SOUTH TOOLKIT

DEVONPORT
EAST END
PLYMOUTH CITY CENTRE
STONEHOUSE

THE PLYMOUTH PLAN
2011-2031

Part Two
September 2015
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:

Sign up to: the ‘planning’ e-newsletter at www.plymouth.gov.uk

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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:

**FACTS AND FIGURES ABOUT YOUR AREA**

**MAPS SHOWING SITES THAT MIGHT BE UP FOR DEVELOPMENT**

**QUESTIONS TO HELP YOU THINK ABOUT WHAT YOU MIGHT LIKE TO SAY**

**A BLANK MAP AND SPACE TO WRITE OR DRAW YOUR RESPONSES**

**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:-

- We need 22,700 new homes
- We want to ensure people live within 400m of a green space
- We want to enable people to move around the city with ease

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

- Where housing will go and what kind of housing it’s going to be
- What other ways there are to encourage people to walk, cycle and move around
- How green spaces will be managed and used

**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

This is where we are now

We need 22,700 new homes

We want to ensure people live within 400m of a green space

We want to enable people to move around the city with ease

What stage are we at?

**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.

- “Free parking is needed to help support local shops”
- “There is a poor bus service from Devonport”
- “There are issues such as pollution, congestion, pedestrian safety, and parking particularly around Stoke and Ford”
- “Free parking is needed to help support local shops”
- “There is a poor bus service from Devonport”
- “There are issues such as pollution, congestion, pedestrian safety, and parking particularly around Stoke and Ford”
- “Royal Parade needs to be pedestrianised”
- “All our greenspaces are important, particularly Victoria and Devonport Park”
- “Greenspaces are used for leisure and recreation and should be protected from development”
- “The east of the City Centre needs of poor quality and needs attention”
- “More work should be done to improve the foreshore”
- “More communication regarding public events”
- “There is a lack of community cohesion because of Plymouth University”
- “There is an aging housing stock”
- “There is a lot of anti-social behaviour”
- “There is a lack of affordable housing”
- “A skatepark is needed in Devonport”
- “The City Centre is too quiet in the evenings”
- “There should be more weekend festivals similar to MTV Crashes”
- “The City Centre is too quiet in the evenings”
- “There should be more weekend festivals similar to MTV Crashes”
What is special about the South area?

The South area of Plymouth covers the neighbourhoods of Devonport, Stonehouse, Plymouth City Centre and the East End. As well as these neighbourhoods, the area is historically important as it also covers Sutton Harbour, the Barbican, the Hoe and Millbay.

The area has a mix of building types ranging from the post-war Victorian, Edwardian and some 16th century as well as more modern developments around Plymouth University, Sutton Harbour, Devonport and Millbay. The most notable post-war construction is in the City Centre with its boulevards and distinctive architecture while street patterns in residential areas follow typical Victorian terraced grids, particularly around the East End and parts of Devonport. Devonport is characterised by its vast amount of redevelopment as well as the presence of the Dockyard to the west which restricts access to the Hamoaze, a stretch of the River Tamar to the west of the area.

Connectivity in this area is excellent as most bus services pass through this area as well as Plymouth’s park and ride services. The area is connected to Cornwall and main-land Europe by a chain-ferry to south-east Cornwall (Torpoint Ferry), foot ferries which carry bikes from Stonehouse to Cremyll, and from the Barbican to Cawsand, Royal William Yard and Mount Batten and the continental ferry from Millbay goes to Roscoff and Santander. The National Cycle Network also runs through this area.

The area also includes the majority of Plymouth’s historic waterfront, including the Barbican and the Hoe which contains some of Plymouth’s oldest buildings and a range of restaurants and bars. To the west of the area is Royal William Yard, a restored historic naval storage site which now makes up a distinctive and popular mixed-use development of restaurants, bars, art galleries, offices, hairdressers and residential apartments, planning permission has also recently been granted in Royal William Yard for a hotel.

As the City Centre is located in this area, employment provision is very good and there is a lot of regeneration and change planned for the area with new ideas and opportunities coming forward. The area also has a mixture of industrial uses along the eastern fringes in the form of Cattedown industrial estate. The area also has the largest amount of social enterprises in Plymouth, mostly concentrated around Devonport, many of whom provide services for people across the city and not just locally in the area.

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>
</tr>
</thead>
<tbody>
<tr>
<td>The area contains numerous <strong>historic</strong> areas. The Barbican and the Stonehouse Peninsula in particular has important historical significance. All Conservation Areas are of high quality and key tourist focus points.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>The likelihood of people attending <strong>arts</strong> events is good, likely due to ease of access in the area.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>The four neighbourhoods in the area, Plymouth City Centre, Stonehouse, Devonport and the East End are all in the top ten in terms of the amount of reported <strong>crime</strong> in the area.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>Despite the range of <strong>employment</strong> in the area, unemployment is high, with the average only three per cent higher than the English and Plymouth averages.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>The west of the area (particularly around Stonehouse) has high levels of deprivation and low levels of <strong>education</strong> attainment.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>Studies have shown that there is a gap in main <strong>foodstore</strong> shopping within the west / south west of the city.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td><strong>Cycle</strong> use for travel to work is fairly low but bus usage is relatively high.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td><strong>City-wide events</strong> can have adverse effects on the local community in relation to access to key areas and general disruption.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td><strong>Union Street</strong> acts as a physical divide between neighbourhoods and communities. Statistics between the north of Union Street and the south of Union Street are very different.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>There is a low <strong>population density</strong> compared to other city centres in the country and the housing which is available is mostly terraced, flats and shared housing.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>Devonport contains a very low proportion of privately rented and privately owned <strong>homes</strong> and high numbers of socially rented homes.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>The area contains a lower proportion of elderly people and a much higher proportion of younger <strong>people</strong> (16-30), most likely due to the close proximity of Plymouth University, one of the largest University’s in the country in terms of number of students.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What are some of the opportunities in the area?</th>
<th>Plymouth Plan Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explore new opportunities for mixed-use development to expand the <strong>leisure/sports</strong> facilities on offer and the night-time economy.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>While <strong>crime</strong> levels are likely to be higher the nearer the City Centre you live, there are opportunities to lower this by improving natural surveillance and by providing a higher level of police presence.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>Ensure local residents have equal <strong>job</strong> opportunities as the rest of Plymouth to drive down unemployment levels in Devonport.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>Identify location for new main <strong>foodstore</strong> shopping within the west / south west of the city.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>Measures should be explored to ensure that younger children are supported in their education in this area, not just the University <strong>students</strong> who raise the percentage of level four educational attainment.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>There is currently a physical divide between communities around Union Street, ways should be explored to reduce the separation through increased community cohesion and cooperative working. A <strong>Neighbourhood Plan</strong> may be a way forward as there is currently no strategy for looking at the mix of uses/high number of empty properties/lack of housing development sites/achieving more sustainable community facilities such as a community centre with the capacity to meet local need and a library/adult learning centre/community social space etc), all issues which could be addressed via a Neighbourhood Plan.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>Continue to improve <strong>cycling</strong> and walking routes in and around the area and increase connectivity from the City Centre to other neighbourhoods of Plymouth.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td><strong>Housing</strong> tenure imbalances should be addressed when considering new housing developments in the west and ways should be explored to introduce residential into the City Centre and the immediate surrounding area.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
<tr>
<td>Introduce more <strong>residential</strong> uses in the City Centre and neighbouring wards.</td>
<td>![Heart] ![Check] ![Check]</td>
</tr>
</tbody>
</table>

Q2. Do you agree with these issues and opportunities? Is there anything you would like improved in this 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 is the City Centre and Waterfront a growth area? This area has been prioritised as a strategic growth area because of its importance from an economic and cultural perspective and its potential for regionally significant change and sustainable growth in terms of new jobs and homes. It has been broadly allocated for approximately 7,900 new homes in Plymouth Plan Part One. This strategic growth area is fundamental to the image of Plymouth, and its vision ‘to become one of Europe’s most vibrant waterfront cities’. It is a key area for Plymouth to continue to enhance and capitalise on its outstanding setting, maritime heritage, good quality environment and natural assets.

The area contains the city’s major hubs for culture and events, including: Royal Parade, the Hoe and the historic waterfront which includes the Royal William Yard, Millbay and the Barbican / Sutton Harbour, North Hill / Tavistock Place and Devonport. It therefore presents exciting opportunities in terms of optimising the benefits for the city from its cultural offer, and to nurture further development in the creative sector.

City Centre - Strengthening the City Centre as a regional mixed-use shopping centre and destination is an important objective in the Plan (see Policy 42 and Figure 8). It is identified as the primary location for major comparison goods shopping development within the city, but also for high quality, high density urban living, office space and a hub for culture and leisure to serve the wider city. The City Centre includes two major educational institutions, Plymouth University and Plymouth College of Art and is well-placed to support their continued growth.

Waterfront - This area is strategically important in terms of improving Plymouth’s visitor offer, leisure, hotels and tourism. Sutton Harbour, The Hoe, Millbay and Royal William Yard are key parts of the waterfront that have been identified for their recreational and tourism role and opportunities will be sought to enhance this function by creating vibrant areas which make full use of their historic features.

The area plays a key role in providing Plymouth’s port function and infrastructure, fishing fleet, deep water berths and land to support the priority marine employment sector, including port, marine leisure, naval and defence uses. Plymouth has the largest naval base in Western Europe and the area plays a strategic defence role for the UK’s security. The area includes the new Marine Industries Production Campus at South Yard, which is being delivered as part of the City Deal initiative, driving forward the growth of Plymouth’s commercial marine science and technology sector. Protecting and improving access points along the waterfront for marine-related activities is therefore very important.

The natural beauty of the waterfront setting makes the area an attractive place to live, work and visit. It is important that this opportunity to drive investment and regeneration inland is capitalised upon to generate community value. There are strategic views of Plymouth Sound and the estuaries from many public places – views that are important to protect and take advantage of to support access from the waterfront and the delivery of good quality development.

How accessible? Strategic gateways to the city are located within this area, including the international ferry port, central railway station and coach station. The aspiration is to improve these gateways to create a positive sense of arrival to the city. Upgrading and redeveloping Plymouth railway station as a regional hub and delivering a new coach station in the City Centre will be an important part of this. There is also an important opportunity for a cruise liner terminal at Millbay. Safeguarding and enhancing public access to and along the waterfront is also important, especially to provide increased opportunity for its enjoyment by people who live in the city’s waterfront neighbourhoods and for visitors.

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 Derriford and the Northern 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 and open for comments in due course: 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 -** The South area of Plymouth includes key regeneration areas, including the City Centre, Millbay and Devonport, with a large number of potential requirements as the city grows and develops. As the area grows as a key strategic area for the whole of the South West, new and improved infrastructure will be required.

**City Centre -** As part of the redeveloping the City Centre, extensive public realm works have been identified as needed to improve the environment and offer of the destination. There are big projects planned such as the relocation of the coach station, the expansion of Drake’s Circus to offer increased leisure opportunities, improvements works to the City Market and the relocation of Central Library to facilitate the new History Centre. Improving the accessibility of the City Centre and Waterfront area will be an important element of planning further growth.

**Millbay -** There are a number of key infrastructure requirements in the Millbay area of Plymouth as redevelopment continues of this new coastal quarter of the City. This includes the development of the new Millbay Boulevard (connecting Millbay Docks to the City Centre) and the possible opportunity to provide a new Cruise Terminal for the city. Given the increase in population of the area, improvements to walking and cycling links around Millbay Docks have also been identified as requirements.

**Devonport -** Devonport is a key regeneration area of Plymouth and the old MOD storage enclave and is being transformed to form an integral part of Devonport. Devonport Market Hall is earmarked for refurbishment as part of a project which will put digital gaming facilities into the heart of a regenerated Devonport and as part of the City Deal, a proportion of the Dockyard has now been transferred from the MOD and is in the process of being redeveloped as a Marine Industries Production Campus and there is further potential for other areas to become available.

**European Marine Site -** To ensure that Plymouth Sound and Estuaries European Marine Site (EMS) is a well valued, protected and managed multi-functional blue space the significant nature and historical conservation interest within the site will be protected and enhanced whilst proactive sustainable management of the site will provide residents and visitors with the opportunity to access the wealth of opportunities the marine environment offers.

**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.

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### Infrastructure projects we know of...are there more?

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free Wi-Fi on the Hoe</td>
<td>New cruise terminal</td>
</tr>
<tr>
<td>Provision of a new exhibition and conference centre</td>
<td>Millbay Boulevard Temporary Enhancement to existing route and completion of Millbay Boulevard Link</td>
</tr>
<tr>
<td>Improvements to Cattedown roundabout, Charles Cross roundabout, North Cross roundabout and Drake Circus junction</td>
<td>Development of flood alleviation scheme at Mount Gould and in the Western Approach/King Street area in line with Integrated Urban Drainage Model (IUDM) to provide improved flooding and drainage measures</td>
</tr>
<tr>
<td>New connecting cycle path near Friary Park</td>
<td>Hoe foreshore green space improvements</td>
</tr>
<tr>
<td>Provision of enhanced walking and cycling links at Millbay Docks and other Strategic Cycle Network enhancements</td>
<td>Flood improvement works at Elphinstone car park, the Barbican and Phoenix Wharf, (renovation of sea wall) and the Riverside Tidal Flood Protection Scheme</td>
</tr>
<tr>
<td>Royal Parade (cycle and bus access), Pilgrim Fathers and Mayflower Steps public realm improvements</td>
<td>Bus and pedestrian improvements at St Andrews Cross Roundabout, Exeter Street Viaduct and Derrys Cross</td>
</tr>
<tr>
<td>Strategic Drainage Corridor Assessment to coordinate how surface water drainage is managed in the area at the Dockyard, Millbay, the City Centre area, the Royal William Yard area, the Sutton and Laira area and the Stonehouse area (from Central Park to Stonehouse)</td>
<td>Flood improvement works at Mount Wise (sea wall refurbishment), Stonehouse and Durnford Street (tidal flood alleviation scheme), Stonehouse (tidal flap replacement), Torpoint Ferry Slipway, Devonport, Devils Point (foreshore repairs) and North Corner pontoon (landing stage repairs), Sutton Harbour, Coxside, Lock Gate (informed by climate change assessment Stage 1 and Stage 2 Works) and Plymouth Sound, (breakwater maintenance)</td>
</tr>
<tr>
<td>Next generation real-time passenger information displays on Royal Parade and provision of non-scheduled coach drop off points in City Centre</td>
<td>Junction improvements for Western Approach, Union Street, new Boulevard Link Bretonside and Vauxhall Street intersection</td>
</tr>
<tr>
<td>Relocation of Central Library and reference library to make way for new History Centre</td>
<td>Refurbishment of City Market and Devonport Market Hall</td>
</tr>
<tr>
<td>Provision of new Mayflower Coach Station</td>
<td>Replacement arena for Plymouth Pavilions</td>
</tr>
<tr>
<td>Waterfront intersection improvements on road network and increased provision of water taxis</td>
<td>Potential transfer of further land at South Yard from MOD to the Council for regeneration</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…

### SITE ALLOCATION PROCESS

1. **Call for Sites and Review of Existing Sites**
2. **Seeking Views on Sites and to Highlight Any Sites that Have Been Missed**
3. **Assess the Sites’ Development Potential**
4. **Consultation on Sites Selected to be Draft Allocations**
5. **Final Submission for Consultation and Examination**
6. **Adoption of Site Allocations**

### Table of Sites

<table>
<thead>
<tr>
<th>Ref</th>
<th>Site Address</th>
<th>App No</th>
<th>Planning Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1</td>
<td>Croda Works, Maxwell Rd.</td>
<td>14/00823/FUL</td>
<td>Business units (Commercial)</td>
</tr>
<tr>
<td>S2</td>
<td>Theatre Royal Workshops, Oakfield Terrace Rd.</td>
<td>14/008791/OUT</td>
<td>62 dwellings and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S3</td>
<td>Western National / Laira Bridge</td>
<td>14/00854/OUT</td>
<td>50 Dwellings (Residential)</td>
</tr>
<tr>
<td>S4</td>
<td>Howard’s Quay</td>
<td>14/00854/OUT</td>
<td>Light industrial units (Commercial)</td>
</tr>
<tr>
<td>S5</td>
<td>East End of Stanlake Terrace</td>
<td>14/00854/OUT</td>
<td>Redevelopment of Bus Station (Commercial)</td>
</tr>
<tr>
<td>S6</td>
<td>Former Mazda Workshop Adj. Beech Av.</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S7</td>
<td>Former Tothill Sidings</td>
<td>14/00823/FUL</td>
<td>14 dwellings and a Doctor’s Surgery</td>
</tr>
<tr>
<td>S8</td>
<td>180 Rendle St.</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S8</td>
<td>Clare Place</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S9</td>
<td>58-64 Embankment Rd.</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S10</td>
<td>Desborough Motors, 15 Desborough Lane</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S11</td>
<td>LP027 (part) 68-70 Cattedown Rd.</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S12</td>
<td>Plymouth Fruit Sales, Sutton Rd.</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S13</td>
<td>2-6 Royal Parade 1-3 St Andrews Cr. &amp; Old Town St.</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S14</td>
<td>The MBA Laboratory, Madeira Rd.</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S15</td>
<td>98-100 Vauxhall Street</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S16</td>
<td>Theatre Royal Workshops, Oakfield Terrace Rd.</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S17</td>
<td>66 to 68 New George Street</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S18</td>
<td>Land Between Science And Trafalgar Buildings</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S19</td>
<td>174 Armada Way</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
<tr>
<td>S20</td>
<td>The Old Dispensary, 27 Craigie Drive</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
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<td>29 Manor Street</td>
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<td>S23</td>
<td>The Town House, 32 Harwell Street</td>
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<td>1-56 Raglan Road</td>
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<td>S27</td>
<td>St George’s Training Centre</td>
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<td>22 George Place</td>
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<td>Princess Yachts, South Yard</td>
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<td>T.V.R Centre, Prospect Place, West Hoe</td>
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<td>The MBA Laboratory, Madeira Rd.</td>
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<td>Foot Ansty Offices, Derrys Cross</td>
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<td>The Ship Hotel</td>
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<td>S37</td>
<td>Quality Hotel, Land North of Cliff Road</td>
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<td>Land at Caroline Place</td>
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<td>17 Mayflower Street</td>
<td>14/00823/FUL</td>
<td>Student accommodation and commercial uses (Mixed Use)</td>
</tr>
</tbody>
</table>

Ref: Reference number
Site Address: Site address
App No: Application number
Planning Description: Planning description

Which sites do you think are simply not suitable for development?

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

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 CC, DP, MS and SH. 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: http://www.plymouth.gov.uk/planningapplicationsv4/welcome.asp

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.

**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

**Use the map 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 new green space to plug the gaps?**

**The accessible green space**

This data was extracted from internal Plymouth City Council sources.
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

This data was extracted from internal Plymouth City Council sources and the Ordnance Survey.
Key Area Statistics

This area has a higher proportion of Buddhist and Muslim communities than other areas in Plymouth. Christians are also lower here than the rest of Plymouth, which is (38.1%)

Christian 49.6%
Religion Not Stated 7.4%
No Religion 38.8%

This area is much more diverse than other areas in Plymouth with more people in the BME category and those who don't have English as their first language.

83.1% White British
8.2% White Other
8.7% BME
89.7% English first language
10.3% English not first language

The amount of people who have their day to day activities limited is above the Plymouth percentage (20.4%)

17.6% England
20.4% Plymouth
24.9% South Area

...Equally, those who are long term sick or disabled are also higher in this area than the rest of Plymouth (5.2%)

8.2% South
5.2% Plymouth
4.0% England

There is a high number of students in full-time education in the South.

11% full time students (not in work) for the South Area
8.37% full time students for rest of Plymouth

This data was extracted from www.nomisweb.co.uk/census/2011
Severe deprivation (those deprived in 3 or 4 of the deprivation areas) is higher in this area with over 1 in 10 households being deprived in 3 or 4 areas.) To compare, 6.9% of households in Plymouth are deprived in 3 or 4 of the deprivation areas.

4 in 10 children living in this area are classed as living in poverty.

This data was extracted from https://www.nomisweb.co.uk/census/2011
Above average privately rented homes

Above average socially rented homes

Most dwellings in this area are rented, much higher than the Plymouth percentages, consequentially property ownership is much lower.

Over half of the accommodation in this area are flats.
Housing Issues

The amount of those living in crowded accommodation is a lot higher than the Plymouth percentage.

This area has higher proportions of households made up of single persons, co-habiting couples with no children and lone parents with dependent children.

- 9.9% lone parent with dependent children (Plymouth 7.2%)
- 26.3% one person household (Plymouth 19.1%)
- 8.3% co-habiting with no dependent children (Plymouth 4.6%)
Between April 2012 and April 2015 84 houses were built in gardens representing 3.6 per cent of overall housing delivery in Plymouth.

South = 0 dwellings on 0 sites

Plymouth = 84 dwellings on 35 sites

This data was extracted from Devon and Cornwall Police and internal Plymouth City Council sources.
Healthcare and Employment

Unpaid care provision

8.31% of the South area residents provide unpaid care to either family or friends, this is lower than the rest of Plymouth (10.7%) and England (10.3%).

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

34,272 work in this area, the top 5 jobs people are employed in are...

- **3547** Accommodation and food service
- **5795** Manufacturing
- **5221** Wholesale and retail trade; repair of motor vehicles and motorcycles
- **2874** Administrative and support services
- **3569** Public administration and defence; compulsory social security

Nearly a quarter of the population living in this area have no qualifications.
Travel to Work

Sustainable Travel to Work

Main Employment Areas

Many people here opt to walk to work than in other Plymouth Plan areas, suggesting many people live close to their place or work.

A majority of people travel short distances to work, combined with the statistics for modes of travel it's possible to suggest many people live close to their place of work.

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

The amount of people who classify themselves as in bad or very bad health is higher in this area than the Plymouth percentage.

People in Bad and Very Bad Health

<table>
<thead>
<tr>
<th></th>
<th>South</th>
<th>Plymouth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Good Health</td>
<td>46.0%</td>
<td>42.6%</td>
</tr>
<tr>
<td>Good Health</td>
<td>37.5%</td>
<td>33.4%</td>
</tr>
<tr>
<td>Fair Health</td>
<td>13.9%</td>
<td>15.1%</td>
</tr>
<tr>
<td>Bad Health</td>
<td>5.1%</td>
<td>7.0%</td>
</tr>
<tr>
<td>Very Bad Health</td>
<td>1.4%</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

Hospital admissions (Rates per 10,000 population)

- South: 1,042.8
- Plymouth: 1,303

In the South area over 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

Location of Allotments

South Area
0 plots per 1000 people

Plymouth
7.7 plots per 1000 people

Play Spaces Within 600m Walking Distance

South Area
97%

Plymouth
87%

Percentage of homes within 600m of play space

0-5 Years Play
5-11 Years Play
Teen Play
Multi Use Game Area
5-a-Side Pitch
Skate Park
600m from a Play Space

This data was extracted from internal Plymouth City Council sources.

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?
Activity and Diet

Fruit and veg
60.9% adults eat 5 portions of fruit and vegetables a day when compared with the Plymouth average 63.4%
76.8% of adults participate in some moderate physical activity in the past seven days when compared with the Plymouth average 76.6%

Alcohol and smoking
More adults drink alcohol on four or more occasions a week than the rest of Plymouth.

South 12.8%
Plymouth 16.7%
More adults smoke in the South when compared with the rest of Plymouth.

South 24.1%
Plymouth 11.2%

This data was extracted from internal Plymouth City Council sources.
The south area has more people who have their highest level of qualification to degree level than the Plymouth percentage, meaning more of Plymouth’s degree educated people live in the south area.

2+ A Levels or equivalent (Level 3)

- 27.4% England
- 21.5% Plymouth
- 22.1% South Area

BA/BSc Degree or higher (Level 4)

- 12.4% England
- 16.6% Plymouth
- 15.8% South Area

This data was extracted from www.nomisweb.co.uk/census/2011 and Experian Mosaic and internal Plymouth City Council sources.