



Report to Planning Committee 6 August 2026
Business Manager Lead: Oliver Scott – Planning Development
Lead Officer: Dayo Adegaju, Planner

Report Summary			
Application No.	26/00759/PIP		
Proposal	Application for permission in principle for proposed residential development of a minimum of 1 dwelling and a maximum of 1 dwelling.		
Location	Field Reference Number 6693 Brake Road Walesby		
Applicant	Mr & Mrs Pitchford	Agent	STAT Planning - Miss Poppy Hilton
Registered	26.05.2026	Target Date	30.06.2026 EOT until 13.08.2026
Recommendation	Grant Permission in Principle		

Link to Planning Application website:

[26/00759/PIP | Application for permission in principle for proposed residential development of a minimum of 1 dwelling and a maximum of 1 dwelling | Field Reference Number 6693 Brake Road Walesby](#)

Procedural Matters

Reason - Departure from the Development Plan

This application is being referred to the Planning Committee for determination as the recommendation is contrary to the Development Plan (contrary to Policy DM8 – Development in the Open Countryside).

1.0 The Site

- 1.1 The application site with an area of 0.13 hectares comprises of land located to the southeast of Brake Road. It falls within the open countryside which lies to the southwest of Walesby. The land is within the applicant's ownership extending from

Brake Road through to Retford Road. The site comprises predominantly grassland, alongside existing stables and ancillary storage buildings, reflecting its current equestrian use. Access is taken directly from Brake Road via an existing gated entrance. The immediate surroundings are characterised by equestrian and rural land uses, including equestrian paddocks with associated infrastructure such as stables and storage buildings.

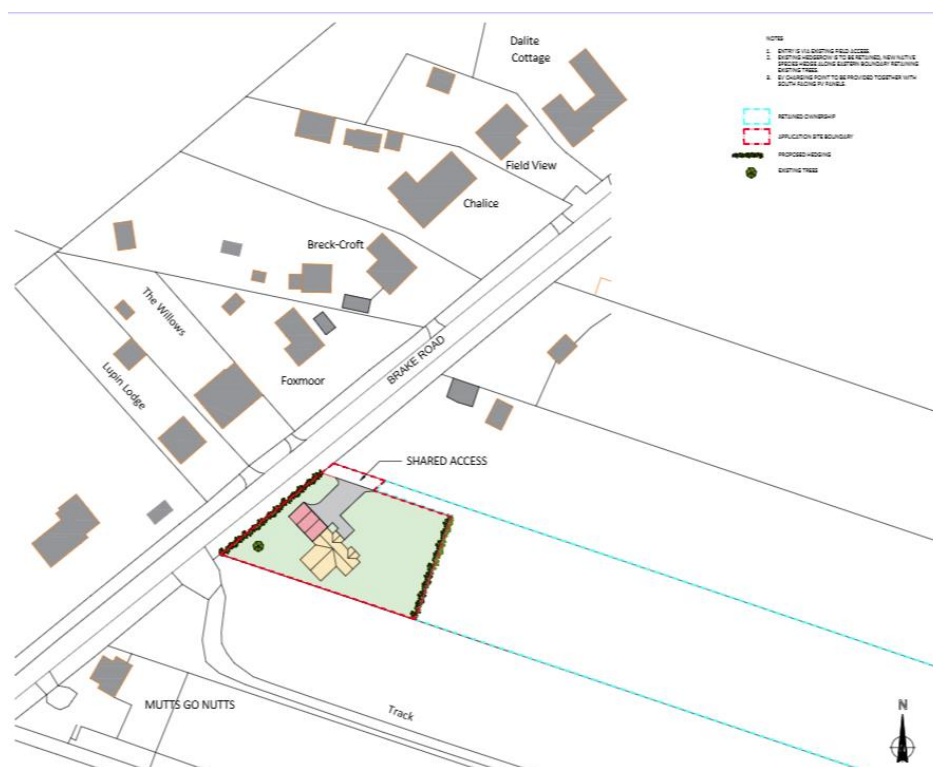
- 1.2 The site lies detached from the main built-up part of Walesby, albeit there are a number of properties fronting Brake Road opposite the application site. The small settlement of Walesby lies some 400 metres to the northeast of the site and is separated by the B6387 Retford Road.
- 1.3 On the opposite (north) side of Brake Road are a group of detached dwellings arranged in a linear form along Brake Road, with front gardens and larger rear garden areas. To the south, east and southwest of the site is open countryside, albeit the adjacent paddock to the south contains a single dwellinghouse, identified as Briar Rose Farm.
- 1.4 The site has no environmental designations.

2.0 Relevant Planning History

- 2.1. 17/00867/OUT – Erection of 1 No three-bedroom bungalow and detached garage. Application refused July 2017 on the grounds of its conflict with policy DM8.

3.0 The Proposal

- 3.1 The application is for a permission in principle to erect a single dwelling which is anticipated to comprise up to 4 bedrooms and no more than 2 storeys in height, together with associated private amenity space and off-street parking provision. To achieve this, existing stables and ancillary storage buildings on site would be demolished.
- 3.2 Access to the site would be taken from the existing point of access off Brake Road, which would be retained and upgraded to serve both the proposed dwelling and the applicant's retained land to the rear. See proposed layout plan below (indicative).



- 3.3 The application is to determine the principle of development only, regarding location, use, and amount of development. Detailed drawings would be required at Technical Details Stage if approved.

4.0 **Departure/Public Advertisement Procedure**

- 4.1 Occupiers of five properties have been individually notified by letter. A site notice has also been displayed near to the site.
- 4.2 Site visit undertaken on 15.06.2026.

5.0 **Planning Policy Framework**

5.1. **Newark and Sherwood Amended Core Strategy DPD (adopted March 2019)**

Spatial Policy 1 - Settlement Hierarchy
 Spatial Policy 2 - Spatial Distribution of Growth
 Spatial Policy 3 – Rural Areas
 Spatial Policy 7 – Sustainable Transport
 Core Policy 9 -Sustainable Design
 Core Policy 12 – Biodiversity and Green Infrastructure
 Core Policy 13 – Landscape Character

5.2. **Allocations & Development Management DPD (2013)**

DM5 – Design
 DM7 – Biodiversity and Green Infrastructure
 DM8 – Development in the Open Countryside
 DM12 – Presumption in Favour of Sustainable Development

- 5.3. The Draft Amended Allocations & Development Management DPD was submitted to the Secretary of State on the 18th January 2024. Following the close of the hearing sessions as part of the Examination in Public the Inspector has agreed a schedule of 'main modifications' to the submission DPD. The purpose of these main modifications is to resolve soundness and legal compliance issues which the Inspector has identified. Alongside this the Council has separately identified a range of minor modifications and points of clarification it wishes to make to the submission DPD. Consultation on the main modifications and minor modifications / points of clarification took place between Tuesday 16 September and Tuesday 28 October 2025. The next stage in the Examination process will be the Inspector issuing their draft report.
- 5.4. Tests outlined through paragraph 49 of the NPPF determine the weight which can be afforded to emerging planning policy. The stage of examination which the Amended Allocations & Development Management DPD has reached represents an advanced stage of preparation. Turning to the other two tests, in agreeing these main modifications the Inspector has considered objections to the submission DPD and the degree of consistency with national planning policy. Through this process representors have been provided the opportunity to raise objections to proposed modifications through the above consultation. Therefore, where content in the Submission DPD is either;
- Not subject to a proposed main modification;
 - The modifications/clarifications identified are very minor in nature; or
 - No objection has been raised against a proposed main modification.
- 5.5. Then this emerging content, as modified where applicable, can now start to be given substantial weight as part of the decision-making process.
- 5.6. **Other Material Planning Considerations**
 National Planning Policy Framework 2024
 Planning Practice Guidance (online resource)
 National Design Guide - Planning practice guidance for beautiful, enduring and successful places September 2019
 Residential Cycle and Car Parking Standards & Design Guide SPD June 2021
 NSDC Landscape Character Assessment SPD (2013)
 NSDC Housing Needs Survey 2020

6.0 **Consultations and Representations**

Please Note: Comments below are provided in summary - for comments in full please see the online planning file.

- 6.1. **NCC Highways** – *“At the full application stage, details of gate operation must be provided to ensure that vehicles can enter and exit the site without obstructing the public highway. The gate should be set back a minimum of 13 metres in accordance with Chapter 9 (paragraph 9.6.2) of the Nottinghamshire Highways Design Guide. In addition, the access may need improvement (refer to HDG Part 3 table 1.1) and should be surfaced in a bound material to prevent debris from being deposited onto the*

highway. Details will also be required to demonstrate that adequate turning space is available within the site to allow vehicles to enter and exit in a forward gear. As the access is shared, consideration should be taken into widening the site access to meet the standards for a shared residential access as set out in the Nottinghamshire Highways Design Guide.”

- 6.2. **Walesby Parish Council** – Objection on the following grounds: site has restriction for use as arable land, open countryside location, increased strain on services, drains etc., precedent for similar schemes in a village lacking services and amenities.

Representations

- 6.3. No third party comments received to date.

7.0 Comments of the Business Manager – Planning Development

7.1. The key issues are:

- 1. Principle of development (Location, Land Use and Amount of Development)**
- 2. All other issues would be considered as part of the Technical Details Consent application which would be required if permission in principle is approved.**

- 7.2. The National Planning Policy Framework (NPPF) promotes the principle of a presumption in favour of sustainable development and recognises the duty under the Planning Acts for planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004. The NPPF refers to the presumption in favour of sustainable development being at the heart of development and sees sustainable development as a golden thread running through both plan making and decision taking. This is confirmed at the development plan level under Policy DM12 of the Allocations and Development Management DPD.

Principle of Development

- 7.3. The application seeks ‘Permission in Principle’ for the residential development of land opposite The Willows Brake Road Walesby.
- 7.4. This type of application requires only the principle of the proposal to be assessed against the Council’s Development Plan and the NPPF. The ‘principle’ of the proposal is limited to location, land use, and the amount of development. Issues relevant to these ‘in-principle’ matters should be considered at the permission in principle stage. Any other details regarding the development are assessed at the second stage of the process under a ‘Technical Details Consent’ application which must be submitted within 3 years of the Permission in Principle decision (if approved).

Location

- 7.5. Spatial Policies 1 and 2 of the Amended Core Strategy set out the spatial distribution of growth for the district. The focus for growth will be in the Sub Regional Centre, followed by the Service Centres and Principal Villages. At the bottom of the hierarchy

are 'other villages'. In accordance with Spatial Policy 3, proposals outside of settlements and villages, within the open countryside will be assessed against Policy DM8 of the Allocations and Development Management DPD.

- 7.6. The site is located outside of the main built-up area of Walesby, within the open countryside, albeit positioned adjacent to existing development along Brake Road. Therefore, the scheme will be assessed against policy DM8. The emerging policy DM8 strictly controls development within the open countryside and only supports new dwellings where they *'are of outstanding quality or innovative nature of design, reflecting the highest standards of architecture. Proposals will also need to significantly enhance their immediate setting and be sensitive to the defining characteristics of the local area.'* The proposal has not been put forward on this basis and therefore would usually be refused as a matter of principle.
- 7.7. However, paragraph 11 of the NPPF (2024) sets out that plans and decisions should apply a presumption in favour of sustainable development. According to paragraph 11 (d), in planning decision-taking, this means *'where there are no relevant development plan policies or the policies which are most important for determining the application are out of date⁸, granting permission unless (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes, individually or in combination⁹.'*
- 7.8. Footnote 8 (in relation to out of date policies) states, *'this includes, for applications involving the provision of housing, situations where: the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.'*
- 7.9. The Council's current position is that it can demonstrate a total housing land supply of 3.84 years. This means the Council cannot currently demonstrate a 5-year housing land supply. As such, to comply with paragraph 11 and footnote 8, the presumption in favour of sustainable development should be applied. The application should only be refused where there would be adverse impacts that would significantly outweigh the benefits.
- 7.10. Hence, the Council's Development Plan is not up to date in relation to housing delivery for the purposes of decision making. The district's housing targets have significantly increased, and this is a material consideration which carries significant weight. This means that if the site is considered sustainable and the proposal would make effective use of the land, there would need to be significant adverse impacts to refuse the proposal.
- 7.11. Therefore, it should be determined if Walesby is a sustainable village for residential use. The village benefits from a range of local services and facilities, including a primary school, community centre, church, and public houses, alongside regular bus services connecting to Mansfield, Ollerton, Nottingham and Retford. The application site is also located 1.5 miles from Ollerton and Boughton, identified as a Service Centre within the Core Strategy. In addition, there is an existing footpath (i.e. pavement) on Brake Road which leads into Walesby. This provides a sustainable transport means to

access the local services within the village. The application site is therefore considered to be in a sustainable location.

- 7.12. With the tilted balance in mind therefore, the erection of a single dwelling in this location will be acceptable in principle.

Land Use and Amount of Development

- 7.13. The application site falls within the southeastern side of Brake Road and the established land use type on this side is equestrian, as stated in the supporting statement. Whilst appreciating that the northwestern side of Brake Road is predominantly residential, it is imperative to note that the application site falls within open fields used mostly for equestrian purpose. The only exception is the adjacent site to the south known as Briar Rose Farm which comprises of a dwelling sited far from the highway. See site location plan and google aerial image below.



- 7.14. Furthermore, it is also noted that the site currently comprises of existing stables and ancillary storage buildings. It is therefore regarded as previously developed land.
- 7.15. With all these in mind, it is considered that the principle of residential use in this location would be acceptable. This is however subject to considering the site-specific impacts such as the impacts upon amenity and highway safety, amongst other issues which would be assessed in detail at the technical details consent stage.
- 7.16. Looking at the amount of development, the site is approximately 0.13ha in size, and it shares its southern boundary with an existing dwelling (i.e. Briar Rose Farm). Core Policy 3 of the Amended Core Strategy provides that for other locations such as Walesby, the average density set is 30 dwellings per hectare. Development densities in all housing developments should normally be no lower than an average 30 dwellings per hectare net. Development densities below this will need to be justified, taking into account individual site circumstances.
- 7.17. One dwelling on the site would equate to approximately 8 dwellings per hectare. This

is below the average density expected for Walesby; however, it is considered that this density is a reflection of the immediate rural area of the site, thereby providing a good justification. Subject to final design and layout, the scheme would preserve the rural open character of the immediate surroundings.

- 7.18. Based on the foregoing, the principle of development in relation to land use and the amount of development would be acceptable.

Technical Details Consent

- 7.19. The Technical Details Consent application would be required to be submitted within three years of the decision date if the application was approved.
- 7.20. The site-specific impacts that would be assessed at this stage are discussed below.

Impact on the Visual Amenities of the Area

- 7.21. Core Policy 9 seeks to achieve a high standard of sustainable design which is appropriate in its form and scale to its context, complementing the existing built and landscape environment.
- 7.22. Policy DM5(b) requires the local distinctiveness of the district's landscape and character of built form to be reflected in the scale, form, mass, layout, design, materials and detailing of proposals for new development.
- 7.23. The NPPF states that good design is a key aspect of sustainable development and new development should be visually attractive. Core Policy 13 also states that development proposals should positively address the implications of the Landscape Policy Zones in which the proposals lie and demonstrate that such development would contribute towards meeting the Landscape Conservation and Enhancement Aims for the area.
- 7.24. The application site is within the Sherwood Policy Zone (S PZ 27): Ollerton Estate Farmlands. The landscape condition and landscape sensitivity for this area are defined as 'moderate'. Specific actions in relation to built features within the Policy Zone are to 'conserve the historic character and setting of Walesby, with new development expected to respect the scale, design and materials used traditionally in the Policy Zone and be contained near to the existing settlements of Walesby and Ollerton.
- 7.25. No information has been provided on the design and appearance of the dwelling at this stage; this will be assessed at the technical details stage. However, it is considered likely that the proposed layout and access arrangement would not be detrimental to the character of the surrounding area.
- 7.26. If approved, the proposal would need to have regard for the scale, design and materials used by existing developments on the western part of Brake Road, as well as the wider rural character.

Impact upon Residential Amenity

- 7.27. Policy DM5(b) of the DPD states that development proposals should ensure no unacceptable reduction in amenity including overbearing impacts and loss of privacy upon neighbouring development. Furthermore, the NPPF seeks to ensure a high standard of amenity for all existing and future occupants of land and buildings.
- 7.28. Whilst it is not clear how this scheme would impact the amenities of neighbours or future occupiers at this stage; it is considered highly unlikely that a detrimental impact would occur considering the least separation distance (approx. 38m) to the nearest dwellings (i.e. Lupin Lodge and The Willows). It would also not likely result in unacceptable impact on the occupiers of Briar Rose Farm.
- 7.29. Looking at the amenities of future occupiers, it is considered that sufficient private amenity space would be provided, based on the submitted layout plan. It is understood that MUTTS GO NUTTS which is the field adjacent to Briar Rose Farm (to the south) is currently used for dog walking/exercise purposes. It is anticipated that this could result in noise disturbance from cars and the dogs, especially during peak periods. It is not also clear if the dog walking site has provision for visitors parking. More information on how these likely amenity impacts could be mitigated will be required at the technical details stage.
- 7.30. In terms of private amenity space for the proposed dwelling, an appraisal cannot be done at this stage due to limited information. However, given the size of the plot and the supporting indicative layout plan, it is considered that a new dwelling on this site could be achieved with adequate amenity level for the future occupants.

Impact upon Highway Safety

- 7.31. Spatial Policy 7 of the Core Strategy seeks to ensure that vehicular traffic generated does not create parking or traffic problems. Policy DM5(b) of the DPD requires the provision of safe access to new development and appropriate parking provision.
- 7.32. Paragraph 116 of the NPPF provides that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 7.33. The proposed development would make use of the existing access off Brake Road. It would be retained and upgraded to serve both the proposed dwelling and the applicant's retained land to the rear. In terms of parking, the submitted layout plan shows provision of 3 parking spaces which appears to comply with the Council's Residential Cycle and Car Parking Standards and Design Guide SPD. Whilst noting that this plan is only indicative, it is noted that acceptable parking arrangement could be achieved given the size of the site.
- 7.34. Furthermore, NCC Highways have been consulted for comments. They advised that details of the gate operation must be provided should the application progress to the technical details stage. This is to ensure vehicles can enter and exit the site without obstructing the public highway. The Highways Officer gave other recommendations

such as improvement of the access, details of the turning area and widening of the access to ensure it accords with standards for a shared residential access set out in the Nottinghamshire Highways Design Guide.

- 7.35. Overall, given the scale of the proposal, it is not expected to result in higher vehicular traffic in the area. It is unlikely that the proposed development would adversely impact highway safety.

Impact upon Ecology & Trees

- 7.36. Policy DM7 and Core Policy 12 aim to conserve and enhance the biodiversity and geological diversity of the district.
- 7.37. The proposal would entail demolition of existing stables and storage buildings. As such, there could be impact on commuting bats. It would also lead to loss of existing grass area and low-level planting. Should the permission in principle be approved, an ecological survey (including a bat roost assessment and further surveys, if recommended) will be required at the technical details stage.
- 7.38. There would be no removal of trees. Any removal of existing hedgerow, likely required to facilitate improvements to the access, would be taken into account in relation to biodiversity net gain. Nonetheless, it is advised that existing hedgerow should be retained where possible.
- 7.39. **Biodiversity Net Gain (BNG)** – In England, BNG became mandatory (under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) from February 2024. BNG is an approach to development which makes sure a development has a measurably positive impact ('net gain') on biodiversity, compared to what was there before development. This legislation sets out that developers must deliver a minimum BNG of 10% - this means a development will result in more, or better quality, natural habitat than there was before development. However, there are some developments that are exempt from the BNG such as those with a site area of less than 0.2 hectares. This exemption takes effect for planning applications received on or after 6th August 2026. This scheme would likely fall within the scope of this exemption given that the site area is 0.13 hectares. However, a BNG exemption claim would need to be submitted with supporting information at the technical details stage should a permission in principle be approved.
- 7.40. In any case, please see local validation list for more details on BNG assessment.

Other Matters

- 7.41. Core Policy 3 states that the LPA will seek to secure new housing which adequately addresses the housing need of the district, namely family housing of 3 bedrooms or more, smaller houses of 2 bedrooms or less and housing for the elderly and disabled population. The most recent Housing Need survey (2020) undertaken for the district identifies a significant need in the Sherwood sub area for 3-bedroom market houses (45.2%) and 4 or more-bedroom market houses (27.9%) based on the supporting information, the proposed development is anticipated to comprise up to four

bedrooms, which means the scheme would contribute to the housing need of the sub area.

- 7.42. The grounds for objection by the Parish Council have been noted. These include arable restriction on the site, open countryside location, pressure on services and drains as well as precedent for such development within the village. The Parish Council also referenced the planning application (17/00867/OUT) a similar scheme which was historically refused on the site due to its conflict with policy DM8.
- 7.43. Starting with the historical application, it is pertinent to note that there has been a shift in policy direction following that refusal. As of today, the Council cannot demonstrate a 5-year housing land supply, thereby triggering the application of the tilted balance. In accordance with paragraph 11 of the NPPF, the proposal can only be refused if it results in adverse impacts that significantly outweigh the benefits. This is not the case in this instance, which means the presumption in favour of sustainable development (paragraph 11 of the NPPF) has tilted the planning balance in support of the proposal.
- 7.44. It is considered that the proposed development would be served by existing services in Walesby and the nearby sustainable locations of Mansfield, Ollerton and Nottingham. This therefore removes concerns for unwanted pressure on available services. Moreover, it is not considered that addition of a single dwelling would significantly impact services and drains. In any case, it is considered that drainage concerns could be addressed at the technical details stage as a drainage strategy would be required.
- 7.45. In terms of arable restriction, the agent confirmed there is no such restriction on the site. Should there be any restrictions however (such as covenants), this would be a separate legal matter and not a material planning consideration.
- 7.46. Looking at setting unwanted precedent, it is considered that planning applications are appraised on a case-by-case basis. As such, any future applications for similar schemes in the area will be assessed based on the merits of the applications.

8.0 Implications

- 8.1. In writing this report and in putting forward recommendations, officers have considered the following implications; Data Protection, Equality and Diversity, Financial, Human Rights, Legal, Safeguarding, Sustainability, and Crime and Disorder and where appropriate they have made reference to these implications and added suitable expert comment where appropriate.

9.0 Planning Balance and Conclusion

- 9.1. In summary, the principle of residential development on the site is contrary to Policy DM8 due to the open countryside location, whereby new dwellings are not supported.
- 9.2. Despite the conflict with the development plan, it is noted that the Council cannot currently demonstrate a 5-year housing land supply and therefore this is a significant material consideration in the planning balance. The site is located 1.5miles from

Ollerton and Boughton which is identified as a Service Centre within the Core Strategy. In addition, there is an existing footpath (i.e. pavement) on Brake Road which leads into Walesby. This provides a sustainable transport means to access the local services within the village. The application site is therefore considered to be in a sustainable location. It is also noted that the site is previously developed land, therefore developing the site would be an effective use of land. Applying the tilted balance set out in paragraph 11 of the NPPF, the contribution of additional housing would outweigh the impact on the open countryside (which otherwise would be contrary to Policy DM8).

- 9.3. Further to the above assessment (i.e. presumption in favour of sustainable development), it is considered that the location is suitable for residential development of one dwelling. Therefore, the principle of development is acceptable on location grounds.
- 9.4. In terms of the use, residential development would reflect the local land use pattern. In terms of the amount, one additional dwelling would be relatively small in scale and would not lead to overdevelopment of the area.
- 9.5. Therefore, subject to acceptable scale, design, materials, layout and shared access (to be assessed at Technical Details Stage), it is considered that a design could be achieved that would not have a detrimental impact on the visual and residential amenities, nor adversely impact highway safety.
- 9.6. For the reasons set out above it is recommended that the permission in principle is granted. It should be noted that there is no provision to attach conditions to a permission in principle, however conditions can be attached to any subsequent Technical Details Consent approval.

10.0 RECOMMENDATION

10.1 That Permission in Principle is granted.

Notes to Applicant

01

An application for the approval of Technical Details Consent must be submitted within 3 years from the date of this decision.

02

Biodiversity Net Gain

The grant of permission in principle is not within the scope of biodiversity net gain (as it is not a grant of planning permission), but the subsequent technical details consent (as a grant of planning permission) would be subject to the biodiversity gain condition.

BACKGROUND PAPERS

Except for previously published documents, which will be available elsewhere, the documents

listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Application case file.

Committee Plan - 26/00759/PIP

