

Mylor Village  
Salt Box Road Planning Application

To make your objections to the proposed Planning Application carry more weight it is recommended that you refer to National Guidance and Legislation. We have distilled the various publications to main points below.

You can use the full legislative text or simply make reference to the document and paragraph. The CCC planning Case Officer will need to review much documentation and if the points of objection are easy to read it will add emphasis.

Your objections should be in your own words and preferably not a carbon copy of anyone else's submission or they will be treated as one by the Planners. You may add photographs if you think this might be useful. Once the application is formally live (i.e. is validated by the Council and shown on the web-site with an application number) you have just twenty one days to file your objections. Objections should be addressed to :

[planning@cornwall.gov.uk](mailto:planning@cornwall.gov.uk)

You can send to the Parish Council and Ward Councillor and your MP.

The legislation and guidance come from the following sources:

The National Planning Policy Framework (NPPF)  
The Cornwall Local Plan–Strategic Policies including Main and Minor Changes  
October 2016  
The Mylor and Flushing Parish Plan  
Cornwall AONB Policy, Local, Plan and Action documents 2016-2021

**Traffic and Highway safety**

*There is no doubt that the proposed development would further increase traffic volumes through the village, which is regularly at saturation point at peak times and very busy otherwise. The lack of footways at critical choke points in the village are of great concern, particularly by the Parish Hall and Doctors Surgery. The walking route to the school through the village is hazardous resulting in a tendency for parents to drive children to school further increasing traffic congestion. All walking through the centre of the village is hazardous.*

*Salt Box Road would be a natural traffic route from the proposed development adding many additional vehicle movements daily. The road, which already suffers from much increased traffic volumes to and from Mylor Harbour, Church Road and the Cockwells Marine facility, much of it commercial traffic, has no footway, has single lane choke points and blind corners. Necessary residential parking along the road further increases congestion and pedestrian risk. The entry/exit is steep with poor sight lines to traffic exiting the village exacerbated by high speed traffic that take little account of speed restrictions.*

*The Highways Officers report to the Pre Application considered only the access to Salt Box Close and the need for a footway extension to Waterings Road. If did not take account of the traffic and pedestrian hazards to the west along Salt Box Road. This should be a point of objection.*

**Ref: NPPF 34.**

**Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.**

**Ref: NPPF 35.**

**Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to**

- **accommodate the efficient delivery of goods and supplies;**
- **give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;**
- **create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones**

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### **Residential Amenity**

*There is a planning requirement to preserve residential amenity ie not affect privacy through overlooking, noise, light pollution etc. If it is felt that you will be affected an objection can be made. The location of the site on a steep slope looking directly into the private areas of immediate residents would constitute loss of residential amenity. Equally the additional traffic burden on Salt Box Road could well be considered a loss of residential amenity, equally, if not more so for the residents Salt Box Close of due the proposed entry and exit to the site through that road.*

**Ref: NPPF Paragraph 9**

**Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including improving the conditions in which people live, work, travel and take leisure;**

**Ref:NPPF Paragraph 123**

**Planning policies and decisions should aim to:**

- **avoid noise from giving rise to significant adverse impacts quality of life as a result of new development on health and**
- **mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions**
- **identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason**

By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation

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### **Presumption of Approval**

*The planning proposal includes is badged as Affordable Housing which is a “Sustainable Development” with a presumption of approval. However the NPPF refers to AONB restrictions which can be used for objection. There is more much more on AONB to follow.*

**Ref: NPPF Paragraph 14 and Note 9**

Specific policies in this Framework indicate development **should be restricted**, For example, those policies relating to sites protected under the Birds and Habitats Directives (see paragraph 119) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, **an Area of Outstanding Natural Beauty**, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion

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### **Major Development**

*The Planning Case Officers letter to the developer following the Pre Application stated that the proposal of 26 housing units does not represent as Major Development. As the scenic and landscape beauty is clearly impacted, and the site is high grade agricultural land, the application should be considered a major development in the context of Mylor Village. This would ensure the Planning Application is reviewed by a full Planning Committee otherwise the decision will rest with the Case Officer – the so called delegated decision.*

*There is minimal employment in Mylor and no tangible economic benefit for the Village. It cannot be demonstrated that the proposed development in in the public interest.*

**Ref: Cornwall AONB Action 2016-2021 Appendix 3 Paragraph 1 Major development guidelines**

- 1. Where the scale of development is likely to have a detrimental visual impact that harms the scenic quality of the AONB, either within the AONB or in its setting.**
- 2. Where the location of development would erode the special qualities and features of the area of the AONB where the development is proposed (landscape, cultural, biodiversity, tranquillity).**
- 3. Where the type of development is not directly compatible with its surroundings.**

**4. Where the development would conflict with the economic and social needs of local communities and the AONB's guiding principles of sustainable development**

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**Area of Outstanding Natural Beauty (AONB)**

*There are numerous statements in legislation and policy which refer to preserving the scenic beauty and landscape of an AONB. The site is highly visible from many areas of Mylor, more so in winter with less screening from deciduous trees. You may wish to object that the proposed development would despoil or desecrate the the landscape irrevocably and that the proposal does not meet the national legislation, local strategy or objectives.*

**Ref: NPPF Paragraph 115 and 116**

**Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.**

**Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:**

- **the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;**
- **the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and**
- **any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated**

**Ref: Cornwall AONB Policy 2016-20121**

**Statement**

**This recognises that Cornwall's landscape and local distinctiveness directly underpins the economy of Cornwall. Landscape is Cornwall's unique selling point and the Cornwall AONB is its jewel in the crown. Cornwall's landscape can work harder to add value to businesses in Cornwall. Valuing and investing in landscape is essential to the success of Cornwall PLC's long- term future**

**MD1**

**Major development will be refused in the Cornwall AONB unless it can be demonstrated that there are exceptional circumstances for the development; that the development is in the public interest and that the purposes of the AONB designation are afforded the highest status of protection with regard to landscape character and scenic beauty**

## **Cornwall AONB Local Section 9 Statements of Significance and Condition**

**On both banks of the Fal there has been a noticeable increase in the built environment with many of the original villages, established as a result of the former boat building, fishing and industrial trade now subject to further residential development namely, Flushing, Mylor Churchtown, Mylor Bridge, Restronguet Passage and Feock**

**Replacement dwellings on creek sides, particularly around Restronguet, Mylor and St Just Parish have had adverse visual and character impact due to increase of scale, poor design and inappropriate use of non- vernacular materials.**

**SCC9.01 Require consideration of the cumulative landscape and visual impact from individual developments on local character and tranquillity for example along the shores and slopes of the Fal Ria and creek side, waterside and coastal settlements. Require all new development, including replacement dwellings, to respond appropriately to the sensitivity and capacity of the landscape**

**SCC9.08 Ensure that the conservation and enhancement of the special qualities of the AONB is fully taken into account in development proposals for expansion of Truro, Falmouth and Penryn and at smaller settlements in order to retain the character of the Fal Ria landscape. Particular care should be taken to ensure that no development is permitted inside or outside the AONB, which would damage its natural beauty, character and special qualities**

**Ref: CLP Policy 3 Paragraph 4.**

**Within the AONB or its setting, development will be supported where it is in accordance with the other policies of this Plan and can demonstrate that it conserves and enhances the landscape character and natural beauty of the AONB**

**Ref: CLP Spacial Strategy. Considering the impact of development upon the biodiversity, beauty and diversity of landscape and and for a thriving healthy population to live and work;**

**d. Supporting the delivery of made Neighbourhood Plans seascape, character and setting of settlements, wealth of natural resources, agricultural, historic and recreational value of Cornwall**

**Ref: CLP Objective 10:**

**Enhance and reinforce local natural, landscape and historic character and distinctiveness and raise the quality of development through;**

**a. Respecting the distinctive character of Cornwall's diverse landscapes;**

**b. Maintaining and enhancing an effective network of open space and environmental stewardship for our ecosystems services network for food production, flood control and wildlife; and**

**c. Excellence in design that manages change to maintain the distinctive character and quality of Cornwall**

**Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.**

**School capacity**

*The school is already at over capacity. There is a planning mitigation that small token payments can be made to the school by the developer. However if the school is not able to physically accept further expansion children would require schooling outside of Mylor which would not meet the requirements of the legislation. In any event secondary school children would need to travel outside of Mylor.*

**Ref: NPPF Paragraph 72**

**The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools; and work with schools promoters to identify and resolve key planning issues before applications are submitted**

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**Agricultural Land**

*Legislation requires that great wight be given to preserving prime agricultural land, grades 1,2 and 3a, and that other less versatile land be used in preference. The Pre Application stated the land to be "open grassland", this is clearly not so proposed development is on highly productive agricultural land. The case officer requires an Agricultural Land Survey to be carrie Doug and submitted with the full application. As the land is adjacent to grade 2 land it seems likely that the site will also be Grade 2. Objection on the basis of loss of high value Agricultural land will be valid.*

**Ref: NPPF Paragraph 112. Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality**

**Ref: Cornwall AONB Policy 2016-20121**

**The rural economy makes a huge contribution to the economy and business structure of Cornwall. A Cornwall Development Company report in 2012 showed that Cornish agriculture, food and drink is becoming increasingly important, accounting for almost 30% of all jobs in the county. At the time of the report, this was double the national average, and equated to at least 63,700 jobs across the supply chain. Turnover of the combined**

**industries reached at least £1.4bn in 2010 and accounted for about 18 percent of Cornwall and the Isles of Scilly's economic output**

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**Parking in the village**

*Mylor is already saturated with traffic with inadequate parking facilities for the volume of activity in the village. Parking frequently occurs on the main street reducing the road to single lane resulting in serious congestion of the main thoroughfare. The traffic volumes continue to increase year on year as the village is on a main route to the ever expanding Mylor Harbour and to Penryn and Truro.*

**Ref: Cornwall AONB Policy 2016-20121 RA15**

**Improve traffic management within the AONB, particularly in visitor hotspots in the summer months ensuring adequate car parking, where this can be accommodated within a village setting and focusing on integrated public transport solutions**

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**Sustainability**

*The proposed development will become a dormitory settlement as there are minimal employment opportunities in Mylor, new residents would be obliged to travel out of the village further increasing congestion and pollution.*

**Ref: NPPF Paragraph 37.**

**Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.**

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**Expanding beyond the village line**

*The proposed development clearly expands the village beyond the built up line so should not be considered an infill development. The urban sprawl onto rural land this development represents is unacceptable and is not in accordance with the spirit and intent of the legislation. The Neighbourhood plan is not adopted and in any case the site is not identified on the draft plan. There have been several development in Mylor and the surrounding areas of the parish in the recent past contributing ca 150 new housing units. Further development in the Parish is unsustainable considering the stress this places on the local environment.*

