# Neighbourhood Area: 6 Ford

<table>
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<tr>
<th>Objective</th>
<th>Achieves objective?</th>
<th>Comments</th>
<th>Options for consideration by PCC</th>
</tr>
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<tbody>
<tr>
<td>1. A community with thriving mixed use centres. A sustainable neighbourhood should have clear &amp; identifiable local &amp; neighbourhood centres, with access to jobs, education, healthcare, leisure, retail and public transport &amp; open space.</td>
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<tr>
<td>1.1 Is there a range of community facilities, consistent with the neighbourhood population? Criteria: Facilities include shops, religious meeting places, community halls, scout huts etc.</td>
<td>Ford has a range of both local and neighbourhood facilities spread throughout the neighbourhood. These are mainly shops, churches, and religious meeting places. There is also a health and community centre, a crèche and a supermarket. Facilities are mainly concentrated around Wolseley Road but there is also facilities distributed across the centre of the neighbourhood on St Levan Road. There is a lack of leisure and recreation facilities in Ford, there are no sports facilities or areas for organised sport. There is also a distinct lack of facilities and meeting places for young people.</td>
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<tr>
<td>1.2 Are community facilities grouped to create identifiable local &amp; neighbourhood centres?</td>
<td>One neighbourhood centre and three local centres have been identified: Neighbourhood Centre: Wolseley Close neighbourhood centre: This area comprises of a small business park containing businesses such as a dentist and a nursery with a community resource centre. This is located next to a mini supermarket with an integrated Post Office. There is also a range of local shops and a gospel hall which extend along Wolseley Road. Local Centre: St Levan Road local centre: which is based on four specialist shops; a hairdresser, a pet shop, kitchen shop and a builder’s showroom and a local newsagent nearby. St Georges Terrace local centre: adjacent to St Levan Road, is based on a Community Health Centre, a parent’s centre and a post office. Wolseley Road Roundabout local centre: which is based on a church and a doctor’s surgery as well as a jobcentre and specialist shops such as a funeral parlour, a garage and car show room.</td>
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<td>1.3 Are the current catchment populations sufficient to support the local &amp; neighbourhood centres? Criteria: Local centres - pop.2,000 – 5,000 (av. 3,500) Neighbourhood centres - pop. 5,000-9,000 (av. 7,000)</td>
<td>The population of Ford in 2001 was 3,818 people which could support 1-2 local centres. Wolseley Road neighbourhood centre is located in the north-east of the neighbourhood, and therefore also serves the neighbouring area of North Prospect. Actual catchment populations for the existing centres within Ford are low. However, this may be due to the steep topography which substantially reduces the actual walking</td>
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## Are people able to work locally?

**Criteria:**
- **Good** – job ratio above 1.0
- **Moderate** – job ratio between 0.7 to 1.0
- **Poor** – job ratio below 0.7

The neighbourhood centre in Ford forms a good employment base. The new Wolseley Close Business Park has created opportunities for local small businesses. However, there is not a diverse range of job opportunities in Ford. The neighbourhood is in close proximity to the Naval Dockyard at Devonport which is a major employer in Plymouth.

1,978 people (aged 16-74, including unemployed) are economically active in Ford. However, there are only 725 jobs within the neighbourhood. This gives a very poor job ratio score of 0.37. This figure shows there are little available employment opportunities within the neighbourhood.

56.9% travel to work by car, below the Plymouth and national averages (63.5% and 61.5% respectively). This suggests that some residents are employed within the neighbourhood.

## Are education facilities in close proximity to local & neighbourhood centres?

**Criteria:**
- ‘Education facilities’ include crèche, primary schools (junior and infants), secondary schools and tertiary education centres.

There is one nursery and one primary school, which are both in close proximity to the neighbourhood centre at Wolseley Road.

## Are there places for formal sports, play & informal recreation?

**Criteria:**
- Open space categories 1 (informal recreation) & 2 (sport and formal recreation) and play areas:
  - **Good** – more than one area of both category 1 & 2 of District or above importance, and areas for play.
  - **Moderate** – at least one area of both category 1 & 2 of Neighbourhood or above importance, and at least one play area.
  - **Poor** – less than one area of both categories 1 & 2.

There are 2 areas of neighbourhood importance for informal recreation; spaces 14 and 282. One has a play area. There is no area for formal sports located within the neighbourhood and only one public green area with goal posts for informal sports. The lack of a secondary school or a leisure centre in Ford means local people have to travel out of Ford to use facilities in other neighbourhoods. However, the close proximity of Ford to Central Park (a park and sports centre of district importance) suggests Ford residents would use this large park and its facilities. Central Park is not within the recommended walking catchment area.

## Are there places to meet and socialise for all ages & interest groups?

**Criteria:**
- Community centres, shopping centres, pubs, squares and public parks within the neighbourhood.

Ford has average communal areas and facilities. There is a park and playground at St. Levan Road as well as a community resource centre and 5 places of worship, one of which is a gospel hall. However, one church appears to not be in use.

The Wolseley Road neighbourhood centre contains a large food store, community centre, post office and health centre.
## 2. A balanced community

A sustainable neighbourhood means a balanced community set within a safe and healthy environment. It should comprise a well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes.

### 2.1 Does existing housing stock provide a range of different tenures and types, with a good mix of social and private housing?

Criteria:
1. Balance of public/private housing stock
2. Mix of different types
   - Good – Good balance & mix.
   - Moderate – Average balance & mix.
   - Poor – Poor balance & mix.

<table>
<thead>
<tr>
<th>Tenure Type</th>
<th>Description</th>
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<tbody>
<tr>
<td>OwnerOccupied</td>
<td>74.4%</td>
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<tr>
<td>CouncilRental</td>
<td>3%</td>
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<tr>
<td>SemiDetached</td>
<td>7%</td>
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<tr>
<td>Detached</td>
<td>1%</td>
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<tr>
<td>Flats</td>
<td>18.8%</td>
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### 2.2 Are different types & tenures well integrated across the neighbourhood?

There is a uniform tenure throughout the neighbourhood of predominantly; rows of terraced housing. Therefore, there is little variation in type or tenure throughout the neighbourhood aside from pockets of flats near Wolseley Road.

### 2.3 Does the neighbourhood have an appropriate balance of economic activity?

<table>
<thead>
<tr>
<th>Economic Activity</th>
<th>Description</th>
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<tbody>
<tr>
<td>Employment Rate</td>
<td>Good – Above national average employment rate, and below national average unemployment rate. Moderate – Around national average employment and unemployment rate. Poor – Below national average employment rate and above national average unemployment rate.</td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td>Employment is above average (65% in comparison to 57.7% within Plymouth and the national average of 60.6%) The unemployment rate is the same in Ford as the national average 3.4% and slightly higher than the Plymouth average 3.2%.</td>
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### 2.4 Is there social deprivation?

- Good – Neighbourhoods above 10%
- Moderate - Neighbourhoods that lie within the national top 3% and 10%
- Poor - Neighbourhoods that lie within the national top 3%

Ford may have some issues concerning social deprivation but is not within the top 10% and is therefore not a priority neighbourhood.

### 2.5 Is the population healthy?

Criteria:
1. Long Term Illness (compared to national average)
2. Life Expectancy (compared to Plymouth average)

<table>
<thead>
<tr>
<th>Health Indicator</th>
<th>Description</th>
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<tbody>
<tr>
<td>Long Term Illness</td>
<td>There is a similar % of people with a long term illness to the national average (18.4% to 18.2%)</td>
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<tr>
<td>Life Expectancy</td>
<td>The life expectancy for Ford is 79.4, which is above the</td>
</tr>
</tbody>
</table>
3. Assessment of Personal Health (compared to national average)

- **Good** – Above average for all three criteria.
- **Moderate** – Around average for all three criteria, or above average for two/ below average for one.
- **Poor** – Below average for two or more criteria.

Plymouth average of 78.6.

The % of the population that consider their health ‘good’ is slightly under national figures (66.9% compared with 68.6% nationally).

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### 3. A well-connected community

**A sustainable neighbourhood is one in which there is a very clear and understandable pattern of streets and spaces providing ease of movement between key destinations, adjacent areas and to the rest of the city.**

#### 3.1 Is there a clear hierarchy of streets and spaces?

**Criteria:**
- Does the scale of the streets reflect their function.
- Are streets well linked.

The A3064 ‘strategic city route’ between the City Centre and the Tamar Bridge forms the eastern boundary of the neighbourhood and is a principle route through and out of the city.

St. Levan Road and Melville Road/Ford Hill act as key local neighbourhood routes providing important connections to adjacent neighbourhoods.

Streets are fairly well linked in between the rows of terraced housing and there are very few cul de sacs/ dead ends. There are a number of east-west routes providing good permeability within the neighbourhood and connections to surrounding neighbourhoods. However, Melville Road/Ford Hill is the only direct north-south connection through the neighbourhood; and is therefore a busy route.

The steep topography either side of St. Levan Road contributes to a car dominated environment which compromises the legibility of the neighbourhood.

#### 3.2 Do people have good access to a range of public transport methods?

**Criteria:**
- Is there a range of public transport facilities within walking distance of dwellings.

There are frequent bus services from Wolseley Road to the city centre and Derriford Hospital (every 15 mins at peak times). The route also crosses through the centre of Ford on St. Levan Road and around all sides of Ford (Pasley Street East and Moor view). Ford is well served by bus services, most within 5 minute walking distances from dwellings. The steep topography in the neighbourhood may prevent or discourage some people from using public transport and reduces walking catchments to the bus stops.

#### 3.3 Are the local & neighbourhood centres well served by a range of public transport methods?

Yes - There are bus stops near both local and neighbourhood centres and the services are frequent.

#### 3.4 Are people able to travel to work by public transport?

**Criteria:**
- Census data for working locally.

People are able to travel to work by public transport. A slightly higher than national average % of people use public transport (14.8% to 12.3%). Less % of people than the Plymouth average travel to work by car (56.9% to 61.6%). 31.2% of people in Ford have no car so the bus service is important in this area.

#### 3.5 Are there appropriate green-spaces easily accessible by foot and cycle, within recommended distances?

**Criteria:**
- Good – publicly accessible neighbourhood and local open spaces serving the majority of the neighbourhood (above 75%).
- Moderate – publicly accessible neighbourhood and/or

The western side of Ford is well served by a green and small park, meaning 50% of the population have access to open space. The eastern side of Ford has no green space, however it is near Central Park which is of district importance and is about 250m from the Ford boundary.

The area is also adjacent to open space in Stoke, at the
<table>
<thead>
<tr>
<th>3.6</th>
<th>Is it easy to move around the neighbourhood by foot and cycle?</th>
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<tbody>
<tr>
<td>Criteria:</td>
<td></td>
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<tr>
<td>• Are the majority of streets interconnected.</td>
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<tr>
<td>• How steep is the topography.</td>
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<tr>
<td>The topography of the neighbourhood is extremely steep, rising upwards from St Levan Road to the north and south of Ford. This limits the ease to move around the area on foot and limits the potential for cycle routes. There are no designated cycle routes in Ford.</td>
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<tr>
<td>In general, the streets of Ford are fairly well connected and linked making the area easy to navigate. Due to the grid-like street system the area is fairly permeable. However, many of the straight streets are very long e.g. Kent Road and Cambridge Road reducing natural walking routes. The open space adjacent to St. Levant Road divides the residential area of the neighbourhood to the north and south.</td>
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<tr>
<td>The modern residential area of Berkshire Drive is a cul de sac which does not have direct access to the playground located next to it.</td>
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<tr>
<th>3.7</th>
<th>Is the neighbourhood well connected to adjacent neighbourhoods and city districts?</th>
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<tbody>
<tr>
<td>Ford is fairly well connected to other neighbourhoods. However there is only one main north-south connection through the neighbourhood. The steep topography makes it very difficult for pedestrian access to surrounding neighbourhoods. The busy A3064 route that forms the eastern boundary to Ford also provides a barrier for pedestrian access to North Prospect.</td>
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<tr>
<th>3.8</th>
<th>Is the neighbourhood well connected to citywide facilities?</th>
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<tbody>
<tr>
<td>Ford is connected to the city centre on the East side via the main access road; the A3064 (Woseley Road). There are good, frequent bus links to the city centre and Derriford hospital, from St Levan Road, Ford Hill and especially from Woseley Road neighbourhood centre. There are also bus services from Henderson Place, Moor View and Pasley Street East which are on the border of Ford and neighbouring wards.</td>
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<table>
<thead>
<tr>
<th>4.1</th>
<th>Is there a positive sense of place and identity in relation to the rest of Plymouth?</th>
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<tbody>
<tr>
<td>Criteria:</td>
<td></td>
</tr>
<tr>
<td>• Topography</td>
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<tr>
<td>• Urban typology/ era</td>
<td></td>
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<tr>
<td>• Typical materials</td>
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<td>• Typical vegetation/ open space</td>
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<tr>
<td>Ford has a fairly distinct identity. The colourful Edwardian brick terraces and old grid street layout and back alleyways mark the area, particularly in comparison to the more modern Abercrombie settlement of North Prospect to the east. The area is very similar to Keyham (which borders Ford to the north-west) as the uniform terraces in both neighbourhoods were designed to accommodate Naval workers at the beginning of the last century. There is no obvious boundary to the neighbourhood although it can be seen in its entirety from the highest points.</td>
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<td>There is a long recreational ground running through the centre, separating the two steep sides of terraced housing, which is the main open space in the area.</td>
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| 4.2 | Is it easy to understand and find your way around the | The streets are nearly identical. The steep topography of |
4.3 Are there high quality buildings, streets, spaces and parks?

**Criteria:**
- Conservation Areas
- Listed Buildings
- Quality of materials
- Areas of visual amenity (category 4) and separation/buffer (category 5) greenspace

There are no listed buildings or conservation areas in Ford. The Edwardian terraces are well built and maintained, however there are no areas of particular high quality. There is one area of neighbourhood importance for visual amenity; space 14. Two areas have neighbourhood importance as a separation buffer; spaces 14 and 282.

4.4 Are the streets and spaces well defined by buildings?

In general, there is a good definition of streets as the rows of terraced housing face the street and most to not have front gardens. Parked cars in front of houses obscure the street definition. Some areas have poor street definition, for example, Sussex Road, as the rear of one set of terraces faces the front of another set of terraces. The open space is not well defined by buildings as not all housing faces the park.

4.5 Are streets & spaces perceived as safe?

**Criteria:**
TBA

The neighbourhood of Ford is an area where there is a watching brief in terms of crime. Ford is ranked the 11th worst neighbourhood in Plymouth for crime.

5. **A neighbourhood that respects and capitalises on its environment**

A sustainable neighbourhood is one that fits in with its natural environment, uses resources efficiently, and utilises its environment as an asset.

5.1 Has development used land efficiently?

**Criteria:**
- Housing densities.

Yes - There is a large number of 1900’s terraced properties within the neighbourhood and little if any available space for new development. The approximate housing density for the neighbourhood is 50 dwellings per hectare. The methodology considers this to be lower moderate meaning an efficient bus service is viable.

5.2 Has the neighbourhood responded to its natural environment?

**Criteria:**
- Has development responded to topography and other natural features.

Many of the roads on the north side of Ford have followed the contours. Many buildings have poor frontage onto streets due to the steep topography. The terraced houses to the south of the park on St. Levan Road are situated on roads which run vertically down from the highest point in Plymouth. This means the streets are incredibly steep making it difficult to navigate on foot or even by car, and the houses do not utilise the topography, as they have limited views. Development, in most cases, turns its back on the open space adjacent to St. Levan Road.

5.3 Are the areas of biodiversity protected and accessible?

**Criteria:**
- Does the neighbourhood include areas designated for their biodiversity interest? Including any of the following, Special Area of Conservation (SAC)/Special Protection Area (SPA)/Site of Special Scientific Interest (SSSI)/County Wildlife Site (CWS)/Local Nature Reserve (LNR)/Biodiversity Network Feature (BNF)
- Does the neighbourhood support a linked network of biodiversity features?
- Does the neighbourhood provide access to areas of biodiversity interest.

- Ford does not have any areas that have been designated for their biodiversity interest. Although there are a few small mown green spaces
- Some of the green spaces are linked, however the majority of the neighbourhood does not support a linked network.
- The limited numbers of green spaces do have access.

- Future development should aim to increase biodiversity and connectivity within the neighbourhood.
- Sensitive management of the green spaces would increase biodiversity and connectivity.
### 5.4 Are there any adverse environmental health factors?

**Criteria:**
- **Good** - areas outside 1km radius of any macro environmental health issue.
- **Moderate** - areas within 1km of macro environmental health issue, but outside 250m radius.
- **Poor** - areas within 250m radius of macro environmental health issue.

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<tr>
<td><strong>Yes</strong> – The sewage-processing site, west of Wolseley Road is identified as a macro level environmental health issue for ‘odours’ within Keyham. Almost the whole of Ford is within 1km radius of the processing works, although none of Ford is within 250m.</td>
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### 5.5 Has the area got an exposed microclimate, or sheltered southerly aspect?

**Criteria:** Topography and location.

Due to the steep topography on either side of Ford, many of the properties are situated on the slopes and in the valley around St. Levan Road and therefore have a sheltered southerly aspect.

### 5.6 Are there any areas at risk of flooding?

**Criteria:** Environment Agency maps.

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<tr>
<td><strong>No</strong> – There is no flood risk in Ford.</td>
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## SUMMARY

Ford is 44ha in area, and has a steep topography ranging from 6.3m above sea level at its lowest point in the centre rising to 38m above sea level at the north boundary edge, with the south end of Ford being close to the highest point in Plymouth. The neighbourhood is predominantly a residential area dominated by terraced properties, with a moderate housing density of 50 dwellings per hectare. The terraces are not very high quality as there are very few with gardens and the streets are generally devoid of any landscaping such as trees, bins or benches. The area contains 2 green spaces, one of which contains a small park which serves at least 50% of the population and Ford is within close proximity to Central Park of district importance. There are 3 local centres and one neighbourhood centre which may seem excessive for a resident population of only 3,818 people. However, each local centre contains 5 or less shops, serve different functions and due to the steep topography, the catchment areas of these centres is much reduced. There is little if any room for further development in the area.

Ford is served by the A386 on the East side of Ford which is a strong link to citywide facilities, although it does segregate pedestrians in Ford from North Prospect. This and St Levan Road is well connected to city bus routes, with regular services. Crime is a problem in Ford, ranking the 11th worse in Plymouth, and there is a lack of high quality areas in Ford with no listed buildings or conservation areas. The quality of life for people in Ford in terms of health and economic activity is very close to national averages and could be improved. The amount of employment opportunities in the neighbourhood is low, however, the new Wolseley Road Business Park is an important resource for employment and services. Overall the neighbourhood is fairly sustainable and it is notable that new community centres and health centres have been created. However, there is an urgent need to create facilities for the younger people of Ford, as there are no youth clubs, no sports facilities, music centres or meeting places (other than the park or places of worship). Implementing more educational and recreational facilities should benefit the whole population and is likely to have a positive effect on the crime statistics for the area.

## KEY: How well does the neighbourhood achieve the objective?

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<table>
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<tbody>
<tr>
<td><strong>Good</strong></td>
<td>Makes a significant contribution</td>
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<tr>
<td><strong>Moderate</strong></td>
<td>Makes some direct or significant contribution</td>
</tr>
<tr>
<td><strong>Poor</strong></td>
<td>Does not contribute to the objective</td>
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Sustainable Neighbourhoods 6. Ford
Open Space Analysis

Greenspace Criteria:
1. Informal Recreation
2. Sports and Formal Recreation
3. Habitats and Species
4. Visual Amenity
5. Separation / Buffer
6. Access Corridor
7. Historical / Cultural
8. Countryside / Food and Growing

Scale of Importance:
N. Neighbourhood Importance
D. District Importance
C. City Importance
R. Regional Importance
NAT. National Importance
INT. International Importance

Recommended Neighbourhood Walk Zones
Green Open Spaces
Green Open Spaces which are not publicly accessible

Scale
0 150 m