

Application Number: DM/2021/01277

Proposal: Retention of existing 100-seater stand. Proposed 100 seated stand, proposed 50 seated stand and extension to car park.

Address: Chepstow Town AFC, Larkfield Park, Chepstow, NP16 5PR

Applicant: Mr Ray Edinborough

Plans: Site Plan MH-8719A - Rev A, Site Layout MH-8720A - Rev A, Site Plan MH-8721B - Rev B proposed Site Plan, All Proposed Plans MH-8722B - Rev B Proposed Layout, Other Car Park Management Plan - Version 2 03/11/21

RECOMMENDATION: Approve

Case Officer: Kate Young
Date Valid: 27.07.2021

This application is presented to Planning Committee due to the number of objections received from local residents exceeding four

1.0 APPLICATION DETAILS

1.1 Site Description

Chepstow Football Club is an established club which is located between Larkfield Park and Beech Grove, in the High Beech Area of Chepstow. The land is within the town's Development Boundary and has been designated as an Area of Amenity Importance in the LDP. The site contains an existing club house, parking area, football pitch, training area, one 100-seater stand and floodlights. The existing car park has capacity for approximately 26 vehicles. There are mature trees on the north, east and part of the southern boundary of the site. The site includes areas of additional green space and is surrounded by existing residential development on three sides with some commercial uses adjacent to Larkfield Garage to the north-west of the site. There is one tree that is subject to a Tree Preservation Order on the south-west corner of the playing fields.

1.2 Value Added

Following negotiations between planning officers and the football club, the size of the car park has been increased and a parking management plan has been submitted. All interested parties were re-consulted on the amendments on the 05/11/21.

1.3 Proposal Description

In order to meet with the Football Association of Wales criteria for Level 2 the club requires stands that are able to seat 250 spectators as a minimum. The application seeks two new stands and also retrospective permission for the existing 100-seater stand. The stands will be constructed in standard box sheeting coloured Ocean Blue, the seats would be of blue and white plastic. The 50-seater stand will be adjacent to the existing stand and would measure 2.83m in depth and 9m long. The existing 100-seater stand is 13.8 meters long and 2.83m in depth. The new 100-seater stand would be on the north-west side of the pitch and would also measure 2.83m in depth and 13.8m in length. All of the stands would have a mono-pitched roof with a maximum height of 3m. The application also seeks the relocation of the timber fence around the car park which will increase the capacity of the car park by 11 car parking spaces.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2021/01277	Existing 100-seater stand. Proposed 100 seated stand, proposed 50 seated stand and extension to car park.	Pending Determination	
DC/2002/01191	Extension To Clubroom To Incorporate Pool & Darts Area	Approved	23.01.2003
DC/1996/00691	New Changing Rooms.	Approved	12.03.1997
DC/1994/00128	Retention Of A Portacabin For Meeting Place.	Approved	04.05.1994

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S5 LDP Community and Recreation Facilities
S13 LDP Landscape, Green Infrastructure and the Natural Environment
S16 LDP Transport
S12 LDP Efficient Resource Use and Flood Risk
S17 LDP Place Making and Design

Development Management Policies

CRF1 LDP Retention of Existing Community Facilities
CRF2 LDP Outdoor Recreation/Public Open Space/Allotment Standards and Provision
DES1 LDP General Design Considerations
DES2 LDP Areas of Amenity Importance
NE1 LDP Nature Conservation and Development
LC5 LDP Protection and Enhancement of Landscape Character
EP1 LDP Amenity and Environmental Protection
MV1 LDP Proposed Developments and Highway Considerations
SD4 LDP Sustainable Drainage

Supplementary Planning Guidance

Monmouthshire Parking Standards (January 2013)
<http://www.monmouthshire.gov.uk/app/uploads/2015/07/Mon-CC-Parking-Standards-SPG-Jan-2013.pdf>

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040

Future Wales is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. Future Wales - the national plan 2040 is the national development framework and it is the highest tier plan, setting the direction for development in Wales to 2040. It is a framework which will be built on by Strategic Development Plans at a regional level and Local Development Plans. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole.

Planning Policy Wales (PPW) Edition 11

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty.

A well-functioning planning system is fundamental for sustainable development and achieving sustainable places. PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities.

5.0 REPRESENTATIONS

5.1 Consultation Replies

Chepstow Town Council recommends approval but still has reservations over the provision of parking.

MCC Highways (18/11/21) - No objection

The highway authority welcomes the applicant's submission of a car park management plan and amended plans detailing an increase in car parking provision. The highway authority therefore removes the former objection relating to the provision of parking and therefore does not object to the application.

MCC Highways (07/09/21) - Concerns

The proposal does accord with the adopted parking standards; however, the highway authority has concerns regarding the parking stress experienced on the immediate residential streets. These surrounding streets do not have any specific parking control, and it is not considered sufficient grounds to object to the proposal. Management of these streets would require specific traffic regulation orders. It is therefore suggested that the police are consulted regarding the potential for increased congestion and parking nuisance. It is also suggested that a parking plan be submitted to help manage any parking nuisance.

MCC GI and Landscape - No objections

The structures are akin to the existing stand and do not propose obtrusive works to the grounds or result in a loss of significant green space to accommodate them. There is little impact to the existing TPO 102/G4 which remains protected. The limited loss in green space and water managed into a soakaway means that the development will not have a detrimental impact on the wider landscape. A clear root protection zone would be required during construction. Concerns were raised regarding provision for less able spectators, and advice provided in relation to SuDS opportunities and/or green roofs to the stands.

Lead Local Flood Authority and SuDS Approval Body

The proposed site layout and drainage system will impact runoff from the site. The application includes no drainage information or ground testing. If the total construction area is above 100m² then SAB approval will be required prior to works commencing on site. If the site is below 100m² total construction area a condition will be needed.

During construction the applicant will need to ensure that there are no increases in run-off or silt

washing into local watercourses. This can be managed by constructing the drainage system first and ensuring silt management measures are in place.

(for clarity SUDS approval is required for the proposals)

MCC Building Control - No Comments.

5.2 Neighbour Notification

A number of objections have been received in relation to the application and a smaller number of letters in support. A number of these objections do not relate to valid planning considerations; however they are summarised below for completeness.

Letters of objection received after consultation from four addresses

The stands will not be used, they might be a requirement of the FAW however they seem unnecessary for the club's needs. The 100-seater stand should be 50-seater and should not extend beyond the changing room building.

Insufficient parking for the increase in demand, the proposed increase in parking is not sufficient and the parking management plan will not alleviate problems, parking will be pushed to adjacent streets. The anti-social and dangerous parking issues are on training nights as well as match nights. Reference is made to turning left into Larkfield from the A48 is extremely dangerous on a match or training day due to the number of cars parked right up to the junction. Traffic will back up around surrounding roads.

Previous traffic management arrangements have not worked.

An emergency vehicle would struggle to access the grounds.

Visual impact on neighbouring properties, harming outlook and value of properties. There are alternative, more suitable locations. There is not the capacity for 250 people here.

The stands have a detrimental impact on the properties behind it all year round.

There will be an increase in noise and anti-social behaviour, litter and damage from patrons at the club house at night. In addition, other activities at the club cause theft and littering.

Consideration must be given to the safety of residents but also that of spectators and others using the facility. Improvements to the boundary fence are required.

That residents were not informed of the application.

The stand will harm existing trees, especially conifers.

Volunteers with no legal powers, putting out cones will not resolve the issue and may stop residents from parking outside their own properties.

Resident only parking is the only solution.

Three letters of support:

Great facility for young people (male and female) in Chepstow and surrounding areas. Great to support young people and to get them involved and somewhere to belong and a safe environment for sport.

5.3 Local Member Representations

Councillor Paul Pavia - Support for the club and its role.

The increased parking and traffic management plan is welcome and does strengthen the application. One of the public comments I have seen recently does raise the concern about volunteers managing this on their own without additional support from statutory agencies. I would like to see how this works in practice but to have regular review points through the season to see if things need to be

altered/amended. This needs to happen whether or not the club does achieve promotion because current traffic/parking problems do continue to cause a challenge locally in that area.

I note the comments made by colleagues in MCC Highways to the amended application: Whether the football club would be able to amend the plan at this stage and get that buy-in from police I don't know. However, it is something that must be properly examined and acted upon because it will

improve resident buy-in to this development. The football club must continue to demonstrate that it is a good neighbour and look to fully understand and mitigate any match-day impact on residents. The relocation of the 100-seater stand closer to the existing 100 seater stand was requested as this would mitigate some concerns of the neighbours. This should be explored.

Other issues arise around anti-social behaviour, whilst not materially relevant to the application, are something that should be managed comprehensively as a matter of course.

Please note all representations can be read in full on the Council's website:

<https://planningonline.monmouthshire.gov.uk/online-applications/?lang=EN>

6.0 EVALUATION

6.1 Principle of Development

6.1.1 Policy S5 of the Monmouthshire LDP states that development proposals that provide and/or enhance community and recreation facilities will be permitted within or adjoining town and village development boundaries subject to detailed planning considerations. The principle of a new stand on the existing football pitch within the development boundary is acceptable in policy terms. In this case the material planning considerations are the visual impact of the stand, impact on neighbour amenity, parking provision and ecology. Policy CRF1 of the LDP seeks the retention of existing community facilities and Policy CRF3 looks at safeguarding existing recreational facilities.

6.2 Sustainability

6.2.1 The application relates to an existing football club and seeks to increase the number of stands that are available for spectators. The planning application seeks to install two new covered spectator stands, one with 100 seats and one with 50 seats and retrospective permission for the existing 100 seat covered stand. The new stands are required to meet the Football Association of Wales (FAW) facility requirements to compete in Tier 2 of the Welsh amateur football pyramid. The club currently competes in Tier 3. There is no indication that if the club was to be promoted, that this would result in more spectators attending the games. The provision of covered seating provides the current spectators somewhere to sit; it does not directly follow that the new seating will attract more spectators or visitors as the grounds can accommodate these spectators in standing areas at present. There is no correlation between the provision of the new stands and the number of spectators likely to attend matches at the site in the foreseeable future. There is only one football pitch on the site and one training area, the number of pitches will not increase so that only one match can be played at any one time.

For existing spectators Chepstow is serviced by a suitable bus service and train provision. As a 'Main Town' Chepstow is considered to be a sustainable location for such recreational provision.

Good Design

6.2.2 The size of the stands is determined by FAW league requirements. There is a Council-wide policy to develop and promote sport facilities. The use of box steel sheeting is appropriate for this type of development and has been used on other sports facilities across the County including Goytre, Undy and Caldicot football club stands. The design of the stands is determined by their function and considered acceptable in this location, which is a standard design and form. The stands will provide 4 tiers of seating facing towards the pitch and away from the surrounding residential properties. The design and finishing materials of the proposed structures would be in keeping with the general character of this football ground and would not be incongruous in this location. The proposal therefore accords with the objectives of Policy DES1 of the LDP in terms of providing high quality sustainable design.

Place Making

6.2.3 The proposed stands will be sited within the existing football ground, close to the existing club house. They will not be visually prominent when viewed from outside the site. It has been

suggested that the position of the two new stands be reversed with the new 100-seater stand going next to the existing stand and the 50-seater stand being located at the northern side, closer to the changing rooms. The club has functional reasons why this would not work including the need to separate the home and away fans. PPW 11 says that good design is fundamental to creating sustainable places where people want to live, work and socialise. The special character of an area should be central to its design. In this case the provision of two new stands will enhance the facilities of the ground and provide a greater sense of place for users of the club. The form, scale and visual appearance of the proposed stands would engage with their surroundings. The design is acceptable and complies with the objectives of Policy DES1 of the LDP and PPW11 in promoting good design.

Area of Amenity Importance

6.2.4 The site has been designated as an Area of Amenity Importance under LDP Policy DES2. Development proposals on areas of amenity importance will only be permitted if there is no unacceptable adverse effect on the visual and environmental amenity, contribution to character, amenity use, cultural amenity values and nature conservation interests. The proposed stands will not have a detrimental impact on the character and appearance of the wider landscape, they will contribute to the character of the area and improve the facilities for users of the club. Nature conservation interests can be enhanced. The proposal therefore accords with the objectives of Policy DES2 of the LDP as it will have no unacceptable, adverse effect on the designated area of amenity importance.

6.3 Landscape

6.3.1 The Council's Landscape and GI Officer has reviewed the application and offered no objection. The Landscape Officer initially raised concerns regarding inclusive access for all spectators. Adjacent to the club house there is a raised patio area facing the pitch that can be used by spectators that have limited mobility.

There appears to be no impact on the existing beech tree covered by TPO GWT:102/G4. There will be a small loss of existing amenity grass to accommodate new stands and an increase in surface water collection proposed to go to soakaway, however this is not considered harmful. The proposals are acceptable in landscape terms.

6.4 Impact on Amenity

6.4.1 The land is already used as a football pitch for the existing club. The introduction of the stands should not in itself result in an increase in the numbers of people attending the games, rather it will provide current standing spectators with covered seating provision. The new 50-seater stand will be located to the north of the existing 100-seater stand between the existing stand and the club house on the north-eastern edge of the pitch. The new 100-seater stand will be located to the north-west of the pitch.

6.4.2 Larkfield Park is to the north-east with properties facing towards the application site. The closest property, 21 Larkfield Park (at its closest point) is 21m away from the existing stand and will be 28m away from the proposed 50-seater stand. 20 Larkfield Park is 25m from the existing stand and will be 27m away from the proposed 50-seater stand. 19 Larkfield Park is side onto the pitch and from the rear elevation the existing stand is 28m away and the proposed 50-seater stand will be 27m away. Larkfield Park is separated from the football ground by a mature hedge/tree buffer formed along the edge of the grounds, the existing road and each property's own boundary treatments. The extension of the car park in a southerly direction will result in the loss of some vegetation but this is not considered to be excessive, all other boundary treatments are to remain as existing. The stands would be visible from the first-floor windows of these properties, but given the distances involved, the intervening road and the existing vegetation this is not considered to be visually prominent or overbearing. The visual impact of these stands is not considered harmful to the existing properties.

6.4.3 To the north-west boundary, the side elevation of the former Countrywide stores forms a hard boundary to 50% of this boundary. Seven properties are adjacent to the boundary at the northernmost corner, closest to the clubhouse. These are grouped as 32, 33, 34 and 28, 29, 30, 31 Larkfield Park. The new 100-seater stand is proposed to the northern edge of the pitch; this will be 35m to the rear of 34, 36.5m from 33 and 37m from 32 Larkfield Park. The stand will be 33m from the rear of 28 and 45m from the rear of 31 Larkfield Park. The existing club house obscures views of the stand from the group of four properties, 28-31 Larkfield Park. Given the small scale of the

stand and the intervening distance involved, the proposal would not result in any loss of outlook.

6.4.4 The distance of the proposed stands from neighbouring residential properties combined with their low height means that the residential amenity of nearby residents will not be compromised. In addition, the stands are facing towards the pitch and away from the houses which will help to contain any noise from spectators. As discussed, the club is operational and spectators are using the areas around the pitch, the proposals provide seating provision for current spectators. The proposal therefore accords with the objectives of LDP Policy EP1 as it does have regard to the privacy, amenity and health of occupiers of neighbouring properties.

6.5 Highways

Sustainable Transport Hierarchy

6.5.1 PPW11 refers to the Sustainable Transport Hierarchy where walking and cycling are the highest priority and public transport second with private motor vehicles being the least desirable. In this case the site is located in the built-up area of the town within easy walking distance of all the amenities and facilities in the Town Centre. The site is also within easy walking distance of good public transport links including the bus and railway stations. As stated above, the erection of spectator stands at the club will not necessarily increase the numbers of players, officials or spectators visiting the site. The number of pitches is not increasing. It could be argued that if the club was to be promoted to a higher tier, they would be playing teams from further away, and that these visiting players and fans are more likely to car share, than if they were from the local area. Most visiting teams transport their players to games using a 17-seat minibus and on match days there is a designated parking space for this vehicle in the car park.

Access / Highway Safety

6.5.2 Chepstow AFC is located on playing fields, south of the A48, Newport Road. The clubhouse, car park and playing field are accessed via a double field gate drive of Larkfield Park, a residential street serving approximately 65 houses and flats. The area is well served with an array of footways and link footpaths providing links to other residential streets and the wider community. The access into the site is not being altered.

Parking

6.5.3 The existing car park as laid out provides parking for approximately 26 cars. The Parking Management Plan submitted on behalf of the football club outlines that an additional 11 car parking spaces are to be provided by expanding the car park in a southerly direction, within the grounds of the club. Chepstow Town AFC is well-established at this site and the highway authority acknowledge that the adjacent residential street experiences on-street parking stress during match days and other large events at the ground. The club has limited off street parking provision and no public car parks are located within reasonable walking distance of the ground.

6.5.4 In accordance with the Council's adopted parking standard the car parking provision is;

Stadia 1 commercial vehicle space & 1 space per 15 seats -

- o In addition to the operational parking requirements for servicing purposes, sufficient additional space must always be provided to allow servicing vehicles to both enter and leave the curtilage of the premises' servicing area in a forward gear.
- o Appropriate provision must be provided for use by disabled people.

6.5.5 In accordance with the Council's adopted parking standards the number of spaces required to accommodate 250 seats is 17 spaces, while the existing car park accommodate 26 spaces and so is more than adequate to accommodate the required number of vehicles and operational requirements. Two disabled parking spaces are provided within the existing car park.

6.5.6 The highway authority raised concerns regarding the parking stress experienced on the immediate residential streets. These streets are public highways and the highway authority has not set any specific traffic regulation orders within these streets for parking in general or to control obstructive and dangerous parking. Given the current use of the site there were not considered to be sufficient grounds to object to the proposal, but it was recommended that the police were consulted regarding the proposal and the potential for increased congestion and obstructive parking.

It was also suggested that the applicant consider the development and introduction of a traffic and car parking plan in conjunction with the local police and Council to manage and limit the car parking on the adjacent residential streets. Gwent Police have been consulted on this application and the traffic management plan but have yet to respond.

6.5.7 The Football Club has produced a Match Day Car Parking Management Plan which states:

“Car Park Management Plan: Increase of on-site parking provision by an additional 11 spaces. The inclusion and layout of these additional spaces are shown on Plan Ref: MH-8721 rev B.

On future match days, the club will have on duty two car parking stewards to manage access to the car park and to control parking in the local area. This will be achieved using a 1.2m-high crowd control barrier at the car park entrance and no-parking cones on the surrounding residential roads, principally Larkfield Park and Larkfield Grove but also Gwentlands Close if this is found to be necessary.

In addition to these on-site measures, we will write to opposing teams in advance of each fixture, advising them to limit the number of cars used by visiting players and spectators and not to park in the adjoining residential roads. We will also advise them of other public car parking spaces within the town.

If a situation arises where there is obvious demand for on-site parking and there are limited spaces available, the car parking stewards will advise motorists to park their cars at the Chepstow Comprehensive School/Leisure Centre site in Welsh Street and share one car that will then be allocated a parking space in the club car park on their return to site.

The stewards will also have in their possession on match days a plan showing the position of the public car parks in the town - at Bank Street, Nelson Street, Station Road and Bulwark Road.

In addition, there are some limited on-street car parking spaces available in proximity to the ground - at the A466 Wye Valley Link Road and in Mathern Road adjacent to Chepstow Cemetery, both of which are within a five-minute walk from the ground.

In terms of future proofing and responding to the climate change agenda, it is anticipated that over the next few years there will be a significant proportion of the population that will own and use electric vehicles. There is a 50kw electric charging point located in the car park of the Two Rivers Hotel, available for public use, which is less than a three-minute walk from the club's premises.

Note

This car park plan will be managed by club officials and volunteers - the club and its members have no legal powers to enforce any measures contained in the plan that relate to car parking controls on local roads. This is the responsibility of the County Council in its capacity as local highway authority. However, the club wishes to be a "good neighbour" and to avoid wherever possible any tensions caused by on-street parking in the local area close to the club's premises, so it will make every endeavour to control car parking in the vicinity of the ground.”

6.5.8 The Highway Authority welcome the provisions set out in the Parking Management Plan. Although the provision of spectator stands within the grounds will not necessarily lead to an increase in spectators visiting the site on match days, the management plan will help to improve the current situation.

6.6 Biodiversity

6.6.1 The Protected Tree on the site is over 130m away from the siting of the proposed stands. There will be no development close to the tree, so the tree which is the subject of the preservation order will not be affected. There will be some loss of grassland, where the stands are to be placed, but this grassland is pitch side and not of ecological interest. The loss is very small compared to the size of the whole football ground and therefore not significant. The applicant will provide biodiversity enhancements in the form of an open bird nest box on the gable wall of the club house and a bat box situated 4 metres off the ground within an existing mature beech tree. These enhancements are appropriate and proportional for the proposal and will provide ecological net benefit on the site as required by the Environment (Wales) Act 2016, PPW11 and LDP Policy NE1.

6.7 Flooding

The site is not in a designated flood zone identified in the DAM maps of TAN 15

6.8 Drainage

6.8.1 Foul Drainage

There will be no additional foul drainage as a result of this proposal

6.8.2 Surface Water Drainage

The surface water from the roof of the stands will soak into the ground. The total construction area is above 100m² (building footprint, yard area, hardstanding and parking bays) so SAB approval will be required prior to any works commencing on site. The applicant has been informed of this.

6.9 Phosphates

6.9.1 Under the Conservation of Habitats and Species Regulations 2017 it is necessary to consider whether the development should be subject to a Habitat Regulations Assessment. This is in particular reference to the impact of increased concentrations of Phosphates on designated SACs. NRW has set new phosphate standards for the riverine SACs of the Wye and Usk and their catchment areas. Development that may increase the concentration of phosphates levels will be subject to appropriate assessment and HRA. This application site is outside of the phosphate sensitive area and so there will not be any detrimental impact on any protected SAC. As a result, no further assessment is required.

6.10 Response to the Representations of Third Parties and Town Council

6.10.1 Chepstow Town Council recommend approval of the application but question the level of parking provision and the surface water drainage from the stands. The parking provision has been discussed in detail above, although this development will not lead to an increase in the number of people using the club, the car park at the club is being increased by 11 spaces to help improve the existing parking stress in the local area. The surface water from roofs of the stands will need to be the subject of a SAB application, as will the extension to the car park.

6.10.2 The majority of letters receive from residents were concerned about the increase in parking on the neighbouring residential streets. This has been considered in the main body of the report. This planning application is for the erection of two additional stands and the retention of an existing stand. The erection of the stands will not result in a significant increase of players, officials or supporters. The increase in the size of the car park within the grounds of the club to provide an additional 11 spaces and the match day parking management plan is considered suitable to mitigate against any additional harm over and above the existing situation. There is no reason why emergency vehicles could not get to the site as a result of this proposal.

6.10.3 Reference is made to the loss of outlook from existing properties as a result of the proposed stands. However as addressed above it is considered that there are sufficient distances between the stands and the nearest residential properties so that there is no likelihood of significant loss of outlook or privacy to neighbouring residents. Given the distances involved and the existing vegetation along the boundary of the site, the stands will not have a harmful effect on neighbour amenity both in terms of being overbearing or by way of noise/ light disturbance.

6.10.4 Reference has been made to the issues surrounding anti-social behaviour of patrons to the club house. It is not considered that the provisions of the stands will directly affect the behaviour of the patrons of the football club. The club house is operational at present and will continue to operate in its current capacity. Management of the club patrons is a matter for the staff of Chepstow AFC.

6.11 Well-Being of Future Generations (Wales) Act 2015

6.11.1 The duty to improve the economic, social, environmental and cultural well-being of Wales has been considered, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act). In reaching this recommendation, the ways of working set out at section 5 of the WBFG Act have been taken into account and it is considered that this recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WBFG Act.

6.12 Conclusion

6.12.1 Policy S5 of the Monmouthshire LDP states that development proposals that provide and/or enhance community and recreation facilities will be permitted within or adjoining town and village development boundaries subject to detailed planning considerations. The principle of a new stand on the existing football pitch within the development boundary is acceptable in policy terms. The proposal will improve the facilities at the club. The new stands are required to meet the FAW facility requirements to compete in Tier 2 of the Welsh amateur football pyramid.

6.12.2 There is no direct correlation between the provision of the new stands and the number of spectators likely to attend matches at the site in the foreseeable future. The proposal will not result in more games being played at any one time as the number of pitches on the site is not increasing. The design of the stands is determined by their function and considered acceptable in this location. The design and finishing materials of the proposed structures would be in keeping with the general character of this football ground. The proposal therefore accords with the objectives of Policy DES1 of the LDP in terms of providing high quality sustainable design.

6.12.3 The distance of the proposed stands from neighbouring residential properties combined with their low height means that the residential amenity of nearby residents will not be compromised over and above the current situation. The proposal therefore accords with the objectives of policies EP1 and DES1 of the LDP. The size of the car park for the club accords with the adopted parking standards although given the considerable concern from local residents about the level of current parking on residential streets during match days, the proposal includes increasing the size of the existing car park by 11 spaces and providing a parking management plan mitigating these concerns.

7.0 RECOMMENDATION: APPROVE

Conditions:

1 This development shall be begun within 5 years from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

2 The development shall be carried out in accordance with the list of approved plans set out in the table below.

REASON: To ensure the development is carried out in accordance with the approved drawings, for the avoidance of doubt.

3 The Car Park Management Plan hereby approved shall be complied with from the date of this planning permission. Chepstow Town AFC shall operate in strict accordance with the provisions of the approved management plan in perpetuity.

REASON: To ensure that parking can be managed in a way that it does not harm the amenities of local residents to ensure that the use accords with the objectives of policy EP1 and MV1 of the LDP.

4 The extension to the car park as shown on Plan Ref: MH-8721 rev B. shall be completed in full in accordance with the approved details within 6 months of the date of this approval.

Reason: To ensure that parking can be managed in a way that it does not harm the amenities of local residents to ensure that the use accords with the objectives of policy EP1 and MV1 of the LDP.

5 The biodiversity net benefit measures as illustrated in plans entitled MH-8721 rev B proposed Site plan shall be implemented in full and shall be retained as such in perpetuity.

Evidence of compliance with the plan in the form of georeferenced photographs must be provided to the LPA no more than three months later than the first beneficial use of the spectator stands hereby approved.

Reason: To ensure appropriate mitigation for protected and priority species and provide biodiversity net benefit ensuring compliance with PPW 11, the Environment (Wales) Act 2016 and LDP policy NE1