

CAR PARK MANAGEMENT PLAN
REDWINGS LODGE BALDOCK,
HINXWORTH, SG7 5EX
MAGNA REF: 25/601/B, 26 JANUARY 2026

1.0 Introduction

1.1 This Car Park Management Plan (CPMP) supports the Transport Statement and Framework Travel Plan associated with the proposed expansion of Redwings Lodge, which increases capacity from 40 to 91 guestrooms. It covers the wider shared site comprising Redwings Lodge, Brookside Lodge (20 guestrooms), Cotey's Restaurant, and five 2-bed flats located above the restaurant.

1.2 The purpose of the CPMP is to:

- Set a clear plan for how the 139 on-site parking bays will be allocated, operated and controlled
- Ensure peak demands are accommodated without conflict
- Protect disabled and EV provision
- Prevent overspill onto the Strategic Road Network
- Support lift-sharing and sustainable staff behaviour

2.0 Total Parking Provision and Allocation

2.1 The wider site will provide a total of 139 marked car bays, including:

- Nine disabled bays (6.5%)
- 15 active EV charging bays (11%)
- Standard guest bays serving the hotel operations
- Resident bays near the five flats

2.2 No coach parking bay is provided because the operators do not accommodate coach parties. That is consistent with operational reality evidenced in the Transport Statement.

- 2.3 For clarity, the 139 marked bays across the wider site can be expressed as indicative allocations reflecting the scale and operational characteristics of each land use, even though the car park will function without formal reservation.
- 2.4 Redwings Lodge will accommodate a total of 91 guestrooms following the proposed extension. Applying a conservative hotel ratio of one parking space per occupied room, together with a modest allowance for staff vehicles, an indicative allocation of approximately 100 bays is appropriate for the Redwings operation.
- 2.5 Brookside Lodge contains approximately 20 guestrooms. Using the same room-based ratio, an indicative allocation of 20 bays is appropriate. These bays will remain unmarked in practice, but the allowance demonstrates that its needs are comfortably absorbed within the total supply.
- 2.6 The five residential flats located above Cotey's Restaurant are assumed to require 10 bays, aligning with adopted parking standards and providing significant headroom above the Census-derived car-ownership expectation of six vehicles.
- 2.7 Cotey's Restaurant has a modest floorspace and generates limited parking activity during daytime peaks. An indicative allowance of ten bays is more than sufficient to accommodate the two to three vehicles anticipated during typical lunchtime trading.
- 2.8 These indicative allocations, if totalled, equate to approximately 140 spaces, which marginally exceeds the 139 spaces on site. This slight over-assignment is intentional and demonstrates that each user group can be comfortably accommodated with built-in resilience, without any mechanism for overspill or the need for enforcement.
- 2.9 Because the car park will operate flexibly, this allocation does not form a reservation or zoning plan. Instead, it evidences capacity and reinforces that even in a fully occupied trading period, the combined land uses can be supported safely and conveniently within the available supply.

3.0 Forecast Parking Demand

Overnight Parking Demand Driven by Occupancy

- 3.1 Parking demand at roadside hotels is governed by occupied bedrooms in the late evening and early-morning period, because hotel guests arrive, park overnight and depart progressively after breakfast. The applicant has supplied operational booking data for Redwings Lodge showing a typical overnight occupancy of around 75%.

- 3.2 On the basis of a total hotel quantum of 111 bedrooms across both Redwings Lodge (91 rooms post-extension) and Brookside Lodge (20 rooms), a 75% overnight occupancy equates to approximately 83 occupied rooms. Applying a one-vehicle-per-room assumption results in a guest-parking demand of 83 spaces.
- 3.3 Overnight staffing levels are materially lower than daytime operation and typically comprise the duty manager plus a small number of essential operational staff. To take a robust position, eight staff vehicles are assumed to be present on the wider site during the overnight period. This results in:
- Guest vehicles: 83
 - Staff vehicles: 8
 - Hotel subtotal: 91 spaces
- 3.4 The five residential flats above the restaurant have been evaluated using the 2021 Census average car-ownership rate for two-bedroom units in North Hertfordshire (1.2 cars per home). Applying that ratio results in a realistic requirement for six resident spaces. However, for robustness, it is assumed that the five flats would have a car ownership of 10.
- 3.5 The combination of 91 hotel-related spaces and approximately 10 resident vehicles therefore produces a total overnight parking demand of circa 101 vehicles across the wider site.

Higher-Occupancy Sensitivity – Overnight Parking Demand

- 3.6 To test a stronger trading period, the same calculation has been repeated using a 90% overnight occupancy. On that basis, approximately 100 occupied rooms would be present across both hotels. Applying one vehicle per room and the same eight-vehicle overnight staffing allowance results in a total hotel parking demand of approximately 108 vehicles. Adding the 10 resident vehicles produces a combined site-wide demand in the order of 118 vehicles. This sensitivity test is an upper-bound scenario rather than a normal operating position.

TRICS-based Accumulation Check

- 3.7 A separate assessment has been undertaken using the TRICS database, drawing from surveyed roadside hotels in England, Wales and Scotland located in free-standing or edge-of-town contexts comparable to the application site. The surveyed sites indicate an average initial parking accumulation of 58% of bedrooms in the early-morning period, which represents the recognised peak of hotel-parking demand.

- 3.8 Applying this 58% factor directly to the combined 111-bedroom provision results in approximately 65 occupied parking bays. Allowing for 10 resident vehicles produces a peak demand of circa 75 cars across the site.

Surplus capacity across scenarios

- 3.9 Across all methods:

- Operational overnight average: approx. 101 spaces
- 90% occupancy sensitivity: approx. 118 spaces
- TRICS accumulation: approx. 75 spaces

- 3.10 Against a total on-site supply of 139 marked bays, these forecasts demonstrate a clear and consistent surplus of capacity ranging from 21 bays under the most robust sensitivity scenario to 64 bays under TRICS conditions.

4.0 Overnight Parking Regime

- 4.1 The only point in the daily cycle where parking demand approaches its maximum is the overnight period, when guest vehicles remain on site until check-out the following morning.
- 4.2 The management approach is straightforward: standard bays closest to the hotel entrance will be retained for guest use after approximately 18:00 so that late arrivals can park conveniently, while staff vehicles will be directed towards the peripheral bays to avoid unnecessary occupation of prime guest spaces.
- 4.3 The designated disabled bays will remain protected at all times through clear surface markings and signage, with compliance monitored by the Duty Manager.
- 4.4 Electric-vehicle charging bays will also be restricted to vehicles that are actively charging, ensuring that these spaces continue to turn over and remain available to users who require them.
- 4.5 Based on the evidence set out in Section 3.0, the expected overnight demand of approximately 101 spaces under normal operating conditions, and up to 118 spaces under a robust sensitivity test, can be comfortably accommodated within the on-site supply of 139 bays. There is therefore no requirement for an overflow strategy or off-site contingency.

5.0 Daytime Regime

- 5.1 Parking demand reduces significantly during the daytime because overnight guests check out progressively after breakfast and the hotel operation enters a lower-intensity period.
- 5.2 Demand associated with Cotey's Restaurant is modest, with typical lunchtime activity equating to two or three cars based on comparable TRICS-surveyed roadside food outlets. As a result, the daytime parking pattern is dispersed, and the car park operates well within capacity with ample circulation space.
- 5.3 Housekeeping and administrative staff will continue to be encouraged to park away from the reception frontage so that the most convenient spaces are not occupied by long-stay staff vehicles.
- 5.4 Electric-vehicle charging bays will remain available to the visitors where required, subject to the simple expectation that bays are vacated once charging is complete to support turnover.

6.0 Residential Parking Management

- 6.1 The five residential flats located above the restaurant would normally require ten spaces when assessed against adopted minimum parking standards. However, local Census data for two-bedroom dwellings indicates average car ownership in the order of 1.2 vehicles per household, meaning a realistic residential demand closer to six cars.
- 6.2 To ensure that residents are fully accommodated without conflict, 10 spaces will be reserved in the cluster immediately adjacent to the restaurant building, providing a clear buffer above expected demand. These bays will be available to residents on an unrestricted 24-hour basis, and any potential displacement during business hours will be discouraged through clear wayfinding, signage and informal day-to-day monitoring by the site operator.

7.0 Staff Parking Regime

- 7.1 The staff parking approach complements the measures set out within the Framework Travel Plan. Rather than reserving dedicated bays across the main frontage, staff will be advised to park on the periphery of the car park so that the most convenient spaces remain available for guest arrivals. This arrangement also creates a natural area where informal lift-share patterns can form over time.
- 7.2 Employees who take part in lift-sharing will be supported by the offer of electric-vehicle charging where capacity allows, and by the provision of a guaranteed taxi journey home in

the event of unforeseen circumstances. This prevents car-sharers from reverting to single-occupancy travel because they are worried about being stranded, and it aligns with the adjusted mode-share targets.

- 7.3 The hotel employs approximately twelve staff on staggered shift patterns. As a result, staff arrivals and departures do not coincide in a way that would generate a highway-peak surge in parking demand. The combination of modest staffing levels and staggered rotas means that staff parking can be readily absorbed within the wider supply without competing with guest demand.

8.0 Disabled Parking

- 8.1 Nine disabled bays are provided close to the hotel entrance, together with three existing bays adjacent to the restaurant, ensuring that mobility-impaired users have convenient access to all facilities.
- 8.2 These spaces will be clearly marked for disabled use only and their availability will be overseen by the Duty Manager, who will request that any incorrectly parked vehicles relocate.
- 8.3 This light-touch enforcement approach reflects the rural setting while still ensuring that priority users are protected.

9.0 EV Charging Management

- 9.1 9% of the wider car park (i.e., 15 bays in total) is equipped with active electric-vehicle charging to support both guests and staff. These bays are provided for vehicles that are actively charging rather than for long-stay parking, and a simple maximum dwell-time rule will be applied through house policy to encourage turnover.
- 9.2 Clear signage will be installed at each charging point so users understand the requirements, and the hotel management will monitor usage to ensure the bays remain available to vehicles that need to recharge rather than becoming general parking spaces.

10.0 Enforcement and Control

- 10.1 Given the rural context, the generous on-site parking supply and the absence of competing off-site parking pressure, there is no need for formal controls such as ticketing, barriers or ANPR systems.

- 10.2 Day-to-day management will instead rely on clear wayfinding and bay markings, with the Duty Manager providing informal oversight and maintaining a simple log of any complaints or reports of misuse. This approach is proportionate to the scale and behaviour of the site and avoids unnecessary operational burden.
- 10.3 If misuse were to become persistent or if conflict between different users were identified through monitoring, light-touch measures could be introduced. These may include resident permit tags, short-stay expectations for bays nearest the restaurant entrance, or other simple time-management cues. Such interventions would only be adopted if clearly justified by observed behaviour.

11.0 Monitoring and Review

- 11.1 Parking use will be observed quarterly during the first operational year and annually thereafter, with spot checks undertaken at representative times including approximately 20:00 and 07:00 to capture overnight accumulation. These observations will record general occupancy, utilisation of disabled bays, turnover at EV charging points, and the extent to which staff vehicles continue to occupy the peripheral bays as intended.
- 11.2 The outcomes of this monitoring will feed directly into the wider Travel Plan review cycle, allowing any emerging issues to be identified early and proportionate adjustments to the parking management regime to be made where necessary.

12.0 Summary Statement

- 12.1 The proposed management regime ensures that hotel, restaurant and residential demand remains wholly within the 139-space provision.
- 12.2 Evidence from operational data and TRICS shows that the site never approaches capacity under realistic or sensitivity scenarios.
- 12.3 The plan therefore prevents overspill onto the Strategic Road Network, protects priority users, enables sustainable travel choices and supports continued safe operation of the established access.