

Appendix A- Questionnaire



National
Trust

Castlefield Viaduct Temporary Pilot Scheme, June-September 2022: Have your Say

*Working in partnership with the city of Manchester to help find a future for the
Castlefield Viaduct*

We are in the early stages of a project to bring the Grade II listed Castlefield viaduct back into use, transforming it into a green oasis created by and for the benefit of local people.

With the support of partners across Manchester, we want to open the viaduct next summer as a temporary park to test ideas and to hear your feedback. Information about this proposal can be found on our website:

www.nationaltrust.org.uk/castlefield-viaduct

We will need to apply for a change of use planning application in September to enable this to happen and before we do, we want to hear from you!

The following questionnaire relates to our planning application to operate a temporary scheme June–September 2022 (16 weeks). We want to hear about what's important to you so that this temporary scheme is appropriate for the site and for Castlefield. If you live or work in the area, we'd like to hear your views.

Consultation Questions

Any information you provide as part of this survey will be securely processed on an aggregated and anonymised level. No personal identifiable data are being captured as part of this consultation survey, therefore you will not be able to be identified on an individual level.

For more information on how National Trust process your information or your GDPR rights, please see our [Privacy Policy](#)

Please be aware that copies of responses will be requested and required for the planning submission, so that it can be seen how the developer incorporated people's comments into their final proposal and for Manchester City Council to consider.

1. Are you a resident of:

- ☐ Deansgate
- ☐ Hulme
- ☐ Piccadilly
- ☐ City of Manchester
- ☐ Greater Manchester
- ☐ Other

Please specify..... (10 words)

2. If you are happy to, please provide the first 5 digits of your postcode (for example. M22 5E). Please do not provide the final letter:

3. Are you:

- ☐ An employee
- ☐ A resident
- ☐ A landowner
- ☐ Other

Please specify..... (10 words)

4. How did you hear about this project?

..... (50 words)

5. Would you support this proposal?

- ☐ Yes
- ☐ No

6. Would you visit this scheme?

- ☐ Yes
- ☐ No

7. How will this proposal impact your day to day life?

- ☐ Positive impact
- ☐ Negative impact
- ☐ No impact

8. Please expand on your answer to Q7 (50 words):

9.

What would encourage you to visit Castlefield Viaduct (please tick all boxes that apply):

- ☐ Nature
- ☐ Heritage
- ☐ Performance
- ☐ Social event
- ☐ Family activities
- ☐ Food/ beverage

10. How would you plan to travel to the viaduct? (please tick all boxes that apply):

- ☐ Walk
- ☐ Bike
- ☐ Tram
- ☐ Train
- ☐ Car driver
- ☐ Car Passenger/ Taxi

11. On a scale of 1 to 5 (1 not important, 5 very important) how important are the following issues to you regarding this proposal (please circle the number that applies):

- | | | | | | | |
|----|---------------------------------------|---|---|---|---|---|
| a. | Having more green space | 1 | 2 | 3 | 4 | 5 |
| b. | Celebrating Castlefield's heritage | 1 | 2 | 3 | 4 | 5 |
| c. | Community participation | 1 | 2 | 3 | 4 | 5 |
| d. | Accessibility of visit and experience | 1 | 2 | 3 | 4 | 5 |
| f. | Limiting noise during operation | 1 | 2 | 3 | 4 | 5 |
| g. | Impact on neighbours | 1 | 2 | 3 | 4 | 5 |
| h. | Additional traffic to the area | 1 | 2 | 3 | 4 | 5 |
| i. | Additional parking in the local area | 1 | 2 | 3 | 4 | 5 |
| j. | Litter | 1 | 2 | 3 | 4 | 5 |
| k. | Anti-social behaviour | 1 | 2 | 3 | 4 | 5 |
| l. | Personal safety | 1 | 2 | 3 | 4 | 5 |
| m. | Other: | | | | | |

.....(10 words)

12. Would you support the pilot scheme running through to summer 2023?

- ☐ Yes
- ☐ No

13. Is there anything else you'd like to raise as part of this planning proposal? (50 words)

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About You

Planning applications must satisfy public sector equality duties, so we want to consult with a range of people on this application. For this reason, we would like to know a little more about you. Any information you provide as part of this survey will be securely processed on an aggregated and anonymised level. No personal identifiable data are being captured as part of this consultation survey; therefore you will not be able to be identified on an individual level.

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14. Are you...?

- ☐ Female
- ☐ Male
- ☐ Prefer not to say
- ☐ Other

Please specify (text box)(10 words)

15. Which age group are you in?

- ☐ Under 18
- ☐ 18-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60-74
- ☐ 75+
- ☐ Prefer not to say

16. A disabled person is defined in the Equality Act 2010 as someone with a physical or mental impairment that has a substantial and long-term impact on their ability to carry out day to day activities. This includes progressive and long term conditions from the point of diagnosis such as HIV, Multiple Sclerosis or cancer.

A) Do you consider yourself to have a disability according to the definition above?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

B) If you answered yes to the above, please indicate below, the day-to-day activities affected (tick as many as applicable)

- ☐ Ability to learn or understand or memorise
- ☐ Ability to lift, carry or move objects
- ☐ Hearing
- ☐ Manual dexterity
- ☐ Mobility
- ☐ Physical coordination
- ☐ Progressive condition
- ☐ Speech
- ☐ Vision
- ☐ Other
- ☐ Prefer not to say
- ☐ Not applicable

17. What is your ethnic group?

- ☐ English/Welsh/Scottish/Northern Irish/British
- ☐ Irish
- ☐ Gypsy, Roma or Irish Traveller
- ☐ Other White background
- ☐ White and Black Caribbean
- ☐ White and Black African

- ☐ White and Asian
- ☐ Other Mixed/Multiple ethnic background
- ☐ Asian/Asian British
- ☐ Indian
- ☐ Pakistani
- ☐ Bangladeshi
- ☐ Chinese
- ☐ Other Asian background
- ☐ Black/ African/Caribbean/Black British
- ☐ African
- ☐ Caribbean
- ☐ Other Black/African/Caribbean background
- ☐ Arab
- ☐ Other ethnic group
- ☐ Prefer not to say

END OF SURVEY

Thank you very much for taking the time to answer this questionnaire.

If you'd like to hear more about this project please visit our website for further information at www.nationaltrust.org.uk/castlefield-viaduct

Thank you!

We want to create this project with other organisations, local business, members of the community and under-represented groups. Most importantly, we want to take this forward with you. There'll be plenty of opportunities to get involved and help shape our plans as this scheme develops- this is just the beginning.

Appendix B- Consultation documentation

Images of design proposal that were available on the Castlefield Viaduct webpage throughout the consultation

A flythrough video of the proposal was also available on the website:

<https://www.nationaltrust.org.uk/castlefield-viaduct>





Masterplan were made available on the website:
<https://www.nationaltrust.org.uk/castlefield-viaduct>



National
Trust

Our Vision for Castlefield Viaduct



Working in partnership with the city and the people of Manchester to help find a future for **Castlefield viaduct**.

We are in the early stages of a project to bring this Grade II listed viaduct back into use, transforming it into a green oasis created by and for the benefit of local people.

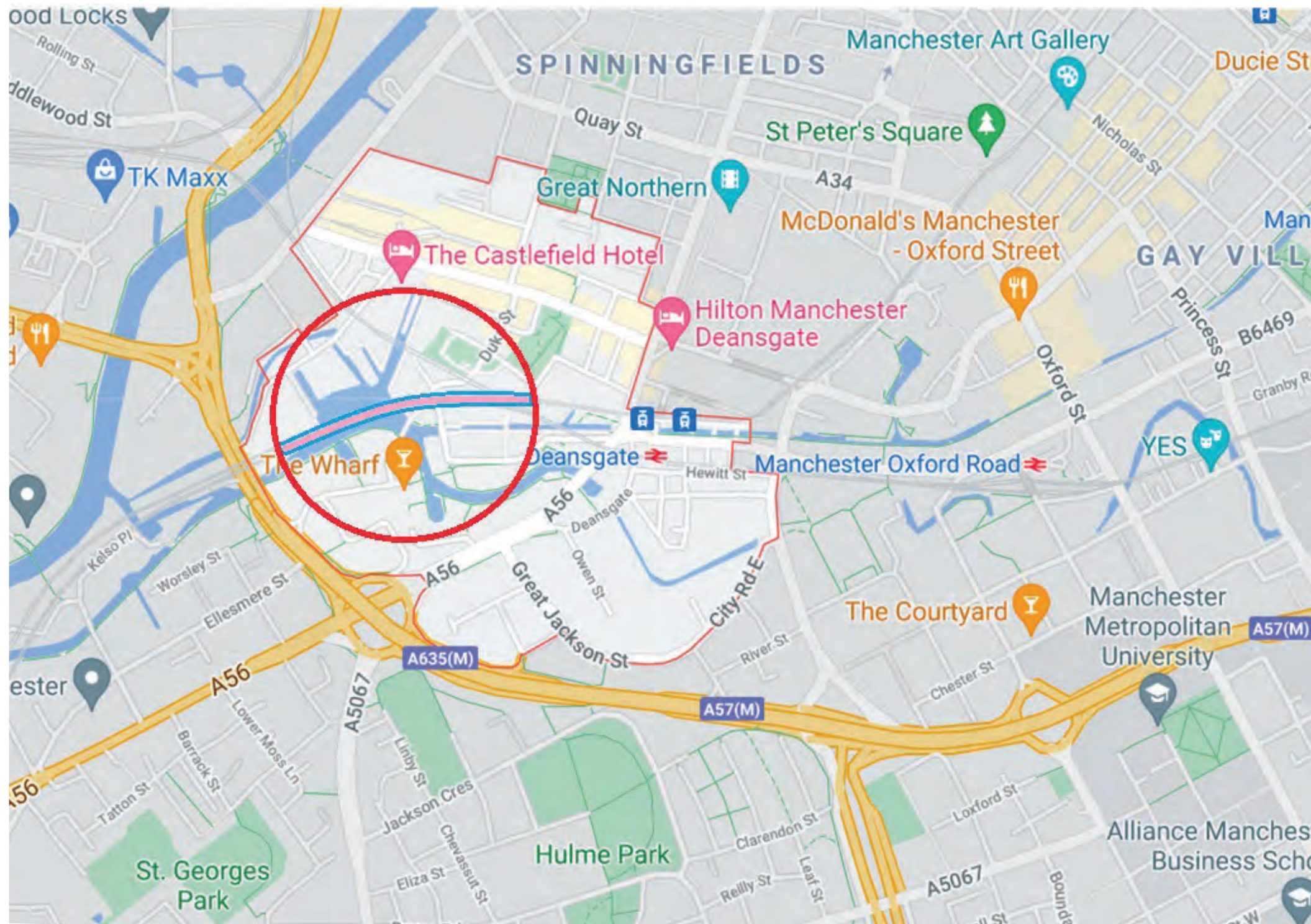
For several years, local people and organisations in the community have been passionate about finding a future for Castlefield viaduct. We're excited to be working with them to try to make this a reality.

As a charity committed to protecting nature, beauty and history, our work covers everywhere from remote islands and nature reserves to urban heritage and city parks. Our work in, around and near urban areas is about giving more people the opportunity to enjoy the health and wellbeing benefits of green, nature-rich parks and gardens.

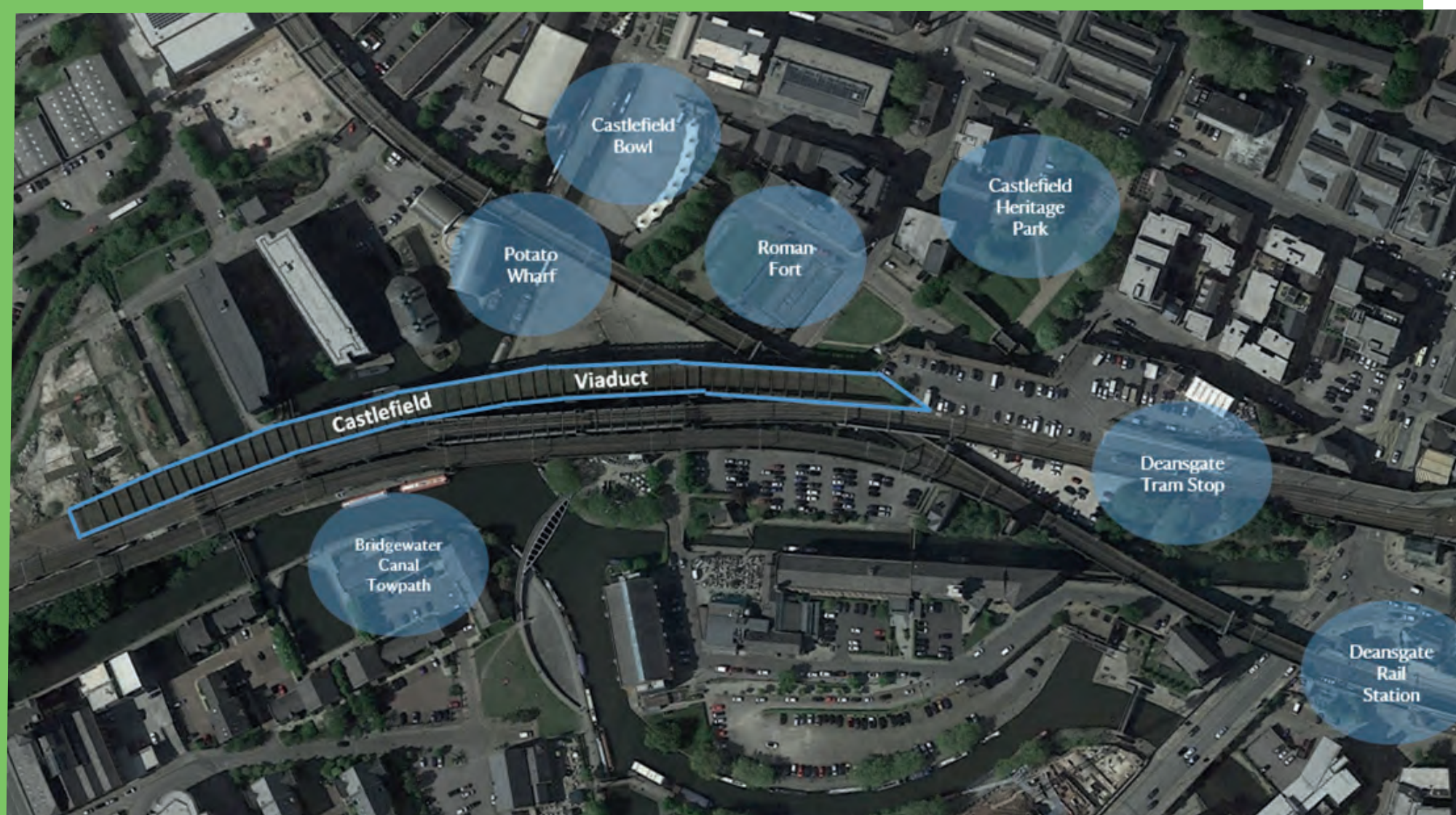
The long-term vision is to transform Castlefield viaduct into a **free-to-access park and meeting place for people and nature that celebrates the remarkable industrial heritage of this part of the city**. Imagine a hidden oasis sitting above busy streets. It will be a space that respects the listed structure, celebrates the nature, beauty and history of the viaduct, and fits in with existing plans for Manchester.

As well as bringing people closer to nature in the city, it will be a stepping-stone to other green spaces and attractions in the south on foot or bike, adding to the cultural offer. The viaduct will take its place in this vibrant area for culture and heritage, sitting alongside iconic Manchester venues including the Science and Industry Museum and The Factory.

Orientation & Overview



Maps data: Google, © 2021



Imagery © 2021 Infoterra Ltd & Bluesky, Maxar Technologies, The GeoInformation Group, Map data © 2021

Feasibility work: Working with site owners Department for Transport and Manchester City Council we are assessing the safety and condition of the viaduct. This will help us to understand what its future could look like and what we can practically deliver.

Pilot scheme: We will run a pilot scheme from June-September 2022, to try things out and consult on what local communities want this space to be. We will then investigate options to extend this presence through to summer 2023.

Consultation: We have an initial design proposal, but we're seeking views as part of our planning consultation process.

Partners: We're working on some broader partnerships with key partners in the city to activate the space and to showcase local activities.

Heritage: We've commissioned a Statement of Heritage Significance so we can really celebrate what's special and important about the structure.

Learning & feedback

Phase One:

We will apply for a change of use planning application to open the viaduct next summer as a temporary park, to test ideas and get some feedback. We have put together a proposal that would enable us to invite members of the public up into the space safely, to learn more about the structure and to hear from you.

Phase Two:

Following this first phase of the scheme, we will take feedback on board and develop a permanent design for the viaduct. We will come back to consult on this final design and apply for planning permission in 2022/23. Subject to planning approval, we would hope to open the final scheme in summer 2024.



Phase One Pilot Scheme



We want to open the viaduct next summer as a temporary park to test ideas and get some feedback. We have put together a proposal that would enable us to invite members of the public up into the space safely.

When: The pilot scheme will be open daily **9am–5pm for 16 weeks, June-Sept 2022**

Access: For Health and Safety reasons, visitors will need to book onto tours in advance. These will run **5 times a day for 20 people and last approx. 50 minutes**. Members of the public can turn up on the day and speak to our staff, find out more and book onto a tour if space is available.

Events: We will hold a weekly **‘special event’** throughout the summer for up to 50 people. This will take place between 5 - 9pm.

Total public access: We will aim to **accommodate 12,000 people** over the trial period, so we can hear from a wide range of people across Manchester. We will aim to **reach 100,000 people** with online content, newsletters, social media and digital engagement.

Staffing: The site will be managed by **three National Trust staff members 9am–5pm Mon-Sun**. They will be supported by volunteers, partners and external service providers.

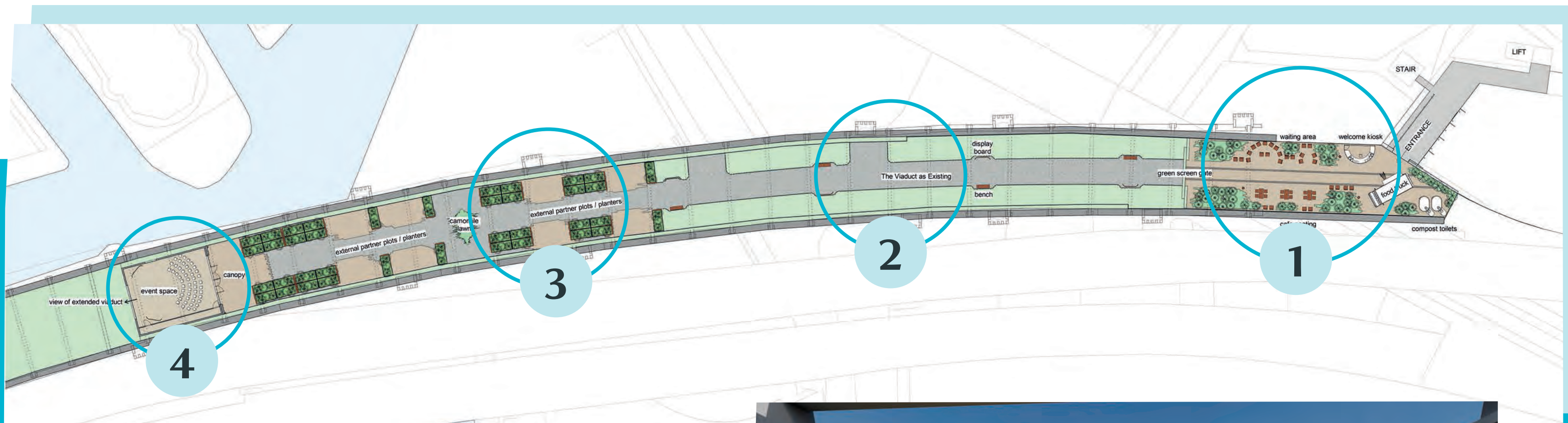
Temporary: This scheme is designed as a pilot so all interventions will be demountable/ temporary ahead of the permanent **Phase Two scheme**.

Phase One

Design

Working with Twelve Architects, we propose the below design for the **Phase One scheme**:

- There will be no changes to the existing Grade II listed structure
- The scheme will be designed to be accessible and in line with the Equality Act 2010
- The project will follow best practice with Inclusive Design Standards
- All interventions will be demountable/ temporary ahead of a Phase Two permanent scheme. Components will be reusable in line with conservation principles
- Components include:
 - A Welcome Area
 - The viaduct in its current form
 - Secret Garden and Showcases
 - Central events building
- The planting and landscape scheme has been designed to be proportional to the time it will be in place and sympathetic to the local environment
- The heritage of the viaduct will be brought to life through interpretation and guided tours
- The engineering significance of the structure will be explained, including its construction by Heenan and Froude, the same engineers behind the Blackpool Tower
- The scheme is designed to gather your feedback and input into how the space can be used.



1. Welcome Area



2. Viaduct in current form



3. Secret Garden and showcase plots



4. Central building canopy

Appendix C- Live Consultation

This is a thematic summary of the questions posed to the Panel across three public online consultations sessions held 30/06/21, 01/07/21 and 06/07/21 as part of a live Q&A section of the call.

These Q&As have been put together from the full list of questions posed to the panel taken directly from the chat function of the MS calls from all three online consultation sessions.

Attendance summary:

30/06/21: 21 guests

01/07/21: 7 guests

06/07/21: 26 guests

1. The phase one plans for the temporary park only seem to include half of the viaduct (eastern), is this correct? Is it intended the that western half will be included if the full scheme is taken forwards?

Yes, we are only looking to develop 50% of the viaduct as part of our proposals for the temporary pilot, leaving the remaining 50% untouched. It is the intention that the western untouched side would be developed as part of any permanent schemes. We'll be seeking your views on what we could do with that space as part of the pilot.

2. Will the old abandoned tower/building closer to the entrance side be used as part of the project?

Not as part of this Phase One Scheme.

3. Is there any intention to apply to undertake work to the trees along the canal bank in either phase 1 or 2? In the short term and pilot phase no but may need to be revisited if we progress with the main scheme.

4. At the Entrance Zone, what will happen for the current red stairs and lift from the Roman Gardens?

We will be keeping the current red stairs from the Roman Gardens to access the viaduct. We are aware of that the lift is currently not operational and in a poor state, but we will be exploring if there are ways to get this back into use dependent on consultation with the lift owner.

5. Will the viaduct lead anywhere? It would be good to use it as a thoroughfare and corridor for travel.

The Phase One Scheme, of the temporary pilot we are hoping to run in Summer 2022 would be destination only so we'll work really hard to make it a place people would like to visit and stay.

In the Phase Two permanent scheme we will be looking into making the viaduct as accessible as possible, but at the moment there are a number of constraints which means we cannot explore this as part of the pilot but will revisit at a later date.

6. Taking into account Manchester weather and rainfall, will there be sheltered areas included in the design?

The proposed central structure and event space will be enclosed and provide some shelter against inclement weather. We want to create a balance of the park, with it being an external space and attraction but at the same time provide some covered areas.

7. Will there be any volunteering opportunities available for people to get involved?

Yes there will definitely be volunteering opportunities across various aspects of this project, however we have no defined roles yet. We can only deliver this project with help from others so we are really keen to maximize the roles that volunteers can play where it is safe to do so.

8. Who owns the Viaduct? Have the NT bought it?

The Viaduct is owned by the Department for Transport and managed on their behalf by Highways England. The National Trust has not bought it. We are currently in ongoing dialogue with the Department of Transport and agreeing to a license to operate the phase one scheme next year. There will then need to be a longer conversation about what would be the long-term solution in terms of a lease ownership strategy should we progress to phase two.

9. Will there be free access to the viaduct, or will there be an admission charge?

There will be no admission charge for the pilot scheme in 2022, although visits will need to be through pre booked tours for health and safety reasons. It is our ambition that should we progress to the full scheme that there would be free access.

10. Do all visits have to be guided or can we just visit, relax and enjoy at our own pace?

For health and safety reasons all visits during the proposed pilot scheme in 2022 would be guided through pre booked guided tours of 50 minutes. Visitors will be guided to the center of the viaduct on a supervised tour along a central path. There will be an opportunity at the mid point as visitor reach the secret garden and event space area to explore at their own pace before being guided back to the welcome area.

The ambition for the full scheme for visitors to be completely self-guided, where they will be able to explore at their own leisure.

11. Are you planning any children-friendly sections?

Yes, we want this to be a playful space, a place that is suitable for all ages and we are really keen to keep children and younger people in mind. The exact nature of this is yet to be decided and we are open to suggestions.

We also think there are opportunities for learning, getting children excited about engineering and biodiversity amongst other things. We would like to explore this through programming, partnerships with educational providers or any installations.

12. Will dogs be allowed on the viaduct?

This is something we need to consider in more detail. The National Trust tries to be dog friendly at many of our sites but for health and safety reasons for the pilot phase it is likely the site will not be open for dogs, except for support animal for the hearing and sight impaired.

13. How long will the pilot scheme run for and when will it start?

Our aim is to open the phase one trail in June next year and run that through the summer period for 4 months until September, but we are having conversations about whether we can keep that open until summer 2023 as well. We'll be able to update you when we know more.

14. What type of health and safety arrangements are you putting in place?

This is something that has very much guided our thinking about how we propose to design and operate of the pilot scheme. Pre booked tours help to manage numbers of visitors and means we will be able to manage a fire evacuation process safely. With the viaduct being high up, there is risk from fall from height, but supervised access and barriers within the design will help us

ensure everything is health and safety compliant during the pilot phase.

We think risk of fire is fairly low and have and will continue to seek advice from Greater Manchester's Fire team and Fire Engineers on this topic.

15. Will there be any more contemporary, high-specification, artistic responses on site that may encourage repeat visits and position the site as an active agent in the contemporary offer for the city?

Yes, everything is up for discussion. We are keen to test various things as part of this scheme and want to consider art installations as part of this pilot phase and if it could be incorporated within the partner plot activation. We see this is very much about being a space for Manchester and showcasing local work, thinking about how we can work with communities.

There may be some security constraints, but we're really keen to showcase local artwork during summer 2022 but a lot will come down to money and time, but these will just test about what could happen longer term and we're really keen to talk to Manchester partners about ways we can work together on some of these opportunities.

16. During the pilot period would there be time to connect with other local events e.g. Manchester festival

Yes, definitely and is something we are really keen to explore.

17. What type of cultural events are envisaged during the pilot period-historical lectures/arts events?

We will be running tours on the viaduct which will be telling visitors about the structure and its heritage. We also know we want to hold weekly events and we are keen to work with partners to help deliver these, groups and partners in the city that would love the opportunity to showcase their work at those events. We've got certain constraints but are open to suggestions on what these events could look like.

18. What arrangements will there be for security?

We are keen to secure by design, which means we hope to build in security measures as part of the scheme design and layout to design out particular behaviors. We are also keen to work with local partners and organisations to think about security across the wider piece, CCTV is one option but not one we have confirmed

19. Are you thinking that the park will be closed overnight in light of local antisocial behaviors?

Yes, the pilot will be open for set hours and closed and secured overnight. The site will be staffed during the day. There may be some limited pre planned evening events that would be manned by National Trust staff.

20. How are you going to fund this project? Have you already secured funding?

We haven't yet secured the funding to deliver this project, and delivery of both the pilot and main scheme will be dependent on having this in place. We are creating a funding strategy that looks at multiple sources of funding utilizing our internal fund-raising skills. This could be through donations, contributions, philanthropy, government grants or local innovative funding mechanisms, we are really keen to explore all avenues.

Appendix D- Comments of support

This is the full list of comments made throughout the consultation. They have been taken directly from the following sources:

- directly from the chat function of all three MS Teams consultation calls
- Free text responses from questionnaire

Thanks and comments of support:
Thank you, can't wait to visit the project
Thanks for your time - very interesting. Potentially a wonderful project
Great project and great session. Thank you
It would be a Greater Manchester asset
Thanks everyone, looking forward to visiting next summer!
This has been very informative, and it looks like a fabulous scheme. Many people have dreamed about this for a long time and it's great to see it come to fruition!! Thank you so much
Thank you Sophie :) Yes would be great if you could test it during the different seasons.
Excellent to confirm it will be free - only way to truly address inequalities in access to greenspaces.
Thanks very much, really hope that this can happen, it would be amazing to have it.
Many thanks, great project and great meeting.
I've lived [local residential block- exact location redacted] for 14 years, and am so pleased that the viaduct is being brought back to life...

Thanks and comments of support:

- It will be great to have a new city centre green space and will raise Manchester's profile for the right reasons !
- Like High Line in NYC, pretty cool!
- What a fabulous idea. It's perfect and will have broad appeal.
- I would enjoy visiting it
- It is a unique opportunity to do something beautiful
- This is a once in a life time opportunity. Let's go for it!
- Nothing other than my support
- Do this in more unused spaces
- Thank you to national trust
- This is a brilliant idea, I really hope it goes ahead!
- Please do it-we desperately need green places to walk

Thanks and comments of support:

- A green space in an urban area, potential for arts projects
- Please make it happen, It would be amazing to have a 'Highline' type project here.
- Well done to all involved.
- I think this is a fantastic project could be transformational for Manchester
- very much looking forward to it
- I think it's really positive to have unique spaces in the city
- Support this whole heartedly I think if a permanent version were to go ahead in the future it would be a real boon to Manchester and a great tourist attraction as well as fantastic for the people of Manchester.
- Really needed given the increase in numbers living in the city centre
- I hope that this scheme does get given the green light!
- I have visited NY Highline and have similar in MCR is great!
- Really needed given the increase in numbers living in the city centre
- I'd just love to see it happen.

Thanks and comments of support:

I have visited and loved Paris's Plantee. It is important to create spaces that help retain some of the character of our city and provide areas that help make it desirable to live and visit.

I look forward to seeing the finished result and hope it encourages more small parks to be established..

I think this is an excellent opportunity to add to the celebration of the heritage of the area and to provide green space

*My only query is why "temporary" what do we need to happen to make this permanent!! Plus will the bridge itself be renovated as it is looking rather rusty and frail.

The council should consider the lack of any green space for residents to relax and enjoy themselves and support the proposals wholeheartedly.

It's much needed particularly as the Council allows tower blocks with no outside space

Support this whole heartedly I think if a permanent version were to go ahead in the future it would be a real boon to Manchester and a great tourist attraction as well as fantastic for the people of Manchester.

Fully support, preservation of viaduct for next 100 years is a priority.

I think it would be lively for local residents to have something pretty in the area, some of the apartments look out onto rubbish dumps!

Thanks and comments of support:

No it is a brilliant idea and I am so happy about it

Just do it! Can't wait!

The city centre is short of non commercial space for people. This is a great idea.

Congratulations on getting the idea to this stage

It sounds fantastic

Just to say that it looks fantastic and I would love to see it go ahead

Manchester needs projects like this. Plus I look at the viaduct from the tram every day and wish it were used (or that I could walk along it)

Delighted this is happening and hope it can be repeated in some of the other similar areas in the city

I think it's really positive to have unique spaces in the city

Great idea to get more green space into Manchester which is sadly lacking compared to other UK cities

What else could it be used for? Trams/railways don't need it so let's get it put to good use.

I hope its passed!

Appendix E- Other comments

This is the full list of comments/recommendations made during the live consultation sessions. They have been taken directly from the following sources:

- directly from the chat function of all three MS Teams consultation calls

Recommendations/comments:

The focus appears to be entirely above-track, which is understandable, but the underside of the viaduct is a huge opportunity and a stunning, structural flip-canvas. The relationship with Blackpool - mentioned earlier - might suggest an opportunity for suspending light commissions. It's advisable to factor in suspension points, loading capacity and power access for the underside at the outset, should this type of response ever be up for consideration in the future. It's always harder to retro-fit thereafter.

As this is such a unique structure within the Manchester landscape it would be great to see the cultural offerings being equally unique and interesting. It would be fantastic to be looking artistically 'outside the box' and not just offering an additional platform to those that already have one (The Factory, Home etc.)

I know that the land is in Manchester and that they are the relevant planning authority, but I hope that you will be extending your consultation to residents of Salford just a couple of hundred metres away.

Long term it would be good to have exit points further down the track, especially in terms of links further afield e.g. south Manchester and the Ship Canal

Get it off Highways England before they fill the arches with concrete!

Talk to camden highline for ideas inspiration knowledge and concept support

Appendix F- Analysis

This an in-depth analysis of the results summarised within the document overview.

Analysis: Who responded?



**Analysis of Section One and Three questions:
1, 2, 3, 4, 13, 14, 15, 16,17**

3.1 Response Rates

The Castlefield viaduct consultation survey received 319 responses of which 315 (98.7%) were self-completed online. The final four (1.3%) were completed in paper format at our drop-in session delivered on 22nd June 2021.

We had a 73% completion rate of survey takers that completed the entire survey, with typical time spent to complete the survey 4minutes and 48 seconds.

Gender: 52.72% of respondents were female, 45.05% male, 0.64% identified as nonbinary, 1.6% preferred not to say. 6 respondents declined to answer.

Age: We achieved feedback from a broad range of age groups spanning from under 18s to over 75s providing a relatively balanced set of views as broken down in the table below:

Age Category	Number	% /310
Under 18	1	0.32%
18-29	50	15.97%
30-39	87	27.8%
40-49	61	19.49%
50-59	58	18.53%
60-74	47	15.02%
75+	6	1.92%
Prefer not to say	3	0.96%

The majority of feedback from 30-59 age range is unsurprising due to the demographics of the local area and therefore representative of the locality.

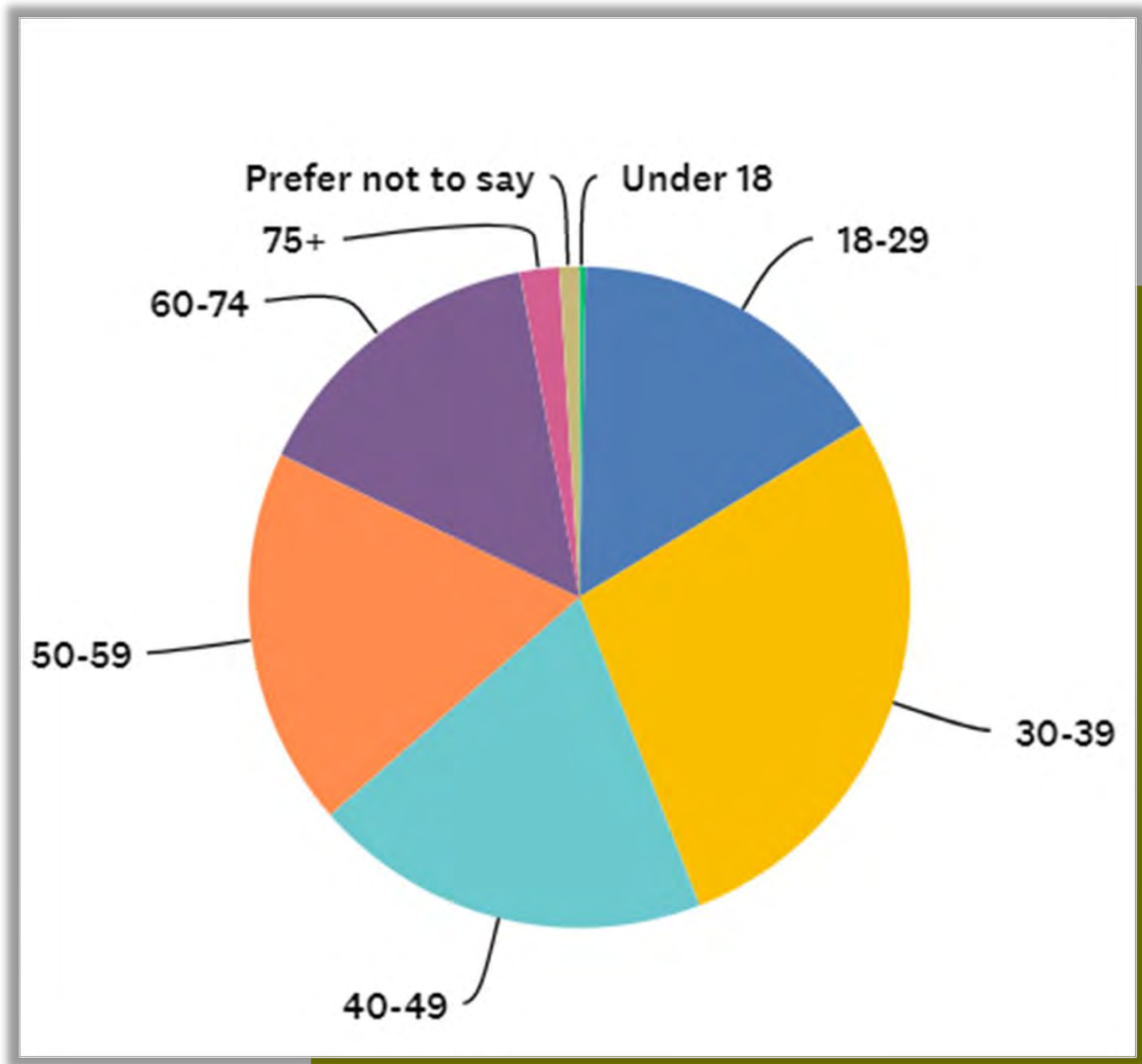


Fig 6: (above) graph showing spread of ages of respondents

Disability:

33 responses (10.54%) were from those that identified as having a disability, with 4 respondents (1.28%) preferring not to say. Of the 33 responses, 14 (5.53%) identified as having mobility issues, 8 (3.16%) as having difficulty with ability to lift/carry, 6 (2.37%) and 3 (1.19%) preferred not to say. identified issues with physical coordination, 5 (1.98%) identified as challenges with ability to learn or understand or memorise, manual dexterity, 4 (1.58%) with vision, 2 (0.79%) with speech and 1 (0.40%) with hearing. There were 9 (3.59%) that identified as having other activities affected.

Ethnicity:

The majority of responses identified as white ethnicity, with 185 (59.29%) identifying as white and 94 (30.13%) identifying s English/Welsh/Scottish/Northern Irish or British, 16 (5.13%) identifying as other white background. There were fewer responses from other ethnic groups, with 8 responses (2.56%) from other ethnic groups which identified as other mixed/multi-ethnic backgrounds, Indian, Chinese, Caribbean, other black/African/Caribbean background or other ethnic group. 5 responses (1.6%) preferred not to say and 7 respondents declined to answer.

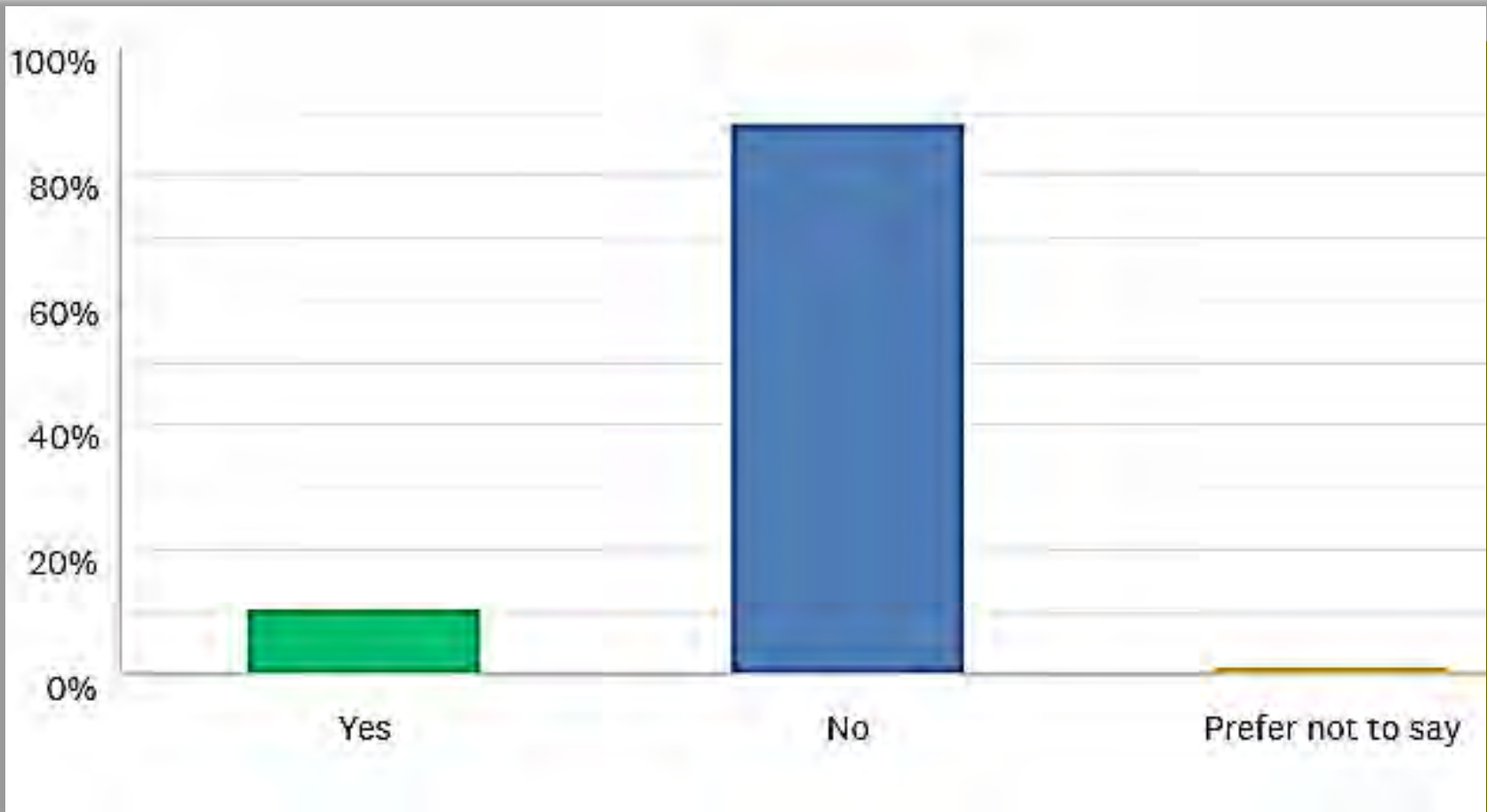


Fig 7 (above): Breakdown of those who consider themselves to have a disability, Q15. Do you consider yourself to have a disability according to the definition above (as defined in Equality Act 2010)?

Table 1 (below) : Breakdown of those who consider themselves to have a disability, Q16. If please indicate below, the day-to-day activities affected (tick as many as applicable)

Day to day activity affected	%	Day to day activity affected	%
Ability to learn or understand or memorise	1.98%	Progressive condition	2.37%
Ability to lift, carry or move objects	3.16%	Speech	0.79%
Hearing	0.4%	Vision	1.58%
Manual dexterity	1.98%	Other	3.56%
Mobility	5.53%	Prefer not to say	1.19%
Physical coordination	2.37%	Not applicable	86.96%

Location:

259 responses (81%) were received from postcodes within the Manchester area, a further 33 responses (10.3%) from Greater Manchester postcodes, and the remaining 27 (8.4%) were from further afield, including responses from (Lancashire, Merseyside, Cheshire, Yorkshire, and some as far as London and Exeter). 10 questionnaire respondents (3.13%) declined to provide their postcodes.

Analysis of respondents postcodes indicates that 146 (45%) of responses came from those that lived in the immediate areas of Deansgate, Castlefield, Salford and Hulme, the areas most likely to be affected on a day to day basis by the proposed development, with 219 (68.87%) identifying as residents, 57 (17.92%) identifying as an employee working locally, 4 (1.26%) as landowners and 38 (11.95%) as other including previous residents, business owners, former employees working locally, academics, students and visitors to Manchester.

81 responses (25.39%) of responses are from Deansgate, 20 (6.27%) from Hulme, 50 (15.67%) are from the City of Manchester. Within the other category, 15 responses (4.7%) identified themselves as Castlefield residents, and 9 (2.82%) identified as Salford residents.

Breakdown of postcodes can be found in Appendix G.

Overview Q1: There were 319 responses, with 81 responses (25.39%) of respondents from Deansgate, 20 (6.27%) from Hulme, 50 (15.67%) are from the City of Manchester. Within the ‘Other’ category there were 63 responses specifying the areas they came from. 15 of these responses (4.7%) identified themselves as Castlefield residents, and 9 (2.82%) identified as Salford residents.

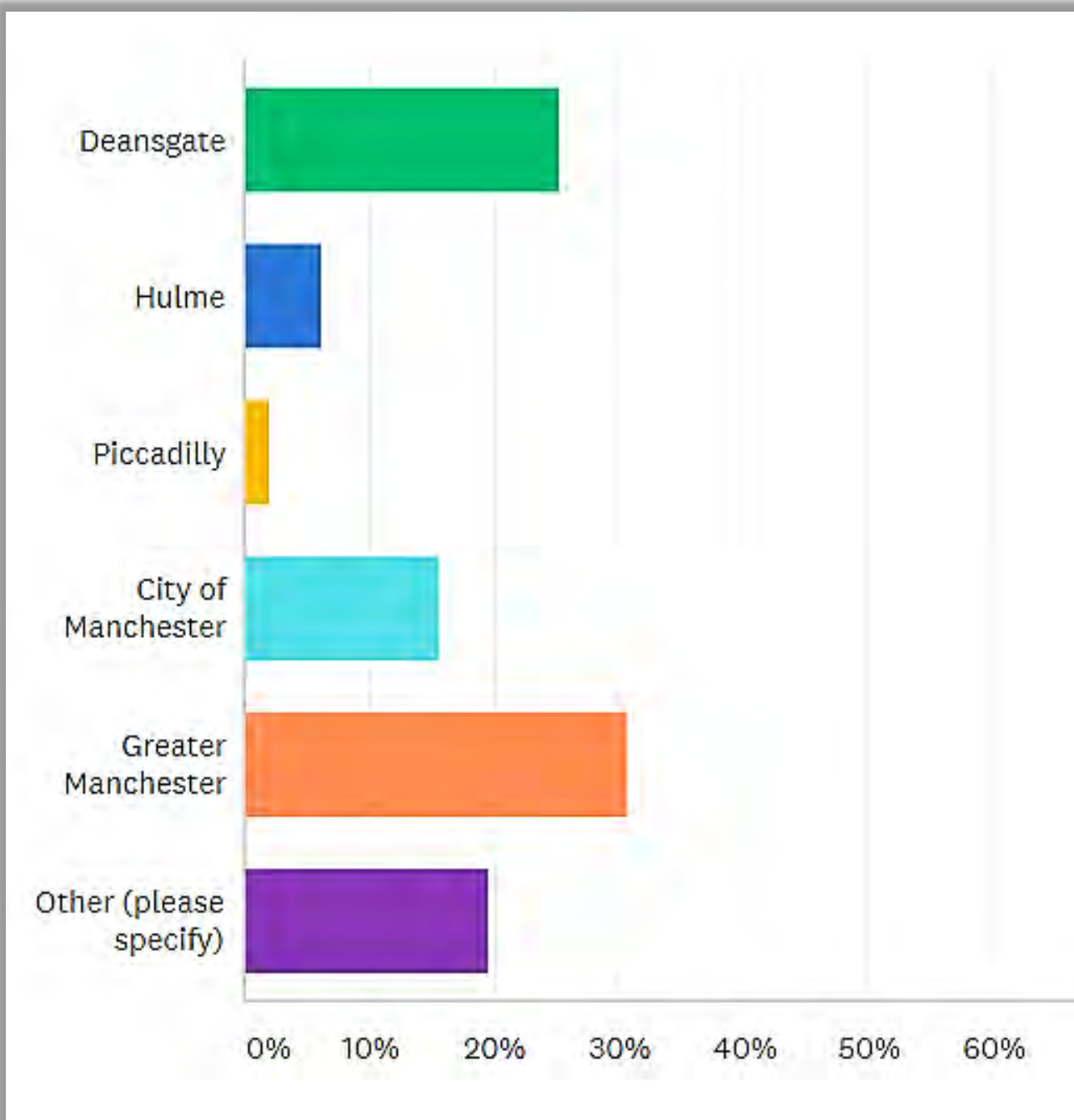


Figure 7 (above): Graph showing responses of respondents for question 1, *Are you a resident of?*

Other areas identified in this 63 responses included, areas of Manchester and Greater Manchester including Old Trafford, Trafford, the Gay Village, Britannia Basin, West Didsbury, Whalley Range, Ancoats, Heaton Moor, Chorlton, and Sale

Other areas outside of Manchester included: Macclesfield, Lancashire, Rossendale, Oxford, Tameside, Todmorden, Warrington, Liverpool

Some responses identified regions rather than areas including North West, North Yorkshire, West Yorkshire, Cheshire, Staffordshire, Devon, London, Merseyside, Norfolk and Derbyshire.

Analysis- Feedback on proposal



Section Two of the survey (questions 5-8) focussed on ascertaining levels of support for the proposal. Questions posed were as follows:

Question 5, 6, 7, 8:

- **Q5: Would you support this project?**
- **Q6: Would you visit this scheme?**
- **Q7: How will this proposal impact your day to day life?**
- **Q8: Please expand on your answer to question 7**

Overview Q5: There were 318 responses, with 317 (96.68%) of respondents indicating they would support the project. One respondent declined to answer.

Overview Q6: There were 319 responses, 100% of respondents indicating they would visit the scheme.

Overview Q7: There were 319 responses, 278, (87.15%) thought the project would impact their day to day lives, 41 (12.85%) thought it would have no impact and 0, (0%) said it would have a negative impact.

Summary: The feedback we received from questions 5-7 showed clear support for the project from respondents, both in terms of the pilot project, that people would be willing to visit and that there was no negative impact identified.

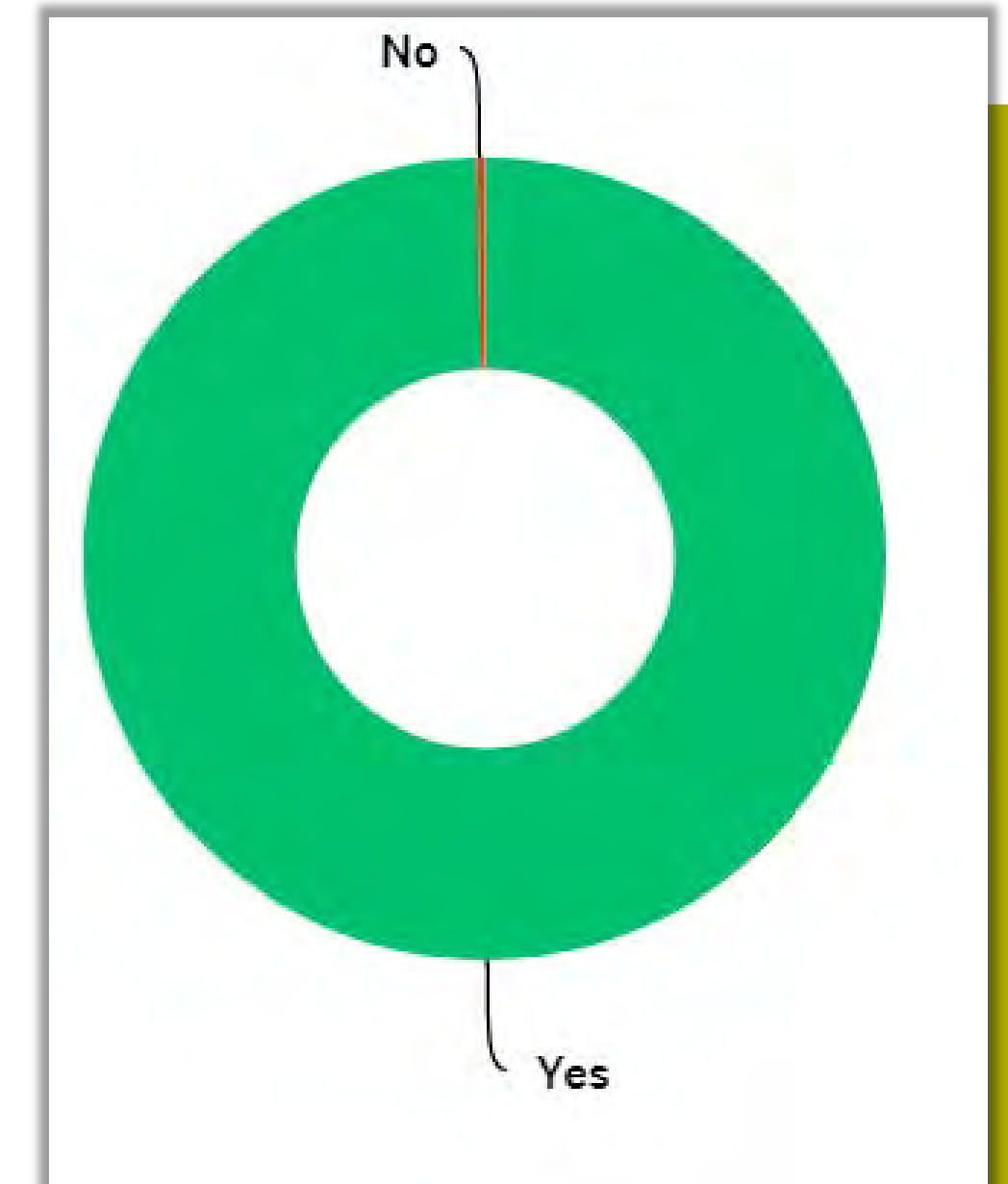


Figure 8: (above) chart showing the level of support from Q5 *Would you support this project?*

Overview Question 8 gave people an option to expand their answer to question 7. From the qualitative feedback five key themes emerged from the questionnaire responses*:

*(*note that some responses covered multiple themes and have therefore been counted in both categories therefore all % are given out of 319.)*

Summary of comments:

The key themes in numbers were as follows:

- need for/use of new greenspace 148 (46.39%)
- a place to visit 65 (20.37%)
- improvements to the area, 37 (11.58%)
- the reuse of heritage, 35 (10.97%)
- health and wellbeing. 24 (7.5%)
- Other, 32 (10.03%)

Under greenspace, multiple respondents identified that the project would be a valuable addition to the city. Respondents indicated that it could be a free public area that they could see using for exercise, as a walk location, encouraging them to go out

more and improve local people's quality of life. Some of these uses would be challenging during the Phase One pilot due to site constraints but it shows recognition from local people of the long term potential and impact the project can have in Phase Two.

Reuse and preservation was another theme, where responses indicated that any opportunity to reuse 'grey' space, and preserve the viaduct would improve the area. Specific examples provided included:

- providing opportunities for artists, programmers and users to get new perspective and views of the city,
- improving commute
- activity of the space improving the safety of the area.

Having a place to visit, either on a daily basis or more infrequently was identified as the positive impacts this project. A variety of usages were identified:

- individual use to relax
- use as meeting space
- to take visitors,
- incorporate into walks.
- place to go at lunchtime
- take family

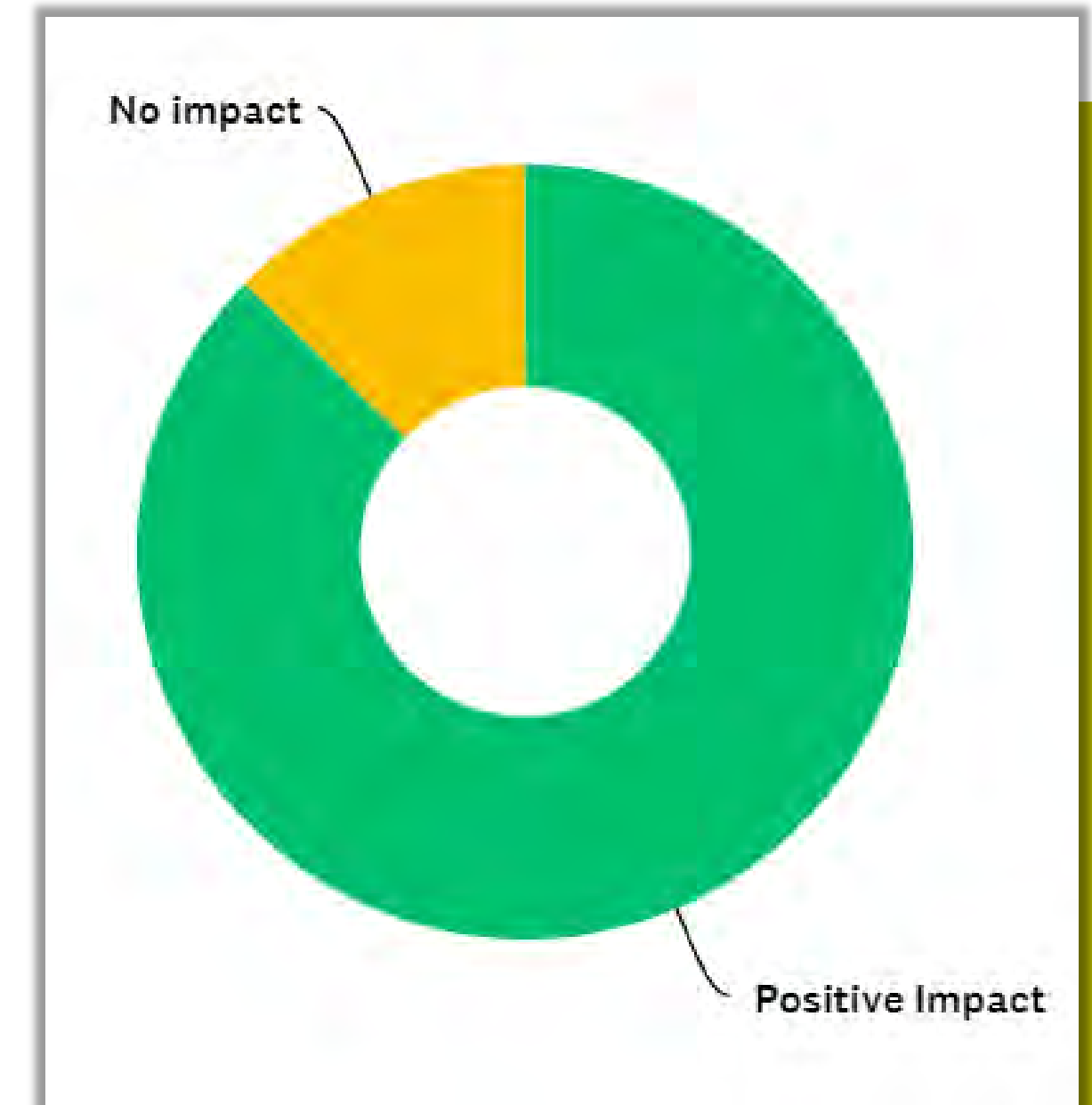


Figure 9 (above): Visual chart showing how respondents would be impacted by the proposals in response to Q7 *How will this proposal impact daily life?:*



Q9: What would encourage you to visit Castlefield Viaduct?

Overview: There were 319 responses, with nature, 297 (93.10%) and heritage (264 (82.76%) as the top elements which would encourage visitors.

We asked respondents what would encourage them to visit the viaduct, providing a multiple choice question (q.9) based on the different elements included in the design proposal. Multiple choice options included nature, heritage, performance, social event, family activities and food and/or beverage.

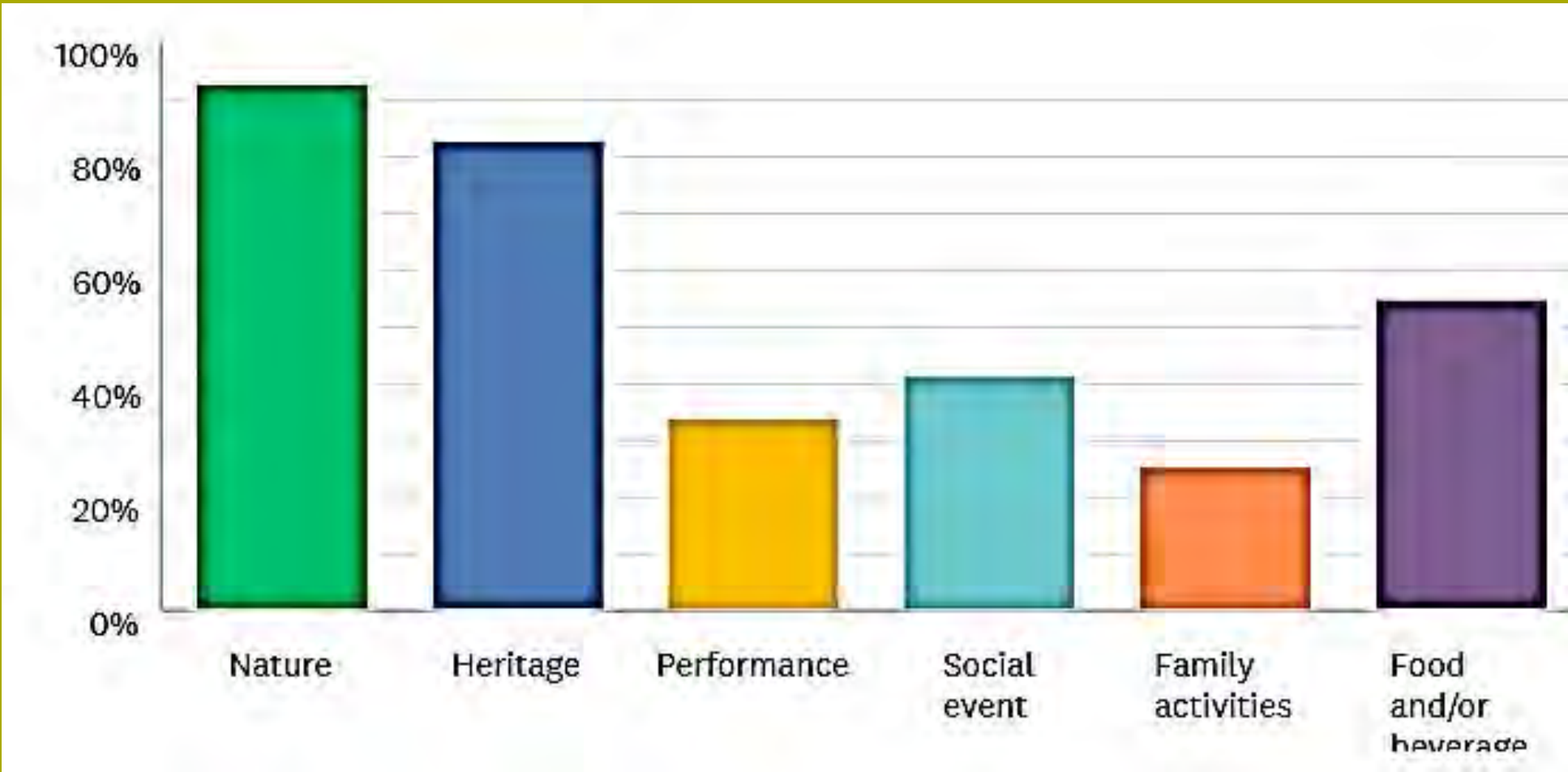
Nature, with 297 respondents (93.10%), closely followed by heritage with 264 respondents (82.76%) came out as the key attributes of the design that would encourage visits.

We recognise that food and/or beverage would also encourage visits, with 55.17% of respondents indicating this would be a draw. However, due to logistical challenges with access from the carpark due to other developments at Manchester Central we have had to remove the food truck element from the proposals. We will however look to explore this as part of Phase Two designs.

Theme	Number	% /310
Nature	297	93.10%
Heritage	264	82.76%
Food and/or beverage	176	55.17%
Social event	132	41.38%
Performance	109	34.17%
Family activities	81	25.39%

Table 2: (left) Table showing % breakdown of what elements would encourage people to visit the viaduct

Figure 10 (below) Graph to visual the breakdown of what elements would encourage people to visit the viaduct



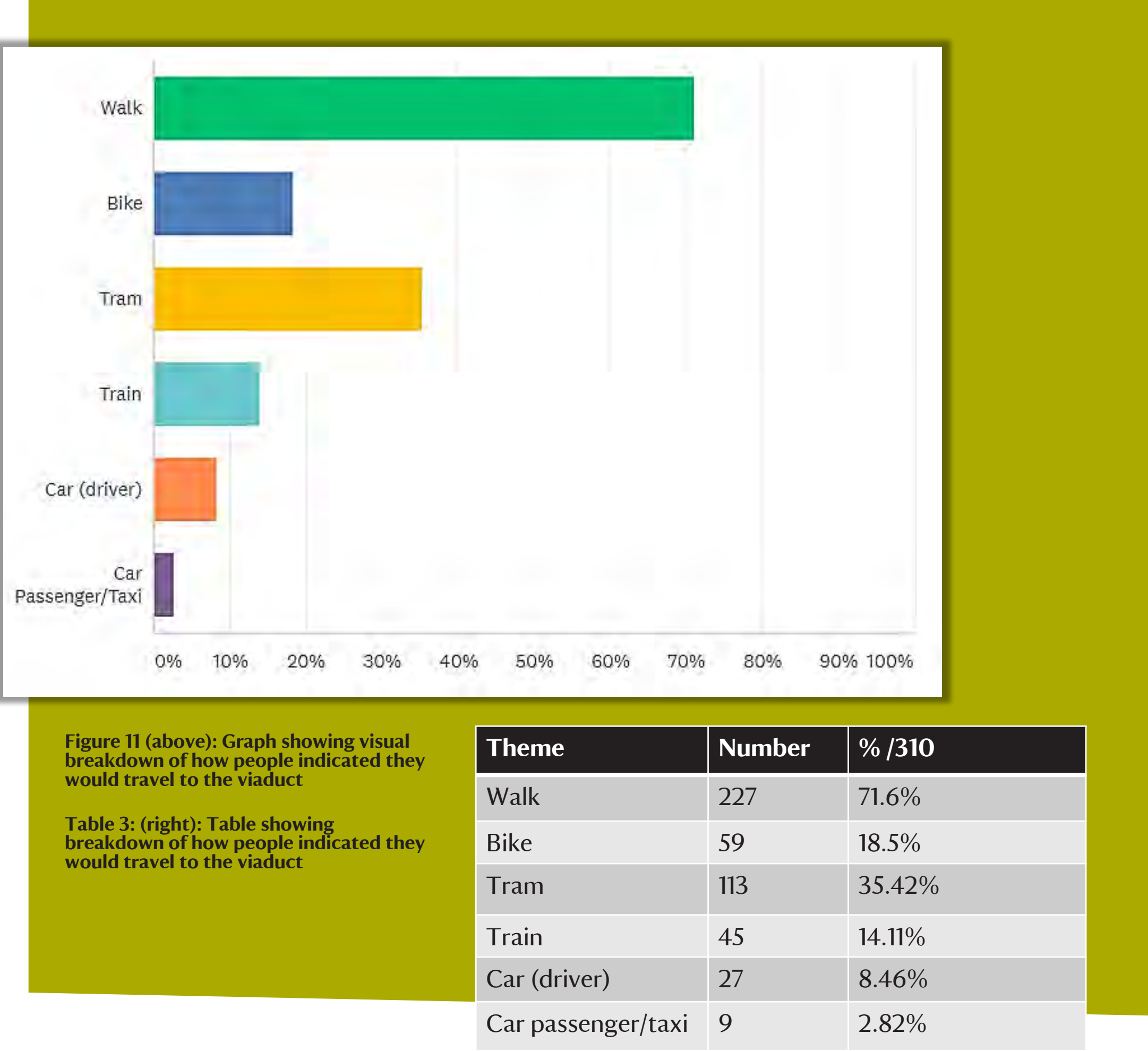


Q10: How would you plan to travel to the viaduct?

Overview : There were 319 responses, with the majority of visitors indicating they would travel to the scheme using sustainable methods, including walking, cycling and via public transport.

We asked respondents how they plan to travel to the viaduct, providing a multiple choice answers. Multiple choice options included walk, bike, train, tram, car (driver, car (passenger/taxi)

The overwhelming majority of respondents (227, 71.6%) indicated they would walk to the viaduct, followed by a further 60.02% indicating they would use other sustainable transport including bike, tram and train. Only a small number indicated they would travel by car or taxi.





Q11: On a scale of 1 to 5 (1 not important, 5 very important) how important are the following issues to you regarding this proposal

Overview: There were 319 responses with the following issues ranked highest to lowest in importance based on by average scores. Having more green space (4.82), Celebrating Castlefield (4.41), Litter (4.33), Accessibility of visit and experience (4.33), Antisocial behavior (4.26), Personal safety (4.20), Community participation (3.97), Impact on neighbors (3.53), Additional traffic in the area (3.22), Limiting noise during operation (3.02), Additional parking in the local area (2.85) (see figure 12).

The majority of respondents (89.97%) rated Having more green space as 5 in importance, with a further 5.96% rating it 4.

A significant number of respondents (85.68%) rated celebrating Castlefield's heritage as a 5 in importance with a further 27.44% ranking it 4.

The rankings of community participation were more equally spread between 3-5 on the scale of importance

A significant number of respondents (60.06%) rated accessibility of visit and experience as 5 in importance with a further 19.81% ranking it a 4.

The majority of responses (26.38) ranked limiting noise during operation as a 3 in importance, with the remaining equally spread between the remaining rankings The rankings of community participation were more equally spread between 3-5 on the scale of importance

The majority of responses (32.39%) ranked impact on neighbours as a 3 in importance, with the remaining equally spread between the remaining rankings.

The majority of responses (33.75%) ranked additional traffic during operation as a 3 in importance, with the remaining equally spread between the remaining rankings.



Concept art, aerial of proposal from above
© Twelve Architects & Masterplanners

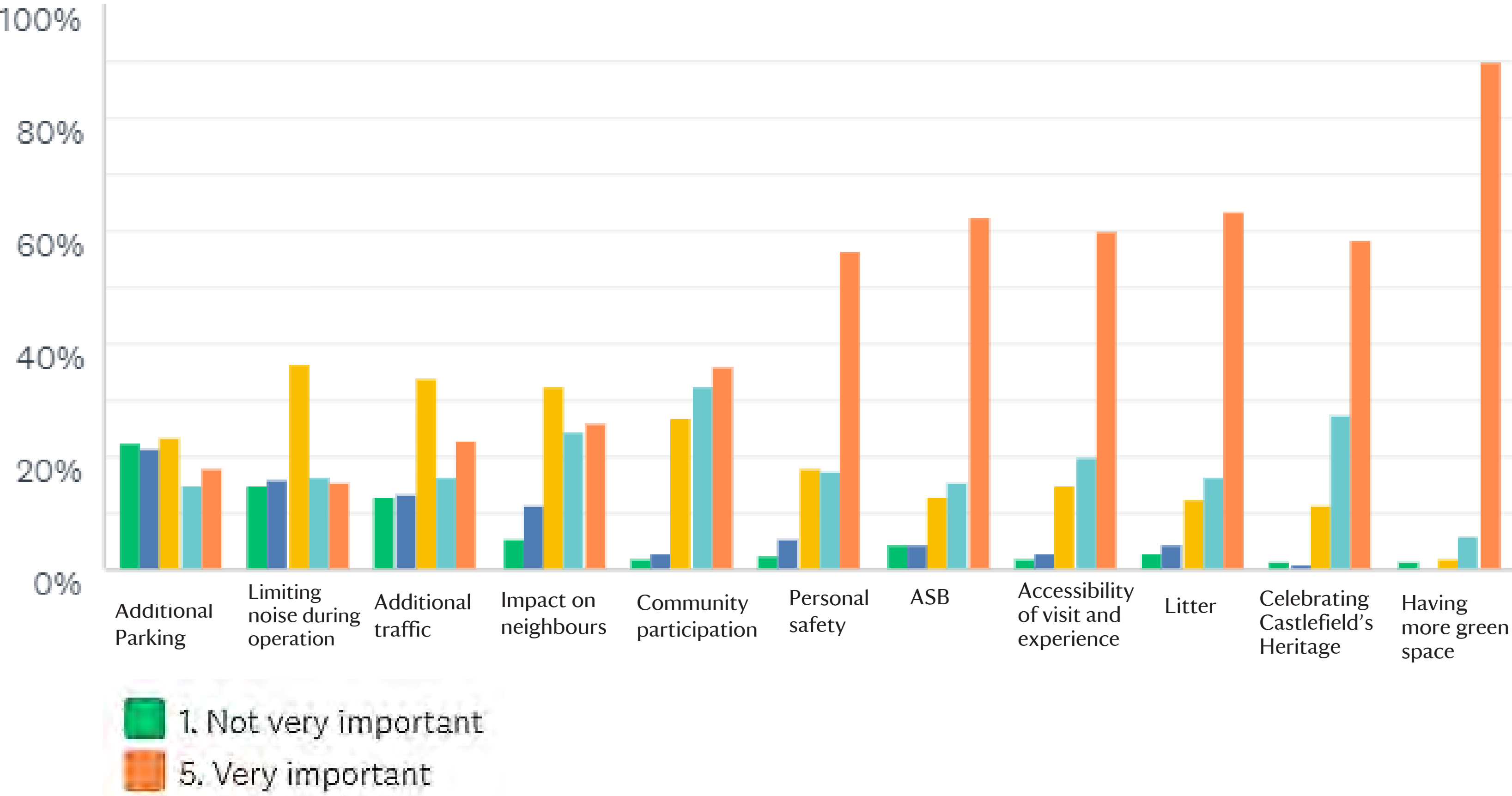


Figure 12 (above): Graph showing results of question 11, On a scale of 1 to 5 (1 not important, 5 very important) how important are the following issues to you regarding this proposal. The remaining colours correspond to the following rankings. dark blue (2), yellow (3) and light blue (4).



Q12: Is there anything else you'd like to raise as part of this planning proposal?

Overview: Question 12 gave people an option to raise anything else relating the planning proposal not covered previously in the questionnaire via free-text. This provided us with qualitative feedback from the public.

There were 210 responses, with 109 respondents declining to add anything further.

*(*note that some responses covered multiple themes and have therefore been counted in multiple categories therefore all % are given out of 210)*

The majority of responses, 43 (20.47%) were messages of support for the project.

24 responses (11.42%) were comments directly about the design, ranging from suggestions on planting, inclusion of separate cycle lane and the inclusion of water element.

19 responses (9.04%), referred specifically to the desire to see the scheme be a thoroughfare to other places.

16 responses (7.6%) raised the importance of accessibility and inclusion in the scheme, both in term of physical access and engagement.

12 responses (5.71%) raised security as an important consideration, with concern that if not properly secured or managed the viaduct could become a hotspot for antisocial behaviour.

10 responses (4.76%) referred to volunteering, with enthusiasm for creating opportunities for local people to get involved both through volunteering and local employment.

10 responses (4.76%) referred to sustainability both in terms of environmental impact, natural solutions and travel to and from the viaduct.

5 responses (2.38%) referred to the scope of the project, and would like to see it extended further to include the carpark and other grey spaces.



Castlefield Viaduct
©National Trust/ Howard Bristol

5 responses (2.38%) raised maintenance .
There was nothing specific here but
comments indicates they would like to see the
project done well and properly maintained.

4 responses (1.9%) referred to nature and
green space, with comments ranging from an
opportunity to increase habitat and
biodiversity, the need for greenspace and the
provision of safe spaces for birds and bats.

2 responses (0.95% reference food and
beverage, with one comment indicating they
would want a dedicated food area and
another flagging a café could help keep the
area populated and reduce ASB.

(a full breakdown of comments and our
responses can be found in appendix H).

Appendix G- Postcode Breakdown

Postcode breakdown (Manchester)*:

Postcode	%	Postcode	%
M3**	24.45%	M6**	0.31%
M15**	18.49%	M9	0.31%
M33	7.5%	M18	0.31%
M21	4.07%	M19	0.31%
M20	3.13%	M24	0.31%
M4	3.13%	M25	0.31%
M1**	2.82%	M26	0.31%
M5**	2.5%	M27	0.31%
M16	2.19%	M29	0.31%
m34	2.19%	M40	0.31%
M32	1.56%	M43	0.31%
M41	1.25%	M46	0.31%
M30	0.94%	M50	0.31%
M55	0.94%		
M14	0.62%		
M22	0.62%		
M35	0.62%		

Total respondents from Manchester postcodes: 81.19% (259 responses)

*From highest the lowest
**Postcodes in immediate area

Postcode breakdown (Greater Manchester)*:

Postcode	%	Postcode	%
OL4	1.56%	BL8	0.31%
Sk4	1.56%	BL9	0.31%
SK8	0.94%		
SK7	0.62%		
WA14	0.62%		
OL15	0.62%		
OL2	0.31%		
OL7	0.31%		
OL9	0.31%		
SK14	0.31%		
S3	0.31%		
SK5	0.31%		
WA15	0.31%		
BL1	0.31%		
BL4	0.31%		
BL5	0.31%		
BL6	0.31%		

Total respondents from Greater Manchester postcodes: 10.24%% (30 responses)

Postcodes including responses from Bolton, Oldham, Stockport and Bury.

Postcode breakdown (Beyond Greater Manchester):

Postcode	%
NR14	0.31%
OX2	0.31%
PR7*	0.31%
SK11*	0.31%
SK22*	0.31%
ST7	0.31%
WA2	0.31%
WA4	0.31%
WA9	0.31%
BB4	0.31%
CW8	0.31%
E8	0.31%
EX1	0.31%
HD2	0.31%
HG3	0.31%
L1*	0.31%
SK9*	0.31%

*Postcodes in North West

Total respondents beyond Greater Manchester: 5.33% (17 responses)

Postcodes breakdown at regional level:

North West:

- Cheshire
- Lancashire
- Merseyside

Other:

- Exeter
- London
- Norfolk
- Oxfordshire
- Staffordshire
- West Yorkshire

Appendix H: Question 8

Summary of comments and responses

This is a detailed summarized table of the comments and key issues made on **Question 8:** How will this proposal impact your day-to-day life- expanded answers for Q7

Q8: Summary of responses for negative feedback

Theme	Issues raised
Negative Impact	No negative impacts identified.

Q8: Summary of responses for positive feedback

Positive Impact	Proposal offers more green/open space
	Proposal will provide more green open accessible space which is needed in the area
	Proposal will be a positive addition to the area
	Proposal will address local resident needs for places to walk and rest
	One respondent would like to see the proposal have a specific use ie. horticultural, dog park or children’s park
	Proposal will provide a place to visit/use
	Park in proposals could be used by residents, local workers
	Proposal would provide good local facility
	Proposal would provide space for visitors to go in spare time (outside of work hours)
	Proposal would provide a place to take and show visitors
	Proposal provides an inspiring place to visit and be a tourist draw
	Proposal may provide space to eat lunch
	Proposal provides opportunities for artists and programmers to provide new perspectives on and views of the city,

Positive Impact	Proposal will see an improvement to the area
	Proposal will have positive impact on an area that could do with some regeneration and green space
	Proposals will make commutes more pleasurable seeing derelict structure in use.
	Proposals will improve views in area for those that overlook the site alongside adding to beauty of Castlefield. Proposal will provide new views of the area from high up.
	Proposal will provide potential for small businesses ie. coffee shops and amenities to area.
	Proposal would enhance pride in the community’s heritage and contribute to sense of community.
	Escape from motor vehicles and bars.
	Proposal that encourages people to the area will make the area safer.
	Proposal is positive for heritage reuse
	Proposal is an opportunity to see and celebrate the history of Manchester.
	Other positive comments on this proposal include: Manchester needs more heritage projects that people can access and enjoy. Respondents like to see history preserved.
	Proposal provides opportunities for artists and programmers to provide new perspectives on and views of the city.

Positive Impact

Proposal could have impact on health and wellbeing

Proposal for elevated park could be used for fitness and exercise If it were open permanently and freely accessible it

Proposal could provide:

- urban walk location
- Opportunity to exercise locally without need to spend more money on travel
- Access to nature to have a positive impact of mental well-being.

Thoroughfare would encourage people to walk into town (covered in more detail as part of Q.12 analysis)

Q8: Summary of responses for No Impact feedback

No Impact

Proposal has no impact on day to day life

Proposal has no impact on day to day life because either:

- Respondent doesn't live locally
- Respondents would not visit on a regular basis resulting in limited impact

However, all respondents in this category indicate they are positive about the project, recognise its importance in the city.

Proposal wouldn't impact day to day life unless there was a lot of road disruption which could impact on getting into town

Proposal would be an oasis but should be pedestrian only (no bikes).

Q8: Comments not related to impact but worth capturing

Theme	Issues raised
Q8. Comments captured not directly related to impact	Proposal would be better if it included a thoroughfare route to encourage active travel
	Various comments providing positive support and excitement for the project.

Appendix I- Question 12:

Summary of comments and responses

This is a detailed summary of the comments and key issues made on **Question 12:** Is there anything else you'd like to raise as part of this planning proposal?

Theme	Issues raised	Response
Nature	Local people need green spaces to: • Help improve air quality • Provide residents particularly apartment dwellers) to connect with nature	As part of the phase One proposal we are keen to ensure that nature plays a part in the design and programming.
	Great opportunity to increase habitats for biodiversity.	We intend to explore opportunities through the pilot phase by testing ways we could support nature and biodiversity successfully that can inform the design of any Phase Two permanent scheme.
	Opportunity to help future proof the city	We have already completed Ecology Surveys to assess what flora and fauna is already on the viaduct, including a bat survey.
	Opportunity to provide a safe space for bats	
	Think about planting for pollinators	

Theme	Issues raised	Response (if applicable)
Employment & Volunteering	People would like to be able to get involved in the project in terms of volunteering. (including construction and staffing)	We are keen to provide volunteering opportunities for people to get involved where it is safe to do so.
	Opportunity to involve ICE IStructE and IABSE regional groups to get involved with the project	In due course we will be considering what these opportunities may be and advertising them publicly so people can get involved.
	Use local skills and professional services to achieve project goals	We are keen to ensure that suitable professional services where possible are sources locally within the Manchester area. So far the majority of commissioned work has been from companies that are based in Manchester and are therefore providing local employment.
	Provide careers information in heritage, Flagged opportunity to utilise Bridge GM careers hub to engage 11-18yr olds	

Theme	Issues raised	Response
Design	Consideration to be given to planting up and across girders, alongside bright plants	The Pilot Scheme proposal is a temporary scheme so it has been designed not to not be intrusive or detrimental to the historic fabric of the structure itself. However, as part of the design proposals we have included a greened wooden canopy to provide a sheltered area alongside a green wall. This will enable us to practically test how they work and maintained on a structure like the viaduct to inform Phase Two.
	Consideration needs to be given to type of planting. Suggestions: - Wildlife friendly shrubs and plants rather than ornamentals + food growing! - Keeping what is already there - wildness. don't rip out established plants to plant new ones - Keep the area as wild and natural as possible	The footprint of the Phase One proposal for the temporary scheme covers less than half of the structure. The design will leave a section of the viaduct predominantly untouched, except for an accessible path. The remaining viaduct will be left ‘as is’ for visitors to view. We will seek further feedback from the public as part of the consultation exercise to determined Phase Two design.
	Avoid a bar orientated space	There will be no bars delivered as part of the pilot scheme. Our consultation proposals for the pilot included a light touch food and beverage offer. Logistical problems have meant that we have had to remove this as part of the final pilot planning proposal. We are keen that any Phase Two permanent scheme will focus on nature and community needs and will be informed by a significant consultation exercise with the public.

Theme	Issues raised	Response
Design	Would Like to see something included for families and young children	The partner plots presented in the pilot design provide an opportunity for the viaduct to be activated in a way that engages families and young children on their visit. The exact nature of these partner plots is yet to determined and will be considered in the next phase of work post planning submission. One of the key design concepts is playfulness and will be a key consideration when programming the spaces. We are not able to provide a freely accessible play area as part of the Phase One pilot as access is via guided tour only due to health and safety constraints .
	Keep it pedestrian only Separate cycle lane to separate cyclist from pedestrians.	The Phase One temporary pilot will be pedestrian only. Sustainable travel to the site, including by bike will be encouraged but no bikes will be able to access the viaduct beyond the welcome area where bike racks will be provided. Cycling on the viaduct may be considered as part of Phase Two but is not possible during the pilot.
	Moving water would enhance the experience and add a calming affect	The constraints of the site and the temporary nature of the plans restrict the level of utilities we can provide as part of the Phase One pilot. Inclusion of moving water can be considered as part of the Phase Two scheme.

Theme	Issues raised	Response
Design	Fear there is no means of escape at regular intervals and worry that there is the possibility of becoming trapped on the structure or become a hotspot for crime.	We have consulted with Greater Manchester Fire, a Fire Engineer and Greater Manchester Police to discuss the operational risk and how to keep visitor’s safe of site. Due to constraints of the structure it is not possible to provide a secondary exit off the viaduct (see ops plan) We propose that during the Phase One pilot covered by this proposal that the site will only be open during set hours and manned by National Trust staff and volunteers. Tour numbers are limited to ensure public safety and ensure it is manageable to evacuate the site in case of emergency. We agree that a secondary exit will need to be explored as part of any Phase Two scheme.
	Would like to see something distinctive to Manchester that responds to Manchester (rather than a recreated NY Highline)	We have designed the phase one pilot to provide a high-quality space for people to experience and enable us to consult and codevelop phase two with the people of Manchester. We are keen that any final scheme would be designed of Manchester, for Manchester, by Manchester.
	Planting scheme could reflect countries that supported Manchester’s development, acknowledging the historic links	The planting palette will consider utilising plants that are linked to Manchester’s heritage. The National Trust has committed to peat free planting as part of our environmental pledges t tackle climate change. This means we also need to consider how to source peat free plants and think about how different species will thrive in the environment. The pilot can test some of this planting for any permanent scheme.

Theme	Issues raised	Response
Design	Would like to see some grassy space for sitting and relaxing	The Phase One temporary pilot will not have any grassy space included in the design due to constraints of the site, predominately due to contaminates in the substate. This could be considered as part of Phase Two designs.
	Toilets/baby change facilities to be included in the design	The Phase One Pilot Scheme includes two compostable toilet facilities as part of the design which includes baby changing facilities.
Security	Concern that it could create a space for antisocial area outside of open hours and become a ‘no go’ area, particularly for local residents. Key areas of concern as follows: • Area needs to be secured at night • Adequate security • Staff supervision during opening hours • Consideration should be given to CCTV	We are keen to secure by design, which means we hope to build in security measures as part of the scheme design and layout to design out particular behaviors. We are also keen to work with local partners and organisations to think about security across the wider piece, CCTV is one option but not one we have confirmed. We propose that during the Phase One pilot covered by this proposal that the site will only be open during set hours and manned by National Trust staff and volunteers.

Theme	Issues raised	Response
Access and Inclusion	If there is a entry charge to keep it reasonable (under £5) Should be free or affordable to local residents, at least some of the time. All amenities should be affordable to those on lowest incomes, homeless, unemployed, those with disabilities and people of colour.	The Phase One pilot will be free of charge, although all visitors will need to pre book guided tours so we can manage numbers. Our ambition for any permanent scheme would be that the site would be free to access, although charges may be considered for special events. This would be considered and finalised as part of Phase Two, not covered as part of this consultation.
	Need to consider the accessibility and practicality of designs as one size doesn't fit all. Must adopt disabled friendly features as part of its design. Specific comments as follows: • Dark enclosed narrow spaces/obstructions can be intimidating to some users • Noise, clutter and movement can result in processing issues for those with auditory processing issues • Ensure adequate access for disabled users and families • Seats for people to rest	The design itself is DDA compliant with the spaces on the viaduct deck itself designed in a way that would be safe and easy to navigate. Disabled access up to the carpark deck is a challenge that was identified by respondents throughout the consultation and is one we are striving to work with others to reactivate lift access up to the carpark deck, in conjunction with the lift owner, and will continue to consider then when we design and activate the partner plots. We have included some seating as part of the design.

Theme	Issues raised	Response
Access and Inclusion	Ensure diversity of Manchester is considered (including artist, architects, designers and residents) from different ethnicities, abilities, socio economic backgrounds to ensure that the space is truly inclusive and representative of the city.	The Phase One pilot will be free of charge, although all visitors will need to pre book guided tours so we can manage numbers. Our ambition for any permanent scheme would be that the site would be free to access, although charges may be considered for special events. Phase Two is not considered a part of this consultation.
	Unsure of the guided tours only aspect in terms of encouraging different cultural groups feeling confident to join in. esp. young people living in the deprived areas	Although guided tours will be the main way that visitors will be able to visit the temporary pilot, we will be exploring ways to engage local communities, diverse, and harder to reach groups to ensure we can be truly accessible and inclusive as part of a wider consultation piece during the pilot.
	Consider a youth rangers group for inner city kids to get involved in the National Trust.	We are eager to test various things as part of this scheme and want to consider multiple ways we can engage harder to reach groups. We’ve got certain constraints but are open to what these could look like.
	LGBTQ+ friendly	The National Trust is committed to creating safe and inclusive spaces.
	Dog Friendly	During the Phase One temporary pilot dogs will not be permitted one the structure unless they are assistance dogs. The main reason being the constraints of the site, predominately contaminates in the substate and the risk of pets leaving the designated path. We would explore in more detail during the development of Phase Two permanent scheme if the permanent park could be dog friendly.

Theme	Issues raised	Response
Access and Inclusion	Needs to be a lift otherwise access will be a big problem Ensure step free access from Deansgate tram stop and in the future perhaps a spiral ramp to ensure access without a lift. Needs to be better access from street level	We acknowledge that we need to ensure lift access. We are striving to work with others to get some form of lift access up to the carpark deck, either by bringing the disused lift on Beaufort Street back into use or enabling access from Deansgate Transport. This is not 100% within our control.
Sustainability	Would like to see the proposal encourage sustainable travel when visiting rather than using cars. Question if the scheme will include natural based solutions Would like to see the scheme environmentally sustainable and carbon neutral.	The Phase One temporary pilot scheme should result in no road disruptions. A full transport assessment has been completed and the scheme will encourage visitors to travel to site in sustainable ways including by foot, bike or public transport
Food and beverage	A cafe would be great to keep the area populated and safe. Would like to see a dedicated food area.	Unfortunately there no longer be a permanent food and beverage provision as par of the pilot scheme. Logistical problems with access via the carpark have meant that we have had to remove this as part of the final pilot planning proposal.

Theme	Issues raised	Response
Operation and Programming	Suggestions for activities on the viaduct were as follows: -Beehives and vegetable growing. Potential to sell and raise funds -Little train running along the whole viaduct - potential for outdoor education arts, culture and emotional wellbeing. - Cultural commissioning and contemporary, fresh perspectives - not a historic house approach - Good to have some outdoor screens for nature lessons and film evenings	There are limits to what we are able to deliver as part of a temporary pilot scheme due to constraints of the, space and health and safety but everything is up for discussion. We are keen to test various things as part of this scheme and want to consider art installations, cultural activities as part of this pilot phase and if it could be incorporated within the partner plot activation. We also know we want to hold weekly events and we are keen to work with partners to help deliver these, groups and partners in the city that would love the opportunity to showcase their work at those events which could include nature screens or film evenings. We’ve got certain constraints but are open to what these events could look like.
	People would like to see the viaduct be an open attraction that people can freely access and use. Some disappointment that it would be guided tours only with concern it would minimise the value it could deliver to the area.	For health and safety reasons all visits during the proposed pilot scheme in 2022 would be guided through pre booked guided, we have had to make this decision to ensure we can manage number of visitors and ensure people can enjoy the experience safely. During this phase we will test different elements and further explore ways to make the site self guided for a permanent scheme. The ambition for the Phase Two full scheme for visitors to be completely self-guided, where they will be able to explore at their own leisure.
Maintenance	The scheme would need proper management to ensure upkeep and maintenance, and not allowing it to become a litter strewn, underused resource for the residents and visitors to Manchester.	This will be considered as part of the prosed design with the provision of waste bins. The Pilot scheme will be staffed during opening hours to ensure that the space is both monitored and maintained. We will be testing the operation, including maintenance throughout the pilot. A review of challenges will feed into any thinking or approaches for the Phase Two permanent scheme.

Theme	Issues raised	Response
Scope	Would like to see proposal be expanded to include: • All waste areas - no matter how small, along the Castlefield to Piccadilly corridor. • Car park adjacent to the viaduct should be part of the scheme to give access from the tramstop and good views of the city. • Existing foot paths to be used to access the viaduct, and/or new footpaths created to encourage walking. • Extend the carpark way or walk/cycle path beyond the viaduct and onto Deansgate (to connect the viaduct with St John's Gardens and the city centre. Suggestion by pedestrianising Lower Byrom Street.	The Phase One scheme design proposals for the pilot covered in this planning application only cover the viaduct itself. This does not preclude us from exploring work off viaduct in the future and any Phase Two permanent schemes but it is not currently within the scope of Phase One. The carpark located next to the Deansgate Tram stop will not be available for use between 2021-24 as it has already been secured for use by Manchester Central Conference centre to support other developments happening in the area. This means we have not been able to include it as part of the scope for the Phase One Pilot designs.
Heritage	Glad to see the structure will be brought back into use and would like to see it renovated.	The pilot does not include any conservation elements as part of its design. If the pilot is successful, a full conservation plan will be considered and delivered as part of any permanent scheme. Further consultation with the public, statutory heritage organisations and groups will be conducted to help shape a future conservation plan.

Theme	Issues raised	Response
Other comments	Do not plan a regeneration that will only last a generation	N/a
	A consideration of how these spaces will be smoke free or restricted smoking. I work for Greater Manchester health and social care partnership, making smoking history team. We wish to have a conversation and support you with these proposals	Our Phase One Pilot Scheme will be smoke free, however we will be keen to pick up this conversation as part of the consultation for the Phase Two permanent scheme.
	*My only query is why "temporary" what do we need to happen to make this permanent!! Plus will the bridge itself be renovated as it is looking rather rusty and frail.	The Phase One Pilot Scheme is temporary to enable us to try and test what a park could look like in the long-term. The National Trust does not own the viaduct and are currently in ongoing dialogue with the Department of Transport and agreeing to a license to operate the phase one scheme next year. This means we need to be able to leave the structure as we found if a permanent solution is not viable.
	Keen to discuss how specialist railway historians can help with the interpretation boards & tours. As an academic historian of railways & mobility I want to see these topics brought to the widest audience. Please follow up	We will be picking up these conversations once the planning application is submitted and we turn our thinking to programming and activation.

Theme	Issues raised	Response
Thoroughfare	Feedback indicates people would like to see the scheme as a thoroughfare, with travel functions rather than a solely visitor destination. Specific suggestions included: • Potential for future expansion: extending towards the city centre in one direction, and to Pomona in the other • A secondary exit on the other end of the viaduct so you don't have to walk back on yourself and to link communities in Castlefield/ Hume Hall Road to the City Centre • Secondary exit for reasons of safety • Be part of a walking route west of the viaduct to Woden St. footbridge, the Pomona area north of the tram line and south of the MSC. Or the canal or towards Salford. • A traffic free active travel route right to the heart of the city centre, connecting all the way to Trafford/Salford via the canals. • Needs to link through to other walking and cycling routes to the south	The pilot design temporary scheme has been designed to have a single access/egress point for visitors due to constraints of the site. However, a secondary egress point will be explored for any full scheme including possibilities to encourage active travel and promote a thoroughfare route. All comments as part of this consultation have been recorded and will feed into the wider consultation delivered as part of the pilot delivery



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