

Trinity Interchange



Supplementary Planning Document

www.bolton.gov.uk/trinityinterchange

**Bolton
Council**

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Innovation Zone Bolton

Trinity Interchange Development Brief

1. Introduction

1.1 The Council is seeking the comprehensive redevelopment of an area known as Trinity Interchange in the south of Bolton town centre. The aim is to bring about transformational change within a key area of the Town Centre by taking the opportunity of a significant public sector investment to relocate the existing bus station from its current site at Moor Lane to a site adjacent to Bolton Rail Station known as the 'Railway Triangle', and to secure the comprehensive development of the area to meet the wider regeneration objectives established for Bolton's Innovation Zone. The relocation of the bus station will allow a modern, high quality interchange to be constructed within the town centre that significantly improves the public transport facilities and environment as well as providing better connectivity between bus and rail services. This is anticipated to encourage greater use of public transport services to and from Bolton town centre.

The area covered by the brief is shown in Plan 1.

1.2 Bolton is experiencing an economic renaissance. Despite the economic challenges experienced nationally and internationally over the past 12-18 months, its development prospects are bright. It is already the North West's fifth largest employment centre and is an important regional retail destination. Trinity Interchange is one of a number of major strategic development opportunities that will help to generate £600m of new investment and generate around 10,000 new jobs.

1.3 The Trinity Interchange lies within an area identified by Bolton Council as the Innovation Zone. The Zone is one of Bolton's key drivers and central to realising our economic aspirations. The Zone, set within a robust Town Centre strategic framework, is expected to make a major contribution to the generation of over 4,000 new jobs and £300M in Gross Value Added over the next 15 years, with clear potential to become an innovation and cultural hub of city-regional and regional significance. The Innovation Zone will deliver a mixed-use, leisure and knowledge-led development, which is capable of meeting the skills and innovation demands of key growth sectors and the learning progression needs of individuals.

1.4 The Trinity Interchange area presents an exciting development opportunity for a new multi modal interchange alongside to a mixed use development that will have a significant regeneration impact. It is of strategic importance in supporting the sustained growth of Bolton as a regional centre. It is an important gateway site for visitors to the Town Centre and a very high standard of design will be required. The area will be a challenging one to develop in terms of topography, access and the need to balance different land uses.

1.5 Bolton town centre is the Borough's main centre for shopping, business and civic affairs. It is also the most important centre for arts, entertainment, urban leisure and cultural activities and is thus a focus for the wider community. As such it is an exemplar for the Borough's key brand values:

'Open' – (friendly/welcoming)

This reflects the openness of the people, the spaciousness of the town and the green spaces that surround it. Bolton is, and should aim to be, friendly, welcoming and inclusive.

'Colourful' – (characterful/distinctiveness/interesting)

Bolton has a distinctive history and heritage, as well as many famous characters associated with the town. We should work to maintain and enhance this.

'Sound' – (decent/reliable/trustworthy)

The Borough has an underlying sense of quality and dependability, Bolton is somewhere that people can depend on.

The brief seeks to support these values through reference to planning guidance and other data about the site context, and the Council's aspirations for the site.

1.6 Bolton is the busiest railway station in the City Region after the Manchester stations. Its footfall of 2,041,531 is the fifth highest in the North West. The Bolton to Manchester line has the highest passenger flow in the North West Rail Utilisation Strategy area. A high quality transport interchange is essential to build on this success and promote the wider use of public transport.

2. Purpose of the Brief

2.1 This brief has been prepared to guide the development of the land within the boundary of the Trinity Interchange area as shown on Plan 1. Once approved it will be used by the Council for planning control purposes.

2.2 The brief will set out in more detail the objectives of the Council for the form and content of development proposals for the site. It will give information on issues such as opportunities for pedestrian and vehicular access and egress, car parking, urban design principles, preferred activity, public realm and open space requirements and issues of local distinctiveness, perception and image.

2.3 A priority theme of the Sustainable Community Strategy "Bolton Our Vision 2007-2017" is to create a prosperous Bolton. To achieve this we will

build a transformed, vibrant town centre and raise and improve the profile of Bolton.

2.4 The Innovation Zone is the key economic driver of our growing town centre. It is an initiative of regional significance in Bolton town centre, a 67ha strategic investment site, with 30ha available for commercial development and mixed-use opportunities. It is the spatial expression of a 15-year action plan to create a knowledge-hub of sub-regional and regional importance, capable of addressing the skills, innovation and business accommodation demands of key growth sectors, and the learning progression needs of individuals, linked to key cultural and commercial developments. This development is delivering a transformed University environment and learning campus, which will integrate 6th Form, further education, higher education and work-based learning provision and progression routes, in order to meet current and future economic demands. Phase 1 developments underway include the co-location of the new Bolton College and Bolton Sixth Form College on Deane Road, which are both on course to open in September 2010. A new multi-storey car park opened on Deane Road in November 2009, and is underway for Bolton One, a £30.7 million new health, research and leisure facility developed in partnership with University of Bolton and the NHS which is set to open its doors in 2012. Together with these projects and the Southern Link Road, the new Interchange will form part of the £150 million Phase 1 delivery programme of the IZ.

2.5 A programme of highway works, a new transport interchange, multi-storey parking, commercial and retail developments will enhance and enable the core Innovation Zone activities and create the climate for the transformation of a substantial portion of the town centre. The Trinity Interchange development will help to deliver this element of the programme.

2.6 The aims and objectives for Trinity Interchange are consistent with and contribute to a number of actions within the Regional Economic Strategy.

- Action 66: Reduce levels of congestion by increasing use of public transport and reducing peak traffic volumes.
- Action 69: Enhance public transport services between Liverpool / Manchester / Central Lancashire / Leeds / Sheffield.
- Action 78: Secure improved public transport links between East Lancashire and employment growth potential in Manchester and Preston.
- Action 82: Develop a portfolio of sub-regionally important employment sites.

2.7 One of the key objectives of the Town Centre Transport Strategy “Coming to Bolton” is to improve integration of the bus and rail infrastructure. To achieve this a new bus/rail interchange is proposed in the railway triangle north of the existing station. In addition, the Strategy establishes the need to move away from surface level car parking and for new multi-storey car parks to be located close to the Outer Highway Box (see Plan 6). There is opportunity for the development of additional multi-storey car-parking to the south-east of the proposed Interchange site which would further add to the

integration of Bolton's transport infrastructure and help to realise the Council's ambition to provide a truly multi-modal Interchange in the Town Centre.

2.8 The Bolton Town Centre Public Transport Study produced by the Council and Greater Manchester Passenger Transport Executive in March 2005 established the need to redevelop the bus station by removing it from its existing location at Moor Lane, which is seen by some local people as threatening and unfriendly, and creating a new facility within the vicinity of the railway station.

2.9 It is also important to ensure that there are good linkages to the civic and retail core of the Town Centre. Plan 3 shows the location of Trinity Interchange immediately to the south of the main retail area. A new multi modal interchange accessed through a gateway commercial development at the Newport Street/Great Moor Street junction will bring visitors into the heart of the town centre and link development opportunities in the retail core with those in the southern part of the centre.

2.10 The Bolton Town Centre Action Framework 2005-2008 recognises that the proposals for a major new interchange will create a signature building and gateway experience right on the southern edge of the civic core, exploiting the links provided by the Victorians along Newport and Mawdsley Street right into the town's commercial heart.

2.11 The development of the new transport interchange will be a joint project involving Bolton Council, Greater Manchester Passenger Transport Executive and Network Rail.

2.12 The new interchange development will raise the image of the area as a destination for innovation and business. However, the area also contains main highway routes into the town centre with opportunities for commercial developments including landmark buildings. It is important to upgrade the image of this key gateway area through improvements to existing buildings and high quality new developments. The site is highly accessible with links to the national road and rail networks and direct trains to Manchester Airport.

2.13 Plan 8 shows an illustrative layout of the proposed Trinity Interchange and associated commercial development site. This plan is for illustrative purposes only but has formed the basis of the outline planning application. This is due for consideration on 24 June and if approved will be referenced here in the published document.

3. Policy Context

3.1 The Planning and Compulsory Purchase Act 2004 ("The 2004 Act") sets regional planning within statute for the first time as part of the 'Development Plan'. The Regional Spatial Strategy for the North West, approved in September 2008, sets out the strategic framework for development in the region until 2021. A full review has been published in draft by the North West Regional Assembly and submitted to Government in 2006.

3.2 In December 2009 The Department for Communities and Local Government published Planning Policy Statement 4: Planning for Sustainable Economic Growth The statement streamlines planning policy relating to the economy, bringing together in one place policies for employment uses, retail and town centres and economic development in rural areas. The policy maintains a ‘town centre first’ approach and states that local planning authorities should pro-actively plan to promote competitive town centre environments and consumer choice, and seeks to promote the vitality and viability of town centres as important places for communities. Also in December 2009 the Greater Manchester Town Centres “Policy Position Statement” was published, which states that in order to retain their role as key service nodes town centres must provide quality core functions for the local communities they serve, and that intervention funding should be used to deliver carbon reductions/economic efficiencies, improving the way in which town centres operate and connect with their catchment areas.

3.3 This brief will expand on policies set out in the Bolton Unitary Development Plan adopted in April 2005. This takes into account the latest regional and national guidance. The relevant policies are listed in Appendix 1. Further details of these policies can be found on the Council’s website, at: <http://www.bolton.gov.uk>. Alternatively, copies of the plan are available for viewing at Bolton Town Hall.

3.4 There are a number of policies relevant to specific areas of the Trinity Interchange site and these are shown on plan 2.

Policy TC8 states that the Council will protect the following site, as shown in the Town Centre Inset Map, for development as a strategic town centre development opportunity.

Bollings Yard 2.3 ha (part)

This site offers a significant opportunity for a major development on a key town centre site, which should be addressed in a comprehensive manner, consistent with future improvements to passenger facilities and access to Bolton Station. As a site within the centre, close to a choice of public transport the possible mix of uses this site may accommodate would all add to the variety and vitality of the centre and could include offices, hotel/leisure, residential and retail of appropriate scale with car parking taking account of the change in levels on the site. Its location adjacent to the main railway station and the importance of this approach into the Civic Core dictate that development must be of a high standard in terms of design.

Policy S6 states that the Council will not permit development proposals for changes to the nature and pattern of the existing/permitted Retail Warehouse Parks, listed below and shown on the Proposals Map, where they would adversely affect the vitality and viability of the centres defined in Policy S3. Proposals will be assessed against the criteria in Policy S4:

Manchester Road, Bolton.

Retail Warehouse Parks accommodate, in the main, large showroom spaces that cannot easily be located or accommodated within the town centres.

3.5 Further guidance is provided by Planning Control Policy Notes. Those that are relevant to this site are listed in Appendix 2. Car parking standards are set out in Appendix 7 of the Unitary Development Plan

3.6 The Council has produced a Supplementary Planning Document, 'Building Bolton' which provides design guidance for new development in the town centre based on the principle of enhancing local distinctiveness in Bolton's townscape. This has identified a consistent pattern of damaged townscape the, 'shatter zone', peripheral to the main civic and retail core as shown in plan 3. This zone has generally suffered from urban clearance in recent decades, yet retains characteristic patterns of buildings, topography and public spaces which deserve to be protected from further redevelopment pressures. The Council encourages redevelopment in these areas which respects and responds to its context. This brief contains references to the design principles that have been included in 'Building Bolton'. The SPD can be viewed online at www.bolton.gov.uk/buildingbolton and hard copies can be obtained from the Development and Regeneration Department by telephoning the Council's One Stop Shop on 01204 333333.

3.7 The Council has commissioned a Town Centre Public Realm Implementation Framework 2007-2012 which became formal Council policy in June 2007. The Framework is divided into three parts;

Stage 1: Public Realm Strategy

The public realm strategy provides a framework vision, based on an overview of the public realm issues in the town centre. It sets out a rationale and structure for the future public realm which can be used as a basis for the identification of environmental improvement projects and as the context for all town centre activities and initiatives which relate to the public realm.

Stage 2: Public Realm Design Baseline

The public realm design baseline provides clear design guidance to those implementing public realm improvements. It sets out design principles on a town wide scale and categorises the streets and spaces as set out in the Public Realm Strategy. It goes on to set out recommended surfacing materials, furnishings, planting and lighting therefore enabling the Council to ensure consistency of design and quality in the creation of the public realm.

Stage 3: Public Realm Implementation Framework

The implementation framework formalises the link between Stage 1 and Stage 2 and identifies the key feasibility issues for each project. This provides detailed guidance on public realm improvements required to enhance the Trinity Interchange development.

3.8 Developers should refer to the new Government Strategy “Securing the Future – UK Government Sustainable Development Strategy”. This aims to place sustainable development at the heart of the land use planning system and at the core of new planning guidance. The Council has produced a Supplementary Planning Document on Sustainable Design and Construction. This provides advice on issues such as sustainable design and considerate construction, renewable energy, biodiversity, sustainable drainage, and waste management and recycling.

3.9 GMPTE has set out quality standards for the new Interchange which say it should:

- Be fit for purpose – attractive, safe, secure and comfortable, easily managed and maintained
- Offer a high level of integration both operationally and aesthetically with the adjacent rail station
- Raise the profile and increase the attractiveness of public transport
- Provide a landmark gateway to the town centre
- Be consistent with the aspirations of the Innovation Zone.

3.10 Network Rail has developed a North West Rail Utilisation Strategy as part of the rail industry RUS programme. A range of interventions has been identified to make effective and efficient use of existing railway capacity and to develop additional capacity. One of the proposals is for the provision of an additional platform at Bolton station. In addition, in December 2009 plans were announced for the electrification of the line between Manchester and Preston. This may have implications for train services and track-side development if additional space is required for apparatus to support the upgrade.

4. Site Appraisal

4.1 Railway Station

4.1.1 This area was transformed by the arrival of the Manchester and Bolton Railway in 1838. This was followed by the construction of lines to Preston, Wigan, Blackburn and Rochdale within the next 10 years. Although the Rochdale line closed in 1970 the station remains a major junction. The Preston and Blackburn lines diverge at the north end of the station creating a triangular junction. The link between the Preston and Blackburn lines was removed in the late 1960s and the land was subsequently developed as a surface level car park still known as the Railway Triangle.

4.1.2 The station was reconstructed between 1899 and 1904 when the present platforms were created. The main station building was on a bridge on the south side of Trinity Street. This was demolished in 1987 and a new station was built on the north side of Trinity Street linked to a new bus station.

4.1.3 The buildings and canopies on the platforms date from the 1904 rebuilding and are largely intact. They are a fine example of Edwardian railway architecture but passenger facilities are limited and in need of

improvement. Toilet facilities are inadequate with female toilets only on platform 2 and male toilets only on platform 4. The trains stop a considerable distance from the stairs and lifts. The buildings on platform 4 are currently used as a training facility by Northern Rail who operate the station. The railway is in a cutting bounded by stone retaining walls on the west side.

4.1.4 A new transport interchange was built at the junction of Trinity Street and Newport Street in 1987 together with a new footbridge to connect the ticket office to the platforms. The clock tower from the old station was dismantled and re-erected on the site. This is an attractive landmark feature which must be retained and more open space created around the tower. Improvement works including a new canopy over the interchange entrance, creation of a new taxi rank, conversion of the existing taxi rank into bus stands and renewal of lifts, stairways and overbridge were completed in 2006. In the same year a replacement bridge was completed to carry Newport Street over the railway. This takes the form of a single parabolic arch with suspended deck and provides a striking new gateway for people arriving in the town by rail.

4.1.5 The proposed investment in the new bus station will offer the opportunity to remodel the current bus stands to improve operational flexibility but also to improve the sense of arrival and create a unified treatment.

4.1.6 To the west of the station within the cutting is an area of vacant land accessed by a ramp from Orlando Street which is used for informal car parking and rail replacement bus services. Part of this land will be needed if the plan to reinstate the track to the rear of platform 4 is implemented.

4.1.7 Improvement works to the train station totalling £4 million are scheduled to commence in Summer 2010. Improvements include:

- Additional waiting canopies and shelters, tied in with changes to train stopping positions which reduce passenger walking distances;
- Refurbishment of existing ticket hall
- New Electronic Customer Information Screens, Closed Circuit Television and Public Address equipment;
- New fully accessible toilets on all platforms;
- Refurbishment of passenger waiting rooms;
- Redecoration;
- New clocks, seating and litter bins;
- Lighting enhancements;
- New cycle stands;
- External improvements to cafeteria facilities; and
- Improvements to platform surfacing and drainage.

4.2 Railway Triangle

4.2.1 Immediately to the north of the railway junction is an area of surface level car parks on land between the Preston and Blackburn lines. Changes in

level are particularly notable. The south end of the car park is 6m lower than Newport Street. Johnson Street in the centre of this area slopes steeply down to the car park. West of Johnson Street is a mixed group of commercial buildings including small shops and offices and two larger retail units. The poor condition and appearance of the majority of these buildings has a negative impact on an important gateway location.

4.2.2 The building on the southern junction of Great Moor Street and Newport Street is identified as having high value in its contributions to local distinctiveness. However, it is acknowledged that it cannot be retained in achieving the transformational objectives of this SPD.

4.2.3 East of Johnson Street is the listed St. Patrick's Church and Presbytery dating from 1861. Next to the church is the former Bolton County Grammar School a listed building constructed of brick and terracotta in 1897. This building has been converted into apartments known as the Old School Rooms. There is an opportunity for the setting of these Listed Buildings to be enhanced by the proposed investments by thoughtful design and siting of the new buildings and by sympathetic treatment of the adjoining highways in accordance with the guidelines contained within Building Bolton and the Public Realm Implementation Framework.

4.3 Newport Street

4.3.1 To the west of the Interchange on Newport Street are three terraces of commercial properties in a variety of retail and service uses.. However, some of these buildings are in poor condition which detracts from the appearance of this gateway location and they would benefit from redevelopment or improvements.

4.3.2 To the south across Trinity Street is the Holy Trinity Church a listed building dating from 1825, granted planning permission in September 2007 for conversion into 38 apartments. The redevelopment will also feature a simple lightweight extension to the east end joined to the main structure by way of a glass link. Adjacent to the church is the former Holy Trinity School built 1866 in a style echoing the church. This building is now the Shree Kutch Leva Patel Community Centre.

4.3.3 West of Newport Street the railway is crossed by three bridges, evidence of the dense development that grew up around the station. These now provide a pedestrian link from the town centre to Morrison's supermarket located to the west of the commercial properties. The adjacent vacant site is to be redeveloped as a new Magistrates Courts. North of the railway are a group of commercial buildings of varying ages and styles which would also benefit from redevelopment or improvements.

4.4 Bradshawgate

4.4.1 Between the Blackburn line and Bradshawgate are a number of small shops, public houses and two larger retail units with associated car parking.

Immediately to the west of the railway is an area of land and buildings currently used by Network Rail as a maintenance depot. Some of the older buildings are in poor condition and the modern units lack an active street frontage to Bradshawgate having a negative impact on an important gateway. This area would also benefit from redevelopment or improvements.

4.4.2 The predominantly industrial area to the east of Manchester Road is currently being developed as an urban business quarter. The Merchants Quarter Development Brief has been adopted to guide the regeneration of this area. Phase 1 is currently being delivered with the refurbishment of Merchants' Place No.1 which now accommodates high quality office space; Merchant's Place No. 2 is in the process of refurbishment with completion dependent on securing a pre-let. Phase 2 includes a hotel and a £2 million public realm scheme during 2010 delivering a slip road from the A666 into the Quarter and a footbridge leading from Brightmet Street over the railway into the Institute Street/Churchgate area.

4.5 Manchester Road

4.5.1 Between the station and Manchester Road is a retail park built on the site of the former railway goods warehouse. This is a poor gateway feature both from the railway and the highway network with large areas of car parking fronting Manchester Road and the rear of retail sheds visible from the station platforms. This area is identified as a retail warehouse park in the Unitary Development Plan, however the Council would welcome a proposal to upgrade the area.

4.5.2 The site to the east of Manchester Road is currently occupied by Bolton College. The college is to relocate to an alternative site within the town centre in September 2010 which will make a large redevelopment plot available. The Westbrook Gateway Development Brief has been adopted to guide the redevelopment of the site for a mixture of leisure, housing and retail uses.

5. Land Uses

5.1 Railway Station

5.1.1 The location of the station platforms will remain the same but Network Rail has published an option to improve capacity through its North West Route Utilisation Strategy by creating a platform 5 by reinstating the track to the rear of platform 4. Platform 1 could also be reconnected to the line from Preston and Wigan. This would increase line capacity by allowing trains to pass at Bolton although there is no firm commitment to the scheme and the delivery period is still to be determined. Proposals to redevelop the existing surface car park at the rear of platform 4 would be welcomed providing that the line of a future platform 5 is protected.

5.1.2 The existing buildings on the platforms shall be retained and used to improve passenger facilities. This should include improved passenger convenience, safety, security, information and ambience through the

introduction of enhanced passenger facilities to provide higher user benefits and encourage modal shift. Improvements could include the provision of accessible male and female toilets on both platforms with improved waiting facilities, improvements to cafe provision, train stop positions moved closer to the stairs and lifts, and improvements to passenger information systems.

5.1.3 Underutilised elements of the station buildings should be identified and the introduction of commercial activities considered.

5.1.4 As outlined in 4.1.6, work is underway for redevelopment of passenger facilities to commence in Summer 2010. It has also been proposed that the current Ticket Office be rotated 90 degrees from its current location. It is the Council's preferred solution that the layout of the station building should be designed to facilitate the provision of a safe, convenient and direct pedestrian skylink to the bus station. The existing public realm to the front of the rail station should be retained and enhanced to create a high quality arrival point for passengers and the function and layout of the existing interchange should be reconsidered to contribute towards this objective. Consideration should be given to creating a new canopy which physically and visually ties together the train station entrance with the proposed skylink. New feature lighting of the existing clock tower could provide enhanced visual amenity.

5.2 Railway Triangle

5.2.1 A comprehensive approach is required to the development of this site to create a principal gateway at the heart of a significant mixed use opportunity which will substantially enhance the commercial, cultural and administrative heart of the town centre together with a prominent, safe modern transport hub to make Bolton one of the most attractive and accessible towns in the area. The development will be a focal point for a vibrant, prominent part of the town centre with high quality design and distinctive public spaces.

5.2.2 A high quality multi-modal interchange that will serve bus and rail passengers shall be provided on the triangle of land between the Preston and Blackburn railway lines. This will replace the existing bus station at Moor Lane. The new interchange shall incorporate a single concourse and waiting area which can include all required passenger facilities including retail provision and a café. It must provide an attractive, safe, secure and comfortable waiting environment. Easy connections between buses and trains are vital. A sky link shall be provided to connect the bus interchange with the railway station and should be planned to take customers from the bus concourse direct to the train station ticket hall. The bus station should be equipped with electronic displays capable of being used for Real Time Passenger Information when a Greater Manchester-wide system is introduced. Easy pedestrian access to the retail and civic core is also essential. The interchange development should focus on the potential of Newport Street and Mawdsley Street as gateways to the town centre, and the site layout should prioritise high quality pedestrian routes from the civic and retail core to the Interchange.

5.2.3 The development must be more than just a bus station. It must contribute to the vitality and economic performance of the Borough by incorporating a mix of compatible uses and activities. The frontages of Newport Street and Great Moor Street should be redeveloped to enable a prominent private sector development opportunity incorporating pedestrian access to the Interchange. A distinctive commercial building here will be the best design solution for the interchange development to overcome the detachment from the civic core and provide the necessary high quality gateway. Appropriate uses would include a landmark town centre office development with ancillary retailing and leisure uses at the ground floor or an hotel with its easy access to the town centre and the transport hub.

5.2.4 The design of the new bus station should be of a high quality to raise the profile and increase the attractiveness of public transport. The commercial development must create the clear perception that it is the entry to the transport interchange with a direct route through to the central concourse. It will also be the gateway to the town centre. The ground floor development could include a travel centre and information points as well as shops, bars and cafes to improve services to passengers.

5.2.5 The inclusion of more open space, public squares and high quality mixed use developments will encourage more intensive use of the site and prolong activity throughout the day and into the evening. This will enhance the visitor experience and make the interchange a safe facility to use.

5.2.6 The Town Centre Car Parking Strategy recommended the reduction of the amount of land taken by surface level car parking and has identified edge of centre sites for multi storey car parks. It identified a need for two multi storey car parks in the Innovation Zone, one in the vicinity of Trinity Street.

5.2.7 The listed St. Patrick's Church and Presbytery and Old School Rooms became part of the Mawdsley Street Conservation Area in 2008 and must be retained in any redevelopment scheme and their setting enhanced.

5.3 Newport Street

5.3.1 Redevelopment or improvements to the commercial properties on the west of Newport Street will be encouraged to enhance this important gateway location. Increased pedestrian flow will sustain economic activity in the longer term and other proposed improvements within the public realm will help improve the image and safety of the street.

5.3.2 The vacant site to the rear of the properties on Newport Street is to be redeveloped, and is identified for a new Magistrates Courts. The Council is seeking a landmark building featuring innovative design and use of materials in this location on the east-west pedestrian route between the station and the University.

5.4 Bradshawgate

5.4.1 The new interchange and the station improvements will raise the image of the area as a destination for innovation and business. The sites to the east of the railway could be brought forward for commercial development. Consideration should be given to relocation of the Network Rail depot to create a larger development site, which could include a multi-story car park. Any new development on this site must include a landmark building at the key Trinity Street/Bradshawgate gateway and active ground floor frontages to Bradshawgate. Service access and car parking should be to the rear.

5.5 Manchester Road

5.5.1 The retail sheds on Manchester Road represent a poor gateway to the town for people arriving by road or rail. If this site becomes available for development a range of uses may be appropriate in what should be a high quality landmark development. The college building to the east of Manchester Road is also to be redeveloped. Planning guidance for this site is provided by the Westbrook Gateway Development Brief.

6. Design Recommendations

Transport Hub and Commercial Development

6.1 The construction of the railway from 1838 onwards disrupted the pattern of development in this part of the Town Centre. In place of the projected residential developments, for instance around Holy Trinity Church an industrial townscape of foundries and terraced housing grew alongside the railway sidings and cuttings. Partly as a result of this, the area never developed a clear urban focus, and today lacks any significant public open spaces.

6.2 Building Bolton identifies the area around the station as a Transport Hub where transport facilities are to be rationalised. It is characterised by a north-south street pattern and 3-4 storey terraces. A strong gateway statement is sought, creating regeneration opportunities and a focal point for the south side of the Town Centre.

6.3 A new bus station will be located in the railway triangle area south of Great Moor Street. This should incorporate the following features:

- The main bus station concourse will be centrally located
- There will be a substantial development plot on the Newport Street and Great Moor Street frontages
- The development should not detract from pedestrian desire lines and safe walking routes.
- The Interchange should have a significant architectural profile
- A high quality, high level crossing should be provided between the bus station and the railway ticket hall.
- Passenger safety, security and comfort should be a key objective of any new bus station design.
- The development must respect the setting of adjoining listed buildings including St Patrick's Church and views from the Mawdsley Street Conservation Area.

6.4 St Patricks Church lies on the east side of Johnson Street. The proposed widening of the street for bus egress and vehicle movement will have an impact on the setting of the church and result in a significantly reduced footway. It is recommended that the footway be widened at this point to allow for public gathering around the church and avoid conflict between buses and pedestrians. It is considered that the proposed creation of a small area of public space to the rear of the church will improve the setting of the church but will need to be complemented by hard and soft landscaping to protect views from and to the church. Similar treatments will also be necessary on Bollings Yard to protect views to and from the Old School Rooms and an acoustic barrier to attenuate noise is required to protect habitable rooms. This requirement may be able to be met by further development in this area or by a piece of artwork as long as it achieves the attenuation levels required. Other aspects affecting the setting of the listed buildings will be the scale and massing of the proposed new buildings on Great Moor Street. These aspects are considered below in relation to the design of the new development.

6.5 Views from the Mawdsley St Conservation Area directly into the bus concourse will be affected as a result of the proposal. It is thereby recommended that the treatment of the public realm provides for an element of screening. The design of the bus station and commercial development should provide a visually interesting focus to frame the views. The layout, scale and massing of the commercial development must be sympathetic to St Patricks church which should retain visual dominance within the streetscape with clear views of the church spire maintained from the northern junction of Great Moor Street and Newport Street.

6.6 Given the importance of this site as a gateway location to Bolton it is considered that the proposed bus station should be an iconic and landmark building that provides a focus for views from and to the Town centre. The rear elevation should be equally attractive and distinctive as this will be very visible from Newport Street. The development could adopt a more distinctive sculptural roof form that also gives a dramatic statement to the entrance.

6.7 The sky link will need to be designed to be a safe and welcoming light space that encourages pedestrian activity. The design should be predominantly glazed and be directly connected to the existing train station ticket hall so that pedestrians can walk seamlessly and safely from one mode of transport to another.

6.8 There is scope to improve the quality of the townscape. New buildings must exhibit architectural quality and provide attractive active frontages to both street frontages. Contemporary statement buildings would complement the mix of styles that exist. Key design principles are set out below:

- A comprehensive redevelopment of the whole site that includes commercial development to the frontage is preferred.

- The proposed scale of the frontage buildings should not exceed the scale and height of the Old School Rooms. Change or increase in scale and height at corners may be possible.
- Continuous building frontages should be provided facing onto Great Moor Street and Newport Street.
- Architectural emphasis should be made at corners and at important junctions to provide visual interest. Possible treatments are curving frontages and roof emphasis in particular at the entrance to the public realm.
- The ground floor retail and leisure components must provide active street frontages and a stimulating visual environment at pedestrian level.
- The use of a recessed ground floor façade would be welcomed to create shelter and a sense of containment; any structural supports required for upper floors should be integrated into the fabric of the ground floor or expressed as sculptural elements.
- Large areas of glazing should be used to create visual permeability at ground floor level while upper floors could have a more solid appearance with punched openings in keeping with the surrounding buildings.
- A regular rhythm and arrangement of windows and openings is preferred with vertical proportions. Window reveals should be of reasonable depth.
- Building set back at upper floor will help reduce perceived scale and massing, but only if it does not compromise architectural integrity.
- The rear elevation of the proposed bus station should be attractive and distinctive as this will be very visible from Newport Street as will the upper floors of the commercial development which should be considered as a primary facade.
- The building junction between the bus station and commercial development to be seamless and preferably designed as a single development however the commercial development should not necessarily be seen as an extension of the interchange in terms of architecture and materials and should make its own contribution to the southern gateway.
- Building design should make advances in construction technology to enhance performance quality and attractiveness.
- A distinctive high quality palette of materials should be adopted which can complement or represent the character of Bolton.
- The scale and design of the central public realm should be of the highest standard as it will form the centrepiece and backdrop to the scheme, and should utilise durable and high quality natural finishes in accordance with the Public Realm Framework. Pedestrian movements should be as seamless as possible in particular across Great Moor Street.

Remainder of the area

6.9 Retaining active street frontage in this area is important. Proposals for both the Transport Interchange and other uses should consider how existing frontage can be enhanced and new building lines to the back of pavement can be created.

6.10 Proposals will be welcomed which respond to the potential of the site. This could include taller structures or buildings with a distinctive architectural form. The recreation of active street frontages and new public spaces is a key objective in this area. Developments should face onto streets or onto new public spaces with car parking managed away from the street.

6.11 New landmark buildings are possible, particularly if they are designed into a hierarchy of scale and support a permeable route network. This is likely to involve a focus of scale and massing along the main street frontages eg Newport Street, and around key buildings such as the station and proposed Magistrates Court.

6.12 It is important to carry the strong sense of building enclosure through to Bradshawgate where much of this has been lost by the existing pavilion structures. Open spaces between buildings should be limited and service access should be to the rear. The corner of Trinity Street and Bradshawgate provides an opportunity for a landmark corner building which will give a strong sense of arrival.

6.13 New high quality contemporary development that enhances the urban context and adds a strong sense of place will be encouraged. It should maintain visual interest at ground floor level, provide a good balance between solid and void and maintain a rhythm of architectural components. Buildings should use skyline emphasis or provide corner features, an aspect which has numerous architectural precedents down Bradshawgate. However, care should be taken to safeguard views to Trinity Church and the Town Hall tower.

6.14 Entrances should be directly from the street and provide visual interest and activity to the main street frontages. Building heights in the town centre are generally 4-6 storeys but additional floors will be appropriate on corner or landmark buildings. Buildings should be designed to maximise the use of renewable energy sources. A distinct palate of material will be encouraged and in particular materials which are sustainable.

6.15 Any development should design out crime and design in safety. All development should take into consideration the principles of Crime Prevention Through Environment Design (CPTED). Early consultations should be made with the Greater Manchester Police Architectural Liaison Unit.

7. Public Realm

7.1 There is a growing understanding of the critical importance of public realm quality in making urban fabric which is appealing and sustainable. The Council has adopted a Public Realm Implementation Framework to establish high quality design standards for the public realm and help to create a more functional and pedestrian friendly environment. It provides a guide for investment in the public realm and provides a context for negotiating with developers.

7.2 The public realm structure in this area is weak with little or no active frontage at its edges. The railway station is poorly served by pedestrian routes and feels detached from the adjacent civic core. Public realm planning should concentrate on the existing routes which can be enhanced with a hierarchy of connecting streets and public spaces. This should be concerned with helping to configure transportation infrastructure improvements to bring maximum benefit to the public realm and pedestrian connectivity.

7.3 The space around the railway station should be a major landmark on the ring road, marking the edge of town centre with a memorable high quality place of arrival and departure. The existing downbeat appearance of Newport Street should be uplifted by environmental improvements to make a smart pedestrian-friendly thoroughfare as a continuous part of the strategic route between Victoria Square and the station and create a sense of arrival

7.4 Trinity Street is a high capacity suburban dual carriageway. The pedestrian experience here is particularly poor. The surrounding low density of development compounds this. The Trinity Street/ Newport Street junction is over capacity in terms of vehicular circulation and there is often congestion at peak periods especially at week ends. The overall effect on the pedestrian is of severance and alienation. Possibilities for improvement of the pedestrian environment include the removal of the raised planting beds in the central reservation, remodelling of the Newport Street/Trinity Street junction, footway widening and tree planting. The facility for cars to drop off and pick up passengers at the railway station will be retained. The taxi rank next to the station in Newport Street will also be retained. Simplification of the existing bus stands and creation of a well thought-out piece of public realm will provide a high quality setting and create a sense of arrival for visitors arriving by rail. Highways works in this area must work in tandem with proposals for enhancements to the public realm including for example the creation of a unified surface treatment, street lighting and street furniture along the route from the train station to the civic/retail core to create a seamless approach.

7.5 The grassed area around the Holy Trinity Church, being slightly mounded, brings greenery to the streetscape but is subject only to basic maintenance and contributes little to the public realm. Planning permission has been approved for the conversion of the church into apartments. If the church is converted to residential use the surrounding 'gardens' will become semi private or private.

7.6 Given appropriate design of security and suitable maintenance, it should make an improved contribution to the public realm.

7.7 It is very important for the pedestrian entrance to the bus station to be respectable and comfortable to use. In terms of quality and accessibility it should be considered as part of the town centre and not in an outlying area. It should allow maximum space for pedestrian movement and for people to meet or wait in a safe and secure environment. An important aspect of this location is that it terminates the southern end of Mawdsley Street, one of the most architecturally rich streets in the town and a quality crossing at the end

of Mawdsley Street into the interchange will be important as will the views into the operational bus area which must be carefully screened from both Great Moor Street and the Old School Rooms. The landscaping to this area should include tree planting to screen the view of the bus stands from Great Moor Street. A new area of high quality open space could be introduced south of the church and landscaped to PRIF standards with tree planting and an acoustic screen introduced to the east of the area to minimise the impact of the interchange on the Old School Rooms building.

7.8 Great Moor Street will remain a major thoroughfare. However, there will be scope for public realm improvements in the form of narrowing the carriageways so far as possible, widening footways, resurfacing and tree planting. The detailed design of the urban boulevard should review and rationalise the geometry of the layout to bring continuity and architectural dignity. A scheme to create a zone of pedestrian priority on the highway between Newport Street and Johnson Street and between Section Street and Great Moor Street will be developed and should be carried out as part of the development.

7.9 This small area to the west of Newport Street is one of the most distinctive parts of Bolton, despite the erosion of most of the built fabric. The numerous small bridges remain from a time when the dense network of residential streets was undercut by the railway. Redevelopment proposals should seek to reflect the street pattern which where possible should be refurbished as accessible pedestrian friendly shared surfaces to unify the character of the area and to encourage pedestrian movement and development. Ways of enhancing the bridges and retaining walls should be explored, including increasing visibility between the trains and the townscape.

7.10 A new Magistrates Court is to be built on the vacant site to the west of Morrison's supermarket. There are plans to front the building with a public square which would be central to a new strong pedestrian route between the station and the heart of the Knowledge Campus as well as Ashburner Street Market. This would be an attractive pedestrian alternative to the vehicle dominated Trinity Street.

7.11 The Bolton Town Centre Planning Obligations 2008-2013 set out an interim approach to seek planning obligations across a broader range of new development proposals, including retail, office, leisure and residential and focus monies generated on public realm improvements in accordance with the adopted Public Realm Implementation Framework. The following figures, based on previous developments within Bolton and the costs associated with public realm improvements contained within the PRIF, are guidelines for the basis of negotiation with the Local Planning Authority and Strategic Development Team:

Development	Contribution
Residential	£85 per 1m ²
Retail and other Class A uses	£40 per 1m ²
Commercial office floorspace	

and other Class B uses	£70 per 1m2
Hotel and other Class C uses	£60 per 1m2
Assembly, leisure and other Class D uses	£20 per 1m2

The Public Realm Design Baseline provides clear design guidance to those implementing public realm improvements. It sets out design principles on a town wide scale and categorises the streets and spaces as set out in the Public Realm Strategy.

7.12 The Council encourages developers to think about the potential for public art within the site. This should be a minimum of 1% of the value of each development. Artworks should be used to reinforce the sense of place and create a distinct identity for the site. No particular art form will be favoured above another, but durability and long term maintenance should be taken into consideration. Any artworks should be considered an integral part of the development design. This can include either architectural or public realm design provided a recognised public artist is appointed as either the main or partner designer. It is essential that all commissioned works are unique, original, and of the highest quality.

8. Transport Issues

8.1 The Town Centre Transport Strategy (<http://www.bolton.gov.uk>) adopts a traffic management philosophy for the town centre with the various users being given priority on specific zones and routes. Plan 6 shows those elements of the strategy within the Trinity Interchange area. The area within the Inner Bus Circulation Route, north of Great Moor street will essentially be restricted to pedestrians, resulting in the exclusion of most vehicular traffic from the main shopping streets.

8.2 The Inner Bus Circulation Route will form an anti-clockwise bus route (which will also be available to hackney cabs and cyclists) to facilitate direct access to all parts of the central shopping area for bus and cycle users. General traffic movement (which will include some buses) will be restricted to a clockwise movement giving access to short stay car parks in the central shopping area. Great Moor Street is part of the Inner Highway Box. The pattern of bus routes will need to be considered when designing access points to the Interchange.

8.3 The Outer Highway Box is intended to divert through traffic away from the central area and to redistribute town centre traffic to its nearest access point (e.g. edge of centre car parks). The introduction of new road access junctions to this road box will be discouraged and the existing junctions will be improved. Pedestrian signals will be prioritised to assist pedestrians and cyclists and to encourage traffic circulation round the edge of the central area. Removal of 'rat runs' through the town centre will be achieved by pedestrianising some streets and cutting through routes in the central area. Trinity Street is part of the outer Highway Box.

8.4 Traffic on Newport Street will be reversed with general traffic travelling north bound. A south bound bus lane will be introduced when the new interchange is completed. Newport Street has also been identified as a new pedestrian and cycle route from the station into the central area. The bridge at Orlando Street on the southern boundary of the site has been found to be a weak structure and further weight restrictions may need to be applied.

8.5 A new piece of public realm should be created adjacent to St Patrick's Church and the Old School Rooms. The creation of a shared surface area of high quality materials designed to the Council's Public Realm standards will allow controlled vehicular access for wedding and funeral vehicles and provide an area for church users to congregate. The zone should be enhanced along its west and southern edges to soften views of the operational bus area from the Conservation Area and important Listed buildings.

8.6 Through traffic will be restricted on Bollings Yard with a turning head created to the east of the new bus station for vehicles servicing the church and Old School Rooms.

9. Development Issues

9.1 Any mixed-use development must be carefully designed to prevent any potential pollution problems. The design must ensure that adjoining land uses do not create problems from noise, odours and air pollution. Particular care will be needed with relation to the interface between the interchange development and the Old School Rooms and there should be careful treatment of the northern and eastern boundary of the bus station along the interface with the Old School Rooms. An assessment of potential noise levels, barrier correction and distance correction is required to develop a solution which protects the habitable rooms from noise. This screen could take the form of additional development or could be created as public art as long as it achieves the attenuation required.

9.2 Many areas of the site are likely to be affected by noise from road and rail traffic. To minimise any disturbance the windows to all habitable rooms and all office properties within the development shall be acoustically dual glazed. For habitable rooms acoustic dual glazing to the standards of the Noise Insulation Regulations 1975 (as amended) shall be provided. Alternatively sealed double glazed units comprising glass of 10mm and laminated 6.4mm with a 12mm air gap. Including alternative means of ventilation may be used. Mechanical ventilation should be provided for in habitable rooms ensuring no requirement to open windows for fresh air, which must be sound attenuated. For office properties an alternative means of ventilation should be provided which must be sound attenuated. The design criteria of the windows and ventilation must achieve the standards laid down in BS8233:1999 of 35 45dB.

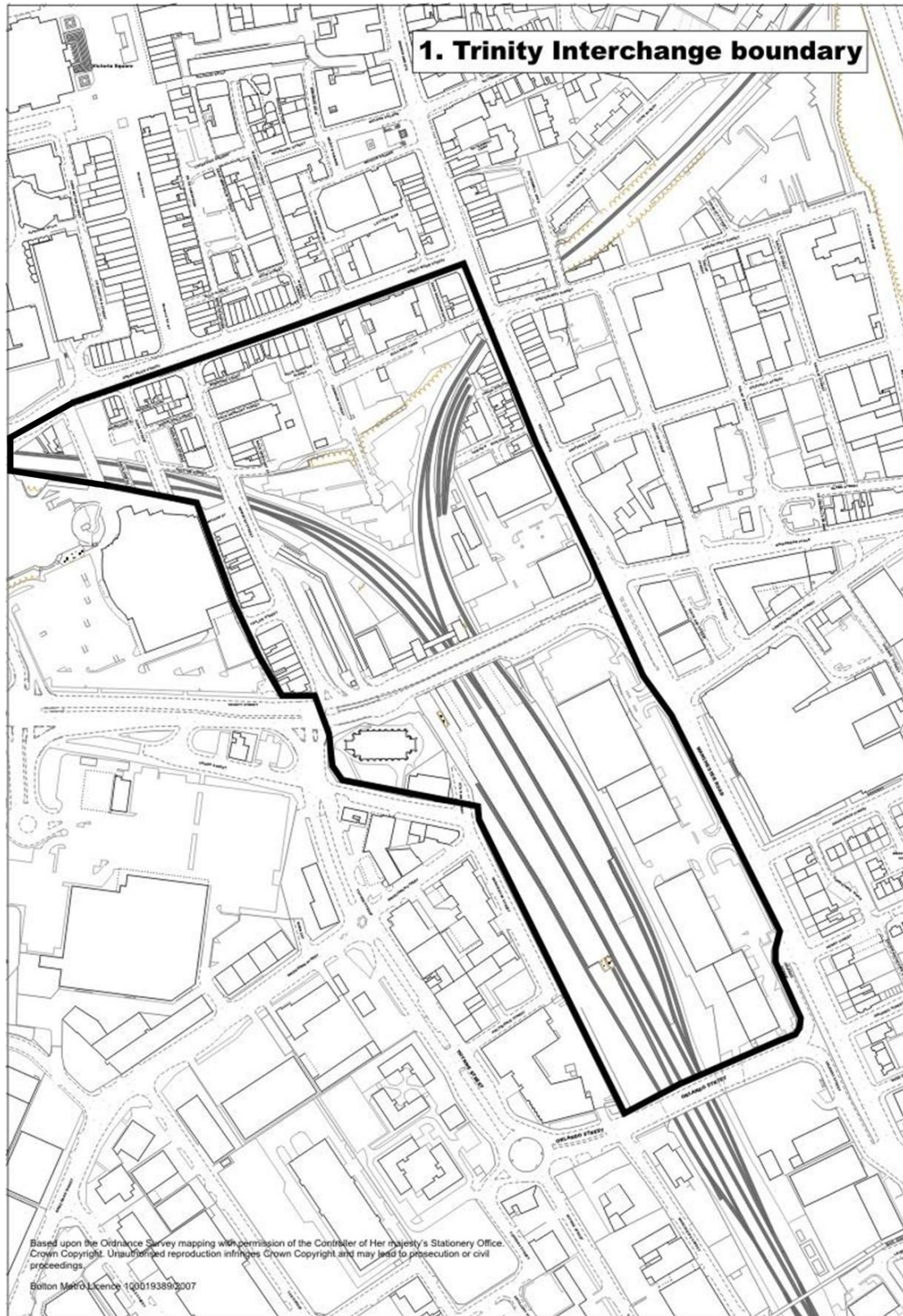
9.3 This is a densely developed area with a mixture of land uses and it is possible that parts of the site may be contaminated. A Phase 1 desk study will be required to establish whether there is a reasonable risk of contamination.

10. Monitoring and Review

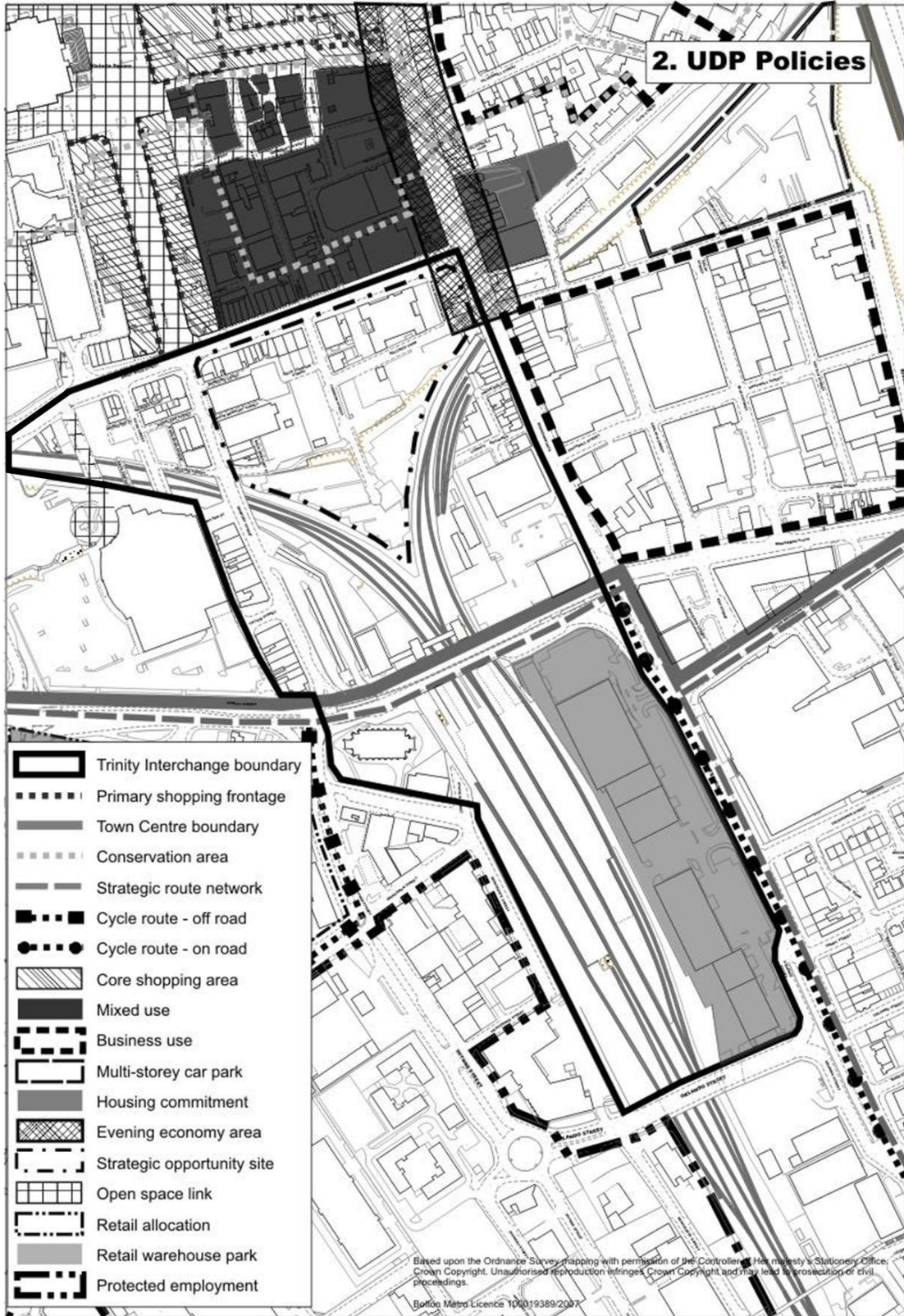
10.1 The Council will monitor the significant effects of the SPD. The Council is required to produce Annual Monitoring Reports to assess the implementation of the Local Development Scheme and the extent to which policies in local development documents are being achieved. The SPD will be included in this process.

10.2 The test of the effectiveness of the brief will be whether the objective of the comprehensive redevelopment of the Trinity Interchange area is achieved. The Council's Strategic Development Unit will monitor all the stages in the development process including developer selection, obtaining planning permission, construction of the approved development and occupation of the completed units. It will also monitor development costs, rental values and job creation. This information will be fed into the Annual Monitoring Report. If there is evidence that the SPD is failing to meet the objective it will be reviewed.

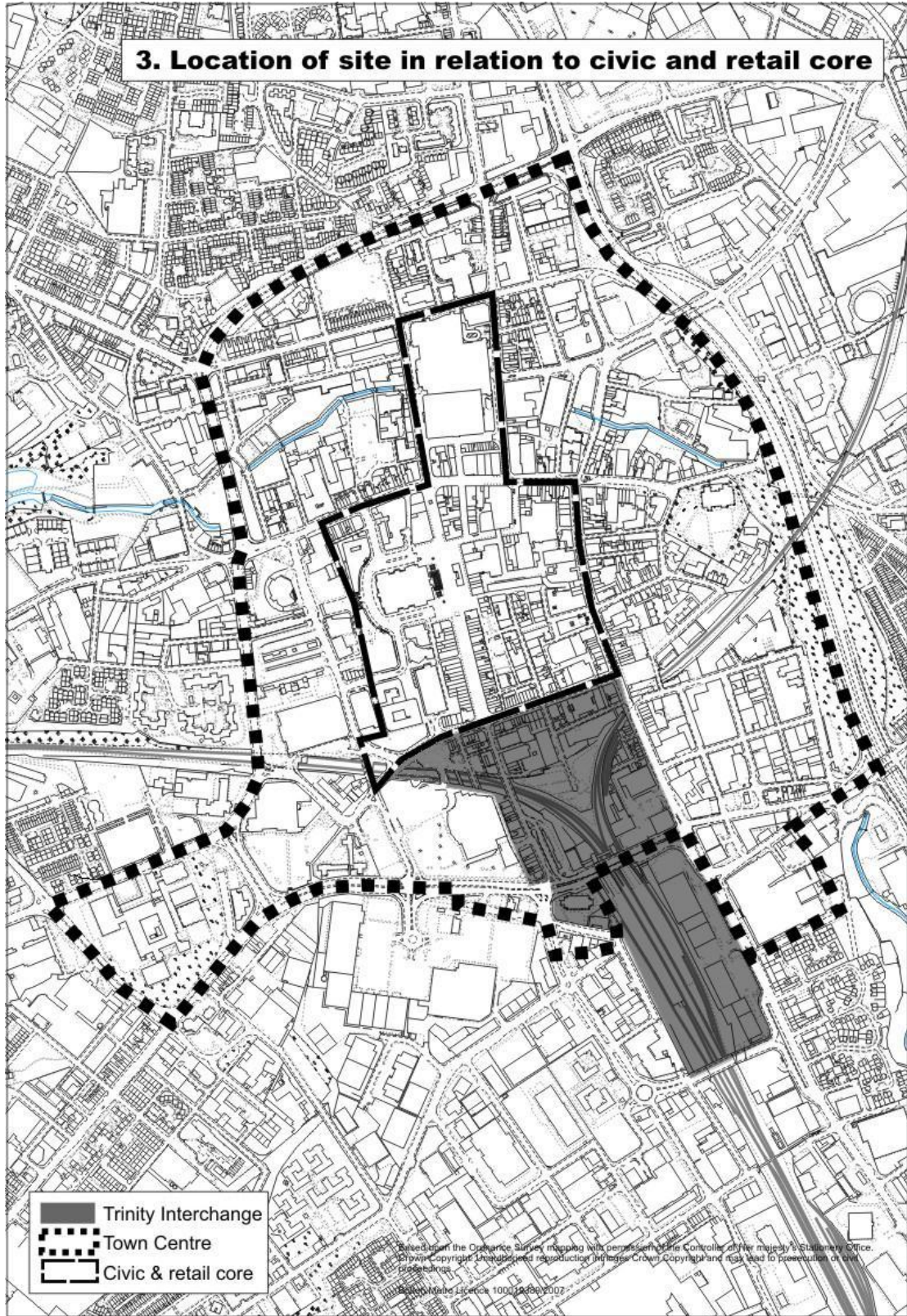
Appendix 1



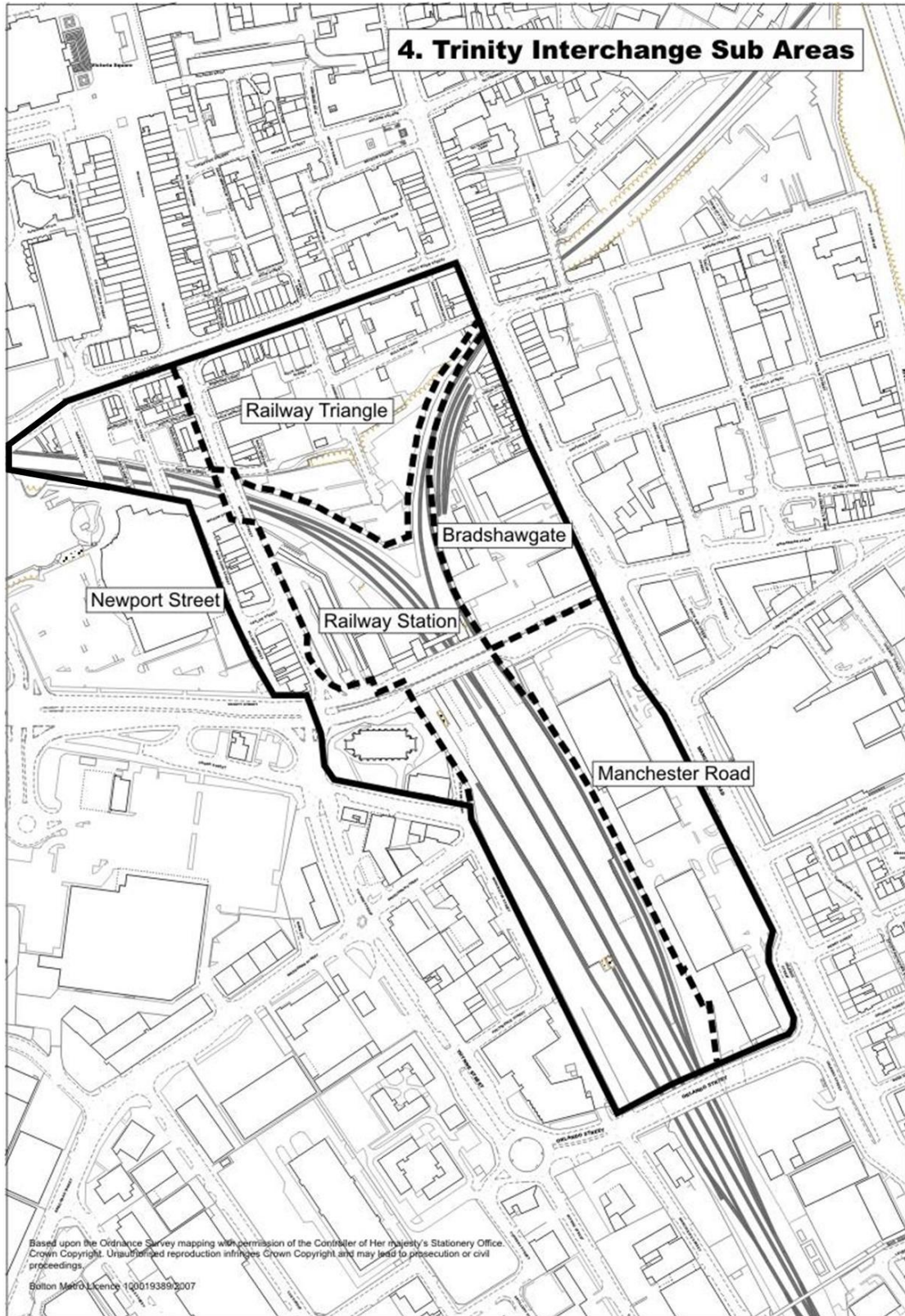
2. UDP Policies



3. Location of site in relation to civic and retail core

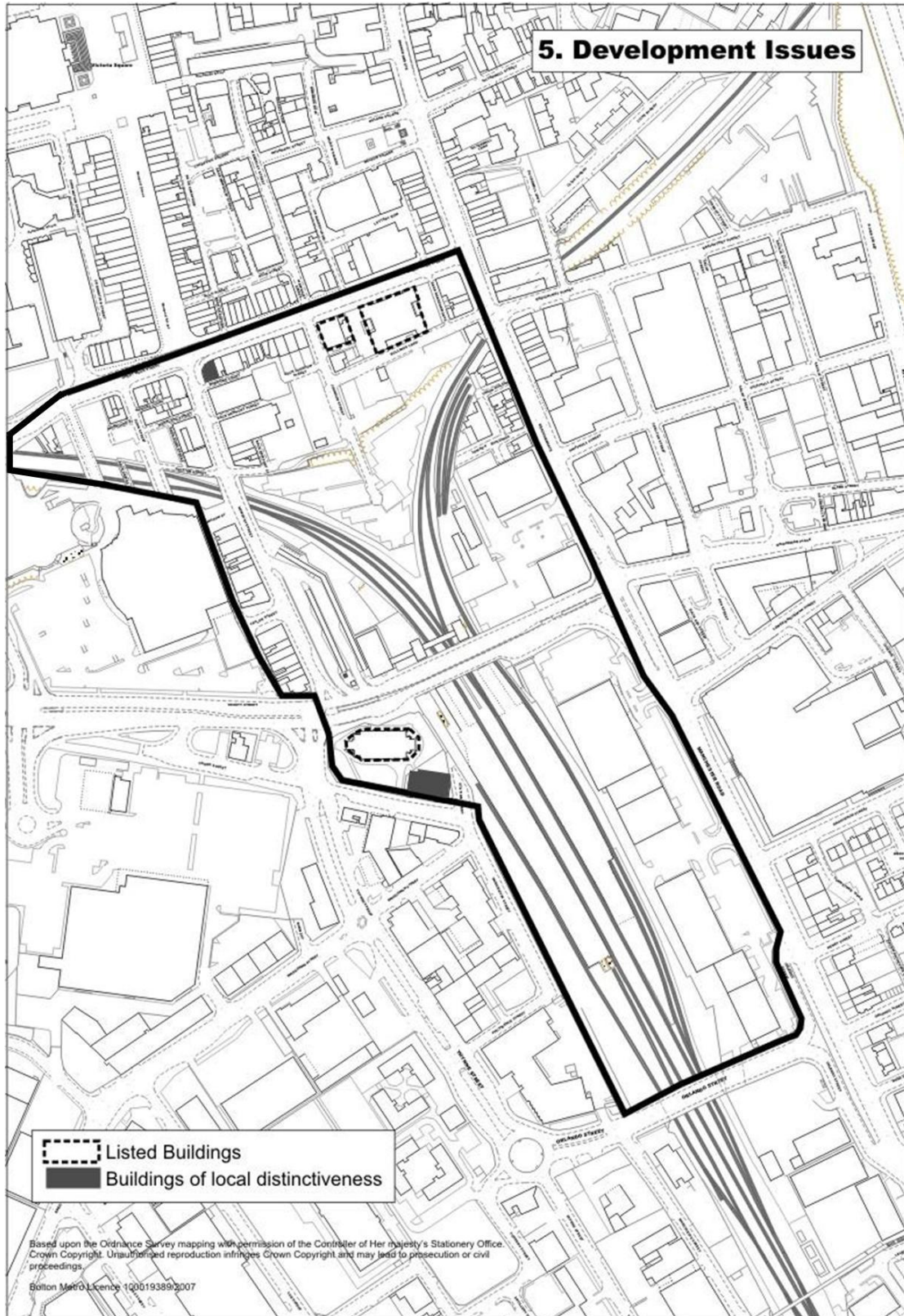


4. Trinity Interchange Sub Areas

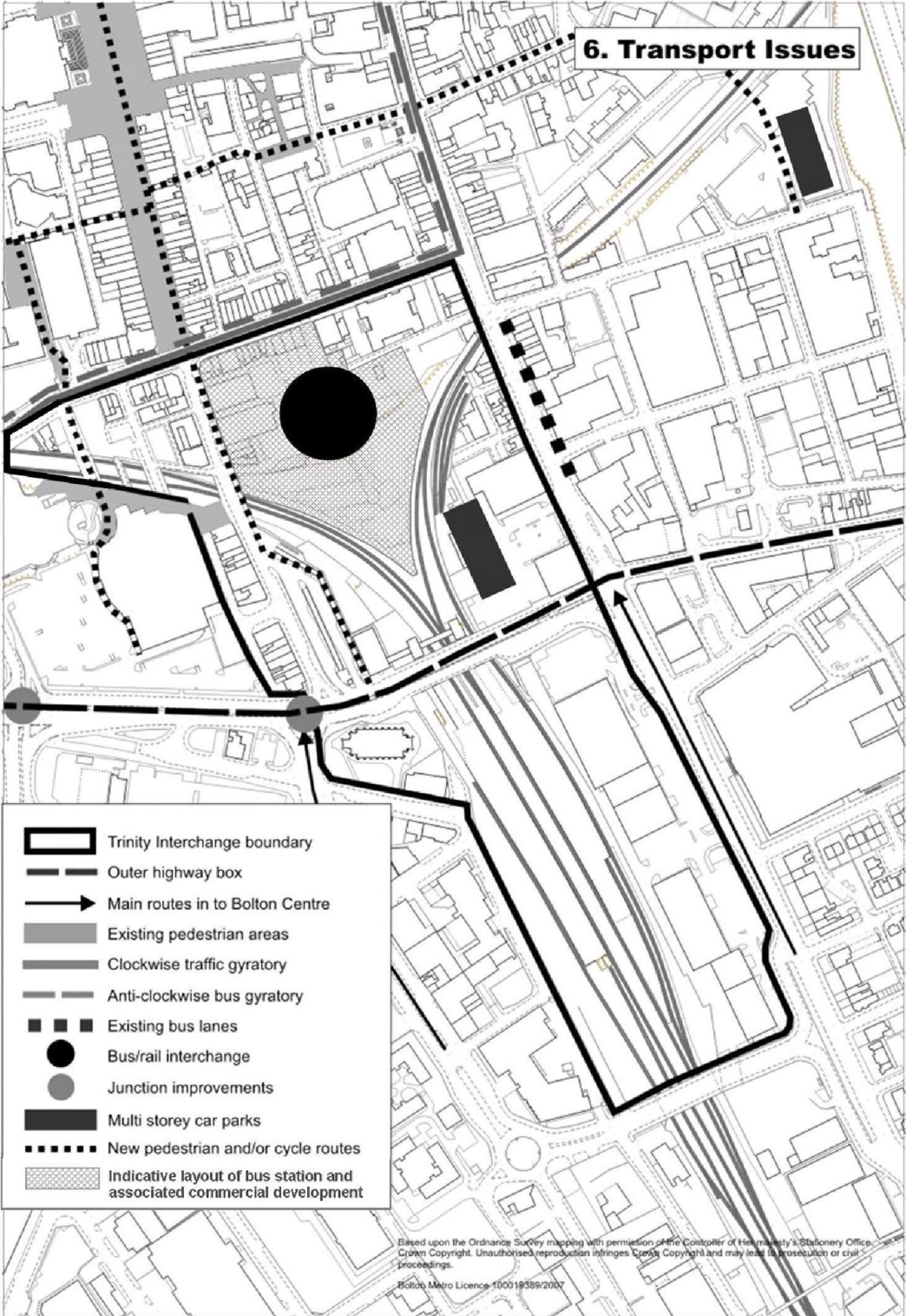


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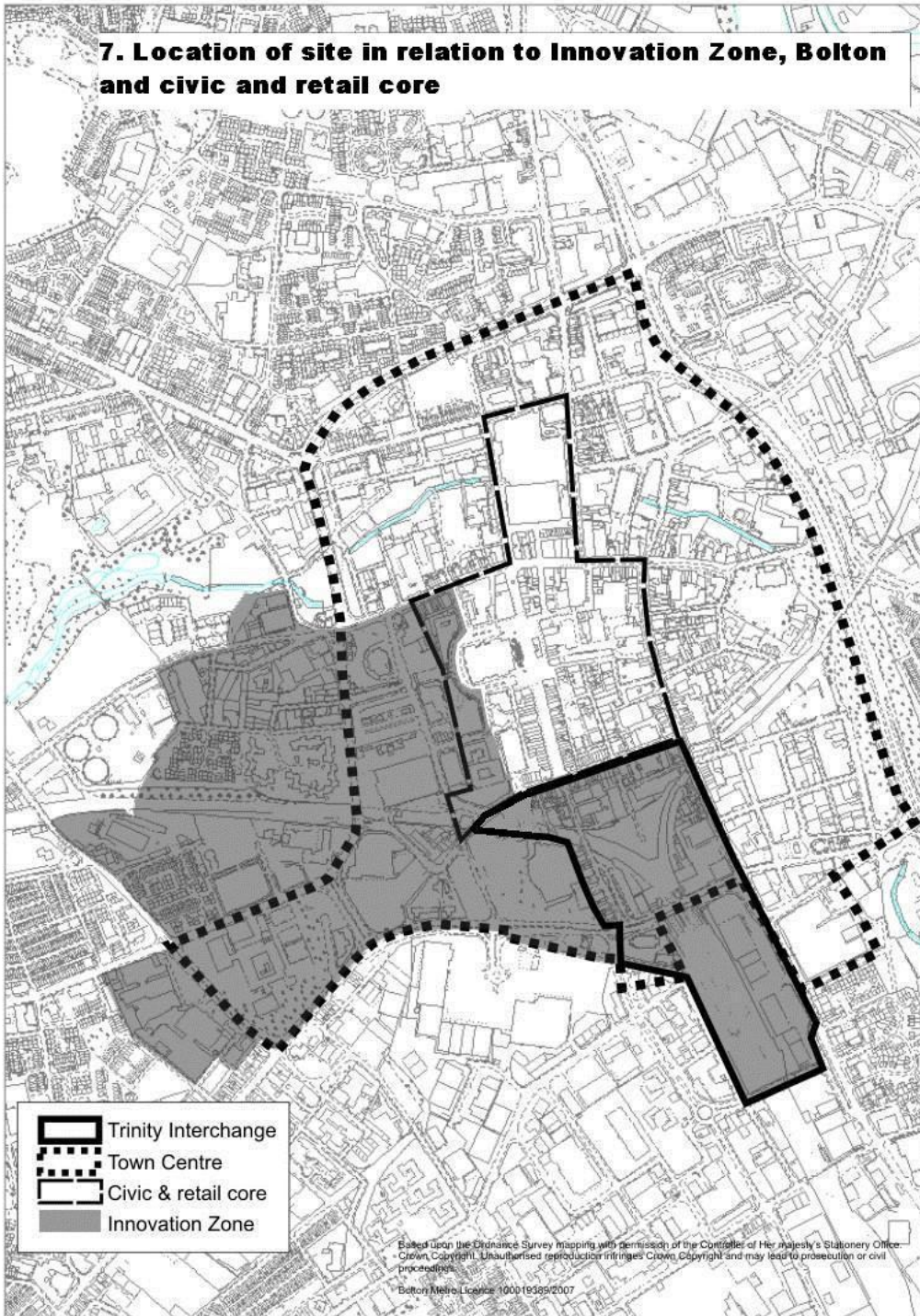
5. Development Issues



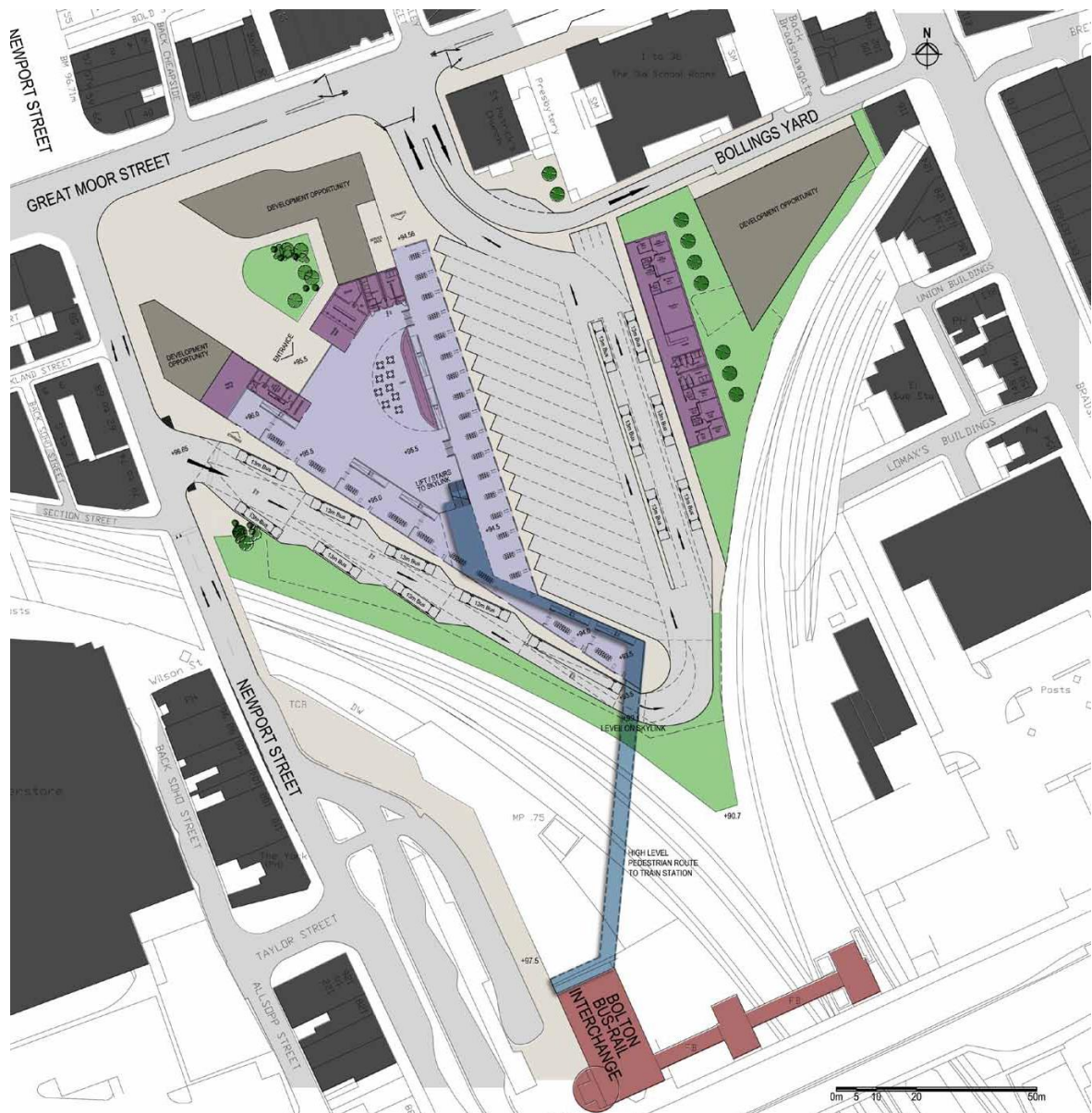
6. Transport Issues



7. Location of site in relation to Innovation Zone, Bolton and civic and retail core



8. Indicative layout of proposed Trinity Interchange and associated commercial development (provided by GMPTE)



Appendix 2

UDP Policies relevant to the development of the Trinity Interchange area.

Policy	Description
N1	Nature Conservation
N7	Trees, Woodland and Hedgerows
N9	Species Protection
EM2	Incompatible Uses
EM3	Pollution
EM4	Contaminated land
EM5	Derelict land and buildings
EM6	Energy conservation
EM10	Surface Water Run Off
D1	Design and the built environment
D2	Design
D3	Landscaping
D5	Public Art
D7	Conservation Areas
D10	Alteration of Listed Buildings
D12	Listed Buildings
D14	Archaeology
D15	Archaeology report
O4	Provision of Open Spaces in New Developments
O7	Public Rights of way
A1	Accessibility
A3	Travel Plans
A4	Developer contributions
A5	Roads, paths, surfacing and car parking
A6	Car parking standards
A7	Cycle parking
A8	Major Development (access)
A9	Access for people with disabilities
A10	Traffic management and calming
A11	Bus Facilities
A12	Public Transport Interchange Facilities
A13	Rail Investment
A14	Park and Ride Facilities
A16	Pedestrians
A17	Cyclists
A20	Transport Measures
A21	Public Transport, Walking and Cycling
H1	Housing
H3	Determining housing applications
H4	Affordable housing
H5	Housing density
E1	Employment and the economy
E3	Siting of Offices and Industrial Development

- S1** Retail and leisure
- S3** Retail development on unallocated sites within centres
- S6** Retail Warehouse Parks
- S7** Hot Food Takeaways and Restaurants
- TC1** Town centres
- TC2** Town centre living
- TC8** Bollings Yard
- TC10** In-town car parking

Appendix 3

Planning Control Policy Notes

- PCPN1 Health, Well Being and Quality of Life
- PCPN2 Space around Dwellings
- PCPN6 Display of Signs and Adverts
- PCPN7 Trees: Protection and Planting in New Development
- PCPN8 Children's Play Space
- PCPN9 Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Areas
- PCPN10 Planning Out Crime
- PCPN18 Provision for Cyclists
- PCPN20 Listed Buildings
- PCPN21 Highways Considerations
- PCPN22 Public Art
- PCPN26 Affordable Housing
- PCPN27 Housing
- PCPN30 Education

