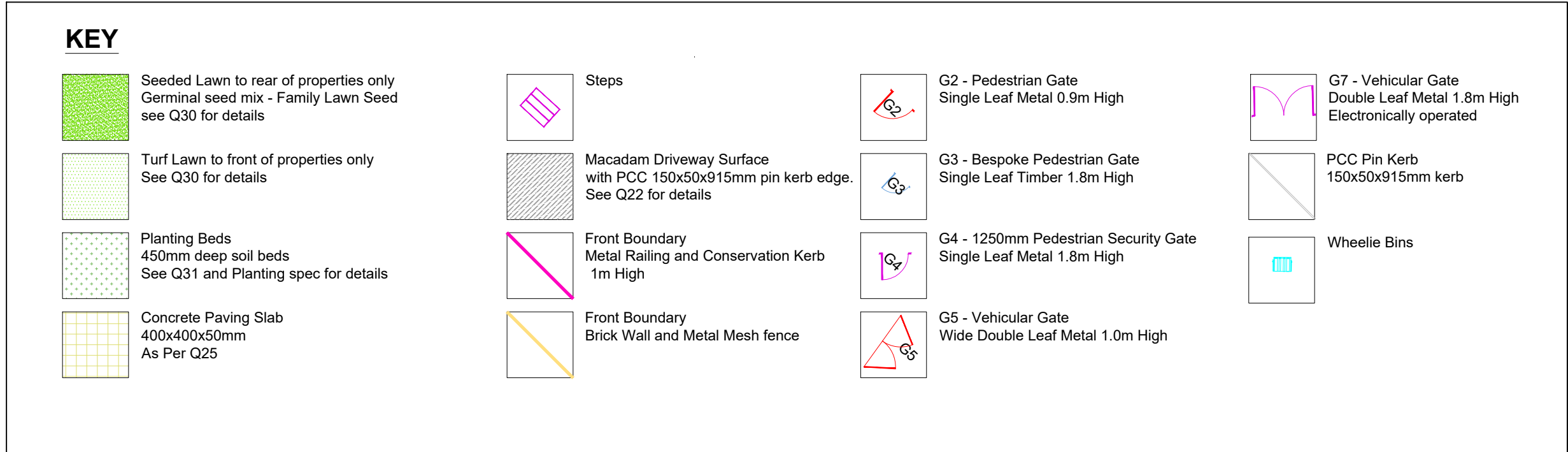




CCTV CAMERA SYSTEM INSTALLED TO COVER ALL BUILDING ENTRANCES, PRAYER HALLS, AND PARKING AREAS WITH HD RESOLUTION AND NIGHT VISION. CAMERA POSITIONS ARE SELECTED TO AVOID PRIVACY INFRINGEMENT WHILE ENSURING SECURITY. INSTALLATION IS DESIGNED IN ACCORDANCE WITH MANCHESTER CITY COUNCIL GUIDANCE FOR COMMERCIAL BUILDINGS, INCLUDING RELIGIOUS PREMISES.

Access & Kerb Construction

The proposed new site entrance will be formed using drop kerbs with new access kerbs providing a 25mm upstand to enable safe vehicular access while maintaining pedestrian priority. The transition between the new access and the existing carriageway will be smooth and fully compliant with Manchester City Council Highways specifications and BS EN 1340 standards.

The new access arrangement will include:

Drop kerbs with a 25mm upstand forming the edge of the new access point to allow vehicle crossing while still providing a clear visual and tactile distinction for pedestrian safety.

Tactile paving at pedestrian crossing points across the access to ensure inclusive pedestrian provision and to comply with DDA (Disability Discrimination Act) requirements.

Footway cutting and reinstatement in bituminous macadam to highway standards, suitable for both pedestrian and vehicular loading.

Access protection measures, such as H-bar road markings, to prevent obstruction and ensure the access remains clear.

Closure of all redundant vehicle accesses, reinstating footways with full-height HB2 kerbs and making good all affected areas.

Drob-Kerbs: Type BN (bullnose) kerbs lowered to create a smooth transition.

Kerb and Access:

Vehicle entrance to include 25mm face access kerbs on both sides of BN-type dropped kerbs (max 6mm upstand). Transition from full-height HB2 kerbs to be smooth and compliant with BS EN 1340. All kerbs to be installed per Manchester City Council Highways standards. Adjacent footways to be reinstated with suitable material for vehicular loading.

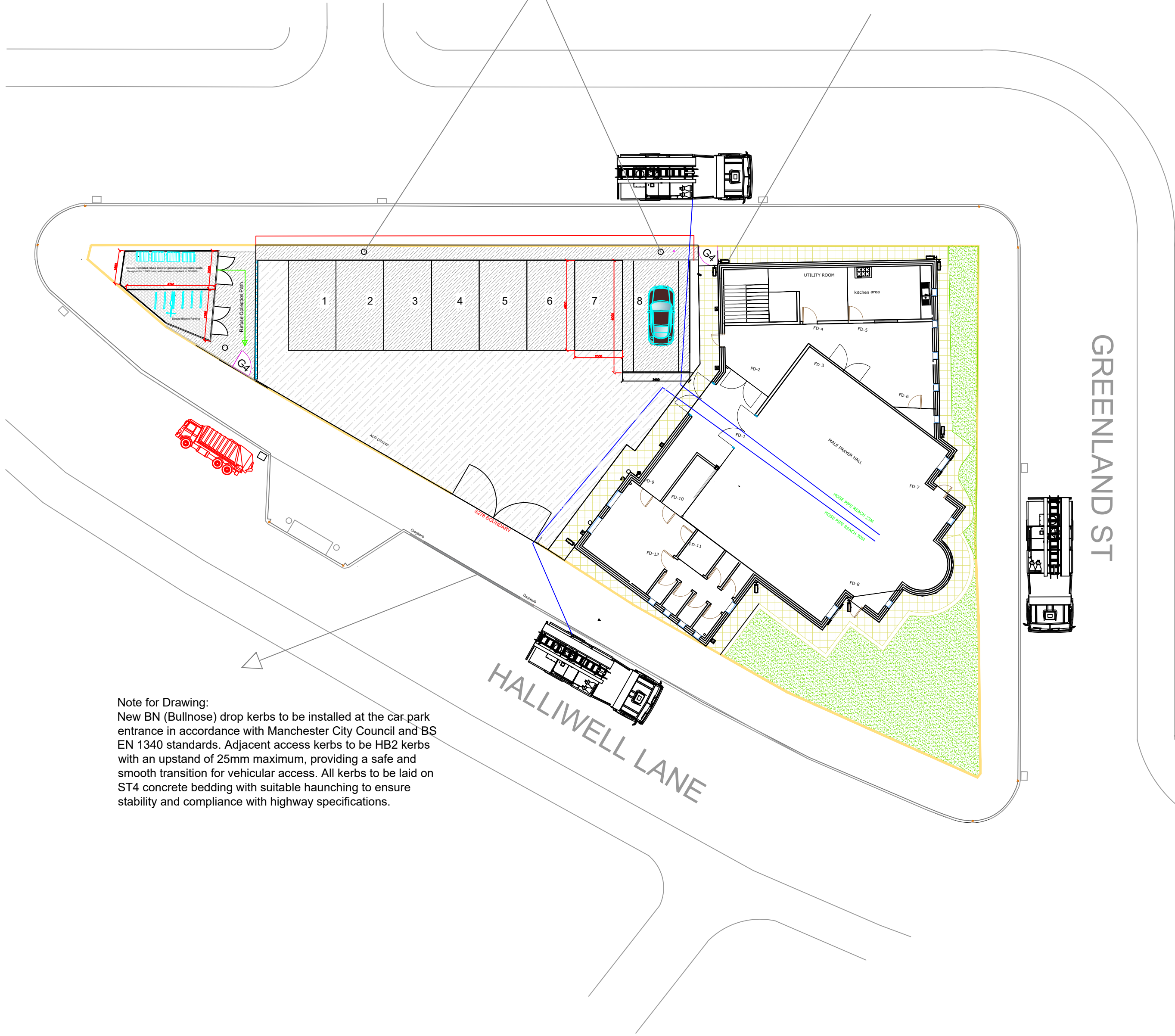
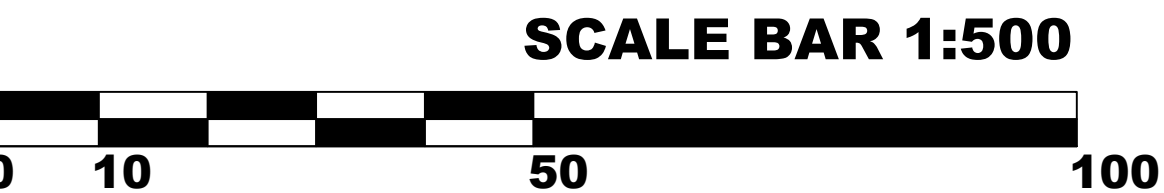
ACO Drain Note:

ACO channel drains to be installed at vehicle entrances to intercept surface water and prevent discharge onto the public highway, in accordance with Section 163 of the Highways Act 1980. Drains to connect to on-site drainage and be rated Class C250 minimum.

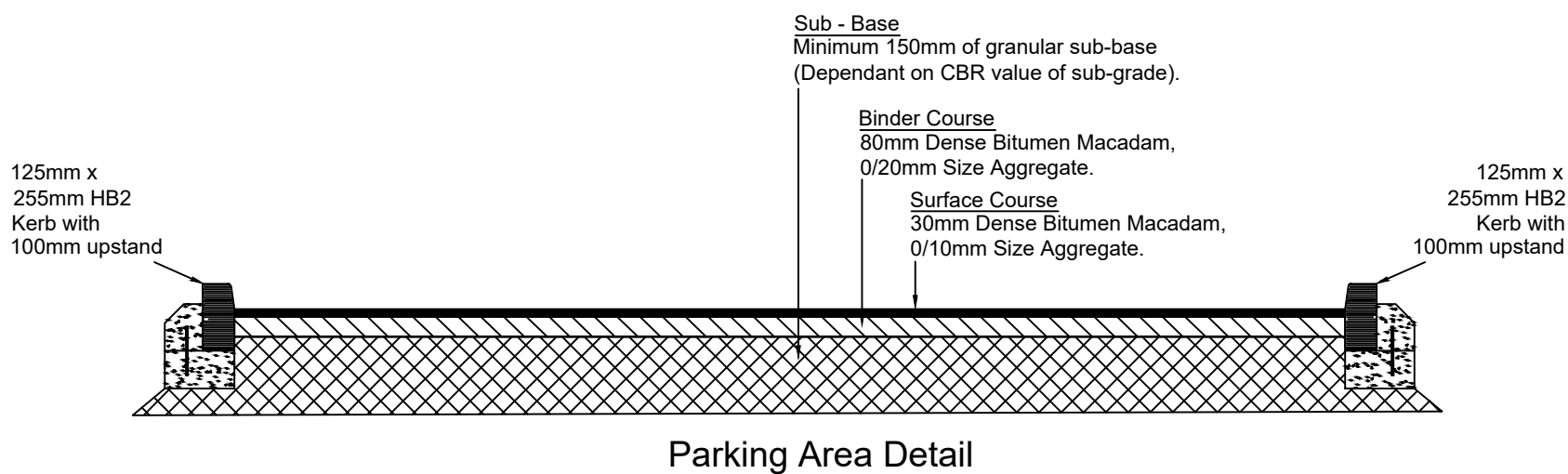
VEHICULAR ACCESS KERB DETAIL (6m x 5m ENTRANCE):

- Kerb Type: 125mm x 255mm HB2 precast concrete kerbs
- Transition: BN-type kerbs at entry edges to form smooth transition
- Entrance Kerbs: 25mm face HB2 kerbs installed either side of the BN transition
- Construction: Kerbs laid on ST4 concrete bed (minimum 100mm thick)
- Haunching: Concrete haunching to rear to prevent lateral movement
- Standards: All kerbs to comply with BS EN 1340 and MCC Highways Specification
- Width: Entrance opening 6m wide, kerb return radius typically 6m

All S278 works including kerb construction, road markings, footway reinstatements, and entrance modifications to be completed within 6 weeks from start on site, subject to permit approval and weather conditions.



Note for Drawing:
New BN (Bullnose) drop kerbs to be installed at the car park entrance in accordance with Manchester City Council and BS EN 1340 standards. Adjacent access kerbs to be HB2 kerbs with an upstand of 25mm maximum, providing a safe and smooth transition for vehicular access. All kerbs to be laid on ST4 concrete bedding with suitable haunching to ensure stability and compliance with highway specifications.



General Notes for Section 278 Works (Highway Works)

All works within the public highway shall be carried out under a Section 278 Agreement with the Local Highway Authority and in accordance with the latest edition of the Specification for Highway Works (SHW) and Manual of Contract Documents for Highway Works (MCHW).

All contractors must be NRSWA-accredited, and appropriate traffic management shall be implemented as per Chapter 8 of the Traffic Signs Manual.

Setting out and levels must be agreed on-site with the Highway Inspector prior to commencement of works.

Kerb types, radii, and layout shall be as indicated on this drawing and must comply with BS EN 1340. Dropped kerbs and tactile paving shall be provided at all pedestrian crossing points in accordance with DfT and local authority standards.

Footway reinstatement to be carried out using bituminous macadam construction or PCC paving as specified, with minimum 150mm sub-base unless otherwise stated.

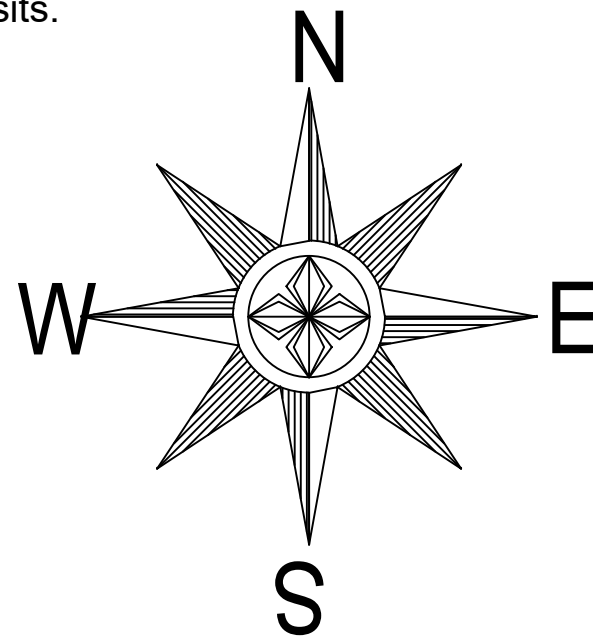
All existing services to be located and protected prior to excavation. The contractor shall be responsible for undertaking appropriate utility searches (Statutory Undertakers' records) and safe digging practices.

Road markings, signage, and access protection lines (e.g. H-bar, KEEP CLEAR) to be installed as shown or directed by the Local Highway Authority.

Surface water drainage must not be adversely affected by the works. Where necessary, cross-falls and local gullies shall be installed to prevent ponding or runoff into adjacent properties.

Redundant vehicle accesses shall be removed, and full-height kerbs and footways reinstated to match surrounding materials and levels.

Works programme and site inspections must be coordinated with the Highway Authority. No works to commence without approved permits and scheduled site visits.



SCALE:
1:500 @ A1

Project:
IKHLASS MOSQUE, HALLIWELL LANE
External Works & Highway Access Plan – S278 Works

PLANNING ☐ DRAFT ☒ FOR COMMENT ☐ TENDER ☐ CONSTRUCTION

Designed by:

H. Sabawan, BEng (Hons)
KarimiConstruction
 Karimiconstruction4@gmail.com
 07971 994165



NO. W4976-189

REV:
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