

## **SUPPORTING STATEMENT**

### **Sharrow Car Park, Sharrow Point Torpoint, PL10 1JW**

#### **Introduction**

1. This Statement is prepared on behalf of Initial Parking Limited, the Applicant, in support of an application to Cornwall Council seeking planning permission for the installation of a treated timber pole and ANPR camera, in association with the operational management of existing long-stay tariffed car park at Sharrow Car Park, Sharrow Point Torpoint, PL10 1JW (the Site).
2. This site is an existing, tariffed, long-stay car park identified in Google Maps as “Freathy Car Park”. The car part is located approximately 300 metres from the Freathy Community Hall. It is accessed off Military Road. The surface appears to be made of compacted soil and aggregates. There are no marked bays. It has two open entries that are visible from the road.
3. The site survey suggests approximately 80 spaces.
4. There are signs at the entrance advising that this is a public car park.

#### **Site History**

5. Whilst there are no recorded planning permissions for the Site, this car park has functioned as a public car park for a significant period of time.
6. Accordingly the lawful permitted use is considered to be car park and this proposed development continues with that use, enhancing the operational change to remote management and introduction of ANPR technology.
7. P&D machines and tariff-style parking has also long been established on the Site and there is no proposed change in the manner of P&D tariff parking.
8. This Application proposes only the introduction of pole and ANPR camera, to facilitate the remote number plate recognition on entry and exit.
9. The Applicant has a proven track record of providing high quality and sensitive installations throughout the UK, adhering to legislative and policy requirements befitting to the local authority area and BFA Standards.
10. The Owner has asked the Applicant to take over management of this car park and this Application is made to give effect to that agreement with the full backing and consent of the Owner.

## Proposed Development

### Development

11. This Application seeks permission for the erection of one pole and one ANPR camera.
12. The pole will take the form of a column measuring 150 x 150 x 4000mm.
13. This will records registration numbers of vehicles accessing and egressing the Site. There will be a small timber unit in which the feeder pillar will be housed (dimensions 500w x 300d x 900h).
14. The Applicant's model of car park operation relies on remote access/management and ANPR is essential.

### ANPR

15. The Applicant has chosen the smallest functional ANPR camera to best suit the sensitive surroundings whilst also fulfilling its function.

### **Designations**

16. The proposed development, due to its minor nature, scale and size, would not cause harm to any designation or allocation. The Site holds no designation and the nearest designation is 10m away.

	Type	Name	Notes
1	Site of Special Scientific Interest (SSSI) & Site of Special Scientific Interest	Rame Head & Whitsand Bay	Adjacent to the site (approx. 10 south), at the opposite side of the road.
2	National Trail	South West Coast Path	Adjacent to the site (approx. 10 south), at the opposite side of the road.
3	Marine Conservation Zone	"Whitsand and Looe Bay"	Approx. 150m to the South of the site.
4	County Wildlife Site	"Tregantle Cliff & Trethill Cliff"	Approx. 300m to the East of the site.
5	Cornwall coastal vulnerability zone	Unnamed	Approx. 100m to the South of the site.

### **Heritage**

17. Whilst there are significant opportunities to visit various listed buildings and sites of heritage value within a relatively short distance of the Site, none are within a distance that would make them

relevant heritage assets affected by this Application, triggering any legal requirement for consideration or any basis for refusal.

	Type	Name	Notes
1	Non-listed buildings, sites and monuments	CROWSTONE CLIFF - Modern bomb crater	Approx. 70m to the west of the site.
2	Non-listed buildings, sites and monuments	SHARROW POINT - Modern seat, Possible Post Medieval lookout	Approx. 100m to the South of the site.
3	Non-listed buildings, sites and monuments	SHARROW POINT - Post Medieval quay	Approx. 200m to the South East of the site.
4	Non-listed buildings, sites and monuments	SHARROW POINT - Post Medieval fish cellar	Approx. 200m to the South East of the site.
5	Non-listed buildings, sites and monuments	SHARROW POINT - Post Medieval grotto	Approx. 200m to the South East of the site.
6	Non-listed buildings, sites and monuments	SHARROW POINT - Romano British findspot	Approx. 200m to the South East of the site.
7	Non-listed buildings, sites and monuments	SHARROW POINT - Prehistoric findspot	Approx. 200m to the South East of the site.

### Conservation

18. To a similar ilk, whilst there are sites of special interest within the area none are within 100m of the Site and so there is no likelihood of this proposal having any impact on those sites and therefore no further assessment or detail is provided in relation to this Application.
19. Again, despite having no legally (or policy) protected status that might formally require, the use of one timber pole and a muted/pastel grey/sky-tone colour for the ANPR camera has been purposely used to minimise any potential perception of intrusion in any views to, from, or across the Site.

### Planning Policy

20. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the Development Plan unless material considerations state otherwise.
21. The adopted Development Plan for the local area is the starting point for decision-making. At present the current adopted local policy for the area is South Tyneside's Core Strategy, adopted

in June 2007. Although, the emerging South Tyneside Draft Local Plan 2021-2039 is also of relevance.

### **Conclusion**

22. In summary, this proposal is necessary as a consequence of change in management and model of operation, but the reality of the change in terms of planning and environmental difference is minimal/low. The introduction of sensitively considered infrastructure in the lowest numbers for good operation and taking into account the remote-operation model, means that the perceived impact on those in the direct location will also be minimal.
23. The Council is respectfully asked to grant this Application and issue Planning Permission for pole and ANPR.