PADEL VENTURES

FRAMEWORK CONSTRUCTION MANAGEMENT PLAN

Padel 16, Baird Street, Manchester M1 2WQ

Project	Padel 16
Site Address	Baird Street, Manchester, M1 2WQ
Client	Fabio
Principal Contractor	Padel Ventures (CDM 2015)
Document Status	Framework CMP - submitted in support of planning application
Prepared For	Manchester City Council (MCC) - Planning Application Submission
Provisional Start Date	1 September 2026
Provisional Duration	Approximately 11 weeks (through to mid-November 2026)

FRAMEWORK STATUS

This is a Framework Construction Management Plan (CMP), submitted in support of the planning application in accordance with Manchester City Council's validation guidance, which confirms that where full construction details cannot yet be provided, a Framework or Draft CMP may be submitted at application stage, outlining the areas to be covered, with the detailed CMP to follow discharge of a planning condition prior to commencement of works. This document should be read alongside the Padel 16 Enabling Works Scope and Programme of Works.

1. Introduction and Purpose

This Framework Construction Management Plan (CMP) has been prepared by Padel Ventures, acting as Principal Contractor under the Construction (Design and Management) Regulations 2015 (CDM 2015), in support of the planning application for Padel 16 at Baird Street, Manchester, M1 2WQ ("the Site").

The purpose of this document is to set out, at a strategic level, how construction activities associated with the development will be planned, managed and monitored, so as to minimise disruption to neighbouring occupiers, road users and the wider public during the construction period.

In accordance with Manchester City Council's adopted validation checklist, where full construction details are not available at the point of submission, a Framework or Draft CMP may be provided outlining the areas to be covered, with the detailed CMP submitted for approval as part of a planning condition prior to commencement of development. This approach has been adopted for Padel 16, reflecting the current pre-construction stage of the project.

This Framework CMP builds on the Enabling Works Scope and Programme of Works already prepared for the project, and identifies the areas where further detail will be developed and submitted at the condition discharge stage.

2. Site Description and Context

The Site is located at Baird Street, Manchester, M1 2WQ, bounded by Chapeltown Street to the north, Congou Street to the east, and Baird Street to the south. The Site is located within a mixed commercial and town-centre context, with a multistorey car park and surface car parking in the vicinity.

The proposed development comprises the construction of a padel sports complex, including seven padel courts (five internal, two external), ancillary reception, cafe/bar, changing and wellness facilities, cycle parking, car parking (including disabled and EV charging provision), and associated landscaping and drainage infrastructure.

Existing site access is to be retained from Baird Street, with vehicular delivery access and emergency egress also provided from this frontage. The Site does not front any bus routes requiring bus stop relocation, although this will be confirmed as part of the detailed Transport Statement and CMP.

3. Project Programme

The construction programme is provisionally set to commence on 1 September 2026, with an anticipated construction duration of approximately 11 weeks, running through to mid-November 2026. This is based on the current Programme of Works, which sequences enabling works and site set-up, earthworks, ring beam and foundation works, pavement and surfacing works, and final fit-out and commissioning.

A detailed, resourced programme of works, together with associated risk assessments, will be provided as part of the detailed CMP submitted for discharge of condition, once the project start date is confirmed and detailed design information (including topographical survey and ground investigation results) is available.

Programme Stage	Indicative Timing	Status
Enabling works and site set-up	Week 1	Included in Enabling Works Scope
Earthworks and reduced-level excavation	Weeks 1-3	Priced in BoQ
Ring beam foundations (7no. courts)	Weeks 2-4	Priced in BoQ

Programme Stage	Indicative Timing	Status
Sub-base, edging and tarmac surfacing	Weeks 4-7	Priced in BoQ
Pad foundations and external tarmac works	Weeks 5-8	Priced in BoQ
Building erection, fit-out and services	Weeks 6-10	Subject to detailed programme
Commissioning, snagging and handover	Week 11	Subject to detailed programme

4. Hours of Site Operation

Construction activities are proposed to operate within standard hours to minimise disturbance to neighbouring occupiers, unless otherwise agreed with Manchester City Council:

- Monday to Friday: 08:00 to 18:00
- Saturday: 08:00 to 13:00
- No working on Sundays or Bank Holidays, other than in exceptional circumstances agreed in advance with the Local Planning Authority.

Any variation to these hours, including for deliveries of abnormal loads or concrete pours requiring continuous working, will be agreed in advance with the Local Planning Authority and communicated to neighbouring occupiers.

5. Site Waste Management Plan

A Site Waste Management Plan (SWMP) will be maintained for the duration of the works, in accordance with the Enabling Works Scope (Ref. EW-09). At framework stage, the following principles are confirmed:

- A designated waste and skip area will be established within the site compound, with segregation for inert, general and hazardous waste.
- Excavated material (an estimated 928.62 m3 from the main court and secondary court areas, plus 34.65 m3 from the entrance area) will be removed to an approved off-site tip, in accordance with the Bill of Quantities.
- Waste arising from demolition and construction will be recycled or reused wherever practicable, with disposal routes and volumes confirmed at detailed CMP stage.

The detailed SWMP, including waste carrier details, disposal routes and record-keeping procedures, will be submitted as part of the detailed CMP.

6. Air Quality Plan

FRAMEWORK STATUS

An Air Quality Plan has been identified as a gap in the current documentation set and will be developed as part of the detailed CMP submitted at condition discharge stage.

At framework stage, the following mitigation principles are proposed, consistent with the Greater Manchester Air Quality Action Plan and Core Strategy Policy EN16:

- Dust suppression measures (water damping) during excavation, sub-base laying and tarmac operations.
- Sheeting of vehicles transporting excavated material and construction waste off site.

- Wheel-washing or road sweeping provision where deliveries or muck-away vehicles are assessed as likely to track material onto Baird Street.
- Switching off idling plant and vehicles when not in use, and use of modern, well-maintained plant where practicable.

The detailed Air Quality Plan will set out monitoring arrangements, mitigation measures specific to the confirmed construction methodology, and complaint-response procedures.

7. Public Highway Use

A plan layout showing areas of public highway proposed for use in association with the development during construction (for example, for deliveries, temporary parking or hoarding) will be agreed with Manchester City Council as Highway Authority and included within the detailed CMP. At framework stage, it is not anticipated that significant areas of public highway will be required, as site access, delivery and storage are expected to be accommodated within the Site boundary.

8. Parking of Site Operatives and Visitor Vehicles

Parking for site operatives and visitors will be managed to avoid overspill onto surrounding streets. It is anticipated that operatives will be encouraged to use public transport or existing multistorey/surface car parking in the vicinity of the Site, with limited on-site provision for essential vehicles only. Detailed parking management arrangements will be confirmed at detailed CMP stage, informed by the resourced programme and anticipated maximum operative numbers.

9. Loading, Unloading and Storage of Plant and Materials

Loading and unloading of plant and materials will take place within the Site boundary via the existing site access from Baird Street, using the vehicular delivery access and emergency egress route shown on the proposed drawings. A banksman will be provided for reversing vehicles and deliveries where necessary.

Storage of plant and materials will be accommodated within a designated site compound, established as part of the enabling works. Materials will be delivered on a just-in-time basis where practicable to minimise on-site storage requirements and associated risk.

10. Construction and Demolition Methods

The proposed works comprise new-build construction; no demolition of existing structures is proposed as part of this application. Construction methods are set out in outline within the Enabling Works Scope and Bill of Quantities, and include reduced-level excavation, reinforced concrete ring beam foundations, MOT Type 1 sub-base and tarmac surfacing, and pad foundations for canopy structures.

No tower cranes are currently anticipated for this development; mobile plant (excavators, dumpers, rollers) will be used for earthworks and surfacing operations. Should any mobile crane lifts be required (for example, for structural steel or fabric roof elements), details of the equipment, position and lifting plan will be provided within the detailed CMP, together with any associated lighting requirements.

11. Security Hoarding

Perimeter hoarding or Heras fencing will be erected around the full Site boundary for the duration of the works, with lockable access gates, in accordance with the Enabling Works Scope (Ref. EW-01). Site safety signage, including CDM notice, site rules and emergency contact details, will be displayed at all access points. Temporary site lighting and CCTV/security provision will be considered given the Site's town-centre location, to be confirmed at detailed CMP stage.

12. Temporary Traffic Management

A temporary traffic management plan will be developed to address deliveries and removal of excavated material, in liaison with Manchester City Council where any footway or highway licence is required. Based on the current understanding of the Site and surrounding highway network, no bus re-routing or bus stop closures are anticipated to be necessary; this will be confirmed as part of the detailed Transport Statement and detailed CMP, in consultation with Transport for Greater Manchester where relevant.

13. Scaffolding

Should scaffolding be required as part of the construction methodology, details of its extent, timing of erection and dismantling, and any associated highway licensing requirements will be provided within the detailed CMP, sequenced against the confirmed construction programme.

14. Human Impact Management Plan

FRAMEWORK STATUS

A Human Impact Management Plan has been identified as a gap in the current documentation set and will be developed as part of the detailed CMP submitted at condition discharge stage.

At framework stage, the following principles are proposed to manage the impact of construction activity on people in and around the Site:

- Provision of a nominated Site Manager and a point of contact for community and neighbour queries or complaints, displayed on site signage.
- Adherence to agreed working hours (Section 4) to limit noise and disturbance to neighbouring occupiers.
- Noise management measures during high-impact activities such as excavation, concrete pours and surfacing works, including selection of appropriately maintained plant.
- Advance notice to neighbouring occupiers of any particularly disruptive activities.

The detailed Human Impact Management Plan will include a full noise and vibration management strategy, a complaints log and response procedure, and confirmation of community liaison arrangements.

15. Access to Adjacent Premises

FRAMEWORK STATUS

Details of how access to adjacent premises will be managed have been identified as a gap in the current documentation set and will be developed as part of the detailed CMP submitted at condition discharge stage.

The Site is located within a predominantly commercial context, with adjacent premises including a multistorey car park and surface car parking areas. At framework stage, it is confirmed that:

- Clear and safe pedestrian and vehicular routes to adjacent premises will be maintained at all times during construction, with any temporary diversions clearly signed.
- Existing site access and entrance arrangements on Baird Street are to remain unchanged, minimising disruption to established access patterns.
- Any works affecting shared boundaries, walls or fencing (including the retained brickwall and fence referenced on the proposed drawings) will be carried out with appropriate protection measures in place.

The detailed CMP will confirm specific management measures for each adjacent premises identified through consultation with neighbouring occupiers, including any temporary access arrangements required during peak construction activity.

16. Monitoring and Review

This Framework CMP will be reviewed and superseded by a detailed Construction Management Plan prior to commencement of development, to be submitted for written approval by Manchester City Council in discharge of the relevant planning condition. The detailed CMP will incorporate the confirmed project programme, detailed design information, and the outstanding items identified within the Enabling Works Scope, including topographical survey results, statutory undertaker searches, and ground investigation findings.

Padel Ventures, as Principal Contractor, will retain overall responsibility for compliance with the approved CMP throughout the construction period, in conjunction with its wider CDM 2015 duties.

17. Summary of Framework Areas for Detailed CMP

The following table summarises the status of each area required by Manchester City Council's validation checklist, indicating which are addressed at framework level within this document and which will be developed in full at the detailed CMP stage.

CMP Requirement	Framework Stage Status
Hours of site opening / operation	Confirmed - Section 4
Site Waste Management Plan	Framework principles set out - Section 5
Air Quality Plan	Gap - to be developed at detailed stage - Section 6
Public highway areas for construction use	Framework principles set out - Section 7
Parking of operatives / visitors	Framework principles set out - Section 8
Loading, unloading and storage of plant/materials	Framework principles set out - Section 9
Construction and demolition methods, including cranes	Framework principles set out - Section 10
Security hoarding	Confirmed - Section 11
Dust and dirt emission control	Framework principles set out - Section 6
Waste recycling / disposal scheme	Framework principles set out - Section 5
Cranes and associated lighting	To be confirmed - Section 10
Detailed programme and risk assessments	Provisional programme set out - to be finalised - Section 3
Temporary traffic management / bus re-routing	Framework principles set out - Section 12
Timing of scaffolding	To be confirmed - Section 13

CMP Requirement	Framework Stage Status
Human Impact Management Plan	Gap - to be developed at detailed stage - Section 14
Access to adjacent premises	Gap - to be developed at detailed stage - Section 15

18. Conclusion

This Framework Construction Management Plan demonstrates that the construction of Padel 16 can be appropriately managed to minimise impact on neighbouring occupiers, road users and the surrounding area. It is submitted in support of the planning application in accordance with Manchester City Council's validation guidance, with a full and detailed Construction Management Plan to be submitted for approval as part of a planning condition prior to commencement of development.

Padel Ventures, as Principal Contractor, is committed to working collaboratively with Manchester City Council, the design team and neighbouring occupiers throughout the construction period to ensure the development is delivered safely, responsibly and with minimal disruption.