

Church Wharf Supplementary Planning Document

Adopted 9th April 2018

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1.0 Introduction

- 1.1 Within the context of *The Bolton Economy: Our Strategy for Growth 2016-2030* (“Economic Strategy”), the Council has adopted a Town Centre Strategy (“Town Centre Strategy”) including a masterplan framework and key intervention areas. These documents set out Bolton’s ambition and vision to achieve a £1bn regeneration of the town centre and sustain its immediate future to the benefit of the wider Borough and its residents, supported by £100m direct investment from the Council. The area known as Church Wharf is included as a target intervention area and this Supplementary Planning Document (SPD) has been prepared to update and replace the previous SPD to account for the updated policy and strategy position.
- 1.2 The previous SPD was adopted in September 2008 in the same month outline planning consent was granted for the comprehensive redevelopment of the entire Church Wharf area. This consent included 45,000m² of commercial floorspace, a 126 bed hotel, up to 720 residential units, car parking, landscaping and public realm and enhancements to the River Croal corridor. However, the adoption of the SPD and the grant of this consent coincided with the global economic downturn that curtailed all major development schemes in Bolton and the consented scheme (which remains extant) has never been implemented. As investor confidence has gradually returned a number of the leisure elements of the consented scheme such as the hotel and cinema have been accommodated elsewhere in Bolton town centre.
- 1.3 Central Government policy has also evolved in the intervening years and in March 2012, the Department of Communities and Local Government published the National Planning Policy Framework (NPPF). In light of these changes over the past decade it is timely for the Council to refresh the SPD and take account of the latest analysis available in guiding the development of this town centre site.
- 1.4 The Economic Strategy seeks to ensure that the Bolton of 2030 is active, connected and prosperous with key aims including successful businesses, cohesive communities and a welcoming place to study, work and put down roots. The Economic Strategy identifies the economic vision and ambition for Bolton with a vibrant town centre at its heart. Bolton town centre must remain competitive if it is to be vibrant, diverse and successful and to achieve this it is vital the Council assists in leading, facilitating and enabling the conditions for economic growth through direct intervention in economic development and regeneration with business and communities. It is against this backdrop that the Council, in consultation with key stakeholders, has refreshed its Town Centre Strategy and created a £100 million investment fund to support delivery with the aim of leveraging further funding and investment to regenerate Bolton town centre and sustain its immediate future for the benefit of the wider Borough and its residents.
- 1.5 The Council is seeking the redevelopment of the entire Church Wharf area to the north east of Bolton town centre. The Core Area of Church Wharf should be designed and delivered in a coherent and comprehensive manner, comprising primarily the land bounded by St. Peters Way, the River Croal, Manor Street/Bank Street and Folds Road. The surface level car parks to the west and north of this area

either side of Bow Street/Fold Road, continue to present further development opportunities and are included in the SPD. The area covered by the SPD is shown in Appendix 1 with areas for development, core and non-core, identified at Appendix 2.

- 1.6 At the heart of the Economic Strategy, Bolton town centre continues to be the Borough's main centre for shopping, business and civic affairs. It also remains as the most important centre for arts, entertainment, urban leisure and cultural activities and is thus a focus for the wider community. The Town Centre Strategy and the proposed investment acknowledges this importance, as well as the challenges faced and the opportunities presented, including the need to diversify beyond a traditional retail offer. A key element of these strategies is to increase the quantity and quality of residential development in the town centre, attracting more people to generate demand through household spend and improve its vitality, viability and sustainability. As such it is an exemplar for the Borough's vision for 2030 where Bolton is:

“a vibrant place, built on strong cohesive communities, successful businesses, and healthy residents. It will be a welcoming place where people choose to study, work and put down roots. In short Bolton will be ‘Active, Connected and Prosperous’.”

- 1.7 Church Wharf is of strategic importance in achieving these objectives and supporting the sustained growth of Bolton, including as a regional centre and within the wider Northern Powerhouse. 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.
- 1.8 Church Wharf presents an exciting development opportunity for mixed use development that will have a significant regeneration impact. It is anticipated that at least 400 residential dwellings could be accommodated within the first phases of the redevelopment of the Church Wharf area. The area is an even more attractive and affordable proposition given the recent development of the new town centre transport Interchange that increases the speed, ease and frequency of connectivity now offered to Manchester and the rest of the UK. These phases coupled with upfront, high quality public realm improvements will provide the catalyst to kickstart the redevelopment of the entire Church Wharf area and allow for commercial development in later phases that has the potential to include offices and hotel use.
- 1.9 In line with the Statement of Community Involvement and prior to adoption by the Council there was a period of consultation during which the views of key stakeholders were sought. These comments were considered by the Council and, where appropriate, the draft SPD was amended.

2.0 Purpose of the Supplementary Planning Document

- 2.1 This SPD has been prepared to guide the development of the area within the boundary of the Church Wharf area as shown on Appendix 1. A previous SPD for the site was adopted in February 2008. This SPD updates that guidance and takes into account updated local policies and contextual changes contained within the recently approved Bolton Town Strategy, together with updated highway design, flood risk principles and amendments to the boundary of the Church Wharf area to account for changes since 2008 and to address the reasons why the consented development has not and is now unlikely to come forward.
- 2.2 The SPD sets out the objectives of the Council for the form and content of development proposals for the site and describes how the Council expects the implementation and delivery of those proposals to come forward. It provides information on issues such as opportunities for vehicular access and egress, urban design principles, preferred activity, public realm and open space requirements and issues of local distinctiveness, perception and image.
- 2.3 The Town Centre Strategy recognises the potential of the Church Wharf area to deliver a neighbourhood north west of the town centre. There is strong demand reported for 1-2 bed flats in central Bolton and a broader mix housing options could also be considered, including 3 bed flats for families and more specialist housing. The area offers a major opportunity for private sector led investment to bring added economic, social and environmental benefit. The most up to date economic analysis available highlights that residential development in this location is the most economically viable in the current climate and is within the range of uses identified in the Core Strategy.

3.0 Policy Context

- 3.1 The Core Strategy, adopted in March 2011, is Bolton's key Local Plan document. It describes what we want Bolton to look like in the future up to 2026, and the planning policies that will be used to make it a reality. It reflects the spatial aspects of the work of Bolton Council and its partners.
- 3.2 Along with the Adopted Allocations Plan and other supplementary planning documents, the Core Strategy forms the basis for how planning application decisions are made in Bolton. The site-specific Allocations Development Plan Document was adopted in December 2014 and helps implement the Core Strategy approach on a site-by-site basis.
- 3.3 The Core Strategy Spatial Vision sets out the critical role of Bolton town centre as the principal location for retailing, leisure, cultural and civic activities over the next 20 years. In addition the town centre will provide a significant contribution to new jobs, remain the main location for education and become one of the main locations for new housing development in the borough.

3.4 Policy TC8 in the Core Strategy is site specific to the Church Wharf area and states that:

The Council and its partners will:

- 1 *Promote employment-led mixed uses, with an emphasis on new offices, leisure and retail uses on and around Manor Street and Bank Street with residential elements to the east and south of the area.*
- 2 *Allow for the retention or replacement of Bow Street multi-storey car park.*
- 3 *Ensure that the River Croal environment is preserved or enhanced and that full account is taken of flooding risk.*

3.5 Whilst employment-led mixed uses formed the basis of the 2008 planning consent, the intervening economic downturn since that consent was granted, and the leisure development that has now come forward elsewhere in the town centre have led the Council to look to refocus the development of the Church Wharf site to reflect the current needs of the town centre as set out in the Town Centre Framework.

“An increase in town centre residential development is considered key to the long-term sustainability, viability and vitality of the town centre.”

3.6 The Church Wharf area provides an opportunity for new residential development alongside new high quality public realm around the River Croal to provide confidence and kickstart the development of this key site to allow for later phases to include commercial uses.

3.7 Any development within the Church Wharf area must comply with the policies contained within the Core Strategy and Allocations Plan unless material considerations indicate otherwise. This SPD expands on policies set out in the Core Strategy and takes into account national policy and guidance. The relevant policies are listed below:

Policy	Description
H1	Healthy
A1	Achieving
P1	Employment
P2	Retail and leisure
P5	Accessibility
S1	Safe
CG1	Cleaner and greener
CG2	Sustainable design and construction
CG3	The built environment
CG4	Compatible uses
SC1	Housing
TC8	Church Wharf

TC11	Design in the town centre
LO1	Links to other areas (mentions flooding within narrative)
IPC1	Infrastructure and planning obligations

Further details of these policies can be found on the Council's website.

- 3.8 Further guidance relevant to any proposals is provided by a number of SPDs. Those relevant to the area are listed below.

Accessibility, Transport and Road Safety	Adopted October 2013
Affordable Housing	Adopted February 2013
Building Bolton	Adopted November 2006
General Design Principles	Adopted July 2015
Infrastructure and Planning Contributions	Adopted July 2016
Location of Restaurants, Cafes, Public Houses, Bars and Hot Food Takeaways in Urban Area	Adopted September 2013
Sustainable Design and Construction	Adopted October 2016

- 3.9 In addition to the SPDs, the council approved the Public Realm Implementation Framework as a Statement of Council Policy in June 2007.

4.0 The Church Wharf Area

- 4.1 Development of the Church Wharf area began in the late 18th century along what is now Manor Street which at that time sloped down to one of only two crossing points over the River Croal. Industrial development was stimulated by the opening of the Manchester, Bolton and Bury Canal in 1796. The Bolton terminus of the canal was to the east of the development site underneath what is now St. Peters Way. By the mid-19th century Bank Street and Manor Street had taken on their current form with a higher level bridge over the river. Considerable development had taken place north of the river with a mixture of residential, commercial and industrial development including Wharf Foundry. The town turned its back on the River Croal probably as a result of pollution from the developing industries.
- 4.2 The 1891 Ordnance Survey map shows a densely developed area of terraced houses and business premises. The river now runs in a man-made channel through the town. Wharf Foundry is again prominent. Many of the buildings on Bank Street survive most notably the Unitarian church. Clearance of the Victorian terraces began in the 1930s and continued in the post war period leaving run down industrial premises and vacant sites that were subsequently used for surface level car parking.
- 4.3 The current land uses in the area reflect the site's history with surface car parking being predominant. There is a collection of industrial buildings around Well Street and 19th century properties on Manor Street are mainly vacant or with some uses linked to the evening economy. Newer office buildings are sited to the northeast.
- 4.4 The area in general can be characterised as possessing a mix of incompatible uses within poor quality and obsolete buildings that create an uninviting environment.

Coupled with a lack of accessibility to the River Croal and poor quality public realm the Church Wharf area needs redevelopment to address these issues.

- 4.5 *Building Bolton SPD* identifies the Folds Road/Bow Street junction as one of the main road access points into the town centre, though like many gateways it lacks a sense of arrival having no strong character or distinctiveness. The area is dominated by car parking with four surface level car parks around the junction leaving the recently redeveloped former multi storey car park at Bow Street highly visible. This is a gateway location with a need for high quality development.
- 4.6 The topography of the site will affect any development. The roads slope down to the Folds Road/Bow Street junction and then again further down to the river. Manor Street and Bank Street slopes down towards the river. There is a major change in levels between the car park at Folds Road and the industrial area around Well Street.
- 4.7 Further south beyond Church Bank, but at a much lower level, is an area of landscaped open space adjacent to St Peter's Church which is included with the SPD Area as it offers potential for development and/or improved connectivity to Trinity Quarter to the south beyond the railway.

5.0 The Vision

- 5.1 The vision for Church Wharf is to comprehensively regenerate this important gateway into the northeast of the Town Centre, to create a vibrant place that will welcome people into the town to work, visit and live. The transformation will create a distinctive new area of the town, with new high quality residential and commercial properties and leisure uses, new urban environments, dramatic public spaces and new connections.

Development Objectives

- 5.2 The development of the Church Wharf area will incorporate a mix of uses, that will be residential led in the initial phases, supported by high quality public realm to open-up access to the River Croal corridor to create a platform for future development phases. Those future phases will encourage provision of a wider range of activities and uses, consistent with its town centre location. One single use or user is not desirable. There is a requirement for office and employment space within the town centre and the Church Wharf area could represent a continuation in the general growth of the town centre as an office location in a later phase as set out in the Town Centre Framework. All uses should make use of the topography and proximity to the river. As Church Wharf lies outside the core retail area, any retail development would need to be appropriate in type and scale and considered on its merits within the overall context of the Town Centre Strategy. Proposals within the Church Wharf area may also include a hotel and further market appraisal is recommended to confirm whether demand exists for this option in the context of developments and investment in the town centre as a whole.
- 5.3 The development of Church Wharf is split into two distinct areas, a core and non-core area that are to be delivered in a different manner. The phased implementation of an

agreed masterplan would be acceptable and the preparation of proposals should fully consider and make reference to the Town Centre Strategy including masterplan framework. The development should be of a high quality and designed comprehensively recognising that Church Wharf comprises a key area of the Town Centre and in particular reflecting its gateway location.

Development Opportunities: Core Area

- 5.4 The Core Area lies between Folds Road to the north and the River Croal to the south, with Brown Street/Well Street effectively splitting the core area in two, see Appendix 2 – Areas for Development. However, the Council expects both to be designed and delivered together as part of a single phase. To assist with creating a sense of place that delivers development the Council will kickstart matters with a commitment to early provision of high quality public realm improvements to be delivered in conjunction with new development.
- 5.5 Land to the south and southeast of the Core Area is characterised by the river frontage and the former foundry respectively. St Peter's Way provides a strong edge to the east. Within the land to the north the levels rise to the road frontage with the main junction acting as a gateway to the area where high quality developments are required around the junction to make the most of this gateway location.
- 5.6 The Town Centre Strategy envisages improvements to the pedestrian route along the River Croal creating pocket or linear parks that ultimately link to Queens Park further west, and connect to cycling and walking networks beyond. 22-28 Bank Street presents an opportunity to make an intervention in the street frontage to deliver a new pedestrian route into Church Wharf through an appropriately designed, new bridge structure Supporting an improved riverside environment including public realm and spaces along its length, adds further potential to developing the north bank of the river as a riverside setting. The end of Church Bank presents the opportunity for a public space for events to draw people along the waterfront and enables pedestrians, and potentially cyclists, to connect to Churchgate and points to the south east of Church Wharf. A planned vehicular link road will connect Church Bank to River Street to the south further improving permeability within the town centre.
- 5.7 A high quality public realm should be introduced to define the urban setting for the location of a mix of residential topographies. Alongside residential development, cafes, restaurant and other leisure uses could be located that take maximum benefit of the topography and orientation to provide attractive views of the rejuvenated riverside and St Peter's Church. Development of this area will be affected by the existing large retention tank with single storey building that houses the inspection facility, security and required access. This presents an opportunity for a design intervention to incorporate the functional needs into the wider public realm.
- 5.8 Within the Core Area, public access along the riverside shall be retained and enhanced and a layout of development will show how such access shall be delivered and maintained in a safe way that will create an attractive environment for both the development and pedestrians. The possibility of a modified or enlarged watercourse

will be encouraged along the length of the River Croal more closely reflecting its appearance within Queens Park.

- 5.9 Adjacent to the Core Area, the southside of the river is enclosed by the rears of properties fronting Churchgate to the south, including a dominant car park retaining wall, development shall seek to achieve improvements to the river channel and the land adjacent to it, where possible and consider improvements to the environment along the southern boundary of the River Croal where there is no public access, enhancing wildlife opportunities. Such improvements to amenity will need to be carefully designed in consultation with the relevant bodies, including the Environment Agency to safeguard development from flooding and ensure adequate drainage is maintained.
- 5.10 Land within the north of the Core Area bounded by Folds Road to the north and Well Street/Brown Street to the south, has the potential for a mix of town houses and apartments that will redefine the character of the street, potentially extending a link to the eastern end of Church Bank and the planned link road to Trinity Quarter.
- 5.11 The area enclosed by Folds Road, Manor Street, Brown Street and Water Street offers the best opportunity for commercial development in the Core Area, and its design needs to herald a sense of arrival into the Town Centre, improved public realm and spaces adjacent to the busy highway to encourage greater pedestrian activity and use will be required. Connectivity to the remainder of Church Wharf, its surroundings and the town centre for pedestrians must be maintained and enhanced where possible. Uses at ground floor level could include local convenience retail and leisure including along Manor Street/Bank Street.
- 5.12 Delivery of the built development within the Core Area shall be undertaken in a comprehensive manner integrated within and co-ordinated with the delivery of the public realm. The development should be designed and delivered as a single overall development in order to achieve certainty over the timing of delivery of all parts of the Core Area. The development needs to achieve a sufficient critical mass to be able to change the perception of the area and achieve a high quality place where people want to live, work and visit. The scale of development and legibility of delivery must be sufficient to attract investment and create the conditions for the delivery of the wider Church Wharf area as later phases of development. It is considered that piecemeal development of the Core Area, including the Non-Core Area would fail to achieve these objectives and would leave isolated individual developments within an area already characterised by undeveloped and underutilised sites and an incompatible mix of uses.

Development Opportunities: Non-Core Area

- 5.13 The Non-Core area lies to the north and west of the site comprising primarily of a number of surface car parks accessed from Kay Street, All Saints Street, Crown Street and Bank Street respectively. These sites have the potential for housing and/or commercial development (office, hotel) and the gateway nature of the area, particularly the main road junctions with Folds Road/Bow Street present the

opportunity for larger scale buildings with taller perimeter blocks, together with a building or architectural feature to accentuate the point of arrival into the town centre.

- 5.14 The area north of Folds Road will be crucial in communicating the status of the area due to its visibility from St Peter's Way and its prominence for vehicles arriving into the town centre. Development must be of high quality and of a scale to form gateway buildings.
- 5.15 The development of the Non-Core Area should respect and build on the design aspirations and development in the Core Area. Whilst it is anticipated that the delivery of development in the Non-Core Area will follow on from the development of the Core Area, it is possible that development of the Non-Core Area could take place before or during the development of the Core Area provided the design of the overall Church Wharf area is undertaken in a co-ordinated and comprehensive manner.

6.0 Development Constraints

General

- 6.1 Any 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.

Noise

- 6.2 The site is affected by traffic noise from the surrounding highway network. A further source of noise is activities associated with the evening economy uses on Manor Street. To minimise any disturbance the windows to all habitable rooms of residential properties and all office properties within the development shall be acoustically dual glazed. Before the first occupation of any new dwellings all windows facing a noise source should be acoustically double glazed and ventilated in accordance with the good standard laid down in BS8233:2014 of LAeq/T living rooms 35dB, dining rooms 40dB and bedrooms 30dB at night time. For office properties an alternative means of ventilation should be provided which must be sound attenuated.

Contamination

- 6.3 The Church Wharf area was formerly a densely developed area with a mixture of industrial and residential uses and it is possible that parts of the site may be contaminated. To ensure the proposal is safe for use the developer must carry out an adequate investigation of the land to ensure sufficient protection to the end users of the development is provided. This must be in line with Part IIA of the Environmental Protection Act 1990. They should ensure a completed desk top exercise is submitted with any applications.

Highways

- 6.4 The Town Centre Transport Strategy proposes a town centre link road between River Street and Church Bank to improve access arrangements as well as connecting the Church Wharf and Trinity Quarter regeneration areas. Development should therefore be designed in such a way so as not to prejudice the implementation of the link road and developers are requested to consider opportunities to extend this link road through the site from Church Bank into the road network around Folds Road. Further details can be found at paragraph 7.11.

Drainage

- 6.5 The River Croal is designated as a “main river” and any development that would affect the channel or would be within 8m of it, may require a permit from the Environment Agency under the Environmental Permitting (England and Wales) Regulations 2016.
- 6.6 The latest Environment Agency model for the River Croal (2016) shows that during a 1 in 100yr flood event, the majority of the site south of Brown Street / Well Street would be affected by flooding. Development proposals for the site will need to adopt a sequential approach to preferably avoid the areas of highest risk and when development takes place in the higher risk areas, proposals will need to show that development would be safe. Mitigation measures (such as raising levels) should not increase risk elsewhere and design compromises may need to be considered.
- 6.7 Downstream of Water Street the river enters a very long culvert beneath the A666. There is a debris screen in the channel of the river to prevent debris entering the long culvert where it is inaccessible. Access to maintain the screen is from Water Street and the ability to access this, and the channel in general, is essential for future maintenance works. Development layout must make provision to access the channel along the length of the river bank.
- 6.8 A large retention tank is located at Water Street with a single storey building that houses the inspection facility. The tank is linked into the town centre sewerage system and contains overflow sewerage during storm conditions. Relocation of the tank is likely to have viability implications for any development. Its existing location fits in well with the topography of the town centre in respect of drainage gradient and no alternative site is readily available. Even if another site was available, the relocation cost is likely to be prohibitive. Vehicular access to this facility will need to be retained for maintenance purposes.
- 6.9 A Flood Risk Assessment may be required where it is considered that there would be an increased risk of flooding as a result of the development or the development itself would be at risk of flooding. The Environment Agency has a hydraulic model for the River Croal and information from this will be available in relation to any Flood Risk Assessment carried out. Where development is permitted, the Council may impose conditions or seek agreements to ensure that compensatory measures that may be required to alleviate flood risk both on and offsite are provided. Developers are also requested to refer to the Sustainable Design and Construction SPD for further guidance relating to Sustainable Drainage.

- 6.10 It is essential that the development creates an attractive riverside setting. At the very least this should include improvements to the embankments and cleaning of the riverbed. New hydraulic controls could be an impediment to storm water flow and the Environment Agency and United Utilities need to be consulted on any proposals relating to the river or possible water features. Ideally an open landscaped corridor could be created along the open sections of the river to integrate the river with any future town centre development. Sustainable options should be pursued that accommodate the environmental, recreational, landscape and economic needs of the town centre.

Existing Infrastructure Assets

- 6.11 United Utilities has several existing assets within the area which may require associated maintenance strips. They should be taken into consideration as part of any proposed layouts or alternatively diversions of assets may be possible, however this would need discussion and written confirmation from Developer Services. Diversions may have cost and time constraints for the developer which will need to be factored in.
- 6.12 The existing retention tank has the potential to create issues of amenity arising from noise, odour and/or highway constraints. Any developer will be expected to demonstrate mitigation measures through the planning process in consultation with United Utilities.

7.0 Design Objectives

- 7.1 The site falls within the 'shatter zone' identified in *Building Bolton SPD*. Although currently lacking urban structure, it can be divided roughly into a 'valley' area occupying the river corridor which is enclosed and has poor access and the 'gateway' area with open, main road frontages, surface car parks and a poor polluted environment. Levels create an urban hillside from north to south with flatter areas towards the south east. Levels rise rapidly to St Peter's Church, which overlooks Church Wharf from further south.

General Design Principles

- 7.2 As a general design principle, the development should repair the urban grain along Folds Road, Kay Street, Manor Street/Bank Street and Bow Street. Forming strong street frontages will maximise the sense of enclosure and increase the visual density, promoting the area as an extension of the urban street pattern of the town centre. Large areas of surface car parking should be avoided.
- 7.3 As a counterpoint to this there is potential to develop softer character around the river, as an extension of the open landscape around St Peter's Church which also provides potential for improved open space and public realm. The inclusion of 22-28 Bank Street offers potential for a new visual and/or physical/pedestrian connection into Church Wharf.

- 7.4 Redevelopment of the site should consider preservation of some aspects of the overall layout, in particular the scale and sense of enclosure. This could be achieved through an appropriate design solution which utilises height and mass greater than that which is currently on the site. This may be desirable for other reasons, for instance creating an environmental barrier against the A666.
- 7.5 The site has views of the Grade II* Parish Church of St Peter and the impact of any development of the site will need to be considered. The form of any development proposal will need to respect and consider the impact upon the views of the Church and any planning application submission will need to demonstrate that this has formed a fundamental input to the design solution arrived at.
- 7.6 Given the urban 'valley' and river frontage, development design should express the distinctiveness of topography, proximity to the river and history (early industry) through a coordinated use of massing and detailing. In general this should be robust, making use of high quality materials with industrial connotations – e.g. stone, clearly expressed steel structure. A sense of 'weight' would be appropriate given the low lying nature of the area, although deliberate contrasts with lighter materials and greater transparency would be appropriate on upper floors. Overly flimsy or gestural detailing should be avoided. Focal points should be sparing and solidly expressed, such as early 19th century mills, which had simple clock towers and lack of ornament.
- 7.7 Development will need to achieve an appropriate 'sense of place' with an attractive and safe environment that encourages people to use. Details relating to lighting and signage will be important in this regard and public realm should be designed in having consideration to the Council's adopted *Public Realm Implementation Framework*.
- 7.8 As part of any development proposals, developers are encouraged to maximise sustainable development, infrastructure, digital and technology opportunities as they arise such as fibre broadband. Developers should consider the *Sustainable Design and Construction SPD* in preparing proposals.
- 7.9 The Church Wharf area includes sites with potential for archaeological interest (although no parts of the area in question are Scheduled Ancient Monuments). Development proposals will need to consider archaeological issues and agree with the Local Planning Authority any mitigation and recording that is found to be appropriate.

Residential

- 7.10 Residential development must have a density and intensity of use that reflects the urban location and create a new neighbourhood and community with a sense of place. Given the town centre location provision of a higher density accommodation would be appropriate including apartments, town houses and family housing with a

mix of sizes and tenures. Thought should also be given to the provision of private recreational space.

Highways

- 7.11 The proposed east town centre link road between River Street and Church Bank is required to improve access arrangements as well as connecting the Church Wharf and Trinity Quarter regeneration areas. This link is proposed in the existing Town Centre Transport Strategy and will be brought forward as part of the review process. Without this link the Church Wharf and Trinity Quarter regeneration sites – illustrated in Appendix 3 – Illustrative Route of Link Road, will generate traffic directly onto the town centre inner highway box where existing bus movement is constrained by congestion issues and associated air quality. The development of the Church Wharf area should consider opportunities to extend this link road through the site from Church Bank into the road network around Folds Road. The implementation of a complete link road connecting Bridgeman Place to the south with Folds Road to the north will ultimately encourage a reduction in traffic utilising Bradshawgate, facilitating the installation of bus priority measures and public realm improvements.
- 7.12 As part of any planning application for the Church Wharf area, the developer will be required to submit a Transport Assessment, which shall include details of any necessary highway improvements, and will be expected to fund any highway improvements, which are necessary to protect the safety and the capacity of the adjacent highway for all classes of road users.

Open Space and Public Realm

- 7.13 The River Croal makes a strong contribution to the site's character and as part of any re-development of the area a high quality riverside frontage will be essential. To create an attractive setting for the development it is important that the amenity potential of the river is developed to the maximum extent. The existing riverside walk must be significantly enhanced to provide a pedestrian link from the development site to Churchgate and consider opportunities to open this link to Manor Street/Bank Street. The creation of a pedestrianised environment at the side of the river will need careful consideration in relation to access requirements and river flow variations.
- 7.14 Public realm infrastructure and green spaces around the river should be extended to the east of the Parish Church, having consideration to the proposed link to the Trinity Quarter development and associated green infrastructure.
- 7.15 The pedestrian environment should be designed to be as safe, convenient and open as possible so as not to discourage people from accessing the site on foot, by bicycle or by public transport. This can be achieved through measures such as the appropriate use of high quality surfacing materials, landscaping, lighting, signage and road crossings. The design, location and aspect of buildings adjoining the open space areas are also important.

- 7.16 Public and semi-private areas should be readily visible from nearby buildings or well used rights of way. Access points, footpaths and cycleways which are secluded should be avoided. Footpaths and cycleways should only be provided if they will be well used. They should be of generous width and provide good visibility. The position of planting and choice of species should be such that hiding places are not created. Improved lighting can be effective in reducing the fear of and incidence of crime.
- 7.17 The Church Wharf area contains a considerable number of mature trees and consideration should be given to their retention within the new development where this will not have an adverse effect on the townscape. In particular the planting adjacent to St. Peters Way should be strengthened to help reduce the impact of the elevated highway on the site. The amenity and ecology aspects should be considered in parallel with noise and screening requirements to ensure that the existing woodland is managed more sympathetically. The trees to the north of the Unitarian Chapel on Bank Street are protected by Tree Preservation Orders (TPO680 Bolton Bank Street Unitarian Chapel and TPO687 Bolton the Vestry Bank Street). Locally native tree species and planting should capitalise on the waterside location to enhance the biodiversity of the river corridor.
- 7.18 The Council encourages developers to think about the potential for public art within the site 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 with details containing the maintenance regime and identified maintenance budget. 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.

8.0 Implementation and Delivery

- 8.1 The Council seeks the comprehensive regeneration of the Church Wharf area, with the Core Area as its first and crucial phase. The development and regeneration must deliver the necessary critical mass of development, uses and activity in order to address the challenges and achieve the required economic, social and environmental improvements and step change in the area. The Council will aim to bring forward the infrastructure and urban realm improvements together with the comprehensive development of the Core Area in a co-ordinated development activity.
- 8.2 The Council will seek to ensure that the developer in relation to the Core Area brings forward the development on a comprehensive basis including the design and delivery of the public realm as well as the built development. The developer will need to have the expertise to design and deliver development that meets the objectives of this SPD and the objectives of the Economic Strategy and Town Centre Strategy. At this stage it is envisaged that residential development on the initial phases could commence as early as 2020 preceded by clearance and infrastructure improvements.

- 8.3 Whilst the Council owns a significant amount of land within the Core Area of Church Wharf and will make that land available for development, not all of the land within the Core Area and required for the comprehensive development of the Core Area is within the Council's ownership. Attempts will be made to achieve the necessary land assembly and where it is not possible to secure control and ownership of land and property interests, the Council will give due consideration to the use of its Compulsory Purchase Order (CPO) powers.

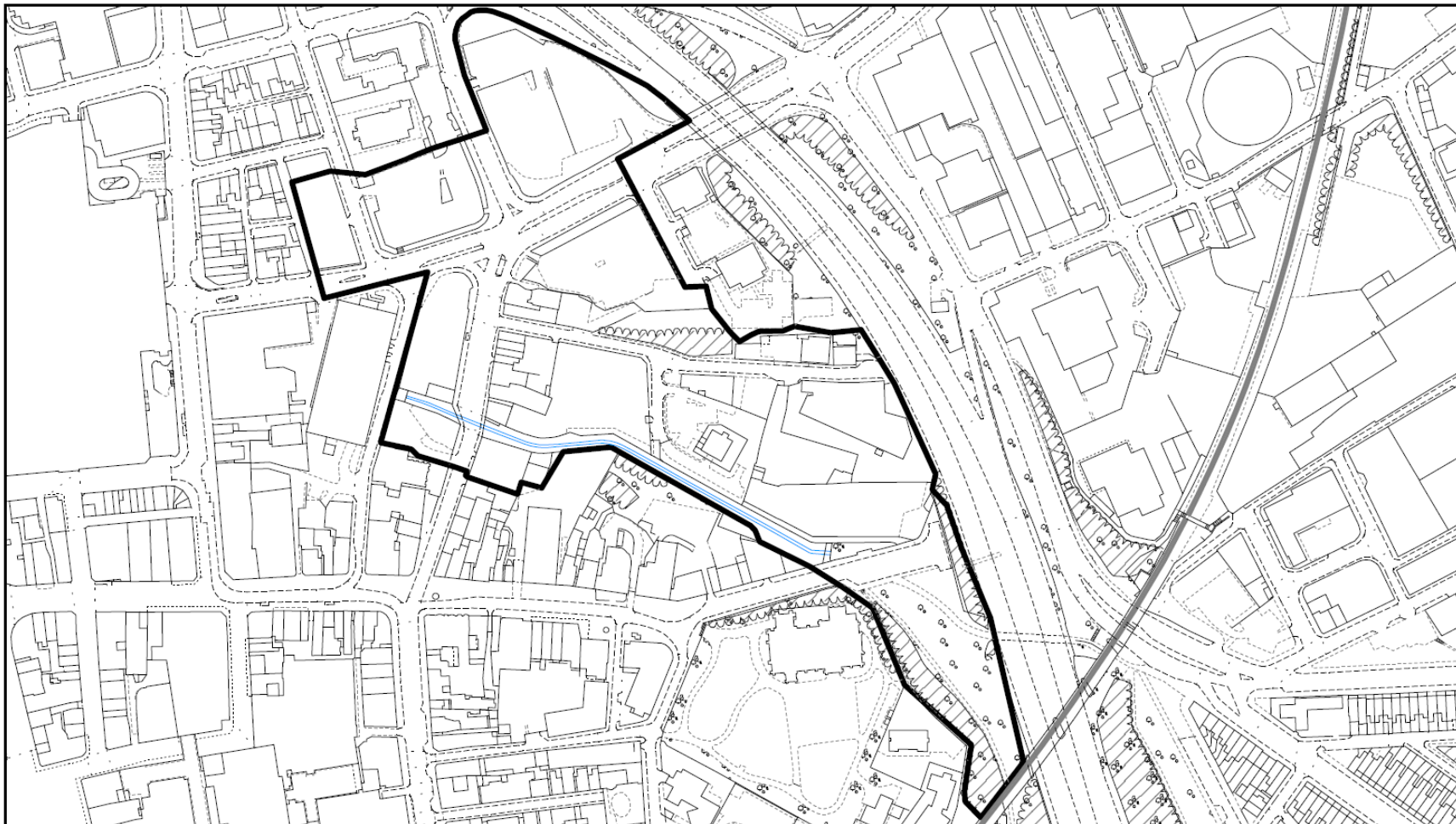
9.0 Conclusion


- 9.1 The key aim of the proposed development of Church Wharf is to bring about transformational change within a key area of the Town Centre by taking the opportunity of significant public and private sector investment to redevelop the Church Wharf area, and to secure the regeneration of the area through the comprehensive design and delivery of mixed use redevelopment of this fractured and disjointed area.
- 9.2 The redevelopment of the Church Wharf area is a key project to deliver the objectives of the Economic Strategy and the recently updated Town Centre Strategy to ensure Bolton remains 'Active, Connected and Prosperous' and the diversity of the town centre is significantly strengthened with the creation of spaces and places for people to meet, use and stay longer.

10.0 Monitoring and Review

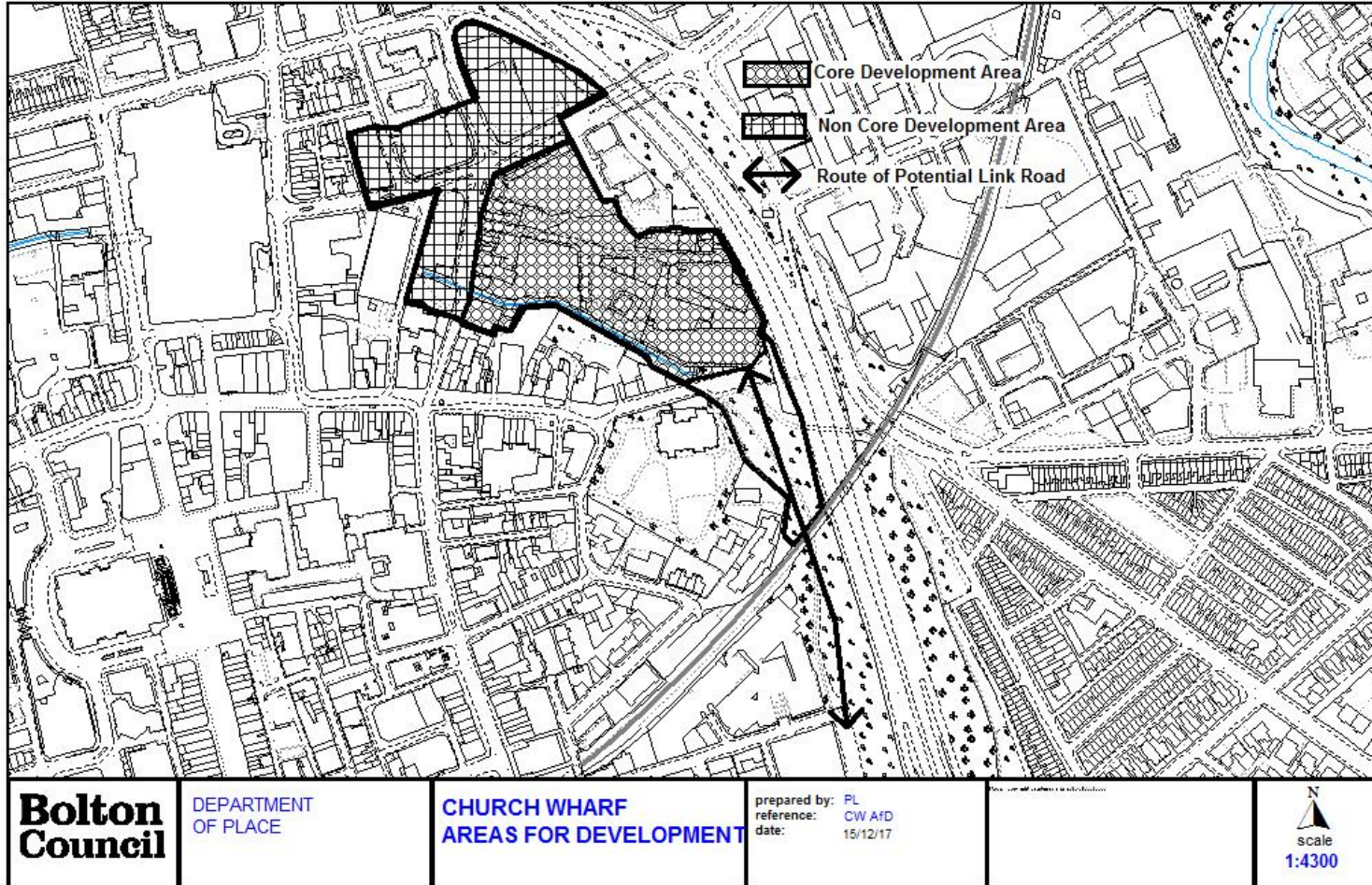
- 10.1 The Council will monitor the significant effects of the SPD. The Council is required to produce an Authority Monitoring Report to assess the implementation of the Local Development Scheme and the extent to which policies in local development documents are being achieved. The SPD will be included in this process.
- 10.2 The test of the effectiveness of the SPD will be whether the objective of the comprehensive redevelopment of the Church Wharf area is achieved. The Council's Economic Development Team will monitor all the stages in the development process including developer involvement, obtaining planning permission, construction of the approved development and occupation of the completed units. This information will be fed into the Authority Monitoring Report. If there is evidence that the SPD is failing to meet the objective it will be reviewed.

Appendix 1 – Church Wharf Boundary

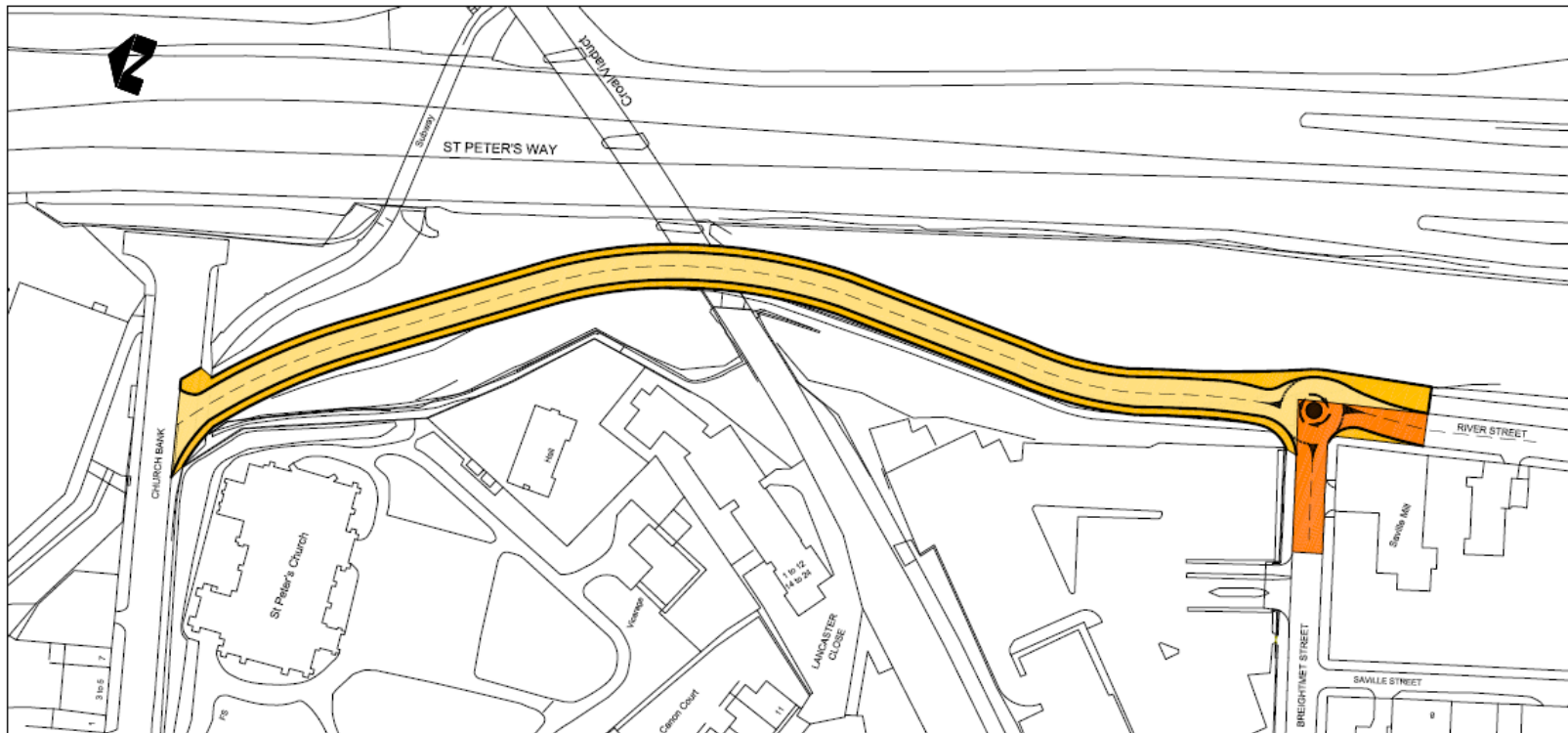


Bolton Council	DEPARTMENT OF PLACE	CHURCH WHARF	prepared by: PL reference: Church Wharf date: 23/10/17	<small>Crown Copyright Ordnance rights 2016 0100010300</small>	 scale 1:2950
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Appendix 2 – Areas for Development



Appendix 3 – Illustrative Route of Link Road



DESIGNED AND PRODUCED BY THE HIGHWAYS AND ENGINEERING SECTION OF THE DEPARTMENT OF PLACE OF BOLTON COUNCIL.
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KEY

- Proposed New Carriageway
- Existing Carriageway to be Resurfaced
- Proposed New Footway

Bolton Council HIGHWAYS AND ENGINEERING DIVISION
 'KEEPING PEOPLE MOVING SAFELY'
 DEPARTMENT OF PLACE
 Director Stephen Young BA (Hons) DMS MBA

RIVER STREET - CHURCHBANK
 PROPOSED HIGHWAY DEVELOPMENT

Rev.	Amendment	By	Date	Drawn
Status: FOR INFORMATION				
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Scale	1: 1000	M.A.FAIRHURST		
Drawing Size	A3	CAD ref. N:\rwy\937116\cad\937116-06		
Drawing No.	937116/06	Revision		

Appendix 4 – Church Wharf Strategic Opportunity

