

RED BANK

HELP SHAPE THE FUTURE OF 50-54 RED BANK

LWP Redbank Ltd is bringing forward an exciting development at a key gateway within the Manchester City Council Northern Gateway Strategic Regeneration Framework (SRF) area, also known as Victoria North.

The scheme will deliver 509 much-needed new homes, along with commercial retail space and beautifully designed public realm, supporting the regeneration objectives for this part of the city and helping to create a sustainable and vibrant community.

Before we finalise our plans, we want to know what you think, so take a look through the boards, ask a member of the team any questions, and fill in our questionnaire by scanning the code below:



ABOUT LWP REDBANK LTD

LWP Redbank Ltd purchased the site in 2019 with the ambition of creating a development that would make Red Bank a great place to live and add positively to Manchester's skyline. From the outset, this vision was brought to life through street art on the existing facades and the arrival of GRUB, whose street food, comedy, and cinema nights quickly made the site a much-loved destination for residents.

In parallel, LWP Redbank Ltd appointed leading Manchester based consultants and designers to shape plans for what we hope will become a highly liveable scheme and a catalyst for positive change in the area.



SUMMARY OF THE PROPOSALS

Two planning applications will be submitted, comprising:

Application 1 proposing two buildings creating 509 homes and surrounding public realm and;

Application 2 proposing additional public realm and improved access to the viaduct.



THE SITE

CURRENT OCCUPIERS

Part of the site is home to GRUB Manchester since 2019, which has been actively supported by the landowner to make a positive contribution to the surrounding area. GRUB Manchester was always based on site for a temporary period and now has plans to relocate.

The remainder of the site primarily consists of scrub planting. Directly to the east of the site is the historic viaduct. There are existing proposals by that landowner to create a landscaped pedestrian walkway which the proposed development has the potential to connect to.

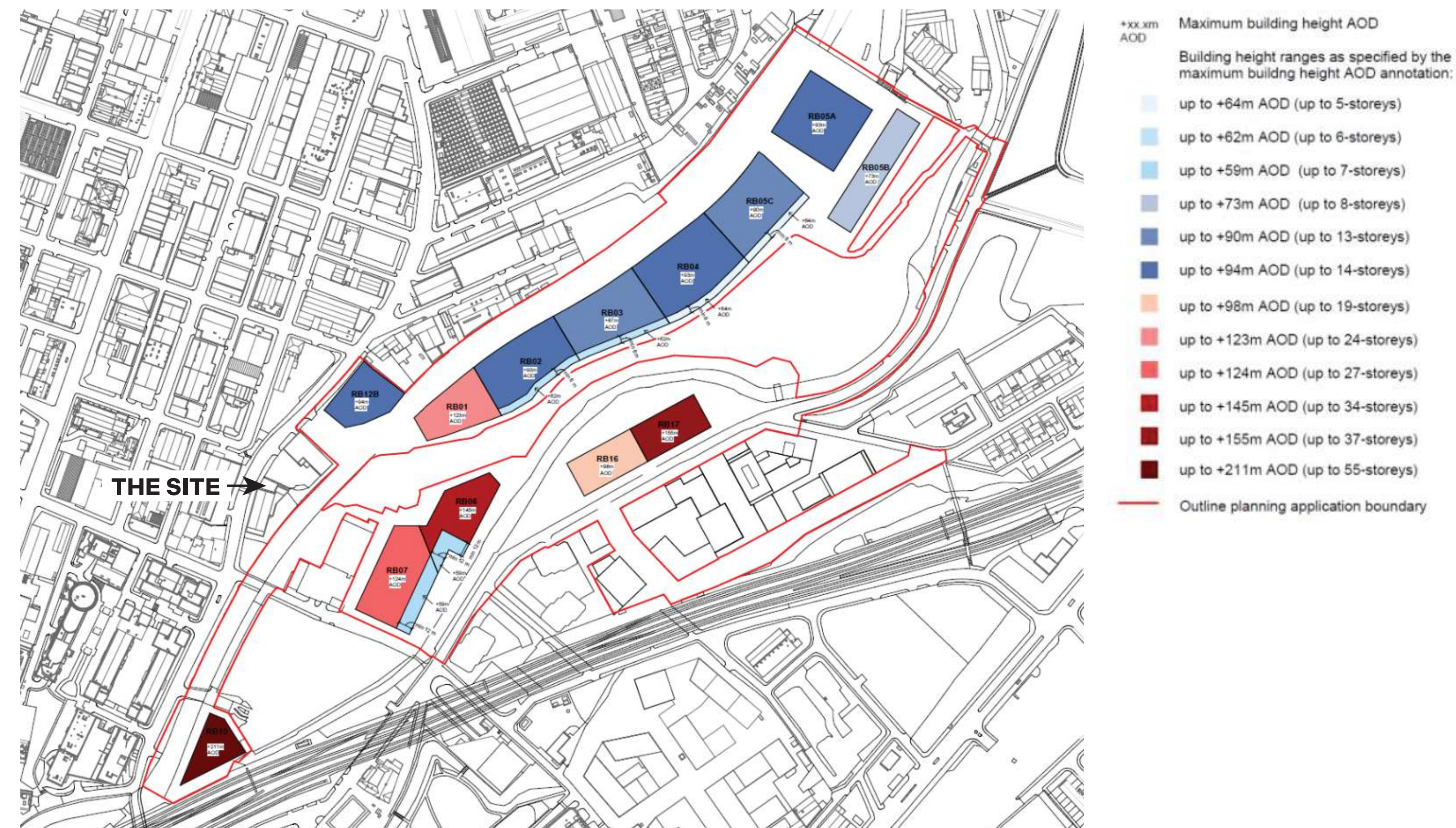
“Our fantastic landlords at Red Bank have supported us through thick and thin but now they are getting around to redeveloping the building we live in, so we’re moving on to a new venue. This was supposed to happen back in 2021 so we’re very happy we’ve managed to hang around for six years and we’re grateful to have been able to establish our brand and our following in such a cool, central location.”

Bailey, GRUB Manchester.



SURROUNDINGS

Surrounding the site is a range of existing residential and commercial uses, as well as the emerging Red Bank Neighbourhood being delivered by the Far East Consortium (FEC). The first phase of which, Victoria Riverside, has been constructed with three-towers ranging from 18 - 37 storeys. The wider Red Bank Masterplan will range from 5-55 storeys, as indicated in the plan.



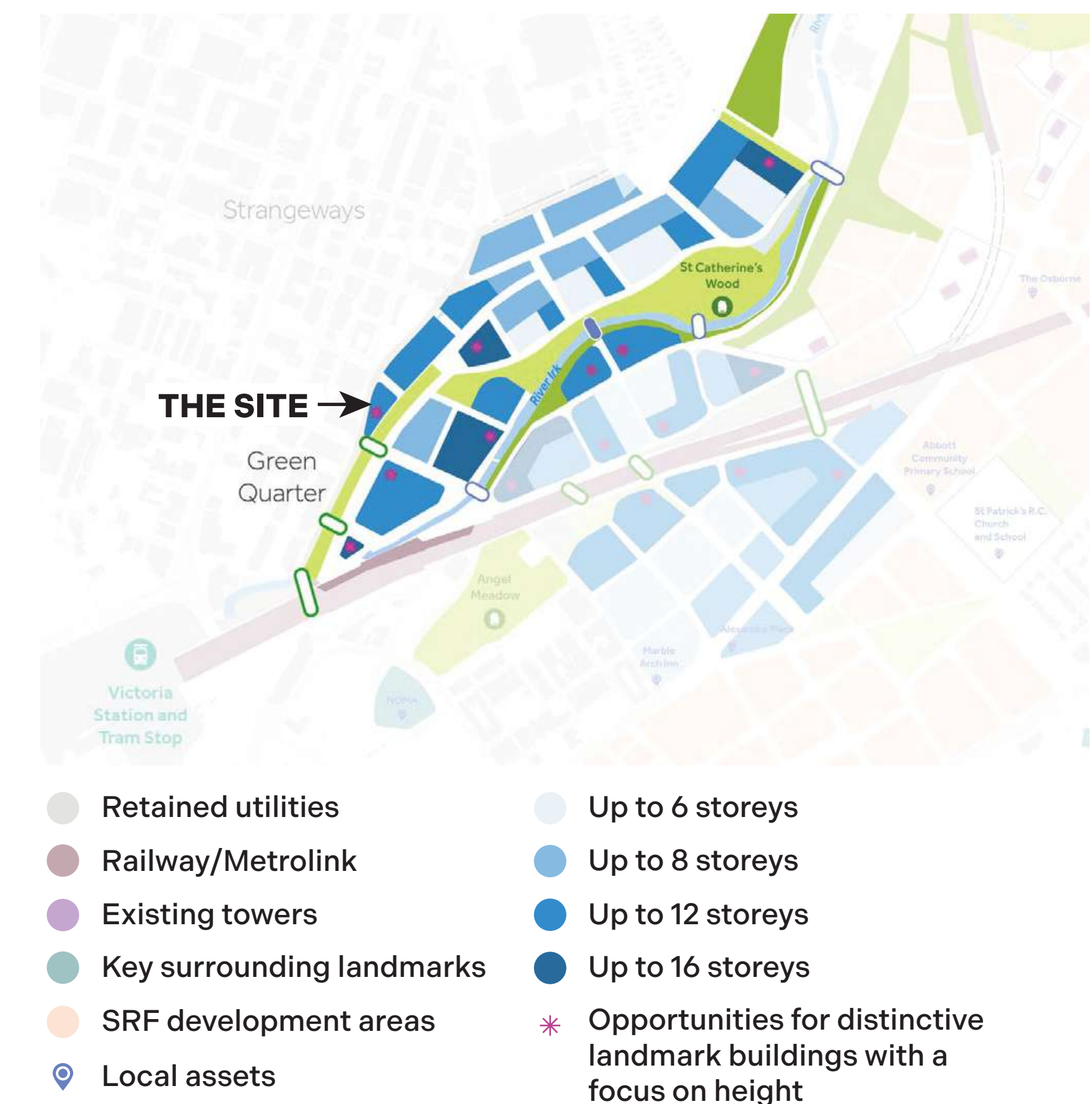
HELPING TO DELIVER NORTHERN GATEWAY & SUPPORT EXISTING COMMUNITIES

50-54 Redbank sits within the area of the Northern Gateway Regeneration Framework (SRF), known as Victoria North.

The SRF sets out a vision to deliver:

- Around 15,000 new homes over the next 10-15 years
- Improved transport links, connecting communities more effectively into the city centre
- Extensive green spaces across the Irk Valley and surrounding areas.

Our site is identified within the SRF as a key gateway location and an opportunity for a distinctive landmark building with a focus on height.



THE SITE

Our proposals have been designed to:

- Respond to the wider masterplan vision by delivering much-needed homes, active uses and public realm that align with the wider regeneration objectives
- Step down in height to reflect the change in height of Red Bank
- Enable future access to the viaduct, with a landscape design that makes provision for connections once the broader framework is delivered
- Support integration with neighbouring areas, including the Green Quarter and New Cross.

By aligning with the objectives of the wider master plan, 50-54 Red Bank will help to ensure this part of the city grows into a vibrant, sustainable, and well-integrated community.

Proposals are currently being developed to the east and north of the site by Far East Consortium (FEC) and our proposals support enhanced connections with these areas.



The redevelopment of the GRUB site provides an opportunity to enhance and improve the overall Red Bank masterplan by:

- Creating a high-quality gateway space at the junction with Red Bank and Roger St, activated by active frontage
- Create high quality streetscape along Red Bank, between Roger Street and Red Bank Square
- Deliver active frontage, providing a 'book-end' to the Red Bank arches
- Improved cycle provision along Red Bank and into Red Bank Square
- Provide level access to the new residential buildings, as well as a future accessible route to the viaduct.

APPLICATION 1

Application 1 will deliver 509 new homes across two buildings.

Building A: is 18 storeys and is located to the south of the site. 126 homes are proposed with amenity space provided for the residents

Building B: is 43 storeys and is located to the north of the Site. 383 homes are proposed with amenity space for the residents. In addition, ground floor commercial / retail space is proposed for residents and the local community.

A RANGE OF HOMES FOR DIFFERENT NEEDS

- A mix of one, two, and three bedroom apartments, designed for everyone from single occupants to families and those with additional accessibility needs.
- Provision of internal and external residential amenity space.
- Secure and safe homes, with passive surveillance and 24/07 on-site security arrangements for external areas.
- Views across the neighbourhood and beyond



HIGH QUALITY DESIGN

The buildings are shaped by their surroundings – stepping down in height to reflect the local topography and the historic viaduct.

Warm red and sandstone tones on the faces echo the materials and character of the area. Together this creates a design that adds positively to the city's skyline while respecting the local context.

Historical contextual materiality is predominantly solid masonry construction.

- Context buildings have texture, feature form and openings to the base, window reveals.
- Contextual colour palette made up of red tones from brickwork & terracotta taken from the heritage and other built context around the site and within the conservation area
- Red earth tones would complement the existing colour palettes and root the building within its heritage context.



APPLICATION 1

A COMMUNITY FOCUS

Our vision includes shared amenities and beautifully designed outdoor spaces that bring people together. Landscaped courtyards with layered planting and textured surfaces will create a place for year-round enjoyment.

PARKING STRATEGY

There are currently a small number of on street car-parking spaces present along Red Bank.

The proposed Parking Strategy will provide six accessible spaces, two car club spaces and cycle provision for all homes. The proposals will be car free, which is appropriate in context of highly accessible and sustainable location and is directly aligned with the Council's objective to take a long term sustainable approach to parking provision.

To support active travel, the proposals will include on-site cycle parking provision for all homes.

SERVICING ARRANGEMENTS

The proposed Servicing Arrangements are designed to retain the quality of the public realm, with designated loading bays on Red Bank. Servicing and waste will be managed by a carefully considered service management strategy.

HIGH QUALITY LANDSCAPING



Wild planting character with a variety of tree forms scattered throughout the public realm.



Boulders and blocks of various sizes and shapes creating seating, play and exercise opportunities whilst defining changes in level.



Incidental routes and spaces defined by planting and boulder leading people through the public realm.



The landscape proposals for Red Bank celebrate the areas industrial heritage. A sequence of new spaces will transform the currently hard urban environment into a greener, more welcoming place, with widened footpaths, new tree planting, rain gardens, and places to pause and enjoy. The design draws inspiration from the viaduct's wild ecology, introducing naturalistic planting, stone seating, and playful features that connect people back to the red sandstone banks of the River Irk. Together, these improvements will create a distinctive neighbourhood and improve the experience of moving between the future planned Red Bank Square, Roger Street and the wider city centre.

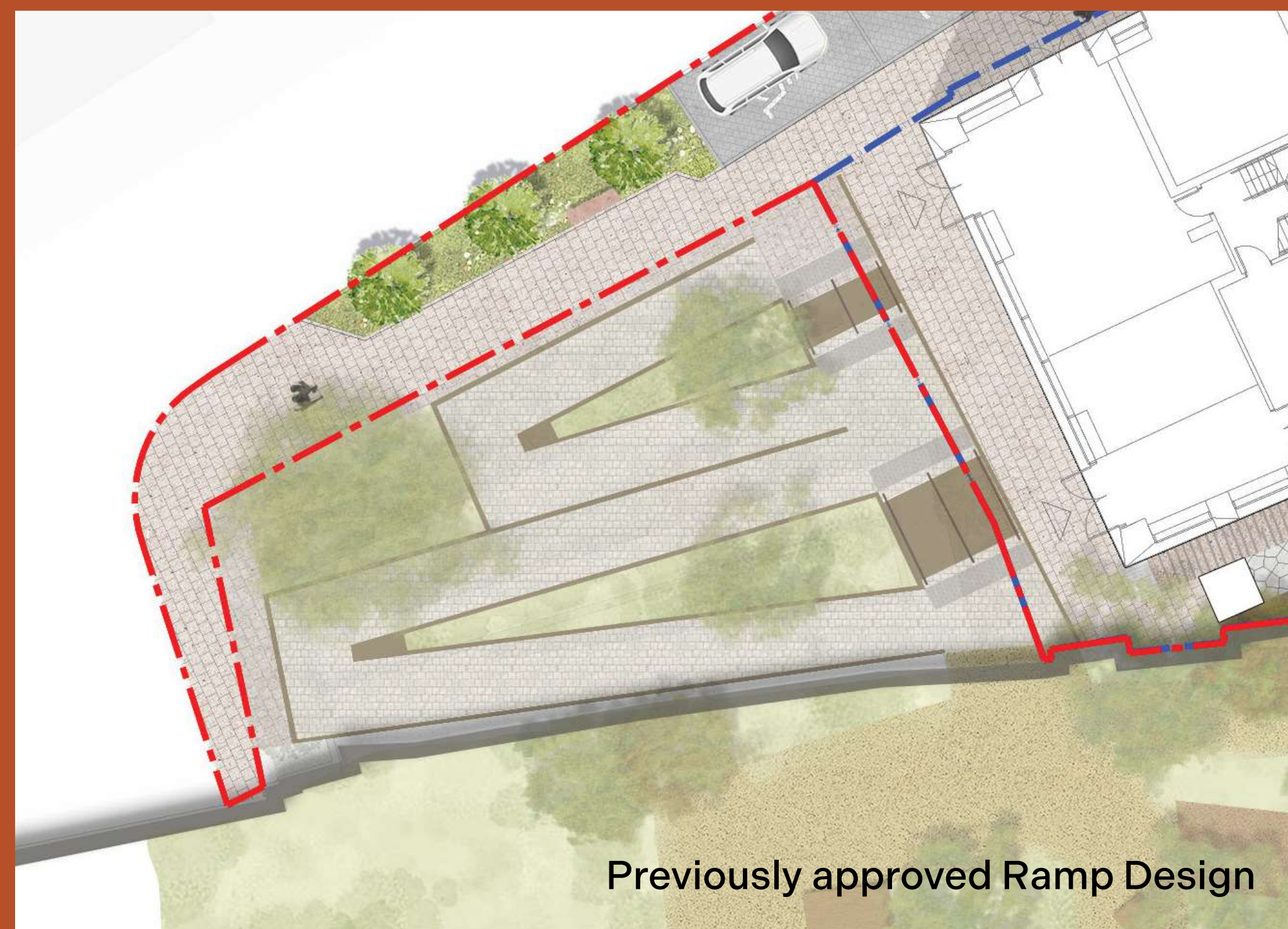
The proposed servicing arrangements are designed to support the delivery and maintenance of high quality public realm in the surrounding area, whilst ensuring loading bays and back of house areas are appropriately located to ensure effective on-site management and minimise any impacts. The proposals introduce carefully designed level routes between the new buildings, ensuring step-free connections that link directly into the proposed Viaduct Gardens. Stepped routes are also included where appropriate, with planting, seating and incidental play integrated into terraces to soften change in levels. The design not only makes the neighbourhood easier to navigate but also turns movement into an enjoyable experience, opening up views, social spaces, and opportunities for outdoor activity along the way.



APPLICATION 2

Application 2 seeks to support and enhance the comprehensive planning of this part of the Victoria North Masterplan.

The land has previously been designed to deliver access to the viaduct via a ramp design, as indicated in the plan below. This formed part of the original infrastructure planning permission for the wider area and was designed prior to LWP's proposed residential scheme being brought forward.



The opportunity to re-imagine the landscaping design has arisen from the proposals for Building's A and B, and the design seeks to increase both the quality and quantity of landscaped and accessible public realm.

Application 1 has been designed to be compatible with either the previously approved ramp access solution, or the landscaping design proposed by Application 2. In both design options, access can be provided to the viaduct from Red Bank.

Application 2 landscaping design



SUPPORTING MANCHESTER'S CLIMATE TRANSITION

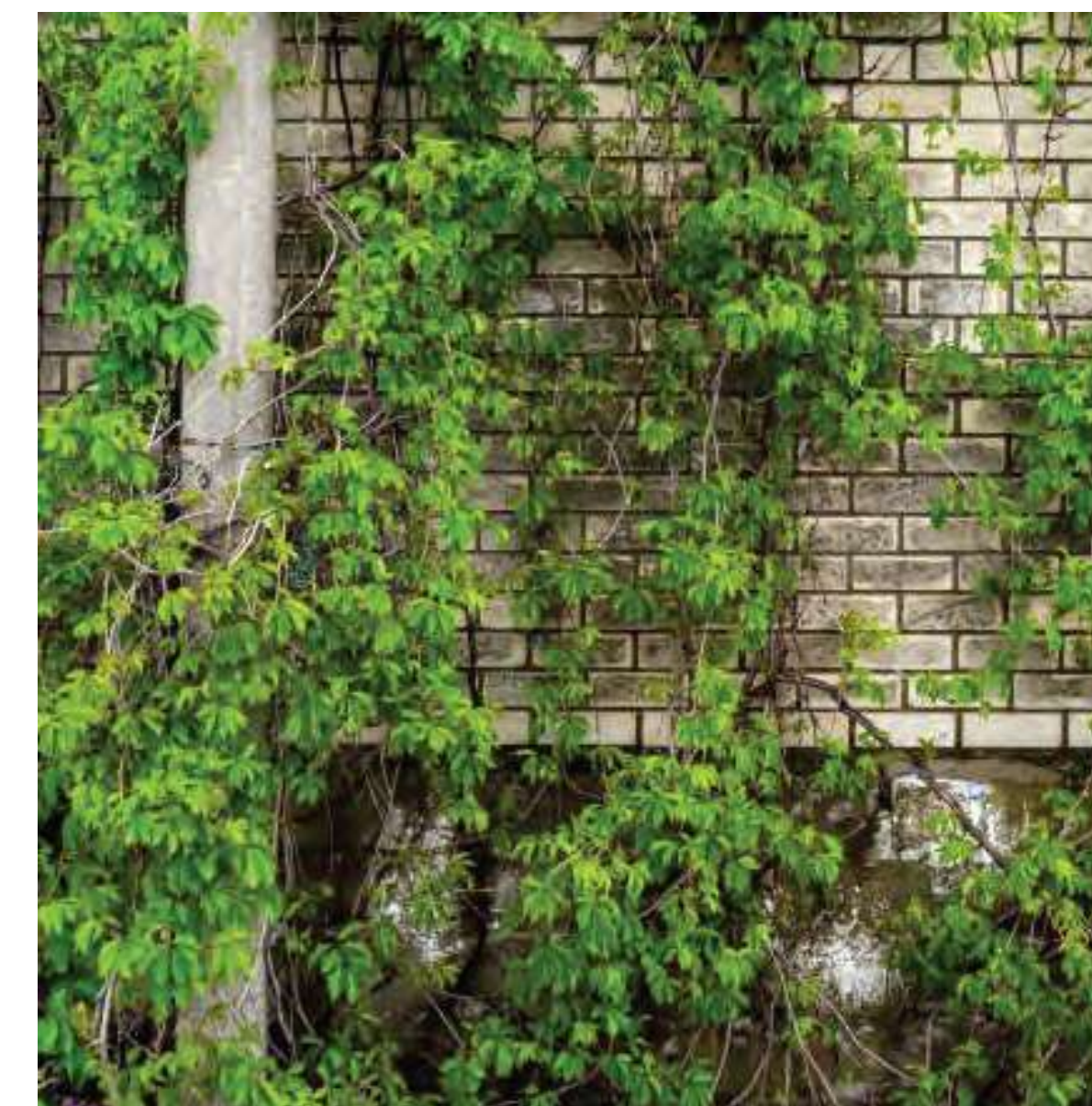
Our proposals have been designed to support Manchester's commitment to a zero-carbon future.

Homes will include low and zero carbon technologies like space and water heating via air source heat pumps and mechanical ventilation with heat recovery.

Our plans also support sustainable travel choices. Red Bank is just a short walk from Manchester Victoria Station and within easy access of Shudehill bus and tram interchange. It will also be within walking distance from the new metrolink stop that is planned to be delivered within the wider masterplan.

We're also proposing a largely car-free development that promotes active sustainable travel choices, with cycle spaces for every home and enhanced pedestrian links. We'll also provide a small number of accessible parking spaces to ensure inclusivity for residents.

By combining energy-efficient building design with sustainable transport options, Red Bank will contribute to Manchester's wider climate transition while offering residents a comfortable, modern, and environmentally responsible place to live.



HAVE YOUR SAY

Thanks for taking the time to look through our plans, now we want to know what you think. You can have your say in a number of ways:

- Scan the QR Code below to complete the online questionnaire



- Fill in a paper feedback form and pop it in the box before you leave
- Bring your questions to a member of the team

You can also stay in touch after today by:

- Email – redbank@fontcomms.com
- Freephone – 0800 689 1095 (Mon-Fri, 9am – 5pm)

Make sure to get all your comments to us before the consultation closes on **Friday 3rd October 2025**.



WHAT HAPPENS NEXT?

We'll review all the feedback from the consultation period before we submit a planning application to Manchester City Council later this year.