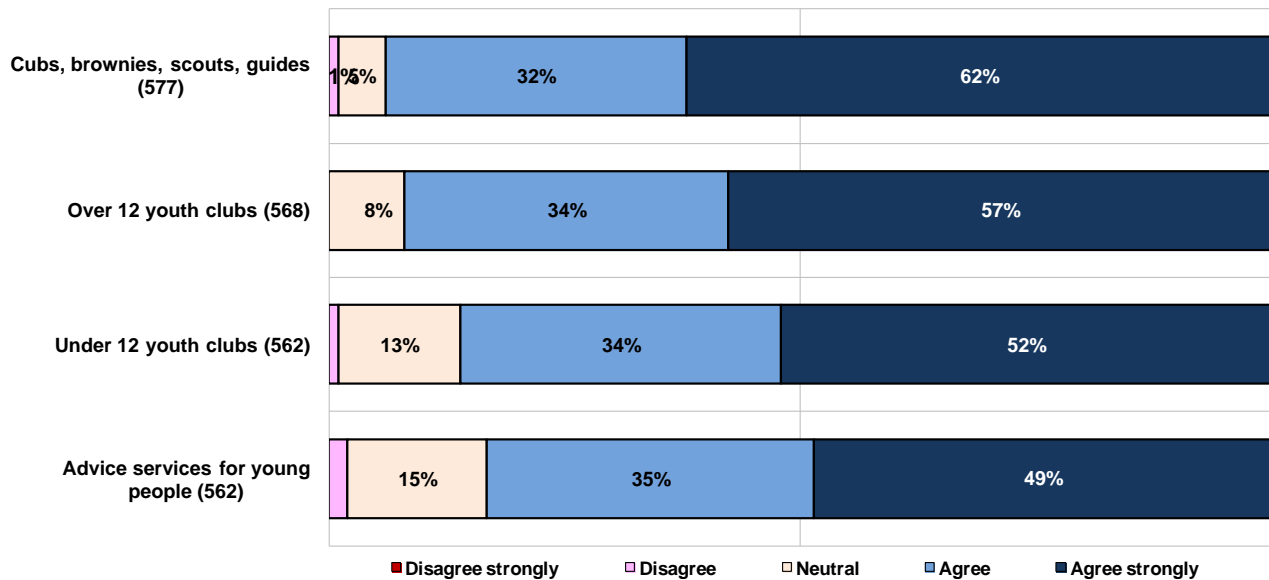
Source: Marketing Means 2020

Base: All respondents who expressed an opinion

- All six service areas were rated as Very important or Important by more than two-thirds of respondents. No more than 3% rated any as Not very or Not at all important.
- Primary health care and other professional health care provision was by far the most likely service for older people to be considered Very important, by 82%, with a further 12% rating it as Important.
 - The proportion of respondents rating Primary health care and other professional health care provision as Very important was significantly higher in Wembury (86%) than in Down Thomas (74%).
- Most of the other services listed drew lower but broadly similar ratings of importance, with Facilities for pro-active health and wellbeing, Care facilities, Voluntary activities, and Ring & Ride services all considered Very important by between 48% and 55%, and Important by 29% or 30%.
 - In each case, respondents in Wembury were significantly more likely than those in Down Thomas to rate the service as Very important (between 52% and 61% in Wembury, but only 36% to 43% in Down Thomas).
- Even the service perceived as least important, Mobile advice units, was still rated as Very important by 37% and Important by 31%.
 - Again, respondents in Wembury were significantly more likely than those in Down Thomas to rate the service as Very important (41% vs 27% respectively).

Respondents were next asked to rate the importance of a range of services for young people. These are summarised below, the figures again based only on those expressing an opinion.

Q4.5. How much do you agree or disagree that these facilities are important for young people?



Source: Marketing Means 2020

Base: All respondents who expressed an opinion

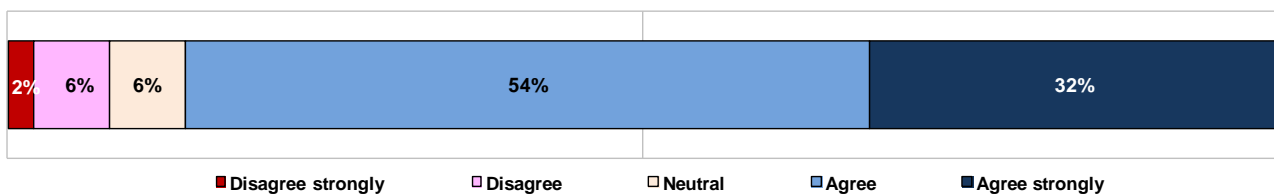
- At least 84% of respondents agreed that each of the four services was important for young people, with most of those strongly agreeing. No more than 2% disagreed that any were important, and none at all strongly disagreed.
- Cubs, brownies, scouts, guides drew marginally the highest proportion agreeing that this was an important service for young people. This also drew the highest proportion of strong agreement, of 62%, with a further 32% agreeing less strongly.
- More than half of respondents strongly agreed that Youth clubs for over 12s were important (57%) and almost as many strongly agreed that clubs for under 12s were important (52%). A further 34% agreed less strongly that each was important.
- Lower proportions agreed that Advice services for young people were important, though almost half (49%) still strongly agreed and 35% slightly agreed.
 - For each of the four services listed, the proportion strongly agreeing that each one was important was significantly higher for (i) respondents living in Wembury than for those in Down Thomas, and (ii) respondents who had rated local community spirit as Excellent or Good.

5. Environment & Natural Setting

5.1 Aspects of the local environment

All respondents were asked to state how much they agreed or disagreed with the statement, “The quality of access & availability of the open spaces and Public Rights of Way (Footpaths and Bridleways) is adequate”. The chart below summarises their answers.

Q5.2. Agreement with statement: “The quality of access & availability of the open spaces and Public Rights of Way (Footpaths and Bridleways) is adequate”

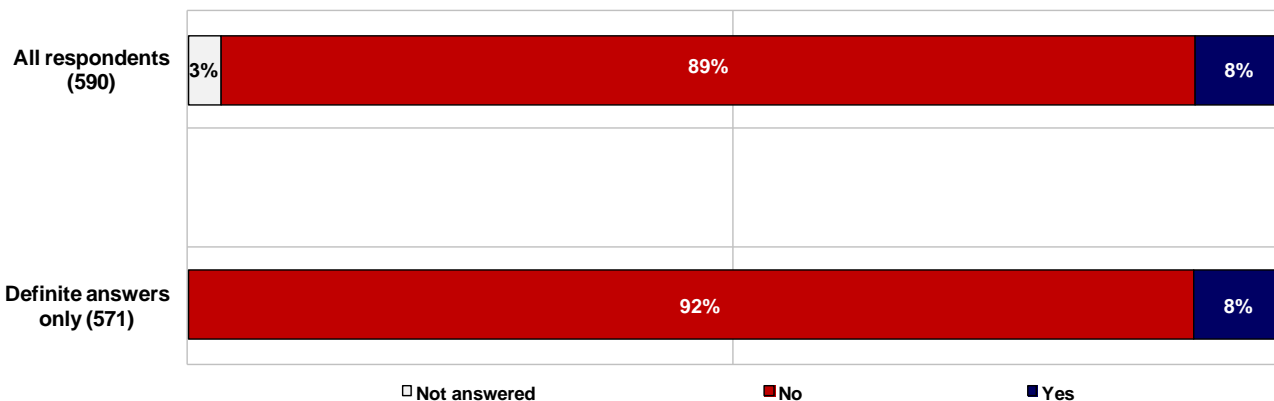


Source: Marketing Means 2020

Base: All respondents who expressed an opinion (589)

- Nearly nine out of every 10 respondents (86%) agreed that the current quality of access and availability of these open spaces and rights of way was adequate, and 32% strongly agreed that this was the case. Only 8% disagreed, 2% strongly. There were no significant differences between sub-groups of respondents.

Q5.3. If there were allotments made available in other parts of the Parish (other than those that exist in Wembury) would you want one?



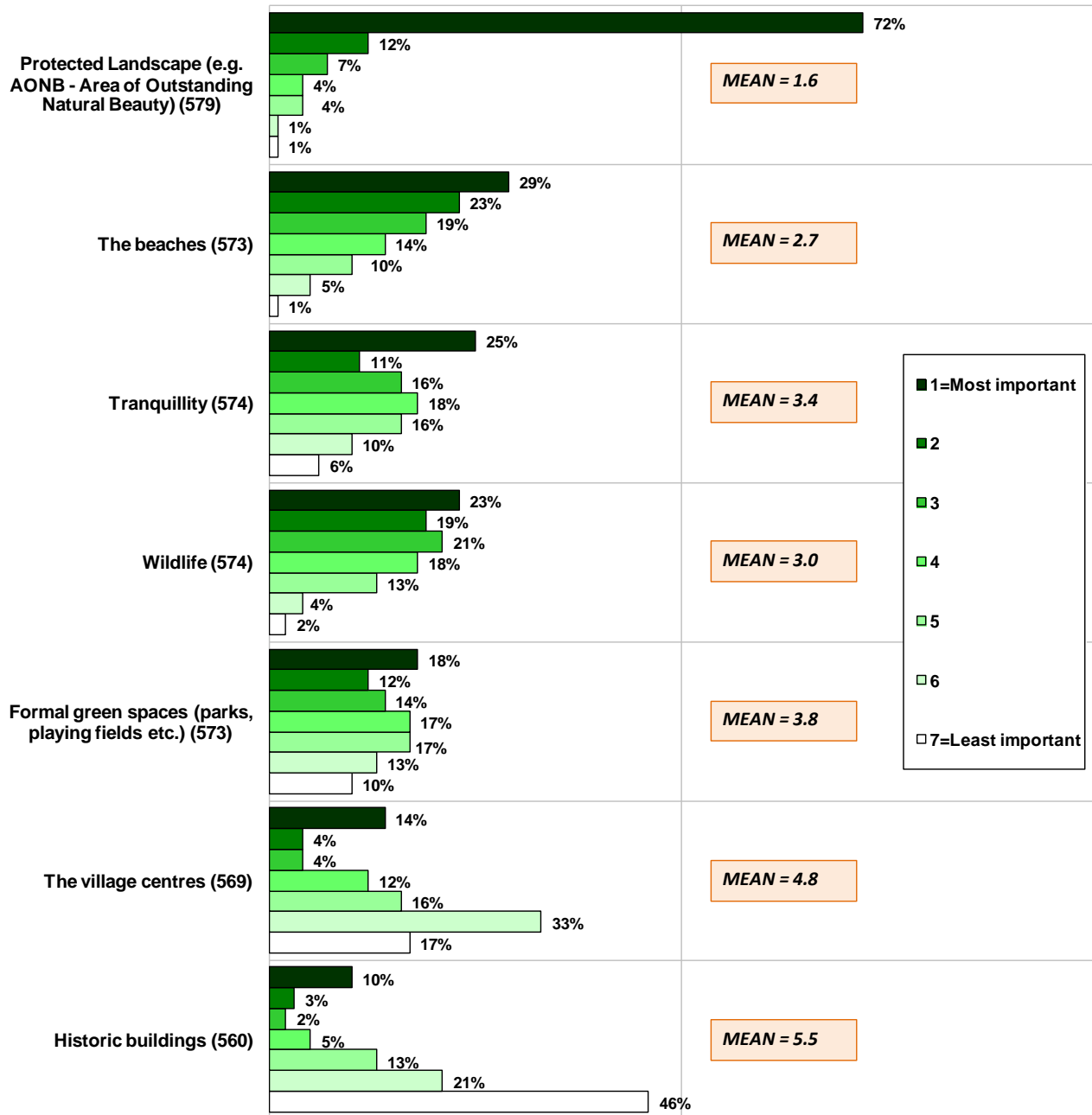
Source: Marketing Means 2020

Base: (i) All respondents/ (ii) All who gave a definite answer

- Only 8% of respondents indicated that they would like an allotment if one were made available in the Parish, other than those currently existing at Wembury.
 - Residents of Down Thomas were significantly more likely than those in Wembury to request this (15% vs 5% respectively), as were household with only people aged under 65 (14% vs 4% of older households).

The survey next asked respondents to consider seven aspects of the local environment, and to rank them from 1=Most important to 7=Least important. The chart below summarises the results², with dark green bars representing the top ranking (the most important) and the white bars the lowest ranking (least important). We also show the mean ranking score of each aspect, based on those who gave an opinion, and have ordered the statements by that mean ranking.

Q5.4. What do you consider are the most important aspects of our local environment?



Source: Marketing Means 2020

Base: All respondents who expressed an opinion

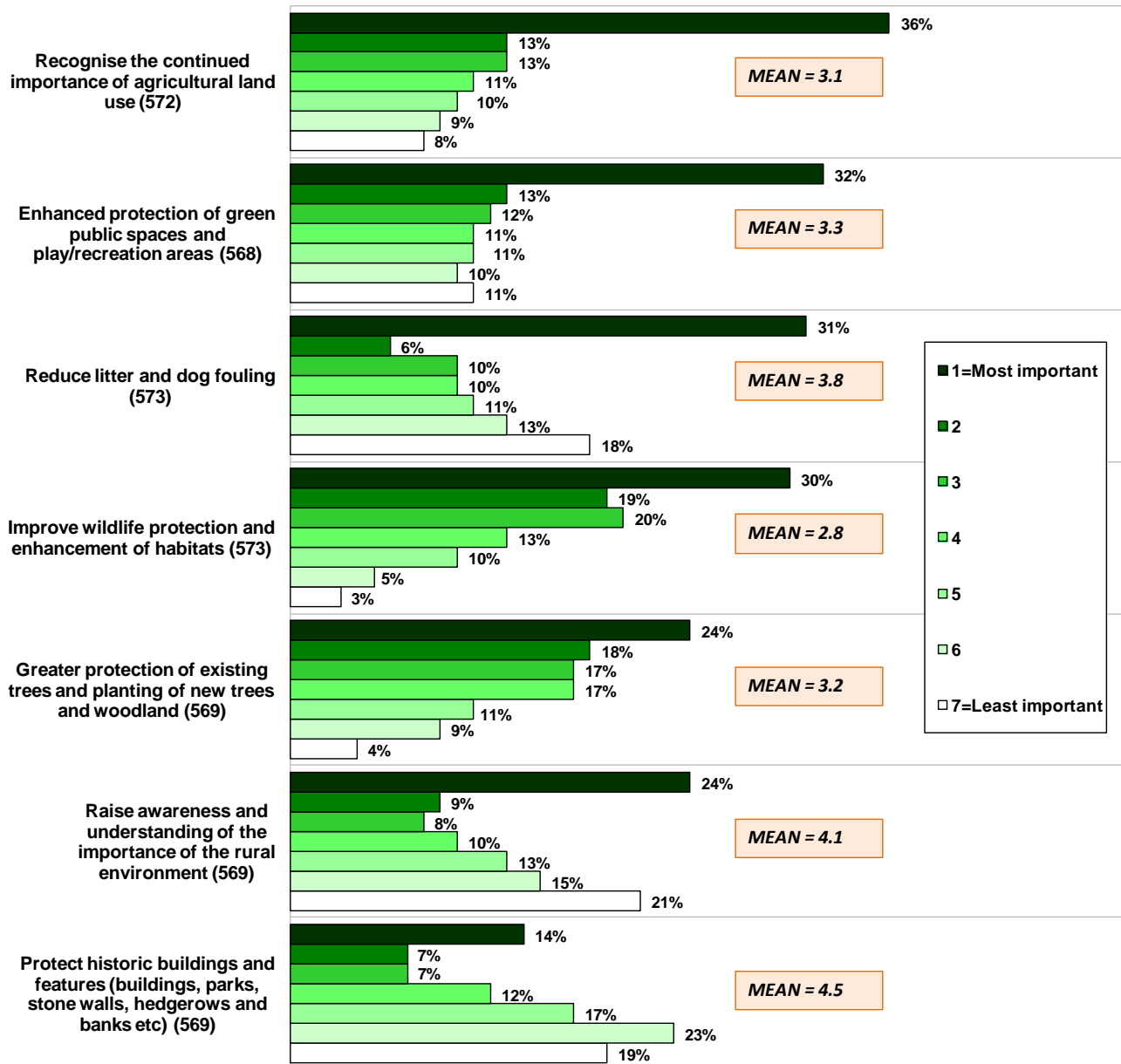
² N.B. In ranking-based questions like this, respondents often give the same ranking to several different statements as they cannot separate them. Where this has happened here, we have given each of the relevant statements an equivalently high ranking, and adjusted subsequent ranking to give as 'true' a picture as possible. For example, if one statement was placed first, but four placed second, those four would all be given a ranking of 2, but the next ranked statement would be given a ranking of 6 rather than 3.

- Maintaining the **Protected Landscape status and AONB designation** was very much the highest-ranked aspect overall, with a very high mean ranking score of 1.6. Nearly three-quarters (72%) rated this as the most/joint-most important aspect.
- The other highest-ranked aspects were all the natural elements of the local environment, from the **beaches**, ranked as most/joint-most important by 29% and with a mean ranking of 2.7, to the **tranquillity** of the environment (top-ranked by 25%, and a mean ranking of 3.4), to the local **wildlife** (top-ranked by 23%, with a mean ranking of 3.0 given the relatively high proportion ranking wildlife as second or third most important).
- The remaining three aspects were all man-made aspects of the environment. **Formal green spaces** drew a more even spread of rankings from respondents than any other aspects, including 18% giving it top or joint-top ranking, resulting in a moderate mean ranking of 3.8.
- Although 14% ranked **village centres** as the most important aspect, 50% rated them as only 6th or 7th most important, giving an overall mean ranking of 4.8.
- **Historic buildings** were ranked as the most important aspect of the local environment by only 19%, with two-thirds of respondents (67%) ranking them 6th or 7th, giving the lowest mean ranking of any of the statements, at 5.5.

5.2 Protection and enhancement of the local environment

Respondents were next asked to consider seven ways in which the local environment could be protected or improved, and once again to rank them from 1=Most important to 7=Least important. The chart below summarises the results, with dark green bars representing the top ranking (the most important) and the white bars the lowest ranking (least important). We also show the mean ranking score of each aspect, based on those who gave an opinion.

Q5.5. Which, if any, of the following would further protect and enhance the environment of the Parish?



Source: Marketing Means 2020

Base: All respondents who expressed an opinion

- The rankings for this set of potential measures and enhancements were much more evenly distributed than had been the case for the different aspects of the environment discussed in Section 5.1, resulting in a much narrower range of mean scores. Again, protecting land and green spaces was generally ranked as more important than protecting buildings.

- **Recognising the continued importance of agricultural land use** drew the highest proportion of top rankings (36%), but a broad distribution of other rankings, with an overall average ranking of 3.1.
- Two other statements related more to the environment in and around the more built-up areas of the Parish, with **enhanced protection of green public spaces and play areas** given top ranking by 32% and an overall mean ranking of 3.3. **Reduce litter and dog fouling** was given top ranking by 31% but the same proportion ranked it 6th or 7th, leading to a lower overall mean ranking of 3.8.
- The measure that drew the highest mean ranking overall was **improve wildlife protection and enhancement of habitats** (echoing the high placing of protected landscape at the previous question). This drew a top ranking from 30% and was placed 2nd or 3rd by a further 39%, leading to a mean ranking of 2.8.
- **Greater protection of existing trees and planting of new trees and woodland** was given top ranking by 24%, but ranked 2nd/3rd/4th by a further 52%, resulting in a mean ranking of 3.2.
- **Raise awareness and understanding of the importance of the rural environment** was ranked most important by 24% but only slightly fewer rated it 7th most important. These mixed views gave an overall mean ranking of 4.1.
- **Protect historic buildings** was considered least important overall (as was also the case for historic buildings at the previous question). While 14% ranked this as most important, 42% rated it 6th or 7th most important, giving the lowest mean ranking of 4.5.

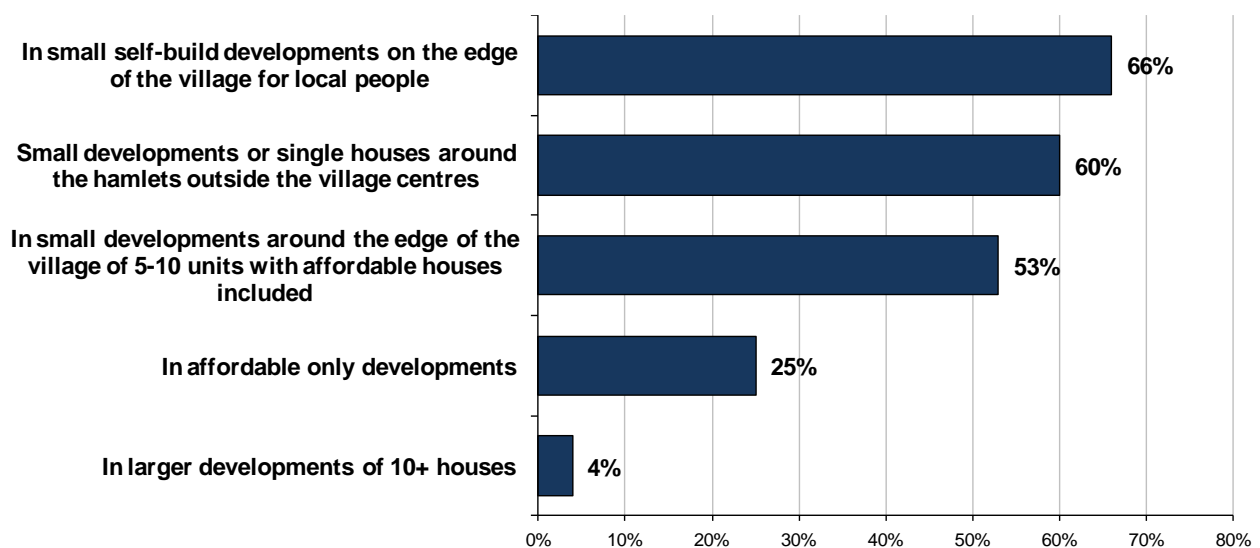
6. Development

The next section of the questionnaire covered preferences and opinions regarding different types of developments across the Parish.

6.1 Preferred types of housing development

Respondents could tick as many as they liked of the possible options for future development listed in the questionnaire, as shown in the chart below, with results based on those who gave a valid answer (54 of the 590 respondents did not).

Q6.2. Where, if anywhere do you think future development could take place in the Parish?



Source: Marketing Means 2020

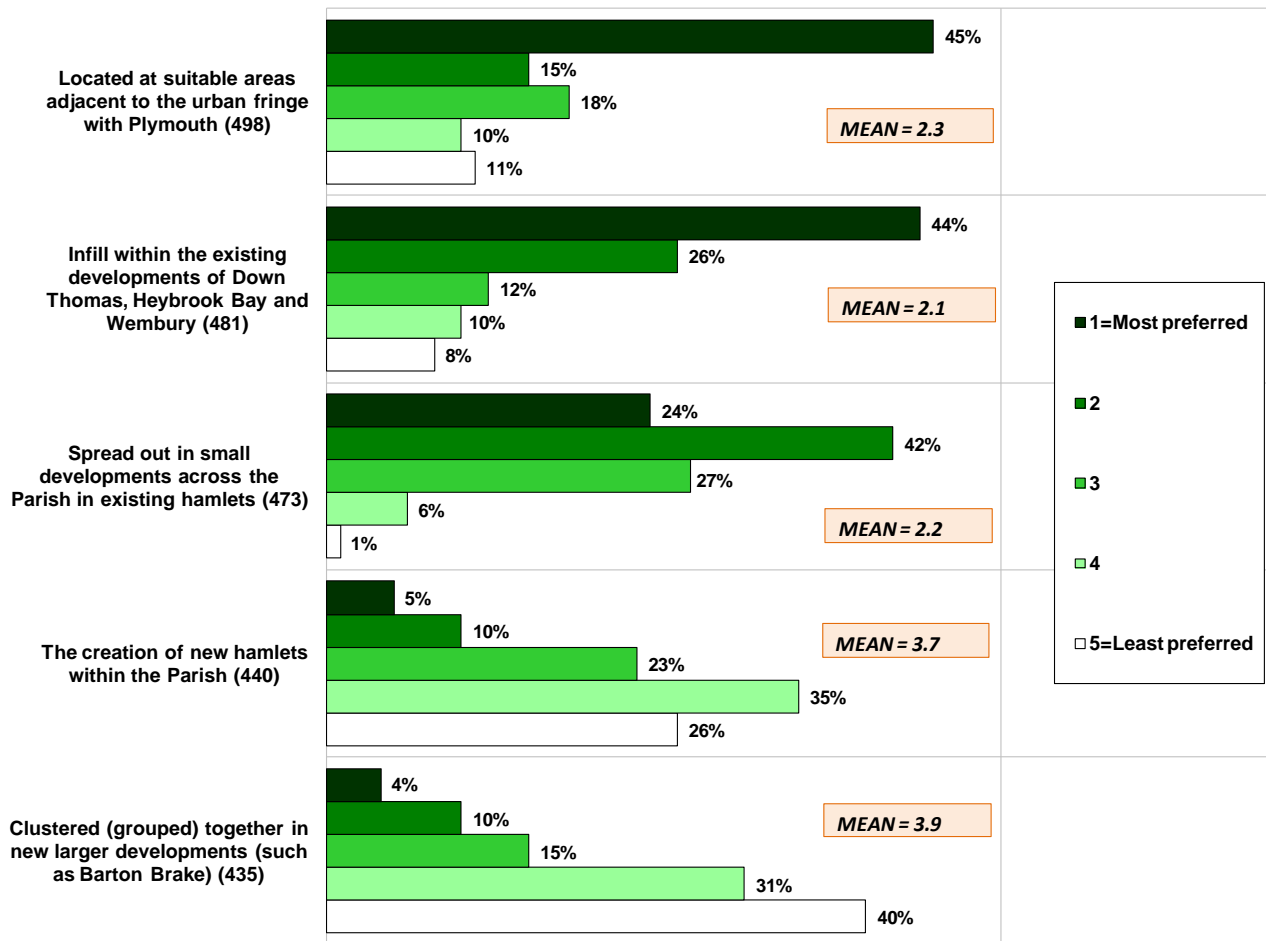
Base: All respondents who gave a valid answer (536)

- Options relating to small developments were clearly preferred, though none by more than two-thirds of respondents. Most popular was **small self-build developments on the edge of the village, for local people**, ticked by 66%. This was only slightly ahead of **small developments or single houses around the hamlets outside the village centres**, ticked by 60%, while a narrow majority of respondents (53%) also favoured **small developments of 5-10 units around the edge of the village including affordable housing**.
- Affordable housing was much less likely to be supported if in **affordable-only developments**, with only a quarter (25%) of respondents in favour of such schemes.
- Only 4% supported **larger developments of 10 or more homes**.
 - There were no significant differences in these views between respondents in different areas of the Parish or different household types.

6.2 Preferred locations for new housing

The survey next asked respondents to rank a series of five specific locations and types of development around the Parish, from 1=Most preferred to 5=Least preferred³. The results, and resulting mean scores, are summarised in the chart below.

Q6.3. If the need for new homes is identified, which of the following types of development would you prefer?



Source: Marketing Means 2020

Base: All respondents who expressed an opinion

- The three preferred options all related to adding to existing settlements rather than creating any kind of new settlements, and were all given very similar mean rankings between 2.1 and 2.3.
- Marginally the most supported option was for **infill within the existing developments at Heybrook Bay, Down Thomas and Wembury**. This was top-ranked by 44% and the first of second choice of 70%, leading to a mean ranking of 2.1.
- Development at **suitable areas adjacent to Plymouth’s urban fringe** drew the highest proportion of support as the #1 preferred choice, but a more even spread across the other rankings, giving an overall mean ranking of 2.3.

³ Where respondents gave equal rankings to two of more statements, we have given each of the relevant statements an equivalently high ranking, and adjusted subsequent rankings to give as ‘true’ a picture as possible. For example, if one statement was placed first, but three placed second, those four would all be given a ranking of 2, but the next ranked statement would be given a ranking of 5 rather than 3

- **Spreading development in small clusters across the existing hamlets** in the parish drew only 24% as a top-ranked choice but was the most likely 2nd choice, for 44%. This gave an overall mean ranking of 2.2.
- **Creation of new hamlets across the Parish** was rarely preferred over the options for adding to existing settlements, with only 5% naming this as their top choice and 61% placing it fourth or fifth, giving an overall mean ranking of 3.7.
- **Clustering in new larger developments** was the top choice of only 4%, with 71% placing this fourth or fifth, giving a mean ranking of 71%.
 - There were no significant differences in these views between respondents in different areas of the Parish or different household types.

To understand which specific sites might draw most support for development, all respondents were asked, “Can you name one area, place or site in the parish where you feel that development could take place?” and allowed to answer in their own words. The suggestions made most frequently are listed below. While Down Thomas was the single most likely suggestion overall, several sites in Wembury were also specifically named.

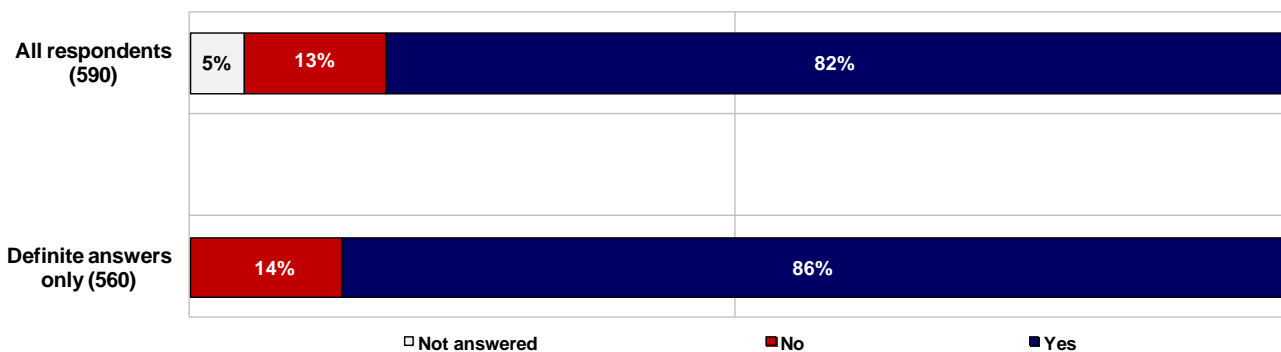
Area, place or site in the parish where respondents felt that development could take place	Number of responses
Down Thomas	35
Cliff Road / Ford Road / Veasy Park / St. Werburgh's / South Barton (Barry's) area (Wembury)	29
Between /Around fringes of existing villages (infill)	21
Hollacombe	21
Wembury Road / Knighton Road / Old Mushroom Farm / Cory Court	11
Wembury (no specific site)	10
No - don't want any more development	147

Those who suggested a suitable site were also asked “*Why do you feel this place or site is suitable for development?*”. The reasons given most frequently are listed below. Good access to the development and access to facilities/amenities nearby each featured strongly, but a substantial number also suggested a site because it would cause least/minimal disruption, or because any development would act as infill.

Reasons given for a place or site named as suitable for development	Number of responses
Good access / transport links	43
Will cause least/minimal disruption	29
Infill / Area can be developed more (e.g. not a greenfield site or losing countryside)	28
Has facilities/amenities/services nearby	26
Other areas too congested/overdeveloped in comparison to site proposed	21
Development will mean infrastructure / amenities / area will improve (e.g. roads)	14
Does not affect skyline/views	13
Plenty of space/ Large site	12
Mention of specific type of housing required (e.g. affordable, self build)	10

6.3 Wembury as a place where local children can afford to live

Q6.6. Do you think Wembury should be a place where our children can afford to live?



Source: Marketing Means 2020

Base: (i) All respondents/ (ii) All who gave a definite answer

- The vast majority of respondents, nearly nine out of ten (86%) of those who expressed an opinion, agreed that Wembury should be a place that their children could afford to live.
 - There was no significant difference between the views of Wembury and Down Thomas residents, but households with no-one aged 65+ were significantly more likely to disagree (19% vs 10% of older households).

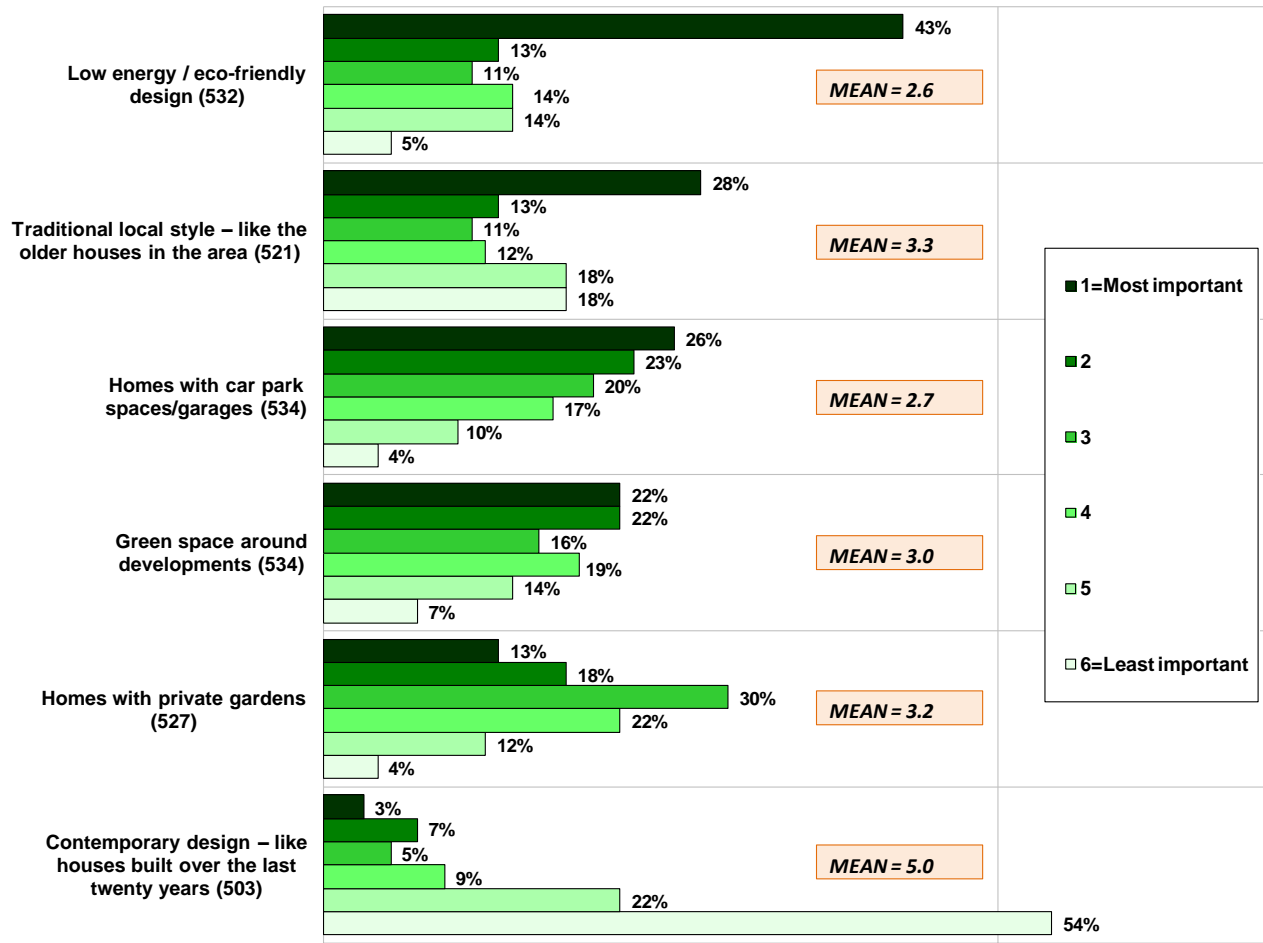
- People who felt that local community spirit was Excellent/Good were more likely than others to agree that the Parish should be a place where their children could afford to live (88% vs 80% of others).
- Those who did not agree with the statement were asked to explain why, in their own words. The most common themes in their responses are summarised in the table below. The type of reasons given most frequently related to Wembury's status as an expensive place to live, and not somewhere where young people could expect to be able to afford property early in their lives, together with resistance to affordable housing.

Reason why respondent did not think that Wembury should be a place where our children can afford to live	Number of responses
It is an expensive place to live / Should not be made cheaper or affordable	27
Should be somewhere to aspire to live / Need to work hard to move back here	17
Concerns over impact of affordable housing / downgrading the area	13
Lack of (local) employment or education opportunities / Progression in life cycle is to leave the area	11
Children/ Young people shouldn't have priority over anyone else	9
There are more affordable areas close by, e.g. Plymouth, Sherford	9
(Respondent) Could not afford to live here themselves when younger	8
Query the question, as loaded / inappropriate etc.	8

6.4 Preferred features for future housing developments

The survey next asked respondents to rank a series of six possible features for “any future housing developments”, from 1=Most important to 6=Least important⁴. The results, and resulting mean scores, are summarised in the chart below, based on all who expressed an opinion for each statement.

Q6.8. What features would you like to see in any future housing developments?



Source: Marketing Means 2020

Base: All respondents who expressed an opinion

- **Low energy/eco-friendly design** was the most likely option to be placed as most important of all, by 43%, though drew very mixed rankings from other respondents, giving an overall mean ranking of 2.6.
 - There were no significant differences between age groups in this result.
- Parking at home was an important consideration, as **homes with car park spaces/garages** was ranked as only slightly less important, placed as the top choice by 26% and in the top three choices by 69%. The overall mean ranking was 2.7.

⁴ Where respondents gave equal rankings to two of more statements, we have given each of the relevant statements an equivalently high ranking, and adjusted subsequent rankings to give as ‘true’ a picture as possible. For example, if one statement was placed first, but three placed second, those four would all be given a ranking of 2, but the next ranked statement would be given a ranking of 5 rather than 3

- Homes with car park spaces/garages was significantly more likely to be the top-ranked option for households including someone aged over 65 (35% vs 15% of younger households).
- **Private gardens** tended to be a mid-range choice, the top choice of 13% but placed third or fourth of the six factors by most respondents (52%), and given a mean ranking of 3.2.
 - A private garden was significantly more likely to be ranked as most important by households including someone aged over 65 (17% vs 7% of younger households).
- The mix of preferences expressed for style of home clearly favoured traditional over modern. More than one in four respondents (28%) placed **traditional local style** as their most important of these factors, giving an overall mean ranking of 3.3. **Contemporary design – like houses built over the last 20 years** - was by far the least important of the considerations listed, the top preference of only 3% and the lowest preference of more than half (54%), giving an overall mean ranking of 5.0.
 - Traditional local style housing was significantly more likely to be the top choice of people living in Down Thomas than in Wembury (36% vs 25% respectively), as well as for households including someone aged 65+ (33% vs 23% of younger households).
- **Green space around developments** was the top choice of 22%, and in the top three choices of 60% overall, giving a mean ranking of 3.0.

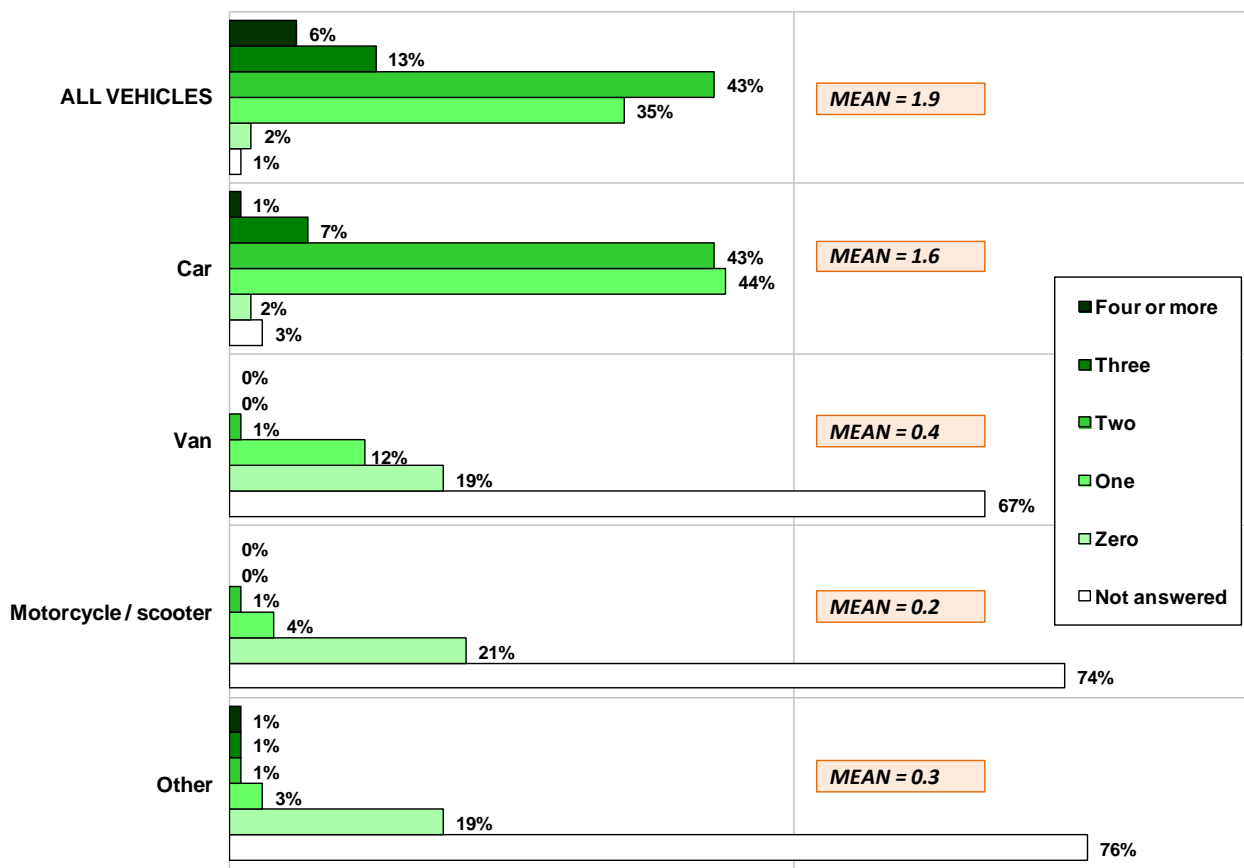
7. Transport and Communications

In this section of the questionnaire, all respondents were asked about use of private and public transport for work, shopping and leisure.

7.1 Cars/Vans in household

The questionnaire asked respondents to state how many vehicles they had in their household under four different headings; Car, Van, Motorcycle/scooter, and Other. The chart below summarises the spread of responses for each vehicle type on a scale from zero to four or more, and for completeness shows the proportions that gave no answer as they may well have simply had no vehicles of that type in their household.

Q7.1 How many cars/vans are in your household?



Source: Marketing Means 2020

Base: All respondents (590)

- Considering the 'All Vehicles' summary section first, created by summing all vehicles mentioned by each respondent, the mean number was 1.9, with the great majority of houses having either one (35%) or two (45%) vehicles. Only 3% stated that they had no vehicle or refused to answer.
 - Households with at least one person aged 65+ were significantly more likely to have only one vehicle (49% vs 17% of younger households), but significantly less likely to

have either two vehicles (34% vs 54% of younger households) or three vehicles (9% vs 20% of younger households).

- Cars were by far the most likely vehicle, with 44% of respondents having one car in their household and almost as many (43%) having two. The average number of cars per household was 1.6.
 - Households with at least one person aged 65+ were significantly more likely to have only one car (53% vs 32% of younger households), but significantly less likely to have either two cars (34% vs 54% of younger households) or three cars (5% vs 10% of younger households).
- Only 13% of households had a van of some type, with most of those (12%) having one van only.
 - Households with at least one person aged 65+ were significantly less likely to have a van (6% vs 23% of younger households).
- Very few households (5%) had a motorcycle or scooter, with most of these (4%) having one only.
 - Households with at least one person aged 65+ were significantly less likely to have a motorcycle/scooter (2% vs 8% of younger households).
- Only 6% of households had any other type of vehicle, though 1% (three households) claimed to have four or more of some other type.

All respondents with at least one vehicle at home were next asked how many of those were regularly parked on the street (rather than on private land or off-road).

Q7.2. Of those, how many are regularly parked in the street?



Source: Marketing Means 2020

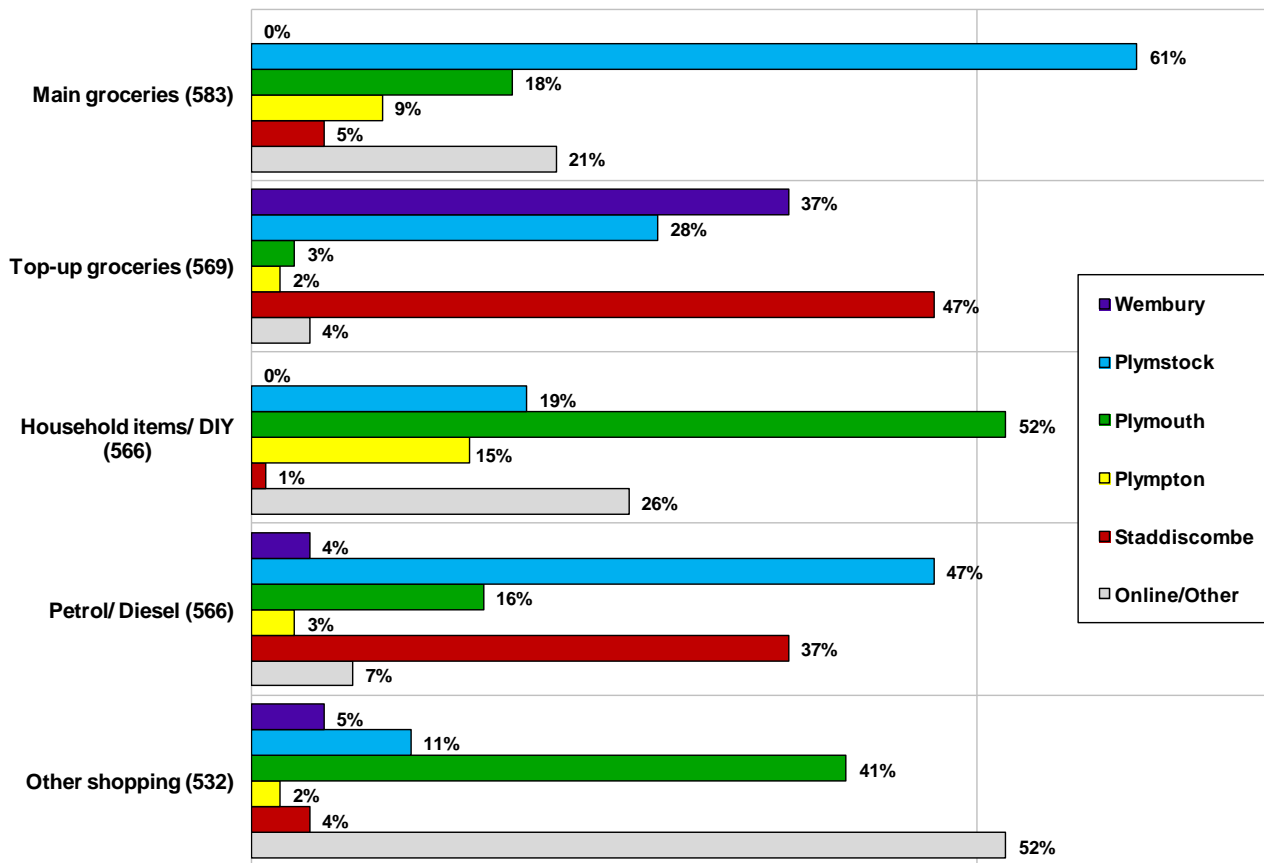
Base: All respondents with vehicles in the household, and who gave a valid answer (565)

- Just over one in five households (21%) parked at least one vehicle in the street, usually only one (17%).
 - Households with at least one person aged 65+ but who had at least one vehicle were significantly less likely than younger households to park any vehicle on the street (11% did so, vs 35% of younger households).

7.2 Shopping locations

Respondents were next asked to state where they usually shopped for several different types of goods, choosing from a list of six options⁵. The chart below uses different colours to identify the different shopping locations indicated for each type of item.

Q7.3. Where do you usually shop for the following? (Multi-coded for postal version, single-coded online)?



Source: Marketing Means 2020

Base: All respondents who gave a valid answer

- For **Main groceries**, the most likely shopping destination was Plymstock (for 61%), though nearly two in five (18%) usually shopped in Plymouth, and 21% usually shopped online or elsewhere.
 - Households with at least one person aged 65+ were significantly more likely than others to do their grocery shopping in Plymouth (22% vs 12% of younger households), but significantly less likely to shop online or elsewhere (17% vs 26% of younger households).
- For **Top-up grocery shopping**, the most likely destination was Staddiscombe (for 47%), though significant proportions shopped in Wembury itself (37%) and in Plymstock (28%).

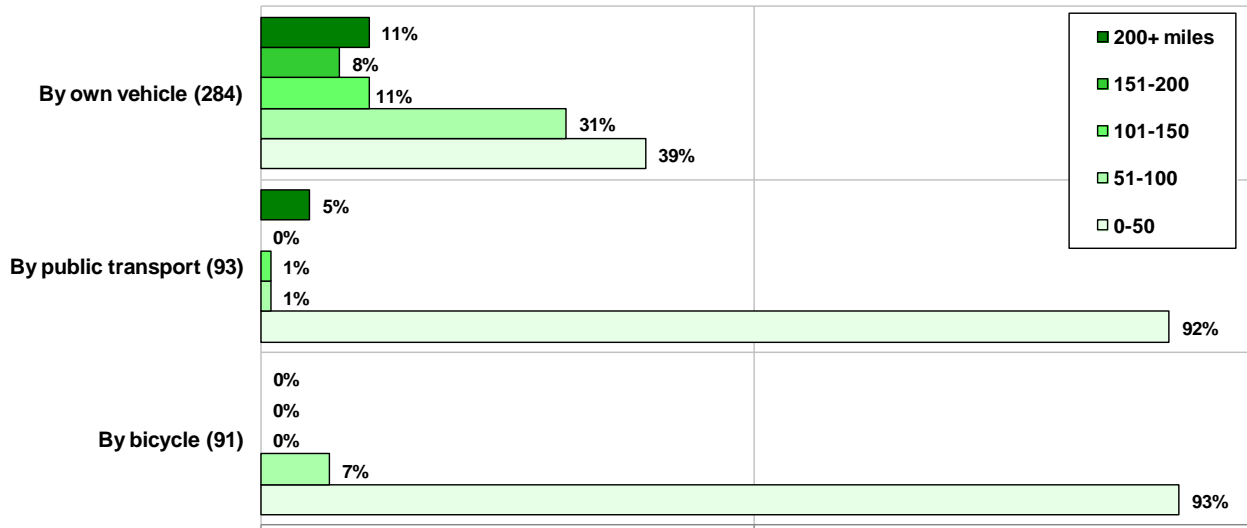
⁵ While respondents to the postal survey could tick more than one place per item type, online survey respondents could tick one place only.

- Wembury residents were significantly more likely to do their top-up grocery shopping within Wembury, 46% doing so compared with only 17% of Down Thomas residents. The latter were significantly more likely than Wembury residents to do their top-up shopping in Plymstock (36% vs 24% respectively).
- Households with at least one person aged 65+ were significantly more likely than others to do their grocery shopping in Plymstock (33% vs 20% of younger households), but significantly less likely to do so at Staddiscombe (40% vs 58% of younger households).
- People in employment were significantly more likely than others to do their top-up shopping at Staddiscombe (59% vs 36% of others).
- For **Household items/ DIY**, by far the most likely destination was Plymouth (for 52%). While a significant number also mentioned Plymstock (19%) and Plympton (15%), the second most likely destination was actually online or elsewhere (26%).
 - Households with at least one person aged 65+ were significantly more likely than others to purchase household items/DIY in Plymouth (58% vs 43% of younger households), but significantly less likely to do so online or at other locations not listed (only 18% vs 36% of younger households).
 - People in employment were significantly more likely than others to do their household/DIY shopping online or at other locations not listed (34% vs 18% of others).
- For **Petrol/diesel** purchases, by far the most likely destinations were Plymstock (for 47%) and Staddiscombe (37%).
 - Households with only people aged under 65+ were significantly more likely than others to usually buy their fuel in Staddiscombe (47% vs 30% of others), as were people in employment (47% vs 28% of those not in work).
- In regard to any **other shopping**, while Plymouth was the most likely specific destination to be mentioned (by 41%), more respondents did their other shopping either online or at other destinations (52%).
 - Households with at least one person aged 65+ were significantly more likely than others to do their other shopping in Plymouth (52% vs 28% of younger households), but significantly less likely to do so online or at other locations not listed (only 43% vs 63% of younger households).
 - People in employment were significantly more likely than others to do their household/DIY shopping online or at other locations not listed (61% vs 44% of others), but less likely to do so in Plymouth (31% vs 52% of others).

7.3 Travel by private and public transport

The survey asked respondents to record the mileage per week of anyone in the household who travelled for work in their own vehicle, by public transport, or by bicycle. The chart below summarises the responses for each type of transport, based on all who gave a valid answer in each case, by grouping the responses by 0-50 miles, 51-100 miles, 101-150 miles, 151-200 miles and more than 200 miles per week.

Q7.4. If anyone in your household travels for work, please indicate mileage.



Source: Marketing Means 2020

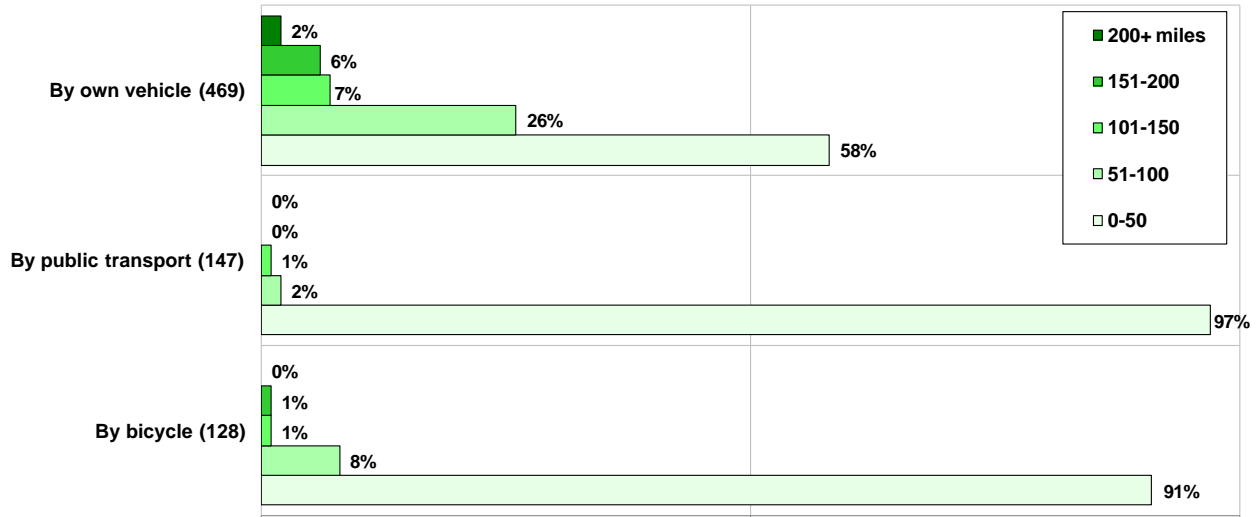
Base: All who travel for work

- Own vehicle** was by far the most likely form of transport used, mentioned by 48% of respondents overall. Among those travelling to work in their own vehicle, 39% travelled no more than 50 miles per week, while 31% travelled 51-100 miles per week. More than one in 10 (11%) were significantly longer distance commuters in their own vehicle, travelling more than 200 miles per week.

 - Travellers for work in households with at least one person aged 65+ were significantly more likely than others to travel no more than 50 miles per week (55% vs 33% of younger households).
- Public transport** was used for travel to work by only one in six (16%) of respondents overall. Among those travelling to work by public transport, the vast majority (92%) travelled no more than 50 miles per week, though 5% travelled more than 200 miles per week in this way.
- Just 15% of respondents used a **bicycle** to travel to work, and almost all of these (93%) travelled only 50 miles or less per week. The remaining bicycle commuters travelled no more than 51-100 miles per week.

Respondents were also asked whether anyone in their household travels for pleasure and again to indicate the relevant mileage per week whether by their own vehicle, by public transport, or by bicycle. The chart below again summarises the responses for each type of transport, based only on those who gave a valid answer in each case, and grouping the responses by 0-50 miles, 51-100 miles, 101-150 miles, 151-200 miles and more than 200 miles.

Q7.5. Does anyone in your household travel for pleasure?

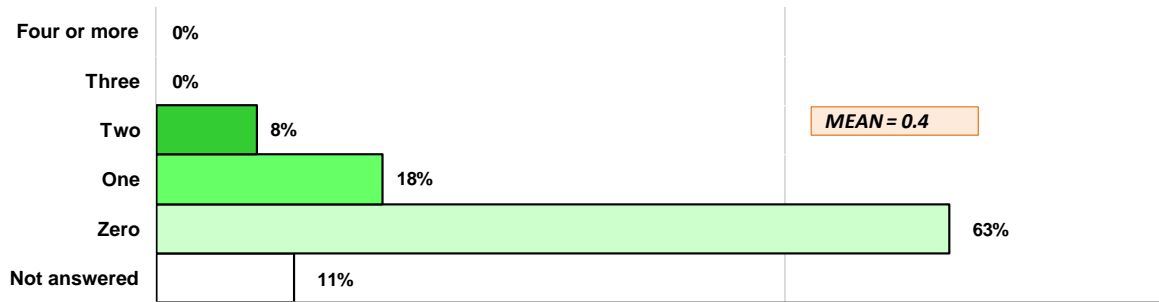


Source: Marketing Means 2020

Base: All who travel for pleasure and gave a valid answer

- Four out of every five respondents (79%) were in a household where someone used **their own vehicle** to travel for pleasure. Of this group, well over half (58%) travelled no more than 50 miles per week for this purpose, while 26% travelled 51-100 miles.
 - There were no significant differences between sub-groups in these results.
- A quarter of respondents (25%) were in a household where someone used **public transport** to travel for pleasure. Of this group, almost all (97%) travelled no more than 50 miles per week for this purpose.
- Slightly fewer respondents (22%) were in a household where someone used **a bicycle** to travel for pleasure. Of this group, the great majority (91%) travelled no more than 50 miles per week for this purpose.

Q7.6. How many people in your household use the bus service to Plymstock and the City Centre regularly?

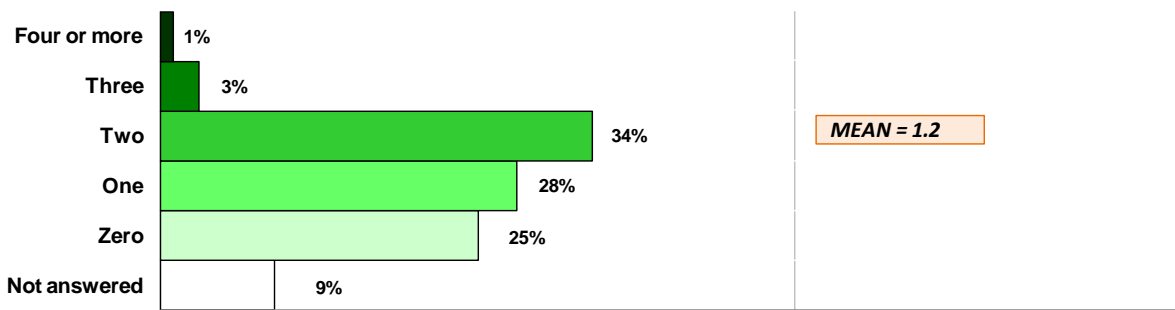


Source: Marketing Means 2020

Base: All respondents (590)

- Everyone was asked how many people in their household use the bus service to Plymstock and Plymouth city centre regularly. Nearly two-thirds (63%) replied that no-one did, but this proportion rose to nearly three-quarters (74%) if we add those who gave no response. Just under one in five (18%) stated that one person used the service and 8% that two people would.
 - Households with at least one person aged 65+ were significantly more likely than others to include one or two people who used the bus service (34% vs 16% of younger households).

Q7.7. How many people in your household would use the bus service to Plymstock and the City Centre if it were more convenient?

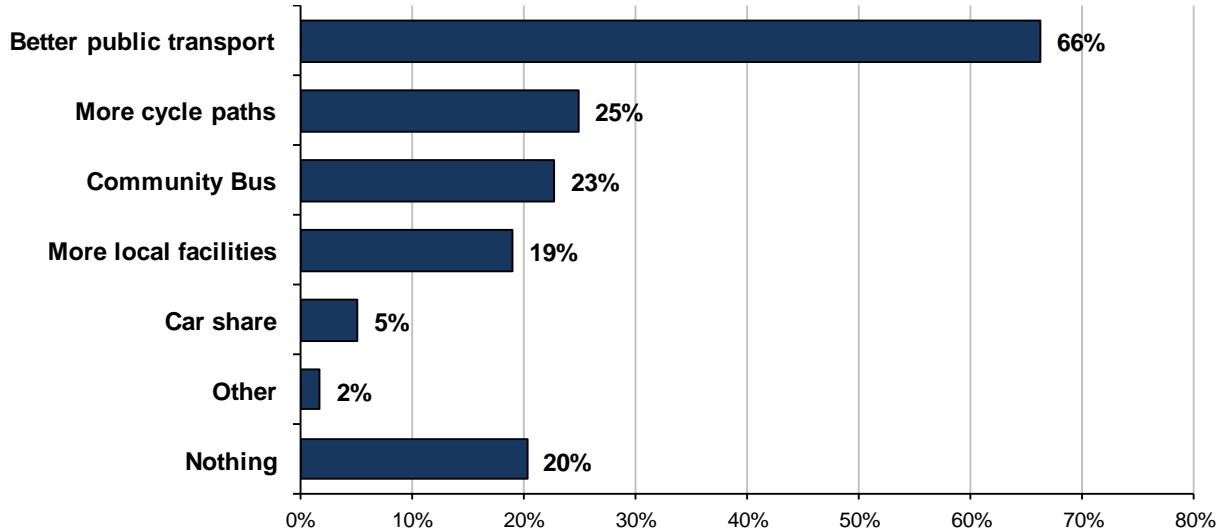


Source: Marketing Means 2020

Base: All respondents (590)

- Everyone was asked how people in their household would use the bus service to Plymstock and Plymouth city centre if it was more convenient. One in four replied that no-one would, but this proportion rises to one in three (34%) if we add those who gave no response. Nevertheless, well over half (62%) claimed that one or two people in their household would use the service. The mean number of likely users was 1.2.

Q7.8. Please indicate which of the following if any, would encourage you to drive less?

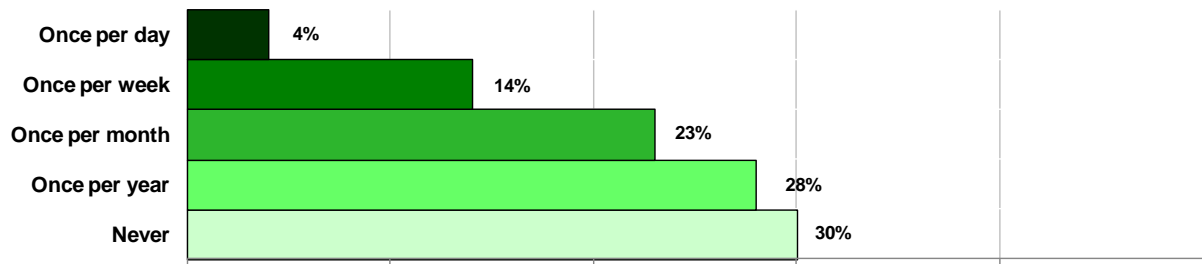


Source: Marketing Means 2020

Base: All who gave a valid answer (562)

- By far the most likely factor that would encourage people to drive less was **better public transport**, cited by 66%.
 - Households with at least one person aged 65+ were significantly more likely than others to agree that better public transport would encourage them to drive less (75% vs 63% of younger households).
- **More cycle paths** would encourage 25% of respondents to drive less.
 - Households with no one aged 65+ were significantly more likely than older households to be swayed by more cycle paths (41% vs 13% respectively), as were people in employment (40% vs 10% of those not in work).
- A **community bus** would encourage just under a quarter (23%) to drive less.
 - Households with at least one person aged 65+ were significantly more likely than others to agree that a community bus would encourage them to drive less (31% vs 20% of younger households).
- Just under one in five (19%) felt that **more local facilities** would encourage them to drive less.
- Nevertheless one in five respondents (20%) stated that **nothing** would encourage them to drive less.
 - Residents of Wembury were significantly more likely than those in Down Thomas to state this (23% vs 13% respectively), as were those not in employment (25% vs 15% of those in work).

Q7.9. How often do you experience a delay of more than 10 minutes due to traffic problems in Wembury Parish (e.g. cars, agricultural vehicles, lorries) and/or parking problems in the Parish?

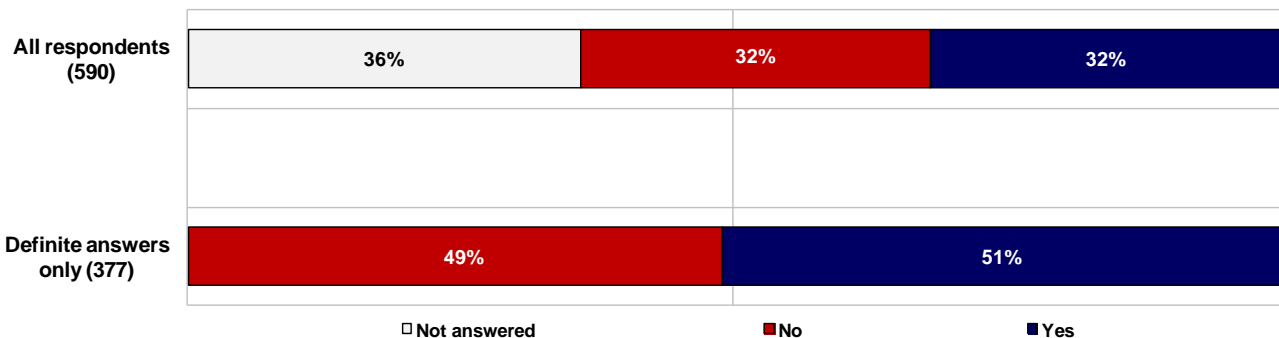


Source: Marketing Means 2020 Base: All respondents who gave a valid answer (562)

- Only three in 10 respondents (30%) said that they had never experienced a delay of 10 minutes or more due to traffic problems or parking problems in the Parish. Only 4% experienced such problems daily, with just over half experiencing them either once per month or once per year (51%).
 - There were no significant differences in these results between any sub-groups in the sample.

7.4 Working at home

Q7.10. If it were possible for you to do so, would you consider working at home now that fast broadband is available in some parts of Wembury Parish?

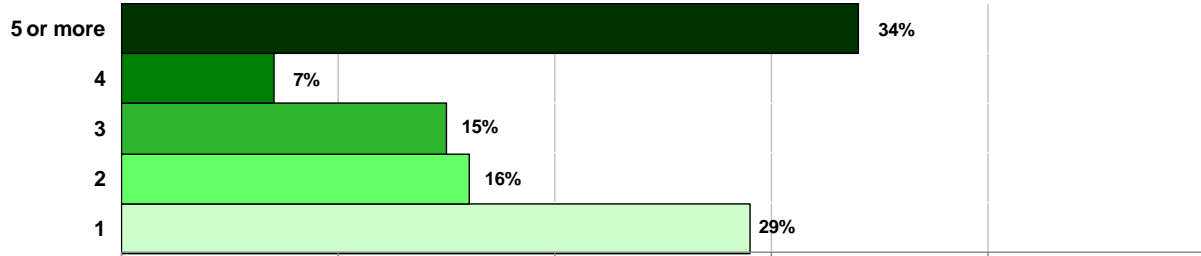


Source: Marketing Means 2020 Base: (i) All respondents/ (ii) All who gave a definite answer

- When asked whether they would consider working from home, with fast broadband available across the Parish, more than a third of respondents (36%) gave no answer.
 - This was much more likely among those who were not employed (53% vs 18% of those in work).
- Considering only those who did respond to the question, a very narrow majority (51%) stated that they would work from home if it were possible.
 - Households with no one aged 65+ were significantly more likely than older households to state that they would work from home (68% vs 31% of older households).

- People in employment were significantly more likely than those not in work to state that they would work from home (67% vs 24% of those not in work).

Q7.11. If you already work from home, how many days per week?



Source: Marketing Means 2020

Base: All respondents who gave a valid answer (107)

- Only 18% of respondents answered the question of how many days a week they worked from home, but of these one third were working 5+ days a week at home, i.e. essentially full-time from home.
 - Households with someone aged 65+ working from home were significantly more likely than younger households to state that they worked from home 5+ days a week (45% vs 30% of younger households).
 - Younger households with no one aged 65+ but someone working from home were significantly more likely than older households to state that this was only for 1 day a week (32% vs 20% respectively).

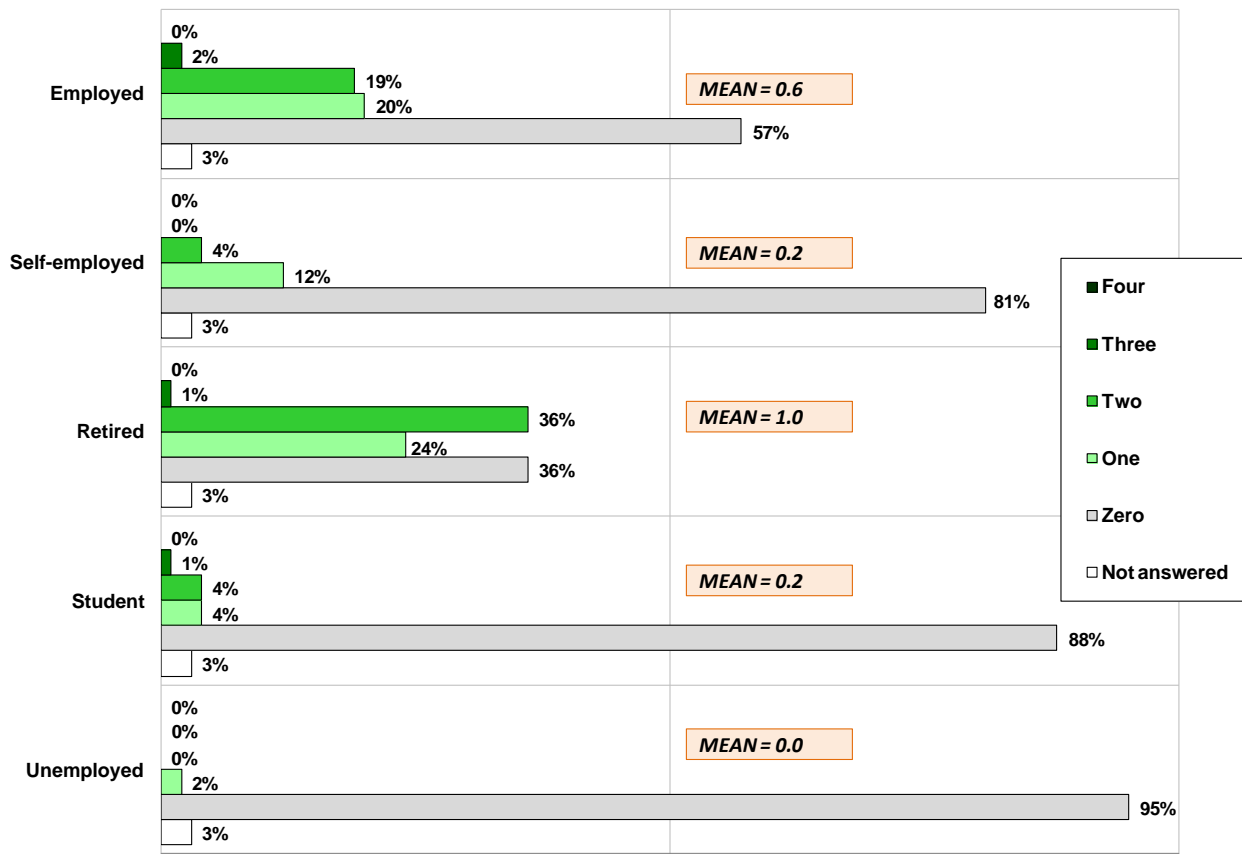
8. Economy

In this section of the questionnaire, all respondents were asked their current working status and location, and preferences for future development of economic activity in the parish.

8.1 Current working status

The postal and online versions of the survey asked about working status in slightly different ways, with the online version offering no distinction between part-time and full-time roles. For the purposes of simplicity and consistency, we have combined mentions of full-time and part-time work to create the analysis below. We have retained 'Not stated' answers as these may well be from people who were not in work.

8.1. How many people in your household are employed, self-employed, unemployed, retired or student(s)? *Combined full-time and part-time employment*



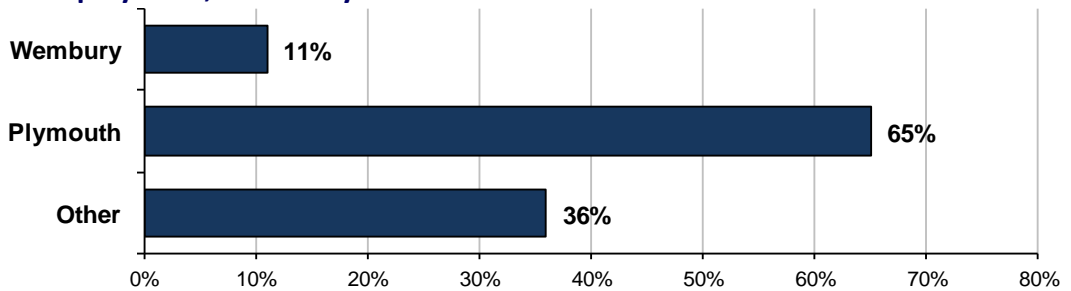
Source: Marketing Means 2020

Base: All respondents (590)

- The proportion of households with at least one person employed was 41%, with almost as many including two employed people as included only one (19% and 20% respectively).
- There were fewer households with Self-employed people, just 16% including at least one self-employed, and mainly one such person only (12%).
- Well over half of the households that participated (61%) included at least one retired person, with 36% including two retired people.
- Fewer than one in ten households (9%) included at least one student.
- Only 2% of households included anyone classed as unemployed.

All respondents who were in employment were asked where their work was based. The chart below gives the results for all who gave a definite answer.

Q8.2 If you are in employment, where is your work based?

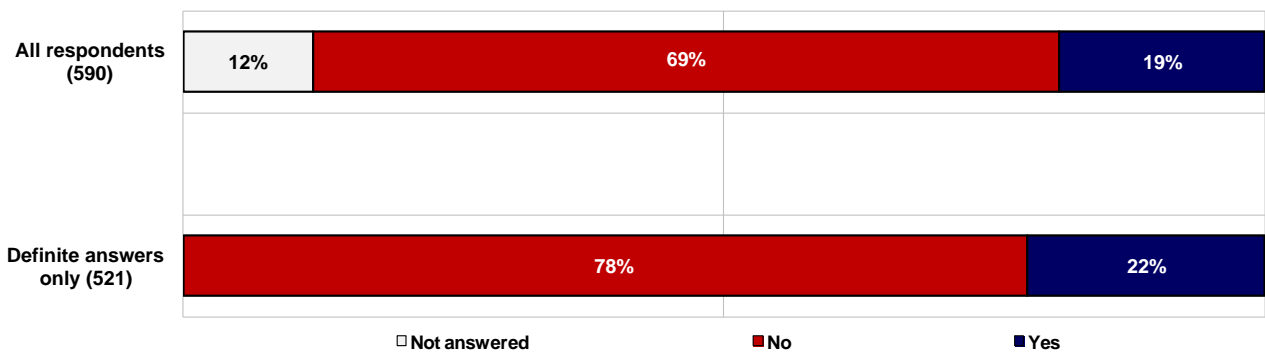


Source: Marketing Means 2020

Base: All who gave a valid answer (255)

- Just under two-thirds (65%) worked in Plymouth, 11% in Wembury and 36% elsewhere.
 - There were no significant differences between Wembury and Down Thomas residents in these results.
 - Respondents in households with no one aged 65+ were significantly more likely to work in Plymouth (67% doing so vs 55% of those in older households).

Q8.3. Does anyone in the household run or is intending to run a business?



Source: Marketing Means 2020

Base: (i) All respondents/ (ii) All who gave a definite answer

- Considering only those who gave a definite answer, just over one in five respondents stated that they or someone else in their household either ran a business or intended to run a business.
 - Respondents in households with no one aged 65+ were significantly more likely to state that they or someone else in the household either ran a business or intended to do so (36% doing so vs 11% of those in older households).

8.2 Future plans and economic development

The survey asked respondents, “If you favour commercial development (business units for example) where, within the Parish, would you consider suitable to build such units?”. This was an open question for respondents to answer in their own words. We have identified and grouped the leading themes in the responses, as listed below.

- It should be noted that 367 respondents (62% of the total) made no comment at all, while 95 respondents (16%) expressed the view that they would not like to see any such development in the Parish.
- As well as mentions of some specific sites, e.g. Knighton Hill, Wembury, and Hollacombe, there was a clear preference from a substantial proportion of those suggesting sites for conversion or extension of existing sites, whether re-using existing agricultural land or ensuring that new development is near existing commercial development.

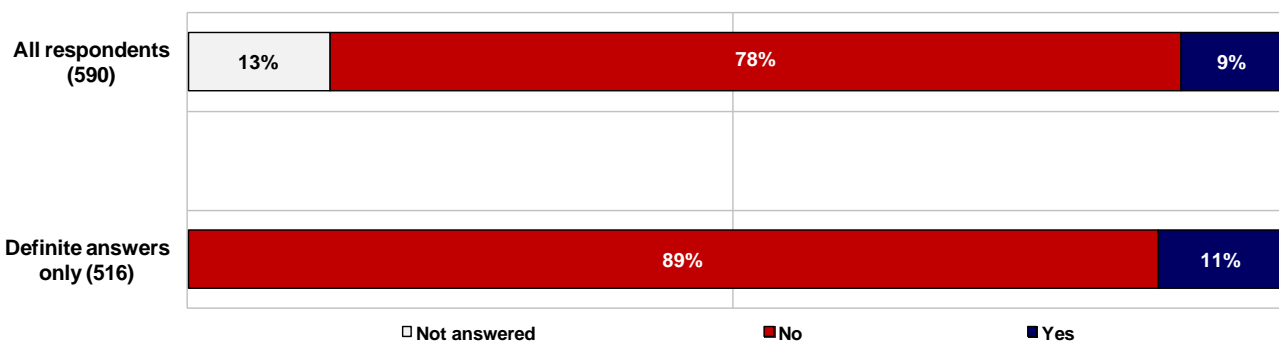
Sites suggested as suitable for commercial development (e.g. business units)	Number of responses
Existing agricultural / farm land (other than mentions of Mushroom Farm)	22
Knighton / Knighton Hill	20
Near existing commercial development	18
Wembury	14
Hollacombe	9
Mushroom Farm (specific mentions)	7
Leyford Lane	7
Nowhere - do not favour such development	95

Those who named a site were also asked, “Why would you consider that site suitable to build such units?”, and given the space to answer in their own words. Their answers are summarised below.

- The comments underlined the desire for new development sites to be focused on sites that are already being used for commercial business purposes, and also to ensure that sites have good transport links and allow good access.

Reasons given considering a place or site to be suitable for building commercial units	Number of responses
Buildings/Commercial development already there	41
Transport links / Good access	24
Away from housing / residential developments	12
Minimal disruption / impact	11
Will improve or should improve run down site / buildings	7
Will have more footfall / customers	7
Little visual impact / Out of sight	6
Has facilities / amenities / services nearby	5
Close to Plymouth	5

Q8.6. Would anyone in your household consider setting up a business in the Parish if suitable premises/facilities were available?



Source: Marketing Means 2020

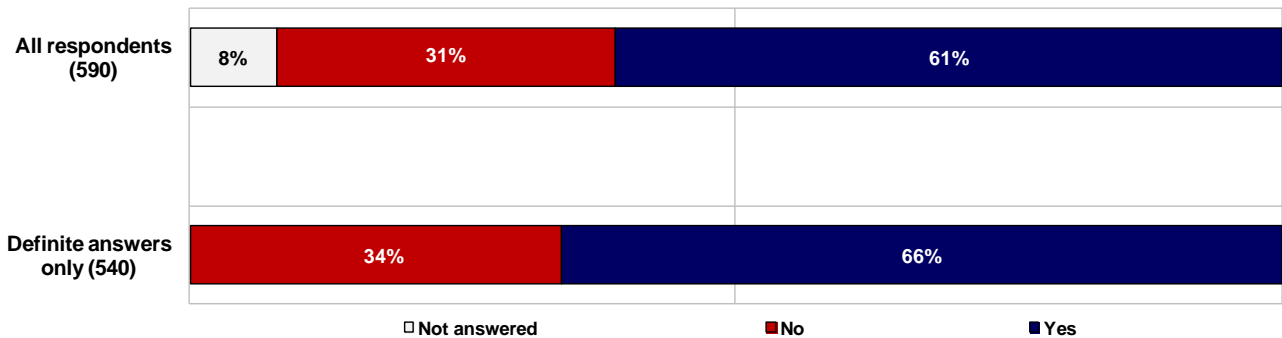
Base: (i) All respondents/ (ii) All who gave a definite answer

- Considering only those who gave a definite answer, just over one in 10 respondents (11%) stated that they or someone else in their household would consider setting up a business in the Parish if suitable premises/facilities were available.
 - Respondents in households with no one aged 65+ were significantly more likely to state that they or someone else in the household would consider setting up a

business in the Parish if suitable premises/facilities were available (20% of this group vs 4% of those in older households).

- Respondents in employment or self-employed were significantly more likely than others to state that they or someone else in the household would consider setting up a business in the Parish if suitable premise/facilities were available (19%, vs only 2% of those not in work).

Q8.7. Should other enterprises be encouraged in the Parish, especially where more employment is involved?



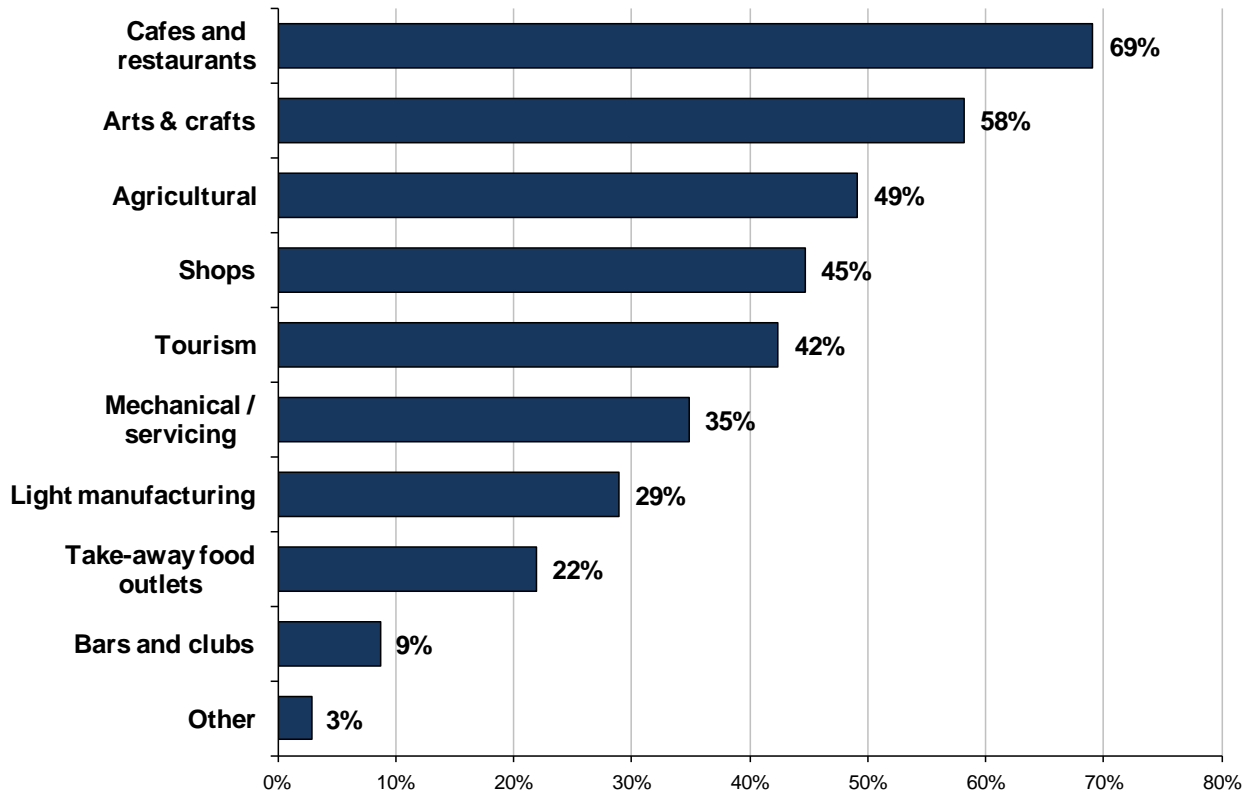
Source: Marketing Means 2020

Base: (i) All respondents/ (ii) All who gave a definite answer

- Two-thirds of those who expressed an opinion (66%) supported the encouragement of other enterprises in the Parish, especially where more employment would be involved.
 - Respondents in households with no one aged 65+ were significantly more likely to agree that more enterprises should be set up in the Parish (75% vs 61% of those in older households).
 - Respondents in employment or self-employed were also significantly more likely to agree that more enterprises should be set up in the Parish (74% vs 61% of those not in work), as were those who ran or were intending to run a business (76% vs 63% of others).

All respondents who agreed that other enterprises in the Parish should be encouraged were also asked which of a list of types of enterprises they would suggest as suitable. The chart below gives the results for all who gave a definite answer.

Q8.8. [If support encouragement of other enterprises in the Parish] What would you suggest are suitable enterprises to be encouraged?



Source: Marketing Means 2020

Base: All who felt that other enterprises be encouraged in the parish and gave a valid answer (356)

- The suggested enterprises in the hospitality sector drew very different levels of support. While Cafes and restaurants were the best supported of any type of enterprise (by 69%), Tourism enterprises would be supported by just under half (45%), Takeaway food outlets by only just over one in five (22%), while Bars and clubs were the least popular option of all, supported by only 9%.
 - Cafes and restaurants were more likely to be supported by households with no one aged 65+ (80% vs 65% of older households), as well by those in employment (76% vs 60% of others).
 - Tourism was significantly more likely to be supported by respondents living in Down Thomas (55% vs 37% of others), and also by those in households where someone was running, or intended to run, a business (57% vs 39% of others).
 - Takeaway food outlets, like cafes and restaurants, were more likely to be supported by households with no one aged 65+ (32% vs 13% of older households), as well by those in employment (29% vs 13% of others), and residents of Wembury (26% vs 14% of Down Thomas residents).

- Well over half of the respondents (58%) felt that Arts and crafts businesses should be encouraged.
- Agricultural enterprises drew support from almost exactly half of those who expressed an opinion (49%).
 - Support for Agricultural enterprises was significantly higher among Down Thomas residents than those in Wembury (58% vs 44% respectively).
- Encouragement of new shops was supported by just under half (45%).
- The heavier industrial enterprises listed, Mechanical/servicing and Light manufacturing, drew more modest levels of support, 35% and 29% respectively.

9. Community Consultation

The Parish of Wembury Neighbourhood Plan Group held two community consultation events in the Parish on 25th May 2019 and 1st June 2019. At each of the events, participants were invited to review a series of five copies of the same Parish map, while focusing on five different key topics, one per map:

- Community Facilities
- Employment
- Environment
- Sports and Recreation
- Future Development

All participants were asked to provide their comments or suggestions in relation to a question posed in relation to each topic, by writing them on post-it notes and sticking them on each map. Although it was originally hoped that participants would place the notes on a part of the map that corresponded to the comment, in practice the sheer number of notes placed made this difficult, as the images of the maps in this section show.

In this section, while we provide a copy of the map and notes from each events under each of the five topic headings, our analysis focuses on the content of the notes rather than their placement.

In total we have captured comments from 674 post-it notes. These had been grouped by the Wembury Neighbourhood Plan team into a number of key themes to help get a measure of the weight of responses behind each theme.

It should be noted that although each map at the two events was intended to focus only on one of the five key topics, some participants placed comments on a map relating to another of the topics. This may have been due simply to their thinking more broadly about a suggestion before moving on to a different map where their comment may have better applied. Some of the themes in the comments can, however, apply to more than one topic and so we have generally grouped the original comments against the map on which they were placed.

9.1 Community Facilities

Participants were asked: *If you think we need additional community facilities, what should they be and where should they be located?*

Comment Themes	Number of notes
Transport options - Cycle paths, Bus service	43
Café, Shops, Amenities, Post Office	31
Toilets, Park Facilities, Sports/Exercise, Beach	26
Doctors, Health care, Dentists	22
Recycling, dog poo bins	10
Housing (with additional improvements/features)	8
Networks, Energy, Broadband	8
Business units, Artisan outlets, Venues	6
Future Developments to avoid	2
Trees, Wildlife areas, Environment.	1

- The most frequently made comments related to additional transport options via bus services and cycle paths.
 - *“Better bus / More regular service”*
 - *“Bus service has made a big difference. Can leave car at home. Sunday service might relieve car park pressure.”*
 - *“Evening bus service - help the young + old, cut down traffic.”*
 - *“Cycle path + Sunday buses.”*
 - *“Cycle path + Bridleway.”*
 - *“Cycle path / pavement from villages to Staddiscombe.”*
- A wide range of comments requested additional retail and hospitality facilities in the Parish.
 - *“Farm shop café. Gallery / gift shop for local craft.”*
 - *“Village centre café.”*
 - *“A café open all year for the community.”*
 - *“Butchers. Better shop. Tea Room.”*
 - *“Retail - farm shop”*
 - *“Ensure we keep a post office.”*
- Outdoor facilities such as a play park, public toilets at the park and beach, and exercise facilities, were a frequent request.
 - *“School / nursery play area. Community centre. Toilets available.”*
 - *“Need loos on beaches and play parks.”*
 - *“Public toilets at the children's play area.”*
 - *“Exercise equipment around edge of playing field.”*

- Health care, whether dentist, doctors, or other care services were also often mentioned.
 - “Ensure we keep doctors, pharmacy, hairdressers, PO, shop, dog groomers etc.”
 - “Keep the great doctors.”
 - “Larger doctors surgery so that people don't have to go to Plymstock.”
 - “Dentist? By surgery?”
 - “Dentist. Chiropody. First responder scheme.”
 - “Care home for elderly”
- Dog poo bins were often mentioned in connection with parks and paths.
 - “Dog poo bins - Wembury Point to Heybrook Bay is now being constantly fouled.”
 - “Deterrent to stop dog poo bags and contents left along pathways.”

Figure 9.1: Word Cloud from Community Facilities sheets



Event 1: 25th May 2019



Event 2: 1st June 2019



9.2 Employment

Participants were asked: ***Do you think employment opportunities need to be created? If so, where and what do you think they should be? Full- or Part-time?***

Comment Themes	Number of notes
Food, Café, Shops, Amenities, Post Office	34
Business units/ Local farm produce/ venues	20
Improved access & parking, traffic calming, better bus service	12
Doctors, Health, Care	7
Networks, Energy, Broadband	7
Employment	8
Toilets, Park Facilities, Sports/Exercise, Beach	4
Future developments to avoid	2
Recycling, poo bins	1

- Most comments made were general mentions of potential workplaces, as well as comments on general Parish facilities. There were no specific mentions of full-time work, and just three specific mentions of part-time work opportunities, for parents or retired people.
- The most likely types of employment opportunities to be requested related to retail and hospitality businesses, especially local cafés and shops.
 - *“Farm shop, cake shops, café”*
 - *“Get a café in the village.”*
 - *“Promote the pub, shop, post office. Café in the community room?”*
 - *“Small enterprises that service the community needs e.g. bakery, decent shop, “decent café”*
 - *“Takeaways, cafés, Restaurants, locally run.”*
 - *“Farm shop employing villagers. Keep village feel though.”*
- The other most likely request was for some type of small-scale or local business units, including space for artisans or artists, and local farm produce.
 - *“Small business offices –professional”*
 - *“Units for small business”*
 - *“Local industry”*
 - *“Develop the mushroom farm for more businesses”*
 - *“Redevelop mushroom farm to up to date small business / rural units”*
 - *“Local food and deli in shop / PO”*
 - *“Local produce available in shops”*
 - *“Studio for artist? On site of old church hall”*
 - *“Artisan spaces. Small crafts & arts.”*

- A significant proportion of the comments related to improvements to infrastructure in the shape of road and public transport access, bus services, parking and traffic calming.
 - *“Transport facilities calmed! Speeding traffic etc.”*
 - *“Better road / transport links would be needed for this / any development.”*
 - *“Better bus services.”*
 - *“More buses.”*
 - *“More parking.”*

Figure 9.2: Word Cloud from Employment sheets



Event 1: 25th May 2019



Event 2: 1st June 2019



9.3 Environment

Participants were asked: ***If you feel there are any environmental issues, matters, or requirements, what they are, and where they are located?***

Comment Themes	Number of notes
Trees, Wildlife areas, maintain AONB status	56
Environmental preservation/ improvement/ cleaning (incl. waterways/sewage)	29
Recycling, poo bins	24
Traffic calming	17
Housing (with additional improvements/features)	13
Road/path improvements	12
Networks, Energy, Broadband	6
Avoid Future Development	5
Toilets, Park Facilities, Sports/Exercise facilities, Beach	2
Food, Café, Shops, Amenities, Post Office	1
Types of future development	1

- The most likely environmental issues and requests to be made related to the natural landscape – trees and hedges in particular. – including how that impacts on wildlife.
 - *“Bio-diversity. Trees / planting. Safer walking environment”*
 - *“More trees!”*
 - *“Community fruit trees. More trees in general.”*
 - *“Look after the Devon hedges. / Maintain / preserve Devon hedges for posterity”*
 - *“Losing Devon banks by inconsiderate builders.”*
 - *“Create more wildlife conservation e.g. bee friendly plants / flowers.”*
 - *“Preservation of wildlife habitat”*
 - *“Protect AONB status”*
- There were also many requests relating to more general aspects of environmental protection and improvement, including numerous water/drainage issues.
 - *“Good facilities at the beach. Maintenance preserve footpath on Cliff Road Brownhill Lane etc.”*
 - *“Health & wellbeing. Open space. Public footpaths. Walking groups.”*
 - *“Maintain facilities/toilets at the beach”*
 - *“Litter mostly collected by residents now - used to be collected once a week by refuge.”*
 - *“Litter problem in lanes in Wembury”*
 - *“Drainage from roads on key flood points.”*

- *“Improve drainage through village.”*
- *“Prevent SWW overspill into the stream.”*
- *“Ensure excellent bathing / sea water quality.””*
- Issues relating to dog poo bins and recycling collection figured regularly among the notes made by participants.
 - *“Better easier waste disposal nearer than Ivybridge”*
 - *“Recycling facility. Bottles paper etc.”*
 - *“Re-use / recycle scheme free-cycle”*
 - *“More dog poo bins so less on roads & paths”*
 - *“Dog poo but local people need to take responsibility”*
 - *“Dog waste on footpaths!”*
- Traffic calming measures drew a significant number of comments.
 - *“Better speed control on road from DT to Heybrook.”*
 - *“Less speeding traffic due to beach & school.”*
 - *“20mph speed restriction throughout the village. Speed calming measures.”*
 - *“Traffic calming - the roads are busier.”*
- Housing in this context drew a number of comments mainly relating to ‘green’ credentials, but also several requests for off-road parking.
 - *“Apply en masse as a community for renewable energy schemes. No solar farms.”*
 - *“New houses to be eco. Using brown water for flushing toilets. Roof tiles to be voltaic to generate power to the house.”*
 - *“Look into development of eco homes to reduce impact of providing homes for young people.”*
 - *“Make sure developments have enough off road parking.”*

9.4 Sport and Recreation Facilities

Participants were asked: *If you think we need additional sport and recreation facilities, what should they be and where should they be located?*

Comment Themes	Number of notes
Cycle paths	19
Footpaths/ Walking routes	8
No more/ Enough already/ Don't support	9
Dog exercise/ poo bins	5
Pavilion/ Changing rooms	5
Tennis courts	5
Watersports/ Sailing facilities	5
Swimming pool/ facilities	4
Access to school swimming pool	3
Boules	3
Bowling green/club	3
Bridle paths	3
Shower/Toilet facilities	3
Sport centre	3
Beach cleaning	2
Gym/ fitness facilities	2
Outdoor exercise/gym equipment	2
Pitch & putt	2
Other suggestions/comments	19

- Improved or additional cycle paths were the most frequent specific suggestion.
 - *“Cycle / footpath out of village would improve sport & transport in one go.”*
 - *“Improve cycle access in and out of Wembury village.”*
 - *“Safer cycle track for commuting in & out of Wembury.”*
 - *“Cycle track + footpath between Wembury + Staddiscombe.”*
- Footpaths were often mentioned in connection with cycle paths, but also drew specific comments from some participants.
 - *“Safe walking route from Wembury to Staddiscombe.”*
 - *“Footpath from Wembury to Co-op at Staddiscombe.”*
 - *“Footpaths keep in good order - trim back.”*
- Although other respondents made a wide range of suggestion, from boules to a sports centre to further mentions of more dog poo bins, nine of the comments from participants expressed the view that no more investment in sports facilities would be needed.
 - *“No more than already planned.”*
 - *“We are already spoilt for this. Walking paths.”*

Event 2: 1st June 2019



9.5 Future Development

Participants were asked: ***If development became necessary for whatever reason over the next 20 years, where do you think should be avoided?***

They gave a range of very specific sites and suggestions, alongside responses that fitted into more general categories, as listed below. Not all were sites to avoid, but rather suggestions for types of housing or other aspects of development that could be implemented.

Comment Themes	Number of notes
Small developments/ Infill only	25
Coast paths/ AONB	22
Avoid Future Development (miscellaneous sites and aspects)	21
Greenfield sites (use brownfield/infill instead)	18
Future Developments to avoid	9
Ford Road	7
Second homes/Holiday homes	7
Allow affordable homes for families/ young people	5
Barton Brake (field nearby)	5
Maintain gaps between villages	5
Heybrook Bay	4
Need to improve infrastructure	4
Poor housing/ Poor design	4
Allow self-build/single plots	4
Build housing for elderly local people	3
Hollacombe	3
Traine Farm	3
Wembury	3
Environmental	2

- Requests for any new schemes to be small developments or limited to infill were the single most likely suggestion.
 - *“Small developments. Infill only. Do not join villages / hamlets.”*
 - *“Small developments only. Maintain green space. Avoid AONB.”*
 - *“Avoid large developments, infill only, keep village feel.”*
 - *“Keep village feel. Small development only.”*
- Many emphasised the need to avoid development in coastal areas or in the AONB.
 - *“AONB - once these fields are built on they are gone forever along with wildlife.”*
 - *“Not on or next to coastal paths. AONB not outside village boundaries.”*
 - *“Coastal Protection Area. Bird nesting sites. AONB.”*

- “Extra protection for areas facing the sea and visible from the sea.”
- A significant proportion of participants expressed a wish to preserve greenfield sites.
 - “Keep the green spaces and farm land.”
 - “Keep fields. Keep farmland. Discourage infill in gardens.”
 - “Brownfield not greenfields.”

Figure 9.4: Word Cloud from Future Development sheets
 (N.B. some listed below, e.g. “small development” actually refer to positive suggestions that participants made, rather than aspects to avoid)



Event 1: 25th May 2019



Event 2: 1st June 2019



Appendix 1: Survey Questionnaire

The Parish Of Wembury Neighbourhood Plan

#POWNPLAN



www.pownplan.org/survey

**Community Survey
2019**

Your opportunity to shape the future of
development and land use in **your**
community

The Parish of Wembury Community Survey

If you live in the parish of Wembury you could win a £50 or £100 voucher by completing this survey. To be included in the free draw you will need to answer all questions and fill in the box with your details at the end. See the rules on the last page.

Please complete and return this survey by May 6th 2019. Return may be via the following options: (Shop, pub, drop-off point etc.) See below:

Please note: The prizes will not come from parish council funds.

If you or someone else in your household wishes to download or complete a copy online, you can do so @:

www.pownplan.org/survey

What to do when you have completed this questionnaire

You will be able to drop off your completed questionnaire sealed in its envelope at a number of locations around the parish. These include:

- The Odd Wheel - Wembury
- The Village Stores (Carol's Shop in Down Thomas)
- Knighton Stores
- ..and others - see the web site.

Other drop-off points are listed in the accompanying explanatory letter, and on the Parish of Wembury Neighbourhood Plan website:

www.pownplan.org

If you cannot get to any of the drop-off points and you have completed the questionnaire you may email:

survey@pownplan.org

Questionnaire

1. About You & Your Family

1.1. Where do you live in the Parish?

Please put a tick in the box next to your area or nearest hamlet	
Wembury, Knighton, Hollacombe, Thorn	<input type="checkbox"/>
Down Thomas, Langdon, Heybrook Bay, Andurn, Bovisand	<input type="checkbox"/>

1.2. What are the ages of the members of your household?

Please put the number of members under each age group below							
Under 5	5 - 10	11-15	16-24	25-44	45-64	65-79	80 & over
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

2. Housing

2.1. What type of property do you live in?

	Tick
Semi-detached House	<input type="checkbox"/>
Detached House	<input type="checkbox"/>
Semi-detached Bungalow	<input type="checkbox"/>
Detached Bungalow	<input type="checkbox"/>
Apartment / Flat	<input type="checkbox"/>
Terraced House (including end of Terrace)	<input type="checkbox"/>
Mobile Home	<input type="checkbox"/>
Other (please state adjacent)	<input type="checkbox"/>

2.2. What form of tenure is your property?

	Tick
I / my family own it (with or without a mortgage)	
Rent from a private landlord	
Rent from a housing association	
Other	

2.3. How many members of your household have left the parish in the last five years and have not yet returned?

No.	Please enter the number of persons next to their reason for leaving
	None have left
	Left for Employment reasons
	Left for Education or Travel
	Left due to a lack of affordable accommodation
	Left due to a lack of suitable accommodation (other than affordability)
	Other reason

2.4. If, given the chance, how many former members of your household do you think would like to return to or live in the parish within the next 5 years?

No of persons:	
----------------	--

3. Community Life

This will help the parish council to be more responsive to you.

3.1. How would you rate the community spirit in Wembury?

Excellent	Good	Neutral	Poor	Bad

3.2. Do you feel you are able to influence decisions concerning Wembury?

Please circle	
Yes	No

3.3. How do you find out what is going on in Wembury Parish?

Please put a tick in the box under all relevant options								
Wembury Review	Notice Boards	Parish Website	Emails	School	Word of Mouth	South Hams Gazette	Facebook/ Twitter	Other

3.4. Do you think that the area has improved or got worse over the last two years?

Please tick one only	
The area has got better	
The area has got worse	
The area has not changed much	
Uncertain	
Don't know	

3.5. If yes, in what way?

3.6. If no, in what way?

4. Local Facilities

4.1. How often do you and, or your family use, visit or need the following facilities in the Parish?

Please indicate the number of times per month next to each item	
Village Hall	
Pubs & Hotels	
Church	
Post Office / Shops	
Playing Field	
Playground	
Skatepark	
Allotments	
Beaches	

Local Services

4.2. What level of importance do you attach to the following services available to Parishioners (Please tick below accordingly)?

These services are very important to me	Agree strongly	Agree	Neutral	Disagree	Disagree Strongly
Pre-School					
Primary School					
Doctor/Health Services					
Recreation Ground					
Mobile Library					
Public Rights of Way (e.g.: footpaths, bridleways, cycle track)					
Public Toilets					

4.3. Which other service if any, would you like to see provided that you would use?

Service:

4.4. Please rate the level of importance you attach to the following services for older people?

These facilities help me in my life	Agree strongly	Agree	Neutral	Disagree	Disagree Strongly
Primary health care and other professional care service provision					
Facilities for pro-active health and well-being					
Mobile advice units for mobility, hearing and vision					
Care facilities e.g. homecare, day & respite care, convalescence					
Ring & Ride and other transport services (including WRVS & Fare Car, PTS & Hospital Car)					
Voluntary Activities...lunch clubs, befriending, shopping etc.					

4.5. I feel that these facilities are important for young people?

Please tick as appropriate	Agree strongly	Agree	Neutral	Disagree	Disagree Strongly
Under 12 youth clubs					
Over 12 youth clubs					
Cubs, brownies, scouts, guides					
Advice services for young people					

5. Our Environment & Natural Setting

5.1. The whole of the parish of Wembury is in the South Devon Area of Outstanding Natural Beauty (AONB) and almost the whole of the Coastline of the parish is covered by two SSSIs. Wembury Bay is also part of a Special Area of Conservation and is a Marine Conservation Area.

5.2. The quality of access & availability of the open spaces & Public Rights of Way (Footpaths and Bridleways) is adequate?

Please tick as appropriate	Agree strongly	Agree	Neutral	Disagree	Disagree Strongly

5.3. If there were allotments made available in other parts of the parish (other than those that exist in Wembury) would you want one?

Please circle	
Yes	No

5.4. What do you consider are the most important aspects of our local environment?

Please rank the following in your order of importance in the local environment, where 1 is the highest and 8 is the lowest?	Order of importance
Protected Landscape (e.g. AONB - Area of Outstanding Natural Beauty)	
Formal green spaces (parks, playing fields etc)	
Wildlife	
Tranquillity	
The Beaches	
The Village Centres	
Historic Buildings	

5.5. Which, if any, of the following would further protect and enhance the environment of the parish?

Please <u>rank</u> the following in your order of importance in the local environment, where <u>1 is the highest</u> and <u>8 is the lowest</u> ?	Order of importance
Recognise the continued importance of agricultural land use	
Enhanced protection of green public spaces and play/recreation areas	
Improve wildlife protection and enhancement of habitats	
Greater protection of existing trees and planting of new trees and woodland	
Protect historic buildings and features (buildings, parks, stone walls, hedgerows and banks etc)	
Reduce litter and dog fouling	
Raise awareness and understanding of the importance of the rural environment	

6. Development

6.1. There will be development in Wembury and it will continue as our population expands or the government decrees. The population of Wembury parish increases by around eight to ten people each year.

6.2. Where, if anywhere do you think future development could take place in the parish?

Tick as many as you feel are relevant	
In small developments around the edge of the village of 5-10 units with affordable houses included	
In larger developments of 10 plus houses	
In affordable only developments	
In small self-build developments on the edge of the village for local people	
Small developments or single houses around the hamlets outside the village centres	

6.3. If the need for new homes is identified which of the following types of development would you prefer?

Number / Rank in order of preference 1-5	
Infill within the existing developments of Down Thomas, Heybrook Bay and Wembury	
Spread out in small developments across the parish in existing hamlets	
The creation of new hamlets within the parish	
Clustered (grouped) together in new larger developments (such as Barton Brake)	
Located at suitable areas adjacent to the urban fringe with Plymouth	

6.4. Can you name one area, place or site in the parish where you feel that development could take place?

Where?

6.5. Why do you feel this place or site is suitable for development

Why?

6.6. Do you think Wembury should be a place where our children can afford to live?

Please circle	
Yes	No

6.7. If not, why not?

6.8. What features would you like to see in any future housing developments?

Please rank in order of importance where 1 is most important and 6 of least importance	
Low energy / eco-friendly design	
Traditional local style - like the older houses in the area	
Contemporary design - like houses built over the last twenty years	
Homes with private gardens	
Homes with car park spaces/garages	
Green space around developments	

7. Transport & Communications

7.1. How many cars/vans are in your household?

Put no. of vehicles against type	
Car	
Van	
Motorcycle/scooter	
Other	

7.2. Of those, how many are regularly parked in the street?

No of vehicles parked in the street:	
--------------------------------------	--

7.3. Where do you usually shop for the following?

Please tick where appropriate	Wembury	Plymstock	Plymouth	Plympton	Staddiscombe	Online/ other
Main groceries						
Top-Up' groceries (e.g.: milk, bread, daily basics)						
Household items/ D.I.Y.						
Petrol/Diesel						
Other shopping						

7.4. If anyone in your household travels for work please indicate mileage?

Plymouth is approximately 6 miles from Down Thomas and Wembury

Lee Mill is a little under 9 miles from Down Thomas and Wembury

Approximate mileage per week	
By own vehicle	
By public transport	
By Bicycle	

7.5. Does anyone in your household travel for pleasure?

Approximate mileage per week	
By own vehicle	
By public transport	
By Bicycle	

7.6. How many people in your household use the bus service to Plymstock and the City Centre regularly?

No of persons that regularly use the bus:	
---	--

7.7. How many people in your household would use the bus service to Plymstock and the City Centre if it were more convenient?

No of persons that would use the bus:	
---------------------------------------	--

7.8. Please indicate which of the following if any, would encourage you to drive less?

Please tick any that apply	
Better Public Transport	
Car Share	
More Cycle Paths	
Community Bus	
More local facilities	
Nothing	

- 7.9. How often do you experience a delay of more than 10 minutes due to traffic problems in Wembury parish (e.g.: cars, agricultural vehicles, lorries) and/or parking problems in the parish?

Frequency of delay	Please tick only one!
Once per day	
Once per week	
Once per month	
Once per year	
Never	

- 7.10. If it were possible for you to do so, would you consider working at home now that fast broadband is available in some parts of Wembury parish?

Please circle	
Yes	No

- 7.11. If you already work from home, how many days per week?

How many days	
---------------	--

8. Economy

- 8.1. How many people in your household are employed, self-employed, unemployed, retired or student(s)?

Please put a number in the relevant column representing how many persons fit into each category.

Category	No. full-time	No. part-time
Employed		
Self-employed		
Retired		
Student		
Unemployed		

8.2. If you are in employment where is your work based?

Please circle where your workplace is	
Wembury	
Plymouth	
Other	

8.3. Does anyone in the household run or is intending to run a business?

Please circle	
Yes	No

8.4. If you favour commercial development (business units for example) where, within the Parish, would you consider suitable to build such units?

Where?

8.5. Why would you consider that site suitable to build such units?

Why?

8.6. Would anyone in your household consider setting up a business in the parish if suitable premises/facilities were available?

Please circle	
Yes	No

8.7. Should other enterprises be encouraged in the parish, especially where more employment is involved?

Please circle	
Yes	No

8.8. If yes, what would you suggest are suitable enterprises to be encouraged?

Which of the following - tick any	
Cafes and restaurants	
Bars and clubs	
Take-away food outlets	
Agricultural	
Arts & crafts	
Tourism	
Shops	
Light manufacturing	
Mechanical / servicing	



9. Contact

You can contact the neighbourhood plan by emailing plan@pownplan.org

- 9.1. If you would like to be kept informed about the neighbourhood plan, and you wish to be entered into the free draw for a £50 or £100 voucher, please supply your name and contact details below (OPTIONAL):

Please note: The prizes will not come from parish council funds.

To be entered into the free draw you need to answer all questions and follow the rules below.

In completing these details, I agree to the rules below and wish to be entered into the free draw

Rules of the draw:

There will only be one prize of each denomination

You must be a resident in the parish of Wembury

Only one entry per person

You must be 18 years or over

The survey form must be fully completed and all answers given

Members of the Steering Group and the Parish Council are excluded

The Neighbourhood Plan Steering Group's decision will be final

The personal data collected on this page will only be used for the neighbourhood plan and will not be shared for use by any other unrelated parties or organisations.

Please be sure to write very clearly	
Name (First, Surname)	
Post Code	
House Number	
Contact Number	
Contact email	

If you would like us to keep you informed by email please put a tick in the box:

Please keep me informed	<input type="checkbox"/>
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Appendix 2: Listings of Responses to Open-ended Questions

Q3.5. If yes - IMPROVED, In what way? (following Q3.4. Do you think that the area has improved or got worse over the past two years?)
<i>A small number of affordable homes</i>
<i>Better children's play area, landscaping (football pitch). Wembury village hall.</i>
<i>Better outdoor spaces</i>
<i>Better park facilities</i>
<i>Better recreation facilities.</i>
<i>Better recreational ground and social media info</i>
<i>Broadband signal, small alterations to road. Bus times.</i>
<i>Bus service much improved since change to Citybus.</i>
<i>Children's playground</i>
<i>Children's playground is very good.</i>
<i>Defibrillators. Better bus service. Recreation ground improvements. Protection of verges.</i>
<i>Doctor surgery is excellent. School is excellent. Playground</i>
<i>Facilities</i>
<i>Finishing of the developments. Improvement of communal spaces</i>
<i>Good to see young families moving in.</i>
<i>Greater diversity of ages and cultures</i>
<i>Houses being developed with good quality design. Park is being developed.</i>
<i>Improved bus service.</i>
<i>improved environment and community spirit</i>
<i>Improvement in area around playing field.</i>
<i>Improvement to playing fields and Brownhills Lane. Closure of Post Office / reworking of shop and other local businesses has worked well and not been detrimental. Annual 10 mile Parish walk is a great success.</i>
<i>Improvements to park - community area</i>
<i>Improvements to the playing fields.</i>
<i>Increased frequency of buses during the day. Improvement on quality of the footpaths.</i>
<i>Influence of young families meaning village life is more sustainable i.e. amenities, pub, school.</i>
<i>More child friendly. More inclusive of individuals not local to the area or who do not have children going to Wembury school.</i>
<i>More facilities for the children in the park</i>
<i>More facilities.</i>
<i>More homes, good community spirit. Good pubs. Good beach and coast paths.</i>
<i>More information available.</i>

<i>More new homes for families to move to.</i>
<i>More people seem to know what is going, take an interest in planning etc and take action over problems.</i>
<i>Mussel Inn much improved.</i>
<i>New homes being built.</i>
<i>New houses in Langdon View bring new people / families to the area.</i>
<i>New housing developments/new play park/community plans in action for Wembury field</i>
<i>New park</i>
<i>New park. Improvements to roads and paths.</i>
<i>New people coming into village which is good. Unfortunately means much more traffic though</i>
<i>New playground equipment in Wembury Park. Path around park excellent for prams and buggies (needs finishing).</i>
<i>Not entirely sure, it just feels to be going in the right direction</i>
<i>Park area improved. Mobile phone mast. Coastal path surface improved.</i>
<i>Park facilities have improved and the car park has been increased in size.</i>
<i>Park has improved.</i>
<i>People are friendly and helpful now I am getting older and cannot do a lot of things.</i>
<i>Play area for the children.</i>
<i>Play area improvements</i>
<i>Play park</i>
<i>Pub is doing well. New people coming into the village. Good children's park.</i>
<i>Quality of house maintenance has improved the feel of the area. New blood coming into the Parish has brought about house extensions, new driveways and exterior upgrades.</i>
<i>Road repair. Less flooding improve homes</i>
<i>The housing developments have provided family accommodation, helping to support the village and its services</i>
<i>The Mussel has reopened - increasing community spirit (and community beer!).</i>
<i>The Mussel Inn has reopened under new management / ownership. The village needs this facility, therefore we must support it.</i>
<i>Upgrade to the play park</i>
<i>Work done on car park and playing field.</i>
<i>Work done on Wembury and down Thomas play parks</i>
<i>Younger families coming in, creating new community events.</i>

Q3.6. If No – DETERIORATED, In what way? (following Q3.4. Do you think that the area has improved or got worse over the past two years?)

1) Far too much litter, especially around bus stop and beach. 2) Church Road very dangerous during holiday periods. There should be a very low speed limit. 3) Paths and pavements, weeds

<i>and shrubs overgrown. The village looks uncared for.</i>
<i>1) Increasing pressure to build housing. This causes friction between those who wish to develop - usually for financial reasons, and those who wish to retain local character. 2) Increasing volumes of traffic. The traffic situation needs to be calmed. Drivers are not showing sufficient care for pedestrians, horses and bikes. Tractors are getting bigger with consequent damage to Devonshire banks and hedgerows. 3) Less facilities - bus service almost non-existent. Very limited PO facilities. Both these services were better when we moved to village 20 years ago.</i>
<i>1) Loss of prime green spaces due to housing developments. 2) Too congested in / out and through village from vehicles. 3) Less safe for walking / cycling due to traffic and increased potential of air quality health concerns. 4) More speeding, drivers and road rage. 5) Wear accelerated on roads (more potholes) and surfaces poor. 6) Village atmosphere. 7) Sewage overflowing into beach stream a lot more (due to poor drainage capacity possibly). 8) Irresponsible parking at bottom of church road and adjacent roads.</i>
<i>1) The traffic has worsened in the village. Some motorists drive fast through the village, despite there being preschool and primary school on the main village road. I do not recommend the use of speed humps though - a nightmare! There needs to be traffic calming measures put in place. 2) Housing (new on Knighton Road - who was consulted about size and design? Why were the houses not constructed in a way to match the original / older houses opposite, that are now dwarfed by the new development. 3) Sewage: spillage last summer (2018). Insufficient warnings put up (dangerous consequences too on health. 4) Why is cattle grazing going on near streams that run directly into sea? Cattle are highly polluting. 5) Bus route / timetable: Elburton and other villages have far better bus facilities - how can people without their own transport, and work in Wembury, be able to be employed in Wembury and the environs? Too ridiculous, restricting and extremely unsociable to be unable to travel the 5-6 miles Wembury to Plymouth in the early morning and after 6pm. What about those working in the care sector (we have disabled, elderly etc people living in and near Wembury). And these people also need caring for on a Sunday (no 48 bus then at all) Life does not finish on a Sunday. There has been a recent study carried out in SW and W UK revealing a very high percentage of men over 50 have a high level of mental health needs / depression because they feel or are isolated. What if you are disabled (physically and not physically - all disabilities, and are younger than 50? 6) The local shop - very poor food selection and limited range too.</i>
<i>Access roads are dangerous with huge increase in traffic. Cars parked on roads often causing obstruction - safety issues. More visitors to area creates chaos at bottom of Church Road. Information regarding parking for visitors to be posted at Staddiscombe or create a park and ride.</i>
<i>Although strong opposition was expressed by neighbours, permission was given for building on a site in Bovisand Lane. Work started but has now ceased leaving the site in a terrible mess and a great eyesore.</i>
<i>Amount of traffic, state of the roads, parked cars causing difficulties, village shop is not as good as it used to be. Amount of dog fouling plus barking constantly.</i>
<i>Amount of traffic. Lack of dropped curbs. Disregard of speed restrictions. Potholes. Dog mess.</i>
<i>AONB is a farce. Building takes place despite objections. At top of Knighton Hill is an AONB notice followed by the ugly development - Langdon View! So much for AONB!</i>
<i>Bad planning of new development.</i>
<i>Badly designed / located development on Knighton (in particular).</i>
<i>becoming over developed with new housing, beach car park is enlarged and no proper provision to stop people parking without regard for restrictions</i>

<i>Building - infrastructure.</i>
<i>Building / development increase / style of buildings. Consideration should be given as an the area is AONB. AONB should never be given planning permission for development.</i>
<i>Building regulations allowing extensions blocking views. Originally every bungalow had a sea view - not now. Kerbs not cleared of weeds. Makes everywhere look scruffy, speeding traffic ongoing problem.</i>
<i>Building work on Knighton Hill - vehicles parking dangerously or on pavement. Pedestrian access to post office - difficult surface and danger from vehicles.</i>
<i>Bus service has been reduced to 1 bus a day at a time that is not convenient for most people.</i>
<i>Busier & more traffic</i>
<i>Busy beach, cars too fast.</i>
<i>Change of bus times, too late in the day into town. It used to be 9.50am and now it is 11.23am.</i>
<i>Continuous rebuilding of present buildings.</i>
<i>Degraded roads - potholes!</i>
<i>Deterioration of the road into Wembury and the local roads - pot holes, water collecting on road into Wembury. Since moving in five years ago it has been a constant building site of highly priced, pre-fab houses.</i>
<i>Ditto</i>
<i>Extra housing involving more cars and vans. Semi-detached house having up to 4 cars or vans parked around them not in front of own property.</i>
<i>Extra housing with no matching increase (or increase of maintenance) of infrastructure and services has led to ingress and egress of the village to be significantly more difficult. 2 key pinch points are the 2 cars parked on the road adjacent to the shop (Knighton Stores) and that cars / vans and lorries who now daily park on the road on Knighton Hill. This effectively means that over 3,000 people are put at risk (access for emergency services) as those roads are single carriageway. As a priority the village needs to double yellow line from outside the Odd Wheel up to the top of the hill on both sides of the road.</i>
<i>Failure to secure adequate bus service for Heybrook Bay and Down Thomas. People are having to leave the village because they can no longer drive and are unable to reach the doctors etc. Other parts of the Parish have ample buses and we have one at a ridiculous time. All we need is two. More buildings, more traffic.</i>
<i>Far too much housing which means more traffic</i>
<i>Far too much new housing in large numbers. This has taken away large green sites and killed wildlife habitats e.g. removal of Devon hedges</i>
<i>Growth of traffic and speed. Lack of traffic calming measures within the villages. Heavy farm traffic.</i>
<i>Heavy traffic, bad parking, speeding through the village.</i>
<i>Housing has ruined the entrance to the village where the green fields once stood in our area of outstanding beauty.</i>
<i>I think people are busy with work etc. No community activities such as sorting out benches, public areas etc. As council don't cut grass as often now people could look after areas but don't and parking on pavements etc so I can't walk.</i>
<i>I waived about what box to tick as I am appalled at the Knighton Hill development. What an introduction to an AONB! Could have been architecturally more sympathetic! It seems to be dense and architecturally out of character for the area, an absolute eyesore in my opinion. Like so many new developments recently, even single new builds. They all look the same, same architect? What is the preoccupation with Juliet balconies? And wood cladding?</i>

<i>Inadequate road maintenance and bus service.</i>
<i>Increase in development.</i>
<i>Increase in housing has led to increase in traffic and roadside parking. Inconsiderate / possibly illegal parking on pavements and too close to blind corners. Excessive number of commercial vehicles parked overnight speeding to excess.</i>
<i>Increase in number of new builds that do not comply with ANOB, English Heritage guidelines. Poor planning decisions and ineffectual local authority - villages have lost their identity.</i>
<i>Increase in the number of cars in Wembury. Increase in speeding in Wembury. Cars and vans parked on pavements with no thought for others.</i>
<i>Increase in traffic along road where I live (main road into village). Dog mess on footpaths and playing field.</i>
<i>Increase in traffic. Poorer bus service.</i>
<i>Increase of on road parking. Church Road, Veasy Park and Mewstone Avenue.</i>
<i>Increased development has caused greater traffic disruption particularly in Traine Road which is causing incidents and dangerous situations.</i>
<i>Increased parking on main road with trailers and campers. Front gardens not maintained with some used as a dump site by owners. Local areas generally rundown by some owners.</i>
<i>Increased population therefore increased vehicles and visitors. Car and large vehicle drivers exceeding speed limits. Parked traffic on Knighton Hill and Church Road causing havoc to through traffic and walkers. Unawareness of country code e.g. Year 7-8 boys riding bikes on field footpath and swing gate section removed for bikes and field used for mountain bike circuit without permission.</i>
<i>Increased traffic</i>
<i>Increased traffic due to developments. Worse aesthetics due to development.</i>
<i>Increased traffic in Wembury Road and increased speeding.</i>
<i>Increased traffic on minor roads leading to village especially in summer.</i>
<i>Increased traffic, parking issues with families having more than one car and a works van. Plus visitors abandoning cars on lanes while they go walking on coastal path.</i>
<i>Infrastructure (roads) need attention. High density building at Knighton has not improved the area.</i>
<i>Infrastructure / road systems being swamped especially in Summer. Feeling of community not quite as strong as before. Too much housing development in and around Parish.</i>
<i>Infrastructure. Road state and congestion.</i>
<i>It is now too expensive for local youngsters to buy a home here. Therefore houses go to retired / older people from outside the area. The knock on effect is an aging population and the Parish is changing from a rural community to a suburban one. It is a shame we need people who understand farming and countryside matters and a balance in the age of the population. We need children to keep the Parish alive with hope!</i>
<i>It's not a village anymore</i>
<i>Lack of highway maintenance. Heavy vehicles for building sites destroying banks and hedgerows.</i>
<i>Lack of maintenance - weeds in roads against pavements, road surface and white lines - litter - dog poo. Car parking on pavements - speeding vehicles.</i>
<i>Lack of public transport.</i>
<i>Lack of road and pavement maintenance.</i>
<i>Lack of road cleaning i.e. gutters full of weeds. General lack of council maintenance. Village looks shabby. Dog fouling.</i>

<i>Land given to housing and the threat of more land to go to housing spoiling the reason people want to live in a village.</i>
<i>Less affordable housing</i>
<i>Less community spirit.</i>
<i>Less services. Road overcrowded. Drainage problems.</i>
<i>Loss of decent bus service, excessive house building.</i>
<i>Lost dedicated post office, roads rutted and potholed, entrance to village spoiled by new housing, junction of Mewstone Ave and Church road a mess with dead trees, Ford Road a mess with hedge removed</i>
<i>Many more cars, much busier road, would love a footpath connecting Heybrook Bay and Down Thomas.</i>
<i>Many new houses, meaning many areas are not mixing in the community. Speed too excessive from vehicles in new house areas.</i>
<i>Many newcomers unfriendly. Drive in the middle of the road.</i>
<i>More development and congestion especially when trying to leave the Parish.</i>
<i>More houses has increased the amount of litter especially the main road in through Hollacombe towards Knighton. It is a combination of idiots coming to the beach and throwing out their Costa coffee cups and McDonalds. Also some idiot throws the sun newspaper out of their car at least every two weeks, suspect a builder.</i>
<i>More housing and more traffic. The beach is more crowded with parking meters in the car park. We also have no apparent rubbish bins on the beach and we still pick up and bring home other peoples rubbish.</i>
<i>More housing built but no more facilities or community investment to match</i>
<i>More housing thus more traffic into restricted roads. Less maintenance of roads and kerbs.</i>
<i>More housing, with irresponsible people moving in: e.g. speeding motorists. More gardens neglected not for reasons of old age. Increased traffic. Increased strain on the already overstretched infrastructure.</i>
<i>More newcomers.</i>
<i>More planning being accepted in AONB.</i>
<i>More traffic</i>
<i>More traffic / noise. More traffic exceeding the speed limits.</i>
<i>More traffic congestion in and around the village. More pressure on local amenities. More dog fouling not being picked up.</i>
<i>More traffic down narrow lanes due to increased population and building works.</i>
<i>More traffic going fast along Down Thomas.</i>
<i>More traffic on narrow roads.</i>
<i>More traffic through narrow roads. More large houses. Development removing heritage characteristics such as banks, walls and trees.</i>
<i>More traffic, faster traffic.</i>
<i>More untidy.</i>
<i>NA</i>
<i>NA</i>
<i>New developments increasing traffic flow in and out of village. Traffic congestion as a result of lack of NT parking to accommodate number of visitors.</i>
<i>New house building is spoiling the character of the village.</i>
<i>New houses built.</i>
<i>New housing developments</i>

<i>No buses (convenient). Bad planning. Increased and speeding traffic.</i>
<i>Noisier and dirtier regarding litter. Roads never swept or washed as they used to be. New people not as respectful as they could be.</i>
<i>Noisier with more traffic on the road, and wildlife suffered by spraying; old people dying and the newcomers not so interested in village life. More buildings, trees cut down. Barn owls, tawny owls and little owls gone. Butterflies far less.</i>
<i>Not so much deteriorated but changed significantly due to expansion.</i>
<i>Over development not suited to infrastructure</i>
<i>Overdevelopment.</i>
<i>Overdevelopment. Loss of an adequate Post Office.</i>
<i>Overgrown trees and hedges and general untidy roads strewn with weeds and dog mess.</i>
<i>Parking is dreadful in certain areas. People are far less considerate, dog mess everywhere. We have a small holding and walkers leave the gates open, let the dogs worry the animals etc. Daughter's horsebox was stuck in the road last year due to the parking of residents and she was verbally abused in front of a child. Too much development leading to a dreadful increase in local traffic and in turn speed in both the village and surrounding areas. No bridleways for horses yet footpaths are created. The village used to be a small friendly place and that is not there anymore. House prices have pushed the real local people out, and those coming in don't seem to appreciate village or country life</i>
<i>Pavement surfaces are poor and possibly dangerous for elderly, verges unkempt and overgrown makes for an unkempt looking village.</i>
<i>Pavements, roads and gutters have gotten worse - man hole cover and drains sinking, no weeding of gutters by local authority - increase in dog fouling.</i>
<i>People are more self centred. The infrastructure of the parish is not being maintained adequately. SHDC services are poor.</i>
<i>People using Traine Road as a rat run, cars and commercial vans and lorries.</i>
<i>Poor development (Barton Brake). Poor decision making by Parish council and not representative of the residents.</i>
<i>Poor road surfacing. Poor pavements. Vegetation in kerb gutters and road drains.</i>
<i>Potholes in road. Traffic. Rubbish on path ways and beach. Fly-tipping</i>
<i>Potholes. Litter. Weeds. Traffic. Disruption due to development.</i>
<i>rapid expansion of poor quality housing. All new housing should encompass zero carbon principles, i.e. solar water heating should be mandatory on all new builds to reduce energy requirements.</i>
<i>Reduced number of shops (at one time there was five) and PO facilities inadequate after recent change. Failure to provide appropriate infrastructure to accommodate increased population / development (e.g. road widening) as well as obvious urgent need for enlarged doctors surgery (e.g. health centre as Yealmpton and South Brent).</i>
<i>Reduction in funding for maintenance of amenities e.g. weeds in pavement, verges not cut often enough, litter and dog mess.</i>
<i>Reduction in shops and bus service (including the gradual decay of the Broadway shops). Increased building and infill.</i>
<i>Road surfaces are appalling and have got worse. Traffic volume down to the beach has increased and causes jams and problems for pedestrians.</i>
<i>Roads and hedges, grass verges etc are now uncut, untidy, and overgrown. Road surfaces and pavement have been allowed to deteriorate and remain unrepaired.</i>
<i>Roads and paths not as well cared for.</i>

<i>Roads are too busy and 'affordable' housing isn't actually affordable</i>
<i>Roads cannot handle traffic volumes as more properties built or cope with visitors to beach with noticeable increase in litter left on roads by public / builders.</i>
<i>Roads far busier and drivers not considerate and not following speed limits, especially turning down Knighton Road as entering village and by shops. Parking on paths (mobility issues).</i>
<i>Roads have huge potholes and the road edges are full of weeds. Also green areas are not maintained meaning the village looks unkempt. Not how we want to be portrayed to visitors.</i>
<i>Roads in desperate poor state of repair. Kerbside parking of vehicles obstructing every thoroughfare (often dangerously). Speeding drivers. Masses of traffic all the time! 'Maniac' mothers at school drop off and collect. Dog fouling (and bags of excrement left in hedges / on walls / on paths). Parish is now overpopulated and overdeveloped. Many new residents are rude, selfish and inconsiderate and oafish. It has become a horrible place. Wembury driving test = drive a huge car, never slow down or give way, drive on the wrong side of the road on blind and narrow bends. It feels like being under siege living in this grotty place. I loved it once, when I came here in 1981.</i>
<i>Roads not being maintained and more traffic due to increase in housing.</i>
<i>Roads unkempt and paths.</i>
<i>Roads width to number cars ratio decline.</i>
<i>Scruffy affordable housing not maintained by owners or housing association.</i>
<i>Speed of traffic. Bins left on the road.</i>
<i>Speeding traffic and poor driving.</i>
<i>State of roads, bottom of church road people parking, new housing estates, more people in the village but tends to be used as a commuter village and not involved</i>
<i>State of the roads! New developments being too tight and having no parking. Speeding cars. People buying small bungalows with large families (as it is all they can afford) so more cars parked on the streets.</i>
<i>The area has deteriorated as the roads and pavements are getting worse i.e. potholes; the verges are no longer looked after (I am referring particularly to the pavement at the bottom of Southland Park Road). On a positive note though I am pleased that the first phase of the updates for the play park have now been carried out.</i>
<i>The houses at the top of Knighton spoil the look as you arrive in Wembury. The traffic has increased massively through the village, affecting Mewstone Avenue and lower Church Road. I think this will only get worse as more and more housing is developed in the surrounding areas i.e. Sherford and Plymstock quarries.</i>
<i>The new houses that have been built, coming down Knighton Hill at the entrance to Wembury village, are not compatible with the houses on the opposite side of the road which are the original houses. The original houses have lost their view of the sunsets and the field, and in my opinion reduced the value of their properties.</i>
<i>The number of houses being built is shocking. Soon we will be a suburb of Plymouth. And a house was given permission to build a two storey extension with windows looking directly into our bathroom and daughter's bedroom and no one would help us fight it.</i>
<i>The Parish Council has no influence on what happens in Wembury and agree with SHDC in just about everything. No one on the Parish Council really cares what happens to Wembury. Parish Council are under the influence of SHDC.</i>
<i>The plot of new houses at the top of Knighton Road has increased traffic and spoilt the appearance of coming into Wembury. Also the road has deteriorated badly.</i>
<i>The roads and pavements are very uncared for, considering how beautiful the village is and its location.</i>

<i>The state of the roads and pavements including the weeds along the kerbs. The indiscriminate and dangerous on road parking. The development on Knighton Hill which has spoiled the entrance to our village. The loss of a shop and dedicated post office.</i>
<i>The traffic has got worse. There are too many large vehicles using village roads. Parking on the road causes difficulties and near accidents. Both school and doctors are overloaded.</i>
<i>The traffic is horrendous, very dangerous. The roads are not suitable.</i>
<i>The village has become too busy and roads are not properly maintained</i>
<i>The volume and speed of traffic, parked vehicles on all roads. Area looking scruffy. Hedges being decimated by large vehicles.</i>
<i>There has been a large increase in the volume of traffic, frequently travelling above the stated speed limit. No care has been taken with new developments built in AONB to incorporate attractive design features and finishes suitable for a coastal area.</i>
<i>Though I understand the pressing need for affordable housing in the Parish, I and many people I speak to are appalled at the developments on Knighton Hill and at Barton Brake. When an eyesore! Not only poor design visually which devalues the beautiful countryside, but lacks vision and basic environmental mitigation. People will engage with the neighbourhood plan if respect to the countryside is made paramount, after all isn't that why we live and thousands come to enjoy the area?</i>
<i>Too busy, too many people in relation to the size of the place.</i>
<i>Too many cars and vans etc all going too fast in a 30mph zone anywhere between 40-70mph. Also too many new houses.</i>
<i>Too many cars and vans. Bad parking.</i>
<i>Too many cars parked on road (one neighbour has 7). Too much building works. Too many potholes. Too many weeds on pavements.</i>
<i>Too many cars parked on the roads. Too many new buildings. Like a more rural environment.</i>
<i>Too many households.</i>
<i>Too many houses and too much traffic.</i>
<i>Too many houses built. More than. The roads and amenities can cope with.</i>
<i>Too many houses have been built - leading to too many cars, people in the village. It is like living in Lego Land! We have become a suburb not a village.</i>
<i>Too many houses have been built which has taken away from the village community making it more of a non rural area.</i>
<i>Too many housing estates have been built leading to more traffic and congestion with loss of green space.</i>
<i>Too many new builds</i>
<i>Too many new builds appearing..</i>
<i>Too many new developments, too much traffic.</i>
<i>Too many new homes built on fields leading to an increase in traffic on roads not built to take them.</i>
<i>Too many new homes. buildings and pot holes.</i>
<i>Too many new homes. Homes being built do not mellow with present dwellings. Too many cars parking on roads.</i>
<i>Too many new houses and holiday homes</i>
<i>Too many new houses are built or being built on greenfields.</i>
<i>Too many new houses. Increased traffic</i>
<i>Too many new parking signs and meters on Bovisand Park where there used to be one.</i>
<i>Too many newcomers who do not fit or join in. Growing too big.</i>

<i>Too many newly built homes. Increased traffic.</i>
<i>Too many people and new houses have taken away from the rural aspect.</i>
<i>Too many signs. We are country village not a city. At pick up and delivery time for schools. Cars park on pavements block driveways and cause havoc when the car park at the playing field is only half full sometimes empty. Litter dropped in Barton Close during this time is increased example yesterday a used baby nappy was chucked on the pavement. All verges and grassy areas are overgrown.</i>
<i>Too much building especially Knighton Hill</i>
<i>Too much building in Wembury.</i>
<i>Too much building without any improvements to roads and other facilities.</i>
<i>Too much building. Too few planning restrictions - on ways a few incomers can spoil peace or build in front of sea view</i>
<i>Too much development</i>
<i>Too much development</i>
<i>Too much development</i>
<i>Too much development without consideration for roads, drainage, schools, doctors etc.</i>
<i>Too much development, roads in poor order, hedges on road and pathways uncut causing damage. Too many tourists.</i>
<i>Too much development, very little community spirit.</i>
<i>Too much development. Beach is overcrowded.</i>
<i>Too much development. No attention to infrastructure. Too many cars parked on roads.</i>
<i>Too much development. Roads and pavements bordering on dangerous. Removal of trees, stone walls, and banks. Traffic speed around the village. Stupid parking.</i>
<i>Too much development. Too many cars. Too much pressure on the coast and beach.</i>
<i>Too much house building without the infrastructure and too much traffic.</i>
<i>Too much infill housing. Access road to village cannot cope with traffic.</i>
<i>Too much new housing and generally less involvement in community activities.</i>
<i>Too much pressure for large developments, ruining the character of Wembury.</i>
<i>Too much traffic - speeding.</i>
<i>Too much traffic mostly driving too fast for village life.</i>
<i>Too much traffic on inadequate roads.</i>
<i>Too much traffic on the Wembury Road. Too many cars parked on the residential roads within the village. Too many new homes.</i>
<i>Too much traffic. Beach / traffic congestion. Litter and dog poo.</i>
<i>Totally inappropriate buildings.</i>
<i>Traffic</i>
<i>Traffic</i>
<i>Traffic and parking. People parking on pavements and too close to junctions. Pavements deteriorated.</i>
<i>Traffic congestion and building works and poor road surfaces. Pavement condition poor.</i>
<i>Traffic density too high. Coastal footpaths not maintained.</i>
<i>Traffic going down Knighton Road 20mph! What a joke it is not safe they are doing 40mph. Flooding at the bottom car wash the water over you like a tidal wave. It is now dangerous to walk to the shops.</i>
<i>Traffic in and out, speed of vans and lorries. Grass verges uncut. State of roads. Development and associated loss of greenfield areas e.g. Knighton Road. Loss of decent shop and post office. Speed of traffic and amount of vehicles.</i>

<i>Traffic problems associated with housing development</i>
<i>Traffic speed</i>
<i>Traffic speeding. Dog fouling on all grass verges and driveways.</i>
<i>Trying to jam in as many houses as possible. Roads leading to Wembury unable to cope.</i>
<i>Two large building developments (not fully occupied). Development of plots on rural sites destroying environment. Too many extensions allowed. Lack of road and pavement upkeep. Dog bins uncollected on regular basis.</i>
<i>Two new housing estates. We moved from Ivybridge as it turned from a village into a town.</i>
<i>Ugly developments. Unnecessary road signs. Third world road surfaces. Any inappropriate proposed traffic calming. Lack of South Hams services considering taxes.</i>
<i>Unaffordable housing being built (despite claims its affordable, it's not!) lots of attempts to reduce the local fields to build houses, Wembury does not need to lose more green spaces!</i>
<i>Unattractive new builds.</i>
<i>Unsuitable housing developments. Lack of infrastructure. Speeding cars on Wembury Road. Village upkeep e.g. verges etc.</i>
<i>Untidy / Roads in need of repair.</i>
<i>Upkeep of the roads is poor. Loss of village store.</i>
<i>Verges not being looked after. Longer waiting times for appointments at GPs. Parking prices at Wembury beach extortionate.</i>
<i>Village not very well maintained (pot holes and weeds) ugly new builds.</i>
<i>Volume of traffic to include speed through village and parking issues.</i>
<i>We live on Wembury Road, Hollacombe. Speeding traffic is a problem. Needs to be better access to the bus stop adjacent to Traine Road.</i>
<i>Worse because there is more traffic in the village as a result of more housing and the extension o the beach car park. Whilst the National Trust do good work the chopping down of natural bushes (e.g. blackberries) and straightening the paths has spoilt the natural beauty.</i>
<i>Worsened due to increased traffic in line with overall UK growth.</i>
<i>Yes, the area has got worse because the amount of dog mess and horse mess has increased.</i>

Q4.3. Which other service if any, would you like to see provided that you would use?
<i>A better bus service in Heybrook Bay</i>
<i>A better bus service.</i>
<i>A better bus service.</i>
<i>A cafe or focal meeting point for parents /younger people, that is not the pub. I would also support a better shop</i>
<i>A cafe with consistent opening hours that's open 6 days a week through the year where locals can meet and get together. A well-stocked quality shop with fresh groceries and consistent post office facilities. Regular produce/craft market</i>
<i>A connecting cycle or footpath from Wembury to Hollacombe.</i>
<i>A Friday or Saturday evening late night bus, I. E. 11pm, this would enable us to go out and use the bus to come home</i>
<i>A gym</i>
<i>A more frequent, conveniently timed bus service to Heybrook Bay - at least to Plymstock.</i>
<i>A multi use sports pavilion, a local shop with far better stock</i>
<i>A parish council that cared about Wembury.</i>

<i>A public toilet would be fantastic. When I'm at the park which we regularly use with our 2 and 3 year old, we often have to go home for the toilet before we are finished playing.</i>
<i>A safe cycle route to Plymstock</i>
<i>A shop with more fresh produce</i>
<i>A skip to dump large items in.</i>
<i>A Sunday bus service.</i>
<i>Access to cash points and better parking by beach</i>
<i>Access to Plymouth recycling and Ivybridge.</i>
<i>Active area for adults at the recreation ground</i>
<i>Ambulance station / Paramedic easy availability / cycle lane to Plymouth / Bus service from Plymouth until 11pm.</i>
<i>An improved and more affordable bus service that uses Church Road</i>
<i>An improved bus service.</i>
<i>Baby / toddler group, public transport.</i>
<i>Baby clinics etc and more help for DR's as increase in community.</i>
<i>Bank</i>
<i>Bank</i>
<i>Banking</i>
<i>Banking</i>
<i>Beach waste facilities</i>
<i>Better (more frequent) bus service.</i>
<i>Better access to parking.</i>
<i>Better and faster ambulance or first response support. Better access to appointments in the surgery (possibly more staff of all grades. I understand that it is a business, and that they are stretched. They do a great job but they need to be better funded so that they can add more resources and provide better preventative work</i>
<i>Better beach access. Maybe a communal slip way. Entertainment aimed at a younger audience (25-40). Open air cinema on the green comedy night in the pub.</i>
<i>Better bus service</i>
<i>Better bus service</i>
<i>Better bus service</i>
<i>Better bus service</i>
<i>Better bus service</i>
<i>Better bus service</i>
<i>Better bus service from / to Heybrook Bay.</i>
<i>Better bus service to Heybrook Bay</i>
<i>Better bus service.</i>
<i>Better bus service.</i>
<i>Better cafe services at the beach.</i>
<i>Better shops selling local produce.</i>
<i>Better waste disposal - why can't we have an agreement to use Chelston Meadow rather than a petrol guzzling trip to Ivybridge?</i>
<i>Blood donating (?)</i>
<i>Bridge paths.</i>
<i>Bridle paths and access for horses off the road</i>
<i>Bridleways are certainly required. For us that is one of the biggest issues due to the amount of</i>

<i>traffic on the roads</i>
<i>Bus</i>
<i>Bus</i>
<i>Bus</i>
<i>Bus</i>
<i>Bus</i>
<i>Bus on Sunday</i>
<i>Bus service</i>
<i>Bus service</i>
<i>Bus service</i>
<i>Bus service - better than current.</i>
<i>Bus service all year round (Bovisand)</i>
<i>Bus service for people who can't drive to get to Morrison's</i>
<i>Bus service from Heybrook Bay. A revised timetable where commuters to Plymouth would have a bus in at 8am and another home at 6pm from Plymouth. Cars would no doubt be left at home. This would help traffic congestion as well as the environment.</i>
<i>Bus service in Heybrook Bay</i>
<i>Bus service return to Heybrook Bay</i>
<i>Bus service to Heybrook Bay</i>
<i>Bus service, only one a day.</i>
<i>Buses</i>
<i>Cable / fibre broadband</i>
<i>Cafe</i>
<i>Cafe</i>
<i>Cafe</i>
<i>Cafe (not beach).</i>
<i>Cafe / bread shop</i>
<i>Cafe in village. Farm shop / deli. Film nights in village hall.</i>
<i>Cafe in Wembury</i>
<i>Café where the play park is situated</i>
<i>Cafe within the village</i>
<i>Cafe. Sunday bus service. Cycle track between Wembury and Staddiscombe</i>
<i>Can't think of anything.</i>
<i>Cash point / ATM.</i>
<i>Chiropodist</i>
<i>Closer recycling unit than Ivybridge.</i>
<i>Coffee shop</i>
<i>Coffee shop at playing fields.</i>
<i>Coffee shop, Bakery, Swimming Pool</i>
<i>Community facility / centre / cafe.</i>
<i>Community pavilion, public toilets in/near to the park</i>
<i>Complete level path to beach.</i>
<i>Controlled speeding cameras - speed bumps.</i>
<i>Cycle path / safe route from Wembury to Elburton. Good for adults commuting to work and children travelling to and from school.</i>
<i>Cycle path out of Wembury.</i>

<i>Cycle paths in & out of the village(s)</i>
<i>Decent bus service for Heybrook Bay.</i>
<i>Decent village shop</i>
<i>Decent, well stocked, friendly shop / Post Office properly staffed.</i>
<i>Dental service</i>
<i>Dentist</i>
<i>Dentist</i>
<i>Dentist</i>
<i>Dentist</i>
<i>Dentist. Bar on the beach.</i>
<i>Dentist. Vet.</i>
<i>Digital inclusion / training for non-computer literate residents to protect them from fraud.</i>
<i>Increase the size of the car park at Wembury playing field so as to relieve congestion in Barton Close for the school / village hall so residents can have good access / egress.</i>
<i>Dog groomers and a cafe or chip shop.</i>
<i>Dog warden</i>
<i>Dog waste bins on Wembury beach resited and bins provided for general use.</i>
<i>Don't know</i>
<i>Down Thomas increased bus service</i>
<i>Earlier bus service in Down Thomas</i>
<i>Eddystone Road and others cleaned more often.</i>
<i>Evening / daytime adult education courses / classes (e.g. watercolour painting, Italian language, photography, IT use).</i>
<i>Evening and Sunday bus service.</i>
<i>Farm shop selling high quality local produce.</i>
<i>Farm shop, cafe, bakery, nice pub, artisan shop - local produce, post office.</i>
<i>Faster bus connection to Royal Parade, better fibre broadband. Wider recycling capability.</i>
<i>Fibre broadband</i>
<i>Financial - Bank, Solicitor, Financial Advisor.</i>
<i>First responder scheme would be very beneficial</i>
<i>Fish / chip van or takeaway</i>
<i>Fish and chip shop / another pub / green grocer / butcher / baker / dentist.</i>
<i>Fish and chip van (weekly)</i>
<i>Fish and chip van.</i>
<i>Fitness equipment in recreation ground, walking path.</i>
<i>Football club and cricket club (teams for all ages)</i>
<i>Football pitch</i>
<i>Footpaths made into bridle paths as insufficient safe off road riding especially with the huge increase in traffic within the village</i>
<i>Free bus to Morrison's. More buses. Hospital care.</i>
<i>Free collection for household goods to avoid fly tipping.</i>
<i>Free public toilet in Down Thomas as lots of walkers and holiday makers use this area. There is no bottle bank etc in Down Thomas. It would be easy to put these by the village car park.</i>
<i>Frequent small coach service to Plymouth or Derriford.</i>
<i>Fuller bus services - road cleaning.</i>
<i>Greater book choice and more frequent library visits. Table tennis for over 60s.</i>

<i>Happy with what there is</i>
<i>Heybrook Bay to Down Thomas footpath.</i>
<i>Home grown veg</i>
<i>I guess some of those listed below in 4.4 + 4.5. 4.4. and 4.5 - are you trying to establish the support if these were provided? Some we have in the village and some we don't, so it is difficult to be sure what information you are seeking.</i>
<i>Improved bus service</i>
<i>Improved bus service.</i>
<i>Improved police visibility and action. Improved road gutter sweeping and cleaning. Improved maintenance and repair of roadside footpaths and also footpath from back of school (Wembury) to the post office which is dangerous when wet and poorly lit.</i>
<i>Improved public transport</i>
<i>Improved recycling facilities.</i>
<i>Increase in bus service frequency.</i>
<i>Increased bus service.</i>
<i>Indoor swimming pool</i>
<i>IT help provided by a voluntary organisation. Organisational help for people with visual difficulties.</i>
<i>Larger beach car park.</i>
<i>Late evening buses in and out of Plymouth</i>
<i>Late Friday/Sat shop opening</i>
<i>Later buses from Plymouth</i>
<i>Library</i>
<i>Links to GP surgeries outside Wembury for older people not registered in Wembury.</i>
<i>Litter bins on beach</i>
<i>Local fruit / veg rounds / shop</i>
<i>Local nicer produce in shop</i>
<i>Local policeman.</i>
<i>Maintenance of Down Thomas post office</i>
<i>Maternity service at local doctors</i>
<i>Mobile banking</i>
<i>Mobile banking</i>
<i>Mobile banking</i>
<i>Mobile banking services Fish and chip van (or similar)</i>
<i>Mobile banking. Mobile food. Dog classes. Evening exercise classes.</i>
<i>Mobile blood donation</i>
<i>Mobile fish and chip shop. More bridleways for safer off road riding</i>
<i>Mobile fruit / veg van. Takeaway van</i>
<i>Mobile phone mast - safety purposes</i>
<i>More beaches at park / recreational ground.</i>
<i>More benches and more dog poo bins. Another shop/ shop expanded</i>
<i>More benches on coastal walks.</i>
<i>More bins by the beach</i>
<i>More bridleway.</i>
<i>More buses</i>
<i>More buses</i>

<i>More buses</i>
<i>More buses</i>
<i>More buses</i>
<i>More buses to town and back.</i>
<i>More car parking facilities for the beach to stop road parking.</i>
<i>more children family friendly facilities, bike paths</i>
<i>More dog bins (for poo)</i>
<i>More dog poo bins (especially Knighton Road).</i>
<i>More dog poo bins.</i>
<i>More dog waste bins; glass recycling</i>
<i>More evening activities in village hall.</i>
<i>More frequent (small minibus) service.</i>
<i>More frequent bus service at more practical times.</i>
<i>More frequent bus service.</i>
<i>More frequent buses - coffee shop.</i>
<i>More hospitality</i>
<i>More litter bins</i>
<i>More recycling facilities</i>
<i>More regular bus service.</i>
<i>More regular bus service.</i>
<i>More regular bus services with smaller buses.</i>
<i>More regular Post Office hours in Down Thomas</i>
<i>More restaurants.</i>
<i>More shops - farm shop?</i>
<i>More shops including coffee shop, static library and cash point for all users. Faster and reliable internet connection.</i>
<i>More social groups for children 6-12 years to mix.</i>
<i>More sports</i>
<i>More sports facilities on the playing field, i.e. goal posts, rugby posts, running track, marked out various pitches. More pavements, pedestrian crossings for school and beach routes.</i>
<i>More sports teams for kids e.g. football, rugby, cricket. Surf / life guard or water safety lessons for kids down the beach. More cycling facilities for kids and adults, area for kids to learn, bmx track (not one in Plymouth) opening of bridleways or mountain biking tracks to explore local area i.e. woods and forests. More shops for people who can't drive.</i>
<i>Mother and baby groups.</i>
<i>Much better and more frequent bus service</i>
<i>Multi use pavilion that is well designed and attractive at the park.</i>
<i>NB 4.1 We visit more of these facilities but due to our ages it is less often than monthly. These facilities are much needed and used by the younger generations.</i>
<i>No. 49 bus - e.g. early morning bus and return 5:50pm. Please reinstate on timetable.</i>
<i>Nursing home / residential home Dentist More shops, used to have 5 now only 1 Footpath linking Wembury/Knighton to Hollacombe like the footpath connecting Brixton to Yealmpton</i>
<i>Pavements in Knighton Road. Speed cameras.</i>
<i>Pavilion</i>
<i>Pavilion with changing facilities and cafe at the sports field.</i>
<i>Pavilion/community centre Another restaurant / cafe / pub Cash machine A decent shop</i>

<i>(farm shop/deli/cafe) Village square/centre</i>
<i>Pavilion at park.</i>
<i>Pharmacy</i>
<i>Please keep post office and banking at the local shop. Also other businesses - Blush Beauty / The Dog Grooming Shop.</i>
<i>Police! For speeding offences in village.</i>
<i>Pop up library. Pub / shop / village hall / telephone box.</i>
<i>Post box top of village</i>
<i>Post Office in Down Thomas to open more often.</i>
<i>Post office with disabled parking.</i>
<i>Post office. Mobile bank</i>
<i>Public toilet</i>
<i>Public toilet at the recreation ground.</i>
<i>Public toilets</i>
<i>Public transport</i>
<i>Public transport - early morning, early and late evening and Sundays, none of which are catered for at present and it is a real disadvantage if you have a person with particular needs in your family.1</i>
<i>Public transport and rights of way.</i>
<i>Public transport at sensible times. NB Q4.4 Now I am really confused are these things in existence? These are vital to some older people but none help me. So which answer do you want? I do wish your questions were more exact. Do I value what exists or would I like them to be available?</i>
<i>Recycle bin other than bottles and a lot more rubbish / poo bins.</i>
<i>Recycling area</i>
<i>Recycling centre</i>
<i>Regular (small bus) service from Wembury to Plymstock Broadway.</i>
<i>Regular bus service</i>
<i>Regular bus service / shuttle. Park and ride.</i>
<i>Regular bus service to Heybrook Bay.</i>
<i>Regular bus service.</i>
<i>Regular coach trips to places of interest i.e. NT houses events, London etc. Similar to N/A and Bovey Tracey House.</i>
<i>Regular farmers market</i>
<i>reinstatement of council skips twice a year - stops fly tipping and is a source of re-use and recycling wider recycling collection by South Hams</i>
<i>Residential / nursing home. I don't need these yet but I am sure they would be a good amenity in the area.</i>
<i>Residential Care Home for elderly</i>
<i>Residents parking permit for beach.</i>
<i>Restaurant or tea room in main village gym / fitness centre.</i>
<i>Resurface roads</i>
<i>Return of a shower at the beach. Cycle path from Wembury to Plymstock</i>
<i>Shops</i>
<i>Shower at the beach. Safe cycle route.</i>
<i>Speed cameras</i>

<i>Sport pavilion</i>
<i>Sports pavilion inc cafe</i>
<i>Sports Pavilion.</i>
<i>Street and weed clearing from streets (see the man at 36 Mewstone Ave)</i>
<i>Sunday bus service</i>
<i>Sunday public transport / also more evenings</i>
<i>Take away</i>
<i>Takeaway ??</i>
<i>Team room, nursery</i>
<i>Tennis court flood lights.</i>
<i>Toilets by children's play area / recreational ground.</i>
<i>Tool share. Odd job centre where can get (paid) help with small tasks around the house or garden. Social club</i>
<i>Transport / Bus service needs to improve.</i>
<i>Unfortunately not available in Heybrook bay (mobile library).</i>
<i>Veterinarian</i>
<i>Vets</i>
<i>Village car park</i>
<i>Village shop with quality produce to compete with Coop Staddiscombe, I would pay higher prices for an independent in the village if the quality was there. Community BBQ at the beach, these seem to be few and far between in the UK but work very well in Oz A postal drop off location (e.g.: for DPD, Hermes, Amazon, DHL) so internet purchases can be delivered during business hours to a secure location and picked up later. Elburton post office is normally the nearest so people still need to drive to pick up. Bike path to connect to Plymouth to keep cyclists off the road as much as possible, the road is too tight with blind corners. I would ride more frequently if I could ride a road bike safely from the village.</i>
<i>Waste disposal at beach and more dog bins (for visitors use).</i>
<i>Water taxi to the Barbican (like Cawsand Ferry services)</i>
<i>Watersport facilities for kids.</i>
<i>Wembury really could benefit from a coffee shop, cafe around the playground/ playing fields area. We would also love to see a local farm shop.</i>
<i>Why has the outdoor shower gone? Used it a lot.</i>
<i>Would like dogs to be able to access the beach in the summer time (but not between the hours of 9:30 and 5pm)</i>

Q6.4 Can you name one area, place or site in the parish where you feel that development could take place?

<i>Agricultural land - if we have to have houses maybe behind Barry's farm or field to west of Traine Road. Keeping good array of greenery along public footpath.</i>
<i>Any field that can be built on</i>
<i>Anywhere that is close to existing boundary. Ford Road behind Veasy Park, Hawthorn Road, Church Road(?) Cliff Road.</i>
<i>Area behind Cliff Road and Ford Road</i>
<i>Around existing village area, self build.</i>
<i>Around Spriddlestone or Staddiscombe.</i>

<i>As close to Staddiscombe as possible.</i>
<i>At the new development in Wembury</i>
<i>Away from the village</i>
<i>Back of Veasy Park</i>
<i>Barry Stevens Farm. The old mushroom farm units.</i>
<i>Barry's Farm (?)</i>
<i>Barton farm</i>
<i>Behind the new houses on Knighton Road</i>
<i>Behind the Odd Wheel</i>
<i>Below Odd Wheel Pub</i>
<i>Between Down Thomas and Andurn</i>
<i>Between Hollacombe and top of Knighton Hill</i>
<i>Between Hollacombe and Wembury</i>
<i>Between Manor Bourne and Andurn - infill</i>
<i>Between Staddiscombe and old Staddiscombe.</i>
<i>Between Wembury and Hollacombe</i>
<i>Between Wembury and Hollacombe</i>
<i>Bottom end of cliff road in line with hawthorn park road/cliff road current housing</i>
<i>Bovisand</i>
<i>Can't think of a suitable place</i>
<i>Cliff Road</i>
<i>Cliff Road to Hawthorn Park Road. Cliff Road West to Church Road. Knighton Road / Traine Road to Traine Farm.</i>
<i>Corner of Mewstone Avenue at cross roads.</i>
<i>Cory Court</i>
<i>Could answer only if size of development was specified.</i>
<i>Difficult</i>
<i>Down Thomas</i>
<i>Down Thomas</i>
<i>Down Thomas</i>
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<i>Down Thomas</i>
<i>Down Thomas</i>
<i>Down Thomas</i>
<i>Down Thomas (small developments on the edge of village).</i>
<i>Down Thomas / Heybrook Bay</i>
<i>Down Thomas and Heybrook Bay</i>
<i>Down Thomas Heybrook Bay</i>
<i>Down Thomas on the road between the post office and the coast path.</i>
<i>Down Thomas opposite the village hall.</i>
<i>Down Thomas, Paige's Corner</i>
<i>Down Thomas, between sped limit sign and Coles Cottages</i>

<i>East side of Down Thomas</i>
<i>East Wembury</i>
<i>Edge of Staddiscombe</i>
<i>Either side of Wembury Road before the right hand turn into Knighton road</i>
<i>End of village in Down Thomas, to finish the village symmetrically.</i>
<i>end of Warren Close</i>
<i>Existing roads need to be made wider.</i>
<i>Farm land behind Veasypark</i>
<i>Farmland behind Hawthorn Drive, alongside Traine Road or Wembury Road, alongside Spring Road, around Down Thomas village- lots of possible areas.</i>
<i>Field behind St Werburgh and Warren Close</i>
<i>Field between new houses on Knighton Hill and allotments.</i>
<i>Field coming into Bovisand / Down Thomas</i>
<i>Field on left between Down Thomas and Jubilee Hall and 1st house into Heybrook Bay where new phone mast installed.</i>
<i>Field to the south of Langdon View development, between Langdon View and the allotments</i>
<i>Fields adjacent to Hollacombe</i>
<i>Fields around Mewstone Meets Farm.</i>
<i>Fields at top of Wembury</i>
<i>Footpath Network - either surface or boardwalk known muddy areas.</i>
<i>Ford providing it was in keeping with the area.</i>
<i>Ford Road area</i>
<i>Gabber lane.</i>
<i>Grazing land / farms</i>
<i>Heybrook area</i>
<i>Heybrook Bay (as you enter the area on the right hand).</i>
<i>Heybrook Bay nowhere. Down Thomas opposite Coles Cottages - small development.</i>
<i>Heybrook or Down Thomas. Wembury has had a number of larger developments.</i>
<i>Hollacombe Wembury Road</i>
<i>Hollacombe</i>
<i>Hollacombe</i>
<i>Hollacombe</i>
<i>Hollacombe</i>
<i>Hollacombe - land adjacent</i>
<i>Hollacombe - Traine Road</i>
<i>Hollacombe area.</i>
<i>Hollacombe Knighton</i>
<i>Hollacombe on the left hand side as you head towards Plymouth.</i>
<i>Hollacombe opposite existing residential housing along the main road.</i>
<i>Hooe hill by Bovisand.</i>
<i>Hollacombe -Staddiscombe</i>
<i>If we have no choice then I would say the fields at the end of Warren and St Werburgh Close.</i>
<i>In all honesty I don't know</i>
<i>In between Co-op and Hollacombe.</i>
<i>In the valley between Traine Farm and the Odd Wheel.</i>
<i>Industrial estate.</i>
<i>Industrial site in Wembury. Disused workshops etc in Down Thomas.</i>
<i>Just up from the pub.</i>
<i>Knighton. SX531498 North of Cory Court</i>
<i>Land next to Whale Cottage on the outskirts of Down Thomas.</i>
<i>Leyford Lane</i>

Leyford Lane
Loaded question again. It will be built where ever anyway.
Maybe Hollacombe Brake
Mushroom farm.
Near existing estates with infrastructure facilities.
Near to the Plymouth / South Hams boundaries.
Neither Heybrook Bay or down Thomas have had any developments and no affordable housing at all. Wembury has had 2 developments in the past 5 years. This seems to be disproportionate and unfair to expect Wembury village to absorb any further developments apart for infills, when neither of the other two areas have taken any. For example the area opposite the village hall at down Thomas was previously put forward as a possible site.
Nimby
No answer, everyone suffers somehow.
No because you have used them all.
No more building
No more houses.
No not without spoiling the character and green spaces. Wembury more suitable than Down Thomas.
No specific site.
No with current infrastructure things are about right. Increased capacity will change the appeal of the Parish.
No. Depends upon size, and expected road access.
No. Our village is turning into a suburb of Plymouth and I do not feel this is acceptable.
No. There is no suitable brown-field site that's ripe for development. Only small single build projects would work now. After Langdon View and Barton Break we're seen enough large-scale development for a long time
None at present. Wembury has already had large increases in housing over recent years.
None because of access.
None infrastructure does not support expansion
None. See examples of mass building around Plymouth and other towns. Can't sell, overpriced and politically driven.
North of the Parish bordering Staddiscombe
Not aware of any suitable areas for development.
Not in Wembury or Down Thomas itself but nearer Plymouth
Not on green land please!
Not really. Village is overdeveloped already and whilst you say we have to have more development lets protect what we can. If some is forced on us design is critical - see 6.8.
Nowhere
Nowhere
Nowhere
Nowhere
Nowhere
Nowhere
Nowhere - send to Sherford.
Nowhere - we don't see the need for further developments at all! Surely Sherford is enough
Off Renny Road behind existing bungalows.
Off Spring Road, by Wembury Point
Old reading room site
On the other side of Hollacombe - road / bus access
On the road to Heybrook or Down Thomas
Only been here two years unsure of whole area.
Opposite Barton Brake from Brownhill Lane.

<i>Opposite Down Thomas shop.</i>
<i>Opposite Down Thomas stones</i>
<i>Opposite Hollacombe Road development</i>
<i>Our piece of land in Cliff Road</i>
<i>Outskirts of Staddiscombe.</i>
<i>Paddock opposite D T Jubilee Hall.</i>
<i>Personally I think that there has been enough development lately and that until developments have adequate parking and big enough roads to allow safe on road parking, no more should be built. Parking is a big issue and cramming houses in rather than giving a couple of plots to parking is not really acceptable. The local infrastructure also needs looking at before any more development, and that's not just in the village. With Sherford and everything else, there is a knock on effect and most roads are currently gridlocked at rush hour as it is</i>
<i>Plots within Wembury such as corner plots not developed.</i>
<i>Plymouth edge of Hollacombe - towards co-op garage.</i>
<i>Ridge cross</i>
<i>Ridge cross</i>
<i>Scope for development in areas around Veasy Park, Hawthorn Road, Church Road, Cliff Road</i>
<i>Sherford</i>
<i>Sherford</i>
<i>Sherford</i>
<i>Sherford</i>
<i>Sherford area</i>
<i>Sherford not Wembury Parish.</i>
<i>Small field (horse field and stables)opposite 'foot' entrance to Barton Brake (Brownhill Lane)</i>
<i>Somewhere which is walking distance to the school, this question would have been easier if there were options to choose from!!</i>
<i>South Barton Farm</i>
<i>Spriddlestone</i>
<i>Spriddlestone/Hollacombe</i>
<i>Spring Road (Wembury Point) Langdon.</i>
<i>St Werburgh Close. Hammerhead already there, little visual impact.</i>
<i>St Werburghs Road</i>
<i>St Werburghs green space.</i>
<i>Staddon Heights</i>
<i>The area behind the odd wheel.</i>
<i>The area between Down Thomas and Staddiscombe</i>
<i>The coastal fringe, in particular, should be protected for everyone to enjoy e.g. area West of Renney Road between and including Down Thomas and Heybrook Bay.</i>
<i>The edge of Staddiscombe</i>
<i>The fringe of Heybrook Bay</i>
<i>The Mewstone</i>
<i>The old small campsite off Bovisand Lane - I think it is called Wembury Cottage.</i>
<i>The top of Knighton Hill</i>
<i>There is no more space available</i>
<i>Top between Hollacombe and entrance to Wembury</i>
<i>Top of Knighton Rd, next to camping site</i>
<i>Towards Warren Close. Further into the village.</i>
<i>Traine(s?) Road</i>
<i>Triangular field at end of St Werburgh (?) Close</i>
<i>Use existing boundary and allow one house behind boundary around Parish.</i>
<i>Use fields just outside existing boundaries. Bungalows only to suit older population.</i>

<i>Village shop</i>
<i>We are too overdeveloped now already.</i>
<i>Wembury</i>
<i>Wembury Parish has had a lot of new housing plus caravan camping site in Down Thomas, causing traffic congestion on the lanes.</i>
<i>Wembury Parish has had more than its fair share of development. The existing roads are finding it hard to cope.</i>
<i>Wembury point</i>
<i>Wembury Road.</i>
<i>Wembury Village</i>
<i>Wembury village</i>
<i>Wembury, Hollacombe</i>
<i>Where the allotments are.</i>
<i>Yes, next door or adjacent to where high ranking council workers and politicians live!</i>

Q6.5. Why do you feel this place or site is suitable for development?
<i>1) Bring new people to the area. 2) Improve the road layout between Staddiscombe and Down Thomas</i>
<i>A property would tidy up this row of properties in Cliff Road.</i>
<i>A residential home perhaps with some independent living flats is urgently required. This site would ensure easy access to the pub, shops and village hall as well as the bus.</i>
<i>Access and land.</i>
<i>Access is good and the village would benefit from a few more people living there</i>
<i>Access to main road. Proximity to Plymouth. Bus service.</i>
<i>Access to much better facilities.</i>
<i>Access to roads / bus without congesting already narrow and congested roads / lanes.</i>
<i>Access to services. Would not increase traffic through village.</i>
<i>Accessibility and with small impact</i>
<i>Accessible</i>
<i>Advocate self build opportunities of unique character and design - ideal location for maybe 10 detached dwellings with views towards the coastline / sea.</i>
<i>Affordable housing means younger people like myself, who have children at the school, walking distance cuts down the use of cars, meaning less traffic on the road. It also promotes keeping active at a young age and children are less likely to become obese the older they get</i>
<i>All main services exist.</i>
<i>Allotments not playing an important role.</i>
<i>Already an eyesore.</i>
<i>Already being developed</i>
<i>Already being developed. Reasonable transport links,</i>
<i>Already blighted and out of sight.</i>
<i>Already individual houses dotted along the road.</i>
<i>Already over developed</i>
<i>Apart from agriculture it has no other special features. Service facilities already exist. It is on a bus route. It would not increase Wembury traffic congestion.</i>
<i>Apparently not being used at present.</i>
<i>Apparently unobtrusive and has existing good access.</i>
<i>Area at end of cull de sac of existing houses would not encroach on agricultural land.</i>
<i>As above.</i>
<i>Available flat space - there are no significant shops at Down Thomas / Heybrook Bay, limited development may encourage some more local shops - employment.</i>
<i>Because it has loads of land surrounding it and down Thomas and Heybrook Bay never seem to be touched. Wembury is too big for large developments and will lose its village status</i>

<i>because it is not being used</i>
<i>Because it is within current boundaries and currently vacant.</i>
<i>Because it lends itself and does not affect anyone.</i>
<i>Because it will not increase traffic burden in roads into Wembury village and will not create visual impact detrimental to AONB land.</i>
<i>Because it will not infringe on land between Staddiscombe and Plymouth</i>
<i>Because it would be a small infill located within the centre of Down Thomas</i>
<i>Because roads and infrastructure capacity allows for this better than Devon country lanes.</i>
<i>Because Sherford is already being developed, there is no reason why Wembury should be further developed.</i>
<i>Because there's no need to build more houses here</i>
<i>Because Wembury has already had a lot of new development. It is better to move the development out a bit.</i>
<i>Better access and open spaces for development</i>
<i>Better: doctors, school, regular bus service, post office, church, pharmacy and better road access.</i>
<i>Brownfield site in need of redevelopment</i>
<i>Building has already happened on Knighton Rd</i>
<i>Bungalows development. No skyline, house building, that has taken place Torquay, Paignton.</i>
<i>Can't build South (Sea). Already developed Knighton Hill area and Barton Brake. West and East Wembury is mainly agricultural land. Development may affect ANOB and destroy environment.</i>
<i>Close to the school. Houses are being built close by already.</i>
<i>Complement the other side of the road without extending building in the village / hamlet.</i>
<i>Could develop areas of relatively small housing developments with minimal impact on environment or aesthetics.</i>
<i>Currently there is no popular housing within this area.</i>
<i>Does not encroach on rural Wembury and coastal area and it will not increase traffic on country roads into the Parish.</i>
<i>Don't want any</i>
<i>Easily accessible and building on to the village rather than disrupting inside.</i>
<i>Easy access for local bus, walking especially to Bovisands Beach</i>
<i>Easy access to and from the road network.</i>
<i>Easy good transport links.</i>
<i>Enlarge village with affordable housing</i>
<i>Existing houses already surrounding this site.</i>
<i>Existing new housing</i>
<i>Existing road leading to another settlement. Smallest of the three larger settlements in the Parish.</i>
<i>Far away</i>
<i>Far outskirts of village. Less issues with infrastructure. There has already been excessive development within the village in the last five years.</i>
<i>Good access and already developed area.</i>
<i>Good access from Wembury Road (without having to pass through the narrow village). Close to village centre (shops / school / pub / village hall) with pedestrian access through to all those facilities including scout hut and playing fields.</i>
<i>Good access, very limited impact upon existing inhabitants.</i>
<i>Good location near to school and park facilities.</i>
<i>Good road access. Not going to cause congestion in lanes.</i>
<i>Good road links and fewer existing new estates.</i>
<i>Has school and transport links.</i>
<i>Houses on the one side of the road but few houses on the other. If houses were built on the other side it would not affect any existing residents.</i>
<i>I do not accept the fact that anywhere is suitable now.</i>

<i>I do not want Wembury to expand - we worked hard and paid a premium to live in a village - keep new development to Sherford.</i>
<i>I don't know enough about the natural history and what needs to be preserved or the geophysics and what can be resourced / or damaged by reckless hurried development strategies. I wonder if the developers know how much damage is possible.</i>
<i>I think all development greater than three units should have to be sold as self build plots with locals given exclusivity within the first 200 days of marketing.</i>
<i>I would rather see development get denser than see more of the countryside developed.</i>
<i>If Brownhill Lane was to be surfaced and changed to a Bridle path which is what it is, people on mobility scooters, push chairs etc could use it all year round and access Wembury Point.</i>
<i>In between existing property and does not provide much employment.</i>
<i>Infill</i>
<i>Infill. Good access.</i>
<i>It already has the road infrastructure, is a less developed area of the village, is close enough to the village centres & does not affect the coastal AONB</i>
<i>It appears when the street was constructed there was provision for development off the end of street. Little visual intrusion.</i>
<i>It has already been identified as a suitable area.</i>
<i>It is a small village and that is what is nice about it. Sherford is big enough.</i>
<i>It is already a Village Community and as facilities in place and more people would bring better facilities and businesses.</i>
<i>It is away from many houses.</i>
<i>It is beyond the narrow roads and will not add to the congestion.</i>
<i>It is close to this Parish and already being developed.</i>
<i>It is near the village centre and would not be obtrusive.</i>
<i>It is on the fringe of a village with minimal disruption to others.</i>
<i>It is set back, not overlooking anyone and would be a small development. Affordable housing?</i>
<i>It needs a soul. A few more people might attract a local etc.</i>
<i>It seems to have scope to be developed further, which enhances the community.</i>
<i>It won't cause upset and congestion.</i>
<i>It would be an infill site.</i>
<i>It would have minimal impact on the loss of agriculture and not detract from the natural profile and beauty of the village area.</i>
<i>It's not really impacting on anyone</i>
<i>It's away from the village</i>
<i>Just completes housing on both sides of road, thus reducing impact.</i>
<i>Just put a phone mast on it. Edge of Heybrook Bay where space is tight and wouldn't impact too much on infrastructure i.e. road and access.</i>
<i>Land already owned</i>
<i>Langdon - If of the right type and position they would have little visual impact on the rest of the Parish.</i>
<i>Spring Road - Development line continuation. Design and type important to limit visual impact.</i>
<i>Least impact on more rural village areas. We need to be preserving historic village areas such as Knighton Wembury and Down Thomas. Wembury is already losing its identity of a historic coastal/rural village and DT is seeing increasing applications for development when it has previously been preserved as a farming village with all houses on the road being of agricultural origin. It is impossible to improve/extend access without impacting on agricultural land.</i>
<i>Less cluttered than Wembury particularly the area between DT and the Wembury point road</i>
<i>Less strain on infrastructure. Closer links to Plymouth transport routes</i>
<i>Less traffic having to commute through village.</i>
<i>Less visual impact</i>
<i>Lots of open space to build housing</i>
<i>Low value.</i>

<i>Minimal impact with maximum potential.</i>
<i>Minimises traffic flow.</i>
<i>More space</i>
<i>Natural progression.</i>
<i>Near facilities but space.</i>
<i>Near the garage store. Decent road access already present.</i>
<i>No / little impact</i>
<i>No closer to Plymouth but still attractive</i>
<i>No development, it just creates more pollution travelling into the city, which is supposedly what the Government is trying to reduce.</i>
<i>No disruption to existing residents.</i>
<i>No major impact.</i>
<i>No more houses.</i>
<i>No one wants anymore houses, but if there must be more, keep it in one place so as not to spoil the other areas.</i>
<i>Not as cluttered as Wembury and better roads to Down Thomas.</i>
<i>Not infringing on existing property.</i>
<i>Not much there, also to annoy a certain councillor.</i>
<i>Not required</i>
<i>Not suitable at all - keep it rural</i>
<i>Not used for anything much in the village and not especially attractive. Don't want development near beach, cliffs or Wembury Woods. Would like an extra field added to the recreational ground for public use.</i>
<i>Not visible from sea, good access</i>
<i>On a decent bus route with availability of services in Plymouth</i>
<i>On edge of Wembury</i>
<i>On perimeter of existing development and no closer to the Plymouth / Staddiscombe boundaries.</i>
<i>One of the attractions of Wembury Parish is the open space and the fact it is not developed.</i>
<i>Out of eyeline, easy access via roads and footpaths. Adds well on to the village by a bird's eye view</i>
<i>Plenty of houses there that no one has bought yet.</i>
<i>Plenty of open space and on the outward boundary towards Plymouth.</i>
<i>Reduces pressure on Wembury</i>
<i>Road access is better between Elburton and Plymouth for example with infrastructure in place</i>
<i>Road already in place and near other new development</i>
<i>Road wide enough here. Good links to secondary schools and Elburton / Plymstock. Could include a cycle path.</i>
<i>Rundown, aggressive land owner. Very smelly. Ideal plot.</i>
<i>Small development only with existing development of infrastructure.</i>
<i>Small field with access to Traine Road</i>
<i>Small, dated and doesn't compete with any other local shops</i>
<i>Smaller clusters which would benefit from expansion</i>
<i>So they can understand what it is to pay a higher price to live in a village and then watch their village turn into a housing estate.</i>
<i>Space and access</i>
<i>Space at the edge of the village.</i>
<i>Structures can't take it.</i>
<i>The road is already in situ. It would just be an infill between the village shop / post office and the development at the end of the road.</i>
<i>The village is okay as it is.</i>
<i>There are already properties located there and within the Parish.</i>
<i>There are less new developments in these areas compared to Wembury</i>

<i>There are places where there can be infill development between development already there. The area where HMS Cambridge was had many buildings. This development would need to be tastefully designed so as not to defer from the beauty of the area</i>
<i>There is a vast area of unoccupied land.</i>
<i>There is just a small community of people here with access to local pub/shop at down Thomas.</i>
<i>There is plenty of scope for development which would enhance this area and improve the services for this hamlet. If development were to continue around Wembury then this would put a strain on the services. We definitely do not want to expand adjacent to the urban fringe with Plymouth as politically this would enable Plymouth City Council to expand the city boundary and thus Wembury residents would receive a much poorer quality service and Wembury would lose its identity.</i>
<i>There is road access and will not impinge on the village too much, it will be in keeping.</i>
<i>There isn't anywhere suitable.</i>
<i>There should not be any further development in village. Top of Traine Road for small flats for elderly.</i>
<i>These streets are cul de sacs and the fields are immediately adjacent.</i>
<i>This currently has the least development.</i>
<i>This site is flat and on the edge of the village of down Thomas</i>
<i>This would have a lower impact on the village of Wembury (Wembury has limited capacity for sewerage, road use expansion) & could expand into a village in its own right.</i>
<i>To support the local pre-school, school, post office, and pub</i>
<i>Too developed already.</i>
<i>Use brownfield land in Plymouth and use up Sherford.</i>
<i>Useless piece of land for agriculture etc best used for housing.</i>
<i>Very close to hooe and its amenities and traffic could go out through hooe not through the rest of the parish</i>
<i>Very small, and would benefit from more houses, larger bus route and services</i>
<i>We don't. There has been, is now and will be in the future, constant infilling of dwellings far more than necessary for a growth of 8-10 people a year. This constant development is intended not for Wembury people, but for people moving into the village from outside it.</i>
<i>Wembury / Hollacombe already overdeveloped.</i>
<i>Wembury has had three new clustered developments in the last 25 years (Cory Court, Barton Brake, Langdone View). Down Thomas and Heybrook Bay have not had any (Down Thomas had one small development but no low cost housing).</i>
<i>Wembury is more suitable than Down Thomas because the roads to the village are a little better. The single track roads are already taking more and larger vehicles than intended.</i>
<i>With change in working patterns and the type of work. These areas are no longer relevant.</i>
<i>Would benefit from a larger community and has the space. Residents may well disagree(?)</i>
<i>Would prefer no more building as the roads are inadequate and more cars means more pollution and disturbance to wildlife.</i>
<i>You have to be mindful on the roads, i.e. if you built houses in Ford Road then the road is not fit for purpose in that the road is narrow and dangerous for too many cars. Whereas if you build houses in the area above you are near to good roads. Although, on saying the above, I feel the main road in to Wembury is not fit for purpose with modern day traffic and the amount of people that live in Wembury.</i>

Q6.7. If not, why not? (following Q6.6. Do you think Wembury should be a place where our children can afford to live?)

Affordability should depend on income.

As a young man I could not have afforded to live here.

<i>As children leave the nest for university and college, in large vibrant cities, and leave sleepy Wembury, this being a normal progression. The likelihood of them coming back is remote until they are middle earners, so therefore no need for low income / social housing.</i>
<i>Because they prefer it to be a place they can come and get some peace from the daily rat race for a holiday and have the common decency to respect its quiet comparative seclusion.</i>
<i>Because, unfairly or not, that does not match the national pattern. This is a desirable area so property values reflect that.</i>
<i>Children can come back when they can afford it and save towards it.</i>
<i>Children move away in search of work, local children should not be given preferential treatment over anyone else. There are many areas of the country where younger people cannot afford to live.</i>
<i>Children should work to aspire to this as we have.</i>
<i>Children won't necessarily want to settle in their home town.</i>
<i>Currently too expensive.</i>
<i>Emotive question!! Of course all people should be able but it's not a starter home area</i>
<i>House prices aren't suitable for first time buyers or the average earner.</i>
<i>House prices very high, this generation seem likely to be poorer than ours, not least because of university costs. Huge tax burden for them to pay off loans</i>
<i>I am not sure what you are trying to achieve or create by this question. Wembury should remain a small tranquil village and not be seen as somewhere to expand and encourage affordable housing. It will ruin the very essence of it being a village. It sounds like you want to turn it into a suburb of Plymouth. I bought a flat in Plymouth before eventually moving back to Wembury - it is not a problem.</i>
<i>I do not feel our children should expect to afford first home in Wembury this is a location to aspire to. First time homes are available in nearby Plymstock and Plympton and now Sherford.</i>
<i>I think Wembury is an inspirational place to live. People here have worked very hard to afford to live here and I don't think that should change. It makes the people who live here appreciate it more.</i>
<i>I worked hard away and moved back when I could afford to</i>
<i>I would love to say yes, but I'm afraid in the current property market it is a pipe dream to imagine youngsters will be able to afford a property in Wembury when they struggle to even buy a flat in the middle of Plymouth. I know affordable housing is supposed to help this situation, but from what I read it doesn't - instead it helps to push up the price of houses for all.</i>
<i>If you mean for first time buyers then in accordance with the affordable housing requirements only and not a cheap housing development</i>
<i>In the ideal world, yes. However there is a limit to the number of dwellings the village can take without spoiling the character. Sherford is a short distance away and was intended to take the overspill from Plymouth and South Hams.</i>
<i>It already is a place where our children can live. Both my children who are on an average wage below £30k have afforded to buy property within the village through hard work and saving.</i>
<i>It already is!</i>
<i>It can downgrade the standard of the area and housing.</i>
<i>It has been expensive for a long time and we worked hard to get here.</i>
<i>It is a place people aspire to live, and children should earn their place and not get it handed to them. Affordable housing for locals will lower the aspirational level of the village.</i>
<i>It is a privilege to live in such a beautiful place, it is not a right when there is affordable housing nearby.</i>
<i>It isn't that simple and not a well worded question. The parish council have no influence on property values. It is a desirable place to live and not everyone is able to live here.</i>
<i>It never will - and cheaper housing will be bought up by investors to rent out.</i>
<i>Let properties find their own level.</i>
<i>Lots of affordable housing near to Wembury and most people drive nowadays.</i>
<i>Nice idea but unrealistic. I know people that have bought affordable accommodation and have since sold/rented it to make profit. Wembury is an attractive area that will always be expensive.</i>
<i>No area should have prescribed prices or development based on our children.</i>

<i>No local work and low incomes.</i>
<i>No more building</i>
<i>No more than anyone else.</i>
<i>No, that shouldn't be a given. None of us could afford a first home in what is still a beautiful area, the idea is you move out and work towards achieving a better house as years go on. Isn't that what working life is all about? If that doesn't happen then cheap affordable housing will diminish this area completely.</i>
<i>Nobody is entitled to live exactly where they desire. Anything that is worth having is worth waiting and working for.</i>
<i>not an area for first time buy</i>
<i>Not automatically - children do not automatically live in the same place as parents.</i>
<i>Not everyone can live where they would wish.</i>
<i>Not for their first home</i>
<i>Not necessarily as first time home purchases when there is housing available at Carrolls land and Staddiscombe, Sherford. As a young couple in the 1990s our first purchase was by lack of affordability within the Plymouth boundary where we lived until we improved our circumstances and were able to buy in Wembury.</i>
<i>Not suitable for employment needs.</i>
<i>Nothing for young people here</i>
<i>Once children have left school and gone to university they do not want to come back to Wembury to live. It is too quiet for them, they want the life. Wembury is a retirement area. Let's keep it that way.</i>
<i>Our children live in more expensive areas than Wembury. Affordable houses should help both young and old if built in Wembury.</i>
<i>Our children should aspire to live here through effort, application and hard work.</i>
<i>People should explore the whole country to find what suits them, not be confined.</i>
<i>Plenty of brownfield sites are available for starter homes.</i>
<i>Property value should match housing market for a desirable coastal location.</i>
<i>Smaller, affordable homes devalue the rest of the properties in the village. Planning permissions needs to be rejected for smaller properties to extend so that these would be the smaller homes for people to start off with.</i>
<i>Some affordable housing should be made available, but it should not be the main priority. Affordable housing is available in Plymouth and our children can move to Wembury when property becomes available within their price range</i>
<i>The cost of property in this area is too expensive for a mortgage that would be required.</i>
<i>The Plymouth area, just a short few miles away has housing which is affordable for young people who are starting their careers.</i>
<i>There is no employment for young people so they travel everywhere by car - carbon footprint</i>
<i>There seems no reason why children should live in the same village as their parents as opposed to the locality (e.g. Plymouth).</i>
<i>They can live here if they can afford to do so. They have no right to live here. It's the same everywhere nice and simple economics</i>
<i>This is an area of high unemployment. Most youngsters choose to leave the area to return later in middle age.</i>
<i>This is not a starter home area. I did not expect to live where my parents did initially - mobility makes this unnecessary.</i>
<i>To keep Wembury as it is, a quiet, rural, tidy, tranquil setting.</i>
<i>To preserve the rural feel of Wembury, properties should have reasonable sized gardens. This makes them more expensive and less affordable to first time buyers.</i>
<i>Too expensive. Too big mortgage repayments.</i>
<i>Village life is for those who have worked hard and need to retire in peace and quiet. If our children work hard they will eventually be able to afford to live here too. Affordable housing just brings into a tranquil environment undisciplined types, or becomes dumping ground for the cities troubled families.</i>

<i>We are against high density low cost housing for rent.</i>
<i>We can't all be doctors.</i>
<i>We can't always have what we want. If we say yes, then where do we draw the line with regards to expansion? We are already changing the area away from the very reason we chose to live here.</i>
<i>We do not want cheap housing as it could encourage developers who could rent out these properties (not a good idea).</i>
<i>Wembury has developed predominately post world war 2. We are all incomers. There is little employment in the area. Wembury is a dormitory village for Plymouth and a retirement area.</i>
<i>Wembury is special, we do not need another Plympton!</i>
<i>Wembury's character is due to location, good housing, open spaces, and a population who can afford a good standard of living. Affordable housing brings issues that would threaten the desire for people to seek to live in Wembury as a later in life location e.g. look at Staddiscombe and the problems with an affordable development.</i>
<i>When I was buying my first home, I accepted that certain areas were out of my price range. It's part of life. There are many affordable areas really close to Wembury for people starting out.</i>
<i>Why should the Parish be developed in this way? Children need to find their own levels and independence in life. This policy creates a very insular community.</i>
<i>Will be dependent on chosen career and salary.</i>
<i>Would expand the area too much</i>

Q8.4. If you favour commercial development (business units for example) where, within the Parish, would you consider suitable to build such units?
<i>Add on to existing units on Knighton Hill space</i>
<i>Alongside other commercial development but away from homes due to noise pollution etc. Near a main road so access for work vehicles does not affect local transport and local roads.</i>
<i>Although we have a local store I don't feel it's fit for purpose i.e. not big enough for the amount of residents in Wembury. Therefore, I feel that something could be built on the site where the Churchrooms used to be, that's if the site is large enough.</i>
<i>Any underused farmyard</i>
<i>As in housing and use existing agricultural land.</i>
<i>B&B at home</i>
<i>Beside your house</i>
<i>Brixton area close to the A379</i>
<i>Brown field sites only. Are there any? We wouldn't favour commercial development.</i>
<i>Brownfield sites / farm locations.</i>
<i>By the mushroom farm as already used for that plus easy access and less disturbance to everyone</i>
<i>Current location in Wembury</i>
<i>Develop existing agricultural land or buildings</i>
<i>Development of existing redundant farm buildings or develop a new site.</i>
<i>Do not agree a need for commercial development</i>
<i>Do not favour</i>
<i>Do not favour this.</i>
<i>Do not favour.</i>
<i>Don't agree we need business developments.</i>
<i>Don't favour it sorry</i>
<i>Don't want them we want it to remain a village.</i>
<i>Don't!</i>
<i>East side of Down Thomas in land away from sky line.</i>

<i>Edge of village/ brownfield sites</i>
<i>Enhance existing area</i>
<i>Existing brownfield / adjacent to farm yards.</i>
<i>Existing farm units or former farm units.</i>
<i>Existing site - Knighton Hill</i>
<i>Extend the units in Knighton Hill if possible</i>
<i>Farm building for work units</i>
<i>Farm yards</i>
<i>Faster broadband is essential before business units. 22mb download speed should not be considered fast when in Elburton you could get 250mb. Business units would be nice but not essential due to proximity to Plymouth.</i>
<i>General agricultural development to provide local outlet with local grown produce. Business units' location in field immediately to the north of Pilgrim Rest Campsite.</i>
<i>Hollacombe</i>
<i>Hollacombe / Hollacombe Brake</i>
<i>Hollacombe area.</i>
<i>Hollacombe Brake</i>
<i>Hollacombe where there is spare land.</i>
<i>Hollacombe?</i>
<i>Hollacombe</i>
<i>I do not favour commercial development</i>
<i>I don't favour additional commercial development.</i>
<i>I don't favour any commercial development. This is an AONB.</i>
<i>I don't I think it would ruin the appeal put them in Plymouth or on hope hill</i>
<i>I don't think it would be suitable</i>
<i>I don't think there is any room for commercial development.</i>
<i>I would not</i>
<i>I wouldn't.</i>
<i>In all hamlets</i>
<i>In favour but hard to identify sites. Perhaps a farm could diversify and use barn/yard space. Or a redevelopment of the mushroom farm site on Knighton Hill</i>
<i>In principle for this but not sure where. By mushroom farm? Down Thomas? Traine Road?</i>
<i>It would be a good idea, perhaps a farm would have area to accommodate this.</i>
<i>Knighton Hill</i>
<i>Knighton Hill</i>
<i>Land off Hollacombe Road - Healthfield.</i>
<i>Leyford Lane</i>
<i>Leave them where they are lower down Knighton Hill - up a lane.</i>
<i>LEYFORD LANE</i>
<i>Leyford Lane</i>
<i>Leyford Lane</i>
<i>Leyford Lane</i>
<i>Leyford Lane area</i>
<i>Leyford Lane, Knighton, conversion of agricultural buildings</i>
<i>More on Knighton Road business units, could expand. Down Thomas.</i>
<i>Mushroom Farm</i>
<i>Mushroom farm further developed</i>
<i>Near beach</i>
<i>Near existing business premises</i>
<i>Near existing ones</i>
<i>Near industrial estate of a local farm.</i>

<i>Near Staddiscombe</i>
<i>Near Staddiscombe to reduce the amount of traffic going along the already heavily potholed and narrow lanes.</i>
<i>Near Wembury house / top of Wembury</i>
<i>No development</i>
<i>No more required, but the existing facilities need modernising</i>
<i>No thanks!</i>
<i>No units</i>
<i>No where</i>
<i>No where</i>
<i>None</i>
<i>None</i>
<i>None</i>
<i>None</i>
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<i>None</i>
<i>None</i>
<i>None</i>
<i>None</i>
<i>None</i>
<i>None - not in favour</i>
<i>None - roads are too narrow.</i>
<i>None at all.</i>
<i>None.</i>
<i>None. The roads are not suitable for the potential increase in traffic.</i>
<i>Nope!! We don't need them in the village.</i>
<i>Not answered</i>
<i>Not answered</i>
<i>Not anywhere that increases traffic on the Wembury Road</i>
<i>Not Heybrook Bay due to the narrow roads.</i>
<i>Not in favour</i>
<i>Not in favour</i>
<i>Not in favour</i>
<i>Not in favour anymore.</i>
<i>Not in favour.</i>
<i>Not in the Parish</i>
<i>Not near residential areas or coast or farm land.</i>
<i>Not needed</i>
<i>Not suitable</i>
<i>Nowhere</i>
<i>Nowhere</i>
<i>Nowhere</i>
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<i>nowhere</i>
<i>Nowhere</i>
<i>Nowhere</i>
<i>Nowhere - Roads unsuitable and lanes.</i>
<i>Nowhere not in favour</i>
<i>Nowhere specific</i>
<i>Nowhere we are over full.</i>
<i>Nowhere!</i>
<i>Nowhere!</i>
<i>Nowhere! The roads cannot cope with the extra traffic.</i>
<i>Nowhere! There are plenty in Plympton</i>
<i>Nowhere</i>
<i>Nowhere.</i>
<i>Nowhere.</i>
<i>Old farm buildings</i>
<i>On appropriate farms, existing business area etc</i>
<i>On farms</i>
<i>On the existing site at the bottom of Knighton Hill</i>
<i>On the outskirts of the Parish.</i>
<i>On the outskirts of the Parish.</i>
<i>On the outskirts possibly.</i>
<i>On the urban fringe with Plymouth</i>
<i>Only where, at top of Wembury some are now. This would clean this up as it is very untidy.</i>
<i>Opposite Cory Court</i>
<i>out of sight</i>
<i>Outside of residential areas where traffic wouldn't be overly affected by lorries etc</i>
<i>Outskirts of Wembury Village</i>
<i>Plymstock</i>
<i>Possibility of enlarging present site on Knighton Hill</i>
<i>Redevelop existing units off Knighton Hill.</i>
<i>Redevelop Knighton Hill units</i>
<i>Redevelop mushroom farm</i>
<i>Redundant farm buildings</i>
<i>Re-establish the small business park on Knighton Hill (bottom)</i>
<i>Reuse of farm buildings</i>
<i>Sherford</i>
<i>Small arts and crafts beach huts around the boat park at the beach.</i>
<i>Small farms.</i>
<i>Small units on existing agricultural land,</i>
<i>Somewhere along Hollacombe</i>
<i>Staddiscombe</i>
<i>Staddiscombe</i>
<i>Staddiscombe area</i>
<i>Staddiscombe or Bovisand</i>
<i>The Old Mushroom Farm on Knighton Hill</i>
<i>The only commercial development considered appropriate would be on own land if the unit was small, quiet and not an eyesore.</i>
<i>There are two units next to the new build where existing business 'vintage cars' exist, this I feel would be ideal.</i>

<i>There has been too much development in the Parish.</i>
<i>Think it is a good idea but cannot think of anywhere it could go.</i>
<i>This should not happen</i>
<i>Top of Knighton Hill.</i>
<i>Unsuitable - would spoil peaceful area.</i>
<i>Unsuitable for Wembury village unless around Knighton Road. Suitable for home working (given fast broadband).</i>
<i>We already have some don't we? Could these be improved?</i>
<i>Wembury</i>
<i>Wembury</i>
<i>Wembury</i>
<i>Wembury</i>
<i>Wembury business park (Classic cars) needs developing</i>
<i>Wembury village</i>
<i>Wembury Village</i>
<i>Wembury?</i>
<i>Where the existing run down units are placed at the top of knighton road</i>
<i>Where there is minimal visual impact</i>
<i>Within current business park.</i>
<i>Within existing farm units.</i>
<i>Workshop on site of former church hall. Ford Road. Existing business park.</i>
<i>Would not wish to see any more.</i>
<i>Yes, new pavilion in park.</i>
<i>You would require somewhere with good vehicle access and again ample parking for both workers and visitors</i>

Q8.5. Why would you consider that site suitable to build such units?

<i>Access to good roads / infrastructure from Plymouth whilst reducing the impact of road traffic.</i>
<i>Access to Plymouth</i>
<i>Access, before village proper</i>
<i>Alongside other commercial development but away from homes due to noise pollution etc. Near a main road so access for work vehicles does not affect local transport and local roads.</i>
<i>Already engaged in commercial activity i.e. farm yards would therefore create little further disruption to residential areas. Can already take large vehicles and traffic numbers.</i>
<i>Already established, has room to expand in this area.</i>
<i>Already existing just add extra floors.</i>
<i>Already exists</i>
<i>Already has that purpose but buildings outdated.</i>
<i>Already have a commercial feel.</i>
<i>Already in existence.</i>
<i>Already some sort of business use and would increase farm income.</i>
<i>Already there</i>
<i>Already units established</i>
<i>Already used as business premises but could do with improvement i.e. rebuilding.</i>
<i>Already used for some commercial activity and easy access for large vehicles.</i>
<i>Already used for that</i>
<i>Away from housing</i>
<i>Away from housing, improved access.</i>

<i>Away from residential development</i>
<i>Because I do not want it near me that is why I live here.</i>
<i>Because it is the largest village so there would be more people to use them.</i>
<i>Because it's existing ground. If the site isn't big enough then maybe look to see what's available where the existing business units are on Knighton Hill.</i>
<i>Because there's already some there</i>
<i>Better road access and away from the main residential areas.</i>
<i>Biggest concentration and potential workforce.</i>
<i>Buildings exist when renovated etc already fit into rural landscape.</i>
<i>Choice of access roads and away from villages.</i>
<i>Close and existing brownfield sites exist.</i>
<i>Close to Plymouth</i>
<i>Commercial units not needed</i>
<i>Concentrates in one place - less inter site traffic.</i>
<i>Connected to main roads.</i>
<i>Connection with other business.</i>
<i>Continued use for employment</i>
<i>Control sprawl of village.</i>
<i>Do not want increased noise and traffic in the centre of Wembury.</i>
<i>Down Thomas and Heybrook Bay access roads are dire.</i>
<i>Ease of delivery etc to the units. Residents could combine visits to these developments with other journeys into Plymouth and beyond.</i>
<i>Easy access both from within and outside the village, without impacting on the majority of the village.</i>
<i>Easy access for large lorries and vehicles.</i>
<i>Easy access to main road, outside the village away from residential development.</i>
<i>Easy access. Potentially space.</i>
<i>Existing</i>
<i>Existing commercial space that is essentially unused</i>
<i>existing light industrial use</i>
<i>Existing units there already.</i>
<i>Existing use.</i>
<i>Existing use.</i>
<i>Farm buildings usually have road access and are unobtrusive in the countryside.</i>
<i>Field to the north of Pilgrim Rest Campsite has easy access from Wembury Road for commercial deliveries etc.</i>
<i>I wouldn't.</i>
<i>In land, out of sight, so couldn't be an eyesore.</i>
<i>It already exists and has got run down.</i>
<i>It is a reasonably accessible site with roots for development and low residential population.</i>
<i>It is just big enough for a workshop, too small for a residence.</i>
<i>It's already a commercial site</i>
<i>Keep village the same as roads are not wide enough for large vehicles.</i>
<i>Langdon / Train Farm</i>
<i>Large footfall. Tourist area. Popular with locals and dog walkers. Cafe and toilets and parking already exists.</i>
<i>Less attractive than land around the coast and protected woodland / mushroom farm units already there.</i>
<i>Less impact on infrastructure and easier connections to Plymouth</i>
<i>Like the place as it is now</i>
<i>Little impact on area.</i>
<i>Located near beach and coast path.</i>

<i>Lots of people to use and work.</i>
<i>Lump or commercial properties together</i>
<i>Make use of existing buildings.</i>
<i>Most of the infrastructure already there from agriculture and would keep commercial traffic separated from domestic (somewhat).</i>
<i>Mushroom farm site is old and tired. Has good tenants though</i>
<i>Nearest people.</i>
<i>Nissen Huts - in 2019 still!</i>
<i>No inconvenience for residents and no disruption to village tranquillity</i>
<i>No site in Wembury is suitable</i>
<i>Not a place of particular beauty.</i>
<i>Old farm buildings</i>
<i>Parking already available. Good large space.</i>
<i>Population</i>
<i>Population and transport links.</i>
<i>Prevents heavy traffic coming to or through the villages.</i>
<i>Redundant farm buildings.</i>
<i>Residential areas should remain as such, and development on green field should be avoided if possible.</i>
<i>Similar use already being made.</i>
<i>Site exists</i>
<i>Small agricultural buildings would be suitable. Developments like the holiday lets at the Mussel Inn are okay but it is a pity they destroyed so many trees.</i>
<i>The road system would be better in Hollacombe / Wembury Road for lorries.</i>
<i>The units require updating and potential for further units.</i>
<i>There are plenty of small business units elsewhere without the need to bring any here.</i>
<i>There is good road access for deliveries and served by regular buses for staff.</i>
<i>There is plenty of spare land as you leave Wembury and head towards Plymouth.</i>
<i>They are already there, but I think could be improved</i>
<i>To minimise traffic through the village.</i>
<i>Too much traffic already blocking the roads, commercial lorries in and out daily, plus the diesel they use would cause more pollutants in the atmosphere. Thus spoiling the tranquillity of Wembury.</i>
<i>Transport ease</i>
<i>Transport links</i>
<i>Units are already there so minimises impact.</i>
<i>Units could resemble farm buildings - pleasing to the eye!</i>
<i>Unlikely to impact locality on a visual or environmental level.</i>
<i>Unsure</i>
<i>Use existing</i>
<i>We need to create employment to stimulate growth and vitality in the area.</i>
<i>Wembury is an area of outstanding natural beauty. There are enough available sites in Plymouth for light industry. Social facilities are acceptable and local shops encouraged.</i>
<i>Wembury not suitable for such developments</i>
<i>Wherever it went, it would upset someone. Protect field next to Wembury House at all costs.</i>
<i>Yes, it would allow reasonable access and parking for increased traffic flow. The road from Hollacombe into and through Wembury narrows and is very busy so there should be an avoidance to increase further commercial traffic beyond Hollacombe.</i>