

Ancoats Mobility Hub

Pioneering Manchester's aspirations
for a sustainable mobility future



HILLBREAK



Strategic Justification &
Guiding Principles

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Introduction

The Ancoats Mobility Hub (“the Hub”) defines a new, mould-breaking approach to sustainable mobility in the heart of East Manchester.

The Hub is being brought forward to support the next phase of the redevelopment in the Poland Street Zone of Ancoats, Manchester. The Poland Street Zone is defined within the Poland Street Zone Neighbourhood Development Framework (NDF) endorsed by Manchester City Council in July 2020.

The aspiration for this part of Manchester laid out in the NDF is one of a flourishing neighbourhood, with plenty of active and productive outdoor space — a place with play at its core, that encourages interaction between all ages and abilities. The vision is that this will continue to be a place with a strong sense of its own past but driven by a sense of the future.

This sits in the context of a range of local, regional and national policy that aims to progress low carbon, place-based, inclusive and sustainable development. Mobility and transport are key considerations across much of this policy context, with a particular emphasis on modal shift towards more sustainable and active travel options.

It's clear that the mobility provision for the Poland Street Zone cannot take a business-as-usual approach of simply creating inside and surface car park facilities attached to new residential developments. What's needed is a fundamental shift of mindset that meets the mobility needs of the local community, contributes to the neighbourhood being a safe, green and pleasant place to live, and facilitates the shift to the transportation of the future by both encouraging and enabling behaviour change.

The Ancoats Mobility Hub meets this challenge, presenting an adaptable, forward looking approach to place management. It will help to solve the current issue of insufficient resident parking in the area, while meeting the demand for emerging and more active transport options that reduce congestion and improve health and air quality – such as electric vehicles, cycling, walking, and car sharing. It moves away from the idea that a neighbourhood and streets need to be dominated by delivery vehicles, on street parking and car movement, offering a flexible, low risk approach to bridging present need with future requirements.

As well as meeting the parking needs of future residential development in Poland Street Zone, the Hub will provide sustainable mobility, digital and logistics functions to support the growth of a resilient, future-ready neighbourhood. It will also have wider benefits in supporting Manchester City Council's ambition for growth within the City Centre and East Manchester, as well as its journey to becoming a Net Zero Carbon city.

The Hub is a new model of place-based infrastructure intended to enable change by making a modal shift away from dependency on private cars desirable. It offers the opportunity to break the traditional tenure link between home and car.

Alongside sufficient provision for private cars to support the new homes envisaged over the medium term, the Hub will provide residents and visitors with the capability and opportunity to make choices about their mode of transport that contribute to a cleaner, greener, safer neighbourhood – including provision for electric vehicles. This won't be an overnight shift, and the Hub has flexibility built in to enable users to make changes and choices when it's right for them to do so – for example, by enabling users to sell their space back to the Hub if they decide they want to move away from private car ownership. The inclusion of car club provision offers an option for those who don't use their cars for most of the day, but still want the immediacy and flexibility of car use.

Facilities at the Hub will be inclusive and won't be dependent on home ownership in the area. Car club, cycle hub and even car parking spaces via season ticket can be accessed by all residents, regardless of tenure, and offer a range of more affordable mobility options than car ownership. The inclusion of public realm around the Hub will contribute to the preservation of the area's heritage and the celebration of public spaces as important places to meet, interact and enjoy.

Delivery of the Hub helps to meet many local and national challenges and priorities, including climate change imperatives, carbon targets, transport strategies, clean mobility opportunities, urban logistics, active travel and community wellbeing. It offers the opportunity to galvanise planning policy into a tangible neighbourhood asset that can evolve with the needs of the community. And it provides an innovative, mould-breaking vision for the future of urban transport as part of an inclusive, sustainable place to live and work. Ancoats is a unique place characterised by strong heritage, adaptability, innovation and imagination. The Hub is an integral part of the next phase of the reimagining of this special neighbourhood.

The Hub is forecast to reduce the number of peak hour car journeys within the Ancoats and New Islington Neighbourhood Development Framework area by more than 200 per day, and to reduce the distances travelled by 1,197km every 24 hours – that's pretty much the same straight-line distance as travelling from Ancoats to Munich in Germany – avoiding more than 65 tonnes of CO₂ emissions every year¹.

Vision

Image Credit: Buttress Architects (diagram) and Virtual Planit (visualisation)



Context

Mobility is changing. Environmental concerns, regulatory pressure, changing living and working patterns, and evolving technology – such as increased automation and electrification of vehicles, and the development of “Mobility-as-a-Service” – are all contributing to this change. For example:

1	Total investment in technological innovation for mobility grew by around 6.7 times in the period 2014 to February 2019, compared to 2010-2013. ²
2	There was a 765% increase in car club membership across the UK between 2007 and 2017. ³
3	Autonomous vehicles are expected to travel around 66% of total passenger-kilometres in 2040. ²
4	The shared micro-mobility market (electric bicycles, scooters and mopeds) in Europe alone is expected to reach \$100-150 billion by 2030. ²
5	The UK Government is banning the sale of new petrol and diesel cars from 2030 as part of its target to reach net zero greenhouse gas emissions by 2050. ²

Current need, future potential

Ancoats, the world's first industrial suburb, is part of the rapidly developing Eastern Gateway of Manchester. Guided by the Ancoats and New Islington Neighbourhood Development Framework (NDF), it's a place that has seen transformational change over the past five years. Ancoats is now one of the UK's most vibrant neighbourhoods. Thousands of new homes have been built, alongside new workspace and commercial units.

The next phase of Ancoats is now being planned, focusing on the Poland Street Zone, with several brownfield sites adjacent to historic canals ready for development and capable of accommodating up to 1,500 homes and 325,000 square feet of commercial space. This offers an opportunity for Ancoats to continue its journey towards becoming a sustainable, thriving place to live and work – attracting aspirational young people and families.

It is vital that the transport provision and facilities within the Poland Street Zone support not only the placemaking objectives in the NDF, but also Manchester's wider aspirations to be a clean, efficient, innovative and resilient city that meets the evolving needs of residents, workers and visitors. These aspirations include a reduction in surface parking over time and a shift towards a more integrated, active travel-focused mobility network. The Hub is a logical step in facilitating this vision, and a mould-breaking departure from business-as-usual that will meet the evolving needs of the local community.

Future transport will be characterised by an increasing shift away from dependency on private cars and towards integrated transport systems that include cycling, walking, public transport and car clubs. A future-proofed development strategy – particularly in a densely populated urban area – must take private parking out of individual developments to avoid obsolescence. This frees up space for homes and green spaces, and contributes to a greener, low carbon future whilst also creating better places to live and safer spaces to play. The alternative is an increased proliferation of car parking facilities inside and outside developments, with deleterious impacts on air quality, emissions and neighbourhood amenity.

Ongoing lifestyle changes are likely to drive a continued shift towards online and local shopping – both trends that the Hub will support. A reduction in peak hour car journeys (estimated more than 200 per day) will make the neighbourhood a safer, more pleasant environment for browsing local retail. The provision of a last-mile delivery hub as part of the development will replace delivery vans with electric vehicles, cargo bikes, or in person collection. With an estimated 53 parcels delivered per person each year in the UK⁴, the potential to reduce lorry and van movements locally through a new model of last mile logistics is significant.

Manchester Life Strategic Development Company (MLSDCL) and Manchester City Council (MCC) have identified a plot of around 4,000m² for the Ancoats Mobility Hub, offering the opportunity to consolidate parking provision for forthcoming and future Ancoats developments, and to include a wealth of additional facilities and provisions that contribute to an integrated green transport network of the future.

MLSDCL, working in conjunction with MCC, plans to deliver 408 parking spaces. The primary intention is to provide parking and sustainable transport facilities for future residents of developments within the Poland Street Zone. To avoid underutilisation in the early stages of operation, vacant spaces will be used as visitor spaces for existing residents without parking and for business commuters, as well as visitors to the area. Provision will be allocated via season tickets, administered by the Hub operator to ensure capacity is managed in a manner that prioritises new developments in the Poland Street Zone. It is anticipated that by 2030 the Hub will be fully taken up by residential parking less 7% alternative mobility provision for car club and rideshare. The nominal (7%) visitor parking provision will be regularly reviewed against the demand for residents (new or existing) parking provision and / or demand for car club and rideshare expansion.

This document sets out the wider principles for the Hub's development, demonstrating how this innovative and visionary development will be far more than a car park – facilitating and encouraging a modal shift away from private car ownership in the long term, and contributing to a thriving, inclusive neighbourhood.

A blueprint for future mobility

The aim for the Hub is to meet the needs of a vibrant, forward-looking city and a sustainable neighbourhood. It will support the uptake of electric vehicles, last-mile delivery and cycling, all underpinned by state-of-the-art digital infrastructure. The Hub is expected to bring many local benefits, such as reduced congestion, contribution to a low carbon economy, improvements in air quality and biodiversity, and essential infrastructure provision. It is designed as a living asset, to evolve in line with the aspirations of the local community, with the option to widen the range of facilities and amenities over time.

The Hub supports city, regional and national priorities, offering a blueprint for translating transport and environmental policy priorities into an innovative solution built to meet the needs of future communities. For example, it:

- Supports identified priorities around economy, people and place within several local strategic plans, including:
 - Greater Manchester Transport Strategy 2040
 - Manchester City Centre Transport Strategy to 2040
 - Manchester Climate Change Framework 2020-2025
 - Greater Manchester Air Quality Action Plan 2016-2021
 - Greater Manchester Local Industrial Strategy, June 2019
 - Greater Manchester Living with Covid Resilience Plan
 - Ancoats & New Islington Neighbourhood Development Framework (including Poland Street Zone update 2020)
- Supports the Greater Manchester Living with Covid Resilience Plan – for example, the Hub will contribute to Manchester’s economic recovery by providing construction work from late 2021 and becoming operational in 2023.
- Aligns with national Government priorities such as the transport investment and regeneration and town centre investment themes included in the Levelling Up fund.
- Complements other strategic developments, such as the Etihad Campus, through provision of a small amount of secure and carefully-managed visitor parking – bringing the potential for further spend in the local economy from visitors who may not otherwise explore Ancoats.

Guiding principles

A set of principles has been developed for the Hub, centred on four key themes:



Theme 1: Future-ready

Supporting a positive mobility future for Ancoats and the wider City Centre.



Theme 2: Enabling a thriving neighbourhood

Facilitating future development in Ancoats and maximising public benefit.



Theme 3: Sustainable by design

Pioneering Manchester's journey towards Net Zero Carbon, better air quality, and the Future of Mobility.



Theme 4: Listening and learning

Reflecting and improving on progress, achievement of vision, and meeting of local needs.

Theme 1: Future-ready



Supporting a positive mobility future for Ancoats and the wider City Centre.

Latest digital technology will help users plan their transport needs via interactive booking of car club vehicles, spaces, and cycle facilities.

Principle 1: Place-based digital infrastructure to optimise efficiency and accessibility of facilities

MLSDCL in conjunction with MCC will procure a strategic partner to develop a technology platform that enables access to the wide range of facilities within the Hub and allows a linkage between place-based digital strategies. This platform will predominantly allow access to the Hub by Ancoats residents but also tie into wider change across East Manchester – allowing excess capacity to be utilised if required, alleviating pressure within other neighbourhoods in East Manchester.

MLSDCL, MCC, Transport for Greater Manchester and key landowners in Ancoats share a bold ambition to make the Eastern Gateway a global example of a highly sustainable, low-carbon area with a transport system that facilitates active transport, public transport and encourages the transition away from private cars, especially those powered by petrol/diesel.

The aim is for the physical and digital infrastructure developed as part of the Hub to enable residents to plan multi-modal journeys and pay for them via a single transaction, as well as supporting public service delivery, resident wellbeing and engagement. There is a wider ambition for a single place-based digital framework to maximise mobility, connectivity, and permeability benefits, shared by everyone who lives in and visits the area.

Principle 2: Prioritise local residents

The Mobility Hub Operator will adopt a control system to give Ancoats residents priority access to facilities (including car parking spaces) within the Hub from day one.

The Hub will provide 408 parking spaces. Once the Hub is fully taken up by residential parking (less 7% alternative mobility provision for car club and rideshare) – anticipated by 2030 – its capacity will represent a 25% parking provision for residential developments within the next phase of regeneration in the Poland Street Zone.

An independent traffic study commissioned by Manchester Life confirmed that 30% car parking provision is deemed typical and appropriate for the area. However, given the alternative mobility provisions at the Hub and the public transport links to the area, 25% provision is deemed sufficient for this unique development without running the risk of under-provision. The study also concluded that the location of parking spaces within the Hub would improve local traffic flow, reduce volume, and offer easy access to the Oldham Road and Key Route Network.

The Hub will have gold standard security and efficient, adaptable lighting, offering a safe and secure environment for local residents and visitors. Cycle hub facilities will support and encourage cycling as a primary mode of transport, serving local businesses as well as residents. The option for a cycle repair facility will be explored, with the potential to support local job creation.

Principle 3: Deliver maximum benefit to Manchester from day one

The Mobility Hub Operator will investigate a ‘season ticket’ option for local residents and — if availability allows once the needs of local residents have been met — commuters into Ancoats, from day one. This would be a short-term measure, with season-ticket lengths capped appropriately, while future residential development within the Poland Street Zone comes forward. The season ticket scheme shall be reviewed annually, supporting development coming forward on surface car parking sites within the City Centre in the coming years.

As transport preferences and options evolve, it will be important to balance the security of provision for existing Hub users with the need for flexibility to changing modes of transport and alternative parking options. The season ticket option offers this balance. It should also help to reduce the issue of residents fly parking on local streets, which is currently deemed to be a significant issue in the area.

Principle 4: Accommodate visitors

The Hub shall provide a limited level of visitor car parking provision to support the residential and commercial functions of the neighbourhood.

A thriving neighbourhood depends upon interaction and exchange within residential and commercial areas. Provision of some spaces for visitors supports social and economic growth by offering easy access to the neighbourhood, which is a popular area with visitors and houses key venues such as the Hallé St Peter’s and restaurants such as Mana, Sugo and Erst.

Theme 2: Enabling a thriving neighbourhood



Facilitating future development in Ancoats* and maximising public benefit (*as defined by the Ancoats and New Islington NDF).

Principle 5: Avoid the need for car parking within the neighbourhood

All development in the Poland Street Zone, particularly residential development, should seek to minimise on-site car parking as far as practically possible, considering the neighbourhood's highly sustainable location and high-quality design and environmental requirements, including with a particular emphasis on improving air quality.

Given ongoing and likely future trends in transportation, minimising on-site car parking is essential to any future-ready development. The development of the Hub and residential provision in the next phase of Ancoats development offers the opportunity to demonstrate this working in practice, and to facilitate future developments to take the same approach. This will represent a step change in how residential developments are planned, removing the risk of obsolescent parking that cannot be repurposed, whilst providing certainty of alternative provision for developers and residents.

Principle 6: Ensure that future development utilises the Hub

As part of a collaborative approach to the use of the Hub for the benefit of the whole neighbourhood, developers within the Poland Street Zone should engage with MCC and The Mobility Hub operator to obtain access rights to the Hub's car parking and delivery hub facilities for future residents. This engagement should be undertaken during the preparation of any planning application submitted after construction work commences on the Mobility Hub. A firm commitment on access arrangements to the Hub should be evidenced prior to the occupation of each development.

The Hub is envisioned as a flexible, evolving space that can be adapted to the future needs of the neighbourhood. Early engagement from future developers will help to ensure that the Hub is seen and used as an integral part of the evolving community, rather than a fixed asset for a limited pool of users. This process of engagement has already started.

Principle 7: Fit within the framework of traffic management regulations being brought forward by Manchester City Council for Ancoats & New Islington.

To support the Poland Street Zone NDF, Manchester City Council is developing a Public Realm Strategy (see Principle 8), including a neighbourhood wide Traffic Regulation Order (TRO) strategy (confirming specific restrictions or prohibitions for use of the road network) for Ancoats & New Islington. The wider strategy is being developed cognisant of the Hub and will provide the local regulatory context within which the Hub can operate.

Implementation of the TRO strategy prior to the opening of the Hub will ensure that the wider benefits in terms of traffic reduction and mitigation of fly parking will be realised from day one, actively contributing to making Ancoats a greener, quieter place to enjoy living and working.

Principle 8: Include public realm in support of an areawide Public Realm Strategy

The Mobility Hub development will deliver 40% of the site area as new public realm and create a new connection between Poland Street and Ancoats Green. This will enhance the existing public space both in terms of area and accessibility, while also supporting the Public Realm Strategy being developed by MCC for the wider redevelopment area. It is anticipated that the Public Realm Strategy will have planning consent and an implementation plan agreed with local developers by the time the Mobility Hub becomes operational. Funding of £4.7m has already been secured and designers have been appointed.

The provision of public realm associated with the Hub will help to ensure alignment with MCC's broader public realm vision and maximise benefits to Ancoats residents by putting the needs of local people at the heart of Hub design and operation.

Principle 9: Embed Public Realm Strategy into all future development

Future development on adjacent plots should respond to and complement the public realm provision on the Mobility Hub site, facilitating the delivery of high-quality connections through the neighbourhood.

The Hub will be adjacent to established walking and cycling routes, including the canal towpaths and the Bee Network of cycling and walking routes, and accessible to the New Islington Metrolink stop. Further integration of future developments into the agreed Public Realm Strategy for Ancoats and wider city-level infrastructure will ensure continued synergy and accelerate progress towards a highly connected neighbourhood.

Theme 3: Sustainable by design



Pioneering Manchester's journey towards Net Zero Carbon, better air quality, and the Future of Mobility

Provision of low carbon facilities and services: electric vehicle charging, e-bike hire and cycle facilities, residents' car club and last-mile parcel delivery.

Principle 10: Minimise waste

Parties involved in construction of the Hub will seek to minimise waste in line with agreed KPIs.

Waste minimisation will be a key principle in all development and construction activities associated with the Hub. The waste recycling rate will be recorded as a key performance indicator (KPI), with all parties encouraged to maximise this through the introduction of competition between contractors working across the area.

Principle 11: Maximise renewable power

The Hub shall employ a wide range of renewable technologies within the development and utilise these in the operation of the development.

Energy to power the Hub will be sought from a renewable / green energy provider. Photovoltaic (PV) panels will be installed on the building, with the energy generated by these being used to power the car club electric vehicle charging points. Alongside expandable provision for electric vehicle charging, lighting will be highly efficient and adaptive to use, with individually controllable fittings.

Principle 12: Future ready for an electric future

The Hub will incorporate a market-leading 25% electric vehicle (EV) charging spaces within the base build so they can be utilised from day one, with expansion to 100% EVs as demand grows.

To start with, a quarter of parking spaces will have EV charging stations. The building has confirmed power infrastructure to add to this in line with increasing demand, right up to 100%.

Principle 13: Provide bike and e-bike hire facility

The Mobility Hub operator shall collaborate with Transport for Greater Manchester to offer the site as a host for a docking station or base location for any citywide bike and e-bike hire scheme which may come forward. The aspiration would be for this facility to be available from day one subject to the timing of any citywide bike and e-bike hire scheme. Should a citywide bike hire scheme fail to emerge, the Mobility Hub operator will investigate alternative bike hire arrangements from the Hub.

Alongside bike hire, the Hub will contain cycle hub facilities to support and encourage cycling as a primary mode of transport and will serve local businesses as well as residents. This is in addition to cycle storage facilities provided within each individual development.

Principle 14: Provide a residents' car club

The Mobility Hub operator shall appoint a car club partner prior to the first operation of the Hub. Currently, it is proposed that there will be up to 20 car club spaces available, with a further 10 spaces available for residents who wish to place their own vehicle on car sharing platforms.

The Hub will be a centre for a local car club that encourages the use of car sharing and daily rental, reducing the reliance upon car ownership. The car club floor will offer a range of vehicles from small cars through to SUV's and one or two vans, meaning members will be able to meet varying needs from the club. Availability will be shown via an app. The Hub has scope to expand the number of car club spaces further as demand increases.

Principle 15: Low impact last mile delivery

The Mobility Hub operator – in partnership with the building management services in operation in Ancoats – shall utilise electric vehicles or e-cargo bikes to complete 'last-mile' delivery from the Delivery Hub within the Ancoats Mobility Hub.

The Hub will serve as a central location for parcel deliveries in the area, with a route for delivery vans mandated off Oldham Road. Deliveries will be receipted into the Hub and then distributed from the Hub on electric vehicles or cargo bikes. Alternatively, they could be collected from the Hub by the end customer. Parcel lockers will assist in facilitating this service, offering an easy, secure collection option. The Hub could also house a facilities management or logistics and servicing hub for the area.

Principle 16: Enhance biodiversity

The Mobility Hub operator shall achieve a biodiversity net gain on the site and shall implement a landscaping scheme with a wide range of plant and tree species.

40% of the site area is dedicated to public realm, including the planting of 20 trees on site as part of the development proposals. A significant element of the building façade will be a living wall, offering a rich habitat of greenery that will enhance the visual aspect of the Hub as well as contributing to air purification and providing a habitat for pollinators and other species.

A living green wall will enhance the visual aspect of the Hub, contribute to air purification and provide a habitat for pollinators and other species.

Theme 4: Listening and learning



Reflecting and improving on progress, achievement of vision, and meeting of local needs

Principle 17: Commit to ongoing performance review and sharing lessons learnt

The Mobility Hub operator should review performance against these themes and priorities within one year of opening the Hub and every two years thereafter, reflecting on the need for further work and/or update to the principles. The Hub's performance should be formally reported to the relevant committee within the Council and the assessment be made publicly available.

In line with the vision of the Hub as an evolving asset, it is vital that MLSDCL and MCC review progress once operation begins. This regular review will help to gauge whether the principles in this document are being met, whether they need to be adapted to account for emerging local or citywide priorities, and whether there need to be any changes to the facilities and services offered by the Hub itself.

Principle 18: Engage with users and the community and respond positively to their needs

The Mobility Hub operator should engage with users of the Hub and the wider local community to monitor the degree to which the development and operation of the Hub reflects community and user needs and priorities.

The Hub is being designed as a community asset. Regular engagement with users and the wider community is an essential part of determining the Hub's success in this regard, as well as providing essential intelligence on current and future needs, and practical implications for the design and operation of the Hub.




Principle 19: Monitor and disclose impacts, positive and negative

The Mobility Hub operator should monitor the ongoing impact of the Hub to gauge the extent to which the original vision has been realised.

Beyond reviewing progress against the principles in this document, MLSDCL and MCC should review the real impact of the Hub in terms of economic, social and environmental benefit – assessing the extent to which the vision for this innovative development has been achieved and offering valuable learning for future mobility projects within and beyond the Manchester area.

Appendix

How the Hub meets Manchester's strategic priorities

Citywide priorities	Hub themes and corresponding principles			
				
City Centre Transport Strategy – Ambitions				
1: Walking is the main way of getting around the city centre	4			17-19
2: The city centre is cleaner, greener and less congested	1-4		10-16	17-19
3: More people choose to cycle to destinations within the city centre			13	17-19
4: The city centre benefits from better public transport connections				
5: Parking in the city centre is smarter and integrated with other modes	1		12, 13, 15	17-19
6: Goods are moved and delivered sustainably and efficiently into and within the city centre			15	17-19
7: Innovation is embraced where it benefits the city centre and its users	1			17-19
Greater Manchester Transport Strategy – Vision				
Supporting sustainable economic growth		5-9		17-19
Protecting our environment			10-16	17-19
Improving quality of life for all		5		17-19
Developing an innovative city-region	1			17-19
Greater Manchester Air Quality Action Plan - KPIs				
1: Reduce traffic		7	13-14	17-19
2: Increase efficiency	1-4			17-19
3: Improve fleet			12, 13, 15	17-19
Manchester Climate Change Framework – Objectives				
Staying within our carbon budgets			10-16	17-19
Climate adaptation and resilience			16	17-19
Health and wellbeing			16	17-19
Inclusive, zero carbon and climate resilient economy	2-4		10-16	17-19
Ancoats and New Islington Development Framework – Placemaking Objectives				
Ensuring Ancoats and New Islington become an integral part of the city centre.		6-9		17-19
Improving inter-radial connectivity for pedestrians and cyclists.		5-9	13	17-19
Enhancing the canals – key links, leisure and amenity assets and a special setting for new buildings.		8-9		17-19



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