

Economy

Introduction

3.1 The area has a strong manufacturing tradition and there is a ready supply of land for industrial and commercial development. It suffers however from large areas of derelict and contaminated land and there is a need for more skills training to help attract new jobs.

3.2 The Council is seeking to create conditions which will attract new types of industry and foster existing local enterprise. The Council's key role in economic development is to co-ordinate the work of a variety of agencies involved in local initiatives.

3.3 Since the late 1980's the Borough has benefited from the work of the Teesside Development Corporation and its contribution to regeneration along the Tees. The Borough Council has been successful in attracting City Challenge funding and in securing a Task Force. These initiatives will be a significant boost to the area as the Council works in partnership with private, voluntary and other public agencies both to broaden the range of employment opportunities and improve the local environment.

3.4 References to classes of industrial use are taken from the Town and Country Planning (Use Classes) Order 1987 in which Class B 1 relates to business uses, Class B2 to general industrial uses, and Class B8 to storage or distribution uses.

Policy Context

3.5 Structure Plan policies aim to ensure that there is a satisfactory supply and variety of land for employment generating development, and that high quality sites are available to encourage inward investment. These policies must be seen as part of the broader economic strategy developed by the Borough Council and other organisations.

3.6 Through the Local Plan, the Council aims to encourage the continued growth of the economy, but in a way which does not damage the environment or limit future opportunity. While industry plays a major part in the local economy, the nature of industry within the Borough has altered considerably in recent years. The Council recognises these changes and will continue to create opportunities to bring development into the area, support existing business and promote new enterprise.

Constraints on land availability

3.7 A variety of sites are allocated for industrial development. The Cleveland Structure Plan identifies more than 1,000 hectares of land within the Borough for business and general industrial purposes. Much of the land allocated will not be available in the short term, however, because it is derelict or requires the provision of roads, sewers and other services. This is the position at the former BSC chemicals site at Port Clarence, at Eaglescliffe, and land north of Leven Street/Belasis Avenue, Billingham. Sites at Yarm Road, west of Norton Road and Teesdale (all Stockton) require similar improvement and service provision after which they will be suitable for a range of uses including industry.

3.8 Significant areas are not generally available, being reserved by industrial companies for their own expansion needs or already committed for development. These include approximately 200ha at Seal Sands and 160ha at Dorman Long Tip, Port Clarence. The majority of the remainder of Preston Farm, Stockton and 35ha at Belasis Hall Technology Park, Billingham are not generally available as they are reserved or committed.

3.9 Substantial areas of land are however immediately available in a range of locations and for a variety of industrial uses. Other sites suitable for business, general industrial and warehousing uses are available at Yarm Road, Stockton; Teesside Industrial Estate, Thornaby; Cowpen Lane Industrial Estate, Billingham; Bowesfield, Stockton; ICI Process Plant Park, Billingham; and Portrack.

Industry Objectives

3.10 The Council aims to increase opportunities for investment and employment, and also to promote urban and rural regeneration. In order to achieve these aims it will pursue the following objectives:

OBJECTIVES

- to encourage a wide range of industrial and business development
- to stimulate investment in the Borough through the allocation of land for new forms of industry
- to allocate suitable sites for industries which can cause hazard and nuisance
- to stimulate the formation and growth of small business
- to encourage the continued success of existing businesses
- to ensure a high standard of layout and building design in new industrial development

OBJECTIVE 1

To encourage a wide range of industrial and business development.

3.11 Generally, the Council considers that particular sites have qualities which will prove attractive to certain types of industry or minimise danger to the public and harm to the environment, and these have been grouped accordingly.

3.12 Although the Council would prefer particular types of industry in these specific locations, other categories can be accommodated provided that certain conditions are met. Class B2 general industrial uses may be appropriate on business parks provided that the quality of the development satisfies high standards of amenity. Class B1 business uses may not be out of place on General Industrial Estates as long as this would not impose a constraint on the operation of existing industry on that estate.

Mixed Industrial Sites

3.13 Many types of industry and business can co-exist without difficulty. To accommodate this, areas are identified within which industries should be able to operate without adversely affecting neighbouring uses or being constrained themselves by adjacent businesses. A distinction is made in Policies IN 1 and IN2 between sites where a range of uses will be acceptable but where a high standard of amenity exists or is expected, and those sites where a mix of industry is no deterrent and an attractive environment is a lower priority. Sites identified in Policy IN 1 should prove attractive to Class B1 uses, in addition to more general industrial uses and a good standard of design and layout- will be required in respect of buildings, servicing and landscaping.

IN 1

LAND IS ALLOCATED FOR BUSINESS AND GENERAL INDUSTRIAL USES (CLASSES B 1 AND B2) AT THE FOLLOWING LOCATIONS:

- (a.) **HOLME HOUSE FARM 41HA**
- (b.) **TEESSIDE INDUSTRIAL 39HA
ESTATE, THORNABY**
- (c.) **PRESTON FARM 49HA
INDUSTRIAL ESTATE,
STOCKTON**

3.14 Where there is the potential for conflict between different types of industry and business uses and where an attractive setting may be less important to operators, location on sites identified in Policy IN2 may be appropriate. The Council wishes to encourage the use of the following sites listed in IN2 for storage and distribution uses, for the opportunity they present for the more sustainable transport of bulk loads by rail rather than by road; IN2(c), IN2(d), IN2(e), IN2(g), IN2(k), IN2(m), IN2(n), IN2(p) (part) and IN2(q).

IN 2

LAND IS ALLOCATED FOR GENERAL INDUSTRIAL OR STORAGE AND DISTRIBUTION USES (CLASSES B2 AND B8) AT THE FOLLOWING LOCATIONS:

- (a.) **COWPEN LANE INDUSTRIAL
ESTATE, BILLINGHAM 5HA**
- (b.) **LAND NORTH OF LEVEN
STREET/BELASIS AVENUE,
BILLINGHAM 25HA**

- (c.) **ICI PROCESS PLANT PARK,
BILLINGHAM 158HA**
- (d.) **PORT CLARENCE (WEST OF
FORMER BITMAC) 19HA**
- (e.) **HAVERTON HILL SHIPYARD
32HA**
- (f.) **CASEBOURNE SITE,
HAVERTON HILL ROAD 8HA**
- (g.) **BILLINGHAM REACH,
HAVERTON HILL SHIPYARD
13HA**
- (h.) **NORTH TEES INDUSTRIAL
ESTATE, PORTRACK LANE,
STOCKTON 7HA**
- (i.) **PRIMROSE HILL, STOCKTON
2HA**
- (j.) **OXBRIDGE FOUNDRY,
STOCKTON 2HA**
- (k.) **BOWESFIELD RIVERSIDE,
STOCKTON 8HA**
- (l.) **YARM ROAD WEST, STOCKTON
4HA**
- (m.) **YARM ROAD EAST, STOCKTON
3HA**
- (n.) **EAGLESCLIFFE 80HA**
- (o.) **URLAY NOOK, EAGLESCLIFFE
25HA**
- (p.) **STILLINGTON INDUSTRIAL
ESTATE 3HA**
- (q.) **LAND SOUTH OF BELASIS
AVENUE, BILLINGHAM 6HA**
- (r.) **NORTH TEES 139HA**

Port Related Industries

3.15 Large flat sites adjoining the river, particularly if they have a deep water frontage, are valuable for port-related industries. There are a number of suitable sites along the north bank of the Tees and, while general industrial uses will also be permitted, it is considered that such sites offer particular advantages to those industries which require a location beside the river, or will benefit from the option such sites present for the transport of bulk loads by sea.

IN 3

ON THE FOLLOWING SITES ALONG THE NORTH BANK OF THE RIVER TEES, PERMISSION WILL NORMALLY BE GRANTED TO PORT RELATED INDUSTRIAL USES:

- (a.) **BETWEEN THE BITMAC SITE AT THE FORMER CLARENCE WORKS AND THE NORTH TEES WORKS, PORT CLARENCE;**
- (b.) **PORT CLARENCE (WEST OF BITMAC);**
- (c.) **HAVERTON HILL SHIPYARD;**
- (d.) **CASEBOURNE SITE, HAVERTON HILL ROAD;**
- (e.) **BILLINGHAM REACH, HAVERTON HILL ROAD.**

OBJECTIVE 2

To stimulate investment in the Borough through the allocation of land for new forms of industry.

Prestige Sites

3.16 Modern innovative industries with a more sensitive impact on the environment are needed in order to broaden the economic base of the Borough. A number of sites are of particularly high quality because of their prominence, accessibility to the main road network, attractive physical setting, and situation close to existing major concentrations of industry.

3.17 Such sites will be especially suitable for uses falling within Class B I, generally in the form of Business or Technology Parks. However, as indicated in paragraph 3.12 above, other industrial activities may be appropriate on these sites if they do not harm existing uses, are unlikely to deter investment and have a high standard of design, layout and landscaping.

IN4

ON THE FOLLOWING SITES BUSINESS USES WILL BE PERMITTED WHERE DEVELOPMENT INCORPORATES A HIGH STANDARD OF DESIGN IN THE LAYOUT AND DETAILING OF BUILDINGS AND HIGHWAYS, AND INCLUDES SUBSTANTIAL LANDSCAPING:

- (a.) **BELASIS HALL TECHNOLOGY PARK, BILLINGHAM 54HA**
- (b.) **WYNYARD ESTATE 72HA**

OBJECTIVE 3

To allocate suitable sites for industries which can cause hazard and nuisance.

Potentially Polluting or Hazardous Industrial Uses and Hazardous Installations

3.18 Industries which create a hazard or nuisance should generally be kept separate from other activities. These uses were formerly defined as special industrial uses, classes B3 -B7. The Use Classes were deleted from the Order in 1994/95 by the Government. Henceforth, for Local Plan purposes the industries formerly described as 'special' will be referred to as industries registerable under the Alkali, etc., at Works Regulations Act, with the Environment Agency or requiring hazardous substances consent. It also includes those industries which would result in significant problems of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

3.19 This approach has been accepted by the Government Office for the North East following the deletion of Use Classes B3 -B7, due to the role played by potentially polluting and hazardous industries in both the Stockton and the Teesside economy. This approach will therefore be consistent with that taken in the Structure Plan for the area. Provision is made for further development of these activities at North Tees and within the ICI Process Plant Park. The North Tees area of Seal Sands should not be confused with the North Tees Industrial Estate off Portrack Lane, Stockton.

~~IN-5~~

~~POTENTIALLY POLLUTING OR HAZARDOUS INDUSTRIAL USES WILL NORMALLY BE PERMITTED ON THE FOLLOWING SITES AT NORTH TEES PROVIDED THAT THEY DO NOT SIGNIFICANTLY AFFECT NEIGHBOURING USES OR DISCOURAGE THE DEVELOPMENT OF ADJACENT SITES:~~

- ~~(a.) NORTH TEES POOLS 135HA~~
- ~~(b.) SEAL SANDS 150HA~~

~~IN-6~~

~~HAZARDOUS INSTALLATIONS WILL NORMALLY BE PERMITTED ON LAND AT NORTH TEES TO THE EAST OF SEAL SANDS BRANCH RAILWAY, PROVIDED THAT THEY MEET THE CRITERIA OUTLINED IN POLICIES (EN36 AND EN37.)~~

3.20 In recent years much of the ICI Plant at Billingham has become redundant and has been demolished making land available for new chemicals related and general industries. Within the plan period this process is expected to continue. The location of the Billingham plant offers the benefit of a close relationship between research and development facilities at Belasis Hall Technology Park and the availability of raw materials, services and processing capability at the ICI complex.

3.21 This area known as the Process Plant Park, will help to broaden the range of industries and add to the amount of land available. However, part of the site is close to housing (rear of Roscoe Road) and this will only be developed for business, general industrial and warehouse uses to secure an adequate buffer zone between the site and residential development to the west. This is listed under policy IN2. On the remainder of the Park general industrial and warehousing uses, chemical based activities and hazardous installations will be more restricted than at North Tees because of the possible adverse effect on the local amenity. More detailed guidance on what will be acceptable is given in policies EN 36 and EN 37.

IN 7

~~WITHIN THE ICI PROCESS PLANT PARK, GENERAL, POTENTIALLY POLLUTING OR HAZARDOUS INDUSTRIAL AND WAREHOUSING USES AND HAZARDOUS INSTALLATIONS MAY BE PERMITTED (EXCEPT ON THAT PART OF THE SITE CLOSEST TO ROSCOE ROAD WHERE ONLY BUSINESS, GENERAL INDUSTRIAL AND WAREHOUSING IE. B 1, B2 AND B8 USES WILL BE PERMITTED), PROVIDED THAT THEY DO NOT SIGNIFICANTLY AFFECT THE AMENITY OF NEARBY RESIDENTS OR EMPLOYEES OF AND VISITORS TO NEIGHBOURING BUSINESSES, AND PROVIDED IN RELATION TO HAZARDOUS INSTALLATIONS THAT THEY MEET THE CRITERIA OUTLINED IN POLICIES EN36 AND EN37.~~

Other Uses

3.22 A wide range of industrial activities are outside the scope of the Use Classes Order. Such uses include scrapyards, builders' depots, waste transfer stations and yards for the breaking of motor vehicles. It is difficult to identify suitable sites to accommodate uses within this group because of their effect on amenity and the environment. Whether or not they are acceptable in a given location will depend on the effect of individual proposals on the amenity of the neighbourhood. Aspects to be taken into account in considering whether such uses are acceptable will include their effect on adjoining uses and land, traffic generation, and appearance of structures and activities taking place.

IN 8

~~IN DETERMINING PROPOSALS FOR INDUSTRIAL ACTIVITIES OUTSIDE THE USE CLASSES ORDER, THE FOLLOWING FACTORS WILL BE TAKEN INTO ACCOUNT:~~

- ~~(i.) LIKELY GENERATION OF NOISE, DUST, SMELLS, OR OTHER NUISANCE;~~
- ~~(ii.) TRAFFIC GENERATION AND SERVICING REQUIREMENTS;~~
- ~~(iii.) RELATIONSHIP TO SURROUNDING USES; AND~~
- ~~(iv.) VISUAL IMPACT~~

OBJECTIVE 4

To stimulate the formation and growth of small businesses.

Small Businesses

3.23 The Government wishes to help small firms to start up and grow. The needs of these businesses can be taken into account in a number of ways. With appropriate safeguards, small scale industry and small businesses (Class B I) have a place in commercial centres and residential areas as well as in traditional industrial estates. As well as providing a greater choice of location for businesses, such sites may be closer to and more convenient for people seeking employment, thereby reducing travel costs and conserving energy.

3.24 There is scope to provide business premises in a wide variety of locations, either through new building or changing the use of existing buildings, particularly where these are detached and in their own grounds. Important considerations in assessing proposals will be their servicing needs and the likely impact on the character of the surrounding area and amenity of neighbours.

IN9

~~IN RESIDENTIAL AND COMMERCIAL AREAS, THE CONVERSION OF BUILDINGS FOR BUSINESS USES (CLASS B I) MAY BE PERMITTED PROVIDED THAT:~~

- ~~(i.) SUFFICIENT SPACE IS AVAILABLE FOR CAR PARKING AND SERVICING ASSOCIATED WITH THE PROPOSAL; AND~~
- ~~(ii.) THE CHARACTER AND AMENITY OF THE SURROUNDING AREA ARE NOT ADVERSELY AFFECTED.~~

IN 10

~~PLANNING PERMISSION WILL BE GRANTED FOR THE USE FOR OTHER PURPOSES OF PROPOSED OR EXISTING INDUSTRIAL LAND OR BUILDINGS IF IT CAN BE DEMONSTRATED THAT:~~

~~(i.) SUITABLE OTHER SITE AND BUILDINGS FOR BUSINESSES OR INDUSTRIAL PURPOSES ARE AVAILABLE BOTH IN THE SHORT TERM AND TO SATISFY LONG TERM REQUIREMENTS OVER THE PLAN PERIOD IN THE IMMEDIATE LOCALITY AND THE WIDER AREA; OR~~

~~(ii.) THE EXISTING USE, IF APPLICABLE, OF THE PREMISES FOR BUSINESS OR INDUSTRIAL PURPOSES PRODUCES UNACCEPTABLE TRAFFIC OR ENVIRONMENTAL PROBLEMS WHICH WOULD BE SIGNIFICANTLY ALLEVIATED BY THE PROPOSED USE; OR~~

~~(iii.) THE PREMISES ARE NO LONGER CAPABLE OF PROVIDING ACCEPTABLE STANDARDS OF ACCOMMODATION FOR BUSINESSES OR INDUSTRIAL PURPOSES.~~

Release of Industrial land and Buildings

3.25 It is an important function of the Local Plan to keep a varied supply of both land and buildings available for industrial and commercial purposes throughout the Borough. This will assist in the process of economic regeneration and also ensure that the local economy is less vulnerable to the effects of recession in anyone sector. There will be circumstances however where the local authority will accept the use for other purposes of industrial allocations. The following policy statement establishes criteria by which the local authority will assess the merits of such proposals.

Training

3.26 The local economy would benefit from a broadening of skills appropriate to modern industry. The Council aims to provide facilities for training and re-training to raise skill levels, and also to stimulate the formation of new businesses.

3.27 The Council is supporting a range of initiatives through the City Challenge and Task Force Programmes. The former Richard Hind School is converted to a Community training and Advice Centre with the support of a number of organisations. This will provide both training for work and small enterprise units, and will also be available for community use.

3.28 Another Enterprise Centre is proposed at the St. James Community Care Centre, Hardwick. It is intended both to offer business advice and to provide a number of units for people to start in business. This is being promoted by the community group, Hardwick Tomorrow, in association with the Training Enterprise Council and other agencies. There are also proposals to expand the Five Lamps Community Resource Centre in Thornaby to create workshop units and training space.

~~IN 11~~

~~A COMMUNITY AND TRAINING ADVICE CENTRE WILL BE PROVIDED THROUGH THE CONVERSION OF THE FORMER RICHARD HIND SCHOOL, RICHARDSON ROAD, STOCKTON.~~

~~IN 12~~

~~AN ENTERPRISE CENTRE WILL BE PROVIDED AT THE ST. JAMES COMMUNITY CARE CENTRE, HARDWICK, THROUGH THE CONVERSION OF EXISTING BUILDINGS AND THE PROVISION OF ADDITIONAL BUILDINGS.~~

~~IN 13~~

~~WORKSHOP UNITS WILL BE PROVIDED AT THE FIVE LAMPS THORNABY COMMUNITY RESOURCE CENTRE BY EXTENDING THE EXISTING BUILDING.~~

Rural Diversification

3.29 It is increasingly important to encourage economic activity in rural areas. Agriculture is becoming a less important source of employment as land is being taken out of production. There is scope for the re-use and adaptation of agricultural and other rural buildings which can encourage new enterprises and provide jobs needed in rural areas.

3.30 Proposals for development should be in keeping with their surroundings with respect to their form, bulk and general design, and should not cause environmental and traffic problems. Policies EN 20 and 21 give detailed guidance on the re-use of rural buildings.

3.31 Within the villages land is available for general industrial development on two sites at Stillington (Policy IN 2). The site to the west of the church is being retained by Darchem for expansion. Reclamation works have recently been completed on the other site in the ownership of Stillington Estates.

3.32 There will also be opportunities to create jobs as part of the Community Forest initiative along the urban fringe and at the edge of villages. Activities related to tourism, outdoor recreation, sport and education and also business uses will be acceptable in principle. The criteria which will be used to assess the proposals are listed in EN 11.

Rural Development Areas

3.33 Rural Development Areas (RD.A:s) were identified by the Government in 1985 as

areas where targeted funding through the Rural Development Commission (RDC) would be available to address local economic and social problems. The parish of Stillington and Whitton has been included within the East Durham RDA. However, a recent review of RDA boundaries has resulted in the omission of Stillington and Whitton. In the past, this Parish has benefited from RDC funding for

workshops development and support for community projects such as playing field and footpath improvements in partnership with the Borough Council.

3.34 Although projects already approved will be completed and the Council will continue to support schemes, the Rural Development Programme will necessarily become increasingly less important in the improvements in the quality of life of the Stillington and Whitton community.

OBJECTIVE 5

To encourage the continued success of existing businesses.

Existing Estates

3.35 Industrial estates make a valuable contribution to the local economy. It is important that estates meet the needs of existing operators, remain attractive to new investment and are adaptable to the needs of new industries.

3.36 The City Challenge programme includes an initiative to regenerate the Eastern Industrial Estates, that is the estates in east Stockton at Lustrum, Portrack, North Tees, Ross Road, Black Path and St. Ann's. This will be achieved through grants and loans for improvements and extensions to premises, and also improved security.

~~IN-14~~

~~WITHIN THE FOLLOWING INDUSTRIAL ESTATES, A PROGRAMME OF ENVIRONMENTAL MEASURES WILL BE UNDERTAKEN, INCLUDING HIGHWAY AND SERVICING IMPROVEMENTS, CLOSED CIRCUIT TELEVISION SECURITY MEASURES AND LANDSCAPING:~~

- ~~(a.) BLACK PATH;~~
- ~~(b.) LUSTRUM;~~
- ~~(c.) NORTH TEES;~~
- ~~(d.) PORTRACK;~~
- ~~(e.) ROSS ROAD;~~
- ~~(f.) ST. ANN'S~~

OBJECTIVE 6

To ensure a high standard of layout and building design in new industrial development.

Layout and Arrangement

3.37 The arrangement of buildings has implications both for the amenity of those using the buildings and for the appearance of the locality in which they are set.

3.38 It is important that the layout provides for all the needs and purposes of those occupying the buildings, for an element of comfort in their use of the buildings, and for an appropriate and harmonious relationship with neighbouring development and the surrounding landscape.

3.39 Where industrial development is involved, any processes or activities which may give rise to noise or other nuisance to neighbours should be located away from those likely to be disturbed. If possible, appropriate measures should be incorporated into the development to ameliorate the worst effects of such aspects. If buildings occupy prominent positions, care should be taken to ensure that they are well designed to present a pleasant appearance from outside the development.

3.40 Industrial activities often involve outside working and storage of materials. In such circumstances, areas should be set aside for this purpose in locations where disturbance or visual intrusion is likely to be at a minimum. Where appropriate, such areas should be screened from general view and stacking heights of goods and materials limited so as not to be visible from outside the site.

IN-15

~~DETAILED PROPOSALS FOR INDUSTRIAL DEVELOPMENT WILL BE ASSESSED ACCORDING TO POLICY GP I AND SHOULD ALSO PROVIDE SCREENING TO ANY OUTSIDE STORAGE AREAS.~~

Telecommunications

3.41 Modern telecommunications are an essential and beneficial element in the life of the local and national economy. The nature of their development and progressive changes in technology makes future needs and pressures difficult to predict. The apparatus required can however, be unsightly, though not necessarily so. For operational reasons, development may have to be sited in a particular form at a particular location. Alternatively, there may be courses open to the operator, such as seeking to share existing facilities. The 'need' for a particular facility will be a key consideration alongside any potential loss of amenity. Emphasis will be placed on the operator's consideration of means of minimising visual impact where necessary.

IN-16

~~PROPOSED TELECOMMUNICATIONS DEVELOPMENT SHOULD BE SITED AND DESIGNED TO CAUSE THE LEAST PRACTICABLE ADVERSE VISUAL IMPACT. IF SUCH HARM WOULD RESULT, IN ASSESSING WHAT IS PRACTICABLE DUE REGARD WILL BE PAID TO THE NEED FOR DEVELOPMENT; TAKING INTO ACCOUNT ANY ALTERNATIVE MEANS OF MEETING THAT NEED REASONABLY OPEN TO THE OPERATOR.~~

Introduction

3.42 The traditional pattern of shopping in the Borough, represented by the Stockton High Street and other small town and local centres, has dramatically changed in recent years. The development of out-of-town centres, for example Teesside Retail Park, Thornaby and the Savacentre store on Durham Road, Stockton and other outlets at Portrack Lane and Parkfield Road (both Stockton) have produced changes to established patterns.

3.43 Similar changes have taken place in relation to offices where there has been a tendency towards the development of office/business parks away from town centres while banks, building societies and estate agents still concentrate in the heart of shopping areas.

Policy Context

3.44 There has been a recognition at the national level that provision should be made for shopping both within town centres and outside them, but in the overall context of re- establishing and maintaining town centre viability and vitality. Town centres offer a sustainable option. They are well-suited to a wide range and quality of services, activities and entertainment which benefit from a central location; they are also easily accessible by public transport. Out of town facilities meet a different demand and are more suited to car users. Together the two forms of provision should ensure variety and choice are available to all residents.

Retailing and Commerce Objectives

3.45 The Council aims to increase opportunities for investment and employment and will therefore pursue the following objectives:

OBJECTIVES

- to maintain and enhance the character, vitality and viability of Stockton Town Centre as the major centre in the Borough
- to preserve the diversity and character of individual centres
- to control shopping provision in appropriate out-of-centre locations
- to ensure adequate provision is made for shopping in large new residential developments

OBJECTIVE 1

To maintain and enhance the character, vitality and viability of Stockton Town Centre as the major centre in the Borough.

Stockton Town Centre

3.46 Historically, the town centre has focused on the High Street, predominantly a shopping street. To cope with developing competition from other retail centres, the role of the town centre must change while remaining the principal focus for shopping and commercial activity in West Cleveland. The Council will support initiatives which make the centre interesting and attractive to shoppers.

3.47 Although the main focus in the past has been on the High Street as a shopping street, the town centre embraces a wider area. This includes the River Tees and the Riverside, streets of secondary importance such as Norton Road, Bishopton Lane, Church Road, Dovecot Street, Silver Street, Finkle Street and Yarm Lane, Chandlers Wharf and Castlegate Quay, and cleared sites to the west of John Street. Each area offers opportunities for further development and activity which, if properly co-ordinated, will enhance the potential of the centre as a whole.

High Street

3.48 The High Street has been the subject of an ambitious pedestrianisation scheme. The project was funded through Stockton City Challenge and aims to reduce the conflict between pedestrians and vehicles while providing a more attractive shopping environment. (See paragraph 5.11 in the Transport section). Complementary environmental improvements will be carried out to enhance visual amenity and provide facilities to benefit the shopper. The Council in association with City Challenge and the town centre business community have funded a Town Centre Manager's post for Stockton. The Town Centre Manager's principal role will be promotion and marketing of the town centre's facilities and services.

SH 1

~~A MAJOR ENVIRONMENTAL ENHANCEMENT SCHEME WILL BE COMPLETED ON STOCKTON HIGH STREET THIS WILL INCLUDE SUBSTANTIAL PEDESTRIANISATION AND THE RELOCATION OF CAR PARKING MID IMPROVEMENT OF PUBLIC TRANSPORT FACILITIES.~~

3.49 The main High Street frontages have tended to be protected in the past against changes from retail to non-retail uses. Banks, building societies, estate agents, cafes, restaurants, and public houses have their place in the centre, providing services and activities that are attractive to the local population, visitors and investors. In recognition of the changing role of the centre, the Council will no longer seek to resist changes for non-retail uses, provided that they do not cause serious harm to neighbouring uses or detract from the character and appearance of the area.

SH 2

~~NON RETAIL USES WILL BE PERMITTED ALONG THE HIGH STREET PROVIDED THAT ACTIVITY ASSOCIATED WITH THEIR OPERATION DOES NOT GIVE RISE TO NUISANCE OR DISTURBANCE TO NEIGHBOURS AND DOES NOT ADVERSELY AFFECT THE CHARACTER AND AMENITY OF THE AREA.~~

3.50 Frontages reflect a rich heritage in terms of scale of building and design, a feature which led to the designation of the Stockton Town Centre Conservation Area. Proposals for future development should be sympathetic to this character. Stockton City Challenge is providing funding for the improvement of individual buildings following the declaration of a Commercial Improvement Zone.

SH3

~~PROPOSALS FOR NEW SHOP FRONTS AND OTHER ALTERATIONS TO FRONT ELEVATIONS OF PROPERTIES IN THE TOWN CENTRE WILL NORMALLY BE PERMITTED PROVIDED THAT THE APPEARANCE OF THE BUILDING AND ITS CONTRIBUTION TO THE VISUAL AMENITY ARE NOT HARMED BY INAPPROPRIATE AND UNSYMPATHETIC DETAILS.~~

Castlegate Centre and Riverside

3.51 The River Tees has considerable leisure and tourism potential. The area is rich in history, being the birthplace of the railways and having a tradition of shipbuilding. With the completion of the Tees Barrage downstream in late 1994, the river will be able to be used for sailing, canoeing, cruising and rowing. Major regeneration will be focused on Castlegate Quay, Chandler's Wharf and Riverside Park. This will combine the area's heritage with the recreational potential of the river and benefit retail business in the south of the town centre. The City Challenge Partnership is promoting appropriate projects, including improved access between the east side of the High Street and the river's edge, particularly through the Castlegate Centre (see paragraph 3.72 -3.73 and Policy TOUR 2 in the Tourism section). Hotel and commercial development in Teesdale will include a river crossing to link with the Castlegate Centre.

SH4

~~CHANDLERS WHARF, CASTLEGATE QUAY, THE RIVERSIDE AND THE CASTLEGATE CENTRE, STOCKTON, ARE IDENTIFIED FOR TOURISM, RECREATIONAL AND RETAIL DEVELOPMENT INCLUDING PROPERTY REFURBISHMENT; QUAYSIDE WORKS, THE DEVELOPMENT OF A HERITAGE AND WATER BASED TRAINING CENTRE AND ENVIRONMENTAL IMPROVEMENTS.~~

SH5

~~IMPROVED PEDESTRIAN LINKS WILL BE PROVIDED BETWEEN THE HIGH STREET; THE RIVERSIDE, CHANDLER'S WHARF, CASTLEGATE QUAY AND TEESDALE.~~

John Street Area

3.52 The cleared sites at John Street are not integrated with Stockton town centre, other than by providing car parking. The redevelopment of these sites will allow additional shopping to link into the existing centre. This will require replacement parking and a revised road layout. Schemes for the comprehensive treatment of the area have been proposed. It may be possible for individual sites to be dealt with separately, providing additional shopping and contributing to the vitality of the centre as a whole.

SH 6

~~LAND BEHIND THE HIGH STREET, FRONTAGE AND BOUNDED GENERALL" (BY THE HIGH STREET, DOVECOT STREET, NELSON TERRACE, SYDNEY STREET, VICTORIA STREET, LEEDS STREET AND BISHOPTON LANE IS ALLOCATED FOR MAJOR NEW RETAIL AND COMMERCIAL DEVELOPMENT, CAR PARKING AND ANCILLARY SERVICES.~~

Secondary Retail Streets

3.53 Premises in Church Road, Norton Road, Bishopton Lane, Yarm Lane and Dovecot Street have considerable character although many are somewhat run down. These more marginal areas have suffered in recent years, with a decline in the quality of shops and an increase in the number of vacant units. Each area however is capable of accommodating a range of businesses, services and other uses which are complementary to the shopping and commercial life of the town centre.

3.54 Grants have been made available to refurbish buildings, particularly in the Norton Road area, an important part of the Stockton Town Centre Conservation Area. City Challenge include Norton Road within its Commercial Improvement Zone and further funding is available as part of the 'Living Over the Shop' scheme. This includes the residential use of vacant upper floors which will bring new life to these areas.

SH 7

~~A WIDE RANGE OF SHOPPING AND COMMERCIAL, COMMUNITY AND LEISURE USE WILL BE PERMITTED IN NORTON ROAD, BISHOPTON LANE, YARM LANE AND DOVECOT STREET, PROVIDED THEY DO NOT HARM THE CHARACTER OF THEIR SURROUNDING AREA OR AMENITY OF OCCUPIERS OF ADJACENT PROPERTY.~~

SH 8

~~THE REDEVELOPMENT OF THE AREA EAST OF THE SQUARE AND SOUTH OF CHURCH ROAD WILL BE PERMITTED FOR USES INCLUDING RETAILING, OFFICES, HOUSING, SPORT AND RECREATION OR CAR PARKING PROVIDED THAT BUILDINGS ARE DESIGNED TO RESPECT THE CHARACTER OF THE STREET AND TO PRESENT AN ATTRACTIVE APPEARANCE TOWARDS THE RIVER TEES.~~

OBJECTIVE 2

To preserve the diversity and character of individual centres.

Billingham and Thornaby

3.55 The district centres of Billingham (17,000 sqm) and Thornaby (14,500 sqm) were built to meet the needs of the two developing communities during the 1960's. They are now of poor appearance and not ideal for modern retailing. They are in need of refurbishment and modernisation if they are to continue to compete successfully with out-of-centre stores. These district centres will be enhanced by a variety of means including building refurbishment and environmental improvement.

Yarm

3.56 Yarm has a long history as a shopping and commercial centre serving the surrounding district. Its fine buildings and distinctive townscape make the town centre an important Conservation Area. At one time, the mix of dwellings with shops, offices and other uses was an essential part of the character of Yarm. Now only a handful of residences remain within the main shopping/commercial frontages. However, there are significant groupings of dwellings at 2-6, 13-19, 110-126 and 125-131 High Street.

These dwellings add variety and interest to the life of the High Street. The fact that people live in the centre is also likely to reduce crime during the hours when businesses are unattended. The Council therefore proposes that these blocks of dwellings should be retained as dwellings.

~~SH 9~~

~~EXCEPT IN THE AREAS LISTED BELOW, FURTHER SHOPPING DEVELOPMENT IN YARM TOWN CENTRE WILL BE PERMITTED, PROVIDED THAT THE SCALE AND DESIGN OF THE PROPOSALS DO NOT ADVERSELY AFFECT THE CONSERVATION AREA CHANGE OF USE FROM RESIDENTIAL DEVELOPMENT WILL NOT BE PERMITTED IN THE FOLLOWING AREAS:~~

~~2-6 HIGH STREET
13-19 HIGH STREET
110-126 HIGH STREET
125-131 HIGH STREET~~

3.57 An attractive feature of Yarm is the wynds or narrow alleyways which run at right angles to the High Street. Many of these are residential although a small number are shopping wynds. eg Danby Wynd. Where they are entirely in residential use it is important that their character is kept and that pressure for change of use to shops or business is resisted.

~~SH 10~~

~~PLANNING PERMISSION WILL NOT BE GRANTED FOR CHANGE OF USE OF PROPERTIES IN THE FOLLOWING RESIDENTIAL WYND OFF YARM HIGH STREET:~~

~~1-3 POPLAR COURT
1-10 CARLETON TERRACE
1-4 HAUXWELLS YARD
1-3 HOLMEDENE
1-29 HIGH CHURCH WYND
4-14 HIGH CHURCH WYND~~

~~1-5 LOW CHURCH WYND
4-12 LOW CHURCH WYND
2-12 SILVER STREET
1-6 BLENAVON COURT
1-4 MEYNELLS COURT~~

Norton

3.58 Norton has significantly less shopping floorspace than Billingham, Thornaby or Yarm, and it is not identified as a district shopping centre. It is, however, an important local centre meeting the day-to-day needs of the community. In contrast to Yarm, there are residential properties right along Norton High Street. These are a fundamental part of its character and any encroachment of non-residential uses will be resisted. To this end, retailing will largely be confined to those areas in which it already dominates.

~~SH 11~~

~~FURTHER SHOPPING DEVELOPMENTS IN NORTON HIGH STREET WILL ONLY BE PERMITTED WITHIN THE NORTON CENTRAL AREA.~~

Upper Floors

3.59 To ensure that buildings are maintained properly and continue to make a positive contribution to the visual amenity and character principally of Stockton and Yarm Town Centres, it is important that the fullest use is made of the whole of the building. The use of upper floors above shops, particularly for residential purposes, will therefore be encouraged. Care should be taken to ensure that necessary changes, for example the formation of an additional entrance, do not harm the character of the existing building.

SH 12

~~THE USE OF THE UPPER FLOORS OF COMMERCIAL BUILDINGS IN STOCKTON AND YARM TOWN CENTRES WILL BE PERMITTED PROVIDED THAT THE PROPOSED USE DOES NOT ADVERSELY AFFECT THE CHARACTER OF THE BUILDING AND THE CONSERVATION AREA NOR THE AMENITY OF THE OCCUPANTS OF ADJACENT PROPERTIES.~~

Local shopping

3.60 A number of shopping centres have been specifically designed to serve the residential development of which they are part. Many of these are now in need of improvement to cater for the present day needs of the local communities they serve. In addition, the Elm Tree Centre presents particular problems, stemming mainly from the lack of safe parking. A scheme to provide additional parking to the front of the centre is proposed. This will be considered as part of a comprehensive scheme involving residential development on both the open land to the west of the Centre, and also on part of the underused car parking adjoining the Fairfield Social Club (see Policy HO 2).

SH 13

~~LOCAL CENTRES IN THE BOROUGH WILL BE MAINTAINED AND UPGRADED BY A VARIETY OF MEANS INCLUDING REFURBISHING BUILDINGS AND IMPROVING THEIR EXTERNAL ENVIRONMENT. THE FOLLOWING PARADES IN THE COUNCILS OWNERSHIP WILL RECEIVE PRIORITY TREATMENT WHEN RESOURCES PERMIT:~~

- ~~(a.) ELM TREE CENTRE, STOCKTON~~
- ~~(b.) KENILWORTH ROAD, BILLINGHAM~~
- ~~(c.) LOW GRANGE AVENUE, BILLINGHAM~~
- ~~(d.) OCHIL TERRACE, BILLINGHAM~~
- ~~(e.) DOVER ROAD, RAGWORTH~~
- ~~(f.) SURREY ROAD, NORTON~~

3.61 In some parts of the Borough, local shopping centres have grown up along main roads. These tend to attract passing trade as well as serving nearby residential areas. This has occurred mainly along Norton Road, Yarm Lane, Oxbridge Lane, Durham Road, Stockton; Station Road, Billingham; Station Road, Eaglescliffe; and to a lesser extent at Westbury Street, Thornaby.

3.62 In such circumstances, the Council will be particularly concerned to protect the amenities of residents from any harmful consequences of the spreading of shopping uses.

SH 14

~~THE EXTENSION OF SHOPPING FRONTAGES ON MAIN ROADS WILL NOT BE PERMITTED WHERE THIS WOULD HARM THE AMENITIES OF NEIGHBOURING RESIDENTS. IN ASSESSING HARM, PARTICULAR ATTENTION WILL BE GIVEN TO THE NEED TO PROVIDE ADEQUATE SERVICING AND ACCESS, AND THE EXTENT TO WHICH ENVIRONMENTAL IMPROVEMENTS ARE PROPOSED.~~

OBJECTIVE 3

To control shopping provision in appropriate out-of-centre locations.

Out of Centre Shopping

3.63 Reflecting the renewed emphasis on town centres for retailing, shopping policies in the Local Plan seek to maintain the existing town centres as the dominant element in the shopping hierarchy. New investment should be directed towards existing town centres as far as possible, in line with the general approach to sustainable development.

3.64 It is recognised, however, that there are demands which can be appropriately met by development out of town. Large scale new development may be allowed elsewhere in the exceptional circumstances that it cannot be accommodated on sites within or on the fringe of the town centres, and where it would not unduly damage the trading position or prospects of the town and district centres in the Borough and nearby Districts.

SH 15

~~SHOPPING DEVELOPMENT MAY 81: PERMITTED OUTSIDE EXISTING TOWN AND DISTRICT CENTRES PROVIDED THAT THE FOLLOWING CRITERIA ARE SATISFIED:~~

- ~~(i.) IT CAN BE SHOWN THAT NO SUITABLE SITES ARE AVAILABLE WITHIN OR IMMEDIATELY ADJACENT TO THESE CENTRES; AND~~
- ~~(ii.) THE SITE LIES WITHIN THE LIMITS TO DEVELOPMENT; AND~~

~~(iii.) THE CUMULATIVE EFFECT OF THE PROPOSED DEVELOPMENT AND ANY RECENT OR PROPOSED DEVELOPMENTS WOULD NOT SIGNIFICANTLY AFFECT THE VITALITY AND VIABILITY OF THE CENTRES AS A WHOLE; AND~~

~~(iv.) THE SITE IS SERVED BY A ROAD SYSTEM, PUBLIC TRANSPORT INFRASTRUCTURE AND CAR PARKING PROVISION, CAPABLE OF ACCOMMODATING ANTICIPATED TRAFFIC FROM BOTH GOODS DELIVERIES AND CUSTOMERS VISITS; AND~~

~~(v.) THE PROPOSAL PREFERABLY ASSISTS REGENERATION EFFORTS AND IDEALLY IS LOCATED ON DERELICT OR DISUSED LAND.~~

OBJECTIVE 4

To ensure adequate provision is made for shopping in large new residential developments.

New Local Centres

3.65 It is important that everyday shopping needs can be met within major new residential development in the Borough. A site has therefore been allocated for this purpose within the major centre area at Ingleby Barwick. It is anticipated that provision will also be made for shopping at Teesdale, Thornaby, in the context of the overall redevelopment of the area.

~~SH16~~

~~A SITE IS ALLOCATED IN THE MAJOR CENTRE AREA OF INGLEBY BARWICK FOR A NEW SHOPPING DEVELOPMENT~~

Farm Shops

3.66 There may be circumstances in rural areas, such as by conversion of farm buildings to farm shops, in which additional shopping provision may be made. They will be very small scale single outlets and as such not relevant to Policy SH 15. They can however, serve a vital function in rural areas, ego by helping to meet demand from consumers who want fresh produce at the point of production and they can contribute to the diversity of the rural economy. These latter points are in keeping with advice contained in the Government's Planning Policy Guidance Note (PPG) 6 'Town Centres and Retail Development' and PPG 7 'The Countryside and the Rural Economy'.

~~SH17~~

~~PROPOSALS FOR FARM SHOPS WILL BE PERMITTED WHERE:~~

- ~~I. SCALE, DESIGN AND LANDSCAPING OF NEW OR CONVERTED FACILITIES DOES NOT DETRACT FROM THE VISUAL AMENITY OF THEIR SURROUNDINGS; AND~~
- ~~II. NO DETRIMENT WOULD BE CAUSED TO HIGHWAY SAFETY~~

Small Scale Convenience Goods Stores

3.67 Growing interest is being shown in the development of relatively small scale convenience goods stores in a variety of locations throughout the Borough. Attention should be given to ensuring the best possible provision of shopping facilities for the local community but also make sure the existing shopping hierarchy is maintained and improved rather than undermined by pressure for new facilities. Ideally new facilities should be sited within or immediately adjacent to existing centres. This may not always, however, be possible on those occasions when a location consistent with good accessibility for all will be favoured.

~~SH18~~

~~CONVENIENCE GOODS SHOPS WITH A GROSS FLOOR SPACE OF BETWEEN 100 SQM AND 2,200 SQM MAY BE LOCATED WITHIN OR IMMEDIATELY ADJACENT TO AN EXISTING TOWN, DISTRICT, LOCAL OR NEIGHBOURHOOD CENTRE.~~

Introduction

3.68 The Borough has already established a basis on which tourism can develop. It has a national reputation for the Billingham International Folklore Festival and the Stockton Riverside Festival. The Borough's industrial heritage, historic centres, wildlife and countryside, offer a diverse and extensive range of opportunities for tourism. In particular, the association of Stockton-on-Tees and Yarm as the birthplace of the railways is a theme which has considerable potential. The River Tees also has much scope for the development of activities which will attract people from beyond the local area, especially after the construction of the Barrage Proposals which will contribute towards the realisation of tourism potential will generally be supported by the Council, providing there will be no adverse affect upon the environment, or the amenity of occupiers and users of neighbouring premises.

Policy Context

3.69 The development of tourism within the Borough can contribute to the process of economic revitalisation and the regeneration of both urban and rural areas. It can provide alternative employment at a time when employment within traditional sectors decreases. For example, the development of tourist facilities could be an important form of diversification for farmers. The promotion of tourism in Stockton-on- Tees is likely to benefit local people through the provision of additional facilities.

Tourism Objectives

3.70 The Council will pursue the following objectives for tourism development in the context of the overall strategy of the Plan.

OBJECTIVES

- to develop the tourism potential of existing assets.
- to identify opportunities for new tourism activities.
- to encourage the provision of a range of tourist accommodation.

OBJECTIVE I

To develop the tourism potential of existing assets.

Preston Park

3.71 Preston Park is already the most popular attraction for tourists in Cleveland and second only to Beamish in the Northumbrian Region of the Tourist Board. Its attractions include a museum, a historic street, an aviary, and wooded riverside walks. The development of Butterfly World has strengthened the appeal to tourists. Although Preston Park is within a sensitive area, forming part of a Green Wedge and adjacent to a Special Landscape Area, the Council considers there is scope for further development of the heritage theme. A Museum of the Working Horse and a miniature railway are proposed. However, it is important that any such development is sympathetic to the character of the area and that it is retained primarily as a park.

TOUR 4

~~FURTHER DEVELOPMENT OF THE HERITAGE THEME WILL BE PERMITTED AT PRESTON PARK PROVIDED THAT:~~

- ~~(i.) THERE WILL BE NO DETRIMENTAL EFFECT ON THE CHARACTER AND APPEARANCE OF THE AREA AND AMENITY OF NEIGHBOURING USES; AND~~
- ~~(ii.) ADEQUATE PROVISION IS MADE FOR VEHICLE ACCESS, PARKING AND SAFE PEDESTRIAN MOVEMENT~~

River Tees

3.72 Following completion of the Barrage, both the river and the adjoining land are likely to become much more important for tourism activities and to draw people from beyond the local area. A Recreation and Amenity Plan for the River Tees was issued for public consultation in early 1994, its proposals are discussed in the Recreation section (see paragraphs 4.66-4.80). The cable ski course will have a regional appeal, and the canoe slalom course will be designed to host international events.

3.73 The River Tees already has the advantage of a riverside path (the Teesdale Way) for virtually its entire length within Stockton Borough (see Policy REC II). The Recreation section contains a proposal (REC 8) to designate land along the Tees and Leven Valleys as a Country Park which will provide a focus for tourism development related to the river. A study will be carried out of this area to advise on activities which would be acceptable and a site for camping and caravanning will be identified.

OBJECTIVE 2

To identify opportunities for new tourism activities.

Heritage

3.74 An increasingly significant part of the tourist industry relates to the theme of heritage. Stockton's assets in this respect include its historic towns and villages, archaeological sites and industrial background, including the development of the railways, iron and steel making, chemicals and shipbuilding.

3.75 Restoration of the Castlegate Quay aims to create a riverside attraction of regional significance. The project includes a tourism and heritage centre, celebrating the birthplace of the Stockton & Darlington Railway, Stockton's medieval castle and links with Captain Cook. It will also promote the better use of the River Tees for recreation and leisure purposes, made possible by the construction of the River Tees Barrage. The possibility of other tourist attractions at the neighbouring Chandler's Wharf are being investigated, while landscaping and general improvements to enhance the river frontage will take place between Victoria Bridge and the Princess of Wales Bridge.

3.76 Town trails in Stockton, Norton and Yarm can be further developed to highlight historic buildings and features. The importance of the area in the development of the railways, iron and steel, shipbuilding and chemicals could be integrated into visitor programmes. Potential tourist developments related to these themes will be addressed in a tourism strategy.

TOUR 2

~~A RIVERSIDE TOURIST ATTRACTION WILL BE DEVELOPED AT CASTLEGATE QUAY STOCKTON.~~

International Nature Reserve

3.77 As reflected in EN 12, Teesside Development Corporation intends to develop an International Nature Reserve on land to the west of Seal Sands. It is anticipated that the Reserve will attract enthusiasts as well as casual visitors from outside the Borough. An interpretation centre will be provided in the vicinity of the Clarences along with a network of walkways, hides, viewing areas and water-based routeways. Access to wildlife attractions will be managed so that the public do not damage habitats or impinge on nearby industrial activity.

OBJECTIVE 3

To encourage the provision of a range of tourist accommodation.

Tourist Accommodation

3.78 Growth in tourism needs to be matched by a range of quality accommodation such as hotels, motels, farmhouse and farm holiday accommodation, caravans, chalets and camp sites.

3.79 There have been proposals for new hotels at Belasis Hall Technology Park, Billingham, Wynyard Park, and at Teesdale, Thornaby, while permission exists to convert Kirklevington Hall to a hotel, and Tall Trees Hotel on Green Lane, Yarm has been refurbished and expanded. In addition, planning permission has been granted for a motel on land adjacent to the A19 at Wolviston. Although this represents a significant increase in accommodation, much is geared to business visitors who represent a significant part of Stockton's current visitor market. However, further tourist development will be likely to increase the demand for hotel accommodation.

3.80 The Council will also encourage proposals for hotels and guest houses within built up areas. New development and the conversion of large properties should take account of the likely impact on adjacent users. In particular, it is important that sufficient car parking can be provided and the visual impact of the development is limited.

3.81 A caravan and camping site has been developed in connection with the canoe slalom course REC 12. Another site will be identified for this purpose within the Tees and Leven Country Park in the context of a study of the area (see paragraph 3.73).

3.82 The potential for converting rural buildings to provide rural accommodation is included in policy EN 20.

~~TOUR 3~~

~~OUTSIDE THE LIMITS TO DEVELOPMENT PROPOSALS TO CONVERT EXISTING BUILDINGS TO HOTELS WILL NORMALLY BE PERMITTED WHERE THEY MEET THE CRITERIA SET OUT IN EN 20.~~

~~TOUR 4~~

~~WITHIN THE BUILT UP AREA PROPOSALS FOR NEW BUILDINGS, REDEVELOPMENT; CONVERSIONS AND EXTENSIONS OF PROPERTIES FOR HOTELS, GUEST HOUSES, PUBLIC HOUSES AND RESTAURANTS AND OTHER FORMS OF VISITOR ACCOMMODATION WILL BE PERMITTED UNLESS:~~

- ~~(i.) THE CONVERSION OF THE PROPERTY ADVERSELY AFFECTS THE AMENITY OF THE OCCUPANTS OR USERS OF ADJACENT BUILDINGS; OR~~
- ~~(ii.) THE CONVERSION ADVERSELY AFFECTS THE CHARACTER AND APPEARANCE OF THE BUILDING AND THE AREA; OR~~
- ~~(iii.) WHERE NEW BUILDING IS UNDERTAKEN, THE DESIGN AND EXTERNAL APPEARANCE ARE NOT SYMPATHETIC IN SCALE AND DETAILING TO THE CHARACTER AND APPEARANCE OF THE AREA.~~

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