

## Planning - Design – Access Statement

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# UKIYO REPUBLIC TRADING Ltd / Suzume

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ADDITIONAL SUPPORTING DOCUMENTATION AVAILABLE VIA PLANNING PORTAL

## Introduction

1.1 This Planning, Design and Access Statement has been prepared by Ms Kasia Hitchcock, Director of Ukiyo Republic Trading Ltd (the Applicant) to support a full planning application at Unit 20, Red Bank, Manchester, M4 4HF for the following development:

*‘Full planning application for the change of use from storage to restaurant and bar, with ancillary retail and associated storage area, in addition to external alterations and outdoor seating area’*

1.2 The application site, Unit 20 Red Bank, has historically been used as storage space, but it has been vacant since July 2022. This application proposes internal and external refurbishment of the unit to a fully licensed restaurant, bar and sake shop, which will be operated as “Suzume”. The space will include a Sake Bar & Kitchen [Izakaya] located on the mezzanine level, accommodating 30 seats. Additionally, there will be a tasting bar on the ground floor with seating for 20 people including disabled patrons dining area. A Retail shop and a Warehouse area of storage capacity up to 10,000 bottles will be situated under the mezzanine on the ground floor.

1.3 Suzume will be operated by Ms Kasia Hitchcock - director of UKiYO Republic Trading Ltd - set up in October 2022, which is an independent and UK-based direct importer and distributor of Japanese Sake and selected European wines. UKiYO Republic Trading Ltd's closely related business entity, UKiYO Republic Ltd, has been trading since 2017 and currently co-operates directly with Japanese, Swiss, Austrian, German and Polish producers.

Kasia Hitchcock is a renowned professional in the world of sake, bringing over 12 years of experience as a sake importer, along with a wealth of knowledge and expertise in the field.

1.4 In addition to her role as a sake importer, Kasia also serves as the manager of The Sparrows, a highly acclaimed restaurant in Manchester. Under her astute guidance, The Sparrows has achieved remarkable success, recently being named the Best Local Restaurant in the North West by the prestigious Good Food Guide. The restaurant's commitment to excellence and dedication to showcasing the finest culinary experiences have also earned it a coveted Bib Gourmand award from the Michelin Guide. Suzume is committed to complying with the wider vision for the re-development of the Red Bank Arches (as detailed further at Section 2 of this Statement), aiming to create a thriving retail, arts, food, and drink community that caters to the newly built residential areas of Angel Meadows and Green Quarter.

1.5 This Planning, Design and Access Statement demonstrates that the proposed development accords with the Manchester Core Strategy (2012), extant policies from the Unitary Development Plan 1995 and the National Planning Policy Framework (NPPF) (2024). The proposal will revitalise a vacant unit and celebrate the character of the building whilst contributing positively to the mixed-use nature of the surrounding area and will not have an adverse impact on the residential amenity of neighbouring properties.

1.6 This Planning, Design and Access statement is set out as follows:

Section 2 - Strategic Site Context  
Section 3 - Site and Surrounding Area  
Section 4 - Planning History  
Section 5 - Planning Policy Framework  
Section 6 - The Proposal  
Section 7 - Planning Appraisal  
Section 8- Design and Access Statement  
Section 9 – Conclusions

## 2.0 Strategic Regeneration Context and Vision

2.1 This section of the Planning, Design and Access Statement provides the strategic regeneration context to the site and explains how the site sits within the wider Victoria North regeneration scheme.

### Victoria North

2.2 The Northern Gateway SRF was endorsed by MCC at the City Council's Executive on 13<sup>th</sup> February 2019. The SRF is a material consideration in the determination of all planning applications within the Northern Gateway (now known as 'Victoria North').

2.3 Victoria North provides a unique opportunity to deliver transformational regeneration and to unlock significant residential-led development in Manchester, revitalising existing communities and providing a catalyst for the regeneration of neighbourhoods in the north of the City. The vision presented in the SRF is to deliver 15,000 homes supported by social and physical infrastructure, such as a new City River Park. The project is one of the UK's largest residential-led regeneration schemes.

2.4 Seven neighbourhoods are proposed as part of the SRF, each with their own individual character, comprising: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and, Eggington Street and Smedley Dip. These neighbourhoods and surrounding areas will be interconnected through the delivery of walking, cycling and public transport improvements.



Figure 1: Northern Gateway Neighbourhoods (Figure 16 of the SRF)

## Red Bank Neighbourhood

2.5 The site is within the Red Bank Neighbourhood of the SRF, which is identified for residential-led development. The SRF identifies that there are opportunities for a varied mix of uses and to incorporate a variety of social and community infrastructure, particularly at ground level.

2.6 The Red Bank Viaduct is used as a case study within the SRF and emphasis is placed on the opportunities that the active use of the arches would bring to the area, such as *“liveliness throughout the day, buzzing with business, events and experiences”* (page 63). The SRF sets out a clear aspiration for the railway arches to be inhabited to support a vibrant public realm where local and new businesses can thrive, with the intention being for the creative re-use of the Red Bank Viaduct to, *“...support the active use of the arches as well as support the delivery of a mixed use destination within Red Bank”* (page 133). The SRF makes it clear that there will be support for a combination of community, retail, leisure and commercial uses, which build on the range of pre-existing businesses to create a unique mixed use offer adjacent to the city centre.

2.7 The arches are situated within the Red Bank Viaduct area, one of three-character areas of the Red Bank masterplan neighbourhood. The vision for the Viaduct area is to reimagine the former industrial uses into a new riverside destination, with new bars and restaurants towards the waterside and promoting businesses within the arches themselves. The arches will open up onto Red Bank and the new hub at Brewers Square at the foot of a landmark residential building.

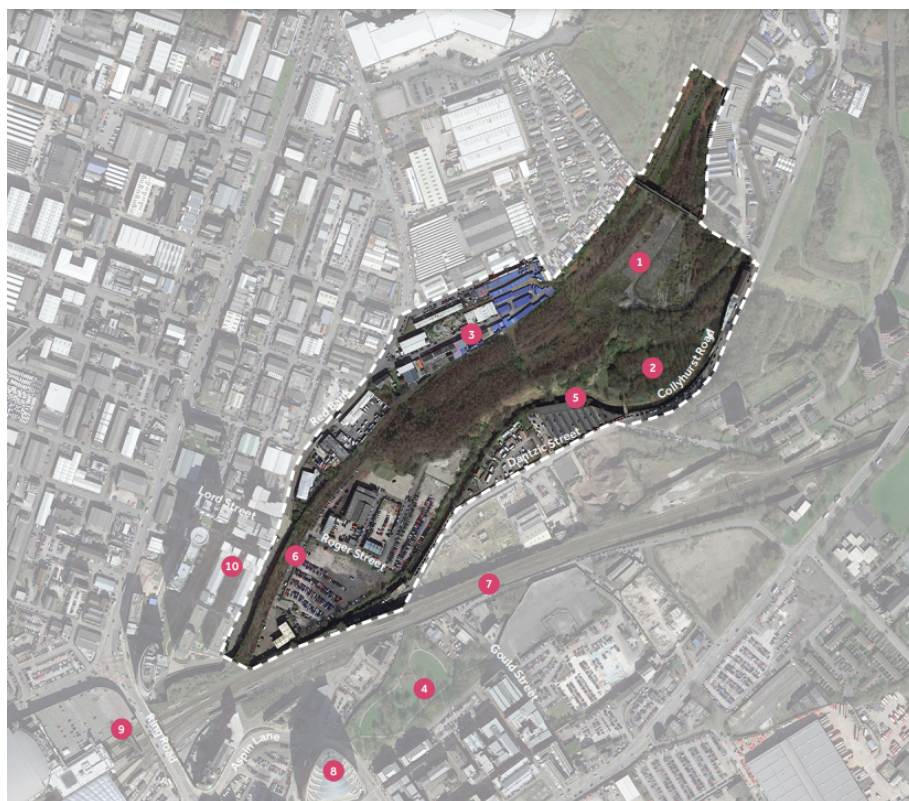


Figure 2: Red Bank boundary (Figure 69 of the SRF)

## Red Bank Arches – The Wider Vision

2.8 The site is owned by the Far East Consortium (FEC). FEC is an international developer and operator of residential, hospitality, and commercial ventures. Having originally been listed on the Hong Kong stock exchange in 1972, FEC now operates in 10 countries and has over 4,000 employees internationally. FEC is a Joint Venture partner of Manchester City Council (MCC), having been selected to develop Victoria North.

2.9 FEC are committed to the successful delivery of the Red Bank neighbourhood and to the realisation of the vision for the arches, as detailed in the Victoria North SRF. FEC's commitment to the Red Bank neighbourhood is evidenced in their considerable involvement, and investment, in bringing forward large-scale residential-led development within the area, including:

- 136812/OO/2023 ('Land at Red Bank') – Outline application for development comprising: Erection of a residential led mixed use development across several plots comprising residential (Use Class C3a); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); a primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works (with all matters reserved). Outline application for development with all matters considered: Demolition of existing buildings and structures. – Received a resolution to grant in August 2023.
- 136814/FO/2023 ('Plots NT02, NT03 And NT04') – Erection of a phased residential led mixed use development comprising three residential towers (Use Class C3a) (NT02 34 storeys, NT03 part 8, part 20 and part 31 storeys and NT04 part 8, part 27 storeys) with associated flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); erection of a 6 storey residential amenity space within a clubhouse building (part of NT02), with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzic Street, drainage infrastructure and associated engineering works following demolition of existing buildings and structures. – Approved 18<sup>th</sup> December 2023.

2.10 The outline planning application cited above (LPA reference: 136812/OO/2023) will result in the delivery up to 3,250 new dwellings and supporting commercial, social and community infrastructure, which will provide a catalyst for further investment and development and unlock the area's potential as part of the wider Victoria North regeneration scheme. Given the scale of the outline planning application site, it is anticipated that the delivery of the development will come forward in a period of approximately 10 years or more. However, as noted in the Supporting Planning Statement submitted alongside the outline planning application, full planning applications for changes of use are expected to come forward if and when required to support existing and future tenants of the railway arches. As part of the outline planning application, the railway arches along Red Bank will be further activated to facilitate a mix of uses through the creation of destination locations and public realm at Brewery Square and Union Waterfront within the Red Bank Area.

2.11 Additionally, as referenced above, FEC have also secured full planning permission for their next phase of development within the neighbourhood known as NT02-NT04, comprising 1,551 homes, and upgrading the existing Dantzic Street (LPA reference: 136814/FO/2023). A detailed movement strategy is a condition of this full planning permission (Condition 75) and will require improvements to facilitate and improve key active travel routes within the neighbourhood in line with the construction of the development, which will contribute positively to the experience of pedestrians moving through the area.

2.12 The active use of the Red Bank Arches is a priority for FEC and will be key to ensuring the creation of a vibrant public realm, which will complement the forthcoming residential-led development in the area and create a successful mixed-use destination within Red Bank. The re-use of the vacant arches ahead of the area's wider regeneration will

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not only provide local businesses with a place to thrive, but it will also be particularly important in positively promoting the continued social, economic and environmental regeneration of this area of the city.

## 3.0 Site - Access and Surroundings

### Site

3.1 The application premises are located beneath a railway arch at Unit 20 on the Red Bank Viaduct [ appendix A]. It comprises a self-contained business/storage facility and has a total floorspace of 200.8 square metres of rateable space.

3.2 The existing warehouse space on the ground floor will be converted into: A Japanese sake shop display, tasting bar, disabled patrons dining space, refrigerated and ambient storage, accessible toilet and a staff changing room.

The first-floor mezzanine area will become: a dispense bar and kitchen, with two toilets, dining area, and waiting area.

3.3 The site includes access to the service road at the rear (Back Red Bank Street) which will become a general public and disabled access entrance.

3.4 The site is not listed and is not located within a Conservation Area.

3.5 The site is located within Flood Zone 2 where it is anticipated that there is a medium risk of flooding.

### Surrounding Area

3.6 The surrounding area to the west of the site is predominantly residential with apartment blocks found along Colenso Way and Hornbeam Way. This continues further into the Green Quarter where other amenities and hotels can also be found.

3.7 The Red Bank Viaduct and Back Red Bank contain mainly commercial units with a restaurant, brewery, gym, bakery and laundrette occupying a number of the arches and a food market in the near vicinity.

3.8 A large car park run by NCP occupies land to the east of the site, off Faber Street.

3.9 Pedestrian access to Arch 20 is located from both Red Bank and Back Red Bank Street. Those are both well-lit, pavement areas that have good passive surveillance from CCTV, adjacent apartments and regular traffic. As you enter the site from Red Bank, there are 7 existing internal steps that take you up to the mezzanine level. To the rear of the unit, from Back Redbank Street, is located the accessible entrance for those with mobility issues and people with mobility disabilities.

3.10 The site is centrally located within Manchester and aims to attract business from the immediate existing residential area, and future developments.

### Accessibility

3.11 The proposed development at Red Bank 20, Manchester, benefits from excellent accessibility via multiple sustainable transport options, ensuring ease of movement for residents and visitors. It is anticipated that staff and customers will be encouraged to use sustainable methods of transport, due to the proximity of these modes of

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transport to the development site. These may include walking, cycling, or other methods of public transport such as bus, Metrolink or rail. There are also 'Beryl' bike locks in close proximity to the property.

3.12 Rail and Metrolink Accessibility: The site is well-connected to Manchester's extensive public transport network. Manchester Victoria Station, located within a short walking distance, provides direct rail connections to regional and national destinations. Additionally, the Metrolink system offers convenient tram services, linking Red Bank to key areas such as the city centre, Salford, and Greater Manchester, promoting sustainable and efficient travel.

3.13 Cycling and Walking Accessibility: The development encourages active travel through well-designed pedestrian pathways and proximity to Manchester's expanding cycling infrastructure. Dedicated cycle routes, including those integrated into the Bee Network, provide safe and convenient access to the city centre and surrounding neighbourhoods. Pedestrian-friendly streetscapes further enhance walkability, making local amenities, green spaces, and transport hubs easily reachable on foot.

3.14 This high level of accessibility supports sustainable urban living and aligns with Manchester's commitment to reducing reliance on private vehicles whilst also promoting environmentally friendly transport alternatives.

## Planning History

3.15 Research into Manchester City Council's (MCC) online statutory planning register has been completed and no applications were found relating specifically to the application site although an application concerning the Red Bank Viaduct as a whole was found, dating back to 1990.

Application ref. 36934: 'Refurbishment of nine railway arches to form self-contained business (class B1)/storage (class B8) units with associated parking' Date registered, 18 May 1990, approved 31 August 1990.

## 4.0 Planning Policy Framework

4.1 This section outlines the planning policies and material considerations relevant to the proposal development at both a local and a national level.

### The Development Plan

4.2 The Development Plan for Manchester comprises the:

- Places for Everyone Joint Development Plan (adopted 2024);
- Manchester's Core Strategy 2012-2027 (adopted 2012); and,
- The 'saved' policies of the Manchester Unitary Development Plan (adopted 1995).

4.3 According to MCC's adopted Proposals Map, the site is within the Manchester City boundary. It is also identified as being within the Regional Centre (Core Strategy Policy EC 3), North Manchester (Core Strategy Policy EC 4), and a River Valleys area (UDP Policy BM2).

#### Places for Everyone Joint Development Plan

4.4 The Places for Everyone Joint Development Plan was adopted by MCC on 20<sup>th</sup> March 2024 and came into effect on 21<sup>st</sup> March 2024. The following policies are of most relevance to this planning application:

- Policy JP-Strat2 (City Centre)
- Policy JP-S1 (Sustainable Development)
- Policy JP-P1 (Sustainable Places)
- Policy JP-P4 (New Retail and Leisure Uses in Town Centres)
- Policy JP-C8 (Transport Requirements of New Development)

#### Manchester Core Strategy

4.5 The Core Strategy was adopted in July 2012 and sets out the long-term spatial vision for the city for the plan period (2012 to 2027). In light of the Places for Everyone Joint Development Plan, the Core Strategy must be read alongside the Addendum to the Core Strategy (2024). The following Core Strategy policies are relevant to this planning application:

- Policy SP 1 (Spatial Principles)
- Policy DM 1 (Development Management)
- Policy T 2 (Accessible Areas of Opportunity and Need)
- Policy EC 2 (Existing Employment Space)
- Policy EC 3 (The Regional Centre)
- Policy EC 4 (North Manchester)
- Policy EN 1 (Design Principles and Strategic Character Areas)
- Policy EN19 (Waste)
- Policy C 10 (Leisure and the Evening Economy)

#### Manchester UDP 1995

4.6 The UDP policies that are extant and relevant to this application are as follows:

- Saved Policy BM2 (River Valleys area)
- Saved Policy DC10 (Food and Drink Uses)
- Saved Policy DC26 (Development and Noise)

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4.7 A summary of local planning policies of relevance to the proposed development can be found in Appendix B

## National Planning Policy Framework

4.8 The NPPF details the government policies and guidance concerning development and how these should be applied. The NPPF is a material consideration in the determination of planning applications.

4.9 The revised NPPF was published in July 2018, with subsequent iterations published in February 2019, July 2021, September 2023, December 2023 and December 2024.

4.10 The following paragraphs of the NPPF are of most relevance to the proposed development:

- Paragraph 8
- Paragraph 10
- Paragraph 11
- Paragraph 85
- Paragraph 115
- Paragraph 131
- Paragraph 135
- Paragraph 170
- Paragraph 187

## 5.0 The Proposal

### About Suzume

5.1 Suzume stands as a distinctive venture under the umbrella of Ukiyo Republic Trading Ltd , aimed at creating a multifunctional hub dedicated to the distribution and direct retail sale of Japanese Sake, Shochu and other Japanese beverages. This visionary concept finds its foundation in the extensive background of Franco Concli (chef-director of The Sparrows/Ukiyo Republic) and Kasia Hitchcock (Japanese sake and shochu specialists at Suzume/Ukiyo Republic Trading), with their combined years of experience spanning hospitality, wholesale, and retail realms. It aims to become a showcase for the largest Japanese sake selection and related products in the North of England. Suzume also aspires to attract national and international wine and spirits trade, positioning itself as a must-visit destination. An additional bolstering factor is the successful operations of The Sparrows, which have thrived since its strategic relocation to the Green Quarter in the year 2020.

5.2 Ukiyo Republic Trading was established in 2022 as a result of the business growth and in support of Ukiyo Republic Ltd to handle distribution, retail and promotion of Japanese sake imported by UKIYO Republic Ltd - an independent importer and UK certified distributor of Japanese Sake since 2017.

### Use and Amount

5.3 Our proposal for Arch 20 at Red Bank centres around the utilisation of existing structures, minimising alterations while creating a versatile space that characterises Suzume's essence. This multifaceted area encompasses distinct components:

- A Sake Bar & Kitchen [Izakaya], situated on the mezzanine level, with the capacity to accommodate approximately 30 patrons.
- A tasting bar thoughtfully designed on the ground floor, capable of hosting up to 20 guests and serving as an extension of the upper floor dining as well as disabled patrons access.
- A Retail shop, also located on the ground floor, providing a direct avenue for customers to explore our catalogue.
- A refrigerated, specialist Warehouse, strategically positioned beneath the mezzanine on the ground floor, capable of housing up to 10,000 bottles.

The proposed internal layout is illustrated on the submitted drawings.

## Appearance

### 5.4 External Alterations

There are no proposed alterations to the front or back of the Arch 20.

Front :

There are two air ventilation inserts into front window panels planned - please see proposed front elevation drawings.

The small A3 menu box and logo will not affect external appearance.

New door shutter is in tune with all other entrances.

Back :

The position of the existing cooling unit on the wall of Back Red Bank is included in the drawings.

The small A3 menu box and logo will not affect external appearance.

Glass entrance doors are covered by external shutter - matching all other entrances.

5.5 Three portable, outdoor tables with chairs (a maximum of 12 chairs) will be placed at the rear entrance (Back Redbank Street). The furniture will be safely stored inside the unit when the site is closed.

There is a plan for portable planters at the Red Bank entrance to minimise any disruption of the public pathway by in and out traffic of Suzume patrons.

## Scale

5.6 There will be no change to the scale of the existing unit as a result of the proposed development.

## Layout

5.7 The internal layout is illustrated on the submitted drawings. There will be no changes to the external layout of the unit because of the proposed development. However, an external seating area is proposed. This is a seasonal and fully removable arrangement using light weight furniture.

## Landscaping

5.8 There will be no permanent landscaping proposed as part of this planning application. Fully movable planters will be placed to each side of the entrance at Red Bank. This is to minimise any possible disruptions to usual pedestrian flow caused by in and out of Arch 20 traffic to usual pedestrian flow.

## Access and Servicing

5.9 There are two public entrances to the Arch 20:

1. Red Bank - for the General Public and staff access and escape route
2. Back Red Bank - for General Public and staff access, escape route and servicing access.

5.10 The Red Bank bank entrance has internal doors installed to reduce drafts, heat losses and provide full security to the building.

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5.11 The Red Bank bank entrance is also an access to the bin and recycling area situated in the front of the entrance (refer to the site plan)

5.12 Adjacent to the Back Red Bank there is public car park available 24/7 for both patrons and members of staff

The Back Red Bank access road will also serve as a taxi pick up point for disabled patrons.

Future bicycle secure locks will be fitted at the Back Red bank entrance for the convenience of both staff and visiting patrons.

5.13 Back Red bank will serve as delivery point from

8.00 – 17.00 weekdays only. No deliveries are expected during the weekends.

## Operational and Management Strategy

### Hours of Use

5.14 Suzume's operational hours (detailed below) will provide a casual, family friendly space for both lunch and dinner. The proposed design is a multi-functional space to offer an accessible, comfortable and affordable dining experience.

- Monday - Sunday 10.00 - 23.30

5.15 Ground floor bar and shop area will be available for public presentations and tastings, as well as an extension to the restaurant and providing dining space for disabled patrons.

### Employment

5.16 Suzume plans to offer employment opportunities to a team of 10 on a full and part-time basis.

Versatile job roles will allow to consider Apprenticeships for young aspiring hospitality individuals as well as senior members of the community.

### Security

5.17 Internal and external CCTV will be in operation at the point opening. Locks will be manual but with internal override to ensure individuals cannot be locked within the space.

### Toilets

5.18 Gender neutral toilets are to be provided on the first floor for visitors. On the ground floor, a toilet will be provided with fittings appropriate for people with additional accessibility requirements or physical disabilities.

### Means of Escape

5.19 The unit has at least one door with direct escape to outside as well as secondary exits, through an open double-height void, ordinarily the staff access. The mezzanine floor has two means of escape and there are no dead-end conditions on this level. Escape from the ground floor will be along a protected corridor, from the WC, Staff Change and Warehouse Storage, to the rear exit (south). There is a dead-end condition of <7.5m for access only on the ground floor, with the main occupied spaces having direct access to a means of escape.

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5.20 There will be emergency exit signage, as per the M&E design that complies with Approved Document Part B, as will the audio-visual alarm system.

5.21 Also the staff / tenants are to be inducted to the correct fire evacuation procedures by the management team upon occupation of the building.

## Waste Management

5.22 A Planning Waste Pro-forma [appendix H ] has been completed and submitted in accordance with MCC's Waste and Storage and Collection Guidance for New Developments (2016). This confirms the size and number of bins required by the development:

- 360 Litre Bin (Glass) Weekly
- 1100 Litre Bin (General Waste) Twice Weekly
- 1100 Litre Bin (Mixed Recycling) Weekly

5.23 The bins will be stored as per FEC's bin storage proposal in a moveable container, as indicated [appendix H]. The designated waste area will include pulvable and mixed recycling bins. The occupier will empty all bins stored internally into the larger bins to the rear. These will be collected by a private waste company twice a week and put back in their original position by the private waste company.

## 6.0 Planning Appraisal

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. This section of the Planning, Design and Access Statement assesses the proposals against the relevant policies of the adopted Development Plan for MCC and other material considerations. The following key considerations are dealt with:

- Principle of Development:
  - Efficient Use of a Vacant Unit within Red Bank Viaduct.
  - Food and Drink Use.
- Design
- Flood Risk

## Principle of development

### Efficient use of a Vacant Unit within Red Bank Viaduct

6.2 The site comprises a vacant unit that was historically used for storage. The site is within the Regional Centre, which is identified as being the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living (Core Strategy Policies SP 1 and EC 3). It is not allocated for a specific use, but it is identified as being within the Red Bank Neighbourhood of the Northern Gateway SRF and comprises part of the Red Bank Viaduct.

6.3 Within the SRF, emphasis is placed on the opportunities that the active use of the arches would bring to the area and the SRF sets out a clear aspiration for the railway arches to be inhabited to support a vibrant public realm where local and new businesses can thrive, with the intention being for the creative re-use of the Red Bank Viaduct to, *"...support the active use of the arches as well as support the delivery of a mixed use destination within Red Bank"* (page 133).

6.4 Although the site has historically been used for storage, it has not been in use since July 2022. The proposed development will make active use of a vacant unit within an accessible location near Manchester City Centre. In reactivating the site, the proposed development will contribute positively to raising the profile and attractiveness of the area and will enable a local business (Suzume) to thrive in this location, in accordance with the aspirations of the SRF. Furthermore, although Suzume is a new venture, the director of Suzume also serves as the manager of Sparrows, a highly acclaimed restaurant that is located at 16 Red Bank, Manchester. Therefore, we have a proven track record of successfully operating within the local area.

6.5 In addition to the above, the proposed development will deliver a number of social, economic and environmental benefits, including:

#### Social

6.6 The proposed development will support the creation of a strong, vibrant and healthy community. In particular, the proposed development will:

- Make effective use of a vacant unit by bringing it back into active use.

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- Complement the surrounding businesses and the growing residential-led neighbourhood by offering a specialist culinary menu accompanied by a range of high-quality drinks and ancillary retail.
- Contribute positively to the regeneration of the site and wider area, thus, raising the profile of this part of Red Bank in accordance with the Council's strategy for the area.
- In bringing the site back into active use, the proposed development will have a positive impact on passive surveillance, which will contribute towards creating a safer local environment.
- Enhance the character and appearance of the local area by bringing a vacant unit back into active use.
- Increase footfall and activity within this part of Manchester, helping direct consumers towards this area of the city.
- Provide an accessible meeting space for the local community and residents; one that can be used both in the daytime and for evening events; and,
- Deliver an accessible development, which is within proximity to public transport links.

## Economic

6.7 The proposed development will contribute towards building a strong, responsive and competitive economy. In particular, the proposed development will:

- Create approximately 10 no. full-time and part time jobs for age diverse local community ;
- Allow the site to become a 'destination', which will increase footfall to the area and, thus, contribute positively towards the economic regeneration of this part of the city.

## Environmental

6.8 The proposed development will not result in significant harm to the natural, built or historic environment. In particular, the proposed development will:

- Make efficient use of a vacant unit within an accessible location close to the City Centre.
- Be accessible by sustainable modes of transport, including walking, cycling, rail, Metrolink and bus.
- Not have an adverse impact on the surrounding area, such as in terms of noise or flood risk; and,
- Reduce the amount of CO<sub>2</sub> emissions being produced by using locally sourced produce where possible and ensuring an efficient ordering system is used to reduce the number of deliveries made to the site. Suzume is looking to become a zero-waste restaurant and plans to operate a strict food and waste management system. Through the use of only fresh food, the kitchen will be able to eliminate waste by ensuring maximum use of all ingredients with the aim to purchase a IMC waste station.

As detailed in the preceding sections of this Statement, the active use of the Red Bank Arches is priority for FEC and will be key to ensuring the creation of a vibrant public realm, which will complement the forthcoming residential-led development in the area and create a successful mixed-use destination within Red Bank. Suzume is well-known within the area as we already successfully operate from 16 Red Bank as 'Sparrows'. Consequently, the proposed development will positively promote the continued social, economic and environmental regeneration of this area of the City by enabling the re-use of a vacant unit within Red Bank Viaduct, in accordance with the aspirations of the Northern Gateway SRF, Core Strategy Policy SP 1, Policy JP-STRAT2, Policy JP-S1, Policy JP-P1, paragraphs 8 and 124 of the NPPF (2024). Furthermore, the proposed development will make a positive contribution towards the creation of neighbourhoods of choice by enhancing the character of the local area (Core Strategy Policies SP 1 and DM 1) in a location that is easily accessible by sustainable modes of transport (Core Strategy Policy T 2, Policy JP-C8, and paragraph 115 of the NPPF (2024)). Therefore, the proposed development will offer greater benefits in terms of the Core Strategy's vision and spatial objectives that the vacant unit's former use for storage, in accordance with Policy EC 2 of the Core Strategy.

## Food and Drink Use

6.9 Policy C 10 emphasises that new development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to the following considerations: Cumulative Impact; Residential Amenity; and Balance. Similarly, Saved UDP Policy DC10 relates to 'Food and Drink Uses' and requires proposals for such uses to consider the effect on amenity of neighbouring residents; the availability of safe and convenient arrangements for car parking and servicing; ease of access for all, including disabled people; and the storage and collection of refuse and litter. Therefore, an assessment against the above combined considerations is provided below covering:

- Cumulative Impact.
- Residential Amenity, including noise; traffic, access, servicing and waste collection; and disturbance.
- Balance.

### Cumulative Impact

6.10 The site is located within Red Bank Viaduct and is within a mixed-use area. The proposed development comprises a restaurant and bar, with ancillary retail and storage area, in addition to external alterations and outdoor seating area.

At the time of writing, there are approximately 15 to 20 units with 2 to 3 units providing bars / café uses. This equates to approximately 15% of the total units. Only one of these sites offers comprehensive restaurant facilities. As a result, the addition of the proposed use will not result in an over-concentration of uses that could be detrimental to the character or vitality of the neighbourhood. Instead, the proposed development will enhance the variety of this mixed-use area, providing an exciting, modern use that will support both residents and the wider community by offering a social space during the daytime and through into the evening.

### Residential Amenity

#### *Noise*

6.11 An environmental noise survey has been undertaken at the site by Clement Acoustics. The Noise Impact Assessment is submitted alongside this planning application.

6.12 The results of the survey have enabled criteria to be set for noise emissions from the proposed plant in accordance with the requirements of MCC. A noise impact assessment has then been undertaken for a proposed chiller unit using manufacturer noise data to predict the noise levels, due to the proposed plant, at the nearby noise sensitive receivers. Calculations show that noise emissions from the proposed chiller unit should meet the requirements of MCC with the recommended mitigation installed as stated within the Assessment.

6.13 The proposed development will use both

1. purified recirculated air kitchen extraction systems (no external ducts, indoor air circulation only) Appendix
2. Internal heat recovery ventilation unit designed to supply fresh air into the space and extract used air out, while maintaining steady temperature and moisture control. Appendix K ( technical specification)

6.14 This means there will be no external noise from the ventilation plant, thus, it does not require assessment. Therefore, the proposed development accords with Core Strategy Policy DM 1, Saved UDP Policy DC26, and paragraph 187 of the NPPF (2024).

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## *Traffic, access, servicing and waste collection*

6.15 The site is located within an accessible location, within ease of access to several sustainable modes of transport. Owing to the site's accessible location, the proposed development does not include parking for visitors. However, if required, visitors can use a 24/7 public car park. Nevertheless, it is expected that most staff will use sustainable modes of transport to travel to and from the site.

6.16 Details of the site's servicing are provided in the preceding sections of this Statement. Deliveries are expected to take place twice a week between the hours of 08:00 and 17:00. Deliveries will take place on the secure service road (Back Red Bank Street) to the rear of the unit, away from the residential areas within Red Bank. The proposal attempts to minimise disruption to local residents and reflects existing operations that function without any adverse impact on surrounding amenities.

6.17 The proposed development has been designed to ensure ease of access for all, as detailed in the earlier sections of, and appended to, this Statement. Pedestrian access to the site is located at 20 Red Bank. This is a well-lit, pavement area that has good passive surveillance from adjacent apartments and regular traffic. To the rear of the unit, from Back Redbank Street, is located a second public entrance accessible for disabled persons.

6.18 Regarding waste collection, there is a loading bay access door accessed from Back Red Bank. This access will allow the kitchen to reach the bin store, which is external and has sufficient space to deal with recycling of product and the service road (existing) designed to allow for service vehicles. The dedicated bin store is provided opposite the Back Red Bank Street entrance, as shown on the submitted plan, in accordance with Core Strategy Policy EN 19.

6.19 Overall, there will not be an unacceptable impact on residential amenity because of traffic owing to the proposed development. Furthermore, it has been demonstrated that the design of the proposed development will allow for access for all, and that safe and convenient arrangements for car parking, servicing and waste collection are in place.

## *Disturbance*

6.20 Unit 20 Red Bank has already been granted a full on and off-premises licence (see Appendix-D) for Monday to Sunday 10.00 - 23.30. Therefore, for public access and Suzume operational hours, we would like to propose Monday - Sunday 10.00 - 24.00. The outdoor area will be in operation only from 11.00 - 21.00. No music or outdoor entertainment will be allowed, and CCTV security systems will be installed to allow for constant monitoring by management and staff.

6.21 To ensure the successful integration of the proposed development within the Red Bank neighbourhood, an operational management strategy will be implemented, as detailed earlier within this Statement. This strategy will outline key measures for managing customer flow, deliveries, waste disposal, noise control, and overall site maintenance. These measures will help maintain a high-quality environment for both visitors and existing residents.

6.22 This document will be secured as a planning condition as part of any prospective planning permission for the site. Conditioning the operational management strategy ensures that the commitments outlined in this document are formally enforced, providing reassurance that the development will operate efficiently and responsibly. This approach aligns with best practices in urban development, balancing economic growth with residential amenity whilst also enhancing the area's commercial and social vibrancy.

6.23 In addition to the above, to minimise disturbance further, internal signage will be placed by the entrance of the unit to remind customers to leave the premises quietly. As outlined in our operational and management strategy, the

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manager's role and responsibility will be to monitor guest behaviour, prevent any congregation and maintain orderly/quiet leave of the premises.

## *Summary*

Therefore, the proposed development will not create an unacceptable impact on neighbouring uses in terms of noise, traffic or disturbance.

## Balance

6.24 The proposed development will support both the daytime and evening/night-time economies owing to its proposed hours of use, as detailed previously in this Planning, Design and Access Statement.

6.25 The proposed development is of a small-scale, comprising the change of use of an existing vacant unit within Red Bank Viaduct. Furthermore, the retail element of the proposed development will be ancillary to the restaurant and bar. Therefore, the proposed development will not undermine the role of the primary shopping area.

## Summary

6.26 Overall, as demonstrated above, the proposed development accords with Core Strategy Policy C 10 and Saved UDP Policies DC10 and DC26.

## Flood Risk

6.27 The application site is defined as being in the Environmental Agency's Flood Zone 2 and is approximately 0.05 kilometres from Flood Zone 3 (GMODIN) which means there is a low to medium risk of flooding to the area. Flood zone 2 areas are defined as being 'with a 1 in 1000 (0.1%) chance of flooding each year.'

6.28 NPPF footnote 20 states that areas within this flood zone require a flood risk assessment. This includes minor development and change of use.

6.29 The site, as it is in no immediate flood risk areas, will not require any mitigation measures and the proposal contains only minor changes to the exposed rear facade which will not affect the likelihood of flooding.

6.30 Following this analysis of the site and the proposed change, it is determined that the development will not increase the risk of flooding on site.

## General Management strategy and licensing objectives

6.31 UKIYO Republic Trading Ltd group Health & Safety is set for safety guidance of business operations, well-being of both employees and customers, as well as obligation carrying out main licensing objectives including:

- PUBLIC SAFETY
- PROTECTION OF CHILDREN FROM HARM
- PREVENTION OF PUBLIC NUISANCE
- PREVENTION OF CRIME AND DISORDER

## 7.0 Design and Building Regulations Access Statement

### 7.1 Introduction

Suzume comprises of a ground floor shop, storage and bar space and first floor restaurant and bar area [ existing and proposed floor plans are included appendix B | C | D].

This facility is held within a refurbished railway viaduct on Red Bank and Faber Street. The new facility will have associated parking for employees and services within the existing road accessed from Faber Street.

### 7.2 Travels to Site

The site is next to the public parking accessed from Faber Street and is 0.4 miles from Victoria station Manchester which also gives access to tram and taxi services.

There are residential units adjacent to the site and a hotel (Park in by Raddison). Planning activity is active and further residential towers are currently being constructed/planned within 5 minutes' walk of the site.

### 7.3 Building Environs

The site is bounded by Red Bank and Faber Street which as redevelopment occurs are increasing in activity. The site roads fall to the South bending East to connect to Dantzic street on the edge of the NOMA development area.

The topography of the surrounding area is out of the remit and control of this development, but in general the surrounding areas are sloping towards the Noma development area and Victoria station. The planned work will have no effect on the topography.

There will be two entrances to the unit:

1. Red Bank entrance and
  2. Back Red Bank entrance with internal double-glazed doors fitted to reduce drafts, heat losses and noise.
- Back Red Bank Street exit / entrance will allow the kitchen to reach the external bin store and recycling area opposite the entrance.

### 7.4 Access into the Building

The entrance door from Red Bank will be a large externally open dark / graphite/ black , fire proof door which if needed will be opened by staff located close to this corner both for reasons of welcome and security. CCTV will be in operation at the point opening.

Locks will be manual but with internal override to ensure individuals cannot be locked within the space.

Two fully movable planters will be placed outside the doors to prevent any accidental disruptions to pedestrian flow. The back Red Bank glass door entrance will serve as a daytime access to the shop and bar as well as mobility issues affecting patrons' access. This is also deliveries and trade access for the warehouse. .

### 7.5 Internal Doors

Generally, most internal doors are to have a structural opening of 1010mm, with a door leaf of 926mm and therefore a clear opening over 825mm will be achieved. Cross corridor doors where required for security and fire separation are double leaf, approached straight on and will have one leaf designed for a clear width of 800mm to comply with Part M.

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## 7.6 Windows

There are no standard windows fitted in the building. Upper panels of the arch are set in frame, corrugated, clear double PVC panels, allowing daylight into the building.

Front Red Bank window panels will have two air and heat exchange flat inserts installed. This is to provide fresh air into the building as well as to moisture and temperature control. Both inserts are flat and non disturbing to the street view. Similar inserts are observed in unit 22 Red Bank M44HF.

The property is a high ceilings (7.5 m) open space used as an office and distribution centre by the previous tenant. Air circulation will be implemented by

- purified recirculated air kitchen extraction systems (no external ducts, indoor air circulation only)
- Internal heat recovery ventilation unit designed to supply fresh air into the space and extract used air out, while maintaining steady temperature and moisture control. It will be strategically placed on the top of upper-level toilets to aid the mezzanine seating area with fresh air. Please see APPENDIX K for the technical specification of the proposed system as well as its location within the unit.
- Backyard large double glass doors (3.80m x 3.80m) fire safety certified doors opening to maximum of 1.7 metre width - allowing disable access to the lower part of the property/ bar/ shop/ warehouse
- Double glass works also as an additional insulation, reducing energy usage and helping to maintain moisture at controlled levels of 55- 65% at stable throughout the year 18- 20 degrees in doors.

## 7.7 Toilets

Gender neutral toilets are to be provided on the first floor for visitors. On the ground floor a toilet will be provided with fittings appropriate for people with additional accessibility requirements or physical disabilities.

## 7.8 Internal Corridors

The internal corridors on the ground level have a clear width of 180 cm and 130 cm allowing comfortable access to disabled toilet and staff access to the rear service areas.

The L shape corridor has emergency lighting and smoke detectors fitted.

Total distance from far end of the corridor / changing room to the fire exit is 13.5 m

## 7.9 Vertical Circulation

### Stairs

The mezzanine is accessed by two stairways; one from the main entrance off Redbank, and one to the rear that takes you to the ground floor and final exit. As an existing building, Suzume will utilise the existing structure and access, which forms part of the character of the building.

### Lifts

There are no lifts proposed as all visitor functions are fully provided at ground floor.

## 7.10 Kitchen / Refreshment Areas

At the mezzanine level there is a kitchen area within a protected fire zone. Although the kitchen will be open to the public during serving times a flexible roller fire curtain will deploy with activation of the fire alarms.

The kitchen is accessed through doors with a clear opening of 850mm; therefore, access for DDA compliance is achieved.

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## 7.11 Means of Escape

The unit has at least one door with direct escape to outside as well as secondary exits, through an open double-height void, ordinarily the staff access. The mezzanine floor has two means of escape and there are no dead-end conditions on this level. Escape from the ground floor will be along a protected corridor, from the WC, Staff Change and Warehouse Storage, to the rear exit (south). There is a dead-end condition of <7.5m for access only on the ground floor, with the main occupied spaces having direct access to a means of escape.

There will be emergency exit signage, as per the M&E design that complies with Approved Document Part B, as will the audio-visual alarm system.

Also, the staff / tenants are to be inducted to the correct fire evacuation procedures by the management team upon occupation of the building.

## 8.0 Conclusion

8.1 'Planning permission and Change of Use from current B8 (light storage facility) to Sui Genres A4/ A1 and provision of minor alterations to front and rear of the building and use of outdoor seating area to the rear.

8.2 The site is located within the Irk Valley, Green Quarter, an area recognised for its potential commercial growth. It will deliver a growing and exciting business (Ukiyo Republic Trading / ta Suzume) which will enhance the existing mixed-use character of Red Bank and contribute to the social amenities available to local residents. The proposal encourages an active evening economy whilst ensuring noise levels appropriate to the location.

8.3 The proposal will bring a vacant brownfield site into active use, encouraging regeneration in the area. Further, Suzume will attract visitors to the area, increasing footfall and interest in future development of the adjacent railway arches.

8.4 The proposal accords with national planning policies and supports sustainable development. It promotes the expansion of a small business and the resulting job creation, whilst also improving local leisure and cultural activity. It performs an environmental role by rejuvenating a vacant and derelict unit and ensures the proposed designs complement the natural and built environment in the Red Bank Viaduct.

8.5 This planning, design and access statement demonstrates that the proposed use and alterations are suited to the building and area. It will complement surrounding businesses and provide a new amenity for residents; one that will not have an adverse impact on neighbouring residential properties.

8.6 The proposed development is fully in accordance with local and national planning policies. Therefore, under paragraph 11 of the NPPF (2019) should be approved without any delay.

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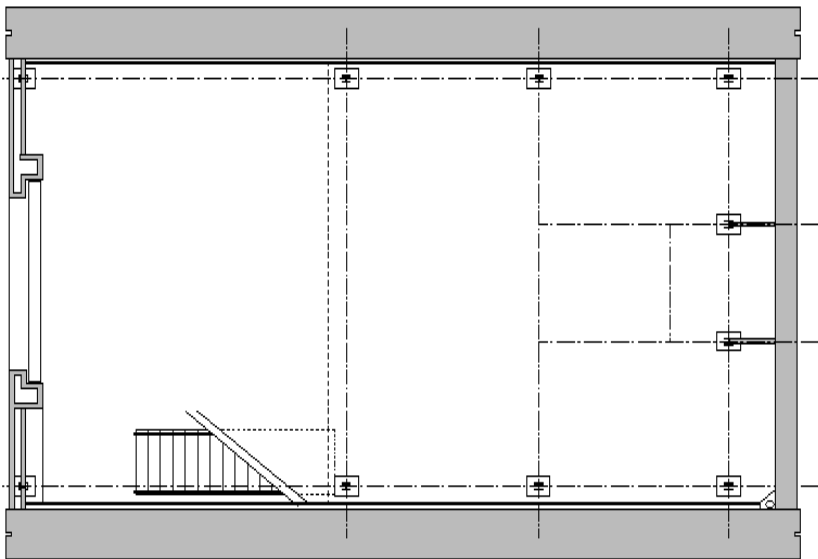
## APPENDICES

## APPENDIX A - Site Location

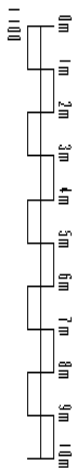
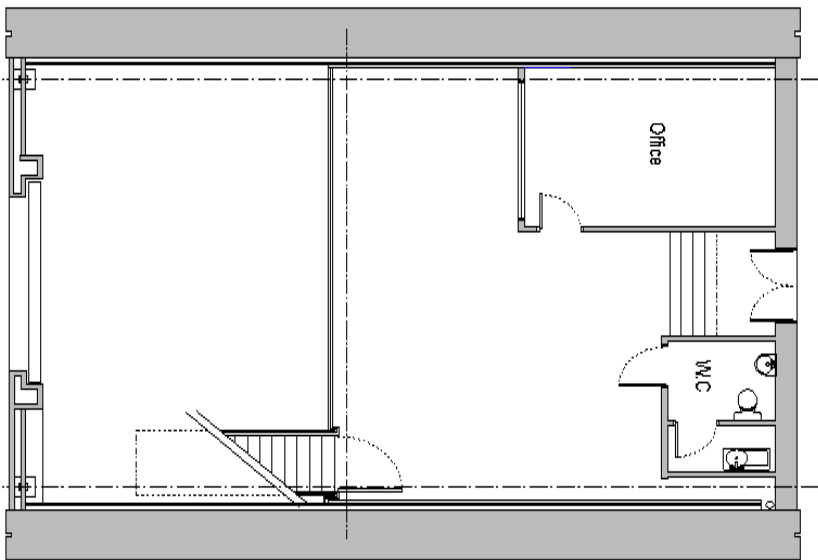


Unit 20 Red Bank, Manchester M44HF- site location

Existing Main Ground Floor Plan



Existing Mezzanine Plan



APPENDIX C - Proposed front/rear/floor plans

1. Detailed site plan showing the location of the proposed building within the site boundaries.

2. The building footprint is shown in black, and the surrounding area is shown in grey.

3. The building footprint is shown in black, and the surrounding area is shown in grey.

4. The building footprint is shown in black, and the surrounding area is shown in grey.

5. The building footprint is shown in black, and the surrounding area is shown in grey.

6. The building footprint is shown in black, and the surrounding area is shown in grey.

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10. The building footprint is shown in black, and the surrounding area is shown in grey.

Legend

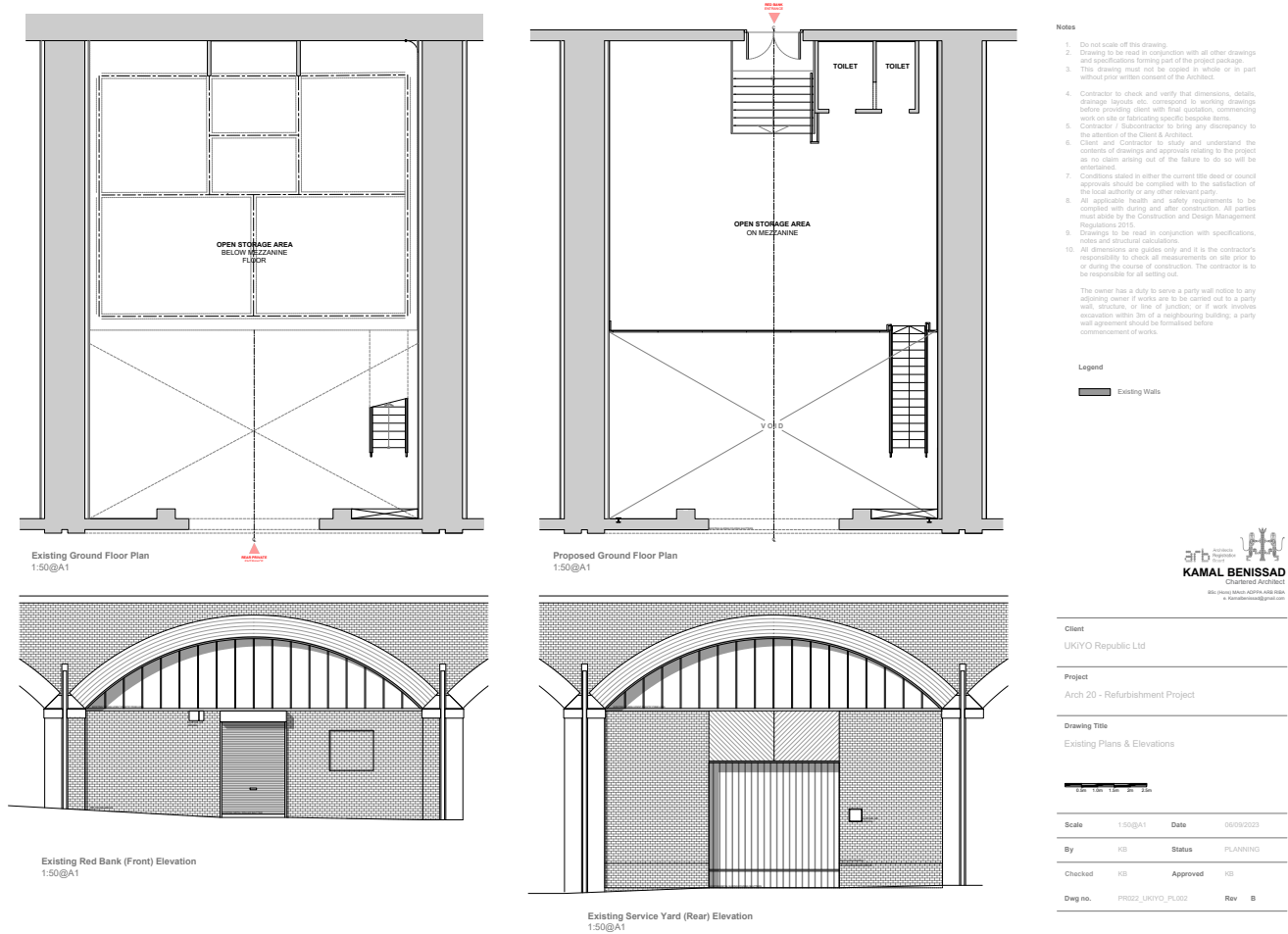
- Existing
- Proposed
- Proposed
- Proposed

**KAMAL BEHESAD**  
CLUB & RESTAURANT  
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APPENDIX D – Proposed front elevation

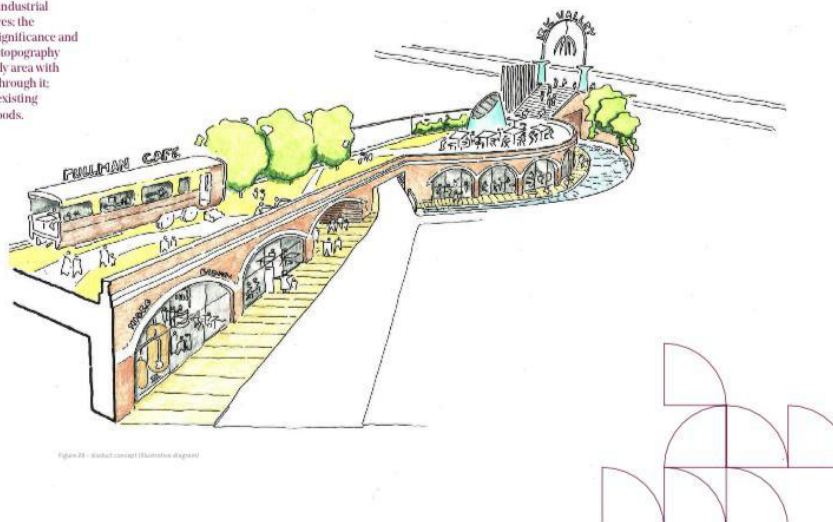


## APPENDIX E - Northern gateway Development | regeneration framework 2019



### CREATION OF THE PLACE

The character of the Northern Gateway is profoundly influenced by the area's existing assets: the post-industrial legacy of railway structures; the remaining buildings of significance and architectural quality; the topography and landscape of the study area with the river valley running through it; and the character of the existing fragmented neighbourhoods.



## APPENDIX F - Manchester Core Strategy 2012 - 2027

### [relative summary]

#### SP1 – Spatial Principles

The key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for the economic and commercial development, retail, Manchester development include a focus on the Regional Centre as an area for economic and commercial development.

#### EC1 – Employment and Economic Growth in Manchester

The Council will support other significant contributors to economic growth and productivity.

Priorities for ensuring continued economic growth include:

- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses.
- Ensuring the continued social, economic and environmental regeneration of the city. Development proposals should have regard to:
- Climate change resilience demonstrating how CO2 emissions will be minimized with the aim of zero carbon through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure.
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimizing detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport.

#### EC2 – Existing Employment Space

The Council will seek to retain and enhance existing employment space and sites. CC7 – Mixed-Use Development

The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible.

Mixed use developments will be an essential part of City Centre development, as they reflect the variety of uses which co-exist in this environment. They are an important means of promoting the efficient use of land.

#### C10 – Leisure and Evening Economy

New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/ night-time economy will be permitted, subject to the following considerations:

- 1.Cumulative impact – in areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities.
- 2.Residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
- 3.Balance – new uses in Manchester centres should support both the daytime and evening/ night-time economies whilst not undermining the role of the primary shopping area.

When considering the impact of a proposed bar or hot food take away regard will be had to the above policy and also:

- The existing number of similar establishments in the immediate area and their proximity to each other.

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- The type and characteristics of other uses, such as housing, shops and public houses.
- The existence of vacant shop units and the condition of the unit.
- The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community.
- The character of the centre and its frontage, and the nature of the use proposed; •The potential impacts of the proposal on the wider community; and
- Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.
- This policy aims to encourage evening and night-time economy uses that contribute to the vitality of Manchester's centres and that support the creation of a safe, balanced and socially inclusive evening economy. The Council recognises that a vibrant evening economy is important, both to the well-being of its residents and as a source of economic activity.

However, this needs to be balanced against the other functions of centres, and in particular the need to support daytime activity.

## T1 – Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon-free modes of transport.

## T2 – Accessible areas of opportunity and need

The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers
- It is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

## APPENDIX G - Unitary Development Plan 1995

DC10.1 In determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to:

A: the general location of the proposed development, including any reference to the area in other policies in the Plan;

B: the effect on the amenity of neighbouring residents.

C: the availability of safe and convenient arrangements for car parking and servicing; D: ease of access for all, including disabled people; and

E: the storage and collection of refuse and litter.

DC10.2 The Council will normally accept the principle of developments of this kind in the City Centre, industrial and commercial areas, in shopping centres and, at ground level, in local shopping parades of more than 8 shops or offices.

DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City.

### CC10 – Industrial and Commercial Use

The Council will encourage the continued high level of economic activity in Strangeways and lower Cheetham Hill Road areas.

APPENDIX H - Manchester City Council pro forma waste management | bin storage and collection point



Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number:  
Date Submitted:  
Estimated volumes / m2 required by the development

|                                                                                             |                                     |
|---------------------------------------------------------------------------------------------|-------------------------------------|
| Will this property be used as a House in Multiple Occupation (HMO)?                         | Yes / No<br>(delete as appropriate) |
| If this property will be used as an HMO, how many people do you intend to accommodate (5+)? |                                     |

Low Rise Domestic

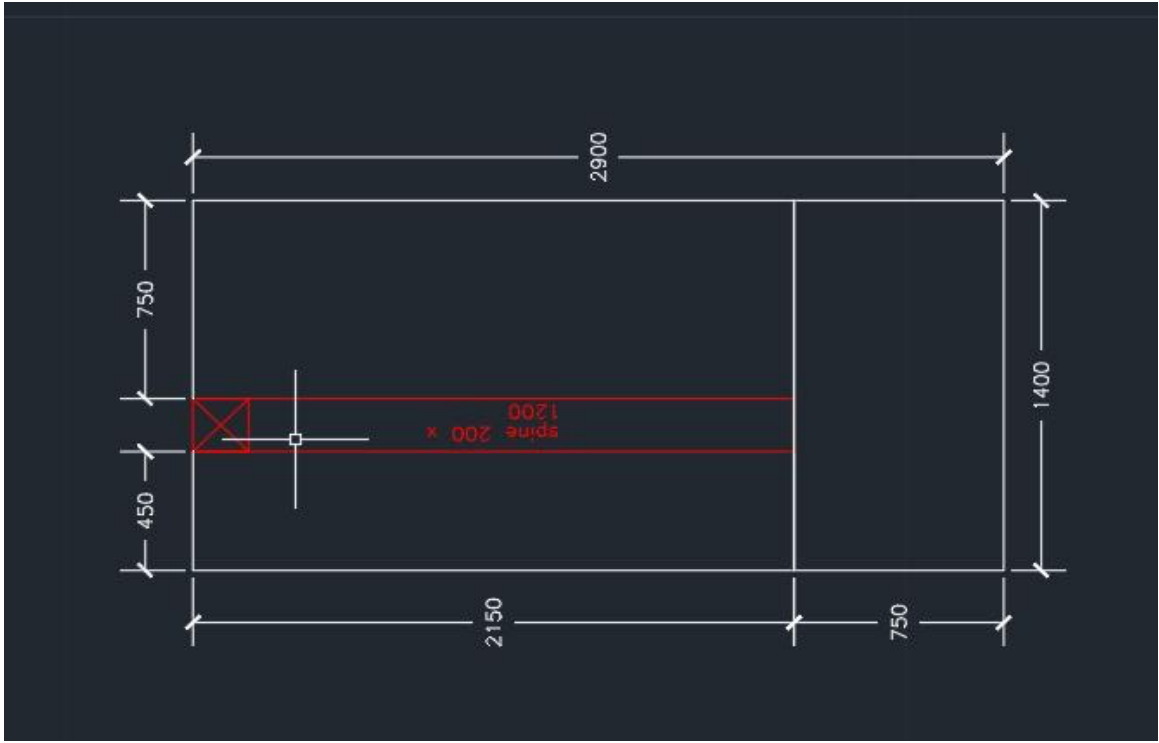
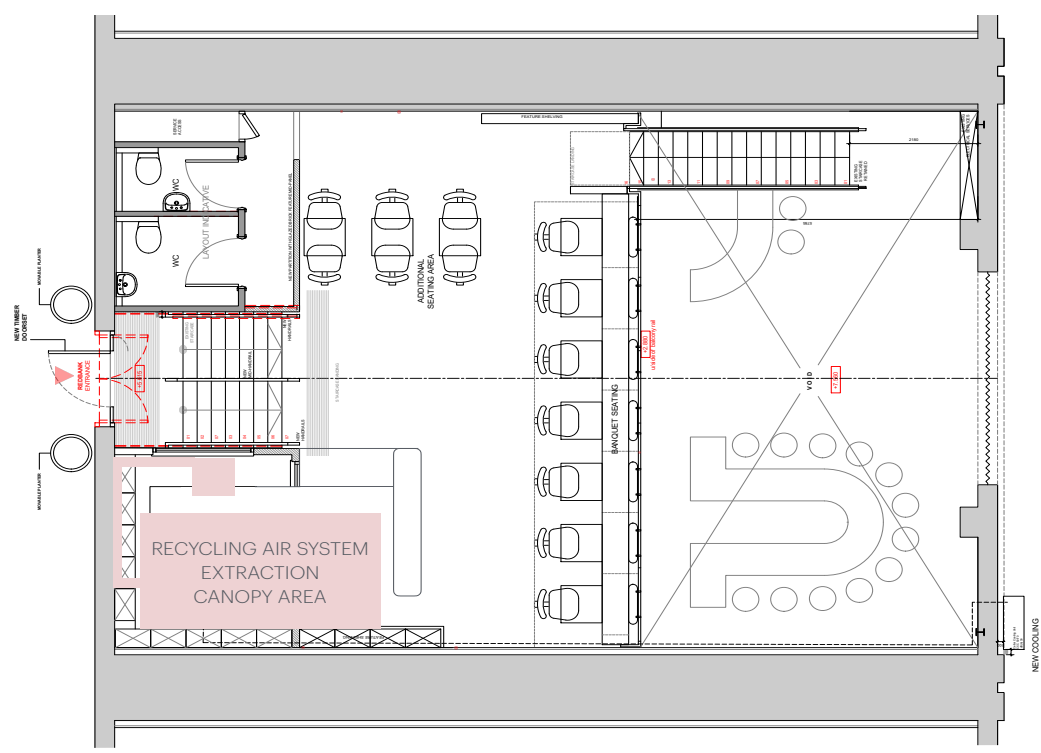
| Waste Types        | Capacity required (litres)                  | Number of bins required (per household)    | Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these) |
|--------------------|---------------------------------------------|--------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| General refuse     | 140 standard / 240 in certain circumstances | 1 x wheeled bin (possibly more for HMO)    |                                                                                                                   |
| Pulpable Recycling | 240                                         | 1 x wheeled bin (possibly more for HMO)    |                                                                                                                   |
| Mixed Recycling    | 240                                         | 1 x wheeled bin (possibly more for HMO)    |                                                                                                                   |
| Garden Waste       | 240                                         | 1 x wheeled bin (possibly more for HMO)    |                                                                                                                   |
| Food Waste         | 23                                          | 1 x 23 litre caddy (Possibly more for HMO) |                                                                                                                   |



UKIYO REPUBLIC TRADING Ltd / Suzume

20 Red Bank - Manchester M4 4HF

APPENDIX I - Extraction plan



## APPENDIX J - Premises Licence



### LICENSING ACT 2003 PREMISES LICENCE SUMMARY

|                         |            |
|-------------------------|------------|
| Premises licence number | 290631     |
| Granted                 | 15/08/2023 |
| Latest version          | As above   |

#### Part 1 - Premises details

|                                       |
|---------------------------------------|
| Name and address of premises          |
| Suzume                                |
| Arch 20, Red Bank, Manchester, M4 4HF |

|                                                                     |
|---------------------------------------------------------------------|
| Details of premises licence holder                                  |
| Name: Ukiyo Republic Trading Ltd                                    |
| Address: Apt 10 Admin Building, 6 New Bridge St, Manchester, M3 1NL |
| Registered number: 14415198                                         |
| Name of designated premises supervisor                              |
| Katarzyna Hitchcock                                                 |

|                                                                              |
|------------------------------------------------------------------------------|
| Licensable activities authorised by the licence                              |
| 1. The sale by retail of alcohol*.                                           |
| * All references in this licence to "sale of alcohol" are to sale by retail. |

|                                                                            |
|----------------------------------------------------------------------------|
| The times the licence authorises the carrying out of licensable activities |
|----------------------------------------------------------------------------|

|                                                                               |
|-------------------------------------------------------------------------------|
| Sale by retail of alcohol                                                     |
| <b>Standard timings</b>                                                       |
| Day Mon Tue Wed Thu Fri Sat Sun                                               |
| Start 10:00 10:00 10:00 10:00 10:00 10:00 10:00                               |
| Finish 23:30 23:30 23:30 23:30 23:30 23:30 23:30                              |
| The sale of alcohol is licensed for consumption both on and off the premises. |
| Seasonal variations and Non-standard Timings:                                 |
| None                                                                          |

|                                                  |
|--------------------------------------------------|
| Hours premises are open to the public            |
| <b>Standard timings</b>                          |
| Day Mon Tue Wed Thu Fri Sat Sun                  |
| Start 10:00 10:00 10:00 10:00 10:00 10:00 10:00  |
| Finish 00:00 00:00 00:00 00:00 00:00 00:00 00:00 |
| Seasonal variations and Non-standard Timings:    |
| None                                             |

|                                                                              |
|------------------------------------------------------------------------------|
| State whether access to the premises by children is restricted or prohibited |
| Restricted in accordance with the Licensing Act 2003                         |

Issued by:  
Premises Licensing Team, PO Box 532, Manchester City Council, Manchester M60 2LA

## TECHICAL DATA



|                                                                                                                                                                                                                  |                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| Name:                                                                                                                                                                                                            | Vent-Axia                  |
| Model ID (Stock Ref.) :                                                                                                                                                                                          | HR 500 - 14101010          |
| SEC Class                                                                                                                                                                                                        | D                          |
| SEC Value ('Average')                                                                                                                                                                                            | -20.17                     |
| SEC Value ('Warm')                                                                                                                                                                                               | 0.46                       |
| SEC Value ('Cold')                                                                                                                                                                                               | -56.98                     |
| Label Required? (Yes/No=Out of scope)                                                                                                                                                                            | Yes                        |
| Declared as: RVU or NRVU/UVU or BVU                                                                                                                                                                              | RVU/BVU                    |
| Speed Drive                                                                                                                                                                                                      | Variable Speed             |
| Type HRS (Recuperative, Regenerative, None)                                                                                                                                                                      | Recuperative               |
| Thermal Eff. [ (%) , NA(if none)]                                                                                                                                                                                | 70.00                      |
| Max. Flow Rate (m3/h)                                                                                                                                                                                            | 550.80                     |
| Max. Power Input (W): (@Max.Flow Rate)                                                                                                                                                                           | 210.00                     |
| LWA: Sound Power Level (dB)                                                                                                                                                                                      | 70.52                      |
| Ref. Flow Rate (m3/s)                                                                                                                                                                                            | 0.10710                    |
| Ref. Pressure Diff. (Pa)                                                                                                                                                                                         | 70.00                      |
| SPI [W/(m3/h)]                                                                                                                                                                                                   | 0.52                       |
| Control Factor & Control Typology: (CTRL/ Typology)                                                                                                                                                              |                            |
| Control Factor; CTRL                                                                                                                                                                                             | 1.00                       |
| Control Typology                                                                                                                                                                                                 | Manual Control             |
| Declared: -Max Internal & External Leakage Rates(%) for BVUs or carry over (for regenerative heat exchangers only),<br>-&Ext. Leakage Rates (%) for Ducted UVUs;                                                 | <5% Internal, <5% External |
| Mixing Rate of Non-Ducted BVUs not intended to be equipped with one duct connection on either supply or extract air side;                                                                                        | TBC                        |
| Position and description of visual filter warning for RVUs intended for use with filters, including text pointing out the importance of regular filter changes for performance and energy efficiency of the unit | N/A                        |
| For UVUs (Instructions Install Regulated Supply/Extract Grilles Façade)                                                                                                                                          | N/A                        |
| Internet Address (for Disassembly Instructions)                                                                                                                                                                  | www.vent-axia.com          |
| Sensitivity p. Variation@+20/-20 Pa: (for Non-Ducted VUs)                                                                                                                                                        | TBC                        |
| Air Tightness-ID/OD-(m3/h) (for Non-Ducted VUs)                                                                                                                                                                  | TBC                        |
| Annual Electricity Consumption: AEC (kWh/a)                                                                                                                                                                      | 7.60                       |
| Annual Heating Saved: AHS (kWh/a)                                                                                                                                                                                |                            |
| AHS: Average                                                                                                                                                                                                     | 38.49                      |
| AHS: Warm                                                                                                                                                                                                        | 17.41                      |
| AHS: Cold                                                                                                                                                                                                        | 75.30                      |

# UKIYO REPUBLIC TRADING Ltd / Suzume

## 20 Red Bank - Manchester M4 4HF

### HR500 & HR500X

#### Wall Mounting Heat Recovery Ventilation Units

##### Installation and Wiring Instructions



**Stock Ref. No.**  
14101008 - HR500 (with 40mm)  
14101009 - HR500X (with 40mm)  
14101010 - HR500X (with 50mm)

#### Warnings & Safety Information

##### IMPORTANT SAFETY INFORMATION

**PLEASE READ THESE INSTRUCTIONS CAREFULLY BEFORE COMMENCING INSTALLATION.**

- Do not install this product in areas where the following may be present or occur:
  - Excessive oil or grease laden atmosphere.
  - Corrosive or flammable gases, liquids or vapours.

- Subject to direct water spray from hoses.
- Ambient temperatures higher than 40°C.
- Possible obstructions that may hinder access to or removal of the unit.

- All wiring must be in accordance with the current I.E. wiring regulations BS7671, or appropriate standards of your country.
- Installation should be inspected and tested by a suitably qualified person after completion.

- Ensure the mains supply voltage, frequency and phase sequence with the rating label.
- The power lead to the unit should be protected with a local double pole fused spur fitted with a 30mA Residual Current Contact Protection of at least 30mA.

- This unit must be earthed.
- Precautions must be taken to protect the back flow of gases into the building from the open end of gas or other hot burning appliances.

- This appliance is not intended for use by persons (including children) with reduced physical, sensory or mental capabilities, without the aid of experience and knowledge, unless they have been given supervision or instruction concerning use of the appliance by a person responsible for their safety.

UK CA CE

HR500 and HR500X Installation & Wiring Instructions

#### Product Description

The Vent-Axia HR500 and HR500X are heat recovery units for through the wall installation, which extract stale air from a room, exchange its heat with fresh air from outside, and then return the fresh, 'conditioned' air to the room.

The unit is ideal for complete rooms, classrooms, offices and the health and welfare facilities, the perfect solution for commercial areas that require a high performance, low-cost ventilation solution.

**Air Direction**

**FROM ATMOSPHERE**

**EXTRACT FROM DWELLING**

**SUPPLY TO DWELLING**

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**FROM ATMOSPHERE**

**EXTRACT FROM DWELLING**

**SUPPLY TO DWELLING**

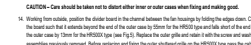
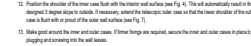
HR500 and HR500X Installation & Wiring Instructions

PLEASE RETAIN THESE INSTRUCTIONS WITH THE PRODUCT.

Head Office: Fleming Way, Crawley, West Sussex, RH10 9YX.  
EU Authorized Representative: Vent-Axia Breda B.V. 17442 CX Nijverland Nederland authorised@vent-axia.nl  
UK NATIONAL CALL CENTRE: Newland Road, Crawley, West Sussex, RH10 9JAS/SALES ENQUIRIES: Tel: 0344 8560590 Fax: 01293 565169  
TECHNICAL SUPPORT Tel: 0344 8560594 Fax: 01293 5328147 For details of the warranty and returns procedure please refer to vent-axia.eu or write to Vent-Axia Ltd, Fleming Way, Crawley, RH10 9YX

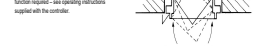
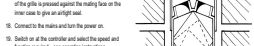
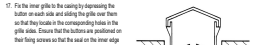
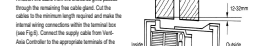
#### Installation

- Position the unit in the wall opening with the physical label placed on top of the flange as the base to provide support for the unit wall. Thread the cable from the connection between the inner and outer casing and through the hole located in the wall of the top face of the inner case.



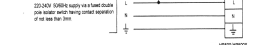
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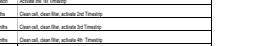
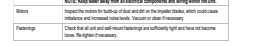
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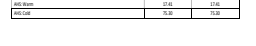
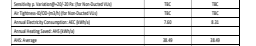
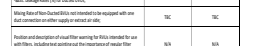
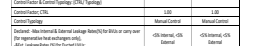
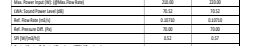
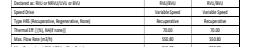
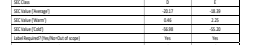
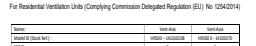
#### Maintenance

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#### Product Fiche

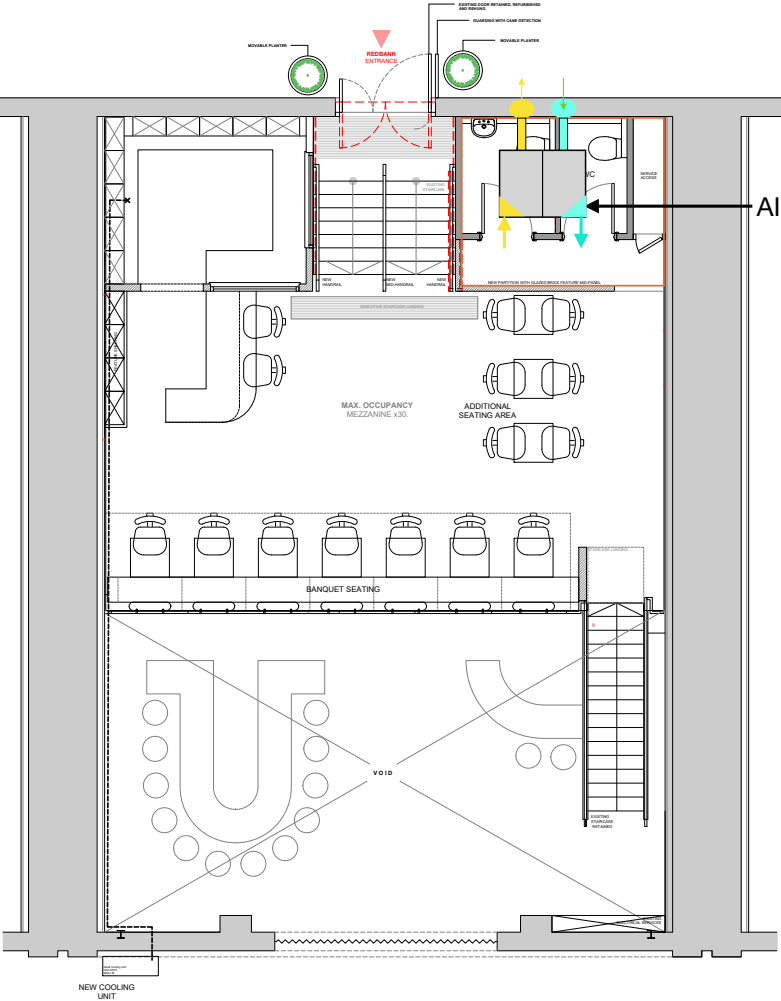
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# UKIYO REPUBLIC TRADING Ltd / Suzume

20 Red Bank - Manchester M4 4HF

## Air and hit exchange unit location

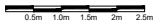


Proposed Mezzanine Floor Plan  
1:50@A1

- Notes
1. Do not scale off this drawing.
  2. Drawing to be read in conjunction with all other drawings and specifications forming part of the project package.
  3. This drawing must not be copied in whole or in part without prior written consent of the Architect.
  4. Contractor to check and verify that dimensions, details, drainage layouts etc. correspond to working drawings before providing client with final quotation, commencing work on site or fabricating specific bespoke items.
  5. Contractor / Subcontractor to bring any discrepancy to the attention of the Client & Architect.
  6. Client and Contractor to study and understand the contents of drawings and approvals relating to the project as no claim arising out of the failure to do so will be entertained.
  7. Conditions stated in either the current title deed or council approvals should be complied with to the satisfaction of the local authority or any other relevant party.
  8. All applicable health and safety requirements to be complied with during and after construction. All parties must abide by the Construction and Design Management Regulations 2015.
  9. Drawings to be read in conjunction with specifications, notes and structural calculations.

- Legend / Key etc.
- Existing
  - Proposed Stud Walls
  - Demolition
  - Extents of MEP Service Zone above Toilets

**arb** Architects  
Registration  
1000011  
**KAMAL BEISSAD**  
Architect  
BSc (Hons) March ADPPA ARB  
Kamalbeissad@gmail.com

|                                                                                       |                   |        |          |
|---------------------------------------------------------------------------------------|-------------------|--------|----------|
| Client                                                                                |                   |        |          |
| UKIYO Republic Ltd                                                                    |                   |        |          |
| Project                                                                               |                   |        |          |
| Arch 20 - Refurbishment Project                                                       |                   |        |          |
| Drawing Title                                                                         |                   |        |          |
| Proposed Ground & Mezzanine Floor Plan                                                |                   |        |          |
|  |                   |        |          |
| Scale                                                                                 | 1:50@A1           | Date   | 16/06/25 |
| By                                                                                    | KB                | Status | PLANNING |
| Approved                                                                              | KB                |        |          |
| Dwg no.                                                                               | PR022_UKIYO_PL003 | Rev    | E        |