

Topic	Comment (inc. date)	Responsibility	Resolved (Y/N)	Final Response
HIGHWAYS				
Mitigation	13th January - MCC Highways Site observations have confirmed that there are no signalised pedestrian crossing facilities at the signalised junction of Laystall Street. TfGM recommend that the development funds the provision of a green pedestrian signal. This is considered necessary to support the development, given the significant increase in footfall that could be expected from the Hotel use. As Laystall Street is one-way there would be very little impact on the capacity of the junction and as such, this would not need to be modelled.	Curtins / Client	Yes	The applicant is willing to fund the provision of a green pedestrian signal.
Junction Layout	13th January - MCC Highways In respect of Paragraph 3.3.2, TfGM and MCC agreed to the reduction of Laystall Street to one lane. It should be highlighted that there is no discussion relating to the impact of reducing Laystall Street to one lane. Whilst full modelling isn't required an observation of current operation (it is currently down to one lane for roadworks) would be helpful to understand the impact for others reviewing the TS. This could be a qualitative observation but a quantitative assessment would be preferred.	Curtins / Client	Yes	The reduction to a single lane was discussed and agreed with both MCC Highways and TfGM during the pre-app stage of the project. It was also agreed that no assessment would be needed. However and following the recent request, a queue length survey was conducted during routine road works in order to assess the performance of the Laystall Street signalised junction with a single operating lane. The road works at this junction had reduced Laystall Street to just the left lane (right turn lane removed), providing a representative display of the junction's performance with a single lane along Laystall Street. The Queue Length Survey was carried out by Curtins during Monday 23rd January at both the AM (0800-0900) and PM (1700-1800) peaks. During this survey the number of cycles, time, length of queue, and number of vehicles turning right were recorded. The average number of PCUs queuing at the red light cycle during the peaks was low, with only 3 PCUs on average observed during the AM peak and 6 on average during the PM peak. The maximum observed queue length during the survey was 11 PCUs, during the PM peak. Notwithstanding, all 11 PCUs cleared the junction within the following green light period. Based on these results, it is concluded that traffic in the vicinity of the site would not be negatively impacted with the removal of the right-turn lane at the Laystall Street arm of the junction. There are double yellow lines in the vicinity of the site that prevent on street parking. The condition of the markings is considered good and unlikely to require repainting in the near future. Further to this, the proposed loading bay will provide a suitable location for the loading and unloading of goods. On this basis, there are no changes required.
Traffic Regulation Orders	13th January - MCC Highways TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.	Curtins / Client	Yes	
Active Travel	13th January - MCC Highways With reference to Paragraph 4.2 of the TS, the assessment of pedestrian accessibility does not include any indication of the quality or condition of the footways. It is recommended that this should be undertaken to include the pedestrian crossing facilities / street lighting/ footways etc. This will then help to inform and identify any suitable mitigation. For example, site observations have confirmed that there is no tactile paving across the nearest side road across Brock Street at the entrance of Laystall Street. This could be funded as part of the development. Similarly, with reference to Paragraph 4.3 of the TS, whilst the wider context of the cycle facilities are described there is insufficient detail of the suitability of the immediately adjacent cycle facilities. For example, how to travel from the site across Great Ancoats Street by bicycle or how to cycle from the site to the city centre avoiding cycling on Great Ancoats Street. As such the site cannot be considered as accessible by bicycle. Potentially the footway on Great Ancoats Street north of the site could be converted to shared use or a segregated cycle lane. This could be funded as part of the development. To promote active travel and link in with the surrounding environment, the applicant should ensure provision of the following: o The condition of the footways surrounding the site should be improved where necessary as part of development, which would help to improve pedestrian accessibility. o Appropriate walking and cycling signs to city centre sites should be provided as part of the development. o Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards. o Provision of continuous 2-metre-wide footways throughout and surrounding the development.	Curtins / Client	Yes	The condition of the footways in the immediate vicinity of the site is considered good, with the majority of footways having been recently refurbished. The same applies to pedestrian crossings in close proximity of the site, which include dropped kerbs and tactile paving. Whilst Brock Street is not located in the immediate vicinity of the development and it is arguable whether these improvements are directly related to the Proposed Development, the applicant is willing to fund the provision of tactile paving across Brock Street at the entrance of Laystall Street. A shared footway / cycleway commences to the west of Great Ancoats Street, located a short distance to the north of the proposed development (c.185m). This cycle lane leads to the existing provision along Port Street, where cyclists can reach Piccadilly Gardens and Portland Street if they wish to continue south using dedicated cycle facilities. These facilities are considered sufficient given the likely number of cyclists accessing the site. On this basis, the development should not fund additional facilities along Great Ancoats Street, which has been recently refurbished and upgraded. The application can commit to providing appropriate walking and cycle signs, reinstating any footway and raised kerbs where the existing vehicular access points are located, and maintaining a continuous 2m footway surrounding the site.

Parking and Access	13th January - MCC Highways The layby will require a TRO to discourage long stay parking. The TRO and layby detailed design is subject to a S278 agreement with MCC Highways and all costs are attributable to the Developer. Similarly, the accessible parking bay detailed design is subject to a S278 agreement with MCC Highways and all costs are attributable to the Developer. A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team. The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer. For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following: o 5 years of accident history o Audit of key pedestrian routes (crossing points, footway widths, condition etc.) o Audit of key cycling routes (ASLs, cycle lanes etc.) o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.) A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.	Curtins / Client	Yes	The Applicant will comply with the requirements set out. A Stage 1 RSA has been prepared and submitted in conjunction with this document. This is supported by a Designers Response and associated drawing prepared by Curtins.
	Cycle Parking 13th January - MCC Highways The cycle facilities should be made secure through the use of measures such as CCTV and lighting.	Client / Hilton Motto		The Applicant confirms their compliance.
	Boundary Treatments 13th January - MCC Highways It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.	Client / Hilton Motto		The Applicant confirms their compliance.
Refuse and Servicing	The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway. 13th January - MCC Highways It is requested that the bin collection does not take place during the AM or PM peak period.	Client / Hilton Motto	Yes	The Applicant confirms their compliance.
Construction Management Plan	13th January - MCC Highways A Framework Construction Environment Management Plan has been produced for the site. This document provides details of the proposed construction vehicle routing, indicative details of types of construction vehicles and operating procedures. Events and Network Management Team have confirmed that they agree with the proposals in principle. The Traffic Management will need to be agreed as there may be the need to adjust road closures. It is requested that details on the proposed power connection point and the potential traffic management to get into the development is provided. Plans should be submitted and approved once CMP approval is given and a site meeting will be arranged to finalise all details. A full Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk. It is recommended that the above is conditioned and attached to any planning permission that may be granted.	Contractor / RGB / Assured CMS	Yes	The Applicant confirms their compliance.

Topic (inc. source)	Proposed Condition (inc. date)	Responsibility	Response
Crime Impact	13th January <i>The development herby approved shall, where feasible, be designed and constructed in accordance with The recommendations and specification set out in sections 3 and 4 of Crime Impact Statement, Ref.2022/0493/CIS/01, Version A, dated 16.11.22, unless otherwise agreed in writing by the Local Planning Authority, and the agreed measures shall be retained and maintained thereafter.</i>	Client / Hilton Motto	The Applicant accepts this condition and will provide the requested information once required.

Arachaeology	13th Janauary - GMAAS No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following: 1. A phased programme and methodology of investigation and recording to include: - archaeological evaluation trenching; - pending the results of the above, an open-area excavation (subject to a revised WSI). 2. A programme for post-investigation assessment to include: - production of a final report on the results of the investigations and their significance. 3. Deposition of the final report with the Greater Manchester Historic Environment Record. 4. Dissemination of the results of the archaeological investigations commensurate with their significance. 5. Provision for archive deposition of the report and records of the site investigation. 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI. Reason: In accordance with NPPF policy 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archaeology generated) publicly accessible.	Salford Archaeology	The Applicant accepts this condition and will provide the requested information once required.
Fumes and Odours	13th January - EHO a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties. b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented. *The applicant will need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval. The strategy should include risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled ‘Control of Odour and Noise from Commercial Kitchen Exhaust Systems’ dated May 2022. Details should also be provided in relation to replacement air. For further details refer to MCC’s Environmental protection information for developers (GD 03) document	Elkom	The Applicant accepts this condition and will provide the requested information once required.
Construction Management Plan	13th January - EHO Prior to the commencement of development, a demolition/construction (delete as appropriate) management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum: Measures to control noise and vibration; Dust suppression measures; Sheeting of construction vehicles. The development shall only be carried out in accordance with the approved management plan *I have reviewed the CEMP and this is not sufficient to discharge this condition, The Section on Noise and Working states that predicted construction noise levels will be defined under BS 5288 and any mitigation proposed will be submitted to the Council, which we are awaiting to review. Dust suppression methods appear ok but it is not clear whether construction vehicles will be sheeted and this needs to be confirmed. Details of the Construction Phase Mitigation in the AQ Assessment by Hoare Lea, need to be adhered to.	Contractor / RGB / Assured CMS	1. Consruction Noise and Vibration Assessment has been undertaken and is being submitted alongside revised CMP (see below). 2. It is confirmed that the construction vehicles will be sheeted.
Construction Working Hours	13th January - EHO Constructi on/demoliti on works shall be confi ned to the following hours unless otherwise agreed in writi ng bythe City Council as local planning authority: Monday - Friday: 7.30am - 6pm Saturday: 8.30am - 2pm Sunday / Bank holidays: No work *The hours detailed in the CEMP for Saturday working are not in line with MCC above hours.	Contractor / RGB / Assured CMS	CMP has been revised with the MCC Standard working hours. On this basis, this condition is not required.
Opening Hours (Café)	13th January - EHO The premises opening hours for the bar area for non-patrons needs to be agreed in writi ng by the City Councilas local planning authority prior to occupati on	Hilton Motto / Client	The Applicant accepts this condition and will provide the requested information once required.
Deliveries	13th January - EHO Deliveries, servicing and collecti ons, including waste collecti ons shall not take place outside the followinghours: 07:30 to 20:00, Monday to Saturday and 10:00 to 18:00 hours Sundays/Bank Holidays.	Hilton Motto / Client	The Applicant has confirmed their agreement with the proposed times.
External Lighting Scheme	13th January - EHO a) Before the use hereby approved commences external lighti ng shall be designed and installed in accordancewith a scheme approved in writi ng by the City Council as local planning authority so as to control glare andoverspill onto nearby residenti al properti es. b) Prior to occupati on of the development a verifi cati on report shall be required to validate that the workundertaken throughout the development conforms to the recommendati ons and requirements in theapproved light consultant’s report. The report shall also undertake post completi on testi ng to confi rm thatacceptable criteria have been met. Any instances of non-conformity with the recommendati ons in the reportshall be detailed along with any measures required to ensure compliance with the criteria.	Client / SHP	The Applicant accepts this condition and will provide the requested information once required.

Noise break-out from bar/gym etc)	13th January - EHO <i>a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.</i> <i>Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoining residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq, 5min), respectively.</i> <i>b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.</i> <i>*I have reviewed the Noise Impact Assessment by Acoustic Consultants Limited and a baseline noise survey has been undertaken and as the operational noise levels of the gym and bar are not known at the time of report writing it still needs to be demonstrated how the above condition will be met. Note: details of noise operation in a source room of 90dB(A) have been given as an example that the noise break-out can be achievable but we are awaiting the detailed design. There is a validation element to the condition.</i>	Acoustic Consultants Ltd	The Applicant accepts this condition and will provide the requested information once required.
External plant/equipment/servicing	13th January - EHO <i>a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.</i> <i>b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.</i> <i>*I have reviewed the Noise Impact Assessment by Acoustic Consultants Limited and a baseline noise survey has been undertaken and plant limits set but as the plant is unknown at the time of report writing it still needs to be demonstrated how this condition will be met. It is also noted that a substation is proposed in the basement and any noise breakout from any proposed louvers needs to be considered as part of this condition. There is also a validation element to this condition.</i>	Acoustic Consultants Ltd	The Applicant accepts this condition and will provide the requested information once required.
Refuse	13th January - EHO <i>a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.</i> <i>New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.</i> <i>b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.</i> <i>*The details provided in the Curtin's Waste Management Strategy is sufficient to discharge this condition.</i>	Curtins / Hilton	No action required.
Air Quality	13th January - EHO <i>a) Prior to commencement of the development, an air quality impact and/or [delete as appropriate: see IAQM Planning guidance / exposure assessment together with any mitigation measures to safeguard local air quality] shall be submitted to and approved in writing by the City Council as local planning authority.</i> <i>b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.</i> <i>*I have reviewed the AQ Assessment by Hoare Lea and no mitigation is required for the operational phase and ASHP are proposed for heating and hot water and no car park is proposed on site.</i>	Hoare Lee	Hoare Lee have provided an updated Air Quality Assessment including the dispersion modelling results to assess the suitability of the site for the proposed use. The predicted concentrations at the Proposed Development are below the Air Quality Objectives and as such the Site is deemed suitable for hotel use without the need for additional mitigation. The Applicant requests that this condition not therefore be attached to the consent.

Surface Water Drainage	19 January 2023 - LLFA No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to avoid/discharge the above drainage condition the following additional information has to be provided: •A finalised drainage layout showing all components, outfalls, levels and connectivity; •Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable; •Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area. Where this is calculated as less than 5 l/s, blockage risk shall be considered and a capped rate of 5 l/s may be used. •Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment; •Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building; •Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site. •Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice. •Hydraulic calculation of the proposed drainage system; •Construction details of flow control and SuDS elements.	Shears	The Applicant accepts this condition and will provide the requested information once required.
Surface Water Drainage	19th January 2023 - LLFA No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include: •Verification report providing photographic evidence of construction as per design drawings; •As built construction drawings if different from design construction drawings; •Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.	Shears	The Applicant accepts this condition and will provide the requested information once required.
Contaminated Land	13th January - EHO a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority. b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy. *I have reviewed the Desk Study by TEC and the preliminary risk Assessment is acceptable and we await the findings of the Site Investigations proposed.	Shears	The Applicant accepts this condition and will provide the requested information once required.