TECHNICAL NOTE

Job Name:	Former Peacock Centre and Land at Pipewell Avenue, Gorton
Job No:	333102268
Note No:	TN02
Date:	16th September 2026
Prepared By:	Nathan Caines: Graduate Transport Planner
Checked By:	Jack Fawdington: Principal Transport Planner
Approved By:	Brian Laird: Technical Director – Transport Planning
Subject:	**Transport Technical Note: Response to Local Highway Authority Comments – Former Peacock Centre and Land at Pipewell Avenue, Gorton**

1. Introduction

1.1. This Technical Note [TN] has been prepared in response to comments received from Manchester City Council [MCC] Highways dated 26 August 2026 in relation to the proposed residential development at the former Peacock Centre and land at Pipewell Avenue, Gorton, application reference PLA-2026-001078.

1.2. Stantec UK Limited [Stantec] has been instructed by Clarion Housing Association Limited and Clarion Housing Property Development Services Limited to provide transport and highways advice in support of the application.

1.3. The proposed development would provide 75 affordable dwellings, comprising 25 apartments and 27 houses at the Peacock Centre site and 23 houses at the Pipewell Avenue site. The application was supported by a Transport Statement [TS], Framework Travel Plan [FTP], Non-Motorised User Audit [NMUA], Stage 1 Road Safety Audit [RSA] and associated drawings.

1.4. This TN specifically addresses comments relating to highway safety, apartment parking, electric vehicle charging, refuse and servicing access, taxi and delivery movements, off-site highway works, pedestrian connectivity and transport management plans. Where appropriate, it should be read alongside the submitted TS.

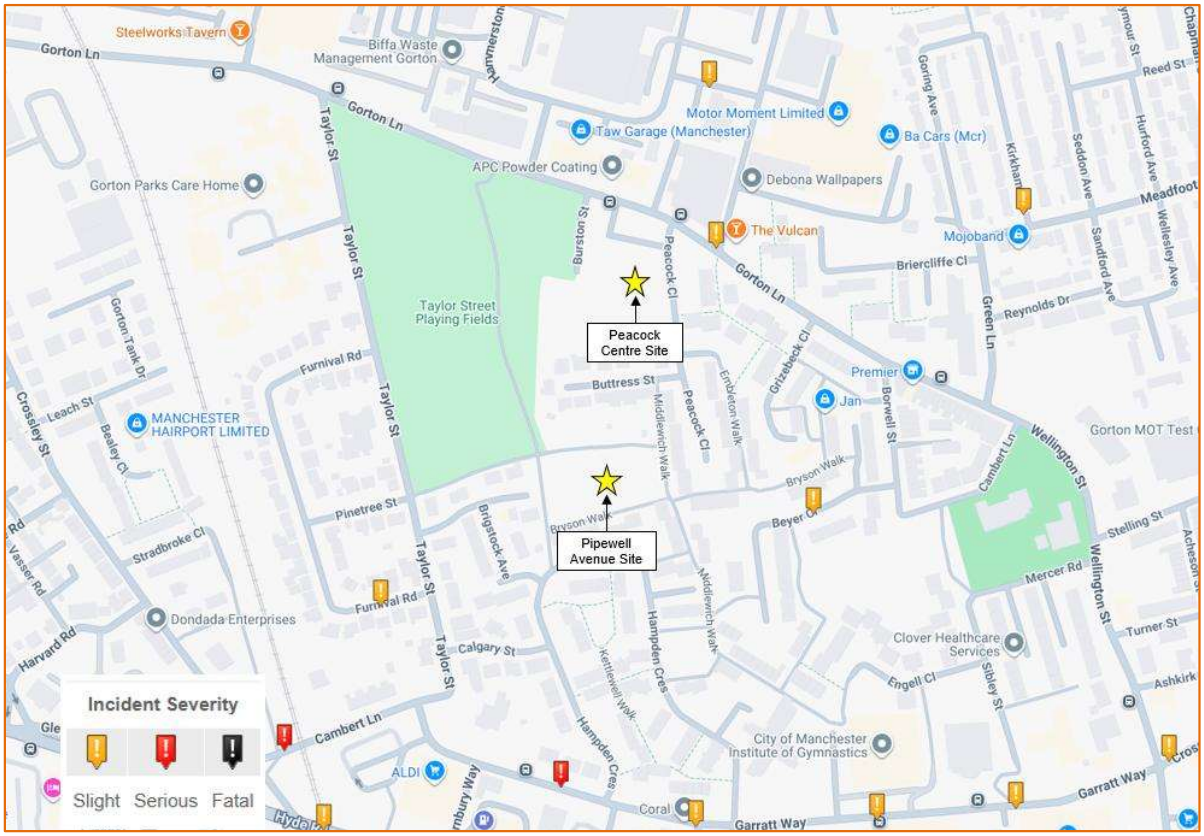
2. Highway Safety

2.1. MCC has requested that the submitted collision assessment is supplemented with available 2025 data. MCC states that: 'The assessment area is acceptable to Highways. It is requested that available data from 2025 is also assessed.'

2.2. The submitted TS assessed personal-injury collisions recorded between 1 January 2020 and 31 December 2024. Ten collisions were identified within the study area, comprising nine slight collisions and one serious collision. MCC has accepted the assessment area and identified no highway-safety concerns based on the submitted assessment.

2.3. In response to MCC's comments, updated collision data has been obtained from Crashmap including 2025 data. The assessment area has been slightly enlarged due to the use of Crashmap. **Figure 1** below demonstrates the recording findings for the local highway network, and **Table 1** follows summarising the collision data.

Figure 1: Collision Locations



Source: Crashmap.co.uk

Table 1: PIC Data Summary

Year/Severity	Slight	Serious	Fatal	Total
2021	1	-	-	**1**
2022	3	-	-	**3**
2023	1	1	-	**2**
2024	3	-		**3**
2025	2	1	-	**3**
Total	**10**	**2**	**-**	**12**

2.4. The collision review has been extended to include the available 2025 Crashmap data, using a slightly enlarged study area compared to the submitted TS. The additional data identifies three further recorded collisions: two slight collisions and one serious collision, as summarised within **Table 1** and illustrated on **Figure 1**.

2.5. The updated collision plan and PIC data summary confirm that 12 personal injury collisions were recorded within the study area between 2021 and 2025, comprising 10 slight and two serious collisions, with no fatal collisions recorded. The additional 2025 data does not identify a material collision cluster or recurring pattern that would alter the existing highway-safety conclusion. The updated review therefore continues to support MCC's position that no significant road-safety issues have been identified that would require further assessment at this stage.

2.6. MCC has also highlighted the need for further safety review during detailed design. MCC states that: 'Whilst no significant road safety issues have been identified through the Stage 1 Road Safety Audit, this does not negate the need for further review through the detailed design and Section 278 process, during which additional amendments or safety measures may be identified and required.'

2.7. This is noted. The proposed highway arrangements will remain subject to further safety review through the detailed design and Section 278 process.

3. Apartment Parking Provision

3.1. MCC has requested further justification of the proposed apartment parking provision, including an assessment of parking accumulation and potential overspill. MCC states that: *'The justification should also include a parking accumulation assessment and demonstrate that vehicles will not be offset into the proposed Peacock Centre estate or surrounding residential areas.'*

3.2. The submitted TS identifies ten parking spaces serving the 25 apartments, comprising seven general spaces and three accessible spaces. This equates to 0.4 spaces per apartment, or 40% provision, rather than the 36% referred to in MCC's comments.

3.3. The proposed development will provide 100% affordable housing. The apartment building is situated adjacent to bus stops on Gorton Lane, while Belle Vue and Gorton railway stations are approximately 800m and 1.2km from the Peacock Centre site respectively. MCC has acknowledged the site's GMAL rating of 6, indicating good accessibility.

3.4. The proposed apartment cycle store provides 100% cycle provision, supplemented by two visitor cycle-parking spaces adjacent to the apartment entrance. These facilities and the measures within the FTP will support journeys by sustainable modes.

3.5. The Census car-availability data reviewed covers all households within the selected area and does not distinguish the proposed affordable apartments from other dwelling types and tenures. Its direct application to the development is therefore limited, and it has not been used to establish an apartment-specific overnight parking demand.

3.6. An illustrative parking accumulation assessment has been undertaken using the previously selected TRICS sites. The multi-modal car and light goods vehicle trip rates have been combined and applied to the 25 apartments. Accumulation has been calculated by adding arrivals and subtracting departures from the previous period's occupancy, retaining unrounded values throughout the calculation.

3.7. An initial occupancy of eight vehicles has been adopted as the minimum whole-vehicle starting value required to accommodate the cumulative net departures within the assessed profile without producing negative accumulation. This is a calculation assumption rather than an independently established forecast of overnight parking demand.

3.8. **Table 2** provides a summary of the trip rates and trip generation for a weekday and the resulting parking accumulation.

Table 2: Weekday Vehicle Trip Generation and Parking Accumulation

25 Affordable Apartments	Arrivals		Departures		Parking Accumulation	Percentage Occupancy
	Trip Rate	Trip Generation	Trip Rate	Trip Generation		
Starting Occupancy					**8**	**80%**
0700-0800	0.052	1	0.194	5	4	40%
0800-0900	0.139	3	0.281	7	0	0%
0900-1000	0.151	4	0.166	4	0	0%
1000-1100	0.127	3	0.139	3	0	0%
1100-1200	0.131	3	0.123	3	0	0%
1200-1300	0.099	2	0.087	2	0	0%
1300-1400	0.154	4	0.154	4	0	0%
1400-1500	0.166	4	0.139	3	1	10%
1500-1600	0.214	5	0.19	5	1	10%
1600-1700	0.21	5	0.178	4	2	20%
1700-1800	0.245	6	0.17	4	4	40%
1800-1900	0.241	6	0.127	3	7	70%

Figures are calculated using unrounded values and rounded for presentation. Starting occupancy is assumed. Percentage occupancy relates to the combined seven general and three accessible spaces and does not demonstrate availability for individual user groups.

3.9. Under the assumed starting occupancy, accumulation falls from eight vehicles at 07:00 to approximately 0 vehicles at 11:00, before increasing to approximately seven vehicles at 19:00. The calculated accumulation remains within the overall ten-space provision during the assessed period.

3.10. The results illustrate the variation in parking accumulation under the stated assumption. They do not independently establish overnight demand or parking activity after 19:00. Furthermore, the three accessible spaces will remain available only to eligible users and cannot be treated as unrestricted capacity for general parking.

3.11. The proposed provision should therefore be considered alongside the development's affordable apartment use, sustainable transport accessibility and proposed parking-management arrangements. The accumulation assessment alone does not establish whether overspill will occur.

3.12. MCC has requested clarification regarding the management of apartment parking. MCC states that: *'It is requested that robust car park management measures are implemented to manage parking demand effectively and to ensure adequate mitigation is in place to prevent on-street or inconsiderate parking.'*

3.13. A Car Park Management Plan will establish the detailed management arrangements, including protection of the three accessible spaces, resident information, measures to prevent unauthorised parking and procedures for monitoring demand and responding to any identified overspill or inconsiderate parking.

3.14. The Car Park Management Plan will be submitted to MCC for approval before occupation, with its implementation and ongoing operation secured through an appropriately worded planning condition.

3.15. MCC has also recommended measures to prevent parking across residential driveways. MCC states that: *'At a minimum it is requested that these are installed on driveways on Burston Street and Peacock Close to reduce inconsiderate parking.'*

3.16. H-bar access-protection markings would be provided across the affected residential driveways on Burston Street and Peacock Close to discourage inconsiderate parking and maintain access. The precise locations and detailed design of the markings would be agreed with MCC as part of the Section 278 process, or through another appropriate highway agreement, and secured prior to occupation of the development.

4. Electric Vehicle Charging

4.1. MCC has requested clarification regarding electric vehicle charging within the apartment car park. MCC states that: *'Confirmation is requested on how many of the parking bays in the apartment car park will have EV charging.'*

4.2. MCC's comments identify a requirement for one chargepoint of at least 7kW per dwelling for allocated parking, or a minimum of 10% active charging provision at 7kW, with cable ducting provided for all remaining spaces, where parking is unallocated.

4.3. The electric vehicle charging arrangements for the apartment car park will be addressed through an appropriately worded planning condition and will be implemented before occupation of the development.

4.4. MCC has also requested electric vehicle charging for Plot 12 at Pipewell Avenue. MCC states that: *'It is requested that EV charging provision is also provided for Plot 12 to ensure a consistent level of provision across the development.'*

4.5. Electric vehicle charging provision is proposed for Plot 12. Its omission from the submitted plan is a drawing error, and the plan will be updated to confirm this provision, ensuring a consistent level of provision across the development.

5. Refuse and Servicing Access

5.1. MCC has requested additional swept-path analysis demonstrating the complete refuse-vehicle route through the Peacock Centre site. MCC states that: *'However, as set out above, swept path analysis is also requested for the full route, including the approach from Gorton Lane and Burston Street, together with vehicle movements within the site.'*

5.2. Paragraph 5.2.5 of the submitted TS identifies that refuse vehicles will enter from Burston Street, serve the houses via the internal road and exit onto Peacock Close. The submitted drawing demonstrates the 11.5m refuse vehicle exiting onto Peacock Close in both directions.

5.3. A swept path analysis demonstrating a refuse vehicle completing the full route is included as part of **Appendix A**.

5.4. MCC has also requested swept-path analysis for the proposed 7.5-tonne panel-van servicing manoeuvre. MCC states that: *'It is requested that this manoeuvre is included within the swept path analysis to demonstrate that it can be undertaken safely and without conflict.'*

5.5. Paragraph 5.2.6 of the TS identifies that the panel van will enter from Burston Street, proceed to the internal T-junction and reverse into the service/refuse area to the south-west before exiting in forward gear.

5.6. A swept path analysis demonstrating a 7.5-tonne panel van completing a servicing manoeuvre is included as part of **Appendix A**.

5.7. MCC has identified a localised overhang within the Pipewell Avenue refuse-vehicle assessment. MCC states that: *'It is noted that there is a small section along the access road where the vehicle will overhang the highway.'*

5.8. This comment relates to Drawing DN3085-STAN-PA-DR-TP-1003 Rev P02. MCC acknowledges that the 11.5m refuse vehicle can enter the site, manoeuvre at the turning head and leave in forward gear.

5.9. MCC has requested confirmation of bin drag distances at the Peacock Centre site. MCC states that: *'In regard to Plots 14, 13, 10, 9, 8, 5, and 24 the drag distance should meet MCCs GD04 standards of 30m.'*

5.10. MCC has raised the equivalent matter for Pipewell Avenue. MCC states that: *'In regard to Plots 22, 19, 18, 3, 4 and 1 the drag distance should meet MCCs GD04 standards of 30m.'*

5.11. MCC has requested that the waste-management arrangements are secured by condition. MCC states that: *'A Waste Management Strategy should be included in the conditions of any planning consent.'*

5.12. A condition requiring the submission and approval of a Waste Management Strategy would secure the detailed waste-collection arrangements, including collection-vehicle access, stopping locations and bin-transfer routes. The apartment collection arrangement from Burston Street has been accepted in principle, subject to detailed design. Paragraph 5.2.5 of the TS identifies an approximately 10m drag distance between the apartment bin store and collection point.

6. Taxi and Delivery Movements

6.1. MCC has requested further information regarding taxi and delivery movements. MCC states that: *'The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission.'*

6.2. The submitted residential trip-generation methodology has been accepted by MCC. To provide supplementary consideration of taxi activity, the multi-modal TRICS outputs have been reviewed for the entire proposed development of 75 dwellings, comprising 25 apartments and 50 houses. The assessment is presented in **Table 3** below.

Table 3: Daily Taxi Trip rates and Trip Generation

75 Affordable Flats and Houses	Daily Trip Rates			Daily Trip Generation		
	In	Out	2-Way	In	Out	2-Way
Daily	0.084	0.088	0.172	6	7	13

6.3. Applied to the 75 proposed dwellings, the TRICS rates forecast six arriving and seven departing taxi movements between 07:00 and 19:00, equivalent to 13 vehicle movements across the assessed day. These movements would be dispersed throughout the day, with a maximum of three movements forecast between 08:00 and 09:00. All other assessed hours would generate no more than two taxi movements.

6.4. The forecast level of taxi activity is considered negligible in the context of the surrounding highway network. Even during the busiest forecast hour, three movements would equate to an average of one movement every 20 minutes. Furthermore, an arrival and subsequent departure may relate to the same taxi visit, meaning the assessment does not necessarily forecast 13 individual taxis visiting or waiting at the site.

6.5. Taxi pick-up and drop-off activity would generally be short in duration and would not be expected to result in material vehicle accumulation or simultaneous stopping demand. The limited forecast activity could be accommodated within the development without obstructing vehicular access, turning areas, or pedestrian and cycle routes. Taxi movements would therefore have no material effect on highway operation or safety.

6.6. Food and parcel deliveries are expected to involve short-duration visits by cars, motorcycles or cycles, with delivery personnel handing orders directly to residents. The timing of these visits may extend beyond the commuter peak periods assessed in the TS. The forecast taxi movements do not include or quantify this activity.

6.7. MCC has requested that the ongoing delivery arrangements are secured through a management strategy. MCC states that: *'It is requested that a Delivery Management Strategy is conditioned.'*

6.8. The proposed strategy would identify the delivery locations and responsible management party, together with driver signage, resident information, measures to prevent obstruction, monitoring and procedures for addressing operational issues. It would be coordinated with the Service Management Strategy identified in MCC's suggested conditions.

7. Off-Site Highway Works and Active Travel

7.1. MCC has requested highway improvements associated with the development. MCC states that: *'Any works that impact on the adopted highway will be subject to a S278 agreement and be at cost to the applicant.'*

7.2. For the Peacock Centre site, the requested works comprise:

- upgrading Burston Street to adoptable standards;
- forming the apartment car-park access and providing dropped kerbs and tactile paving;
- connecting the internal road with Burston Street and Peacock Close;
- providing dropped kerbs and tactile paving at pedestrian desire lines, Burston Street/Gorton Lane and the new access-road/Peacock Close junction;
- introducing TROs at the car-park access, internal turning head and new junction with Peacock Close;
- refreshing restrictions at Burston Street/Gorton Lane where necessary; and
- resurfacing along Peacock Close and Gorton Lane where required.

7.3. For Pipewell Avenue, the requested works comprise the access-road connection, turning head, dropped kerbs and tactile paving at desire lines, restrictions around the existing and proposed turning heads, and footpath improvements where necessary. The proposed 5.5m carriageways and 2m footways have been accepted in principle.

7.4. The off-site highway works will be secured through an appropriately worded planning condition. The detailed scope, materials and extent of works affecting the adopted highway will be agreed with MCC through the Section 278 process, with any necessary TROs progressed separately.

7.5. MCC has also requested that the detailed design responds to the NMUA findings. MCC states that: *'In accordance with the findings of the Streets for All Audit, opportunities should be taken through the detailed Section 278 design process to improve accessibility along Peacock Close, Gorton Lane and Burston Street where practicable, including footway improvements, dropped kerbs, tactile paving and crossing enhancements.'*

7.6. Section 4.6 of the TS identifies localised footway defects, ponding, pavement parking and gaps in crossing provision along the audited routes. The proposed highway works provide an opportunity to address these matters and improve connections to public transport and local facilities.

7.7. The extent of these improvements will be considered through the detailed Section 278 design process, having regard to the NMUA findings. The agreed measures will form part of the highway works secured by condition.

7.8. MCC's requirement for evidence of the relevant cash bond or surety before submission of the off-site-highway-works condition-discharge application is noted.

8. Pedestrian Connections and Adoption

8.1. MCC has requested clarification regarding the affected pedestrian connection between Middlewich Walk and the playing fields. MCC states that: *'Please note that this footpath diversion will require the necessary legal process for diversion or extinguishment.'*

8.2. Paragraph 5.4.3 of the TS identifies the retention of Bryson Walk and Middlewich Walk and the provision of pedestrian connections through the Pipewell Avenue site.

8.3. The detailed pedestrian connections will be agreed with MCC as part of the necessary Section 278 negotiations. Any required footpath diversion or extinguishment will be progressed through the relevant legal process before the affected route is altered.

8.4. MCC has also identified the requirements should the proposed internal highways be offered for adoption. MCC states that: *'If adoption is required, the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards.'*

8.5. The extent of any highway adoption will be agreed with MCC during detailed design. Where adoption is proposed, the relevant roads and footways will be delivered through a Section 38 Agreement in accordance with MCC's requirements.

9. Visibility and Highway Boundary Treatments

9.1. MCC has requested that landscaping is maintained to preserve the submitted visibility splays. MCC states that: *'It should be ensured that any landscaping within or adjacent to the visibility splays is appropriately maintained to keep the splays clear of obstruction.'*

9.2. MCC has accepted the 2.4m by 25m visibility splays demonstrated on Drawing DN3085-STAN-PA-DR-TP-1002 Rev P02. The retention of these splays and the associated landscaping maintenance will be addressed through appropriately worded planning conditions.

9.3. MCC has also requested visually permeable boundary treatments beside the highway. MCC states that: *'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.'*

9.4. The detailed boundary treatments adjacent to the adopted highway will be addressed through an appropriately worded planning condition, having regard to MCC's requested visual permeability above 600mm.

10. Construction Management Plan

10.1. MCC has requested clarification regarding the preparation and approval of the detailed Construction Management Plan [CMP]. MCC states that: *'A full Construction Management Plan should be provided and conditioned.'*

10.2. The detailed CMP will be secured through an appropriately worded planning condition and submitted to MCC for approval before commencement of the relevant works. Any necessary temporary highway arrangements and licences will be agreed separately.

10.3. The highway elements of the CMP would address construction phasing and vehicle trips, routes and swept paths, contractor parking, access points, loading and unloading, temporary traffic management, protection of pedestrian and cycle routes, wheel washing and highway cleanliness.

10.4. It would also address effects on bus stops, TROs, crossings and street furniture; utility works; crane delivery and removal where applicable; coordination with other construction activity; emergency contacts; and a photographic highway dilapidation survey.

10.5. MCC has requested that public transport access is maintained during construction. MCC states that: *'The existing bus stops should remain operational, accessible and unobstructed throughout the construction period unless otherwise agreed by TfGM.'*

10.6. This requirement would be incorporated within the CMP. Temporary arrangements would be coordinated with MCC's Events and Network Management and Highway Licensing teams, with TfGM consulted where bus facilities are affected.

10.7. The reference within MCC's comments to the elevated Mancunian Way appears to relate to another location. The CMP would address construction risks affecting the highways adjacent to the application sites in Gorton.

11. Travel Plan

11.1. MCC has requested clarification regarding the preparation and implementation of the Full Travel Plan [TP]. MCC states that: *'The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.'*

11.2. MCC has accepted the objectives, targets, management arrangements, sustainable-travel measures and monitoring proposals within the submitted FTP.

11.3. The preparation, submission, implementation and monitoring of the Full TP will be conditioned. The Full TP will retain the measures established within the FTP and will be submitted to MCC for approval in accordance with the timescales specified by that condition.

11.4. A Travel Plan Co-ordinator would oversee implementation, including the baseline residential survey, update within six months and subsequent annual monitoring in accordance with the arrangements accepted by MCC.

12. Summary

12.1. This Technical Note has been prepared in response to MCC's highways comments regarding the proposed development at the former Peacock Centre and land at Pipewell Avenue, Gorton.

12.2. MCC has accepted the submitted residential trip-generation methodology and considers that the forecast traffic would not have a detrimental impact on the highway network. The access arrangements, carriageway and footway widths, visibility splays, house parking and cycle-parking provision have also been accepted in principle, subject to detailed design.

12.3. The supplementary taxi assessment forecasts 13 two-way movements across the assessed day, with a maximum of three movements in any hour. This represents a low level of activity and is not expected to materially affect the operation of the surrounding highway network. The ongoing delivery and servicing arrangements will be addressed through the relevant management plans.

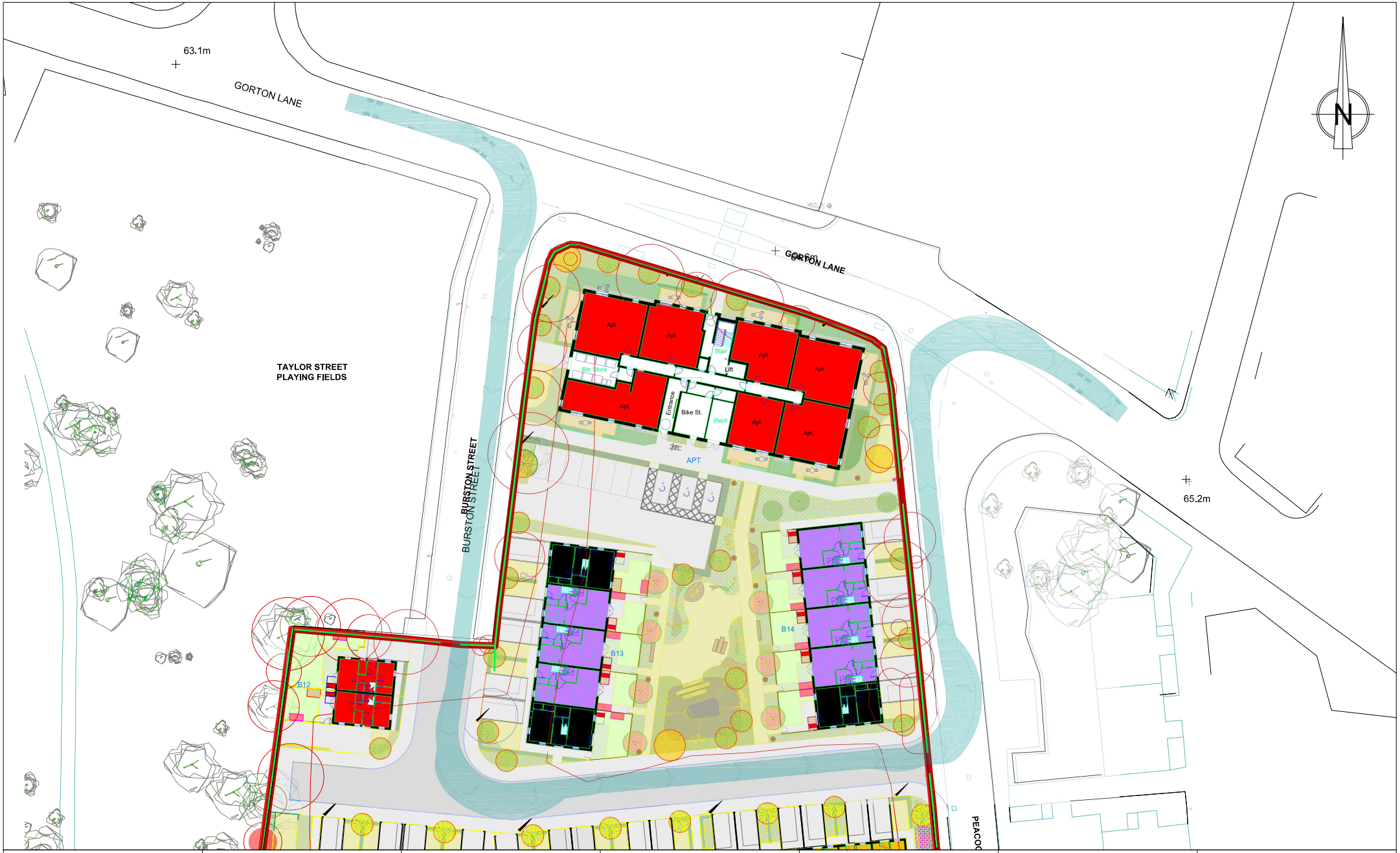
12.4. The off-site highway works and associated pedestrian improvements will be secured by condition, with the detailed scope agreed through the Section 278 process. Any necessary TROs, highway adoption agreements and footpath diversion or extinguishment procedures will be progressed separately.

12.5. The retention of visibility splays associated landscaping maintenance and highway-adjacent boundary treatments will be addressed through appropriately worded conditions. The preparation, submission and implementation of the CMP and Full Travel Plan will also be conditioned.

TECHNICAL NOTE

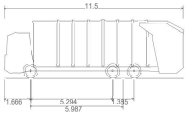
Appendices

Appendix A Drawings



SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR



Eagle Elite 2 6x4 non rear steer, 11.5m long

Overall Length	11.500m
Overall Width	2.550m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

REVISIONS

REV	DRAWN BY	DATE-D	CHKD BY	DATE-C	APPD BY	DATE-A
P01	NC	14/09/26	RF	14/09/26	RF	14/09/26

TRACKING

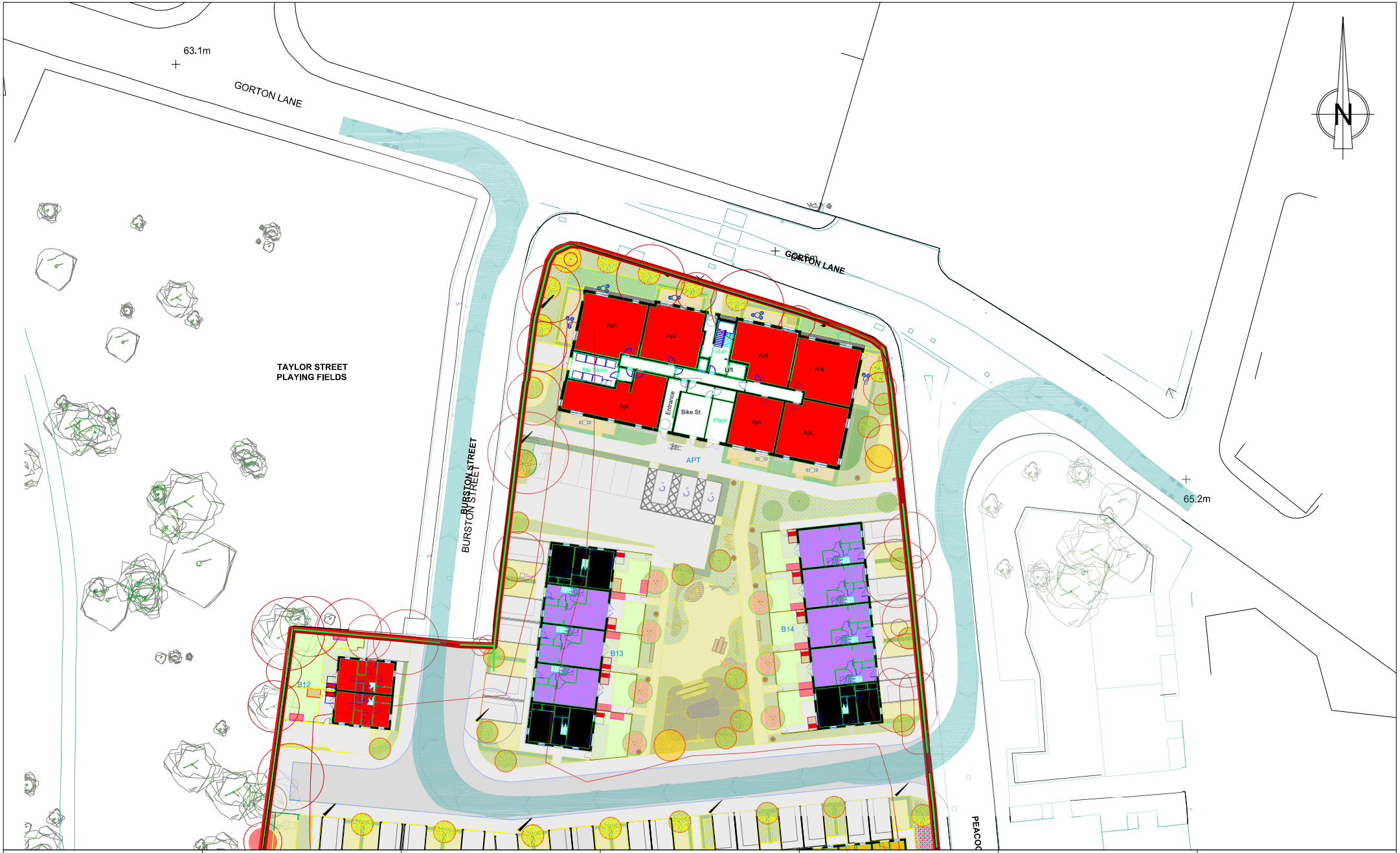
Stantec

CLIENT
CLARION HOUSING ASSOCIATION LIMITED AND CLARION HOUSHING PROPERTY DEVELOPMENT SERVICES LIMITED

PROJECT
PEACOCK CENTRE, MANCHESTER

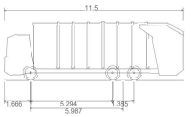
TITLE
SWEPT PATH ANALYSIS - EAGLE ELITE REFUSE VEHICLE

STANTEC PROJECT NO.	333102268
SCALE @ A3	AS SHOWN
STATUS DESCRIPTION	SUITABLE FOR CLIENT REVIEW
STATUS	S3
DRAWING NO.	DN3085-STAN-PA-DR-TP-1005
REVISION	P01



SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR



Eagle Elite 2 6x4 non rear steer, 11.5m long

Overall Length	11.500m
Overall Width	2.550m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

REVISIONS

REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P01	TRACKING	NC	14/09/26	RF	14/09/26	RF	14/09/26

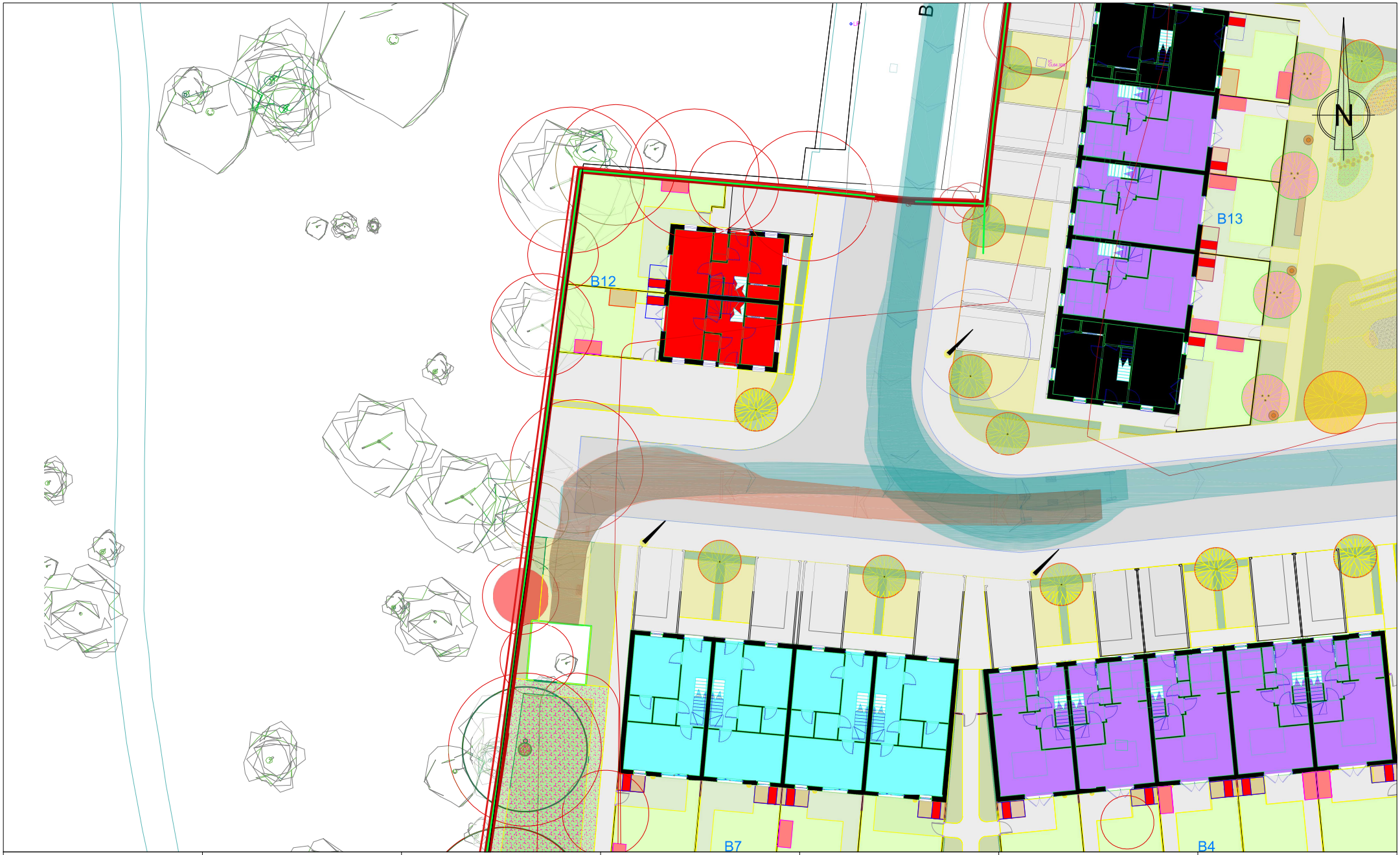
Stantec

CLIENT
CLARION HOUSING ASSOCIATION LIMITED AND CLARION HOUSHING PROPERTY DEVELOPMENT SERVICES LIMITED

PROJECT
PEACOCK CENTRE, MANCHESTER

TITLE
SWEPT PATH ANALYSIS - EAGLE ELITE REFUSE VEHICLE

STANTEC PROJECT NO.	333102268
SCALE @ A3	AS SHOWN
STATUS DESCRIPTION	SUITABLE FOR CLIENT REVIEW
STATUS	S3
DRAWING NO.	DN3085-STAN-PA-DR-TP-1006
REVISION	P01



SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REVISIONS

REV						
P01	TRACKING					
	NC	14/09/26	RF	14/09/26	RF	14/09/26
REV	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

Stantec

CLIENT
CLARION HOUSING ASSOCIATION LIMITED AND CLARION HOUSHING PROPERTY DEVELOPMENT SERVICES LIMITED

PROJECT
PEACOCK CENTRE, MANCHESTER

TITLE
SWEPT PATH ANALYSIS - 7.5T PANEL VAN

STANTEC PROJECT NO.	333102268
SCALE @ A3	AS SHOWN
STATUS DESCRIPTION	SUITABLE FOR CLIENT REVIEW
STATUS	S3
DRAWING NO.	DN3085-STAN-PA-DR-TP-1007
REVISION	P01