

PRESTWICH TRAVEL HUB

Car Park Management Plan

Prepared in fulfilment of Planning Condition 19

Planning Reference 70449 | Bury Metropolitan Borough Council

Submitted by: Prestwich Regeneration LLP (Muse / Bury Council JV)

Document Details	
Site Address	Fairfax Road, Prestwich, Bury, M25 — bounded by Highfield Place (N), railway/TfGM embankment (E), Highfield Road (W), Fairfax Road (S)
Car Park Operator	To be appointed by Bury Council prior to first use
Planning Authority	Bury Metropolitan Borough Council
Planning Reference	70449
Planning Condition	Condition 19 — Car Park Management Plan
Document Version	V3
Date	13 th May 2026
Prepared by	Prestwich Regeneration LLP on behalf of Bury Council

Planning Condition 19 — Requirement

"Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the Travel Hub hereby permitted shall not be brought into first use unless and until a car park management plan has been submitted to and approved in writing by the local planning authority. The car park management plan must be implemented in full accordance with the details approved under this condition before the development is first occupied or brought into first use and shall be maintained and operated in accordance with the approved plan in perpetuity. Reason: To ensure that adequate car parking arrangements are provided to serve the development in accordance with Policy JP-C8: Transport Requirements of New Development of the Greater Manchester Places for Everyone Joint Development Plan and the National Planning Policy Framework."

1 Introduction

The Prestwich Travel Hub ('the Hub') forms the first phase of the Longfield Centre regeneration programme — a joint venture between Muse and Bury Council delivered through Prestwich Regeneration LLP. The Hub is located on Fairfax Road, Prestwich, within the Metropolitan Borough of Bury, on land bounded by Highfield Place to the north, the railway/TfGM embankment to the east, Highfield Road to the west, and Fairfax Road to the south. The scheme is approved under planning reference 70449, resolved by Bury Council's Planning Committee in July 2024.

This Car Park Management Plan ('the Plan') has been prepared in fulfilment of Planning Condition 19 and updated to reflect the confirmed design and construction specification.

The Hub replaces the former Fairfax Road surface-level car park and consolidates parking provision for Prestwich village centre in a purpose-built, three-level structure.

2 Site Description and Parking Provision

2.1 Location and Context

The Prestwich Travel Hub is situated on Fairfax Road in Prestwich village, within the Metropolitan Borough of Bury. The site is strategically positioned close to the Prestwich Metrolink tram stop, providing an integrated interchange between private car, public transport, and active travel modes.

2.2 Building Structure

The Hub comprises a three-floor Multi-Storey Car Park (MSCP) structure — Ground Floor (Level 00), Level 01 and Level 02 — together with 24 parking spaces provided at surface level externally. The continuous ramp design (approximately 1:30 gradient) provides a fully accessible floorplate throughout the building. The design life of the development is 50 years from the date of Taking Over.

2.3 Parking Provision — Confirmed Space Schedule

The completed Hub will comprise of the following spaces:

Level	Standard Car Park Bay	EV Charging Bay (ECB) 7kW	ECB & Disabled Bay	Disabled Car Park Bay	City Club Bay	Total
GF (00)	93	24	1	2	2	122
Level 01	98	0	0	6	0	104
Level 02	63	6	0	6	0	75
TOTAL	254	30	1	14	2	301

2.4 Space Dimensions

The following critical dimensions are confirmed for the completed Hub and must be maintained in operation:

Space Type	Critical Dimensions
Standard car parking space	2,500mm wide × 5,000mm deep
External EV parking bay	2,700mm wide × 5,000mm deep
Accessible (disabled) space	3,700mm wide × 5,000mm deep (2,500mm bay + 1,200mm access zone)
Parallel parking bay	6,000mm wide × 2,500mm deep
Minimum aisle width	6,000mm
Clear headroom — standard bays	2,200mm minimum
Clear headroom — GF accessible bays	2,600mm minimum
Clear headroom — upper floor accessible bays	2,200mm minimum

2.5 Relationship to the Regeneration Masterplan

The Hub is designed to serve the long-term parking needs of Prestwich village centre. The parking demand profile will evolve as the masterplan phases are delivered, and the management arrangements in this Plan are designed to adapt accordingly.

3 Car Park Operator

3.1 Appointment of Car Park Operator

The day-to-day management and operation of the Prestwich Travel Hub car park will be carried out by a suitably qualified and experienced Car Park Operator, to be appointed by Bury Council prior to first use of the facility. The Car Park Operator will be procured through an appropriate process and will be required to demonstrate relevant experience in managing multi-storey car parking facilities, including experience of urban mobility-type facilities with EV charging, cycle storage, and digital access management.

The Car Park Operator will be required to operate the facility in full accordance with this approved Car Park Management Plan, and to comply with all applicable legislation, the British Parking Association (BPA) Code of Practice, and the requirements of the Safer Parking Scheme (Park Mark).

The Car Park Operator will deploy a digital parking management platform providing the backbone for ANPR access management, EV charging payment, and customer communication. The ANPR system is provided by the Client (Bury Council) and will be linked to the Car Park Operator's systems under the management agreement.

A formal management agreement between Bury Council and the Car Park Operator will be executed prior to first use of the facility. The management agreement will be consistent with the provisions of this Plan and will include provisions for regular review and reporting to the local planning authority.

3.2 Operator Responsibilities

The Car Park Operator will assume responsibility for all operational aspects of the car park, including:

- Day-to-day parking operations, including enforcement and customer services
- Management of the ANPR entry/exit system (roller shutter activation)
- Operation and maintenance of EV charging infrastructure in partnership with a nominated charge point operator
- Management of the 2 City Club bays in partnership with the nominated City Club provider
- Management of the Cycle Hub access control system
- Operation of the digital parking management platform (pre-booking, payments, access management)
- Operation of the Car Park Operator's off-site monitoring centre for CCTV and fire alarm systems
- Annual reporting to Bury Council's planning department as required by this condition

4 Operational Management

4.1 Hours of Operation

The completed Hub will operate the following vehicular access arrangements, which the Car Park Operator will manage:

Access Mode	Hours / Arrangement
Roller shutter doors OPEN (no restriction)	TBC
Roller shutter doors CLOSED — ANPR access	TBC
Cycle Hub	TBC
Pedestrian access (Stair Core 1)	TBC
EV charging	TBC
City Club vehicles	TBC
Car Park Operator customer service	TBC
On-site security/staff presence	Visiting presence only — NOT 24/7 on-site

4.2 Pedestrian and Vehicle Access

The completed Hub provides the following fixed access arrangements:

- All pedestrians enter and leave the building via the main Fairfax Road pedestrian entrance leading into the main stair/lift core (Stair Core 1) only.
- Stair Core 2 is a fire escape only — it must not be used for general pedestrian access or egress. External doors are MAG-locked and released only on fire alarm activation.
- The Cycle Hub has its own dedicated entrance from Fairfax Road, separate from the main pedestrian entrance.
- Vehicular access is via one entry lane and one exit lane adjacent to each other from Fairfax Road. The left-hand lane (viewed from Fairfax Road) is entry; the right-hand lane is exit.

The Car Park Operator will manage the access control intercom system, enabling the car park manager to remotely facilitate access to car park users from the off-site monitoring centre.

4.3 Tariff and Pricing Structure

The Car Park Operator will manage the parking tariff, which will be set by Bry Council for the Prestwich Travel Hub, subject to agreement with Bury Council. The tariff structure will:

- Prioritise short-stay visitor parking to support Prestwich village retail and leisure uses
- Provide accessible season ticket arrangements for regular commuters and village centre workers
- Provide resident permit arrangements as residential phases of the masterplan come forward
- Apply event-based pricing on key retail and leisure dates to manage demand

Tariffs will be reviewed annually by the Car Park Operator in consultation with Bury Council. The tariff will be clearly displayed at the vehicular entry point and on the Car Park Operator's website and digital platform in advance of first use.

4.4 Payment Methods

The following payment options will be provided:

- Contactless card payment via pay machines within the car park
- Operator digital app (pre-booking and pay-on-exit)
- QR code self-service payment via mobile device (no app registration required)
- Pre-booked online parking via the Car Park Operator's website
- Season ticket purchase — monthly, quarterly, and annual passes
- EV charging payment integrated with the charging unit payment system (7kW sockets) and QR code or app-based payment

Cash payment will not be accepted at this facility. Adequate signage will advise users of all available payment options at the point of entry.

4.5 ANPR Access Control System

The completed Hub is equipped with the following ANPR specification, which the Car Park Operator will operate:

- ANPR cameras are located at both vehicular entry and exit points to record all vehicles entering and exiting
- The vehicular entrance roller shutter door is linked to and opened by the externally located ANPR camera — ANPR reads the plate and automatically activates the roller shutter outside the standard open hours
- The vehicular exit roller shutter door is opened by an internal induction loop within the ground floor slab
- ANPR cameras meet the specification: monochrome 1/3" CCD, 570TVL resolution, pulsed IR LED illumination at 850nm, 98% image capture rate for legal retro-reflective number plates
- The ANPR system is provided and connected by the Client (Bury Council) — the Car Park Operator is responsible for operating and maintaining it under the management agreement

The Car Park Operator will use the ANPR data to calculate charges, validate pre-booked sessions and permit holders, flag overstays, and provide real-time occupancy data.

4.6 Enforcement

The Car Park Operator will manage parking enforcement in accordance with the BPA Code of Practice. Parking Charge Notices (PCNs) will be issued to vehicles that overstay, park without a valid tariff or permit, occupy a disabled bay without a Blue Badge, or occupy a reserved space contrary to signage.

All enforcement will comply with the Protection of Freedoms Act 2012 and the Car Park Operator's published policies. Complaints and appeals will be handled within defined service level timeframes.

5 Electric Vehicle Charging Provision

5.1 Confirmed EV Charging Specification

The completed Hub provides the following EV charging specification:

- 31 active EV charging bays in total: 30 standard ECBs across Ground Floor and Level 02, plus 1 accessible ECB at Ground Floor Level 00
- All EV charge points are 7kW (standard charge) — waterproof sockets with integrated payment system
- External EV bays (on Ground Floor external) are 2,700mm wide × 5,000mm deep
- EV charging units are mounted from primary structural edge beams within the column depth, not projecting into the 5,000mm bay depth
- Power supplies and containment for all future additional EV units have been run within structural beam webs, enabling the Landlord to install additional EV charge points in future
- The majority of EV charging points are located in external areas — this is deliberate to reduce EV fire risk within the enclosed MSCP structure, consistent with the Fire Strategy Report

5.2 EV Bay Management

EV charging bays will be reserved exclusively for vehicles that are actively charging. The Car Park Operator will enforce EV bays, which covers external EVC points. Clear signage and floor markings will be installed at all EV bays.

The Car Park Operator will monitor EV charging demand on an ongoing basis and will report annually to Bury Council on utilisation rates, with a view to triggering expansion of active charging provision in response to demonstrated demand. Any expansion will be instructed to and installed by the Landlord (Bury Council) using the pre-installed containment infrastructure.

6 Cycle Hub and Active Travel

6.1 Cycle Hub Specification

The Cycle Hub is located at ground floor level and forms a key active travel component of the completed Hub. The following specification will be maintained in operation:

Cycle Hub Feature	Specification
Area	105m ² (net internal area at ground floor)
Headroom	3,500mm floor-to-floor; 2,800mm clear headroom
Occupancy	4 persons (based on 30m ² /person)
Access	Dedicated entrance direct from Fairfax Road — access controlled (fob reader), separate from main pedestrian entrance
CCTV coverage	Cycle Hub covered by the CCTV system — all areas monitored
Access control	Access control fob reader at Cycle Hub entrance; intercom to Car Park Operator off-site monitoring centre

The Cycle Hub provides secure, covered cycle storage with access-controlled entry. Cyclists enter directly from Fairfax Road without passing through the main car park pedestrian entrance.

6.2 Integration with Metrolink and Active Travel

The location of the Prestwich Travel Hub close to the Prestwich Metrolink stop provides an opportunity to promote modal shift. The Car Park Operator, working with Bury Council and TfGM, will explore:

- Wayfinding and signage between the Hub, the Metrolink stop, and Prestwich village centre
- Promotion of park and ride arrangements for tram users

7 City Club (Car Club) Provision

The completed Hub provides 2 dedicated City Club bays at Ground Floor Level 00, reserved exclusively for City Club vehicles.

The Car Park Operator will procure or facilitate a suitable City Club partner to occupy and operate the reserved bays. The City Club will provide residents, workers, and visitors in Prestwich with a convenient alternative to private car ownership, accessible 24/7 via app-based booking.

The number and configuration of City Club bays will be kept under review. Any proposed change to City Club bay allocation will be agreed with Bury Council's planning department.

8 Accessible and Inclusive Parking

The Hub has been designed and will be operated to meet the requirements of the Equality Act 2010, Approved Document M, and BS 8300. The following confirmed accessible parking and access provisions are in place:

- 14 designated disabled/accessible bays across all three levels: 2 on Ground Floor (including 1 combined ECB + disabled bay), 6 on Level 01, and 6 on Level 02
- Accessible bays are positioned at each level adjacent to the passenger lifts, where the ramp gradient is at its minimum
- Accessible bay dimensions: 3,700mm wide (2,500mm bay + 1,200mm access zone) × 5,000mm deep
- Clear headroom at Ground Floor accessible bays: 2,600mm (elevated above the 2,200mm standard headroom for upper levels)
- Two passenger lifts (12 person, 900kg, 1m/s, centrally opening doors) in Stair Core 1 — serving all levels; these are the primary vertical circulation route for all users including those with mobility impairments
- Disabled refuge systems with two-way communication at each floor level in both stair cores — 900mm × 1,400mm refuge areas, clearly signed with emergency voice communication
- Step-free continuous ramp access (approximately 1:30 gradient) throughout all parking levels — the entire floorplate is fully accessible
- Emergency intercom assistance available via the access control intercom system connected to the Car Park Operator's off-site monitoring centre

The Car Park Operator will operate an accessibility feedback process. All reports will be responded to within 48 hours and remedial action taken promptly.

9 Security and Safety

9.1 Security Philosophy and Staffing

The completed Hub operates to the following security philosophy, which the Car Park Operator will implement and maintain:

- The Travel Hub will have the Car Park Operator or its nominated security contractor will conduct regular patrols during operating hours
- There will NOT be a 24/7 on-site security presence within the Travel Hub
- The Travel Hub will have staff on site during operational hours, who will provide customer assistance in person and via the intercom points throughout the facility
- During periods when staff are not on site, customer assistance remains available remotely via the intercom system
- The CCTV and intruder alarm systems are not subject to remote monitoring when staff are not on site — the Car Park Operator's on-site team is responsible for monitoring these systems during staffed hours

9.2 CCTV System

The completed Hub is equipped with a comprehensive CCTV system covering the following areas:

- Vehicle entry and exit lanes internally (cameras facing cars)
- Lift lobby at each floor level
- General coverage of each car parking floor level
- Vehicle recognition at both the entry and exit points
- Disabled refuge outstations in Stair Cores 1 and 2

- Stair Core 1 ground floor entrance doors
- External EV charging coverage (facade-mounted cameras)
- Cycle Hub

The installed CCTV system includes:

- Vandal resistant external dome static colour/mono cameras (dual technology) with built-in IR LED lighting
- Vandal resistant internal dome static colour/mono cameras with built-in IR LED lighting
- 2 x 16-channel DVRs with minimum 4TB hard drive (MPEG 4 recording with city sync software) in ground floor LV Switch Room
- 98% image capture rate for legal retro-reflective number plates (ANPR cameras)
- Off-site monitoring capability — CCTV Central Control Unit allows the car park to be operated remotely from the Car Park Operator's off-site monitoring centre

CCTV must be in accordance with Bury Council's policy and procedures, the Information Commissioner's Office guidelines, the Surveillance Camera Commissioner's Code of Practice, and the Data Protection Act. Security systems must also comply with Crime Impact Statement ref 2023/0286/CIS/01 version A, dated 6 October 2023. The CCTV system must be designed to comply with BS EN 50132 and Secure by Design requirements.

9.3 Lighting and Visual Security

The completed Hub is fitted with the following lighting arrangements, which directly support the security of the facility:

- All car parking area lighting complies with BS 5489-1:2020 — corrosion resistant linear LED luminaires
- Lighting controlled via absence/presence detection (PIR sensors) with manual override from the ground floor LV Switch Room and individual floor level switching
- A set-back level of illumination is maintained at all times in lower-occupancy periods — particularly adjacent to stair cores, along pedestrian walkways, and between parking bays — so that the car park is never entirely unlit
- External lighting provided to all ground floor pedestrian and vehicle entrances and exits (photo-cell controlled)
- All name plates and signage are clearly visible at night and fixed at a height where they are not easily defaced or damaged
- Building entrances and recesses are designed to eliminate concealed areas — the building avoids features that could be used as climbing aids

The Car Park Operator is responsible for maintaining all lighting to the specified standards and reporting any failures promptly for repair.

9.4 Fire Safety

The Travel Hub fire strategy (Fire Strategy Report ref 2335_R005.2, December 2024) informs the following operational requirements for the Car Park Operator:

- The car park operates under a simultaneous evacuation strategy — on activation of any manual call point, the entire car park evacuates simultaneously
- A Category M manual fire alarm system is installed (manual call points only — not an automatic detection system), complying with BS 5839 Part 1: 2017
- Manual call points are located within each lobby at each floor level and in public areas with anti-tamper covers

- The fire alarm system is connected to the Car Park Operator's off-site monitoring centre via Dual Com communication — the Car Park Operator's monitoring centre investigates all fire alarm system signal activations
- The fire alarm system is directly linked to: payment machines (deactivated on alarm), vehicle entry barriers/shutters (locked closed on alarm), vehicle exit barriers/shutters (unlocked open on alarm), automatic doors (opened), and lifts (returned to ground floor)
- Firefighting access is available via two firefighting cores at each end of the building

EV fire risk mitigation is addressed architecturally: the majority of EV charging points are positioned in external areas. The structure has been designed to 60-minute fire resistance (above the minimum BS 9999 requirement for open-sided car parks at risk profile B2). The Car Park Operator will conduct a Fire Risk Assessment prior to first use and review it annually.

The fire strategy does not include automatic sprinkler or suppression systems — this is consistent with the open-sided car park design and enhanced structural fire resistance.

9.5 Secure by Design and Physical Security

The Travel Hub has been designed in compliance with the Crime Impact Statement ref 2023/0286/CIS/01 version A, dated 6 October 2023. The Car Park Operator will apply for Safer Parking Scheme (Park Mark) accreditation prior to first use of the facility. All operational security arrangements will be maintained consistent with the Crime Impact Statement and Park Mark requirements, including regular review of CCTV performance and lighting standards.

10 Cleaning, Maintenance and Inspection

10.1 Routine Cleaning

The Car Park Operator will maintain a regular cleaning schedule for all car park levels, stairwells, lifts, pedestrian accesses, and the Cycle Hub. Cleaning will be scheduled on a daily basis for ground floor areas and high-footfall zones, and on a regular cycle for upper floors. Records of cleaning activities will be maintained and made available to Bury Council on request.

Any graffiti, vandalism, or damage will be reported and remediated within defined timeframes in the management agreement.

10.2 Planned Preventative Maintenance (PPM)

The completed Hub has a design life of 50 years. A planned preventative maintenance (PPM) programme, consistent with ISO 15686 Service Life Planning, CIBSE Guide M, and RICS Life Cycle Costing Standards, will be established prior to first use. The PPM will cover:

- Structural inspections of the car park structure in accordance with the Institution of Structural Engineers: Design Recommendations for Multi-storey and Underground Car Parks (Fourth Edition)
- Inspection and maintenance of roller shutter doors and ANPR system (client-supplied systems — coordination with Bury Council)
- Inspection, testing, and maintenance of both passenger lifts in accordance with LOLER 1998 (two 12-person, 900kg lifts in Stair Core 1)
- Maintenance of CCTV cameras, DVRs, intruder alarm system, and fire alarm system — in coordination with the Car Park Operator's off-site monitoring centre
- Maintenance of access control fob readers at pedestrian entrance and Cycle Hub entrance; maintenance of MAG locks on Stair Core doors (fire alarm interface)
- Maintenance of 7kW EV charging sockets and payment systems in partnership with the charge point operator

- Maintenance of car parking area LED lighting, PIR detection systems, and emergency lighting to BS 5266
- Maintenance of lightning protection system (BS EN 6203)
- Maintenance of disabled refuge communication system (BS 5839-9)
- Maintenance of disabled refuge communication system at each floor level in both stair cores

Maintenance records will be retained and made available to Bury Council's planning department upon reasonable request. Maintenance periods will comply with manufacturers' recommendations, minimising maintenance frequency and supporting sustainable asset management.

11 Environmental Sustainability

The Travel Hub has not been assessed under a formal sustainability rating tool (e.g., BREEAM). The following sustainability measures are incorporated in the completed Hub and will be maintained by the Car Park Operator in operation:

- The car park is naturally ventilated — no mechanical extract ventilation is required or installed; this reduces energy consumption and removes the need for noise-generating services plant
- All car parking area lighting uses LED luminaires with PIR absence/presence detection and photo-cell control — maximising lighting efficiency and minimising energy consumption in line with Part L Vol 2 of the Building Regulations
- Energy metering: separate AMR electricity and water meters are provided, enabling ongoing monitoring and reporting of energy consumption
- EV charging infrastructure is pre-installed throughout the structure (containment within beam webs) to enable future expansion without major building works
- Waste management: any waste generated by Hub operations will be managed in accordance with a Waste Management Plan — the Hub generates minimal operational waste

12 Monitoring, Review and Reporting

12.1 Annual Reporting to Bury Council

The Car Park Operator will submit an annual report to Bury Council's planning department covering:

- Car park occupancy data by time of day and day of week
- EV charging bay utilisation and demand analysis for potential expansion (noting 31 active points from opening)
- Cycle Hub occupancy and usage
- City Club vehicle usage data
- Number of PCNs issued and outcome of appeals
- Security incidents and significant maintenance issues
- CCTV and intruder alarm activations reported to the off-site monitoring centre
- Customer feedback and complaints summary
- Roller shutter hours of operation —TBC against actual usage patterns
- Compliance status against Park Mark accreditation requirements

The first annual report will be submitted to Bury Council's planning department within 12 months of the date of first use, and annually thereafter.

12.2 Review of Roller Shutter Hours

The Car Park Operator will, as part of the first annual review, assess whether the confirmed roller shutter TBC remain appropriate in light of observed vehicle entry and exit patterns. If evidence from the ANPR data indicates that the open hours should be extended or varied, the Car Park Operator will make a recommendation to Bury Council. Any material variation to the roller shutter hours will be reported to Bury Council's planning department prior to implementation.

12.3 Review of this Plan

This Car Park Management Plan will be reviewed no less than every five years, or sooner in the event of:

- A material change to the operational arrangements
- A change of operator
- A new phase of the Longfield Centre regeneration masterplan materially affecting parking demand
- A direction from Bury Council's planning department following review of annual reports

Any material amendment to this Plan will be submitted to Bury Council for written approval prior to implementation, in accordance with Planning Condition 19.

13 Key Contacts

Role / Organisation	Contact
Car Park Operator	To be confirmed prior to first use — details to be provided to Bury Council on appointment
Car Park Operator Off-Site Monitoring Centre	24/7 — location to be confirmed in management agreement (CCTV, fire alarm)
Car Park Operator Data Protection Officer	To be confirmed on appointment of Car Park Operator
Bury Metropolitan Borough Council — Planning	planning@bury.gov.uk 0161 253 5000
Emergency Services	999 (emergency) 101 (non-emergency police)
Greater Manchester Fire & Rescue	0800 555 1231
Transport for Greater Manchester	0161 244 1000

14 Declaration of Compliance

This Car Park Management Plan (Version 2.0) has been prepared by Prestwich Regeneration LLP on behalf of Bury Council, in fulfilment of Planning Condition 19 of planning permission 70449.

Prestwich Regeneration LLP confirms that:

1. The Travel Hub will not be brought into first use until this Plan (or a revised version thereof) has been approved in writing by Bury Metropolitan Borough Council.
2. The Plan will be implemented in full accordance with the details approved under Condition 19 before the development is first occupied or brought into first use.
3. The Plan will be maintained and operated in accordance with the approved version in perpetuity, subject to review and amendment as described in Section 12.
4. The Car Park Operator to be appointed by Bury Council will be required to operate the facility in full accordance with the provisions of this approved Plan from the date of first use. The management agreement between Bury Council and the Car Park Operator will be executed prior to first use and shall incorporate the requirements of this Plan.

Signed: _____

Date: _____

On behalf of Prestwich Regeneration LLP

APPENDIX A Policy Compliance Summary

Policy / Document	Relevance to this Plan
National Planning Policy Framework — Chapter 9: Promoting Sustainable Transport	Requires car parking management to support sustainable travel and not undermine active travel and public transport use
Greater Manchester Places for Everyone JDP — Policy JP-C8	Directly cited in Condition 19. Requires adequate and appropriately managed car parking
Crime Impact Statement ref 2023/0286/CIS/01 version A (6 Oct 2023)	Security systems compliance requirement — all security provisions within the completed Hub comply with this statement
Fire Strategy Report ref 2335_R005.2 (Dec 2024)	Fire safety operational requirements for the Car Park Operator — Category M manual alarm, simultaneous evacuation strategy, off-site monitoring responsibilities
British Parking Association (BPA) Code of Practice	Governs enforcement, appeals, and customer service standards
Safer Parking Scheme (Park Mark)	Security accreditation — the Car Park Operator is required to seek and maintain Park Mark accreditation
BS 5839 Part 1: 2017	Fire alarm system standard — Category M manual system installed
BS EN 50132	CCTV system design standard — the installed CCTV system complies with this standard
Equality Act 2010, Approved Document M, BS 8300	Accessibility compliance for disabled parking and lift provision
LOLER 1998	Statutory inspection and maintenance of both passenger lifts
BS 5266 Part 1: 2016	Emergency lighting standard — 3-hour battery backup throughout
BS EN 1990 / BS EN 1990 1	Design Life standard — 50 years for the structure