

**Application Number: F/YR14/0616/F**

**AGENDA ITEM NO. 08**

**Minor**

**Parish/Ward: Elm**

**Date Received: 31.07.14**

**Expiry Date: 25.09.14**

**Applicant: Dr J Harrall**

**Agent: N/A**

**Proposal: Erection of a 2-storey 4-bed dwelling with a detached garage and 1.5m (max height) front fence and gates**

**Location: North Of La Chaumiere, Back Lane, Colletts Bridge Lane, Elm**

**Site Area: 0.08 Ha**

**Reason before Committee: The scheme is before committee given the level of representation made.**

## **1. EXECUTIVE SUMMARY/RECOMMENDATION**

This application seeks full planning permission for the erection of a detached dwelling on land north of La Chaumiere, Back Lane, Collets Bridge Lane.

The proposal involves the development of former flank garden land that has historically been associated with The Hazels, which lies adjacent to the core of the settlement.

Policy LP3 of the Local Plan (2014) sets out the settlement hierarchy of towns and villages and Collets Bridge is identified as an 'other village' where development will be considered on its merits but will normally be of a very limited nature and normally be limited in scale to residential infilling or a small business opportunity.

Policy LP12 supports development of sites which are in or adjacent to the existing developed footprint of the village but by definition excludes gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlements where the land relates more to the surrounding countryside than to the built up area of the settlement. Policy LP12 also seeks to retain and protect natural boundaries such as trees, hedgerows and drainage ditches and retain and respect biodiversity features.

Policy LP16 supports development that makes a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment, provides resilience to climate change, reinforces local identity and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area.

Whilst there has been a recent refusal on the site on the grounds of scale and

design the principle of residential development has been previously deemed to be policy compliant, by virtue of the decision of the Planning Committee and in accordance with Policy LP3 of the FLP.

Issues of residential amenity, visual amenity, character of the area, biodiversity and highway safety have been evaluated and it is concluded that the scheme is acceptable as it accords with the development plan and NPPF and may therefore be favourably recommended.

## 2. HISTORY

Of relevance to this proposal is:

2.1	F/YR14/0203/F	Erection of a single-storey 3 bed dwelling	Refused 1 July 2014 (Committee)
	F/YR06/0867/O	Erection of a dwelling	Refused, (September 2006).
	F/93/0453/O	Erection of a dwelling	Refused, Appeal Dismissed (October 1993).
	F/0658/88/O	Erection of a dwelling	Refused, Appeal Dismissed (August 1989)
	F/0537/87/O	Erection of a dwelling	Refused

## 3. PLANNING POLICIES

### 3.1 National Planning Policy Framework:

- Paragraph 2: Planning law requires that application for planning permission must be determined in accordance with the development plan.
- Paragraph 17: Seek to ensure high quality design and a good standard of amenity for all existing and future occupants and conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. Further ... encourage multiple benefits from the use of land in ... rural areas, recognising that some open land can perform many functions (such as for wildlife... )
- Paragraphs 9 and 64: 'Pursuing sustainable development involves seeking positive improvements in the quality of the built ... environment ... 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'.

- Paragraph 109: 'the planning system should ... minimise impacts on biodiversity and provide net gains ... where possible'.
- Paragraph 118: 'When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity'

### 3.2 Fenland Local Plan (2014).

LP1 – Presumption in Favour of Sustainable Development

LP3 – Settlement Hierarchy

LP4 – Housing

LP12 – Rural Area Development Policy

LP14 – Responding to Climate Change

LP15 – Creation of a More Sustainable Transport Network

LP16 – Protecting High Quality Environments

LP19 – Natural Environment

## 4. CONSULTATIONS

4.1	<b><i>Parish Council</i></b>	Supported
4.2	<b><i>Environmental Health Officer</i></b>	No objection subject to attaching a condition with respect to dealing with unsuspected contamination.
4.3	<b><i>Environment Agency</i></b>	The LPA should refer to standing advice in respect of land drainage/flood risk issues
4.3	<b><i>Middle Level Commission</i></b>	Comments; requests details of appropriate water level/flood risk management.

#### 4.5 **CCC Highways**

Initial comments required revisions to parking allocation and for visibility to be shown on the submitted plans – also querying whether visibility was achievable within land under the control of the applicant. Requiring that any vegetation that has encroached onto the public highway to be cut back.

Amended plans were submitted to show a more centrally located access point, repositioning of the fencing and the visibility. This prompted further comment from adjoining occupiers regarding the inclusion of third party land and the plan was amended to show a reduced 'x' distance from 2.4m to 2m.

Further issues were raised by an adjoining householder regarding this reduction which were forwarded to the LHA. In response the LHA noted that CBL is a low speed lightly trafficked lane, and highlighted that they had undertaken a speed survey at the location and noted that the 'handful of cars that passed [me/the application site] were doing between 15-22mph. [It is therefore concluded] that the visibility detailed with a 2m 'x' distance is acceptable and the achievable 'y' distance is more than adequate for access in this location.

4.6

**Local Residents:**

14 letters of objection have been received, from 11 households, raising the following matters:

- Proposal is not a single dwelling infill, it being between agricultural land and a developed plot.
- Policy LP3 states that applications should be both single dwelling infill and that the plot is situated in an otherwise built up frontage
- Not sustainable development
- Proposal is not justified
- Scheme does not protect the countryside or retain the distinctive settlement pattern
- The western side of Colletts Bridge Lane is clearly not built up frontage as it consists of 3 scattered dwellings along its entire length
- Over the past 27 years there have been 4 planning applications, all of which have been refused
- The DoE rejected an appeal in 1989 concluding that further development would be to the detriment of the open and rural character, an undesirable addition and introduce an intrusive increase in residential activities. It was also noted that to allow the proposal would encourage further applications further eroding the character of the area.
- Writer has had a previous refusal for chalet bungalow so it's not acceptable for the current applicant to have a house (Rag Lodge)
- Concerned regarding road safety, lane is too narrow to support development both

sides. Traffic has increased in recent years and there is no ability to turn in the public highway and the lane is incapable of safely supporting further traffic

- Driveway is opposite 2 other driveways on a single carriageway road
- Is unable to meet standard FDC requirements for vehicle movements on site
- Adequate visibility splays cannot be provided.
- Design and scale of property out of keeping with its rural location and entirely unsympathetic to the surrounding properties. The garage being almost as large as the adjacent 18<sup>th</sup> Century cottage
- Property belongs on a development not in a rural location
- Property will dramatically impact on enjoyment of the Fenland Big skies and sunsets in terms of design and scale
- Will result in overlooking, loss of privacy and loss of sunlight to property opposite
- Bungalows are the defined local vernacular
- Will impact on biodiversity through the loss of habitats
- Will result in devaluation
- Given the lack of facilities in Colletts Bridge the proposal is unsustainable
- Concern regarding schools and access to the same exacerbating parking problems at the school
- Proposal is contrary to NPPF
  - contrary to overall aims of sustainable development
  - fails to work closely with

those directly affected by the proposal

- does not take account of character of the area
- fails to minimize impact on biodiversity

- Proposal is contrary to Policy LP3:

- schemes not single dwelling infill **and** within an otherwise built up frontage

- Proposal is contrary to Policy LP16:

- fails to retain and incorporate natural features of the site
- fails to make a positive contribution to the local distinctiveness and character of the area

- adversely impacts on amenity of neighbours in terms of substantial light pollution, loss of privacy and loss of light
- fails to provide safe environments due to highway risk

Proposal contrary to Policy

LP12:

- will have an adverse impact on surrounding countryside
- out of scale with the settlement

- encourages further development

- destroys natural boundaries, trees and hedges
- fails to retain and respect ecological, heritage and biodiversity features

- puts people at highway risk
- cannot be served by sustainable infrastructure provision

- also highlights recent decisions at Eastwood End Wimblington as precedents for refusing this scheme

## 5. **SITE DESCRIPTION**

5.1 Colletts Bridge is a group of 30 dwellings located in the countryside outside of Elm village.

The site is accessed via Colletts Bridge Lane, a single track road. There is an established hedgerow to the north and eastern boundaries of the site with a metal-gate access in the north-west corner. A post and wire fence demarcates the south and western boundaries, leading onto an agricultural field access and open countryside respectively. There are 2 x two-storey detached dwellings to the north and south with bungalows on the opposite side of the road.

The site is identified to be within Flood Zone 1.

## 6. **PLANNING ASSESSMENT**

The key issues for consideration to this application include:

1. Principle of Development
2. Design, impact upon appearance of area and rural character
3. Ecological impact
4. Access and Parking
5. Impact upon residential amenity
6. Ground Works and Flood risk
7. Health and Wellbeing
8. Economic Development
9. Other Matters

### 6.1 **Principle of Development**

Colletts Bridge is identified by Policy LP3 as an 'Other Village' where development will normally be restricted to single dwelling infill sites situated within an otherwise built up frontage. In defining the existing developed footprint and continuous built up frontage of the village Policy LP12 excludes undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built up area of the settlement.

There are only three dwellings on the west side of Colletts Bridge Lane and it is not considered that these dwellings in isolation form part of a continuous built up frontage, however the application site is located between two residential properties therefore would constitute an infill site. The consultation process has generated contention regarding this assertion considering that both elements of this 'infill definition' must be satisfied for permission to be allowed, and also



noting that the site is separated from its neighbour by a farm access track and as such cannot be deemed infill.

It is noted that the Planning Committee have previously agreed the 'principle of residential development of the site', albeit they rejected the proposal on design grounds. As such it is not appropriate to revisit this stance, that said for the purposes of transparency of decision making Officers would comment that Colletts Bridge is identified as an 'other village' in the settlement hierarchy outlined in Policy LP3 within which residential development will be considered on its merits. The policy goes on to clarify that such development will 'normally' be restricted to single dwelling infill sites situated within an otherwise built up frontage. Whilst it is agreed that this area of Colletts Bridge could not be described as built up, the site does lie within two dwellings and the existence of a field track does not undermine this.

The previous report to committee noted that whilst the site was now in separate ownership it has a close association with the Hazels and there was a defined edge along the western boundary. The earlier report clearly identifying that beyond the site was agricultural land which gives a clear distinction between the two uses. As such the site does have a closer association with the residential characteristics of the area and does have 'merit' in being brought forward for development – this having been recognised at the earlier committee meeting.

## 6.2

### **Design, impact upon appearance of area and rural character**

Policy LP12 sets out a number of criteria for new development in rural areas including a requirement for proposals to not adversely harm the character and appearance of the settlement and to retain and respect ecological and biodiversity features and natural boundaries such as trees and hedgerows Policy LP16 seeks to ensure high quality environments and criterion (d) states;

'... new development ... will only be permitted if it ... makes a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment, provides resilience to climate change, reinforces local identity and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area'.

The application site is located between two architecturally attractive buildings of traditional design. The earlier scheme for the 'unheated house' was rejected by the Committee on the grounds of scale and

design given its frontage width of 18 metres being far greater than that of neighbouring properties. It was further considered that this in combination with the minimal openings on the front elevation would result in a dwelling of a very different scale and design to the adjacent dwellings. It was concluded that the proposal would be harmful to the character and appearance of the area and the committee noted that high levels of sustainability could equally be achieved as part of a house with a traditional design.

It was with this mandate that the applicant has revised the scheme to that now presented, which in essence is a two storey dwelling of traditional proportion, albeit with some contemporary detailing. The width of the dwelling is now 10 metres which compares with the adjacent dwellings. A street scene elevation has also been included in support of the application this, it is considered, evidences an appropriate rhythm of development with the dwelling marking the transition between the lower level cottage to the south and the proportions of The Hazels to the north. Comment has been made regarding the inclusion of a detached double garage within the scheme however again this respects the change in building heights along this section of Colletts Bridge Lane and being detached will reduce the overall visual mass.

Whilst it is acknowledged that the prevailing form of development to the east is single storey in character this is not reflected on the western side of the lane. Accordingly it is concluded that the scheme will not have a harmful impact on the visual amenity of the area.

### 6.3

#### **Ecological Impact**

There is a mature hedge that fronts the application site, parallel to Colletts Bridge Lane. The submitted Biodiversity Checklist advises that no protected species are known to use the site, however letters of representation have highlighted that bats and breeding birds may be present. Given the settlement's rural location it is likely that breeding birds could use the site, and the hedgerows used as a foraging corridors by bats. However referring to the standing advice of Natural England it can be noted that other than existing trees there are no preferred roost sites contained within the application site. Accordingly a proportionate approach would be to remind the applicant of their obligations under the Wildlife Act 1981 and require a pre-development survey by a suitably qualified ecologist. A planning condition could be utilised to secure the removal of the hedge/existing landscape features outside of bird breeding season.

The removal of the front hedgerow is not considered to have an unacceptably harmful impact on the biodiversity of the area, however

a condition could be attached to secure improved landscaping and biodiversity features for the site.

#### 6.4 **Access and Parking**

The access arrangements to the site have been revisited during evaluation of the scheme to address issues raised by both the LHA and adjoining residents regarding the inclusion of 3<sup>rd</sup> party land within the visibility splays originally depicted. Whilst highway safety has been contested by local residents the professional advice of the LHA raises no such concern as per the consultation response highlighted in the relevant section of this report.

Indeed the LHA have provided further comment regarding the highway implications of the proposal noting that

‘The existing situation is not made any worse by this development and there is certainly no severe harm to highway safety as a direct result of this development proposal that would justify a recommendation for refusal (NPPF Para. 33). The creation of another vehicular access will remove vegetation and will for all-intensive-purposes create a wider lane way for vehicles to pass. This is a single dwelling that will have a negligible impact to the way that Colletts Bridge Lane currently operates.’

In light of the above advice Officers are satisfied that the proposal is acceptable in highway safety terms. In addition it can be acknowledged that the proposal provides parking and turning in accordance with the standards contained within the Fenland Local Plan, i.e. 3 spaces for a four bed dwelling.

#### 6.5 **Impact on residential amenity**

The scheme proposes only one en-suite window in the flank elevation at first floor (north side), furthermore the dwelling sits into the plot and as such all rear windows will avoid any direct views of the private amenity spaces of the adjoining dwellings as such no issues of overlooking or loss of privacy will occur. The proposal will provide appropriate levels of private amenity space.

Comments have been raised regarding the impact that the scheme will have on the bungalows to the east particularly with regard to loss of light, loss of views and loss of privacy. It is accepted that the public facing areas of residential developments cannot be afforded high levels of privacy given their very nature; however the dwelling proposed lies circa 24 metres from the nearest bungalow separated by Colletts Bridge Lane. As such whilst the residents to the east will

of lose some outlook this could not reasonably be a reason to resist the scheme. Issues of devaluation again cannot be considered as part of the planning process.

## 6.6 **Ground Works and Flood Risk**

The Environment Health team have raised no objections subject to a condition being attached with respect to unsuspected contamination.

Middle Level Commission (MLC) has requested a scheme for water level/flood risk management. The MLC have not sustained an objection, and in any event the site is located within Flood Zone 1 and is not considered to be a flood risk. The scheme has also been assessed in accordance with the Environment Agency Standing Advice with the recommendation being for the scheme to follow good practice to achieve sustainable surface water management

## 6.7 **Health and Wellbeing**

The proposal provides an acceptable level of private amenity space for future occupiers and will not compromise the living conditions of existing residents

## 6.8 **Economic Development**

The proposal supports economic development as it increases the housing stock within the District.

## 6.9 **Renewable energy**

The earlier scheme, considered by Planning Committee on 25<sup>th</sup> June 2014, proposed an exemplar energy efficient domestic dwelling. However as acknowledged earlier in the report its design characteristics were such that it could not be supported in this location for aesthetic reasons. The current proposal seeks to retain in part some of these earlier credentials through the use of a passive solar design strategy with the principal areas of fenestration in a southerly direction. The dwelling is also proposed to have a high thermal mass super-structure which will store heat and enable the building to self-regulate the internal air temperature and reduce the heating load requirements. Additional insulation will be added which will result in the building being super-insulated reducing its rate of heat loss which will be further achieved through the use of triple glazing.

Such factors further the aims of Policy LP14 which seeks to minimise resource consumption.

## **Other Matters**

Representations received during the consultation process draw direct comparisons with earlier committee refusals at Eastwood End and the previous history of the site, the latter aspect predating the current Local Plan; looking at each in turn.

*Planning History of the Site:* The earlier refusals on the site predate the current Local Plan at a time when the western section of Colletts Bridge was outside the development area boundary. The inclusion of Colletts Bridge as an 'other village' in the current Local Plan is a significant material consideration in planning terms allowing the site to be revisited in terms of its acceptability. It should also be noted that the 'Infill' policy of the 1993 Local Plan was updated by the Interim Statement of Proposed Changes SPG in January 2001. This resulted in a revised Policy H15 which defined a continuously built up frontage [as] normally of at least six dwellings. This definition has not been carried forward to the current local plan and is therefore no longer a material consideration, it was however the policy backdrop on which the Planning Inspectorate would have made their decision in 2006.

*Eastwood End, Wimblington:* A key principle of the planning system is that each application will be determined on its own merits in accordance with the development plan. Whilst some parallels may be drawn between Colletts Bridge and Eastwood End it must be recognized that in Local Plan terms the settlement of Colletts Bridge is clearly defined as an 'other village', this being at variance to the status of Eastwood End in the current Local Plan. In addition Colletts Bridge does not suffer the same physical barrier, the A141, which was clearly highlighted in the appeal decision of the Planning Inspectorate.

*"The site is located at the eastern fringe of Eastwood End and it forms part of an outlying group of houses that is located well beyond the built up area of Wimblington, across the busy A141 road and with areas of agricultural land between." (F/YR13/0755/F)*

In addition representations highlight that the applicants have not provided any justification for their proposals, nor have they sought to engage with the local community as part of the process.

*Community engagement and justification for proposals:* This is a small scale proposal and whilst the NPPF promotes engagement as good practice it is not a prerequisite of a planning submission. It can be noted that significant comments were generated through the earlier application process and it is clear that the scheme has been amended in design terms to reflect the same. In terms of justification

this requirement relates to development within the open countryside as opposed to development within an area identified as part of the settlement hierarchy, established through a robust local plan process.

*Construction period:* Concern has been highlighted in respect of the construction phase of the development identifying the constraints of Colletts Bridge Lane and the impact that this aspect of the scheme will have on other road users. It is suggested that a requirement of any planning permission granted should be the submission of a construction management plan to direct this aspect of the scheme and mitigate against adverse impacts where possible.

## **7. CONCLUSION**

It is considered that the amended dwelling design now proposed addresses earlier concerns, as expressed by Members and outlined in the previous Officer report, and results in a dwelling more in keeping with its surroundings in terms of scale and design. It is further considered that no adverse impacts will result from the development in terms of residential and visual amenity, highway safety or ecological impact subject to suitable conditions. Accordingly the scheme is now considered policy compliant and may be favourably recommended.

## **8. RECOMMENDATION**

Grant

- 1 The development permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Prior to first occupation of the development hereby approved, visibility splays shall be provided as shown on the approved plan and shall be maintained thereafter free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason - In the interests of highway safety.

- 3 The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway in accordance with a scheme to be submitted to and approved by the LPA.

Reason - In the interests of highway safety.

- 4 Prior to the first occupation of the development the proposed on-site parking /turning shall be laid out in accordance with the approved plan and thereafter retained for that specific use.  
Reason - To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.
- 5 Prior to the first occupation of the development the existing accesses to Back Lane, Elm shall be permanently and effectively closed and the verge shall be reinstated in accordance with a scheme to be agreed with the LPA.  
Reason - In the interests of highway safety.
- 6 Prior to the first occupation of the development any gate or gates to the vehicular access shall be set back a minimum of 5m from the near edge of the highway carriageway. Any access gate or gates shall be hung to open inwards.  
Reason: In the interests of highway safety.
- 7 Prior to commencement of development full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be carried out as approved. The landscaping details to be submitted shall include:-
- a) hard surfacing, other hard landscape features and materials
  - b) existing trees, hedges or other soft features to be retained
  - c) planting plans, including specifications of species, sizes, planting centres number and percentage mix
  - d) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife, to include a new front boundary hedge
  - e) management and maintenance details
- Reason - The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted.
- 8 All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turving and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any

variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development.

- 9 Prior to the commencement of the development hereby approved adequate temporary facilities (details of which shall have previously been submitted to and agreed in writing with the Local Planning Authority in the form of a Construction Management Plan) shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.

Reason - To minimise interference with the free flow and safety of traffic on the adjoining public highway.

- 10 Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted and agreed in writing with the Local Authority in consultation with the Drainage Authority. The scheme shall subsequently be implemented in accordance with the approved details before the relevant parts of the development are first brought into use and thereafter retained in perpetuity.

Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding.

- 11 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.

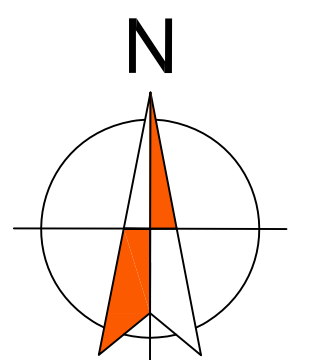
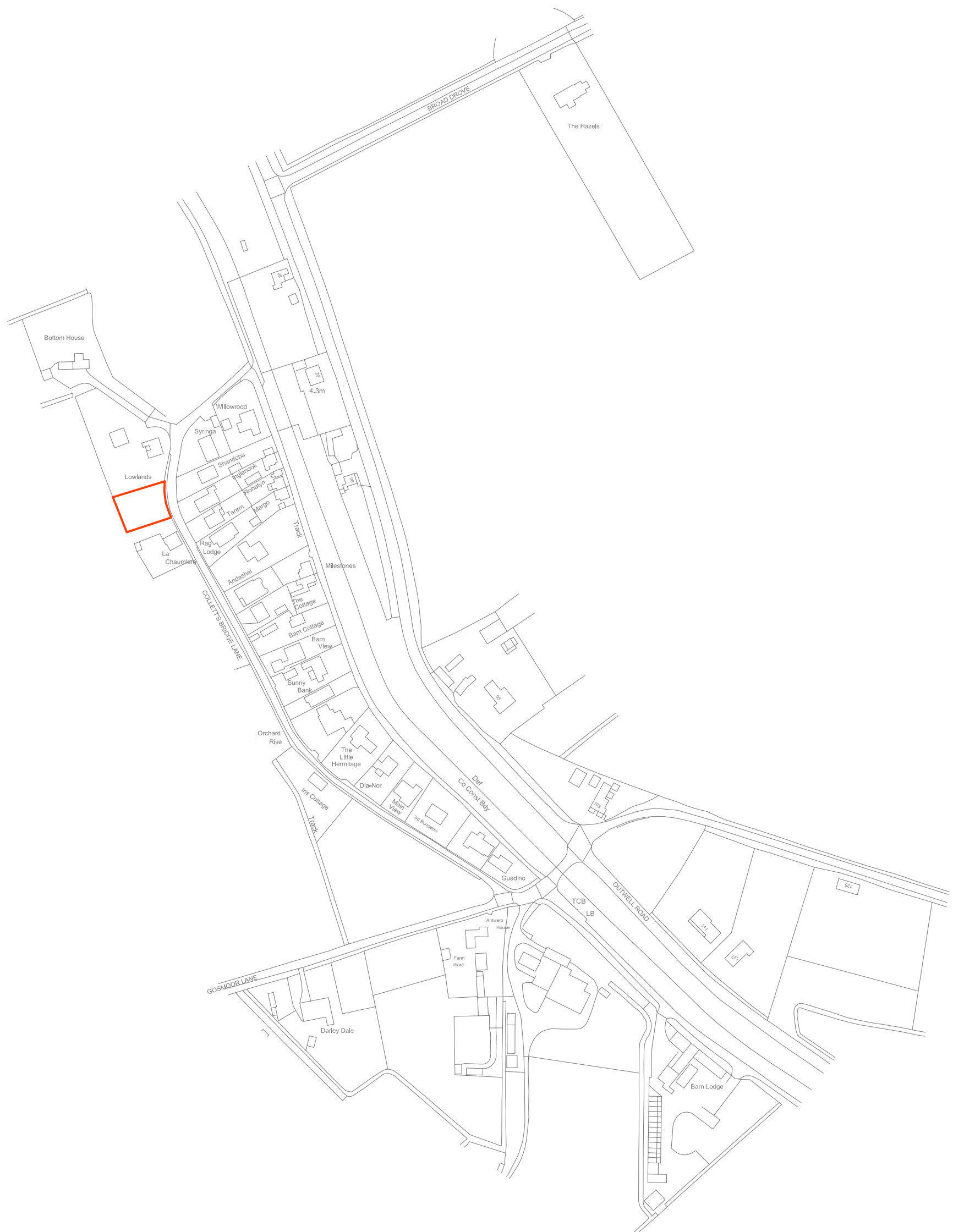
Reason - To control pollution of land and controlled waters in the interests of the environment and public safety.

- 12 All vegetation clearance at the site shall only take place outside the bird breeding season of March to September inclusive. If this is not possible, a nesting bird survey must be undertaken by an experienced ecologist 24-48 hours prior to clearance and the report submitted to the local Planning Authority.

Reason - To ensure compliance with Section 1 of the Wildlife and Countryside Act with respect to nesting birds and to provide biodiversity mitigation in line with the aims of the National Planning Policy Framework.

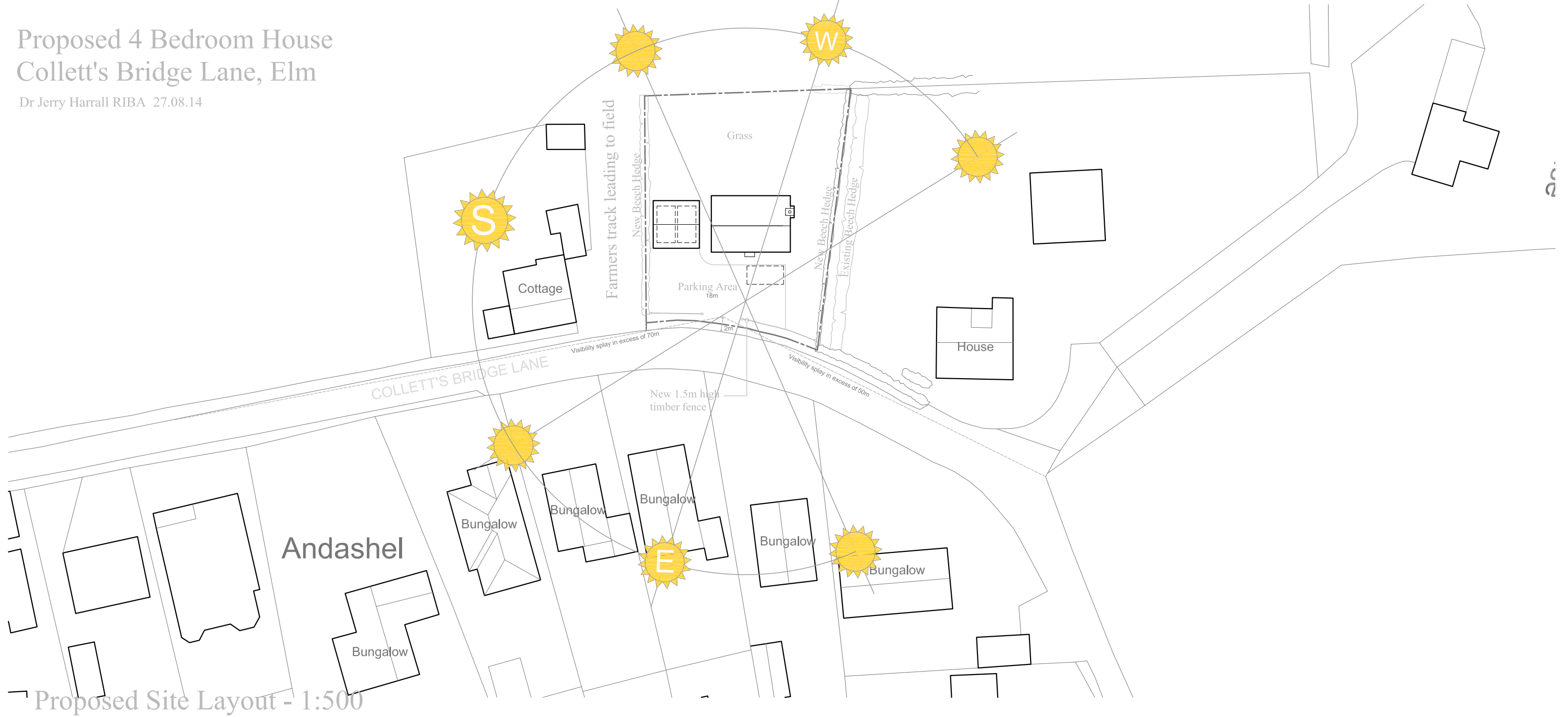




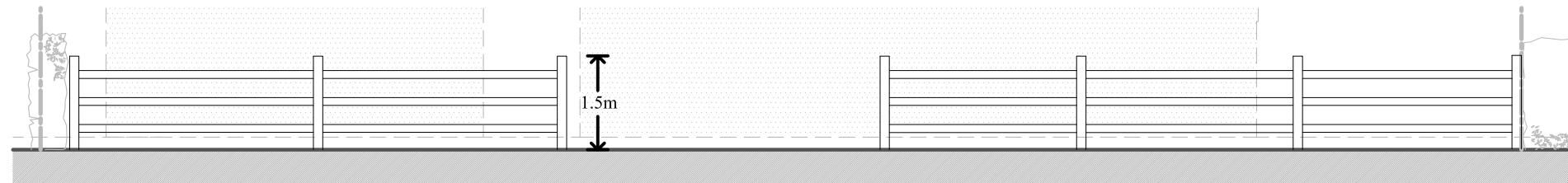


# Proposed 4 Bedroom House Collett's Bridge Lane, Elm

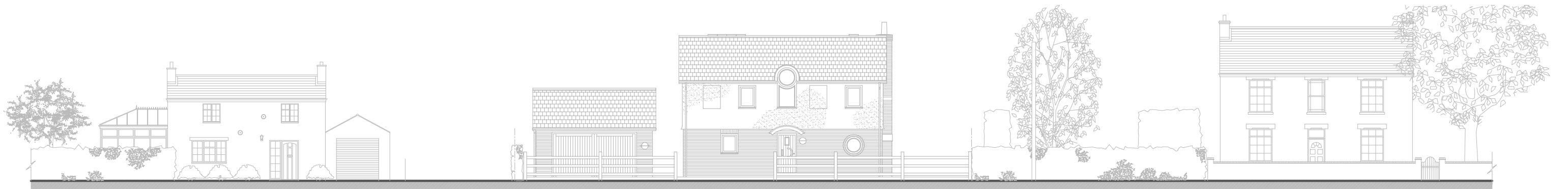
Dr Jerry Harrall RIBA 27.08.14



Proposed Site Layout - 1:500



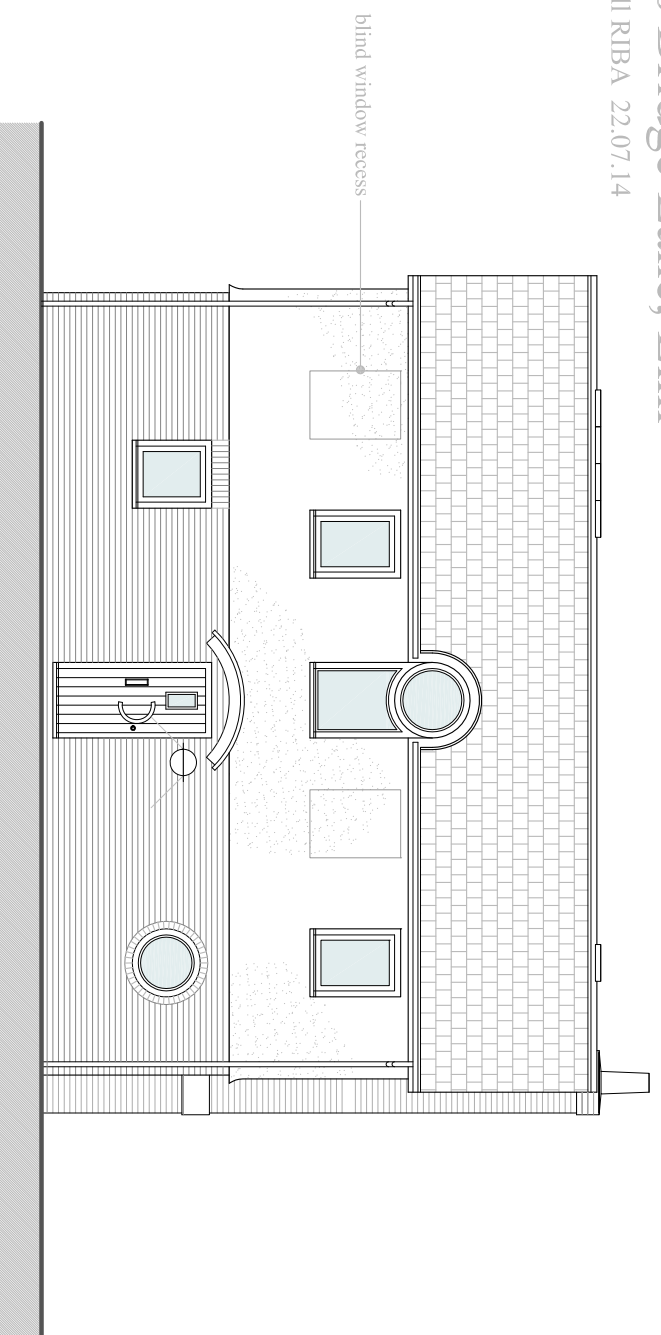
Elevation of new boundary fence - 1:100



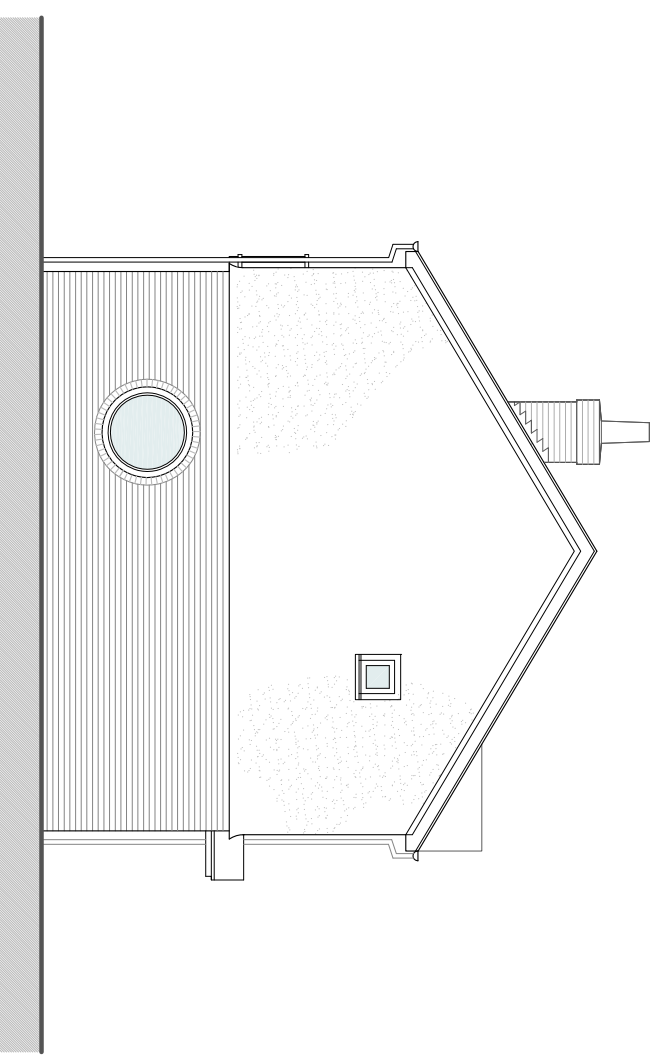
Proposed Street Scene - 1:200

Proposed 4 Bedroom House  
Collett's Bridge Lane, Elm

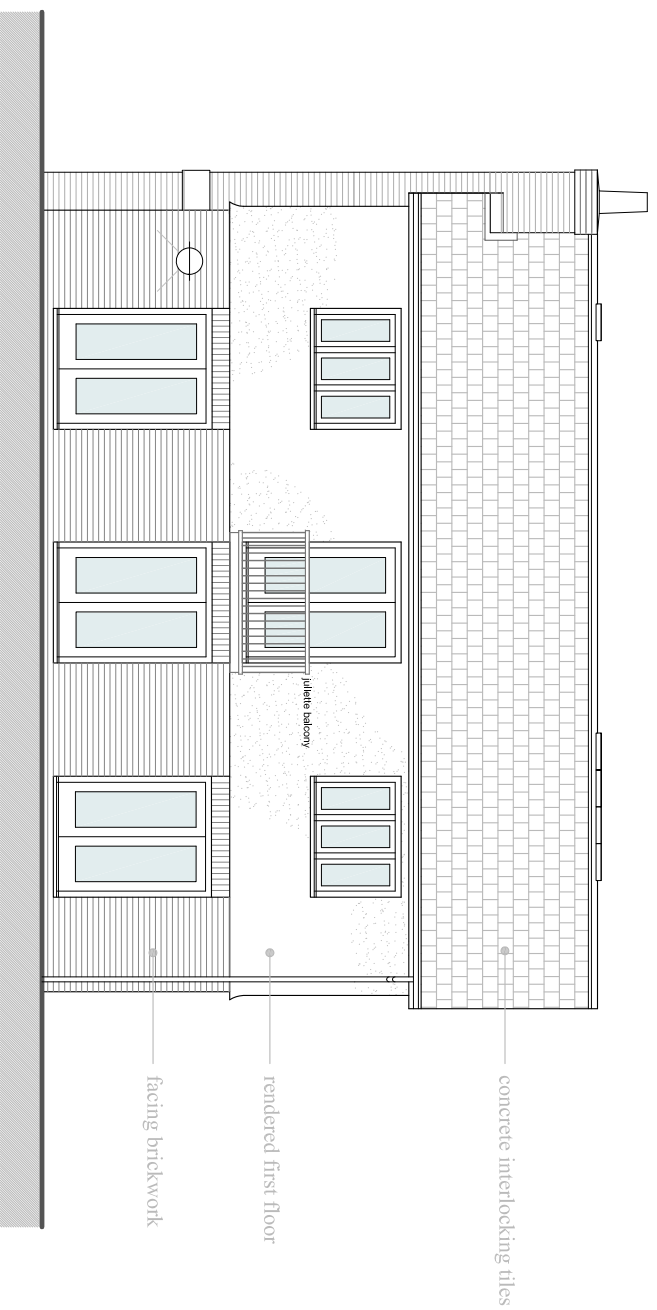
Dr Jerry Harrall RIBA 22.07.14



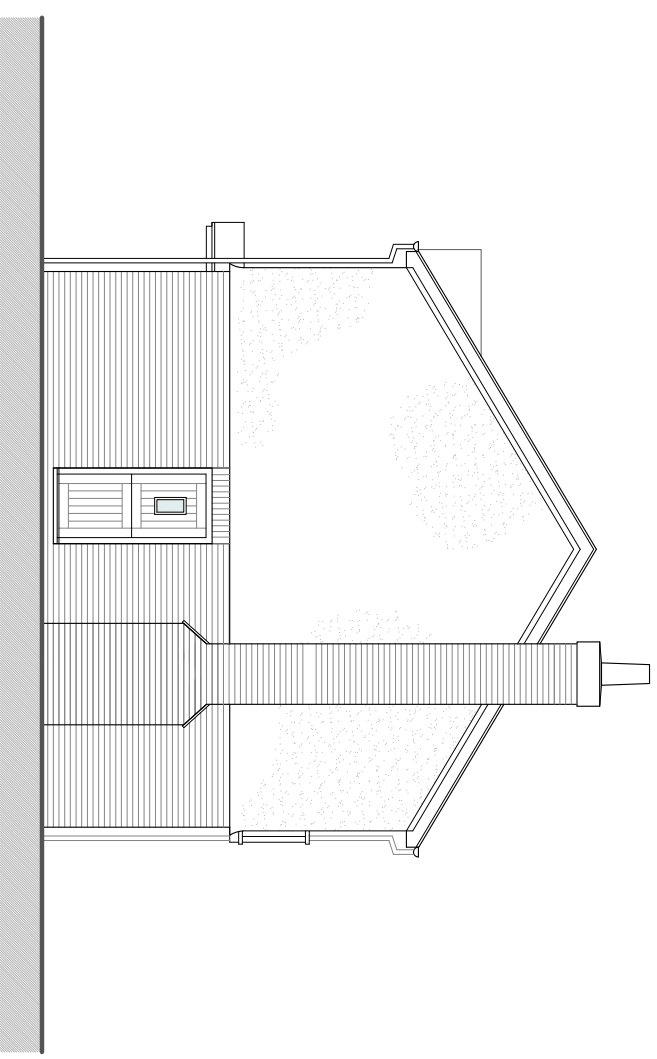
Front (North East)



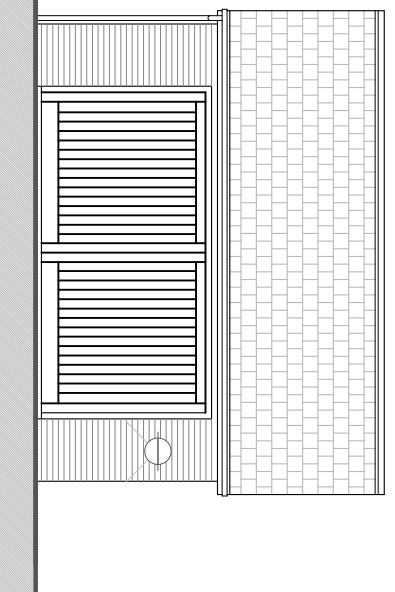
Side (South East)



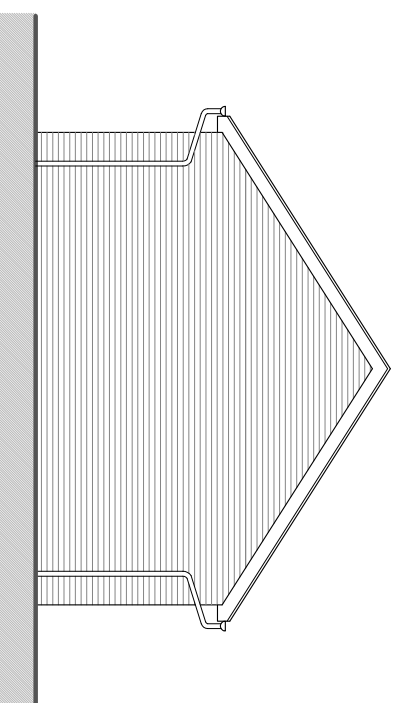
Rear (South West)



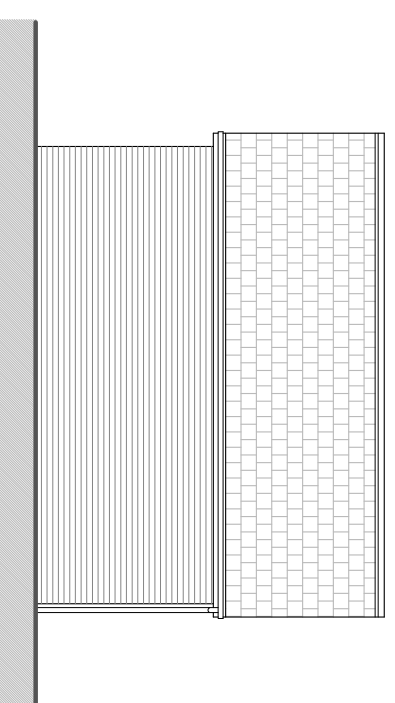
Side (North West)



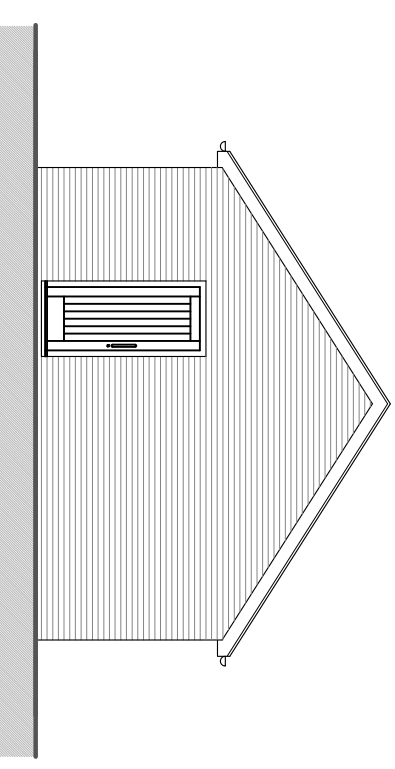
Front (North East) Garage



Side (South East)



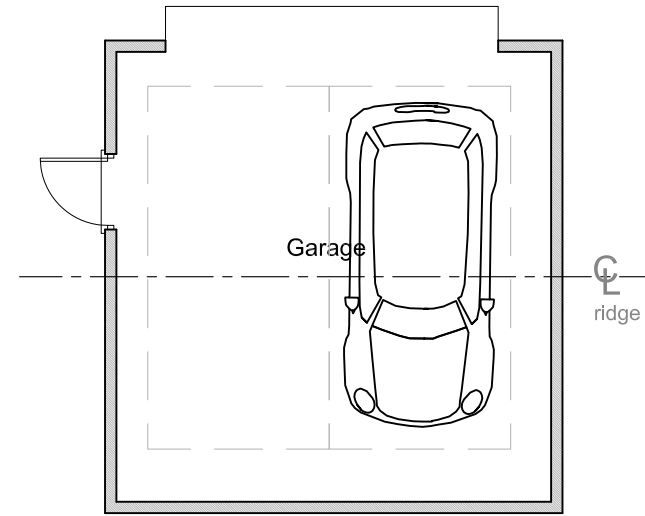
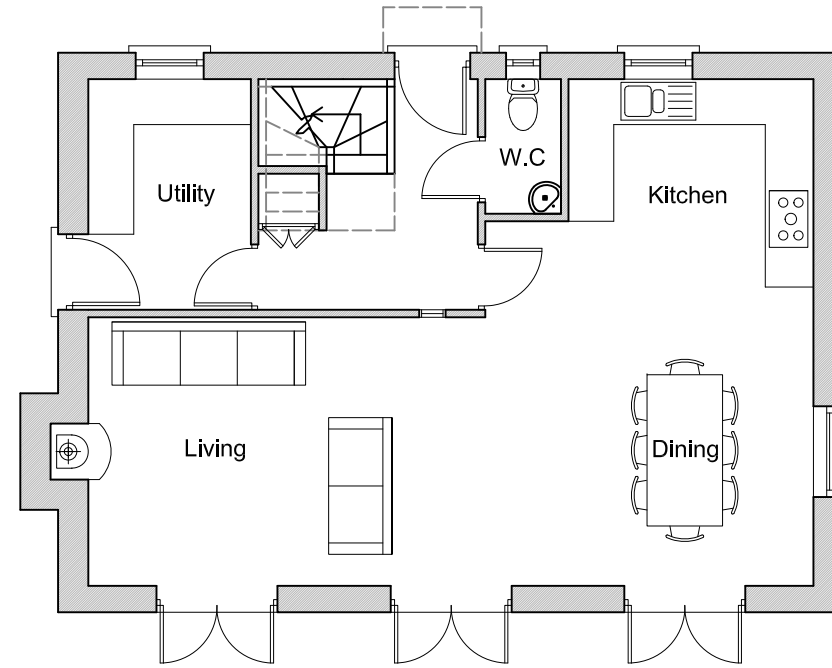
Rear (South West) Garage



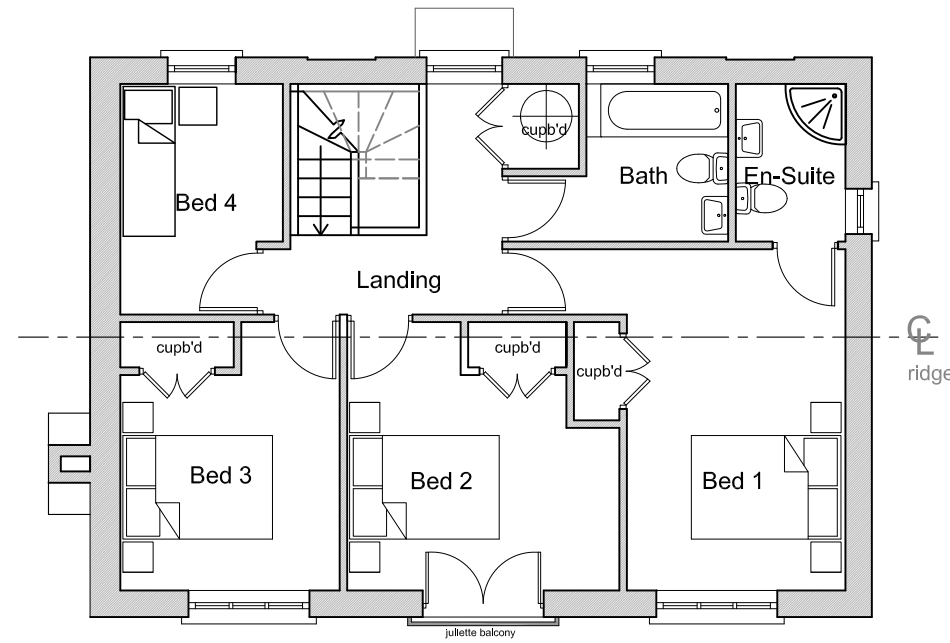
Side (North West)

# Proposed 4 Bedroom House Collett's Bridge Lane, Elm

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Ground Floor



First Floor

