April 2026

Former Buzz Bingo Site

Design and Access Statement



Turley

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Introduction

This Design and Access Statement has been prepared on behalf of Kellen Homes and Jigsaw Homes North in support of a forthcoming full planning application for the redevelopment of the former Buzz Bingo site off Hyde Road in Gorton.

The document outlines the design approach, explains the rationale behind the proposals, and demonstrates how the development responds to planning policy and local context.

The project seeks to transform this sustainably located site in East Manchester into a new residential neighbourhood delivering approximately 152 new homes, all of which will be 100% affordable. The development includes a mix of c.126 apartments across three buildings, alongside c.26 family houses comprising 2 and 3 bedroom homes. The scheme also incorporates a new pocket park, approximately 50% parking provision, and improved access from Kirkmanshulme Lane and Hyde Road.

The proposals are being brought forward to support local housing needs and contribute to wider regeneration objectives in East Manchester. This Design and Access Statement forms part of a comprehensive suite of technical documents submitted to MCC, providing a clear explanation of the design evolution, layout, scale, appearance, landscape strategy, and access arrangements that underpin the scheme.

On behalf of:

KELLEN HOMES

Jigsaw



The Site

Site Location

The Site is located to the south-east of Manchester City Centre within the administrative boundary of Manchester City Council (MCC).

The Site sits between two key movement corridors: Hyde Road (A57) to the north and Kirkmanshulme Lane to the south. Hyde Road forms one of Manchester's principal arterial routes, linking the city centre with Tameside and providing direct access to the M60 and M67.

At a city-regional level, the Site benefits from strong connectivity. The A57 provides direct links to the M60 Manchester Outer Ring Road, which in turn connects to the M62, M56 and M61, enabling convenient access to Greater Manchester's boroughs and the wider North West.

The Site is approximately 3.5 km from Manchester Piccadilly and lies within a well-used public transport corridor with regular bus services to central Manchester, Gorton, Denton and other nearby neighbourhoods. The Site also sits an approximate 40 minute walk from Clayton Hall tram stop which connects from Manchester City Centre to Ashton-under-Lyne.

Site Description

The Site is 1.37 hectares in size and is located within the administrative boundary of Manchester City Council ("MCC"). It is bounded by Hyde Road to the north, and the Kirkmanshulme Lane to the south. An existing hotel and wedding venue are located to the east and Co-op Academy Belle Vue to the west. Manchester City Council also own a car park to the south of the site which is earmarked for future development.

The Site is currently occupied by a large, predominantly brick built building, relating to its former use as bingo hall, with a large rear car park. There are a small number of established trees along the frontage with Hyde Road.

There are no listed buildings or structures within the Site, and it is not within a conservation area. In terms of flood risk, the site is located in Flood Zone 1 but is subject to surface water flooding in places.

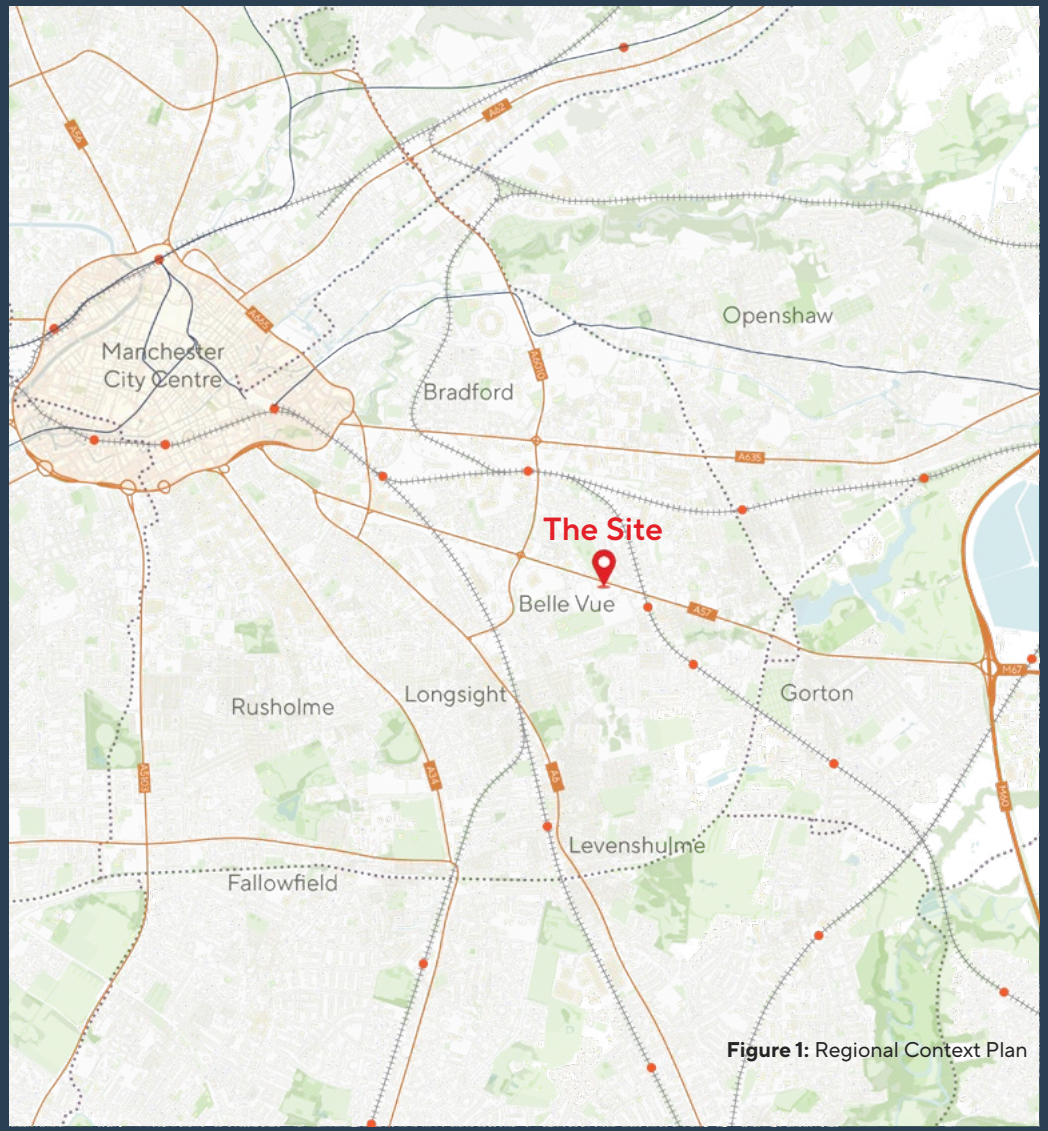


Figure 1: Regional Context Plan



Figure 2: Caption Site Location Plan

Planning Context

Local Planning Policy

The Site lies within the jurisdiction of MCC and forms part of East Manchester, an area identified for significant regeneration, housing growth and investment. The planning policy framework relevant to the development of the Site comprises the following key documents:

The Development Plan

- The Manchester Core Strategy (Adopted 2012)
- Saved Policies of the Manchester Unitary Development Plan (UDP Adopted 1995; relevant policies saved in 2012)
- Places for Everyone (Adopted 2024)

Supplementary Planning Documents and Planning Guidance

- Guide to Development in Manchester SPD (Adopted 2007)
- Design for Access 2 (Adopted 2003)
- Manchester Residential Design Guidance (2016, Material Consideration)

Other Relevant Planning and Regeneration Documents

- Gorton District Centre Development Framework (2023)

A detailed assessment of how the scheme responds to these documents is set out in the accompanying Planning Statement, which should be read in parallel with this Design and Access Statement.



Figure 3: Well Designed Place Diagram from the National Design Guide

Manchester Core Strategy (2012)

The Site is located within East Manchester and inside an Inner Area, making the following Core Strategy policies particularly relevant:

Policy H4 – East Manchester

East Manchester is expected to accommodate around 30% of new residential development over the plan period. Emphasis is placed on delivering family housing and supporting high-quality, high-value schemes where sustainable.

Policy H1 – Overall Housing Provision

Under Policy H4, approximately 18,280 new homes are to be delivered in East Manchester, contributing to overall citywide supply.

Policy SP1 – Spatial Principles

Identifies the Inner Areas (including East Manchester) as priority locations for new residential development, aligned with regeneration priorities for North, East and Central Manchester.

Additional relevant Core Strategy policies include:

Policy H8 – Affordable Housing

New developments are expected to contribute towards the 20% citywide affordable housing target.

Policy C2 – District Centres

Identifies Gorton as a District Centre where commercial, retail, leisure and community uses should be supported and enhanced

Policy C4 – East Manchester District Centres

Supports development that improves the quality, functionality and setting of District Centres, with a particular focus on accessibility and the public realm.

Places for Everyone (Adopted 2024)

The following policies from the joint development plan are relevant to the Site:

Policy JP-H1 – Scale, Distribution and Phasing of New Housing Development

Sets out the requirement to deliver a minimum of 175,185 net additional homes across the plan period.

Policy JP-H2 – Affordability of New Housing

Places strong emphasis on maximising affordable housing delivery, ensuring a balanced and inclusive housing offer.

Policy JP-Strat 5 – Inner Areas

Promotes continued regeneration of the Inner Areas, supporting high levels of new development in accessible locations. Development should be predominantly residential, enhance local character, integrate with established communities, and contribute to reducing deprivation and improving health and wellbeing.

Policy JP-P3 – Cultural Facilities

Seeks to protect existing cultural, heritage and community venues and encourages development that supports community-focused uses.

Manchester Draft Local Plan (2025)

Although not yet adopted, policies in the Draft Local Plan are a material consideration:

Policy H1 – Housing Provision

Sets a target of 15,000 new homes within the Inner Areas. Notes increased demand for larger homes; proposals including a higher proportion of 4-bedroom or larger dwellings will be supported.

Policy H2 – Affordable Housing

Establishes 30% affordable housing as the starting expectation for new development. Expected tenure split:

- 80% affordable rent / 20% affordable home ownership
- 70% of affordable units should be social rent.

East Manchester Regeneration Gorton District Centre – Development Framework (2023)

The Gorton District Centre Framework sets a clear vision for revitalising the area and was endorsed by MCC's Executive in January 2023. It identifies the potential to deliver over 400 new homes in and around the District Centre to support increased activity, footfall and spending.

The strategy establishes three core spatial objectives:

- A people-centric approach
- A new geographic axis and stronger 'sense of centre'
- Improved connections, public spaces and street frontages

Local Context

Facilities and Services

The surrounding area provides a wide range of facilities and services, ensuring convenient access to education, healthcare, open spaces and leisure uses that support daily life.

Education

The Site is well served by local education provision. Co-op Academy Belle Vue lies immediately to the west, offering secondary education within a short walking distance. Several primary schools, including Gorton Primary School and Sacred Heart RC Primary, are located within the surrounding area, providing accessible options for families in East Manchester.

Health

A range of health services are available within the local area. GP practices and health centres, including Gorton Medical Centre and Mount Road Surgery, are located within a short distance of the Site, offering primary care, community health and support services. Local pharmacies are also readily accessible along Hyde Road and within the surrounding area, ensuring convenient health provision for residents.

Open Space and Leisure

Public open space is available within walking distance, supporting the wellbeing and recreational needs of local residents. Belle Vue Sports Village, nearby playing fields, and neighbourhood parks, such as Gorton Park, provide opportunities for informal play, outdoor exercise and community events. These green spaces form part of the wider network of open space across East Manchester.

Access and Movement

The Site benefits from a range of transport options, with strong road connections, frequent public transport services and established walking and cycling routes, helping to promote active travel and a model-shift towards more sustainable forms of transport.

Vehicular

The Site lies between two key corridors; Hyde Road (A57) to the north and Kirkmanshulme Lane to the south. These routes provide direct connections to Manchester city centre, Gorton, Denton and Hyde. Hyde Road also offers onward links to the M60 and M67, supporting regional vehicle movement.

Pedestrain and Cycle

Pedestrian routes along Hyde Road and Kirkmanshulme Lane connect the Site to nearby residential streets, schools and the Gorton District Centre.

Key cycle links in the area include routes passing through nearvy parks such as Gorton Park. Hyde Road has dedicated cycle lanes along the northern boundary of the Site, providing cycle access to the Site and further, both east towards Gorton and west into Manchester City Centre.

Public transport

The Site benefits from frequent services along Hyde Road, including the 201 bus, a key route connecting from Manchester City Centre east through to Hattersley.
Additional services passing near Kirkmanshulme Lane include routes 150, 201, 203, 53 and 7, providing links to destinations such as Piccadilly Gardens, Stockport Interchange, Denton and Newton Heath.

The nearest rail station is Belle Vue, approximately 5 minutes' walk from Kirkmanshulme Lane, offering Northern services connecting to Manchester Piccadilly and local stops.

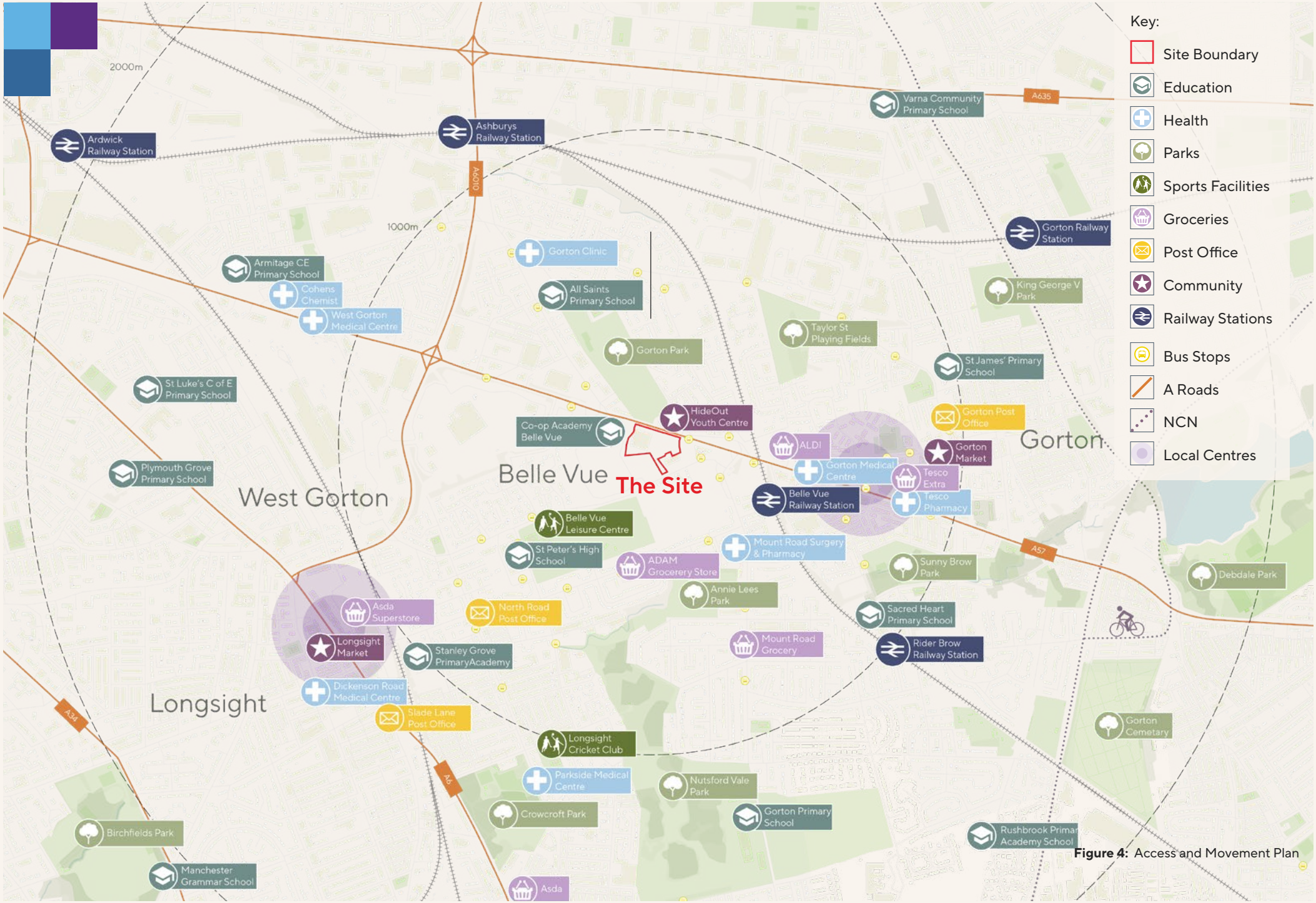


Figure 4: Access and Movement Plan

Local Character

The area surrounding the Site is defined by a mix of commercial, community and educational uses, with residential neighbourhoods located beyond to the north and south. Development along Hyde Road reflects an urban, corridor-based pattern, while surrounding streets adopt a finer suburban grain. Along with the Co-op Academy, a wedding and events venue sits immediately to the south of the Site and a hotel sits just east, contributing to the mixed-use character of the local context.

Urban Form

Buildings along Hyde Road typically occupy broad frontages, creating a linear urban form. To the west, Co-op Academy Belle Vue provides a larger institutional presence, while the wedding venue to the south is set back behind landscaped boundaries and on-site parking. Residential areas beyond these uses are arranged in tighter street blocks with dwellings set back behind small gardens, hedgerows and low-level fencing.

Built Form

The immediate context comprises a combination of commercial units, community buildings and two-storey residential properties. Materials are predominantly red or buff brick, with simple detailing and occasional rendered façades.

Roofscape

Roof forms vary between building types: residential properties typically feature pitched roofs, both gabled and hipped, finished in red or grey tiles, while commercial and larger scale buildings often adopt shallow-pitched or flat roofs. The varied roofscape reflects the mix of building scales and functions in the vicinity.

Façades

Residential façades generally comprise red brick with white uPVC windows, modest projecting bays and simple porch features. Commercial and institutional frontages incorporate larger windows and signage. Belle Vue Court apartments feature black window frames with vertically aligned windows, highlighting how façades vary with scale.



Figure 5: House located in the new development south of the Site featuring red brick, white window frames and a hipped roof



Figure 6: House located in the new development south of the Site. The house in the background shows buff brick and red roofing.



Figure 7: Belle Vue Court apartment building featuring a flat roof and contemporary black window frames



Figure 8: Diamond Lodge hotel located east of the Site, featuring both red and buff brick



Figure 10: Local materials and features



Figure 11: Local materials and fearures



Figure 9: Hideout Youth Centre located north of the Site across Hyde Road.

Site Photos

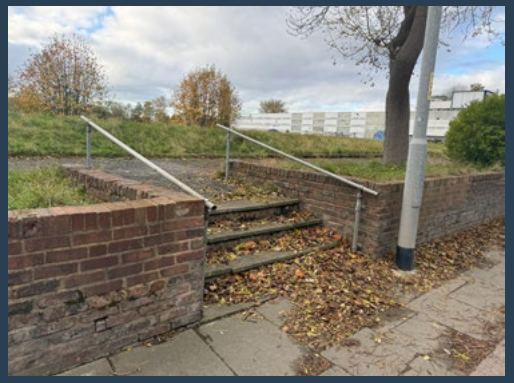


Figure 12: Stepped access into the Site from Hyde Road



Figure 15: Boundary wall along the northern edge of the Site along Hyde Road



Figure 18: Existing disused Buzz Bingo hall



Figure 13: View of the back of Crystal Suite Wedding Venue



Figure 16: View from the western Site boundary towards the Co-op Academy



Figure 19: Existing trees and foliage along the western Site boundary



Figure 14: View towards access point from Kirkmanshulme Lane, showing Crystal Suite venue frontage



Figure 17: View towards eastern Site boundary showing exsiting fencing between the Site and the Diamond Lodge Hotel



Figure 20: Site photo plan

Constraints and Opportunities

Constraints

Surrounding Land Uses & Sensitivities

- The Site directly backs onto a hotel and wedding venue to the east, creating potential noise, privacy, and amenity constraints. New residential development must appropriately manage interfaces, overlooking, and activity levels.

Noise & Air Quality

- Hyde Road (A57) is a major arterial route generating significant traffic noise and potential air quality impacts. This will influence building layout, acoustic design measures and landscape buffering strategies

Existing Trees & Landscape Constraints

- Existing trees are predominantly located along the Hyde Road frontage and Site edges. Although limited in number and a landscape asset to the Site, retention will shape access points and boundary treatments.

Access & Movement Limitations

- Primary access exists from Kirkmanshulme Lane, which restricts the number of feasible vehicular entry points.
- The Site is bounded to the south by MCC's car park, earmarked for future development; access routes must not compromise future connectivity or development potential.

Flood Risk & Surface Water

- Although the Site lies within Flood Zone 1, pockets of surface water flood risk have been identified, requiring on-site attenuation and SuDS measures.

Opportunities

Sustainable, Well-Connected Location

The Site benefits from excellent connectivity:

- Train station within a 5-minute walk, enhancing sustainable commuting potential.
- Direct access to Hyde Road, offering strong bus links.
- Walkable access to Gorton Park and a wide range of local community facilities.

Potential to Create a New Residential Community

- At 1.5 hectares, the former Buzz Bingo Site offers an opportunity to deliver c.152 new homes, including apartments and family houses, on a brownfield site.
- The redevelopment replaces an underutilised single-use building with a high-density, mixed-tenure neighbourhood with strong placemaking potential.

Integration with Potential Future Development

The proximity of MCC-owned land to the south creates potential for:

- A future development corridor
- Shared access routes or upgraded public realm
- Enhanced permeability

Landscape & Green Space Improvements

- The retention and enhancement of existing edge trees provides an early landscape framework with opportunities to retain and enhance existing green infrastructure and connect into Gorton's wider green network.

Strong Local Amenities & Social Infrastructure

Immediate proximity to:

- Co-op Academy Belle Vue
- Local shops and facilities
- Gorton Park
- Hotel and event venues
- MCC's community and employment facilities in the wider neighbourhood

These existing assets support a thriving and accessible residential environment.



Figure 21: Constraints and Opportunities Plan

Design Principles

Active Hyde Road Frontage

The design approach seeks to create an active, well-overlooked frontage along Hyde Road by emphasising strong street edges, improving inclusive pedestrian access, and using landscape features to establish a welcoming and legible gateway into the neighbourhood.



A Connected Neighbourhood

The layout is guided by a commitment to forming a coherent and permeable neighbourhood structure that supports intuitive movement and natural surveillance with buildings fronting onto streets and corners, and connections safeguarded to integrate with future development.



Green Infrastructure

The development is shaped by a landscape-led strategy that incorporates planting and integrated sustainable drainage features, ensuring that green infrastructure enhances biodiversity, manages surface water effectively, and contributes to a healthy and sustainable living environment.



Scenario Testing

Wider Site Option

Explores the potential of how development on the site could respond to and facilitate development on adjacent MCC in the future, ensuring proposals on the site could be delivered in isolation without inhibiting the future delivery of the adjacent plot.



Apartment Only Option

Maximises the development potential of the site with high density development to provide much needed affordable homes. Whilst delivering the highest number of homes, there is limited variety in the sizes and tenures and has the potential to create an environment dominated by car parking.



Mixed Typology Option

Explores the potential of the site to accommodate a range of different house sizes and tenures to help better meet the diverse housing needs within the wider community. This allows the site to accommodate higher density development whilst creating a more pleasant environment for pedestrians and cyclists.



Detailed Proposals

Description of Development

Erection of a residential development comprising 152 dwellings (Use Class C3a) together with landscaping, sustainable drainage features, pedestrian footways and highways, parking provision and other associated works

Overview

The application seeks full planning permission for the redevelopment of the former Buzz Bingo Site to deliver approximately 152 new affordable homes in a mix of apartments and houses.

The proposals respond to the technical assessments undertaken by the consultant team, ensuring that considerations such as access, noise, drainage, ecology and layout are fully incorporated.

The proposals establish a clear and active frontage along Hyde Road, improving pedestrian access through new level routes and creating a small green gateway space.

Buildings are arranged to form a coherent and legible neighbourhood structure, with dual-aspect homes positioned on corners to support natural surveillance and improve street quality.

Access is taken from Kirkmanshulme Lane, with a variety of parking typologies used to provide efficient and uncluttered streets.

The layout also allows for a future connection into Manchester City Council's development land to the south-west, supporting cohesive long-term growth.

Green infrastructure is integral to the proposal, with planting, retained trees where possible, and SuDS features including swales, rain gardens and small attenuation ponds. These measures contribute to sustainable drainage, improved biodiversity and an attractive streetscape.

Cycle storage, refuse arrangements and private gardens are all incorporated to support practical, everyday living and encourage active travel.

Overall, the proposals have been guided by the principles of Building for a Healthy Life, ensuring the development promotes walkability, safety, landscape quality and a strong sense of place.





Figure 22: Detailed Layout Proposal

Built Form



Figure 24: Building Heights Strategy Plan

Building Heights

The proposed building heights have been arranged to create a varied and engaging streetscape along Hyde Road while responding sensitively to the surrounding context. Following discussions with MCC, the previous continuous apartment frontage has been broken into three distinct buildings to reduce massing and improve visual permeability.

Two of the apartment buildings are proposed at 5 storeys, with the central block articulated at 6 storeys to introduce variation and act as a focal point along the frontage. The stepped arrangement prevents a uniform wall of development and better reflects the mixed urban character of Hyde Road, where existing taller commercial elements are already present.

Towards the interior of the site, building heights reduce to reflect the surrounding residential context. The houses are typically 2 - 3 storeys, maintaining a domestic scale that aligns with nearby homes and ensuring a comfortable, human-scaled environment along the internal streets. This gradual reduction in height creates a balanced transition across the site.

Key:

- 2 Storey
- 3 Storey
- 5 Storey
- 6 Storey



Figure 25: Housing Mix and Tenure Strategy Plan

Housing Mix and Tenure

A total of 152 new homes are proposed across the development, comprising 126 apartments and 26 houses. All homes are 100% affordable, delivered in partnership with Kellen Homes and Jigsaw Homes North, ensuring the scheme directly supports local housing needs and contributes to wider regeneration objectives in East Manchester.

The tenure mix has been designed to provide a balanced and inclusive community. Of the 152 homes:

- 101 units (including 83 apartments) are proposed as Social Rent, and
- 51 units (including 43 apartments) are offered as Rent to Buy.

This blend supports a diverse range of household circumstances, from those seeking long-term affordability to households transitioning towards home ownership.

Within the 26 houses, 24 are three-bedroom homes and 2 are two-bedroom homes. The three-bedroom properties vary in their internal layouts, 13 plots capable of accommodating up to five people, meeting the strong local demand for family-sized, affordable housing. This complementary mix of apartments and family houses ensures the development caters to a variety of household types, reinforcing the aim of creating a balanced, sustainable neighbourhood.

Key:

Social Rent

Rent to Buy

Appearance

The appearance of the development has been shaped by discussions with MCC. A red brick palette was selected to reflect local residential character. A contemporary design approach is used, featuring 200mm recessed, vertically aligned windows to lighten the facade, and flush light-grey uPVC frames as a high-quality, cost-effective alternative to aluminium. Subtle stacked brick detailing, recessed by 25mm, is introduced between windows to add depth and visual interest. The frontage is broken into three apartment buildings to avoid a continuous block and create a more varied and engaging streetscape.



Figure 26: Proposed Street Scene



Figure 27: Proposed Street Scene

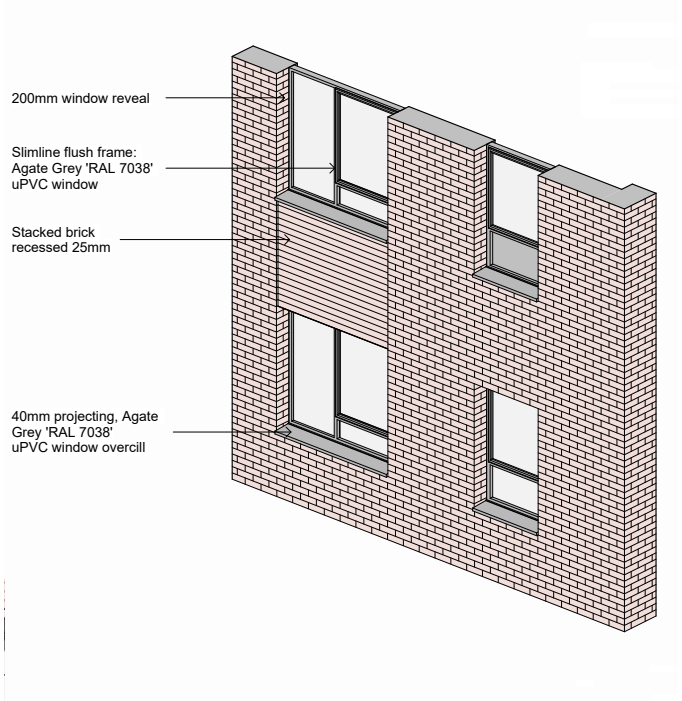


Figure 28: 2 Storey Window Reveal Details

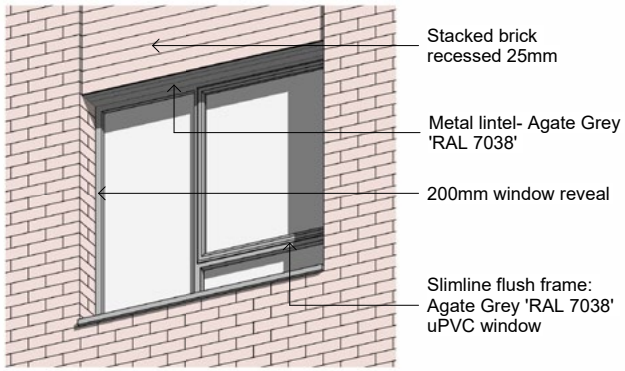


Figure 29: 2 Storey Window Reveal Details

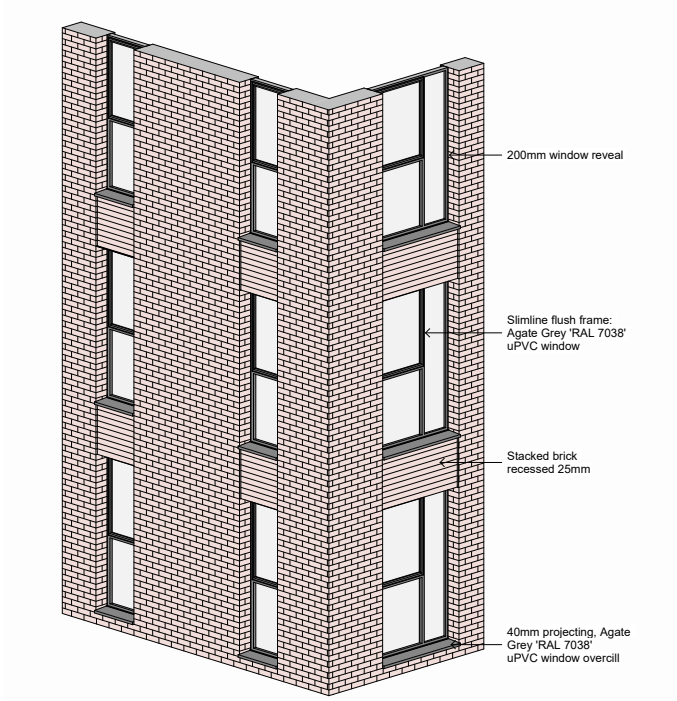


Figure 30: 3 Storey Window Reveal Details

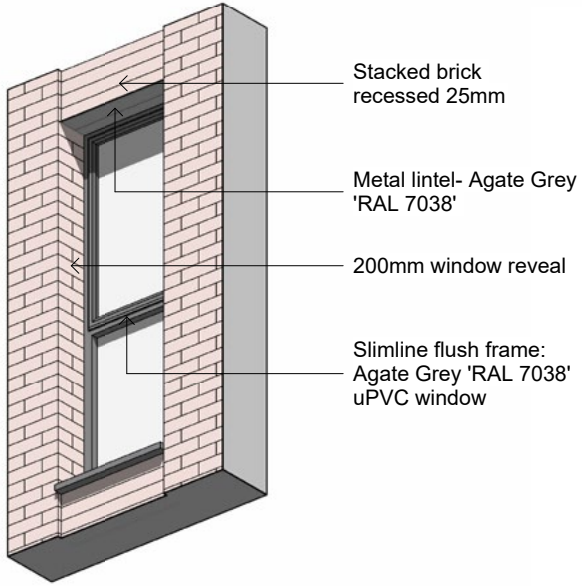


Figure 31: 3 Storey Window Reveal Details

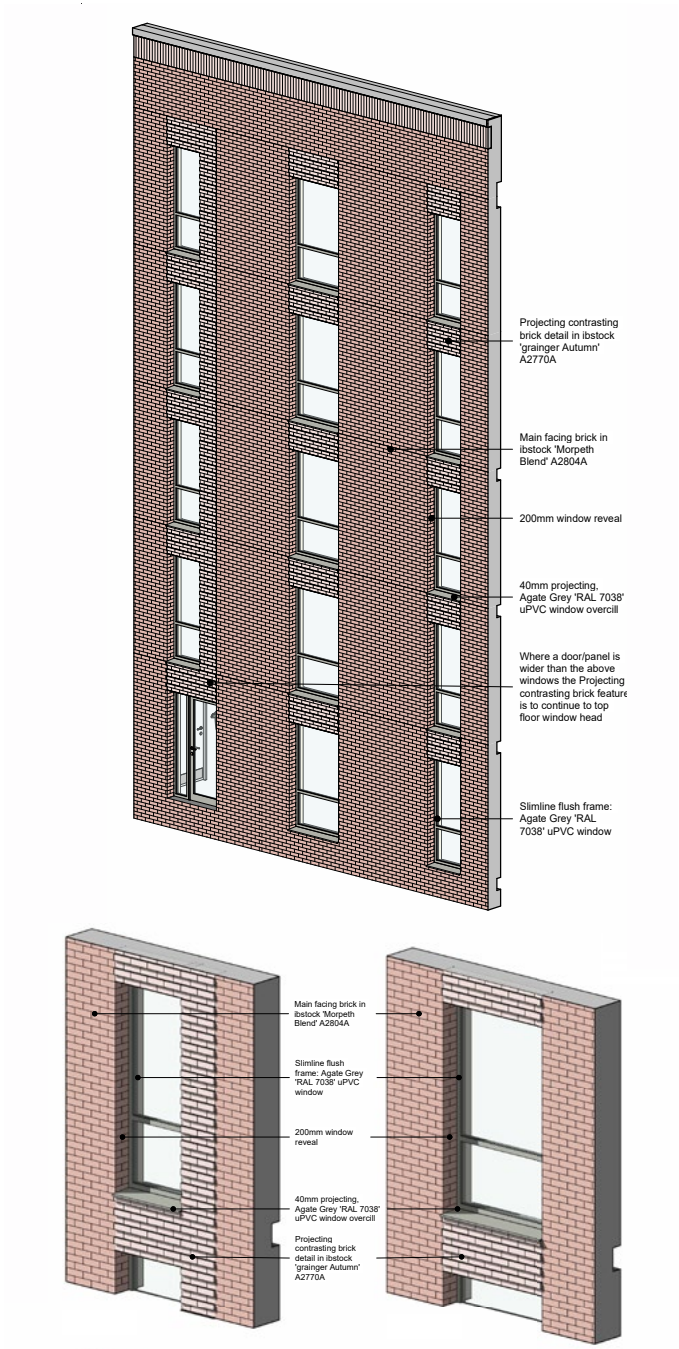


Figure 32: Apartment Window Reveal and Evelavtion Details

Access and Movement



Figure 34: Parking Strategy Plan

Site Access

Vehicular access to the proposed development will be taken from Kirkmanshulme Lane via a new priority-controlled junction designed in accordance with current highway guidance. The access comprises a 5.5m-wide carriageway with 2m footways provided on both sides, ensuring safe and legible movement for vehicles and pedestrians. Visibility splays of 2.4m x 25m are achievable in both directions, appropriate for the existing 20mph speed limit, and confirming that the access can operate safely.

In addition, the site will benefit from level, inclusive access for pedestrians and cyclists from Hyde Road, providing direct connections into the surrounding footway and cycle network.

Parking

Parking arrangements across the development have been designed to provide adequate provision while supporting an attractive and uncluttered public realm. A variety of parking typologies are used, including frontage parking, tandem spaces, and shared parking courts where appropriate. This mixed approach prevents visual dominance of cars and allows planting to be integrated effectively. Parking for the apartment buildings is positioned to maintain strong a strong frontage along Hyde Road, and all spaces are arranged to ensure safe manoeuvring and clear pedestrian routes.

In order to promote sustainable modes of transport, all homes will be provided with a secure bike store within rear gardens. Communal sheltered bike stores will be provided for the residents of the apartment blocks.

EV charging points will be provided for all homes and all parking spaces within shared parking courts.



Figure 35:Street Heirarchy Plan

Street Heirarchy

A clear street hierarchy supports legibility and ease of movement throughout the development. The layout has been designed to be permeable and intuitive, prioritising pedestrians and cyclists to create a safe and user-friendly environment. The hierarchy comprises the following types:

Primary Streets

The primary street provides the main access from Kirkmanshulme Lane and is designed as a formal, wide route with footways on both sides. Surface material is interrupted at junctions to calm traffic and emphasise pedestrian priority.

Secondary Streets

Secondary streets extend from the primary route, serving the lower-density southern area of the site. These streets also include footways on both sides to ensure safe and convenient movement.

Parking Court Access

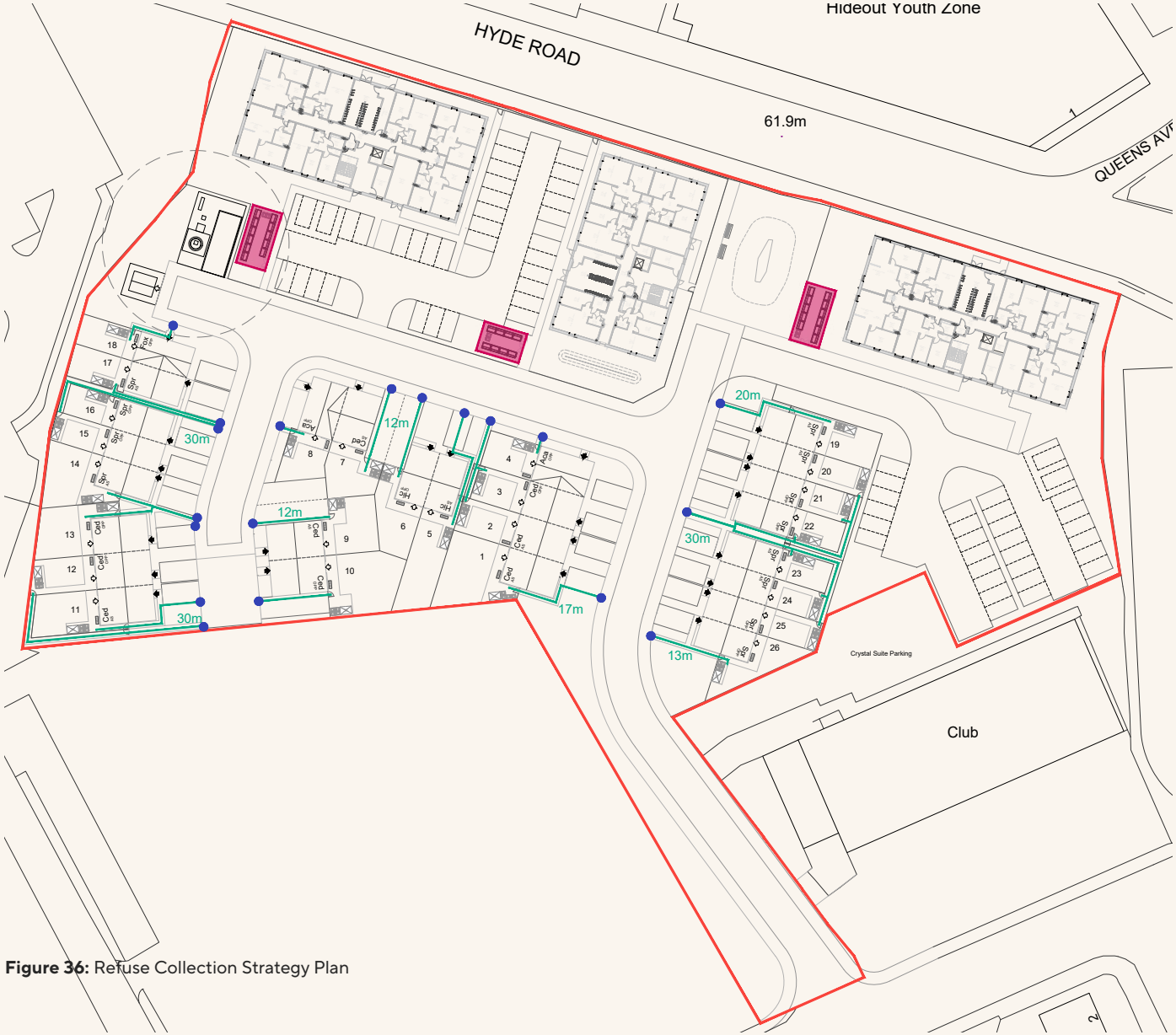
Parking courts are accessed from the primary street, providing parking for the apartment buildings while maintaining an attractive street frontage.

Pedestrian Connectivity

A proposed footpath link from Hyde Road promotes active travel and forms part of a small pocket park, introducing a pedestrian-focused space within the development.

Refuse Collection

Refuse and recycling have been fully integrated into the layout to ensure efficient collection. Apartment buildings include dedicated bin stores, positioned for easy access by residents and refuse collectors, while houses accommodate secure storage with direct routes to the street on collection days. The scheme includes strategic bin collection points where required, reducing walking distances and ensuring compliance with servicing standards. The approach is supported by the adjacent Refuse Collection Strategy Plan, demonstrating clear, safe vehicle access throughout the Site.



Key:

- Bin Collection Point
- Route of Bins from Dwelling
- Bin Storage Area
- Apartment Bin Store

Figure 36: Refuse Collection Strategy Plan

Landscape



Figure 37: Soft Landscape Plan

Soft Landscape

The soft landscaping strategy plays a central role in defining the character and environmental performance of the development.

Planting is designed to create a green, welcoming residential environment with generous front and rear gardens, structured tree planting and integrated SuDS, including swales, rain gardens and small attenuation ponds.

Already established hedgerows will be retained and supplemented where necessary to provide strong plot definition and effective screening along front gardens, reinforcing the streetscape and residential character.

Trees are used along key streets and open spaces to provide shade and a strong landscape framework that supports biodiversity.

The Hyde Road frontage includes new planting to replace trees removed due to poor condition and to facilitate access, strengthening the green edge and marking the pedestrian gateway. The removal of the existing retaining wall allows for the introduction of a new level access along Hyde Road, promoting safe, inclusive pedestrian movement and improving connectivity towards Gorton Park.

The focal green space provides an attractive and multifunctional landscape setting for residents, supporting wellbeing and community interaction.



Figure 38: Hard Landscape Plan

Hard Landscape

The hard landscaping strategy has been developed to create a coherent, durable and attractive public realm that supports movement, legibility and everyday use.

A simple palette of materials is proposed to ensure consistency across streets, parking areas and shared spaces.

Pedestrian routes are defined through clear surfacing changes and generous footways that ensure accessible movement throughout the Site.

Paving materials are selected for durability and ease of maintenance, with contrasting textures used to delineate different types of movement.

Together, these elements provide a clear, legible and human-scaled development.

Key:

- **Carriageway**
  30mm of AC10 Bituminous Mcadam Surface Course – Colour Black
- **Footpath**
  20mm of AC6 Bituminous Mcadam Surface Course – Colour Black
- **Private Drive**
  25mm of 6mm Stone Mastic Asphalt Surface Course – Colour Black
- **Plot Flagging**
  Paviours
- **Concrete Slab**



Figure 39: Boundary Treatments Strategy Plan

Boundary Treatments

Boundary treatments are arranged in a clear hierarchy to reinforce a welcoming residential character while supporting security, privacy and natural surveillance.

Apartment buildings are defined by dwarf walls with metal railings, creating a robust and legible edge to the public realm while maintaining visual permeability. House frontages are enclosed by railings, allowing passive surveillance and a strong relationship between buildings and the street. These front boundary treatments are complemented by soft landscaping, including low planting and small hedges, contributing to a greener streetscape.

Rear gardens are defined by a combination of timber fencing and planting, ensuring an appropriate balance between privacy and visual amenity. Along key edges, particularly Hyde Road, boundary treatments are coordinated with building frontages and landscaping to maintain an active interface and enhance the sense of arrival.

Key:

- 1800mm Timber Post and Fence
- 1800mm Contemporary Feature Timber Fence
- Timber Post and Fence To match height of existing wall
- 3200mm Acoustic Timber Post and Fence
- 3000mm Acoustic Timber Post and Fence
- 2400mm Contemporary Feature Acoustic Timber Fence
- 2100mm Feature Contemporary Acoustic Timber Fence
- 1500mm Brick Dwarf Wall & Railing Brick type: Ibstock Morpeth Blend, 1500mm brick pillar to be built at every corner and adjacent to gates / entrances.
- 1800mm powder coated V-mesh metal fence gate to Foul Water Pumping Station
- 900mm Ground Fixed Railing
- 500mm Knee Rail Fence
- Timber gates 1800mm
- Metal gates 1500mm

Summary

This Design and Access Statement demonstrates the opportunity to transform the former Buzz Bingo Site on Hyde Road into a high-quality residential neighbourhood delivering approximately 152 affordable homes.

The Site is well located within Gorton, benefiting from strong public transport links, including a train station within a short walk, and close access to schools, community facilities, local shops and Gorton Park, all of which support sustainable patterns of living.

The proposals build upon ongoing investment and regeneration within the area, including improvements to the district centre and emerging development on neighbouring MCC land.

The proposals respond positively to this wider context through a clear layout, strong frontage onto Hyde Road, and safeguarded access to facilitate future growth to the south-west.

Overall, the Site offers an excellent opportunity to deliver a sustainable, affordable and well-connected new community. The proposals reflect a thoughtful response to local context, technical considerations and design principles, demonstrating the Site's suitability for residential development and its potential to contribute positively to the ongoing regeneration of Gorton.

Benefits

£30m

Construction Costs



152

New Affordable Homes

469.9 FTEs and

£14.8m GVA

supported nationally

124 Temporary construction jobs and

£8.2 GVA per year regionally

>£300

Council tax per year funding 8 local public sector jobs



£4.9

Additional household spending per year

26 Jobs and

£1m GVA

per year



Design
Economics
EIA
Expert Witness
Heritage, Townscape and Landscape
Planning
Strategic Communications
Sustainability and ESG

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