



Date: March 2026

Planning Justification Statement

Project: The Gate House, Sheffield Road, Jackson Bridge, HD9 7HS

Job No. 3676

1. Introduction and Description of development

This Planning Justification Statement accompanies a householder planning application for the demolition of an existing garage and an extension and internal alterations to the existing house.

The site comprises a single to two storey detached dwelling with associated outbuildings and lies within Green Belt land.

It is relevant to this new application that in 2024, the applicant obtained prior approval for a single storey rear extension extending 8m from the original rear elevation under permitted development legislation.

2. Site Context and Existing Development

The application site relates to The Gate House, Sheffield Road, which comprises of a single to two-storey detached dwelling with a large detached garage on the eastern side of Sheffield Road.

The site lies within the designated Green Belt. Whilst the surrounding area includes scattered residential properties, the wider setting expands into open fields. The site slopes gently away from the dwelling and is largely screened from the public highway by boundary walls and trees.

A large storey garage and store is located on the eastern side of the site, accessed via an area of hardstanding within the established residential curtilage.

The natural stone principal dwelling, constructed in the early twentieth century, is distinguished by a well-defined parapet detail which contributes positively to its architectural character.



Figure 1: Existing House

The garage structure built in the 1990s attempts to replicate this feature, however the execution is simplified and lacks the proportion, detail and sensitivity of the original building. As such, it reads as a later addition rather than an integrated element of the dwelling.



Figure 2: Existing Garage

3. Relevant National and Local Planning Policies

3.1. NPPF Chapter 13 Paragraphs : 142,153,154

3.2. Kirklees Local Plan Policies

Policy LP57 states that proposals for the extension, alteration or replacement of existing buildings in the Green Belt will be acceptable provided that: *'the proposal does not result in a greater impact on openness in terms of the treatment of outdoor areas, including hard standings, curtilages and enclosures and means of access'* (LP57c).

The policy further requires that: *'while the essential characteristic of the Green Belt is its openness it follows that no harm to openness should be caused if a building that is already there is altered or replaced, provided that the new or altered building does not have a greater impact on openness than the one it is replacing'* (19.26).

Policy LP24, Design, requires all development proposals to demonstrate high quality design. It states that development should: *'respect and enhance the character of the... landscape'* and ensure that *'extensions subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details'*.

3.3. Supplementary Planning Guidance

Paragraph 2.11 of the SPD states that *'any application for the extension of a building in the Green Belt must ... have regard to its Green Belt setting so care should be taken to ensure that the design is sympathetic to countryside character, both on the building itself and in the treatment of any outside space'*

These policy requirements form the basis against which the proposed extension has been designed.

The proposal comprises the demolition of an existing large single storey garage and store and the erection of a single storey rear extension to the dwelling. The development remains domestic in nature and does not alter the residential use of the site.

In assessing openness, it is relevant that in 2024 prior approval was secured for a single storey rear extension extending 8m from the original dwelling, this scheme remains implementable.

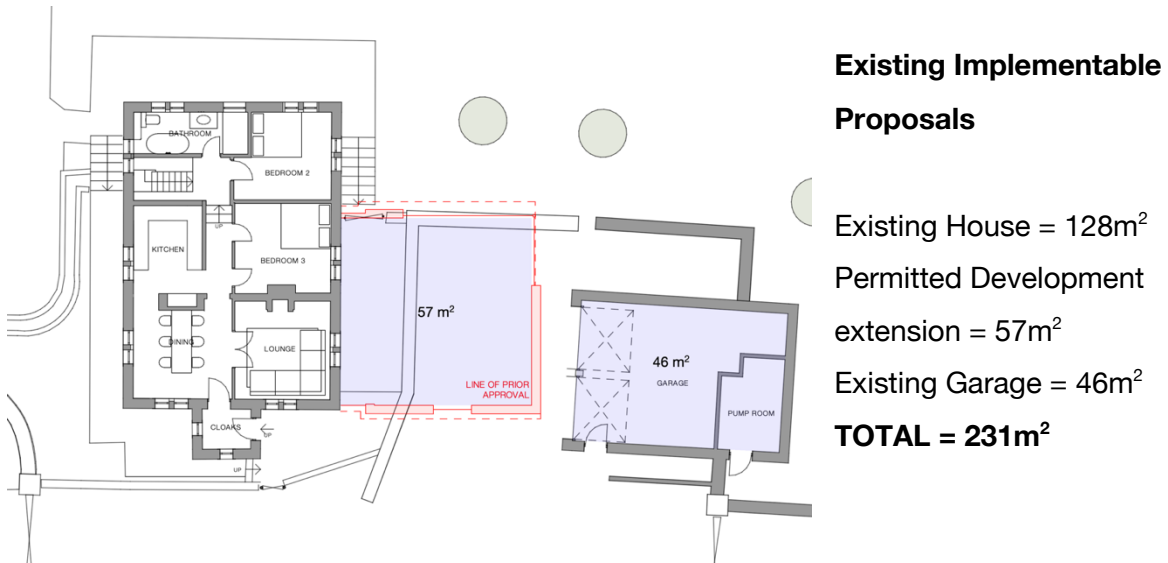


Figure 3: Existing Implementable Proposals

The new proposal rationalises this position by removing the detached garage and incorporating the additional accommodation within a single extension. As a result, built form is combined and overall area of subordinate structures within the curtilage are reduced.

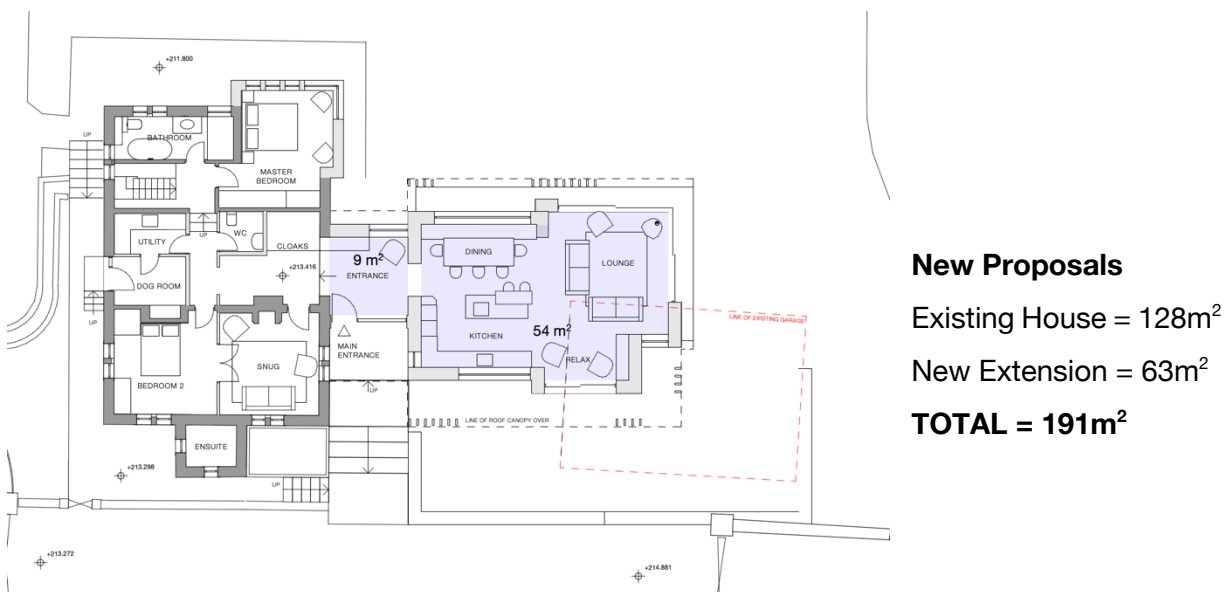


Figure 4: New Proposal

Although the new extension is not be permitted development, it has significantly less impact on openness than the development that could otherwise be implemented, with a total floor area reduction of 40m². As well as this, the approved scheme positions the extension forward of the front elevation of the existing house resulting in a form that appears visually prominent. It also sits in close proximity to the existing garage, with a narrow gap of around 945mm. In contrast, the proposed scheme pulls the extension significantly further back from the front elevation, increasing the setback to approximately 3.7m and introducing a clear subservient relationship to the main house. The extension is connected via a narrow link, reinforcing the distinction between old and new. The proposed layout reduces sprawl of the built form by 4.8m and results in a less dominant form that better preserves the visual dominance of the existing dwelling.

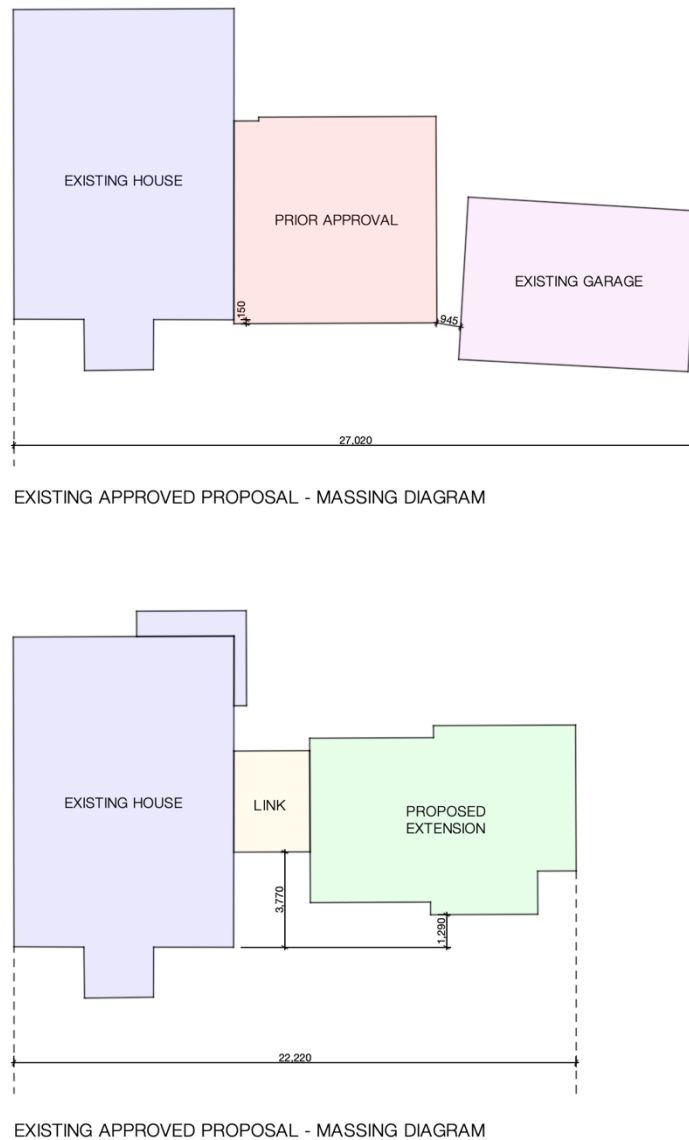


Figure 5: Massing Diagram

4. Impact of Openness of the Green Belt

The proposed extension has been carefully designed to reduce its visual impact. The main part of the extension measures 10.5m in depth with a footprint of 54m². This is connected to the host dwelling via a 3m, lower glass link with a footprint of 9m², which maintains visual separation and a sense of openness. By combining the development into a single extension, the scheme removes the detached garage and reduces the spread of built form across the plot.

The design therefore reduces the overall visual envelope of the built development, with a limited impact on the openness of the Green Belt when viewed from surrounding vantage points.

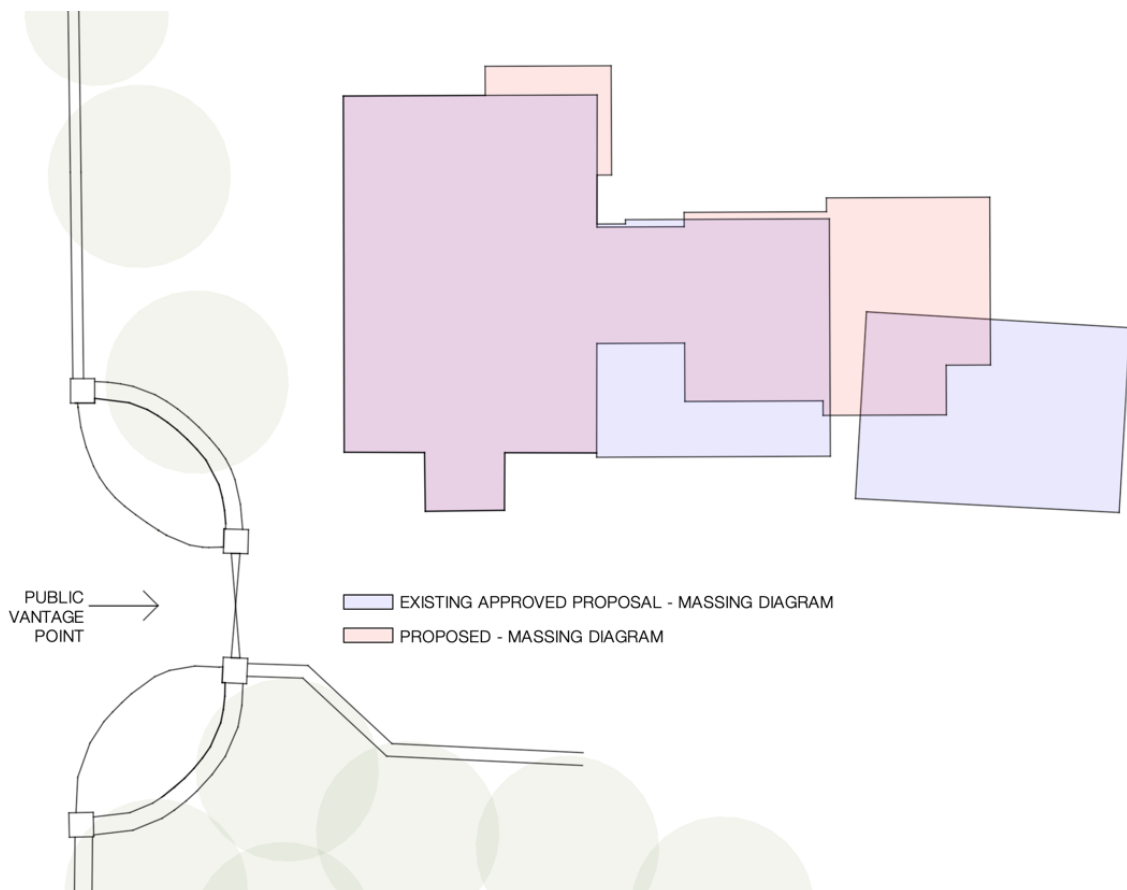


Figure 6: Overlaid Massing Diagram

Overall, the redesign of the extension and removal of the garage results in a more compact and coherent form of development that has less spatial and visual impact than the combined prior approval and existing garage.

5. Design, Scale and Appearance

Policy LP58 of the Kirklees Local plan states that development within the Green Belt must be *'appropriate to its setting and is of a high quality of materials and design'*.

The proposed extension has been designed to respond sensitively to the character, scale, and form of the existing dwelling while remaining subordinate in height and massing. The main house, constructed in the early twentieth century, features a well-defined parapet detail which contributes positively to its architectural character. In contrast, the existing garage incorporates a simplified and poorly executed version of this feature, which does not contribute to the architectural quality of the property. Its removal allows for a more coherent and considered addition.

Visually the new extension splits into two parts:

1. Entrance Link
2. Main extension

The Entrance is set back approximately 4m from the corner of the East Elevation, it is heavily glazed to reinforce the lightness of the link and the roofline sits well below the parapet of the existing house. All three elements reduce the visual impact of the link and allows the corner parapet of the existing house to remain the dominant element. This link provides visual separation and reduces the perceived mass of the extension.



Figure 7: Visual of Proposed Entrance

The main extension is unashamedly contemporary, the external walls are charred Larch with large glazed elements taking full advantage of the setting and immediate views into the open garden, timber is lightweight, natural in appearance and is a perfect and appropriate contrast to the natural stone of the Gatehouse.



Figure 8: Visual of Proposed Extension



Figure 9: Existing View from Public Road (Google Street View)



Figure 10: Visual Showing Prior Approval Scheme View from Public Road



Figure 11: Visual Showing Proposed View from Public Road