

Objection to Planning Application

158 Hawthorne Way, Shelley, Huddersfield, HD8 8PX

Application: Change of use of garage to treatment room for hairdressing, including installation of bi-fold doors
(Agent ref: 383-26-R1)

Council application reference: 2026/62/91926/E

From:

Date: 13-08-2026

Dear Planning Officer,

I wish to object to the above application for 'change of use to a treatment room' to the existing garage at 158 Hawthorne Way for the below reasons.

Change of Use for Business

The property deeds state '***no trade business or profession shall be carried out upon the plot and no building erected thereon shall be used for any purpose other than as a private dwelling***'.

To apply to run the proposed business from the planned converted garage, would be in direct conflict with this stipulation.

The applicants recently moved into 158 Hawthorne Way, on a 6-house cul-de-sac, and have proceeded to run a hairdressing business from the Study (shown in the submitted plans).

If this change to business premises is given the go ahead, what other types of trade would this open our cul-de-sac up to in the future?

If this proposed business is a 'one-in-on-out' as stated in the plans (though from observations already, this is most definitely not the case), why would there be a need for a large treatment room with several chairs and wash stations?

It leads me to believe once plans are in place, the original proposed plans and business venture will be expanded.

The applicant is presently working 'as is' in the Study, admittedly washing hair elsewhere. With the proposed limited working hours and one client at a time 'in and out', I feel such a large facility isn't needed when a wash unit could be installed in the Study, utilising the existing garage for two cars to park and leaving the two spaces on the driveway free for clients and guests.

Traffic & Parking Difficulties

As stated above, converting the garage means the loss of two parking spaces within, leaving 158 with only two spaces which are generally occupied by the applicants' cars.

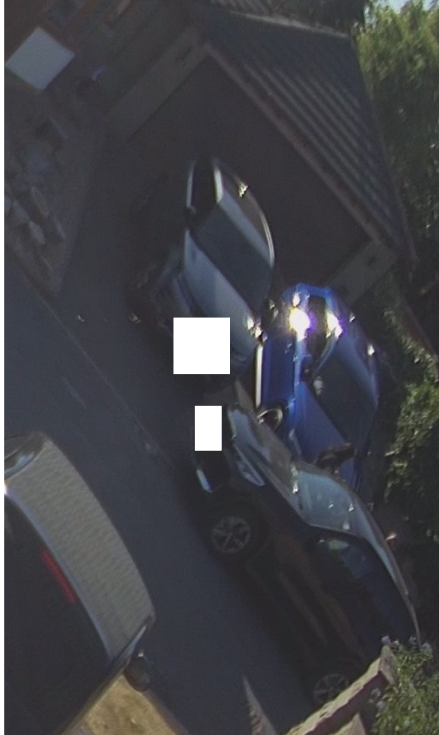
Often several client cars are in the cul-de-sac at any given time, and whilst the applicant is very considerate in trying to have cars park on their driveway, owning two large SUVs themselves, leaves no room on the driveway for 'clients', especially if both cars are present.

Cars come and go for drop offs for appointments, whilst others park up and are there for long periods of time – sometimes half an hour, sometimes an hour or more.

This occurs 4 days a week and often from 9am to 8pm and beyond on some days. Hours well outside those stated in the plans. The plans submitted also have differing opening hours between Planning Statement & Application form. Please clarify.

The proposed plans show three car spaces on the driveway. There is not enough space for this. Considering the room needed for opening & closing the proposed Bi-Fold doors, there will be even less space for parking on the actual driveway than there is at present should planning be granted.

See the below example of three cars in the 'proposed' three spaces... Note the 3rd car is on the road.



I live directly opposite this property and am already struggling to get in and out of my driveway. Often cars park in the parking bay and then double park blocking the cars in the bay. (See end of letter)

In recent weeks, the applicant has extended their driveway into the service strip (more below) but not sufficiently enough to be deemed an extra parking space. I also understand this was done without planning and without the correct drainage as the driveway is not running off to a garden or made from porous materials, and any 'run off' goes directly onto the public highway.

Clients leaving 158 also seem to have little regard for the fact, or show caution to, the possibility of children playing or pedestrians, not to mention cars and delivery vans, etc. With several residents, including myself, having had a few 'near misses' already in the last weeks.

This was a quiet cul-de-sac that has always been a safe place for children & pedestrians, and I fear that is now lost with the excessive traffic we're seeing.

Service Strip

The cul-de-sac has no footpaths and two communal parking bays for guests and 'overflow' parking. As a result, a 2-meter service strip runs around the outer edge of the road and contains services such as broadband, water, etc. These service strips are under the possession and control of Highways and the council.

The proposed plans have been drafted to include this service strip outside 158 as '158 ownership'. The driveway of 158 has already been extended into this service strip by a previous owner & the marked 2-meter strip at the end of the driveway removed after being resurfaced. More recently, it was extended again into more of the service strip, I believe without planning or proper drainage.

The previous owner had also built a small 'block paved' area over the service strip and essentially 'land grabbed' a corner of the strip up to the shared parking bay. This blocked paved area is presently filled with pebbles and therefore covers service hatches for said utilities. Previously, when work needed to be carried out, this area had to be dug up, and the service hatch located.

Parking by clients since the opening of business at 158 a few weeks ago, has many times been on this service strip, some of which is grassed and tended to by me or other cul-de-sac residents. Therefore, people are either parking on a garden or blocking the service strip.

In previous winters, we've had cars parked on these strips of grass, that get stuck in the mud or churn up the soil & grass make a mess of the whole thing causing damage that takes months to repair.

In this cul-de-sac, it equates to parking on the pavement.

More importantly, anyone parking on the strips or the actual road, pushes pedestrians and children into the middle of the road to get to their house or out of the street by foot.

Something I feel is very dangerous and problematic, especially now with the exponential rise of traffic due to the already operating business. I believe this would also limit access for emergency services.

To continue with safety, the cul-de-sac is on a relatively steep incline. In winter it gets very icy and the street is rarely gritted or snow ploughed.

I'm not sure clients would get to the proposed business during this period. And if they did try to navigate the street, I worry the consequences knowing what's happened already with near misses over the past few weeks.

See below for 2-meter service strip that runs around the cul-de-sac and no pavement...



Communal Parking Bay & Ownership

You generally cannot buy a parking bay that serves the whole cul-de-sac from the local council, as it is likely considered part of the "public highway" or communal space.

Local authorities have a statutory duty to maintain access and provide parking for the whole community, making the sale of such land highly unlikely.

If the bay is accessible to the public and serves multiple homes, which it is and does, it is often legally classified as public highway, meaning it cannot be sold to an individual.

Selling the bay would remove essential parking or turning space required for the cul-de-sac as per the original planning permission.

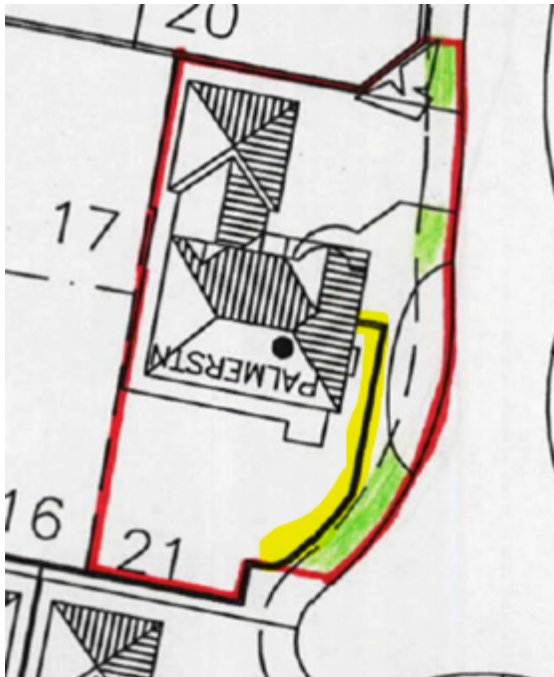
The proposed plans seem to include an area depicted above, that does not belong to 158.

As stated above, a 2-meter serviced strip runs around the cul-de-sac and along with including services and utilities; 2 communal parking bays. One lower down the street outside 170 and the one outside 158.

For the last **25 years**, these have been used by residents and visitors as parking on the road isn't really an option due to causing obstruction and as mentioned, forcing pedestrians to walk in the middle of the road.

The submitted plans do not seem to be official Land Registry documents as there's no reference number and a 'wishful' line has been drawn in red around the area the applicant believes they own or they want for their business & plans.

The applicant's below submitted plan has been altered to include the service strip and parking bay 'as theirs' when it's clear the 'thick' boundary line is to the property fence (in yellow), which then continues down the same trajectory to the wall of 156 below... I dispute this service strip now belongs to 158.



The actual boundary is this...



In the plans, it's states that a solicitor's letter suggests the parking bay does indeed belong to the applicant. Yet there is no proof of title, or any record of transactions to say when this strip of land, the service strip, was purchased, by whom and for how much. The previous owner also tried to 'land grab' the bay and strip by attempting to fence it off and make it a part of his garden. This didn't happen for the same reasons stated above.

That strip of land is owned by Highways and the council, and any changes need to have permission from said council.

All bays on the estate are there for everyone to use and to designate it as 'client parking' for a business that shouldn't even exist on a residential estate seem preposterous.

Looks, Aesthetic & 'Shop Front'

My property faces directly onto 158 and the proposed treatment room. 158 currently has no windows facing my property.

If the garage is converted with Bi-Fold doors, this would mean the applicant, clients and anyone in that space would then be looking directly into my living space and main bedroom.

Whilst blinds are mentioned, those doors will be used for exit, entry, ventilation & very little 'closed door' would be behind a blind. Also, the nature of the business would mean as much natural light as possible would be needed to enter the premisses to carry out treatments and haircuts.

If the planning consent is granted for the Bi-Fold doors, I would suggest frosted glass to maintain the privacy I've enjoyed in my own house for more than 16 years. I do not want to be watched by strangers coming and going as I go about my day in my own home.

Adding Bi-Fold doors would seem inappropriate for the area, and all the other conversions on the estate, as it stands. I also include myself in that, as I converted my garage in 2010 with consent and conversations with neighbours about my plans and their blessing. I ensured the conversion was sympathetic to the cul-de-sac, and

the aesthetic of the house, and I used traditional materials such as matching the original stone and window frame design, stone lintels, etc.

I also reassured the cul-de-sac residents I would make provision for parking of four cars on my driveway, therefore not impeding anyone else on the street by utilising the parking bay for my or guest vehicles due to my own lack of parking which could have resulted from the garage conversion.

As stated above, the proposed plans by the applicant, despite the architect plans, provides provision for just two cars, having lost two spaces by converting the existing garage to a treatment room.

I can provide the plans of my conversion for comparison if needed as I feel if alterations were indeed to be made, it is better keeping with the existing buildings. Below are before and after.

Before...



After...



With the current operations at 158, all the windows in the Study & Garage door are open all the time clients are there. The noise of hair dryers and voices raised above these to be able to 'talk' only adds to the noise pollution of the dryers & machinery. Should there also be music for clients, this would require a PRS license and add even more noise to the problem.

Altering the aspect of such an operation would then point this noise pollution directly towards my property and living space. I don't find this acceptable. This is my home and I have a right to live in a quiet residential street as it's been since it was built without industrial noise from a business.

Would the plans also include signage and/or livery? Would there be opening hour notices? To what extent, once planning is approved, can the type of business be altered? Would the applicant be renting out a 'seat' to another stylist? Perhaps a nail salon and all the smells that come with that? Will there be stipulation on business allowed to be run from this property?

Key Notes on Running Such a Business Such as This in A Residential Area

Toxic & Chemical Waste Removal and Disposal - It's my understanding that commercial waste, especially dyed or coloured or treated hair must be professionally disposed of. Would there be an additional 'specific bin' or store for such waste and then have a service truck or similar come and dispose of it correctly? Where would this bin be located? There would also be the need for proper and correct storage of toxic chemicals and the required ventilation for such chemicals.

At present, there doesn't appear to be measures in place for removing such waste that's already being generated by 158, which I believe is contravening existing laws.

Altering the Character of The Property – I feel the planning authority should assess how this proposed alteration will affect the character of the property and the small cul-de-sac.

Change of Use Application – Would the planning permission also include the 'change of use' to a business from here on in meaning any business could be run from 158 if granted?

Mortgage or Lender Approval plus Appropriate Insurance – Assuming the property at 158 is under a mortgage, would the lender be notified of the change of use and would the council and environmental health ensure all safety measure are in place for above stated toxins?

Would the property now come under business rates? And will the council also be ensuring correct insurance including business insurance, home insurance when running a business from home, public liability insurance, PRS License, etc.

Conclusion

I dispute the ownership of the service strip & parking bay. I also have concerns about parking, noise, privacy and proper disposal of human and chemical waste.

My family and myself do not feel that such a business should be run in a residential area as it will affect the character of the street and could potentially affect property prices and desirability, but more importantly change the character and residence amenity of the street, along with increased risk to pedestrians.

To run a business with the client base and footfall we've already witnessed over the past few weeks; a commercial premises would be the best option for this type of operation.

If the business is 'one in one out', which evidence would say is not the case, then renting a chair at a local salon would seem the way forward. Not a quiet, residential cul-de-sac that now has a traffic problem and we must walk in the middle of the street.

I do not feel the submitted number of cars and clients, plus conflicting working hours on the application, are in any way accurate.

The below salon pictures of the applicant's previous home, gives firm evidence the proposed business laid out in the submitted plans are on a far smaller scale than reality, with more than one 'cutting station' evident.



12 of 21 SALON



13 of 21 SALON

I respectfully request that the application be refused due to all the above concerns and those listed below.

- ***Loss of privacy and significant overlooking (facing windows into private bedrooms and living space).***
- ***Highway safety, poor access, and a severe reduction in off-street parking.***
- ***A design that is out of character with the local neighbourhood.***
- ***Conflict with the local plan (no businesses to be run from the estate)***
- ***Noise, pollution, and harmful impacts on the residence amenity of the street.***

No business should be run from 158 and a proposed expansion should be rejected, with current operations to cease with immediate effect.

Yours faithfully,

168 Hawthorne Way, Shelley, Huddersfield. HD8 8PX

Parking & Client Evidence

2026 07 22 – 15.50 – Family of 5 Leaving as Family of 3 Arrive...



2026 08 01 – 10.34am – Inconsiderate Parking...





Just a few examples. This inconsiderate parking makes it very difficult to get in and out of my driveway.

Monday 3rd Aug 2026 – 5.15pm

The below example, a van double parked with ladders then dropped as I was trying to reverse into my driveway. (I have more examples and videos should you require). This then resulted in me being shouted and sworn at by the van driver.

On returning home with my daughter, I had to turn around in the cul-de-sac as there was no room to pull into my own driveway without doing so; then navigate my way around a car parked over the opposite driveway and try to swing back into my own driveway.

As I was doing this, the van driver dropped the ladders to the left and behind of my car, making it even more difficult to get into my home. He didn't offer to move his van and could have waited 10 seconds to let me finish my manoeuvre.

The van shouldn't have been double parked there in the first place, nor should the white car parked partially on the road.

