



# Bolton

## Town Centre Framework

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Trinity Update Addendum Report

May 2022



## 3. Intervention Areas

### Bolton Trinity

#### Context

Bolton Trinity, southeast of the town centre, consists predominantly of former industrial buildings and vacant brownfield sites. Whilst some small scale manufacturing businesses and industries remain, regeneration is underway with the conversion of former manufacturing premises to modern apartments and workspaces (e.g. Merchants Place) and the repurposing of premises for events (e.g. Excellency Bolton). The area is bounded to the east by the A666/St Peter's Way, to the west by the railway and Bolton station. The historic St Peter's Quarter sits to the north and to the south, the land uses are dominated by out of town retail shopping and showrooms, including the recently completed Audi garage.

Bolton Trinity is in a highly accessible location, with the upgraded rail station and bus interchange within easy walking distance and easy access by car from St Petersway, Bolton's primary connection to the local motorway network. As such the area lends itself to variety of land uses including residential, business and leisure.

As an affordable commuter destination with easy access to the rail and bus interchange, Bolton Trinity can be an attractive location for young professionals, couples, young families and older people seeking town centre apartment living and access to town centre services and amenities. Increasing house prices in Manchester and areas of Salford will encourage

key groups, particularly younger people, to explore more affordable locations elsewhere in Greater Manchester with good links to the conurbation centre.

#### Development Principles

The principal aim of the proposal is to promote Bolton Trinity as a new town centre neighbourhood, to integrate the historic urban grid of Merchant's Quarter with the Trinity Gateway site and the family housing proposals for Trinity Village, and to establish pedestrian links with neighbouring areas, improving accessibility to and from the town centre core. Bolton Trinity is divided into three sub-areas. Each area has specific urban design characteristics and development drivers.

Trinity Gateway (1) is envisaged as a mixed use residential and office development at a key town centre gateway site. There is scope for up to 60,000 sq ft of offices should the Network Rail depot site become vacant in the future, whilst the balance of the site is expected to be a high quality residential led development.

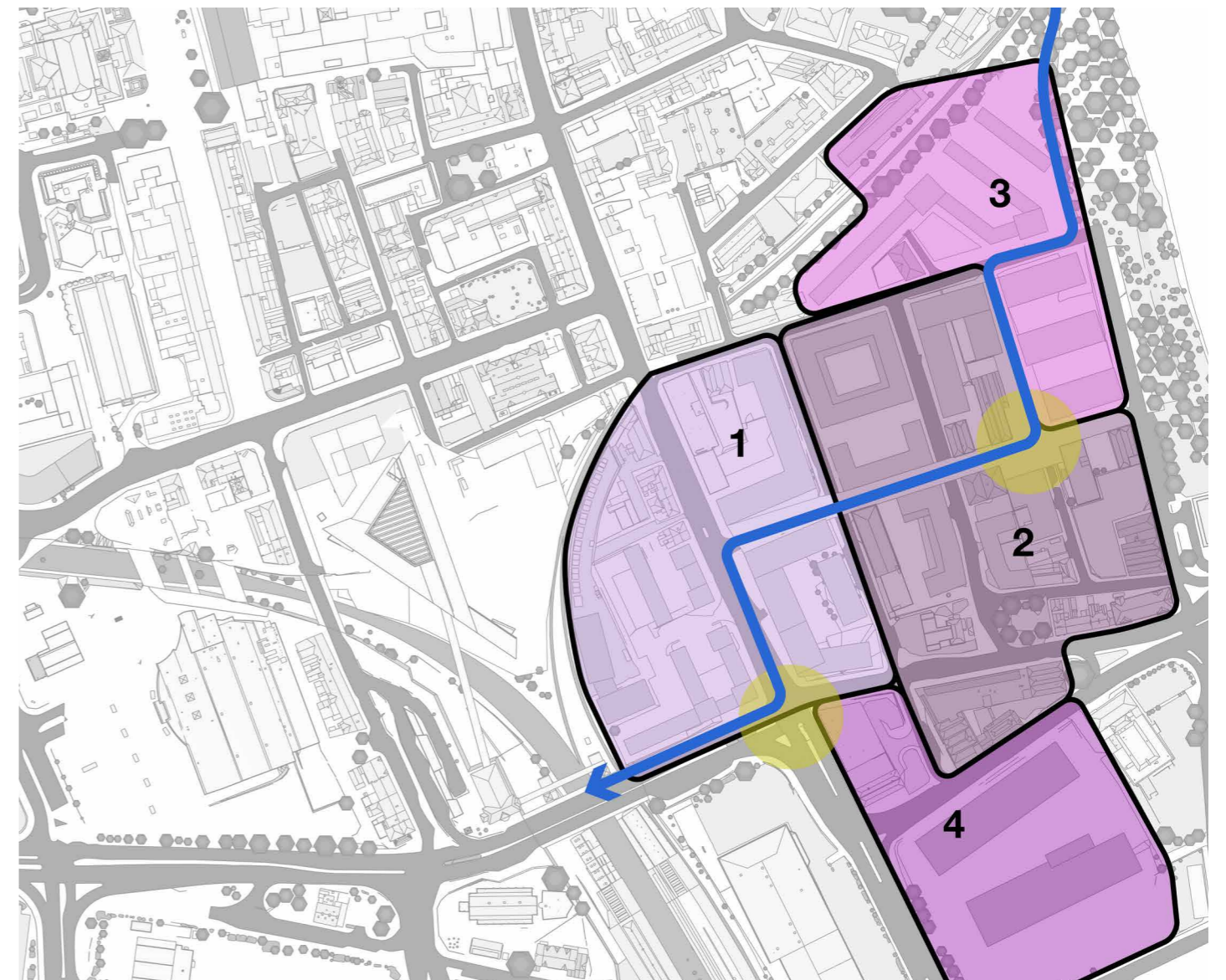
Merchants Quarter (2) is the heart of the area where the reuse of existing buildings and the introduction of new developments that reinforce the strong street grid will accommodate a mixture of business, residential and leisure uses. Shiffnall Street acts as a spine route and focus for the area and will have enhanced public realm treatment. A small square is proposed at the junction with Saville Street to act as a heart space that also signposts the linkages north to St Peter's.

Trinity Village (3) is focused on the Brightmet Street and River Street sites and is envisaged as an extension of finer grain and lower scale of the St. Peter's character area immediately to the north.

A variety of housing typologies will attract a mix of residents, including families and older age groups. Large urban blocks will include

community and social spaces that will help establish an attractive living environment and create a synergy with St. Peter's.

Bridgeman Place (4) will be a nearby commercial and mixed use zone which will include the existing Audi garage and hotel development. It will encourage the development of further retail, showroom and storage facilities.



Trinity Quarter Development Principles

### Public Realm Principles

The public realm strategy is based on the construction of a central pedestrian spine which will contain a series of active frontages and act as the backbone of the masterplan's spatial framework.

#### 1. Trinity Junction

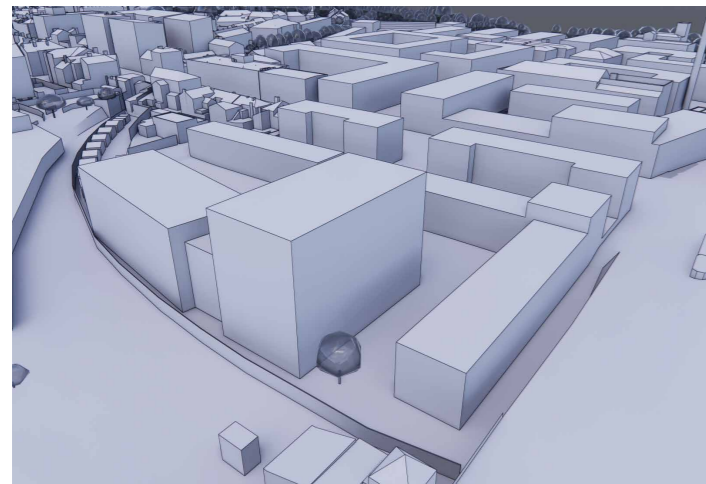
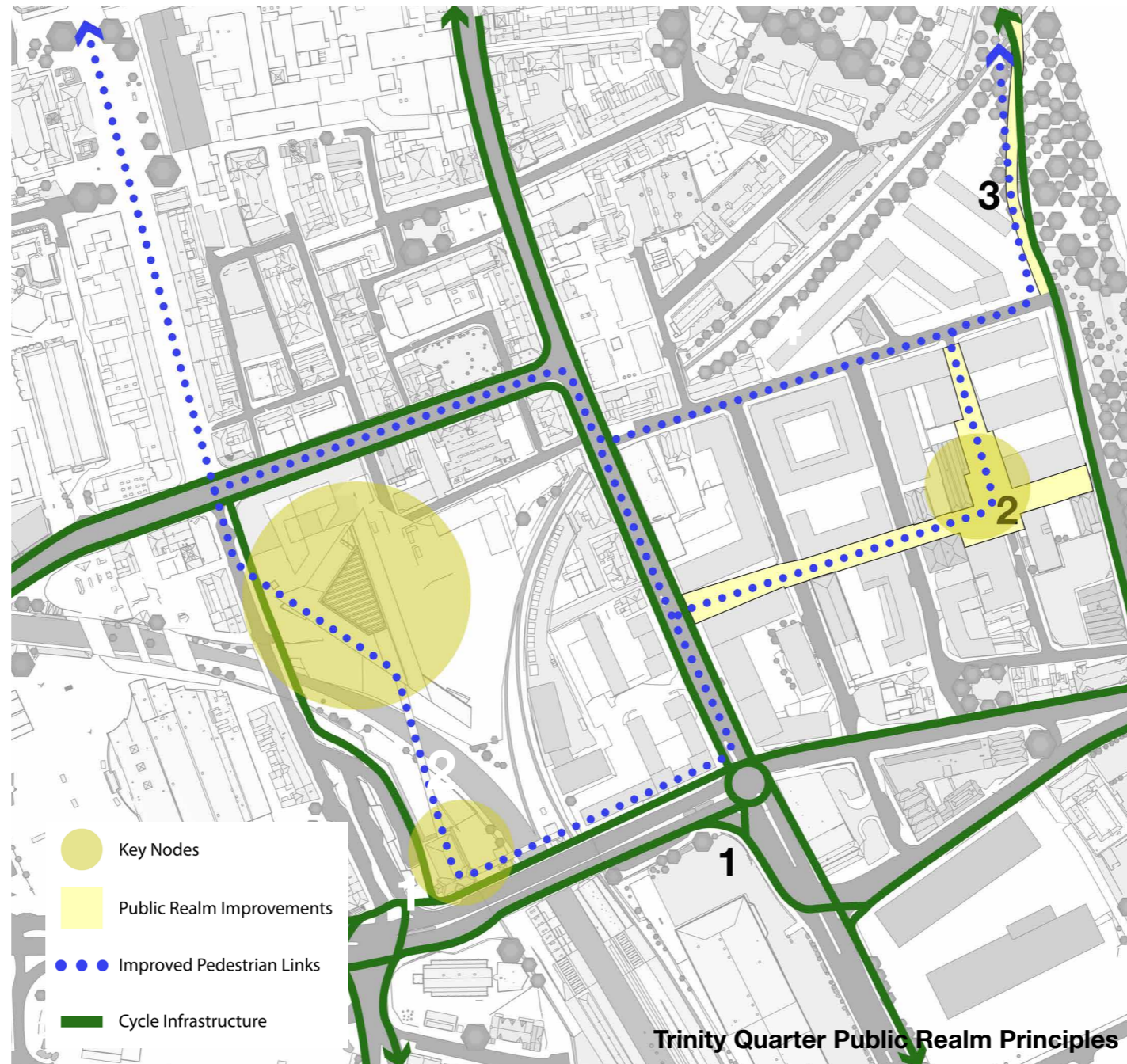
Improving connections between Bolton Trinity and Bolton station is a vital part of the area's masterplan. This junction will include a series of pedestrian and cycle infrastructure improvements, including the Trinity Street Corridor Segregated Active Travel Scheme and the Bolton Town Centre East Bee Network Scheme.

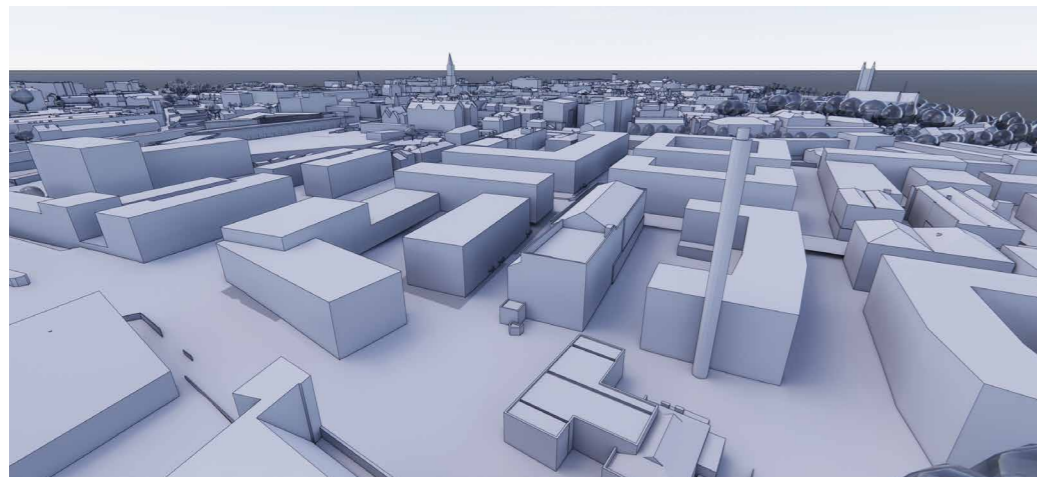
#### 2. Shiffnall Place










Public realm improvements to Shiffnall Place will create a focal point for the area. The surrounding buildings will offer active ground floor frontages to create an activity hub with a new spine throughout the Trinity development.

#### 3. Croal Way

This development will provide an active travel route between Church Wharf and Trinity, transforming a currently underused pathway into a natural green corridor which traverses the railway network and the A666.





-  Retained Building
-  Mixed Use
-  Residential
-  Office
-  Hotel
-  Retail/Showroom/Storage
-  Existing Building
-  Public Realm Improvements
-  Active Ground Floor Frontage

Trinity Quarter Masterplan



Illustrative example of the proposed transformation of Trinity Quarter, integrating existing buildings with new mixed used developments:

**(Left)** View along Saville Street at the junction with Shiffnall Street looking towards St. Peter's Church.

**(Above)** Artist's illustration of proposed new public realm and mix of residential, workspace, leisure and retail uses.



Trinity Quarter Phasing

### Phasing

- **Phase 1:** Trinity Gateway - 6,675 sqm offices, 33 townhouses, 19 apartments, 2,400sqm storage/retail showroom
- **Phase 2:** Trinity Village - high density residential (128 townhouses, 20 apartments) on primarily Council-owned land in the north of the area
- **Phase 3:** Empire Scheme - 188 apartments, 2,870sqm ground floor commercial
- **Phase 4** Merchant's Quarter - 360 apartments and 3,640sqm of ground floor commercial. Phasing will depend upon the nature of delivery - single development partner or block-by-block approach

### Delivery Approach

Delivery will be linked to three key factors:

#### 1. Success of Trinity Gateway

The success of the 'early win' scheme at Trinity Gateway will raise the profile of the area and help establish demand, particularly for town centre living and provide proof of concept of residential-led development across the wider area.

#### 2. Investment in infrastructure

Early delivery of the active travel and public realm strategy is critical to raise profile, establish connections and increase confidence in the area, signposting regeneration and promoting the conditions for walkable neighbourhoods and links to the transport interchange and town centre.

#### 3. The ability to secure development

Where the Council has a land interest the delivery model is a joint venture partnership between the Council, other landowners and one or more developer partners. Where land is not owned by the Council the public sector (primarily the Council) would provide vision, leadership and support through the masterplanning and planning processes, marketing and land assembly, and help to bring other landowners into the partnership.



**74,000m<sup>2</sup>**  
NEW FLOORSPACE



**1,000**  
NEW JOBS



**3,000+**  
NEW RESIDENTS



**750 NEW HOMES**

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