

Highway Works Report – Ikhlass Mosque, Halliwell Lane, Cheetham Hill, Manchester

Project: Ikhlass Mosque, Halliwell Lane, Cheetham Hill, Manchester, M8 9DR

Report Title: Highway Works Report (Section 278 Agreement)

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Introduction

This report details the proposed highway works associated with the *Ikhlass Mosque* development at Halliwell Lane, Cheetham Hill (Manchester, M8 9DR). These works are required to facilitate a new vehicular access to the mosque and to improve the surrounding public highway in accordance with Manchester City Council standards. All works will be carried out under a Section 278 agreement with the Local Highway Authority, in compliance with the latest *Specification for Highway Works (SHW)* and *Manual of Contract Documents for Highway Works (MCHW)*. Contractors undertaking the works will be accredited under the New Roads and Street Works Act (NRSWA), and appropriate traffic management measures will be in place as per Chapter 8 of the Traffic Signs Manual to ensure safety and minimal disruption during construction. The design and construction of the kerbs, footways, and other elements will adhere to all relevant UK highway specifications, including **BS EN 1340:2003** (the British Standard for concrete kerb units), and applicable Manchester City Council (MCC) highway design criteria.

The External Arrangement Layout Plan (Drawing No. W4976-189 Rev 01 – *External Works & Highway Access Plan*) prepared for this project illustrates the scope of the highway improvements. The key elements of the works are described in the subsequent sections, which include: (1) installation of new dropped kerbs at the site access, (2) proposed road markings, (3) footway reinstatements, (4) treatment of a redundant entrance, (5) junction and access protection measures, and (6) the implementation timescale. These measures collectively aim to provide safe access to the site, enhance pedestrian safety, and maintain efficient traffic flow in the vicinity.

Location of Dropped Kerbs

The primary dropped kerb installation will be at the location of the new vehicular entrance to the mosque's car park on Halliwell Lane. The proposed site access will be approximately 6.0 m wide with kerb return radii of about 6 m on each side, providing a generous opening for vehicles to enter and exit. To form this crossing, a series of *bullnose (BN) dropped kerbs* will be installed along the edge of the carriageway at the entrance, in accordance with Manchester City Council requirements and BS EN 1340 standards. The BN dropped kerbs will be set nearly flush with the road surface (a

minimal upstand of around 6 mm) to create a smooth transition for vehicles, while still presenting a detectable edge for pedestrians.

On either side of the new dropped-kerb section, *transition kerbs* (Type HB2) will be used with a maximum ~25 mm upstand to gradually tie into the existing full-height kerbs. These HB2 transition kerbs flank the bullnose units and provide a safe, ramped transition from the lowered crossing back up to the standard kerb height, ensuring there are no abrupt changes. This arrangement enables vehicles to mount the footway at the entrance without difficulty, while maintaining pedestrian priority and comfort at the footway extents. All new precast concrete kerb units will conform to **BS EN 1340** for dimensions and strength, and will be bedded on a concrete foundation (minimum ST4 concrete) with proper haunching for stability. The kerb layout and radii have been designed as per the layout plan and will be set out on site in agreement with the Highway Authority's inspector to ensure tie-in with existing levels.

In addition to the vehicular crossing, tactile paved dropped kerbs will be provided at any pedestrian crossing points associated with the development. In particular, on each side of the new access where the footway is interrupted, **blister tactile paving** will be installed to alert visually-impaired pedestrians to the presence of a vehicle crossover. These tactile slabs (usually buff or contrasting in color) will be laid in accordance with Department for Transport guidelines and MCC's *Design for Access* standards. The tactile paving, combined with the 25 mm upstand at the drop kerb edges, creates a clear visual and tactile distinction for pedestrian safety while still allowing wheelchairs, prams, and other users to cross the driveway comfortably. All dropped kerbs and pedestrian crossing provisions will fully comply with the Disability Discrimination Act (DDA) requirements and relevant guidance.

Road Markings

A series of road markings on Halliwell Lane will be implemented to support the new access and ensure safe traffic operation. Chief among these is an **access protection marking**, commonly known as an "H-bar" marking, which will be painted on the carriageway across the full width of the new driveway entrance. The H-bar marking consists of a white line in the shape of an elongated "H" placed at the kerblines; its purpose is to highlight the presence of the driveway and to discourage other vehicles from stopping or parking in front of the entrance. This marking is an advisory but effective measure to keep the access clear of obstructions. By visually reinforcing the entrance, it helps ensure that entering/exiting vehicles have an unobstructed path at all times.

In addition to the H-bar, further road markings may be applied as needed in coordination with the Local Highway Authority. For instance, if traffic conditions on Halliwell Lane warrant, a "KEEP CLEAR" marking could be laid on the road adjacent to

the access. A KEEP CLEAR marking (white road lettering with diagonal cross-lines) would prevent queuing traffic from blocking the entrance during peak times by instructing drivers to leave the access gap open. The necessity and exact layout of such markings will be determined in consultation with MCC Highways to reflect on-site conditions and ensure compliance with the *Traffic Signs Regulations and General Directions (TSRGD)*. All new road markings will be applied using highway-grade thermoplastic materials and will conform to MCC's specifications for lining. Any existing carriageway markings disturbed by the works will be reinstated to the same specification.

It is noted that regulatory markings (such as yellow lines for parking restrictions) are addressed in the *Junction/Access Protection* section of this report. All lining works will be done under appropriate traffic management to protect workers and road users, and will be inspected by the Highway Authority upon completion for compliance with standards.

Footway Reinstatements

Where the new access is constructed and where any existing access is removed, the adjacent footways will be **reinstated to a high standard**. The works will involve cutting into the existing footway construction, excavating as required, and rebuilding the footway with materials that match or improve upon the existing pavement. Along Halliwell Lane, the footway in the vicinity of the new crossover will be reconstructed in durable bituminous macadam (asphalt) to accommodate occasional vehicular loading across the pavement. This entails installing a suitable pavement layer profile, for example: a compacted granular sub-base of adequate thickness, a binder course, and a wearing course of dense bitumen macadam, all built to adopted footway standards. A typical construction would include a **minimum 150 mm thick granular sub-base** (MOT Type 1 or similar) to provide a stable foundation, an asphalt binder course, and a 30 mm asphalt surface course to tie in flush with the surrounding footway levels. The reinstated footway at the driveway crossing will be engineered to handle the weight of vehicles (e.g. using a strengthened sub-base and asphalt layers) while remaining safe and level for pedestrians.

In areas of footway outside the vehicular crossing, reinstatement will use materials matching the existing footway finish. If the current footway is paved with precast concrete flags or other finishes, those will be restored in like material to maintain visual continuity, unless otherwise directed by the Council. All new surfaces will be flush with existing surfaces to avoid trip hazards and will be properly compacted and cured. The reinstatement works will extend to any location where excavations or adjustments occur – this includes sections where old drop kerbs are removed (see Redundant Entrance Treatment below) and any trenching for drainage or services. The end result will be a **continuous, even footway** along the site frontage, with gradients and

crossfalls conforming to accessibility standards and matching into adjacent footways seamlessly. The workmanship and materials will adhere to Manchester City Council's highway construction details, and a minimum 12-month maintenance period (typical for S278 works) will apply to ensure no settlement or defects occur in the new footway areas.

Redundant Entrance Treatment

As part of the works, an existing **redundant vehicular entrance** serving the site will be closed and removed. This refers to a previous dropped kerb access along the site's boundary (for example, a former driveway or gated entrance on Halliwell Lane or the side street) that is no longer required for the new mosque layout. The removal of this redundant access will involve reinstating the kerb and footway to their normal, continuous state, thereby improving pedestrian safety and available on-street parking space.

At the location of the redundant crossover, the current dropped kerbs will be taken out and replaced with new **full-height kerbs** (125 mm upstand) of the same type and alignment as the adjacent curb line. Typically, precast concrete HB2 kerbs (125×255 mm) will be used to match the existing kerb profile, installed on a concrete foundation with proper backing. The footway at this location will be built up to normal footway level, removing the driveway slope. This includes filling in the lower vehicular footway section and reconstructing it with the appropriate footway build-up (sub-base, pavement layers or paving flags) consistent with the surrounding sidewalk. The paving materials will match the existing footway in appearance and specification, ensuring a uniform look and function.

All **redundant vehicle crossings will be effectively “made good”** in this manner. The transition will be imperceptible – pedestrians will experience a continuous kerb line and footway where formerly a driveway lay. Making this change not only eliminates an unnecessary potential conflict point between vehicles and pedestrians, but also restores the structural integrity of the kerb and pavement (important for supporting the pavement edge and preventing water intrusion). The area will be checked to confirm that the new kerb height and footway surfacing align correctly with the existing conditions on each side, and any disturbed verges or pavement markings will be restored. Overall, the redundant entrance closure will **enhance pedestrian continuity and safety** along the pavement by removing a dropped kerb that is no longer needed.

Junction/Access Protection Measures

To ensure safety at the nearby junction and to protect the new access, several **junction and access protection measures** will be implemented in coordination with the Highway Authority. The development is situated near the junction of Halliwell Lane and *Greenland Street* (the side road adjoining the site), so maintaining clear sightlines and

preventing obstructions at this intersection is critical. The following measures are proposed:

- **No-Waiting Restrictions (Double Yellow Lines):** If not already in place, double yellow line markings will be provided or extended around the corners of Halliwell Lane and Greenland Street adjacent to the mosque. Double yellow lines indicate “no waiting at any time” and will prohibit vehicles from parking too close to the junction. By keeping the junction corners free of parked cars, these markings preserve visibility for drivers turning in or out and for pedestrians crossing, thereby reducing collision risks. The exact extents of the double yellow lines will follow MCC’s standard junction protection criteria (typically extending 10 m or as required along each arm of the junction). Installation of such markings will be done under the appropriate Traffic Regulation Order (TRO) process in consultation with the Council’s traffic section.
- **Access Protection Markings:** As described in the Road Markings section, the H-bar marking across the Halliwell Lane entrance serves as an access protection measure by advising other road users not to block the driveway. This marking, though advisory, reinforces the legality that vehicles should not obstruct dropped kerb access points. In addition to the H-bar, signage can be considered (if deemed necessary) to further highlight the presence of an active entrance – for example, a temporary “No Parking – Access in Constant Use” sign during initial operation, though the H-bar is generally sufficient.
- **“KEEP CLEAR” Road Marking:** Subject to traffic conditions, a KEEP CLEAR box marking on Halliwell Lane may be applied at the site access (as noted earlier). This would actively prevent queueing vehicles (such as at nearby signals or congestion) from stopping in front of the mosque entrance. Such a marking would be located on the carriageway in front of the gate line and would be accompanied by the standard road text “KEEP CLEAR” in white. This measure ensures vehicles can always turn in or out of the site without being hindered by queued traffic, thereby maintaining access even during busy periods.

Together, these junction/access protection measures will **enhance pedestrian safety and traffic flow** around the site. Keeping the immediate vicinity of the junction and access clear of parked or stationary vehicles improves visibility and reduces conflicts, which is especially important given the increase in vehicle movements to the mosque. The measures also assist pedestrians by reducing incidences of vehicles encroaching on crossing points or blocking footways. All proposed lines and signs will be implemented to the standards set by the Traffic Signs Manual and MCC’s regulations. The effectiveness of these measures will be monitored, and any additional requirements (such as alterations to existing parking bays or installation of bollards to prevent footway parking, if relevant) will be addressed with the Council as needed.

Timescale for Implementation

The implementation of the above highway works is proposed to take place **within 4 weeks** from the commencement of on-site works. This four-week timeframe is an estimate for the full scope of works – including kerb installation, footway reconstruction, drainage adjustments (if any, such as installing an ACO channel at the entrance), road marking application, and finishing works – under normal conditions. All works will be carefully scheduled and coordinated to minimize disruption to road users and local residents. It is anticipated that the construction will be phased such that the most disruptive tasks (e.g. excavating the footway and installing new kerbs) are completed first, followed by surfacing and road markings, allowing the access to be operational as soon as possible.

Prior to starting on site, the contractor will liaise with Manchester City Council's Highways Department to obtain all necessary permits and approvals for working on the public highway. **No works will commence until the Section 278 agreement is in place, and all required permits (e.g. road space booking, traffic management approvals) are granted by the Council.** Once permits are secured, the contractor (who will be NRSWA-accredited) will implement the agreed traffic management scheme (such as temporary cones, signs, or traffic diversion if required) as per Chapter 8 guidelines. The works programme, including any required inspections by the Highway Authority, will be coordinated in advance to ensure compliance and timely completion. Weather conditions and any unforeseen ground conditions can affect the schedule; however, barring such delays, the target is to finish the highway works within a 4-week period so that the new access can be brought into use promptly.

It should be noted that the original planning submission had indicated a slightly longer period (up to 6 weeks) for these works. By refining the construction plan and allocating adequate resources, the project team is confident that the works can be delivered in the shorter timeframe of one month without compromising quality. Throughout the construction phase, regular progress updates will be provided to the Council's highway inspectors, and any adjustments to the schedule will be communicated proactively. Upon completion of the works, a joint inspection with Council officers will be undertaken to verify that all elements (dropped kerbs, reinstated footways, road markings, etc.) have been executed to the required standards and to allow the new access to be officially opened for use.

Conclusion

In summary, this Highway Works Report has outlined the design and implementation details for the off-site highway improvements related to the Ikhlass Mosque project on Halliwell Lane. The works include a new dropped kerb vehicular access constructed to MCC and BS EN 1340 specifications, appropriate road markings (such as an H-bar) to

keep the entrance clear, reinstatement of footways to a high standard, removal of an unnecessary existing access, and additional measures (like double yellow lines) to protect the nearby junction. All designs prioritize pedestrian safety, accessibility, and the smooth flow of traffic in the area. The construction will be carried out under a formal Section 278 agreement with Manchester City Council, using accredited contractors and following national highway standards and local guidelines. With an anticipated implementation period of approximately 4 weeks (subject to permit approvals and conditions), the project is set to be completed efficiently and safely. Upon completion, the improved infrastructure will facilitate safe access to the new mosque while enhancing the public realm in compliance with the City Council's requirements. The information in this report is intended to satisfy the submission requirements for the highway works and provide clarity on each element, thereby assisting in the discharge of the relevant planning condition (Condition 17) related to off-site highway improvements. All specified works will be carried out to the satisfaction of Manchester City Council and in accordance with the approved plans and standards.

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Sources:

- Ikhlass Mosque – External Works & Highway Access Plan (Drawing No. W4976-189 Rev 01)
- Manchester City Council Decision Notice (Condition 17 – Highway Works)
- Section 278 General Notes and Specifications (Manchester City Council & UK Standards)
- Project Design Details (Kerb Types, Footway Construction, Road Markings) from Layout Plan