Residential Conversion of Existing Victorian Mill
12 Lower Vicker Street,
Manchester,
M40 7LL

Construction Management Plan

Prepared By: Virtu Homes
5300 Lakeside,
Cheadle,
SK8 3GP

24th November 2025

CONTRACT TITLE & ADDRESS

Victoria Mill, 12, Lower Vickers Street, Manchester, M40 7LL

1.0 Design Team and Emergency Contact Numbers

Issued To (Name):	Position:	Contract No	Start Date	Duration
Main Contractor:	**AH Developments NW ltd**	38	TBC	20 Weeks
Stephen Connor	Contracts Manager			
Adam Harrison	Director			
Client:	Adam Harrison			
Architect:	Scott Hornby			

2.0 Description of the Works

The works consist of demolition of lightweight internal partitions and supplementary external modifications and adaptations respectful to the design integrity of the existing structure that must be consistent and sympathetic with the remaining existing building facade, and the construction of 7 self-contained apartments with parking within the existing tarmac parking area. In addition, there will be the formation of an internal cycles store, central plant room and bin store area.

3.0 Methodology of the Works

The works will be accessed from Lower Vickers Street for site deliveries via the 2000 high existing metal railings and access gates, on the existing paved/ tarmac areas, the site will be separated from the upper level carpark by the installation of Heras fencing running along the lower paved area across the North elevation and up to the access gates therefore effectively forming an enclosed safe secure footprint to the works. Pedestrian barriers will be installed to form a safe pedestrian walkway along the boundary railings. See appendix.

- Arrangements will be made for the site staff and operatives for long term parking in the upper carpark therefore maintaining the tarmac area of the lower carpark for on-site vehicles and pedestrian walkway only to the main site entrance only.
- During the construction period, a total of three (3) dedicated parking spaces will be allocated within the lower tarmac car park for essential construction vehicles only. These spaces will be located within the secured site compound and will remain available exclusively for vehicles directly involved in construction activities. No other operatives, staff vehicles, or visitor parking will be permitted within this area, with all workforce parking directed to the upper car park as previously stated.

- Internally the construction of the 600 high bund walls will take place immediately before the demolition works to ensure that the adjoining

canal cannot be contaminated by the works and further pedestrian barrier installed to ensure that the areas remain sterile. It must be noted that no works are scheduled for the external elevation overlooking the canal

- Wheel washing facilities in the main area will not be required however a hose pipe will be provided close to the toilet block should the need arise to clean down vehicle wheels and sheeting over vehicles before leaving site.

- All works required to protect and comply with the bat report will be undertaken and completed before the works are commenced. See appendix 3

- Careful attention will be taken when demolition is to take place at any abutment to the existing structure by making a mechanical cut 300mm from the abutment to walls, columns and the like to ensure that the existing structure is not disturbed. Once demolition has been completed the remaining 300mm section will be taken down carefully by hand and all fixtures, fittings etc. will be removed as carefully as possible.

- The demolition materials and arisings will be stockpiled internally and dampened down to minimize the amount of dust in the air, in the central floor area where no works are to be undertaken. There are several existing door openings that are to be removed and reformed as windows. These frames will be taken out and used not only as access and egress but for ventilation during the duration of the demolition works. These openings will be infilled with purpose built framing and secure lockable doors as appropriate to ensure all suitable security.

- Disposal of the demolition material will be made regularly by the use of a small mechanical plant such as a skid steer with hydraulic breaker and bucket for loading into a 2 tonne dumper both of which will be small enough to fit through the window openings noted above and loaded onto a licensed grab wagon supplier with all waste transfer

notes retained and checked for the correct means of disposal.

- Further construction works will be undertaken as the issued design drawings and specifications utilizing all the spare space with the lower ground floor where no works are intended there. Leaving down the main stud wall intended to separate the dwellings to the void area will provide full access to the dwellings during the works and the separating wall constructed when completion of the works and the communal area installation is required.

- All considerations will be taken to minimize the passage of sound, vibrations and the like from the lower ground floor to the upper floors for the duration of the works, inclusive of the banning the use of radios and the use of heavy and vibrating plants before 9am and after 5pm.

Noise Control

- All works will follow Manchester City Council's standard construction hours to reduce disturbance.
- Noisy operations will be scheduled and controlled to minimise impacts on existing occupiers within Victoria Mill and surrounding residential streets.
- Plant and equipment will be fitted with appropriate silencers and switched off when not in use.
- Acoustic fencing and hoarding will be installed where directed, in accordance with Condition 12.
- Internal works will consider the sensitive heritage fabric (columns, brick soffits, ceilings), as required under LBC Conditions 3–7.

Vibration Control

- Vibration from tools and plants will be reduced through the use of low-vibration equipment and rotation of operatives.
- Works to historic internal columns and M&E fixings will follow the approved method statements required under LBC Conditions 3 and 7 to prevent unnecessary vibration damage.
- Monitoring will be carried out where necessary to ensure vibration levels remain within safe thresholds.

Dust Suppression

- Water misting or dampening will be used during cutting, drilling, or breaking.
- All cutting equipment will use integrated dust extraction where possible.

- Dust-generating activities will be minimised through appropriate sequencing and off-site fabrication where practical.
- No dust, debris, or contaminants will be permitted to escape beyond the working area or affect residents.
- Construction vehicles will be sheeted over, as required under Condition 12.

Delivery Strategy & Frequency

- Deliveries will be scheduled to minimise disruption, typically **2–3 delivery vehicles per week** depending on the stage of construction.
- Deliveries will occur **between 10:00 and 14:00** to avoid peak traffic and protect neighbouring amenity.

Vehicle Types & Sizes

The site will primarily require:

- Small rigid-body lorries
- Transit-type vans
- Small flatbeds for materials that cannot be delivered internally
  Large articulated vehicles are not expected due to constrained access around Lower Vickers Street and the mill's internal courtyard.

Loading & Unloading

- All loading/unloading will occur in designated areas
- Onsite staff will supervise all manoeuvres to ensure safe pedestrian and vehicle separation.
- All vehicles transporting loose materials will be sheeted over.

Routing Strategy

- Vehicles will route via main distributor roads (Varley Street / Oldham Road) before arriving at Lower Vickers Street, avoiding residential side streets.
- Swept path and safe access planning will be included in the final CMP submission.

Construction Vehicle Parking

- Temporary parking for essential construction vehicles only will be permitted in pre-agreed holding areas.
- No construction vehicle will obstruct the public highway, footways, resident parking bays, or access to the canal.



Appendix 2: Internal Works Layout



Job Reference:	Drawing Reference:	Revision:
639	SK104	D

Scale:	Sheet Size:	Date:	Drawn By:	Project Status:
1 : 100	A1	10/09/23	GU	PLA

Drawing: Lower Ground Floor Plan General
Project: Victoria Mill
Client: Virtu Homes

Rev	Description	Date
D	Tanking location/partition details indicated	08/02/24
C	Layouts adjusted to expose columns in plan	06/02/24
B	Cycle Store merged with existing	25/10/23
A	Bin and Cycle Store shown	1010/23
	First Issue	--

Do not scale from this drawing. All dimensions to be checked and verified on site before commencement of any work. This drawing is the copyright of Garry Usherwood Associates Limited and may not be used, copied or duplicated unless authorised by Garry Usherwood Associates Limited.
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Appendix 3: Bat Report Proposed Work

EXECUTIVE SUMMARY

Bat presence / absence surveys were undertaken at Victoria Mill, by United Environmental Services (UES) in September 2017 (see corresponding report UES02187/01). Two common pipistrelle roosts were previously identified within the building: Roost 1 contained 5 common pipistrelles and was located within a gap underneath a top floor window on the central southern wall in the courtyard. Roost 2 contained a single common pipistrelle and was located within a gap underneath a 1st storey window lintel on the south-western aspect. An updated survey of the ground floor was undertaken in July 2023: At this stage, no detailed proposals have been submitted to UES, however it is likely to include renovation of the ground floor at Victoria Mill.

The objective of this survey was to establish whether or not bats are using the building on site to roost, and if so to assess the type and importance of roosts in order to inform the planning process. The survey was carried out to recognised guidelines, timings and weather conditions, with particular reference to Natural England and Bat Conservation Trust (BCT) publications.

The areas surrounding Victoria Mill provide low quality habitat for bats with limited areas of moderate quality: Rochdale Canal is located directly adjacent to the southern boundary of the site and may provide foraging and commuting opportunities for bats. However, the majority of the surrounding habitat consists of residential buildings, with industrial or built-up areas and well-lit main roads. However, there are areas of green space, woodland and Clayton Vale Local Nature Reserve within the wider surrounding area.

The ground floor of the building presents a number of potential roosting features for bats, such as gaps and cavities in the brickwork, and gaps between the window frame and the brickwork. However, no bat field signs, such as droppings, were found during the external and internal building inspections.

One species of bat was recorded during the survey: common pipistrelle *Pipistrellus pipistrellus*. Activity was low within the northern section of the building, but higher levels of activity were recorded within the central courtyard where common pipistrelles were recorded commuting and foraging.

No evidence of roosting bats was observed within the ground floor during the building inspections or the presence / absence survey. As such, no further surveys or mitigation measures are required for the works to the ground level of the building to proceed, in relation to bats. No bat activity was associated with the previously identified roosts, these will not be affected (either directly or indirectly) by the proposed works.

Due to the presence of breeding birds in the building on site, it is recommended that the initial site clearance (including vegetation) and demolition works take place outside of the breeding bird season and should not be undertaken from March to August inclusive. If this is not possible, a breeding bird nest survey should be undertaken prior to the commencement of works by a suitably experienced ecologist, and an ecological clerk of works appointed if considered necessary.

This report should be read in conjunction with appendices 1 to 5, which provide visual representations of the survey results and statutory and planning context.

5 CONCLUSION

The areas surrounding Victoria Mill provide low quality habitat for bats with areas of moderate quality. Rochdale Canal is located directly adjacent to the southern boundary of the site and may provide foraging and commuting opportunities for bats. However, the majority of the surrounding habitat consists of residential buildings, with industrial or built-up areas and well-lit main roads. The ground floor of the building on site presents a number of potential roosting features which could be used by bats.

Having said this, no field signs of bats, such as droppings, were found during the building inspection. Furthermore, no bats were recorded roosting in the ground floor of the building, despite the favourable conditions.

As the proposed development will only include works to the ground floor and will not be impacting any sections of the building where the previous bat roosts were identified, it is considered that no further surveys or mitigation measures are required in relation to bats. As the works will be undertaken at a sufficient distance from the previously identified bat roosts, it is also considered that they will not be afforded direct disturbance from the works; as such, a licence will not be required for the works to the ground level of the building to proceed.

Due to the presence of nesting birds in the building, works on site will need to be mindful of breeding bird legislation, as detailed in section 4.2.2.