



Loggerheads Neighbourhood Plan

2013-2033

MONITORING REPORT

SEPTEMBER 2021

INTRODUCTION

Following the successful outcome at referendum on 10th January 2019 the Loggerheads Neighbourhood Plan was 'made' by Newcastle-under-Lyme Borough Council on 15th February 2019 and forms part of the development plan for the area, together with the Newcastle-under-Lyme and Stoke on Trent Core Spatial Strategy 2006 – 2026 (adopted October 2009), the Newcastle-under-Lyme Local Plan 2011 (adopted in 2003), the Minerals Local Plan for Staffordshire(2015 -2030) and the Staffordshire and Stoke-on-Trent Waste Local Plan (2010 to 2026).

NEIGHBOURHOOD PLAN VISION

The following Vision encapsulated the main issues identified by evidence on the local area and issues raised by the community. It was important that residents felt that this statement reflected their wishes for the parish over the lifetime of this Plan.

To create an enhanced sustainable rural community that provides for people of all ages

The vision was supported by five aims, which were then translated into the policies in the Neighbourhood Plan.

Aim	Update
<p>Aim 1: Heritage & Place To promote, protect and enhance natural and built heritage and improve access where this does not conflict with conservation of the assets.</p>	<p>Application made to designate Ashley Heath as a Conservation Area in 2019 but this was refused by Newcastle-under-Lyme Borough Council. Request to include in Local Plan Policy submitted in 2020. All applications for development considered against this Aim and relevant comments submitted to the Borough Council.</p>
<p>Aim 2: Transport & Movement To enhance and maintain local walking routes, access to public transport and connections to local towns and employment centres without reliance on cars.</p>	<p>Footpaths maintained and Loggerheads Loops walk leaflets reproduced annually and available free to residents. Bus service maintained at pre-covid level. Limited progress with other connections.</p>
<p>Aim 3: Housing To provide a sustainable place to live with a range of housing that meets local needs.</p>	<p>2021 +78 2, 3, 4 and 5 bed homes being built on Mucklestone Road, 20%“affordable”. +44 bungalows being built on Eccleshall Road. In 2019 LPC engaged with company interested in Market Drayton road site & proposal to build a supported living apartments & houses but this did not proceed, +65 3, 4 & 5 bed homes to be built on the site. July 2021 application in for 15</p>

	apartments at car wash site.
Aim 4: Health & Wellbeing To cultivate social cohesion and healthy lifestyles through the provision of public, recreational and community spaces.	All designated green space has been protected. All play areas have been kept open during covid. Allotments fully used. Changing facilities & toilets provided at the Burntwood sports field in early 2021. Lease being negotiated for site for community facilities on Market Drayton Road.
Aim 5: Economy To provide and create an environment that is attractive to employment and visitors	Applications for dwellings that are not in keeping with the local area have been objected to. Footpaths & green space maintained. Possible new use of car wash site to improve appearance of Loggerheads centre. Memorial area created in 2020.

NEIGHBOURHOOD PLAN POLICIES

The following of policies were developed to manage the future development of Loggerheads in order to achieve the vision, objectives and strategy of the Neighbourhood Plan. All applications for development have been considered by the Parish Council against these policies since the Plan was made in February 2019. Most are considered to conform to these policies so the PC submits a no objection response, those that are considered not to conform are objected to with an explanation as to which policy(s) is not being complied with. Newcastle under Lyme Borough Council includes reference to the relevant Neighbourhood Plan policies in all applications for development in the parish.

The policies are separated into five themes:

- Housing Growth & Mix
- Heritage & Place
- Transport & Movement
- Sport, Health and Community Facilities
- Economy

Policy	Update
LNPG1: New Housing Growth New housing development will be supported within the village envelope of Loggerheads village as defined in this Neighbourhood Plan. Outside of the village envelope, housing development will be supported where: <ul style="list-style-type: none"> • It is a replacement dwelling, or limited infill housing, or within a built frontage of existing dwellings; 	The full list of permitted housing development in the parish and the progress against this up to August 2021 is attached in detail at Appendix 1. There have been 405 dwellings permitted since the start of the Plan (2013) and of these 89 have been built (22%). 77 others are under construction. 52 (12.7%) are 2 bedrooms

<p>and</p> <ul style="list-style-type: none"> • It will reflect the character of surrounding dwellings and will not lead to significant loss of garden space; and • It will not cause significant harm to residential amenity; or • It is a new isolated home in the countryside that meets the special circumstances described in paragraph 55 of the Framework. 	<p>Appendix 2 shows a list of particular applications and the impact of Neighbourhood Plan on these planning applications since the plan was made in February 2019.</p>
<p>LNPG2: Housing Mix</p> <p>To be supported, proposals for ten or more houses must include a mix of types of accommodation to meet requirements identified in the latest assessment of local housing needs including accommodation suitable for first time buyers and the elderly. At least a third of new homes, unless it can be demonstrated there is not a need for this level of provision must comprise a combination of:</p> <ul style="list-style-type: none"> • One or two bedroomed properties and • One or two bedroomed properties suitable to provide independent living for the elderly 	<p>Housing developments of over 10 houses at Mucklestone Road and Eccleshall Road which are under construction have a mix of one and two bedroom properties. The bungalows at Eccleshall Road are suitable for independent living for the elderly. The proposals permitted for Market Drayton Road and Tadgedale Quarry include a mix of 2, 3 and 4 bedroom houses. The PC objected to the Tadgedale reserved matters application as the housing mix being less than the third required by this policy. The application was permitted as it was considered that the 7 3 bed bungalows would be suitable for the elderly which brought the total of small dwellings to 30.5%. The development at Hookgate for 22 which had been permitted included bungalows and a mix of sizes.</p>
<p>LNPP1: Urban Design and Environment</p> <p>To be supported, new development must demonstrate high standards of design. This includes:</p> <ol style="list-style-type: none"> 1. Designing buildings, streets, spaces, landscaping and planting to create attractive, safe and well-functioning environments, with a sense of place. 2. Comprising site-specific design solutions to complement, but not necessarily imitate, the surrounding context. 3. Complementing the established character of the surrounding context in terms of scale, density, 	<p>The Parish Council has cited this policy (or parts of) in several objections in the rural area, i.e. Horse walker at Winnington, Garage at Park Hill Cottage, Garage at Pinewood Drive, Ashley. The Borough Council has permitted all applications with explanations as to why they have not agreed with the PC's objection.</p> <p>The application for 15 apartments in Loggerheads on the car wash site has not yet been decided but the objection is that it does not comply with criteria 1, 2 3, 6 and 13.</p>

<p>massing, height and degree of set-back from streets and spaces.</p> <ol style="list-style-type: none">4. Providing active frontages to overlook public streets and spaces from inhabited rooms.5. Creating attractive, safe and convenient environments for pedestrians.6. Responding positively to local topography.7. Retaining trees and hedgerows (unless it is demonstrated the need for, and benefits of, development in that location clearly outweigh the loss or they are judged to be poor specimens or species not appropriate to the area) and providing high quality planting and landscape design.8. Creating a strong green infrastructure buffer on the interface between urban and rural to buffer surrounding landscape from development9. Providing a mix of overlooked parking provision, as an integral part of layout, so that parking does not dominate streets and space.10. Designing open spaces to be safe, attractive and functional as an integral part of layout.11. Clearly distinguishing between public and private spaces, avoiding placing rear garden fences adjacent to street frontages.12. Provide convenient, well-screened storage space for bins and recycling.13. Include high quality materials, to complement those used in the surrounding context.14. Designing residential garages so that they do not obscure or dominate frontages and are in or behind the building line.15. Providing shop-fronts to commercial and retail properties, reflecting the character of the area.16. Ensure fencing and lockable gating is used to deny un-	<p>ACTION: LPC to meet with Planning Officers to discuss the interpretation of this policy.</p>
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<p>authorised access to the rear of properties, positioned as close to the front of the building line as possible.</p>	
<p>LNPP2: Local Character & Heritage New development must complement and reinforce the local character of the area and non-designated heritage, including conserving buildings and their setting and comprising high-quality, site-specific design. A balanced judgement will be required having regard to the scale of any harm or loss to a non-designated heritage asset and the significance of the heritage asset. Potential non-designated heritage of particular sensitivity is listed in the Loggerheads Heritage book. This includes taking account of the following requirements for the main Character Areas.</p> <ul style="list-style-type: none"> • Loggerheads Village: opportunities must be taken to improve legibility by creating distinctive new townscape and buildings. • Ashley Heath: in complementing local context and character, particular attention must be paid to: <ul style="list-style-type: none"> • complementing the established character, based on housing set-back from the road, often with front boundary hedges • Preserving protected trees. • Ashley: must complement the immediate context, including: <ul style="list-style-type: none"> • the Radburn layout of housing off Charnes Road • Adding to the diversity of character created by a number of listed buildings. 	<p>There have been 2 applications for changes to Listed buildings since 2019. Both have been supported by the PC; one in December 2019 for the conversion of derelict barns to dwellings in Ashley was seen as an improvement to the site. Proposals for changes to Oakley Hall were supported as they would improve the exterior.</p> <p>An application in December 2019 for the conversion of 3 agricultural building to houses at Forge farm was objected to as being close to a heritage asset, the application was permitted.</p> <p>An application to build a large garage at a new house on Ashley Heath in April 2020 was objected to as not complementing the local context. The application was permitted.</p>
<p>LNPP3: Local Green Space:</p>	<p>All continue to be protected and</p>

<p>The following areas (identified on the maps below) are designated as Local Green Space where new development is ruled out other than in very special circumstances consistent with policy for Green Belts:</p> <ul style="list-style-type: none"> • Land along Tadgedale Brook between Chestnut Road and Brookfield; • Land at Kestrel Drive; • Land at Hugo Way; • Allotments behind Eccleshall Road; • Turner Hodgkiss Nature Reserve on Ashley Heath; • Bell Orchard Play Area, Ashley • Almington Play Area; and • Knighton Play Area. 	<p>maintained and enjoyed by residents as local green space</p>
<p>LNPT1: Sustainable Transport</p> <p>To be supported new development comprising new homes, employment units or community facilities must, subject to viability considerations, demonstrate a balanced and sustainable approach to transport, including:</p> <ul style="list-style-type: none"> • Providing for different modes of transport, including walking and cycling including incorporating secure, covered storage space for cycles • Providing electric car charging points • Ensuring there is no significant negative impact on road safety and severe traffic congestion • Providing safe and suitable access for both vehicles and pedestrians • Incorporating well-connected and permeable pedestrian networks; where not already in place, footways (pavements) are provided to link the site to the existing footway network 	<p>New houses at Mucklestone Road have charging points on external walls. LPC is monitoring conditions on applications for road safety & pavements and links from sites to existing path network closely.</p> <p>Mucklestone Road site – the developer applied to have the condition removed which requires a footpath from top site to bottom which would provide connectivity along one side of Mucklestone Road. The PC objected and the application was refused. The footpath is not yet complete; this is being pushed by LPC.</p> <p>Eccleshall Road – the application for +3 houses opposite the Coop included a condition to build a footpath along the side of the Loggerheads pub from the A53 to link to the path that will then be built by the developer for the +44 bungalows. This path is critical for road safety. Unfortunately the plan submitted and permitted omitted this path and it was missed by Planning Department & Highways and this will be a major issue in the future if the pedestrian crossing conditioned for Tadgedale Quarry application goes ahead. The PC</p>

	<p>continues to press the Borough for a resolution to this.</p> <p>Eccleshall Road +44 bungalows condition 10, the Road safety Audit recommended a formal pedestrian crossing, developer is proposing tactile crossings. The PC has objected to this proposal.</p> <p>Tadgedale quarry application has a condition to build a pedestrian crossing across the A53 but on the side to the pub not to the car wash which will leave pedestrians on the wrong side of Eccleshall Road with no help to cross this road. The PC continues to press the County Council for a better coordinated plan for this vicinity.</p> <p>ACTION: LPC continue to press the Borough and County Council's for a coordinated plan for road safety for Loggerheads village (A53 and Eccleshall Road in particular).</p> <p>Charging points are being included as conditions for new builds.</p>
<p>LNPS1: Community Infrastructure</p> <p>To be supported new development in excess of 10 dwellings must demonstrate that existing community infrastructure (meeting and activity space, medical facilities, open space, highway infrastructure including footways) is adequate to accommodate the new development, or subject to viability considerations provide or support new community infrastructure where necessary.</p>	<p>Until July 2021 all applications for more than 10 dwellings were permitted before the Neighbourhood Plan was made. For the amended application for +22 homes on Eccleshall Road at Hookgate submitted in July 2021, LPC has asked for the Section 106 to be reinstated to provide a financial contribution to improving play facilities in Loggerheads.</p> <p>LPC was disappointed that the company who has purchased the land at Market Drayton Road has chosen to propose provision of a Local Area for Play (LAP) rather than a financial contribution to the improvement of play facilities in Loggerheads which could have been used towards a MUGA or LEAP (both of which are lacking in the area).</p> <p>LPC has reminded the Borough Council</p>

	to recognise that improvement is needed in play provision for older children.
<p>LNPS2: Site Allocation for Multi-Sport and Community Facility and Sports Pitch</p> <p>Sites LV1 and LV2 fronting Market Drayton Road in Loggerheads Village (See Maps 16 & 17) are allocated for community sports and recreational uses, subject to the following:</p> <ul style="list-style-type: none"> • Site LV1 is allocated for built development for a mixed use community and sports facility, which may include uses falling within planning Use Classes D1 and D2, together with ancillary uses, including a cafe. • Site LV2 is allocated for sports pitches, where the open character of the site is maintained. Limited built development may be considered for approval immediately adjacent to Site LV1, where it is directly related to the primary use as sports pitches and where it would not compromise the open character of the site. <p>The sites will be protected for community and sports purposes. The impact on residential and visual amenity, highway safety and on features of the natural environment adjacent to the sites, are acceptable. The sites will incorporate sustainable / natural drainage systems.</p>	<p>The Parish Council has negotiated a 99 year lease for £1 with Newcastle under Lyme Borough Council, who own LV1 on Market Drayton Road. The paperwork for the formal agreement is expected in August 2021. A group set up a Community Interest Company in 2019 to progress grant applications for a community facility but were stalled by the lack of a lease and then covid. It is hoped that by 2022 grants will become available again for new projects. In the meantime the Parish Council has met with the developer of the site between LV1 and the fire station and discussed how play and sport facilities could be provided on LV1 until a community building can be started.</p>
<p>LNPS3: Sports Pitches</p> <p>Planning permission for development on existing open space and sports pitches will be supported only where it can be demonstrated that the facility is no longer required to meet local need or where an equivalent similar or better facility is provided in a sustainable location</p>	<p>No applications made for these 2 pitches</p>

<p>elsewhere in the Loggerheads area or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.</p> <p>Existing pitches subject to this policy are:</p> <ul style="list-style-type: none"> • The football field at the Burntwood • The cricket pitch at Hales 	
<p>LNPE1: Employment</p> <p>New development or change of use to create enterprise and employment space (Use Class B1) will be supported, providing it has no significant adverse impact on residential amenity or on the local environment and open character of the rural environment.</p> <p>Suitable locations for B1 employment development are:</p> <ul style="list-style-type: none"> • within existing employment sites • in the Mucklestone Nurseries & Business Centre • agricultural buildings, to support diversification • on existing brownfield sites • within the Loggerheads village envelope <p>Within Loggerheads village envelope development comprising new or expanded B2 and B8 uses will be supported on existing industrial or brownfield sites, where there would be no adverse impact on residential or visual amenity and the open character of the rural environment.</p>	<p>4 applications have been received since the Plan was made relating to employment, 3 were supported as being within this policy, 1 objected to as having significant adverse impact on residential amenity (no parking).</p> <p>March 2020 application for a beauty salon on St Johns Road in Ashley was supported and permitted.</p> <p>October 2020 application for change of use from vet to a sandwich shop on Eccleshall Road, Loggerheads was supported and permitted.</p> <p>March 2021 application to convert a disused Telephone Exchange to a dance studio in Hales was supported but refused.</p> <p>August 2021 application for change of use from the vet to a fish and chip shop on Eccleshall Road was objected to as no parking.</p>
<p>LNPE2: Retail</p> <p>New retail development will be supported within or immediately adjacent to the existing retail area. Development proposals involving existing retail sites will be supported where the retail use is retained as the primary use of the site.</p>	<p>Only two applications for retail development since the Plan was made. An application to open a Sandwich shop in what was the vets in Loggerheads was supported by LPC in October 2020, this was permitted but post covid a new application in August 2021 has been submitted for a fish and chip shop at this location and parking is a concern.</p>

<p>LNPE3: Broadband To be supported, residential and commercial development proposals must, unless it can be demonstrated to be not viable, establish that on-site provision for high speed broadband connection will be made prior to occupation of any building.</p>	<p>This is the case for the developments for more than 10 houses. Availability of superfast broadband has improved in the more built up areas of the parish closer to a telephone exchange but in the more remote areas of the parish it is not as good as residents need for home working.</p>
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NON-NEIGHBOURHOOD PLAN ISSUES

Section 7 of the Neighbourhood Plan deals with issues that are not part of the statutory Neighbourhood Plan and not therefore subject to independent examination and referendum and not matters for planning policy to address. However, it covers those issues that residents have said are important to them. These include the following initiatives, which the Parish Council has taken the lead on with an update on progress.

7.1 Place and Heritage: To develop a case for a Conservation Area on Ashley Heath

Rationale: The protection of the area known as Ashley Heath is important to residents and Conservation Area status will provide extra protection of the area's special architectural or historic interest.

Evidence: The residents of Ashley Heath supplied information about the land use and history of this area as part of the evidence gathering for the Neighbourhood Plan, which highlighted that this area has special architectural or historic interest.

Update: A business case to designate Ashley Heath as a Conservation Area was submitted to Newcastle under Lyme Borough Council in 2019 but this was refused on the grounds that the buildings were not of architectural importance. The advice was to pursue this through the Borough Council's Local Plan process to try to get Ashley Heath included in any policies that may protect areas of special interest. If this is not successful the Parish Council would also consider including this as a policy in the first review of the Neighbourhood Plan (which is likely to be when the Borough Council's Local Plan policies are agreed (sometime in 2022)).

7.2 Place and Heritage: Encourage opportunities for improving the appearance of the centre of Loggerheads village, including the car wash area, car sales area and bus shelters.

Rationale: The centre of Loggerheads village looks untidy and run down and this affects the way residents feel about their local area.

Evidence: Feedback was received during pre-submission consultation that the Plan did not address the major eye sore that was the car wash and the damaged bus shelters. From the Residents Survey results, receiving the most single mentions when asked about the "worst thing about living in the area" is the appearance of the

centre of the village around the mini roundabouts, particularly the car wash and the semi-derelict building behind it. From the young people's survey results, 16% of young people did not want the car wash.

Update: The Parish Council have continued to press Staffordshire County Council to maintain the bus shelters to a better standard and report all damage and graffiti to get it repaired as soon as possible. A planning application for the car wash area for apartments has been submitted in July 2021 which would, if permitted, make a significant improvement to removing the derelict looking buildings and petrol station forecourt. However, the Parish Council has concerns about the proposed facade of the apartments as they are not in keeping with the Neighbourhood Plan policy LNPP1: Urban Design and Environment.

7.3 Transport and Movement: Speak to the education and highways authorities on problems with school parking at Hugo Meynell School

Rationale: Inconsiderate parking near the school has been raised by residents of adjacent estates and by customers at the Co-op as a safety issue for children.

Evidence: From the Residents survey one in three people indicated problems concerning parking and there were two main areas: inconsiderate and dangerous parking around the school which affected both the main road and Hugo Way and parking on pavements causing obstructions with Chestnut Road mentioned a number of times. A few people also referred to parking at the Co-op being inadequate at times but this was of much less concern than the school parking issues.

Update: Parking at the school continues to be an issue. Extra signs have been placed on Hugo Way and the yellow lines repainted.

7.4 Transport and Movement: Discuss the potential for traffic calming with the Highways Authority

Rationale: Issues of concern from residents relating to the road network were primarily speeding, and the layout of some roads and junctions.

Evidence: From the Residents survey the topic of greatest concern (70%) was speeding on the roads within the Parish. It was mentioned relatively more often by the women in the sample and those over 60. Additional comments highlighted the A53 in particular, especially through the village itself, and there were some specific mentions of the motorbikes, which frequently pass through the village. There were also a few mentions of speeding in particular areas of the Parish, Hookgate coming up most frequently. Another issue, which was mentioned by almost half the sample, was the layout of roads and junctions. Much of the additional comment was about the mini roundabouts in the centre of Loggerheads so it is no surprise that as many as 61% of those living in Loggerheads expressed concern. There are perceived to be problems of poor visibility when approaching from certain routes, Mucklestone Road in particular. However, the basis of most comment was the danger caused by those on the main road, especially Lorries, failing to stop at the roundabouts. There were several stories of "near misses" and people described this as "an accident waiting to happen". Another junction which attracted quite a lot of comment was that

for Mucklestone Wood Lane/A53 and Gravelly Hill where visibility is particularly difficult.

Update: The Parish Council has invested in Speed Indication Devices on all main routes into Loggerheads, A53 at the junction of Gravelly Hill and Mucklestone Road is the most recent, fitted in 2020. Others are on A53 at Burntwood View, Mucklestone Road and Eccleshall Road, at Hugo Meynell School and coming into the village at Hookgate. This was a total investment of £15,000, with grants received from Safer Staffordshire Road Partnership for £6,000.

Speed watch is active in Mucklestone and Knighton as well as Loggerheads. Efforts have been made to meet with Staffordshire County Highways and Newcastle Borough Planning to discuss the impact of the new housing developments on road safety and the proposed pedestrian crossing at the double roundabouts in Loggerheads (a requirement of the Tadgedale Quarry planning application) but this has, as yet, not been taken up.

7.5 Transport and Movement: Speak to bus service providers about improving services

Rationale: Issues relating to inadequate bus service and a need to improve the balance of transport options.

Evidence: Also receiving significant criticism from residents were the local bus services, which 45% felt were inadequate. A number of issues were raised; the service was too infrequent, did not run on Sundays and in the evenings and did not run early enough to be suitable for work travel. This was all felt to limit opportunities for employment, leisure and social activities. Most of these comments related to the Newcastle route but some people also commented on the lack of options to travel to other destinations such as Stafford or Shrewsbury. For those residents in Mucklestone and Tyrley there was often reference to there being no service at all.

Update: The service has not deteriorated further but no progress has been made in improvement of the service.

7.6 Transport and Movement: Examine the potential for car sharing arrangements

Rationale: This would help to reduce the number of single occupancy journeys to centres of employment.

Evidence: Congestion at key junctions could be reduced and this could assist with the poor public transport provision.

Update: No progress.

7.7 Transport and Movement: Progress the project for community transport provision

Rationale: Some areas have access to a mini-bus that helps to reduce the impact of poor public transport. Loggerheads parish does not currently have such provision.

Evidence: The Parish Council set up a Community Transport Working Group in February 2016 to review the need for such provision and consider the options for providing community transport in the parish. In 2016 the Group gathered evidence to look at demand.

Update: Parish Council agreed to lease a minibus for community use and took delivery in September 2017 on a lease basis but during Covid when the bus was not able to be used for a year it was returned to the lease company. The Staffordshire County Council supported Rural Runabout minibus is available for people to book in the rural area for local journeys.

The Loggerheads Voluntary Car Scheme, supported by the Parish Council, operates in the area to take residents who have a medical related appointment but no means of their own to travel to it.

7.8 Sport, Health & Community Facilities: Contact health providers to encourage expansion of services in the area

Rationale: This would help to offer resident's improved health services in the local area.

Evidence: Another key area of concern for residents was local health services; some 58% described services such as chiropody, physiotherapy and blood test arrangements as inadequate. The main problem is that residents need to travel outside the area for these services, sometimes quite a distance. This was both time consuming and also potentially difficult for older people and/or those without their own transport. There was some awareness that Ashley surgery was now doing blood tests but the overall impression was one of inconvenience in relation to these services. The older age groups were more critical than those under 45 (60% of those 45 – 60 and 59% of those over 60 compared with 52% of the under 45's). Also those in Tyrley were less likely to regard these services as inadequate, possibly because they obtained more in Market Drayton than in Loggerheads. In addition, there seems a good deal of frustration with local GP services at Ashley Surgery; one in three people regard these as inadequate. Quality does not seem to be in question; the issue is one of capacity. Comments were made about how difficult it was to get an appointment in a reasonable time, how the lists were now closed and people had to go to doctors in Market Drayton, which some suggested were now also becoming stretched, and how physical access and travel to Ashley surgery could be difficult. These factors lead some people to suggest that what was needed was a health centre situated in Loggerheads itself, nearer to the main base of population.

Update: The surgery based in Ashley was contacted as was the relevant NHS body seeking to engage them in sharing the proposed community facility in Loggerheads but there has been no interest shown.

7.9 Sport, Health & Community Facilities: Develop projects to improve sports, recreation and community facilities

Rationale: Sports facilities in Loggerheads Village do not meet the Fields in Trust standard. There are no dedicated community facilities in Loggerheads Village. Any improvements would give residents opportunities within walking distance of their homes.

Evidence: A feasibility study for improving sports and community facilities in Loggerheads Village has been written. Work on accessing grants is underway.

Update: A group of Councillors and residents set up a Community Interest Company in 2018 to pursue grants to build a community centre and provide sports facilities in Loggerheads. The first challenge was the need to show that they had access to land to build a community centre or sports facilities on. The Parish Council entered negotiations with Newcastle-under-Lyme Borough Council and has secured an agreement for a 99 year lease for £1 for land on Market Drayton Road at the end of the site that is owned by the Borough Council and is up for sale. The second challenge was Covid when all granting bodies withdrew offers of grants for new projects and focused funding at keeping existing projects afloat. As soon as this reverts to pre-covid grant giving, the CIC will become active again.

During this time the Parish Council also negotiated to extend the lease on the football field at the Burntwood in Loggerheads to allow Loggerheads Football Club to apply for a grant from the Football Association to provide changing facilities at the field. The Parish Council applied for planning permission for 2 containers converted to include showers, toilets and changing facilities for home and away teams and for use by other community groups. This involved the supply of power and water to the containers. The FA also stopped giving grants for new projects so the Parish Council took the decision to apply for a low interest loan from the Public Works Loan Board.

This was successful, so in January 2021 the Parish Council commissioned the installation of 2 containers. The facilities have been used during lockdown by the cubs and scouts so that they could meet up in the open air after a year of using zoom. The Football Club finished the 20/21 season on their improved pitch with proper facilities for the first time in 40 years and are training for the start of the 21/22 season with an FA compliant pitch and changing facilities.

7.10 Economy: Lobby providers to install faster broadband throughout the area

Rationale: Access to Superfast Broadband had the highest level of criticism for service provision in the area, 66% regarding it as inadequate.

Evidence: There was a great deal of comment but all on the same theme, that it was slow or occasionally “dropped out” or that there simply was no Superfast Broadband. Criticism was least in Ashley (50% inadequate), which perhaps suggests that the on-going works are having some impact.

Update: Broadband speeds in Loggerheads and Ashley have improved with the implementation of superfast but there remain areas that have poor broadband speeds. In the west half of the parish future improvement is possible with Airband Community Internet company focussing on rural areas in Shropshire (which covers part of the parish for this purpose).

7.11 Economy: Lobby providers to encourage improved mobile coverage

Rationale: The final question in the business survey asked whether there was anything that could be provided within the Parish which would help their business to develop over the next ten years.

Evidence: Response was given predominantly by those whose business is currently based within the Parish, either at home or in premises. The overwhelming requirements were for better Broadband speeds (88%) and improved mobile signals (88%).

Update: Mobile phone coverage in the Loggerheads and Ashley area has improved. The surrounding rural area is mixed, depending on the provider of the service.

Appendix 1: Housing permissions and builds since 2013

Appendix 2: Impact of Neighbourhood Plan on planning applications since plan made in February 2019.