

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144676/FO/2025
Date registered valid: 9 December 2025
Proposal: Creation of vehicular access.
Address: 335 Lightbowne Road, Manchester, M40 0HL
Ward(s): Charlestown Ward

Applicant: Miss Maureen Conwell
Agent (if any): Mr Stewart Bromley, BA Property Consultants Ltd
Case officer: Ciara Gettinby
Tel: 0161 234 3048
Email: ciara.gettinby@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 2 February 2026

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 8 January 2026

Standard consultations:

Printed: 16 December 2025

Expired: 9 January 2026

Neighbour notifications

Printed: 16 December 2025

Expired: 9 January 2026

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The property associated with this planning application is a two storey, C3 semi-detached dwellinghouse. The property features white uPVC window frames and doors and red brickwork. As existing, to the front of the property is an area of hardstanding slab paving being used as a driveway.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

Lightbourne Road is a residential area situated in the Charlestown Ward of Manchester. The street is residential in nature, with many surrounding properties family dwellinghouses. The area benefits from sustainable transport links with many bus routes running along Lightbourne Road. The area also benefits from pockets of green space within walking distance including Boggart Hole Clough and nearby playing fields.

Description of development

The applicant is seeking planning permission for the creation of a vehicular access. As existing the driveway is laid with PCC slab paving and macadam pathway.

Consultations & Notification Responses

Neighbours, as per appendix 1- no comments or objections.

MCC Highway Services, no objections, but the following advice was provided:

Should the planning application be approved, the applicant will be required to enter into a Section 184 vehicle crossing licence/agreement. This will require discussion and agreement with MCC Highways, this will be funded at the applicant's expense. A dropped crossing

https://www.manchester.gov.uk/info/474/parking_at_your_home/8170/apply_for_a_dropped_ker_bnd_pavements The applicant may wish to consider installing a H-Bar marking to protect the parking access, which should also be provided in agreement with MCC Highways. The applicant should be advised that all boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards in order to protect sight lines. All gating which is accessed from the highway must be ensured to be inwardly opening, in order to prevent obstruction to passing footway users. No information is given at this stage on intended arrangements for the fit-out or storage of materials. This should be accommodated within the site and that there will be no impact on the adjacent highway. The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk. The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

drainage of the footpath to be unimpeded by the proposed work

pcc slab paving

macadam path

new 150/300 gne macadam with 10mm to define boundary and back of footpath

5500

new brick slip 150/300 with brick coping course

brick slip with blue eng. brick coping course

curb point

central gully with all brick work to match side arm construction

new manhole

brick slip with blue eng. brick coping course

footpath

footpath

Site Photos:



Policy

The following policies are considered relevant in the consideration of this application.

The Manchester Core Strategy- Development Plan Document 2012-2027 (The Core Strategy) was adopted by the City Council on the 11th of July 2012, it is a key document for the local plan which provides a framework that planning applications are assessed against.

Policy DM1- Development Management

Policy SP1- Spatial Principles

Policy EN1- Design and Principles and Strategy Character Areas

The National Planning Policy Framework (December 2024)- The Government's own planning policies for England and how they are expected to be applied.

Chapter 8- Promoting healthy and safe communities

Chapter 12- Achieving well-designed and beautiful places

The DRAFT National Planning Policy Framework (December 2025)- The Government's new national planning policies and how they are to be implemented through local authorities. Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it.

Achieving Sustainable Development

Policy S3: Presumptions in favour of sustainable development

Policy S4: Principle of development within settlements

Achieving well designed places

DP3: Key principles for well-designed places

DP4: The design process

Places for Everyone- A long term plan of nine Greater Manchester districts for jobs, new homes and sustainable growth, it has been published by the GMCA on behalf of the nine districts (Bolton, Bury, Rochdale, Oldham, Tameside, Stockport, Manchester, Trafford, Salford, Wigan) and took into effect and become part of the statutory development plan on March 21, 2024.

-Policy JP-P1: Sustainable Places

Issues

Policies SP1 and DM1 of the Manchester Core Strategy seeks to ensure that any new built development enhances or creates character, meets local needs and enhances the built environment and its design, scale and appearance of the proposed development that is appropriate to its context.

Principle of Development

The principle of the creation of vehicular access to the front of the property is considered acceptable, however, consideration must be given to the proposal's appearance and impact upon visual amenity, residential amenity, waste storage and parking.

Impact on Visual Amenity and Street Scene

The proposed would remove the double gates, central dwarf wall and brick piers from the street scene. The proposed would retain the existing private pathway leading from the property onto Lightbowne Road. The development would not be out of character for the area as there are examples of open frontages and full width driveways elsewhere on this row of properties. The proposal is not considered to impact the existing street scene or appearance in accordance with Policies SP1 and DM1 of the Manchester Core Strategy.

Impact on Residential Amenity

Due to the nature of the proposal, it is not considered this proposal would give rise to any visual nor residential amenity impacts upon the amenity of neighbouring properties including issues relating to privacy, onlooking overshadowing or loss of light.

Impact on Highway Safety

After analysis, highway officers were satisfied with the creation of access and relation to the road, deeming the application to be safe for pedestrians and vehicles. The driveway would provide enough space for at least one car parking space, and the creation of vehicular access is considered safe for pedestrians.

Waste

No change to bin store arrangements would occur as a result of the proposal.

Conclusion

Given the above issues, it is considered that the proposal is acceptable in terms of its principle, impact on visual amenity, residential amenity and highway safety as it broadly complies with Manchester Core Strategy policies DM1 and SP1 and Chapters 8 and 12 of the National Planning Policy Framework, the draft NPPF Chapters 4 and 14 and Places for Everyone Policy JP-P1.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a

legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. No significant problems have arisen during the consideration of this application, and the application has been determined in a timely manner, in accordance with the policies with the development plan.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

(1) The development must have begun no later than the expiration of three years beginning with the date of permission. Required to be imposed pursuant to Section 91 of the Town and Country Planning Act of 1990.

(2) The development hereby approved shall be carried out in accordance with the following documents:

Location plan, ref- M40:25/1101

Existing and Proposed drawings, ref- M40:25/1102

Received on 9 December 2025

Reason- to ensure that the development is carried out in accordance with the approved plans, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

Informative:

- 1) The applicant will be required to enter into a section 184 vehicle crossing licence/ agreement. This will require discussion and agreement with MCC Highways, this will be funded at the applicants expense. A dropped crossing application can be processed via the following link: [Dropped kerbs: definition and requirements | Apply for a dropped kerb | Manchester City Council](#) The applicant may wish to consider installing a H-Bar marking to protect the parking access, which should also be provided in agreement with MCC Highways. The applicant should be advised that all boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards in order to protect sight lines. All gating which is accessed from the highway must be ensured to be inwardly opening, in order to prevent obstruction to passing footway users. The applicant is required to discuss and agree any requirements for licensing, hoarding/ scaffolding and skips with MCC's Highway Licensing Team via Email to highwaylicences@manchester.gov.uk. The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via email to highwaynetworkmanagement@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services

339 Lightbowne Road, Manchester, M40 0HL

337 Lightbowne Road, Manchester, M40 0HL

333 Lightbowne Road, Manchester, M40 0HL

20 Barcliffe Avenue, Manchester, M40 5QR

18 Barcliffe Avenue, Manchester, M40 5QR

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Area Team Boundary - Name: NORTH AREA