



Tulip Mental Health and Community Care Ltd
Parking and Highways Statement: Proposed Use at Maximum Occupancy

7 to 11 Victory Street, Manchester M14 5AE | Application 25099

1. Purpose and basis

This statement responds to the Highways Officer's request, relayed by Plande on 13 July 2026, for details of parking demand for staff, visitors and residents at each house, and to Plande's instruction of 17 July 2026 that the assessment should consider maximum requirements across all properties. It therefore assesses the proposed use at full occupancy. The current position on the ground, which is single residents at 7 and 9 Victory Street, is set out separately in the accompanying Facts Schedule and is materially below the figures assessed here.

2. The proposed use

Supported accommodation for young people aged 16 to 25, with up to two residents per house living as a single household, supported by staff who attend on shift and do not reside at the properties. 13 Victory Street and 492 and 494 Claremont Road do not form part of the change of use sought: 494 is let to a family on an ordinary residential tenancy, and 13 and 492 are unoccupied, so their parking profile is that of ordinary dwellings. 490 Claremont Road is outside the application site and is addressed separately.

3. Demand at maximum occupancy

Demand source (maximum basis)	Per house	Site total (7, 9 and 11)	Notes
Residents (up to 2 per house)	Nil	Nil	Residents do not own or keep vehicles. A leased vehicle is provided by the service for supported community outings (see below).
Support staff on shift (24 hours a day)	Up to 3	Up to 9	Staffing follows the commissioned care ratios, currently 3:1 at 7 Victory Street and 2:1 at 9 Victory Street, around the clock. Worst case assumes every staff member travels alone by car.
Leased community vehicle	n/a	1	Kept off street; used by staff to take residents out in the community.
Visitors (professional and family)	0 to 1	2 to 3	Pre-arranged, daytime, short duration.
Peak concurrent demand	Up to 4	12 to 13	Daytime worst case, inclusive of the community vehicle.

4. Trip pattern

Staffing is continuous, so vehicle movements concentrate at shift handover rather than spreading across the day, and the worst case above assumes no car sharing. Residents generate no vehicle movements of their own; community outings use the single leased vehicle. Visits by professionals and family are pre-arranged and short. Overnight, demand is limited to the vehicles of staff on shift, parked and stationary, which is comparable to ordinary residential overnight parking. The overall pattern is quieter than that of three family dwellings with multiple cars and school-run movements.

5. Off-street capacity

The three properties are semi-detached houses, each with a driveway providing off-street space for two to three cars, giving six to nine off-street spaces across the site. The submitted Planning Statement records one space per house; that figure understates the true position and Plande is asked to correct the application record accordingly. The nearby public parking area provides overflow capacity in addition.

6. Assessment

Peak concurrent demand of twelve to thirteen vehicles arises only in the daytime worst case, against six to nine off-street spaces, with the balance readily accommodated in the nearby public parking area. Overnight, up to nine staff vehicles against six to nine spaces means demand is broadly contained on site. With the Parking Management Plan below, the use generates no material on-street impact and no harm to highway safety or residential amenity, and its profile compares favourably with unrestricted family occupation of the same three dwellings.

7. Parking Management Plan (offered)

Tulip offers to operate, and to accept as a planning condition, a Parking Management Plan comprising: a staff travel plan with car sharing and staggered shift starts; a commitment that staff do not park on street in the surrounding residential streets; the leased community vehicle kept off street at all times; scheduling of professional and family visits outside peak periods where practicable; and an annual review shared with the Local Planning Authority on request.

8. Conclusion

At maximum occupancy the proposed use generates a modest, managed and predominantly daytime parking demand, with no resident-owned vehicles, and off-street capacity of six to nine driveway spaces plus nearby public parking to absorb it. Tulip invites the imposition of a Parking Management Plan condition if the Highways Officer considers it necessary.