

Document Control	
Document Type	Technical Note –Parking Management Plan Rev A
Site Location	The Wainstones Hotel and No. 29, High Street, Great Broughton
Proposed Development	Hotel, Café, Shop, No. 29, Gym and EV Charging Spaces
Client	The Wainstones Hotel Ltd
Status	
Date	19/05/2026
Revision	
Written By	CS
Checked By	JA

This is the parking management plan document and covers The Wainstones Hotel and No. 29 High Street.

Planning condition 10 (Provided in Figure 1) related to the Hotel, requires a Parking Management Plan to prevent overspill parking.

10. Prior to the development being brought into use a Parking Management Plan based on the submitted details shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority which takes into account arrangements for regular activities, as well as additional activities and functions, which will prevent overspill parking on the adjacent highways and any other areas that may be affected if the parking on the site cannot satisfy the demand.

The Parking Management Plan shall be implemented once the site becomes operational. Should any material changes occur to the measures contained within the approved plan, or the facilities detailed are no longer available for use, the plan should be modified and resubmitted for approval

Figure 1 – Planning Condition 10 (Source; Decision Notice ZB24/01299/FUL)

A further condition is suggested by NYCC and is likely to feature in the Decision Notice in relation to application reference ZB26/00175/FUL for a Gym and 4 no. Hotel rooms in a former dwelling.

"Prior to the development hereby permitted being brought into use, an updated Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

The Parking Management Plan shall be based on the previously approved Parking Management Plan for the Wainstones Hotel and shall take into account the additional accommodation and parking provision at No.29 High Street. The plan shall include arrangements for regular activities, as well as additional activities and functions, across the whole site, and shall set out measures to manage parking demand and minimise overspill parking on the adjacent highway and any other areas that may be affected where on-site parking cannot fully satisfy demand.

The approved Parking Management Plan shall be implemented upon the development first being brought into use. Should any material changes occur to the measures contained within the approved plan, or the facilities are altered or no longer available, a revised plan shall be submitted to and approved in writing by the Local Planning Authority."

Parking Provision

The proposed layout provides 50 no. vehicle spaces formed of:

- 37 standard car parking spaces;
- 3 no. enlarged bays for blue parking;
- 8 no. standard car parking space with access to an EV charger;
- 2 no. enlarged blue badge spaces with access to an EV charger.

This PMP is a proactive approach from The Wainstones Hotel Ltd, to ensure that overspill parking on the highway network and any other area as a result of the development being brought into use is prevented, if the parking on-site cannot satisfy demand.

When the Hotel and Café is in operation all 49 no. spaces will be available for customer use with 1 space for 1 no. space for staff.

Parking Standards

NYCC Parking Standards set out the level of parking likely to be required for each use. NYCC consider this location as rural, on that basis the following space requirements would be requested from a new development in this location;

Use and Quantity	Standard	Parking Spaces
62 Seats - Restaurant	1 Space per 4 Seats	16
70 Seats - Function Room	1 Space per 4 Seats	17
60 Seats - Outdoor Seating	1 Space per 4 Seats	15
40 Seats - Café	1 Space per 4 Seats	10
21 no. - Bedrooms	1 Space per bedroom	21

Figure 2 – Parking Standards for a Hotel, Restaurant and Bar and Cafe

If all uses were operational at the same time and separate, then a total of 79 no. spaces would be required, however not all uses would be operational at the same time as noted by point 7 of Appendix A.

"In a number of cases, new development will incorporate more than one land use. In these circumstances, the standards applicable to each use simultaneously will be demanded."

Whilst this is not a new development, the hotel operation including classes, functions, community events have existed at this location since the 1960's based on the DAS the latest standards can be considered as part of the existing demand and can use any part of the site consisting of The Wainstones Hotel and no. 29 High Street. Existing classes (eg. Pilates) which are currently held in the Hotel Function Room will now be held in the Gym at No29. There will be a maximum of 10 people per class and these will only be held at off-peak times so not to clash with other functions. There will never be a scenario where a class is being held in the Hotel Function Room as well as the Gym.

Time Period / Operation	Café	Restaurant	Outdoor Seating	Function Room	Hotel	Total
Morning	10	0	0	0	21	31
Afternoon	10	16	15	0	0	41
Evening	0	16	0	7	21	46

Figure 3 – Parking use for a Hotel, Restaurant and Bar and Cafe times of the day

Figure 6 above is based on maximum occupancy using the parking standards set out by NYCC. The time that the uses are likely to be operating have been set out at key periods of any day.

Outdoor seating is reliant on the weather, it is unlikely to be used intensively for 6 months of the year, however the above table demonstrates that when these uses are in operation there would be fewer than 50 spaces being required.

The Hotel offers 21 no. rooms (42 people maximum), given that this is a rural setting and not a Market Town, it is very likely that people would arrive late afternoon (having visited somewhere else in the region) after the rooms have been vacated around midday and would attend in the evening. These bays would likely be occupied prior to dinner, whilst it is likely that these guests would also take up 21 tables in the restaurant.

The function room can accommodate 60 people, this is likely to be linked to the hotel, on this basis the same bays used for the function would also be used for the hotel, with the exception of the 18 people that could not stay over, resulting in parking demand being 5 no. spaces (18/4), on that basis 44 no. spaces would be occupied in the evening.

Overall, the car parking spaces available on-site would be used at different times of the day, enabling the optimum use of these bays and the various uses on the site.

All uses on-site will not be at maximum occupancy at the same time, if the function room is used in the afternoon, visitors will be made aware that they need to travel sustainably.

Monitoring and Changes to this PMP

The Wainstones Hotel Ltd will monitor parking demand and when the car park reaches capacity, staff will be made aware, and customers will be informed and assisted in trying to park appropriately. If this occurs regularly, further investigation will be carried out.

This is a dynamic document, if unpredicted effects regularly occur, this plan will be altered and reissued to the Local Authority for review, discussion and agreement prior to the amendments being adopted operationally.

As acknowledged by the Local Highway Authority in their consultation response dated 18th October 2024, there is scope to increase car parking on site through amendments to the internal layout if required. This however should only be considered where significant impacts are regularly occurring due to indiscriminate parking on the local highway network.

Actions

- This PMP will be made available to all staff, the shift manager will be responsible for ensuring that the PMP actions are carried out on a day-to-day basis.
- The manager of The Wainstones Hotel will be responsible for any modifications of this plan in collaboration with the Local Authority.

Prior to Booking / Staying / Visiting / Attending

- The website will state that there are only 50 no. spaces on-site and parking causing a highway safety issue or affecting the general amenity of residents is required to be managed to protect local residents and as a result of planning conditions.
- The website and when booking over the phone, customers will be made aware that there are 50 no. spaces and if driving is essential, travel in 1 no. vehicle is preferred.
- The website and enquiries by telephone will advise that there are 50 no. spaces and that spaces are available on a first come first serve basis.
- Events will be planned to avoid a clash in parking demand, for example a wedding and promotion for the tearoom would not occur at the same time. A day event would need to end with sufficient time for guests to leave before an evening event.

- Signage will restrict parking to customers only; this will prevent residents/staff from leaving cars in the car park. Overnight Guests will only use parking at no. 29 High Street.
- Signage will remind customers to park within marked bays only and that vehicles taking two spaces will be asked to move.
- Signage will be provided in the car park to state that when the car park is full, staff must be notified, and any off-site parking must be safe, appropriate and in line with the highway code.
- Only one vehicle space will be available for staff parking. Staff will be encouraged to travel by non-car modes, with walking, cycling, safe lift home, car sharing as a mode of travel promoted to staff.

When Staying / Visiting / Attending

- When customers check-in or order their first meal/drink, they will be asked where they have parked. If they have parked off site and spaces are available on-site, the customer will be asked to move their vehicle to the car park.
- Reserved bays will be allocated/coned off prior to the customers anticipated arrival. Bays reserved for hotel guests may be used during the day following discussions with the driver.
- Staff will monitor the car park occupancy and when 80% of bays (c34 bays) are full, the shift manager will be made aware and take action; Customers phoning to book will be made aware that parking demand is high and if they can travel sustainably then they should, the car park will be reviewed to ensure there are no staff vehicles and that cars are parked appropriately.
- Physical parking will be monitored to ensure that parking bays are occupied correctly, to maximise the number of vehicles the site can accommodate. Vehicles found not parking correctly will be noted, the driver identified and asked to park in line with the signage.
- The car park will be monitored until the occupancy falls below 80%.

When Parking Reaches Capacity

- The shift manager will record and report to the manager that the car park has reached capacity – this will enable trends or patterns to be identified.
- Staff taking bookings/reservations will be informed.
- Customers booking tables or rooms for that day will be informed that parking is not available, and that off-site parking is controlled and that sustainable travel is essential.
- Efforts will be made to double park vehicles such as blocking in staff vehicles / multiple vehicles as part of a group, to maximise the number of vehicles that can park on-site.

- The surrounding area will be monitored, with inappropriately parked vehicles being noted, driver identified as a customer, and the vehicle will be parked in accordance with the highway code if it is a customer, they will be asked to leave.

Long Term Monitoring

- The Manager will review car park demand and reported 80% occupancies will be investigated.
- If the car park is regularly full, secondary measures will be investigated if required, this could include, pay and display, Automatic Number Plate Recognition, Barriers, etc. (NB Careful balance between vehicles parking off site to avoid issues).
- Travel by sustainable modes may be rewarded with discounted stays, food and beverage, for travel by non-car modes.
- As a last resort, changes to the internal layout will be considered to increase the parking capacity on site.

Conclusion

Development at The Wainstones Hotel and No. 29 High Street, Great Broughton has been assessed against planning policy and found to meet all planning policy requirements.

The National Planning Policy Framework (the Framework) 2024 promotes sustainable transport at Section 9. Specifically, paragraph 115 states that in assessing specific applications for development, it should be ensured that (d). any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Moreover, paragraph 116 is clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios. The bar for the refusal on highways grounds is set high.

The whole development could not be occupied until the area defined by the approved plans for the entire development are provided and made available for use in perpetuity.