

Planning Statement

The Hayloft, 1 Boston Sidings, Bull in the Oak, Cadeby, CV13 0FD

Erection of a garage

Client Name: Mr and Mrs Wood

Date of Issue: December 2025

Local Authority: Hinckley and Bosworth Borough Council

Prepared by: J J M Planning Ltd



J J M Planning

Independent Planning Consultancy Services

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1.0 INTRODUCTION AND SITE DESCRIPTION

- 1.1 This planning statement has been prepared on behalf of Mr and Mrs Wood in support of a planning application for the erection of a garage at The Hayloft, 1 Boston Sidings, Bull in the Oak, Cadeby, CV13 0FD.
- 1.2 This statement should be read in conjunction with the accompanying documents which include:
- 25.4523.05 Site Plan and Block Plan
 - 25.4523.06B Floor Plan and Elevations
 - 25.4523.07 Proposed Elevations and Floor Plans
 - Site location plan
- 1.3 This statement describes the application site, the locality and comments on the relevant Development Plan and national policy framework policies. It goes onto provide an assessment of the proposal in relation to the relevant policies.
- 1.4 The site is located in countryside, off Bosworth Road to the west of the junction with the A447. The site is an approximate rectangular shape with the access to the south off Bosworth Road and the dwelling to the west of the access drive.
- 1.5 The application host dwelling is a two-storey, detached property within a group of dwellings known as Bull in the Oak, in the countryside to the north of Cadeby and east of Market Bosworth. It is part of a set of five recently built dwellings on the site of a former agricultural complex and the dwellings have been designed to reflect the former use of the site. The dwellings are of differing yet complementary architectural styles.
- 1.6 The application site accommodates a building with a metal barrel vaulted roof and is finished predominantly in timber cladding, reflecting the two nearest

neighbouring dwellings. The building also has an integrated double garage and off-street driveway space which is designed to accommodate two vehicles and which forms part of the original building design.

- 1.7 Along with the rear garden space and paddock land to the north of the dwelling, it also features a large garden with an established protected tree and generous green space to the property frontage.
- 1.8 The remaining dwellings on the gated estate include three similarly designed traditional two-storey courtyard barn type dwellings and two dwellings resembling contemporary Dutch barn conversions. The dwellings immediately abutting the site but outside of the wider site have heritage value and are constructed of red brick and tile, some of which are built as single storey barn conversions arranged around a courtyard along with the original two-storey farmhouse that they historically served.
- 1.9 A grade II listed late 18th Century farmhouse (The Old Farmhouse, Bull in the Oak) sits to the south-east to the site, approximately 70 metres from the proposed garage. None of the buildings on the site are designated as listed buildings at either a local or national level. The site does not fall within a conservation area.
- 1.10 There is a protected tree (TPO) 5 metres from the proposed garage and which is to be retained.
- 1.11 The site is positioned outside the defined settlement boundaries and therefore lies within open countryside.

1.12 Figure 1 below shows photographs which illustrate the site and surroundings:



Figure 1 - Site photographs

2.0 PLANNING HISTORY

2.1 The application site has been subject to the following planning applications:

17/00149/FUL - Removal of existing residential and agricultural buildings for the erection of 5 new dwellings and associated works. Permitted 08.08.2018.

22/01177/FUL - Proposed relocation of existing field access and dropped kerb. Withdrawn 20.04.2023.

23/00799/FUL - Retrospective application for change of use of agriculture field to equestrian (sui generis) for private use, with the retention of a stable block and horse exercising area. Permitted 20.05.2024.

25/00660/HOU - Proposed new garage. Refused 03.10.2025

3.0 PROPOSED DEVELOPMENT

- 3.1 It is proposed to erect a detached garage partially for domestic storage purposes but also to allow for the storage of machinery and equipment in relation to the upkeep of a rear paddock. The structure would be sited to the west of the access road and to the south-east of the host dwelling.
- 3.2 The garage would have a footprint of 12 metres by 7 metres, an eaves height of 3.2 metres and a ridge height of 4.575 metres. The garage would be constructed from metal with timber cladding for the walls to match the host dwelling, metal roof sheeting and metal doors and windows.

Figures 2, 3 and 4 below provide the proposed siting, elevations and floor plans of the garage:

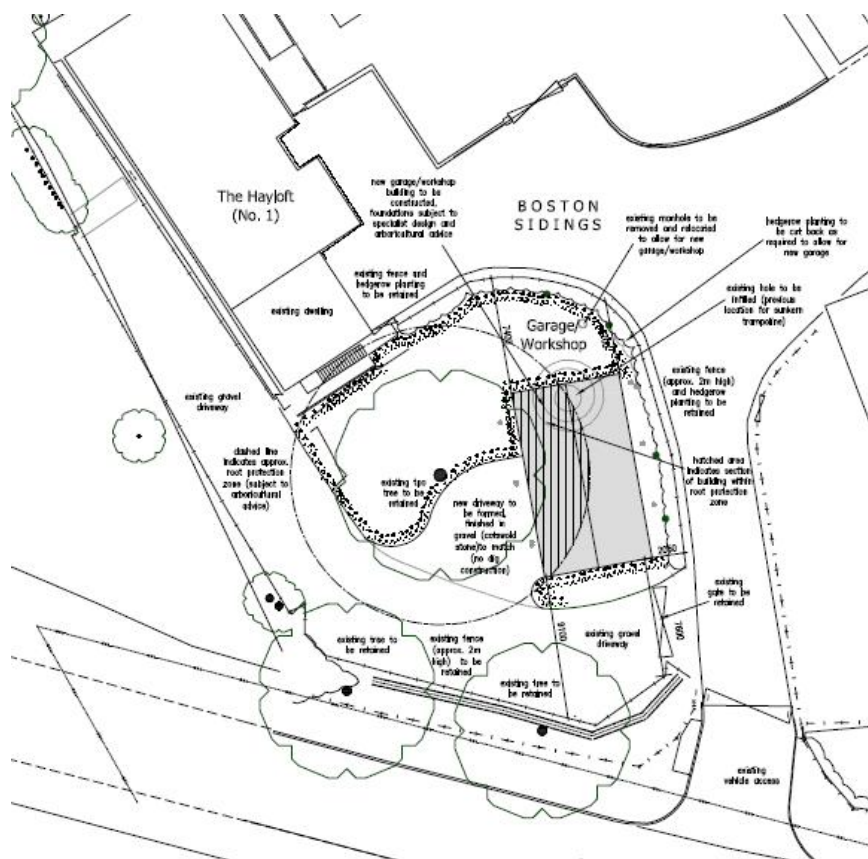


Figure 2 - Extract from proposed site plan



Figure 3 - Proposed elevations

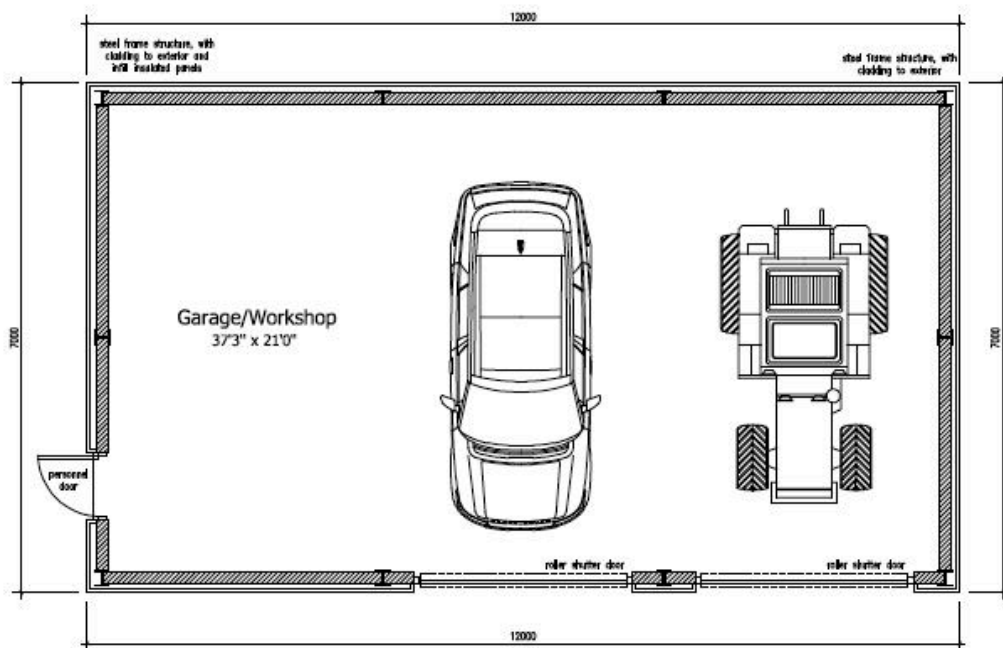


Figure 4 - Proposed floor plan

- 3.3 The existing access to the property would be retained along with the existing boundary treatment. The existing hedge would be retained although there would be some cut-back to facilitate the siting of the garage.

- 3.4 The garage would partially encroach into the root protection area and this tree is to be retained. The construction of the garage would take place using foundations subject to specialist design and arboricultural advice. The new driveway would be provided through a no dig construction and covered with gravel to match the existing.
- 3.5 The garage is required for secure storage of domestic vehicles and vehicles required for maintenance of the plot. Figure 5 below shows some of the equipment required to be stored in the garage.



Figure 5 - Photographs of equipment that requires dedicated storage

4.0 MAIN ISSUES

- 4.1 Section 70(2) of the Town and Country Planning Act 1990 requires that when dealing with an application for planning permission, local planning authorities must have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section S38(6) of the Planning and Compensation Act 2004 requires that decisions on planning applications should be made in accordance with the policies of the development plan unless material considerations indicate otherwise.
- 4.2 Having regard to the above, it is considered that the main issues raised by the application are:
1. Principle of the development
 2. Design and visual amenity including heritage
 3. Highway safety and parking
 4. Living conditions of neighbouring properties
 5. Ecology and trees
- 4.3 The main planning policies that are relevant to these main issues are included in Section 5.0 below.

5.0 PLANNING POLICIES

- 5.1 The (revised) National Planning Policy Framework (2024) (NPPF) confirms that it does not change the statutory status of the development plan as the starting point for decision making. It also confirms its status as a material consideration in determining planning applications. The NPPF continues to advise that proposed development that accords with an up-to-date local plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise. The NPPF also advises that due weight should be given to development plan policies according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).
- 5.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, an application for planning permission should be determined in accordance with the Development Plan unless other material considerations indicate otherwise.
- 5.3 The policy context for this application is provided by the development plan and national planning policy in the NPPF as well as Planning Practice Guidance issued in April 2014 (as subsequently amended) (PPG). The development plan includes the Core Strategy (adopted 2009) (CS) and the Site Allocations and Development Management Policies DPD (adopted 2016) (SADMP).
- 5.4 Those policies which are the most important for determining this planning application are set out below:

Core Strategy (2009) (CS)

- 5.5 No relevant policies.

Site Allocations and Development Management Policies DPD (2016) (SADMP)

- 5.6 *Policy DM1 – Presumption in Favour of Sustainable Development* repeats the presumption in favour as found in the Framework.
- 5.7 *Policy DM4 – Safeguarding the Countryside and Settlement Separation* seeks to protect the intrinsic value, beauty, open character and landscape character from unsustainable development and lists suitable sustainable development, subject to satisfying certain criteria.
- 5.8 *Policy DM10 – Development and Design* provides a series of design-based criteria to which new development is required to meet.
- 5.9 *Policy DM11 – Protecting and Enhancing the Historic Environment* sets out the Council's approach to applications affecting heritage assets.
- 5.10 *Policy DM12 – Heritage Assets* sets out the Council's approach to development and specific heritage assets.
- 5.11 *Policy DM17 – Highways and Transportation* confirms that development proposals should be in accordance with highways design standards as set out in the most up to date guidance adopted by the relevant Highway Authority.

The National Planning Policy Framework 2025 (NPPF)

- 5.12 At the heart of the NPPF is a presumption in favour of sustainable development. There are three overarching objectives which are interdependent and need to be pursued in mutually supportive ways so that opportunities can be taken to secure net gains across each of the different objectives. These are an economic objective, a social objective, and an environmental objective. The economic objective seeks to ensure sufficient land of the right types is available in the right places at the

right time to support growth. The social objective seeks to support strong, vibrant, and healthy communities by ensuring a sufficient number and range of homes can be provided to meet the needs of the present and future generations and by fostering a well-designed and safe built environment. The environmental objective seeks to contribute to protecting and enhancing our natural, built, and historic environment, including making effective use of land.

- 5.13 Amongst other things, paragraph 11 of the NPPF states that decisions should apply a presumption in favour of sustainable development and that for decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay.
- 5.14 Paragraph 48 of the NPPF indicates that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- 5.15 Paragraphs 56-58 set out that Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Planning obligations must only be sought where they are a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.
- 5.16 Paragraphs 131-135 of the NPPF seeks to achieve well-designed places. It states the creation of high-quality buildings is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable

development and creates better places in which to live. Planning decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, including the surrounding built environment and landscape setting and establish or maintain a strong sense of place using streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit. It also states permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

- 5.17 Section 16 of the NPPF relates to heritage. Paragraph 212 states when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 5.18 Paragraph 215 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 5.19 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a Listed Building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Other Policy and Guidance

5.20 Although not having the formal status and weight of adopted planning policy there are a number of other pieces of guidance relevant to decision-making within Hinckley and Bosworth including:

- National Planning Practice Guidance - March 2014 (as amended)
- Good Design Guide SPD – 2019
- National Design Guide – October 2019

6.0 PLANNING ASSESSMENT

The principle of development

- 6.1 The proposal comprises the erection of a garage to serve the established associated dwelling and surrounding paddock land to the rear. The garage would be sited within the curtilage of the dwelling and would be subservient in use and scale.
- 6.2 No issues were raised regarding the principle of a garage in this location as part of the previously refused application (25/00660/HOU). As such, it is considered the principle of the development is acceptable.

Design and Visual Amenity

- 6.3 Policy DM4 of the Local Plan states that the countryside will first and foremost be safeguarded from unsustainable development in order to protect its intrinsic value, beauty, open character and landscape character. Policy DM4(b) allows the extension of existing buildings in the countryside which lead to an enhancement of the immediate setting and where it does not have a significant adverse effect on the appearance and open character of the countryside.
- 6.4 Policy DM10 requires new development to complement or enhance the character of the surrounding area with regard to scale, layout, mass, design, materials and architectural features and for building material to respect existing/neighbouring buildings and the local area generally.
- 6.5 The Council's adopted Good Design Guide provides further advice in respect of the siting and design of house extensions and outbuildings.

6.6 Paragraph 135 of the NPPF states that planning policies and decisions should ensure that development:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

6.7 Guidance Point C1 of the National Design Guide (NDG) confirms that well-designed new development should respond positively to the features of the site itself and the surrounding context beyond including the existing built development and landscape character, amongst others. Guidance Point I1 of the NGD highlights that new developments should consider the composition of street scenes and individual buildings and their elements including the height, scale, massing and relationship between buildings, as well as views, vistas, landmarks, and landscaping, amongst others.

6.8 The proposal has been designed to address the previous reason for refusal on visual grounds. That application was refused on the following grounds:

The proposed development, by virtue of its scale and massing, incongruous design, materials, and siting fails to complement or enhance the character of the area and the surrounding countryside. The proposal is therefore contrary to Policies DM4 and DM10 of the Site Allocations and Development Management Policies (2016), the principles outlined in the Council's Good Design Guide (2020), Paragraph 135 of the National Planning Policy Framework (2024) and the National Design Guide (2019).

6.9 Following that refusal, the proposed garage has been revised to include the following alterations:

- reduction in the depth of the garage from 8 metres to 7 metres;
- the garage has been set further in from the boundary to reduce the visual prominence;
- the external materials have been amended to timber cladding to respond to the materials of the host dwelling;
- reduction of eaves height from 3.25 metres to 3.2 metres;
- incorporating a more traditional pitched roof.

6.10 The proposals are considered to represent a sympathetically designed outbuilding of a scale not out of keeping with the modern agricultural character, siting and scale of the group of buildings forming the re-development of the former farm. The materials and design respond to the appearance of the host building with the setback from the highway boundary at 9.1 metres ensuring the building would not be unduly prominent or dominant when viewed from the public realm. The visual impact would be further reduced by the retained boundary treatment which would mask the lower portion of the building as shown by Figure 6 below.

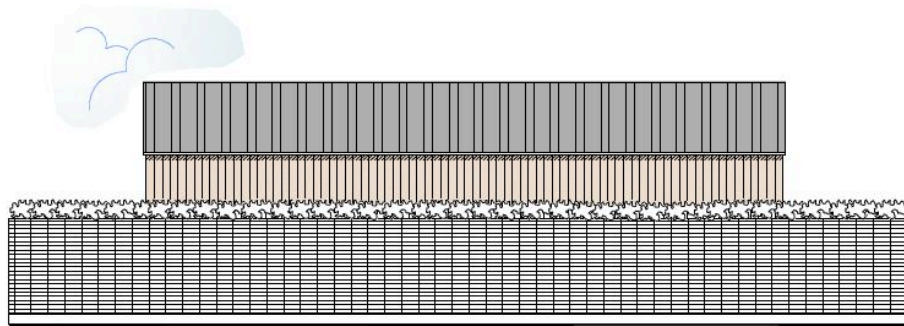


Figure 6 - Extent of screening offered by existing fence and hedge

- 6.11 On approaching the proposed garage from the east, the site would emerge into view only once beyond the neighbouring buildings; the garage would then be read as part of the overall group of buildings including a recently constructed garage structure. This is shown on Figure 7 below:



Figure 7 - View on approach from east

- 6.12 On approaching the proposed garage from the west, the building would again be read as part of this group of buildings, with the backdrop of existing buildings providing the establishment setting as shown on Figure 8 below:



Figure 8 - View on approach from the west

6.13 Of relevance is the recent approval by the Council of a detached garage to serve the neighbouring plot. This was approved under 22/0629/HOU. The relevant approved plans are shown below in Figure 9:



Figure 9 - Plans of adjacent constructed garage

- 6.14 This neighbouring development is relevant to the consideration of this application as it relates to a detached garage, set adjacent to the internal access road, and although set further from the adjacent highway, the visual impact, size and scale were deemed to be acceptable. The Planning Officer in assessing the refused scheme discounted the relevance of this approval; however, the relevant comparisons are clear including the footprint of the approved garage which comprises 6.7 metres by 9.7 metres. The proposed footprint, although larger, is comparable at 7 metres by 12 metres. However, the proposed garage would have an overall height of 4.575 metres compared to the approved ridge height of the adjacent garage of 5.75 metres.
- 6.15 It is considered that in approving the above garage, the character and appearance of the site has altered and now takes on an even greater character of a mix of buildings adjacent to the internal access drive, set back from the main highway. It is also noted that the side and rear elevations of the approved garage are not screened to the same extent as the proposed garage, as shown on Figure 10 below:



Figure 10 - Exposed nature of adjacent garage

- 6.16 This current proposal has introduced significant amendments to the refused scheme to include a reduced footprint, a revised roof pitch and a change of materials. It is considered that the proposals have addressed the previous reason for refusal and would be a sympathetic addition to the built form on the site. The roof pitch has been increased to better reflect surrounding roof pitches but if the

Council consider that a reduced height is preferable then the applicant is willing to amend the scheme in this regard.

- 6.17 It should be noted that the proposal is required for the proper maintenance and stewardship of the rear paddock. The rear paddock is visible from a number of the adjacent properties and it is understood that there is broad support for a building to assist with the upkeep of the paddock. There are covenants and other restrictions that prevent the building from being located within the rear paddock and these are re-produced in Appendix 1, 2 and 3. It is unreasonable for the applicant to have to store the necessary expensive equipment externally both from a maintenance and security perspective. Neighbouring properties are supportive of the proposal and two letters of support have been included in Appendix 4.
- 6.18 Overall, the proposal has been carefully designed in response to the provisions of the relevant development plan policies and the NPPF and is considered to be visually acceptable. The proposed scheme would respect the character and appearance of the surrounding area and would have a suitable design. The proposal would comply with Policies DM4 and DM10, the provisions of the NPPF, the NDG and the Good Design SPD.
- 6.19 The garage and associated hardstanding would be sited within the root protection of the Ash Tree which is protected by a TPO. In assessing the previous application, the Council's Arboricultural Officer raised no concerns providing that the recommendations within the submitted tree survey are strictly adhered. This current proposal would have a comparable impact and this matter could be dealt with by a suitably worded planning condition.
- 6.20 The second reason for refusing the previous scheme was:

The development's close proximity to a Grade-II listed building combined with its scale, massing and detailed design introduces an incongruous and visually harmful structure into the setting of a Grade II listed building. The proposal results in less than substantial harm to the significance of the designated heritage asset and there are no public benefits that outweigh the harm that is caused. The proposal is therefore contrary to Policies DM11 and DM12 of the SADMP and the requirements of Section 16 of the NPPF.

- 6.21 Policy DM11 states that all development proposals which have the potential to affect a heritage asset or its setting will be required to demonstrate an understanding of the significance of the heritage asset and its impact of the proposal on the significance of the asset and its setting, including measures to minimise or avoid these impacts.
- 6.22 In this case, The Old Farmhouse, Bull in the Oak is grade-II listed building, sited approximately 70 metres from the proposed garage. Policy DM12 states that all development proposals affecting heritage assets and their setting will be expected to secure their continued protection or enhancement, contribute to the distinctiveness of the areas in which they are located and contribute to the wider vibrancy of the borough.
- 6.23 The listed building occupies a corner plot on the junction linking the nearby towns of Market Bosworth and Newbold Verdon and is a prominent building. The siting and relationship between the listed building and application site are shown below on Figure 11.



Figure 11 - Location of adjacent listed building (Source: Historic England)

- 6.24 Part of the significance of the listed building is derived from its setting at this prominent junction with the building abutting the highway. Part of this setting is provided by the group of buildings to the north and north-west, which includes the application site. This setting is composed of a group of detached buildings, read as a collective, set back from the highway interspersed with landscaping.
- 6.25 It is considered that this setting would be maintained as a result of the proposal. The garage would be set well back from the highway, would be read as part of the overall group, and would be no more harmful to the setting than the existing buildings or the more recently approved detached garage for the neighbouring dwelling (that is located in closer proximity).
- 6.26 The revisions to the scheme following the previous refusal have enhanced the proposal to include a reduced footprint, a more sympathetic design and materials to blend with the host dwelling. The submitted information also demonstrates how the majority of the built development would be screened by the existing boundary treatment and landscaping.

- 6.27 In refusing the previous application, the Council stated that materials did not adequately match the existing dwelling, the scale and massing of the garage failed to remain subordinate or consistent with the host property, the proposal competed visually with the architectural and historic interest of nearby listed building and disrupted the established building form of Bull in the Oak.
- 6.28 This current scheme has addressed these issues by incorporating the changes set out above, especially when compared to the approval of the neighbouring garage. It should also be noted that the proposed garage would be set 70 metres from the listed building with intervening buildings and landscaping.
- 6.29 In assessing the previous proposal, the Council's Conservation Officer stated "*the garage as currently proposed would also likely be a minor negative presence within the wider setting of the listed Farmhouse, causing an adverse impact upon its heritage significance*". The garage now proposed has been reduced in footprint and incorporates a more traditional pitch roof with materials to match the host dwelling. As such, it is considered that the previous heritage-based ground for refusal, which was minor negative only, has been satisfactorily addressed and that the proposal now meets the tests set in the above policies, guidance and Act.

Highway Safety and Parking

- 6.30 Policy DM18 seeks to ensure an appropriate level of parking provision of appropriate design. In addition to the integrated double garage already provided within the dwelling, the additional gravel-surfaced parking and the additional detached garage, the level of off-street parking provision would be more than adequate to serve the resulting dwelling and therefore be in accordance with Policy DM18 and the local highway authority design guidance standards.

Living conditions of neighbouring properties

- 6.31 Paragraph 135(f) of the NPPF requires planning policies and decisions to ensure that developments create places that are safe, inclusive, and accessible, which promote health and well-being, and a high standard of amenity for existing and future users.
- 6.32 Policy DM10 (a) and (b) states development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.
- 6.33 The Good Design Guide requires the way buildings to relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity. The Good Design Guide recommends that a principal window to a habitable room should ideally be no less than 8m from the blank side of a single storey neighbouring property.
- 6.34 The proposed garage sits within the curtilage of the host dwelling. The dwellings within the development are all mostly separated by a single carriageway and the minimum distance from the proposed garage to the nearest neighbouring dwelling is 14 metres over the shared site access. On this basis, it is not considered that there would be any significant loss of privacy to the occupiers of The Granary.
- 6.35 The proposal would not cause loss of light or privacy for the habitable rooms of any nearby dwelling due to its adequate distance. Given the generously sized plots and adequate separation distances, the outbuilding will not impact the remaining neighbouring amenity by way of loss of light or loss of privacy. It is also noted that neighbouring properties are supportive of the proposal and two letters of support have been included in Appendix 4.

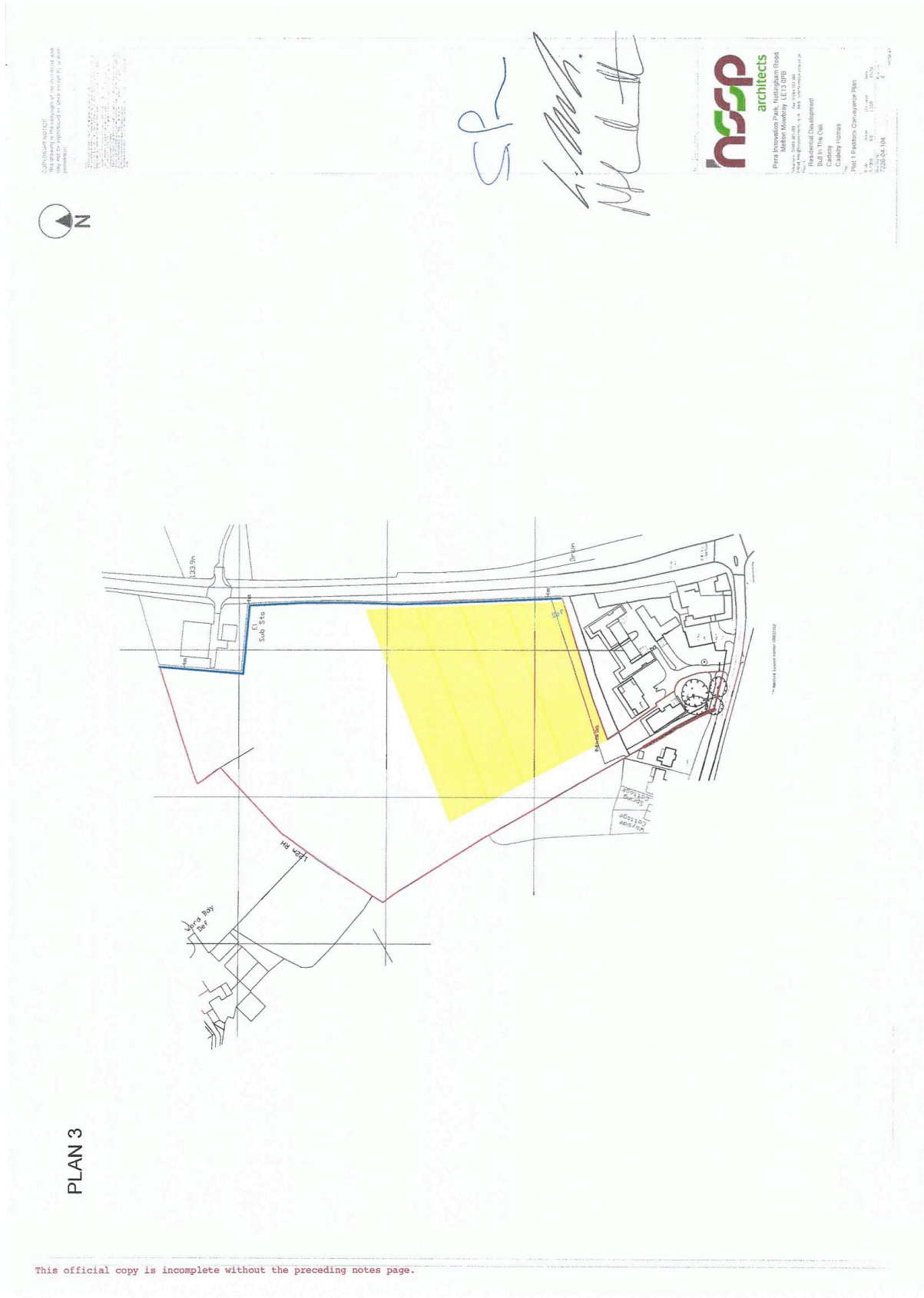
- 6.36 By virtue of these factors, the proposal does not result in any adverse overbearing or overshadowing impacts or any overlooking or loss of privacy to the neighbouring properties and therefore is considered to be in accordance with Policy DM10 and the Good Design Guide.

7.0 CONCLUSIONS

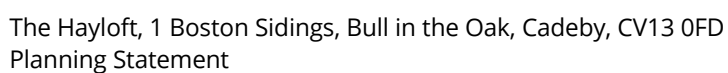
- 7.1 At the heart of the NPPF is a presumption in favour of sustainable development such that development proposals that are in accordance with the development plan should be approved. The NPPF does not change the statutory status of the development plan as the starting point for decision making. Section S38(6) of the Planning and Compensation Act 2004 requires that any decision on a planning application should be made in accordance with the policies of the development plan unless material considerations indicate otherwise.
- 7.2 In terms of the principle of development, the proposal would provide a subservient outbuilding to serve the host dwelling. The building is required in connection with the proper maintenance and stewardship of the rear paddock.
- 7.3 The scheme has been amended to address the previous grounds for refusal and as set out above these changes, which include a reduced floor area, pitched roof design and external materials to respond to the host dwelling, result in a visually acceptable garage which reflects the setting of this group of buildings. The current scheme also addresses the Council's objection on the grounds of the setting of the adjacent listed building.
- 7.4 The proposed scheme would not result in any adverse impacts on the residential amenity of the occupiers of neighbouring properties or be harmful to highway safety.
- 7.5 For the reasons set out above, it is considered that the proposal would be in accordance with the development plan as a whole and paragraph 11(c) applies which states that in such instances planning permission should be approved without delay.

8.0 APPENDICES

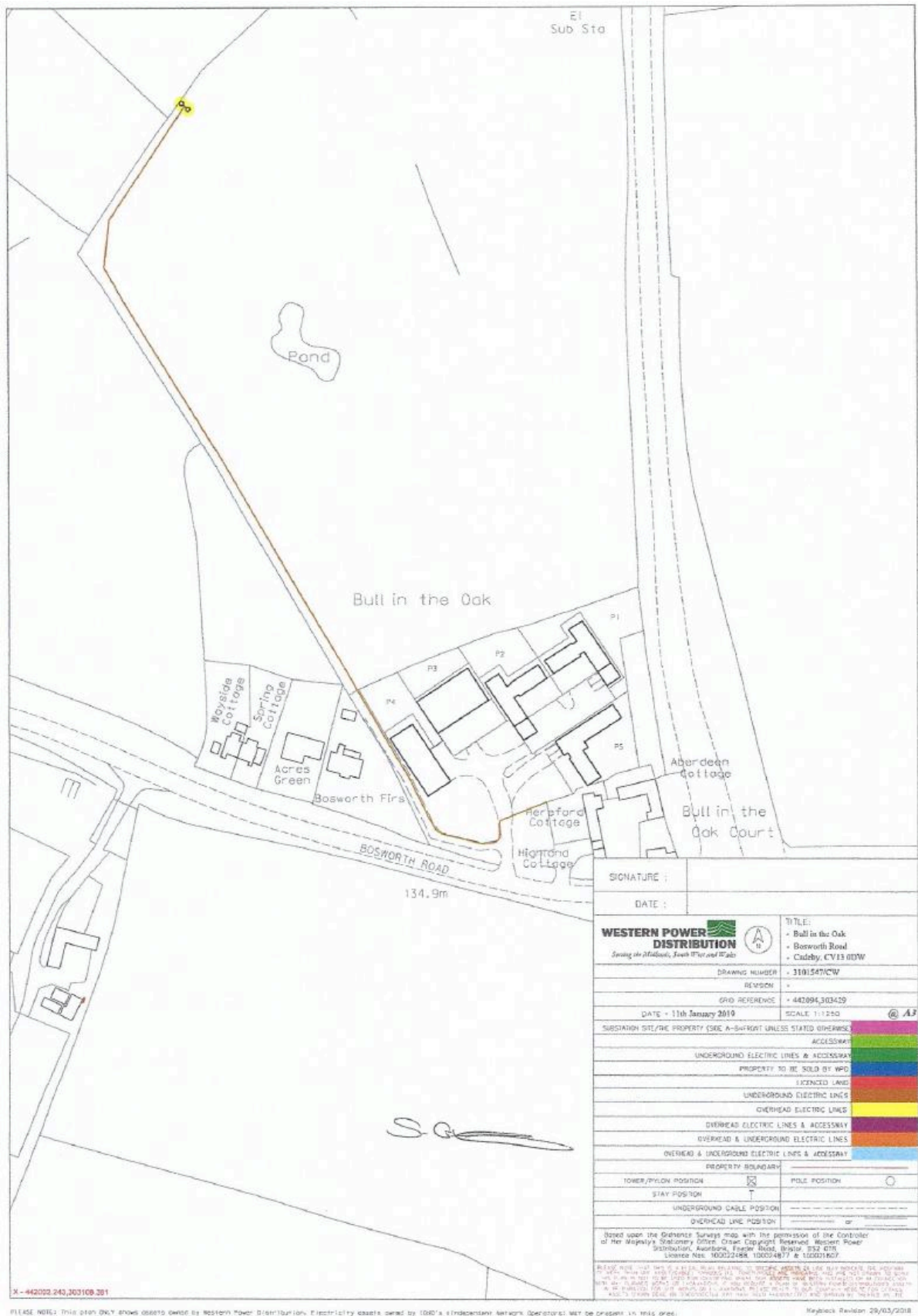
Appendix 1 – Plan showing covenant regarding limitations on built development



This official copy is incomplete without the preceding notes page.



Appendix 3 – Plan showing extent of Western Power easement



Appendix 4 – Letters of support from surrounding neighbours

Alastair Browning

5 Boston Sidings
Bull in the Oak
Cadeby
Warwickshire
CV13 0FD

7th December 2025

Dear Sir

Ref: 1 Boston Sidings Garage/Workshop Planning Application

We would like to add our support for the proposed garage at No.1 Boston Sidings as the development will have minimal impact on our life at the courtyard and provide necessary storage space for the agricultural equipment the home owners have acquired to maintain the paddock space.

We also feel that the security within the courtyard will be enhanced and possibly stop opportunist thieves from targeting the area.

The plans appear sympathetic to the existing buildings and will not affect our views in any way.

Yours faithfully



Alastair Browning

Mr & Mrs Ward

2 Boston Sidings
Bull in the Oak
Cadeby
Warwickshire
CV13 0FD

8th December 2025

Ref: Proposed Garage Development - 1 Boston Sidings

Upon reviewing the proposed plans for the development of the detached garage/workshop at No.1 Boston Sidings, we would like to add our support for the application as we acknowledge the need for the safe & secure storage of the paddock maintenance equipment.

Faithfully,



Rob Ward
2 Boston Sidings