The Plympton Plymouth Plan Area Toolkit

We want to make these Toolkits as accessible and as easy to use as possible. If you have any trouble accessing these toolkits, want to view the Toolkits in a different format, have any questions about these toolkits, want to make comments on these toolkits or want to keep in touch with what is happening with the Plymouth Plan and the development of Plymouth Plan Part Two please:

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You are an expert on where you live, work and play. This is an opportunity for us all to work together to help plan the city. This toolkit has been made to help you have a really good think about what you would like to happen in your area. It contains:

STAGE ONE... Hopefully you have heard about the Plymouth Plan, but you may be wondering about what stage we are at in the process? Well, some things have already been decided and set out in the Plymouth Plan Part One for example:-

STAGE TWO... Use these toolkits to have conversations about your area so you help create Plymouth Plan Part Two:

STAGE THREE... Consult on a draft Plymouth Plan Part Two in July 2016

STAGE FOUR... Submission of a combined Plymouth Plan by January 2017

STAGE FIVE... Public Examination by March 2017

STAGE SIX... Adopted by August 2017

WHAT YOU NEED TO DO AND HOW YOU CAN JOIN IN... we have tried to include the type of information that helps you to think about peoples basic needs like housing, food and health as well as other things that contribute to wellbeing and happiness. You are welcome to use other information you know to help you develop your ideas and thoughts.

TALK TO YOUR NEIGHBOURS! You can use this toolkit to discuss your area with other people. There is training and support to help you to do this www.plymouth.gov.uk/plymouthplan

Please make your comments by 8th January 2016.

If you want to find out more about how this toolkit was put together and a further description of the data used and their explanations, you can find this information here www.plymouth.gov.uk/plymouthplan or by email plymouthplan@plymouth.gov.uk
What have you already said about your neighbourhoods?

These are some of the comments received during our 2012 Sustainable Neighbourhoods Development Plan Document consultation and location specific comments made during the 2014 Plymouth Plan Consultation.

- "The amount of traffic is a concern, and speeding is a big issue."
- "Traffic getting into Plympton from Marsh Mills is a big issue."
- "There is a good public transport service."
- "It is difficult to cross at Chaddlewood District Centre for Language Industrial Estate due to amount of traffic."
- "The pavements in Colebrook Village are very bad."
- "A one way system should be implemented in Colebrook Village to combat traffic."
- "Cyclists using footpaths can make it dangerous for pedestrians."
- "There is a general lack of facilities for young people."
- "The local shopping facilities are generally okay."
- "Green spaces near Redwood Drive, Culverwood Close and Barn Meadow are particularly valued."
- "Green spaces are important for recreation and leisure."
- "Health care facilities are lacking in terms of size and capacity."
- "There is a shortage of medical and dental facilities."
- "Local trees and hedgerows should be subject of a survey."
- "We need more all weather sports spaces."
- "The rental prices for properties are too high."
- "The local shopping facilities are generally okay."
- "Health care facilities are lacking in terms of size and capacity."
- "We need more all weather sports spaces."
What is special about the Plympton area?

Plympton covers the neighbourhoods of Chaddlewood, Colebrook, Newnham and Ridgeway, Plympton St Maurice and Yealmpton, and Woodford. It is located to the eastern edge of the city, with the A38 to the south and Plym Valley and part of Dartmoor to the north east. It has a distinctively ‘village feel’ due to the large amount of green spaces surrounding the area.

The area contains **two shopping hubs**, the Ridgeway in the centre containing a good amount of shops with a library, GP surgery and swimming pool, and another shopping hub, Chaddlewood, is found to the east near Langage. The area is fairly low density, with a high proportion of detached and semi-detached properties and a large amount of greenspace of varying quality with Plym Valley woods to the north east, providing a **good place for recreation and outdoor activities**.

The pattern of development throughout the area is typical estate layout houses arranged fronting streets, however the road network is confusing with some **large topographical changes** around the south of the area, made worse by the domination of cul-de-sacs. **Job opportunities within the area are greater** thanks to numerous industrial estates at Newnham, Valley Road and Langage. Plympton also contains an **attractive historic core** in its conservation area, Plympton St Maurice, with its buildings in seemingly good quality. Whilst most buildings appear well-maintained, much of the residential environment lacks local identity outside of the historic core.

**Plymouth and its place**

Plymouth should not be looked at in isolation. One of Plymouth’s greatest strengths is its location, not just its spectacular waterfront setting to the south but also its spectacular views to the north, it’s bordering of South Hams and Cornwall and its proximity to outstanding areas of beauty such as Dartmoor National Park.

To attain our ambitious growth agenda it may be that we **struggle to find enough sites suitable for development** which has community support within the city’s boundaries. Because of this we will need to look to the land around the city (Plymouth’s Urban Fringe). The new community at Sherford already has planning permission, but are there other places where the city could expand? And are there places where we should **set limits** and through the Plymouth Plan say no to more expansion?

Please let us know your thoughts!
### Issues and Opportunities

<table>
<thead>
<tr>
<th>What are the issues and challenges in the area?</th>
<th>Plymouth Plan Theme</th>
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</thead>
<tbody>
<tr>
<td>The likelihood of people attending arts events is low, the people that do tend to live around Chaddlewood.</td>
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<tr>
<td>The area performs very well in terms of deprivation compared to other parts of the city; however there is a small community of high deprivation, around Plympton St Maurice.</td>
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<tr>
<td>In terms of total jobs, the area is the fourth highest employment area in the city.</td>
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<tr>
<td>While overall educational attainment is good, the amount of people with higher levels of education fall below either the English or Plymouth average and some areas have low levels of level two attainment.</td>
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<tr>
<td>There is a high percentage of car ownership and poor take up of sustainable modes of transport.</td>
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<tr>
<td>Connectivity by walking or cycling is reasonable due to the National Cycle Network running through Glen Road and Plym Valley, but challenging in some areas around the south due to a very steep topography and a lot of cul-de-sacs to the north, north west and north east.</td>
<td></td>
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<tr>
<td>There are a lot of cul-de-sacs in the area resulting in confusing street layouts.</td>
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<tr>
<td>Many areas are not within walking distance of a local shopping hub.</td>
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<tr>
<td>Health care provision is unevenly spread across the area with most of it centred near the Ridgeway, in addition GP’s are severely undersized.</td>
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<tr>
<td>The number of people providing unpaid care in the area is high and some areas have significant health issues.</td>
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<tr>
<td>There is a unbalanced housing tenure with a lack of privately rented or socially rented accommodation.</td>
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<tr>
<td>There is a low density urban form in the area made up of semi-detached and detached properties, but some areas do have a good percentage of terraced housing.</td>
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</table>

<table>
<thead>
<tr>
<th>What are some of the opportunities in the area?</th>
<th>Plymouth Plan Theme</th>
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</thead>
<tbody>
<tr>
<td>Investigate ways to create better access to arts and culture in the area.</td>
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<tr>
<td>Employment spaces, retail park and industrial estates should be protected and enhanced.</td>
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<tr>
<td>Improve cycle infrastructure to reduce car dependency and improve pedestrian connectivity between cul-de-sacs.</td>
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<tr>
<td>Investigate ways to introduce more local shops and services in the area, perhaps through more mixed-use development</td>
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<tr>
<td>Investigate ways to address health issues in the south.</td>
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<tr>
<td>Introduce additional GP spaces or expansions.</td>
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<tr>
<td>New housing developments should address the poor type and tenure mix, however this should not detract from the typical character of the area.</td>
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</tbody>
</table>

Q. Do you agree with these issues and opportunities? Is there anything you would like improved in this area?
The Eastern Corridor Strategic Growth Area

What is a Growth Area? In the future we need more houses, places to work and better infrastructure that keeps the city working. The Plymouth Plan identifies three areas of the city as key to deliver major growth in housing, employment and associated infrastructure until 2031 (see Module 8). The three growth areas are:

- The City Centre/Waterfront
- Derriford/Northern Corridor
- The Eastern Corridor

Why an Eastern Corridor Growth Area? The Eastern Corridor has been prioritised as a Growth Area because of its strategic importance to the city in accommodating housing and job growth. It includes Sherford which is a major urban extension on Plymouth’s eastern boundary with South Hams, as well as Saltram Meadow which is a major mixed-use development within a former quarry.

Sherford and Saltram Meadow - The Sherford and Saltram Meadow (formerly Plymstock Quarry) developments mean that the area is crucial to accommodating future population increases, as well as economic growth. There is provision for 5,500 dwellings and 67,000sq/m of new employment space and 17,000sq/m of new retail space at Sherford, as well as new public green space in the form of a new community park, sports facilities, educational facilities, shops and a new Park and Ride service operating from Deep Lane junction. Saltram Meadow will provide almost 1,700 dwellings and 7,000sq/m of new employment spaces as well as a new local centre and possibly a new school. The Saltram Meadow development is well underway, and Sherford has now been granted planning permission for the first phase of development.

Langage Industrial Estate - Langage Industrial Estate within South Hams is also of strategic importance for its existing and future potential to provide for the employment land needs and therefore the economic prosperity of the city and its hinterland. Langage already accommodates significant employment development, as well as a gas fired power station at the centre of an energy park. There are opportunities to improve Langage’s already good connectivity to the A38, and the area is particularly attractive to businesses requiring vehicular access to markets, such as B&Q storage and distribution operations. A 20ha proposal for a major extension to the industrial estate is also being considered which will reinforce the estate as a major strategic employment location for Plymouth.

Future housing potential - In the longer term the Eastern Corridor may need to accommodate more of the 22,766 new dwellings required to meet Plymouth’s housing need by 2031 (Policy 20 in Plymouth Plan Part One). This may necessitate the implementation of improvements to infrastructure such as the road network connecting to the A38, or A38 junctions. There is scope for Sherford to grow back in towards the city, depending upon future mineral extraction plans. The country park at Sherford (with Saltram Estate at its core) will provide a new green edge to the city along the eastern and southern boundaries of Sherford.

How will the growth be delivered? - As part of the preparation for Plymouth Plan Part Two, a vision for the growth area will be prepared to set out aspirations as to how the Eastern Corridor will look and function in 2031. The vision will set out principles to guide development of new homes, jobs and infrastructure enhancements and will be used to inform the area policies and site allocations in the Plan. To inform the preparation of the vision, a detailed analysis and update of the existing evidence base is being undertaken. The evidence base comprises a range of technical studies and reports on topics including planning, natural infrastructure, transport, urban design/masterplanning and infrastructure. A summary of the evidence base will be published for public consultation comment on:

www.plymouth.gov.uk/plymouthplan
Planned infrastructure for the area

What is infrastructure? Infrastructure is the term for all the services and facilities that you rely upon on a daily basis, this can include schools, shops, roads, green spaces, community facilities, emergency services and more! It plays a significant role in developing and growing Plymouth and will be crucial in maintaining the City’s connectivity as it grows.

We are currently going through the process of identifying what infrastructure is required and the information on this page provides you with a summary of the projects which have been identified so far.

Context - Plympton has a range of existing infrastructure requirements which will need to be addressed, particularly as the area has been identified as part of the Eastern Corridor Strategic Growth Corridor.

Drainage - A number projects are currently underway as part of the Strategic Drainage Corridors studies to understand and identify a long term strategy for their management for the Long Brook, Tory Brook and Woodford Drainage Corridors, to limit flooding and deal with surface water drainage in the Plympton area. In addition further flood improvements and alleviation measures have also been identified in the Longbrook and Stoggy Lane areas.

Education - There is a need to improve primary education facilities in the Plympton Area and improvements to Woodford Primary are currently underway and due to be completed ready for the 2015/2016 academic year. Projects are also under consideration for a new school hall for Boringdon Primary School and the remodelling of Plympton St Maurice School. With the growth proposed in the Eastern Corridor Strategic Growth Corridor there is also a requirement for a new school in the area and an exact location will need further consideration as part of the Plymouth Plan Part Two.

Transport - There are a number of important transport schemes in the area, the most significant of which concerns the Deep Lane Junction on to the A38 and further schemes are being considered in the long-term to maintain the junction's capacity and free flow of traffic because of the projected growth expected in the area such as the new community at Sherford and the growth proposed at Lanagage in South Hams. There are also proposals to improve the traffic signals along the eastern corridor route and for improvements to the eastern Plymouth Strategic Cycle network to improve the cycling and pedestrian routes in the area.

Saltram Countryside Park - Work is currently underway as part of the Saltram Country Park Master Plan to improve this key recreational resource for the city, to protect and enhance the area’s exceptional biodiversity, landscape and historic assets and to integrate into the existing productive landscape and provide sensitively designed recreational opportunities which will allow residents to explore, enjoy and gain an appreciation of the countryside. Improvements to the ride entrance and public realm works around Marsh Mills have already taken place to improve the accessibility and legibility of the routes into the park. Further works will continue to be delivered throughout the plan period improving the park which will act as a honey pot destination for new and existing communities.

Plym Valley and Cann Woods - Plym Valley and Cann Woods will be enhanced to create an exciting hub for outdoor activity on Plymouth’s doorstep.

We need your help! The process of identifying infrastructure is still an ongoing process and we want your input! Do you think there are other requirements we should be considering? All information will inform an Infrastructure Delivery Schedule which will inform the production of Part Two of the Plan and will be used to coordinate the provision of infrastructure throughout the city. Stay tuned for the draft of the Infrastructure Delivery Schedule.

<table>
<thead>
<tr>
<th>Infrastructure projects we know of…are there more?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential provision of new school hall at Boringdon Primary School</td>
</tr>
<tr>
<td>Provision of a new primary school</td>
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<tr>
<td>New classrooms to meet basic need (due to open in September 2015) at Woodford Primary School</td>
</tr>
<tr>
<td>Flood Improvement Works at Stoggy Lane (new trash screen headwall and highway drainage improvements)</td>
</tr>
<tr>
<td>Development of flood alleviation schemes in line with Integrated Urban Drainage Model (IUDM) to provide improved flooding and drainage measures in the Longbrook area</td>
</tr>
<tr>
<td>Strategic Drainage Corridor Assessments at the Plympton Long Brook area, the Plympton Tory Brook area and the Plympton Woodford area to coordinate how surface water drainage is managed in the area</td>
</tr>
<tr>
<td>Provision of a new sports centre, new health and social care centre and new Town Hall (multi-agency community governance building) at the new community at Sherford</td>
</tr>
<tr>
<td>Enhancements to Eastern Plymouth Strategic Cycle Network</td>
</tr>
<tr>
<td>Deep Lane grade separation gyratory interchange (long term project and junction improvements (including a Phase 2 which will include further enhancements))</td>
</tr>
<tr>
<td>Traffic signal improvements along the Eastern Corridor</td>
</tr>
<tr>
<td>Voss Farm junction improvements A38 (long term scheme)</td>
</tr>
</tbody>
</table>

Are there any other infrastructure projects you think we should be considering?
Don’t Panic! These pages look at locations where we need you to help us to assess what would be the best use of particular land in Plymouth. Don’t worry! No decisions have been made yet about what the Plymouth Plan should say about these sites and your views and opinions will count as we work to make these decisions.

The sites on the map are a ‘library of sites’, some of which will be suitable for development such as new homes or places for businesses to locate, some of which will not be suitable. We need your help to make these decisions.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Site Address</th>
<th>App No</th>
<th>Planning Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT1</td>
<td>Boringdon Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT2</td>
<td>Land off Plymbridge Road, Boringdon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT3</td>
<td>Land off Plymbridge Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT4</td>
<td>9 Bell Close</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT5</td>
<td>Errill Retail Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT6</td>
<td>Land off Valley Road and Linketty Lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT7</td>
<td>Redwood Drive</td>
<td></td>
<td></td>
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<tr>
<td>PT8</td>
<td>2 Lister Close</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT9</td>
<td>Remainder Of Former Hillers Factory, Bell Close</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT10</td>
<td>Unit B Former Hillers Food Factory Site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT11</td>
<td>Plympton Hospital</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT12</td>
<td>Land adjacent to The Ridgeway/George Lane</td>
<td></td>
<td></td>
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<tr>
<td>PT13</td>
<td>Land adjacent to Coypool Road</td>
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<tr>
<td>PT14</td>
<td>Land off Old Priory</td>
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<td></td>
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<tr>
<td>PT15</td>
<td>Land adjoining Amados Hill Merafield Plympton</td>
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<tr>
<td>PT16</td>
<td>Land off Marshall Road</td>
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<tr>
<td>PT17</td>
<td>Land off Bell Close, Newnham Industrial Estate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT18</td>
<td>Land adjacent to 110 Kenmare Drive 07/01754/FUL</td>
<td></td>
<td>8 dwellings (Residential)</td>
</tr>
<tr>
<td>PT19</td>
<td>Imerys site (Coypool)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
1. Which sites do you think are simply not suitable for development?

2. Which sites are suitable for development and could help to meet the needs of your community?

3. Are there any sites we have missed that you think we should be assessing which are not shown on the maps?

Some sites have already been allocated in previous policy documents; these begin with W. To view these please visit:
http://www.plymouth.gov.uk/ldf/aaps.htm

To view the full planning applications quoted in the tables please visit:

To view the SHLAA, 2014, the ELR 2015 and details of sites put forward by developers, please visit:
http://www.plymouth.gov.uk/ppevidencebase.htm
Green Space Designations

These maps concern the green space in the city, while two maps are shown here, there are others further in the toolkit concerning play spaces, allotments and playing pitches. This section is an opportunity to protect sites using the new Local Green Space designation and to identify green space quality improvements.

**THE PLYMOUTH PLAN STATES:**
Everyone will have access to high quality natural space within 400m of where they live.

Can you identify any additional green space you would like to see protected?

You will need to demonstrate that the space is of local significance in terms of beauty, historic significance, recreational value, tranquility and/or richness of wildlife. You can also provide information about community involvement and any formal management of the site. To see further guidance and to nominate a site, visit www.plymouth.gov.uk/localgreenspace.

Can you identify new green space to plug the gaps?

Use the map to identify green space quality improvements.

Meaning the MAJORITY of the site is accessible.
Accessible and Inaccessible Green Space

*Meaning the majority of the site is accessible"
Population Density

This data was extracted from www.nomisweb.co.uk/census/2011.
Key Area Features

Topography

Flooding Map

Historic Environment

This data was extracted from internal Plymouth City Council sources and the Ordnance Survey.
In this area, the percentage of people who classify themselves as Christian is above both the English (59.4%) and Plymouth (58.1%) figures, while most other religious groups fall below city and national figures.

**Christian** 65.9%

**No Religion** 26.5%

Religion Not Stated 6.9%

- Buddhist 0.1%
- Hindu 0.03%
- Jewish 0.1%
- Muslim 0.03%
- Sikh 0.3%
- Other 0.03%

Language

- 99.2% English first language
- 0.8% English not first language
- 3.0% BME
- 1.7% White Other
- 97.2% White British

**Ethnicity**

**Age**

- 0-9: 17.4%
- 10-19: 18.5%
- 20-29: 20.4%
- 30-39: 19.2%
- 40-49: 17.8%
- 50-59: 15.3%
- 60-69: 11.0%
- 70-74: 5.8%
- 75-79: 2.9%
- 80-84: 2.4%
- 85-89: 0.7%
- 90+: 0.2%

Whilst the area has a higher proportion of elderly residents, the area has a low proportion of people who have their day to day activities limited...

65

...and also a low proportion who are are long term sick/disabled compared with Plymouth and England as a whole.

17.8% of Plympton’s population is retired compared to 14.1% for the rest of Plymouth.
Severe deprivation (those deprived in 3 or 4 of the deprivation areas) is quite low in this area with all categories among the lowest in Plymouth. To compare, 6.9% of households in Plymouth are deprived in 3 & 4 of the deprivation areas.

Less than 1 in 10 children living in this area are classed as living in poverty.
Housing Type and Tenure

This area has mostly semi-detached properties.

- Plympton: 52.8% semi-detached, 20.1% terraced, 19.2% detached, 6.5% purpose-built flats, 0.9% shared house
- Plymouth: 33.5% terraced, 29.8% semi-detached, 16.9% purpose-built flats, 10.9% detached, 7.4% shared house

This area has a higher proportion of properties in private ownership when compared to Plymouth and England as a whole, whilst privately rented is significantly lower.

- Plympton: 80.3% privately owned, 6.7% socially rented
- Plymouth: 58.7% privately owned, 11.2% socially rented

This data was extracted from www.nomisweb.co.uk/census/2011
Housing Issues

The amount of people living in homes with more bedrooms than they need is higher than the Plymouth proportion. Consequentially, overcrowding is low in Plympton.

This area is popular with people who have dependent children but also with married couples with no children when compared with the rest of Plymouth.

This data was extracted from www.nomisweb.co.uk/census/2011 and Experian Mosaic
Types of crime

- **Antisocial behaviour**: 17.4
- **Domestic abuse incidents**: 10.3
- **Criminal damage**: 6.3
- **Serious acquisitive crime**: 4.4
- **Violence with injury**: 3.1

(Reports per 1,000 population)

Neighbourhood crime rankings

- Colebrook, Newnham and Ridgeway
- Woodford
- Chaddlewood
- Plympton St Maurice

Between April 2012 and April 2015 84 houses were built in gardens representing 3.6 per cent of overall housing delivery in Plymouth.

- **Plympton**: 19 dwellings on 8 sites
- **Plymouth**: 84 dwellings on 35 sites

This data was extracted from Devon and Cornwall Police.
Healthcare and Employment

Health Care Facilities

- Dentists
- Doctors
- Hospitals
- Opticians
- Pharmacies

Unpaid care provision

11.4% of Plympton residents provide unpaid care to either family or friends, this is higher than the rest of Plymouth (10.7%) and England (10.3%).

GP Surgery Capacity

- Under Capacity
- Over Capacity

Unemployment

This data was extracted from www.nomisweb.co.uk/census/2011 & NHS Choices
Employment and Education

8006 work in Plympton, the top 5 job types for these people are:

- Wholesale and retail trade; repair of motor vehicles and motorcycles (1701)
- Human health and social work activities (1000)
- Manufacturing (1560)
- Administrative and support service activities (959)
- Education (840)

Educational attainment in Plympton is fairly high with the Plympton averages for GCSE’s up to apprenticeships exceeding both English and city proportions.
Travel to Work

People in this area mostly travel to work alone by car. However, car sharing and motorcycle use is also popular, compared with the rest of the city.

The majority of people travel modest distances, as most people use a car to travel to work. This suggests sustainable mobility around this area is poor.

This data was extracted from www.nomisweb.co.uk/census/2011
Health and Wellbeing

People in Bad and Very Bad Health

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26.7% Plymouth
26.3% Plymstock
26.7% Plymouth

Hospital admissions (Reports per 10,000 population)

In Plympton nearly 3 in 10 pupils are classed as obese.

In Plymouth nearly 3 in 10 pupils are classed as obese.

This data was extracted from www.nomisweb.co.uk/census/2011 and NHS Choices
Allotments and Play Spaces

Q. How do these play spaces meet the needs of your neighbourhood?

Q. In which other outdoor spaces, not shown on this map, do your children play in?

Percentage of homes within 600m of Playspace

Plympton: 70%

Plymouth: 87%

This data was extracted from internal Plymouth City Council sources.
75.2% of adults participate in some moderate physical activity in the past seven days when compared with the Plymouth average 76.6%

66.1% adults eat 5 portions of fruit and vegetables a day when compared with the Plymouth average 63.4%

This data was extracted from internal Plymouth City Council sources.
Personal Growth & Esteem

Arts Events Attendance

Area showing high likelihood of attending arts events

Nearly a quarter of all people who live here have a degree as their highest level of education.

- 12.4% of England
- 14.6% of Plympton
- 16.6% of Plymouth

BA/BSc Degree or higher (Level 4)

2+ A Levels or equivalent (Level 3)

This data was extracted from www.nomisweb.co.uk/census2011 and Experian Mosaic and internal Plymouth City Council sources.

Social Enterprises

Storytelling/Counselling Zone

Community Assets