

Stroud District Local Plan – Proposed Changes (June 2001)

PRO Ref.	Policy Proposal Para. No.	Revised Deposit Local Plan	Proposed Changes	Reason for Change
EMPLOYMENT AND TOURISM				
PRO026	4.6.9	<p>Drawing on the above, the Local Plan strategy for supporting and developing the Stroud District economy is:-</p> <ul style="list-style-type: none"> • to provide an adequate supply of employment land to meet the needs of the resident workforce; • to ensure that new employment developments are genuinely accessible by public transport, cycling and walking, in order both to promote sustainability and to provide employment opportunities to people without access to a car; • to ensure that B8 employment land and land for other development generating significant heavy goods vehicle traffic is located with good access to main transport corridors and facilities, (particularly rail and canal), thus reducing the impact of HGVs on the environment and communities; • to protect the existing economic base by ensuring sites occupied by important employment uses are protected from other forms of development; • to provide a range of sites in size and nature to accommodate a wide diversity of employment uses; • to maximise the use of existing vacant, derelict or under-used employment land as far as possible or to seek alternative provision for those uses on unviable sites thus allowing the re-development of those sites for appropriate alternative uses; • to enable the provision of facilities and infra-structure that will assist in the growth of sustainable tourism; • to enable the extension or intensification of use of premises for growing businesses in the District; • to control or relocate 'bad neighbour' development to places where its adverse impact on environment and community can be avoided or minimised; 	<p>Drawing on the above, the Local Plan strategy for supporting and developing the Stroud District economy is:-</p> <ul style="list-style-type: none"> • to provide an adequate supply of employment land to meet the needs of the resident workforce; • to ensure that the majority of new employment developments are genuinely accessible by public transport, cycling and walking, in order both to promote sustainability and to provide employment opportunities to people without access to a car; • to ensure that B8 employment land and land for other development generating significant heavy goods vehicle traffic is located with good access to main transport corridors and facilities, (particularly rail and canal), thus reducing the impact of HGVs on the environment and communities; • to protect the existing economic base by ensuring sites occupied by important employment uses are protected from other forms of development; • to provide a range of sites in size and nature to accommodate a wide diversity of employment uses; • to maximise the use of existing vacant, derelict or under-used employment land as far as possible or to seek alternative provision for those uses on unviable sites thus allowing the re-development of those sites for appropriate alternative uses; • to enable the provision of facilities and infra-structure that will assist in the growth of sustainable tourism; • to enable the extension or intensification of use of premises for growing businesses in the District; • to control or relocate 'bad neighbour' development to places where its adverse impact on environment and community can be avoided or minimised; • to allow for the growth of work from home; • to enable the diversification of the rural economy with 	<p>To allow for the very few exceptions to this rule in rural areas.</p> <p>To reflect that diversification will come about through currently unidentified development proposals in addition to allocations.</p>

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		<ul style="list-style-type: none"> • to allow for the growth of work from home; • to enable the diversification of the rural economy with appropriate allocations of employment land well related to communities having a good level of services and facilities; • to allow the re-use of rural buildings for employment in locations well related to communities having a good level of services and facilities; and • to allow appropriate farm diversification projects. 	<p>appropriate allocations and permissions of for employment uses on land well related to communities having a good level of services and facilities;</p> <ul style="list-style-type: none"> • to allow the re-use of rural buildings for employment in locations well related to communities having a good level of services and facilities; and • to allow appropriate farm diversification projects. 	
PRO027	4.6.9b	<p>To meet sustainability objectives it is better, in general, if places of employment are in close proximity, and easily accessible by a range of modes of transport, to the workforce they employ. This is particularly the case with larger office or industrial businesses that employ many staff within a site or premises (i.e. where the employment density is high). However, it is not always desirable, for instance in the case of some warehousing and distribution uses. In many of these cases the number of employees is traditionally low relative to the size of site or premises (i.e. the employment density is low). In addition these businesses may attract larger numbers of heavy goods vehicles and are better located near to freight transport outside of settlements in order to reduce the potential for traffic congestion. Transport assessments, as referred to in Draft PPG13, will normally be required to accompany planning applications for larger employment uses to provide evidence of the suitability of their location. Green Transport Plans may also be sought from developers to improve accessibility by public transport, cycling and walking to employment premises.</p>	<p>To meet sustainability objectives it is better, in general, if places of employment are in close proximity, and easily accessible by a range of modes of transport, to the workforce they employ. This is particularly the case with larger office or industrial businesses that employ many staff within a site or premises (i.e. where the employment density is high). In this context larger scale is considered to relate to developments of greater than 2,500 square metres.</p> <p>4.6.9b.i However, it is not always desirable, for instance In the case of some most warehousing and distribution uses. In many of these cases the number of employees is traditionally low relative to the size of site or premises (i.e. the employment density is low). In addition these businesses may attract larger numbers of heavy goods vehicles and are better located near to freight transport networks outside of settlements in order to reduce the potential for traffic congestion. Therefore, in the case of large scale B8 developments employing low numbers of staff it is preferable that they are located close to freight transport networks away from town and village centres. Large scale in this context is taken to be developments of greater than 2,500 square metres.</p> <p>4.6.9b.ii Transport assessments, as referred to in Draft PPG13, will normally be required to accompany planning applications for larger employment uses to provide</p>	To support the amended Policy E1A

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			evidence of the suitability of their location. Green Transport Plans may also be sought from developers to improve accessibility by public transport, cycling and walking to employment premises.	
PRO028	E1A	<p>Development proposals for business and general industrial uses (Use Classes B1 and B2) will only be permitted on protected employment sites, employment allocations and within settlement boundaries or adjacent to the settlement boundaries of Berkeley, Brimscombe, Bussage, Cam, Chalford, Dursley, Eastcombe, Eastington, France Lynch, Frampton on Severn, Kingswood, Kings Stanley, Leonard Stanley, Manor Village, Minchinhampton, Painswick, Nailsworth, Stonehouse, Stroud, Thrupp, Upton St Leonards, Whitminster, Woodchester (North and South) and Wotton-under-Edge where;</p> <ol style="list-style-type: none"> 1. they can be integrated with housing, commercial, leisure and community facilities; 2. they can be safely and conveniently accessed by public transport from the anticipated employee catchment area, and by walking and cycling; 3. for proposals adjacent to settlements, there is no suitable alternative site available within the settlement or within nearby key employment sites. <p>Travel intensive uses such as offices should be located in the defined settlements of Stroud, Stonehouse, Nailsworth, Cam, Dursley, Wotton-under-Edge or where they can be safely and conveniently accessed by public transport from the anticipated employee catchment area and by walking and cycling.</p> <p>Storage and distribution uses (Use Class B8) will only be permitted where they will not lead to the increase of HGV traffic through defined settlements and they have good</p>	<p>Development proposals for B1 business, and B2 general industrial and B8 storage and distribution uses (Use Classes B1 and B2) will only be permitted on protected employment sites, employment allocations and defined settlement boundaries or adjacent to the settlement boundaries of Berkeley, Brimscombe, Bussage, Cam, Chalford, Dursley, Eastcombe, Eastington, France Lynch, Frampton on Severn, Kingswood, Kings Stanley, Leonard Stanley, Manor Village, Minchinhampton, Painswick, Nailsworth, Stonehouse, Stroud, Thrupp, Upton St Leonards, Whitminster, Woodchester (North and South) and Wotton-under-Edge where;</p> <ol style="list-style-type: none"> 1.—they can be integrated with housing commercial, leisure and community facilities ; 2. they can be safely and conveniently accessed by public transport from the anticipated employee catchment area, and by walking and cycling; 3. for proposals adjacent to settlements, there is no suitable alternative site available within the settlement or within nearby key employment sites. <p>Large scale Travel intensive uses such as B1 (office) development should be located in the defined settlements of Cam and Dursley, Nailsworth, Stonehouse, Stroud and Wotton-under-Edge or where they can be safely and conveniently accessed by public transport from the anticipated employee catchment area and by walking and cycling.</p> <p>Large scale B8 Sstorage and distribution uses (Use Class B8) will only be permitted where they will not lead to the</p>	<p>To provide consistency with other policies and the settlement strategy. To make allowance for small scale employment development within settlements.</p>

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		accessibility to, and use, one or more of:- 1. The rail network. 2. The port of Sharpness. 3. The Gloucester and Sharpness Canal. 4. The principal road network.	increase of HGV traffic through defined settlements and they have good accessibility to, and use, one or more of:- 1. The rail network. 2. The port of Sharpness. 3. The Gloucester and Sharpness Canal. 4. The principal road network.					
PRO029	Table 4.2	Sites with Planning Permission for Employment Use at 1 st January 1999	Sites with Planning Permission for Employment Use at 1 st January 1999 2001	To update the employment land commitments information.				
		SITE	USE		HA	SITE	USE	HA
		Stroudwater Business Park	B1, B2		2.5	Stroudwater Business Park (Phase 1)	B1, B2	2.5
		Lucas EUI, Stroudwater Business Park	B1		1.4	Lucas EUI, Stroudwater Business Park	B1	1.4
		Land at Oldends Lane	B1		0.8	Land at Oldends Lane Stroudwater Business Park (Phase 3)	B1	0.8 2.2
		Bilton Cargo Depot, Haresfield	B8		4.8	Bilton Cargo Depot, Haresfield Javelin Park, Haresfield	B8	4.8
		Merrett's Mill, Minchinhampton	B1		0.4	Merrett's Mill, Minchinhampton	B1	0.4 0.2
		Parlour Farm, Bisley	B1		0.2	Parlour Farm, Bisley	B1	0.2
		Netherhills Depot, Frampton on Severn	B8		2.4	Netherhills Depot, Frampton on Severn	B8	2.4

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		RDS, Cirencester Road, Minchinhampton	B1	0.7	RDS, Cirencester Road, Minchinhampton	B1	0.7	
		Old Airfield, Moreton Valence	B8	3.5	Old Airfield, Moreton Valence	B8	3.5	
		Adj MOD, Aston Down	B1	3.0	Adj MOD, Aston Down	B1	3.0	
		Springmill Industrial Estate, Nailsworth	B1	0.5	Springmill Industrial Estate, Nailsworth	B1	0.5 0.2	
		Draycott Business Park, Cam	B1	0.4	Draycott Business Park, Cam	B1	0.4	
		South of Draycott Business Park, Cam	B1	1.6	South of Draycott Business Park, Cam	B1	1.6	
		Adj SNFA Bearings, Charfield (Kingswood)	B1	0.8	Adj SNFA Bearings, Charfield (Kingswood)	B1	0.8	
		Adj Bonds Mill, Stonehouse	B1	6.0	Adj Bonds Mill, Stonehouse	B1	6.0	
		TOTAL		29.0	Renishaws, Kingswood, Wotton- Under-Edge	B1	13.0	
					Cableways, A419, Kings Stanley	B2	3.6	
				5				

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			TOTAL	29.0 39.8
PRO030	4.7.4	There may be circumstances where the loss of employment land is acceptable. Some employment land may no longer be suitable for that use. This is more likely to occur in older premises no longer viable for modern industrial requirements and standards. They may suffer from poor accessibility by today's standards and perhaps have environmental problems or conflict of industrial processes with more recent nearby development. Proposals for redevelopment of such sites will be assessed against Policy E2.	There may be circumstances where the loss of employment land is acceptable. Some employment land may no longer be suitable for that use. This is more likely to occur in older premises no longer viable for modern industrial requirements and standards. They may suffer from poor accessibility by today's standards and perhaps have environmental problems or conflict of industrial processes with more recent nearby development. These issues will need to be balanced against the importance of small employment sites as providing a low cost source of start-up premises. Proposals for redevelopment of such sites will be assessed against Policy E2.	To acknowledge a role that apparently unviable employment premises may play.
PRO031	4.7.4a	In allowing loss of employment land there will be a corresponding loss of work opportunities for the community that will require addressing. The Council will be looking to achieve the replacement of any lost job opportunities in order to retain a reasonable balance between population and employment. Where possible the proposal leading to lost employment opportunities should address this and come forward with proposals that compensate the loss.	The measurement of an adequate supply of land will take account of the amount of land available for employment use both in existing and proposed use, relative to the size of the local workforce. In allowing loss of employment land there will be a corresponding loss of work opportunities for the community that will require addressing. The Council will be looking to achieve the replacement of any lost job opportunities in order to retain a reasonable balance between population and employment. Where possible the proposal leading to lost employment opportunities should address this and come forward with proposals that compensate the loss. Where alternative land is identified it will need to be suitable for employment purposes as assessed against the criteria of relevant policy within the Plan.	To give further explanation for policy E2
PRO032	4.8.2	This provides adequate choice for employers, enables improvements to the quality of provision and hence supports the growth of the Stroud economy. The sites proposed will accommodate the envisaged growth of indigenous businesses and new firms wishing to start up	This provides adequate choice for employers, enables improvements to the quality of provision and hence supports the growth of the Stroud economy. The sites proposed will accommodate the envisaged growth of indigenous businesses and new firms wishing to start up or	For clarification.

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		or establish operations in the District. Land will also be available through the release of existing sites, as firms grow and move within the District, to enable new businesses to start up.	establish operations in the District. Once developed they will be treated as Key Employment Sites and be afforded the same protection as those sites covered in policy E1. Land will also be available through the release of existing sites, as firms grow and move within the District, to enable new businesses to start up.																	
PRO033	E3	The following sites are allocated for employment use. The completion of a Section 106 legal agreement will be sought in order to secure the planning obligations where listed under the site.	The following sites are allocated for employment use. The completion of a Section 106 legal agreement will be sought, or conditions used , in order to secure the planning obligations provisions where listed under a site and any others that arise through consideration of planning applications that the Council considers reasonable and relevant to secure a satisfactory development.	To make consistent with policy H1 and clarify the position in regard to potential s106 agreements.																
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">SITE</th> <th style="width: 15%;">PARISH</th> <th style="width: 30%;">DESCRIPTION</th> <th style="width: 10%;">HA</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	SITE	PARISH	DESCRIPTION	HA					<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">SITE</th> <th style="width: 15%;">PARISH</th> <th style="width: 30%;">DESCRIPTION</th> <th style="width: 10%;">HA</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	SITE	PARISH	DESCRIPTION	HA					
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				EA1	Cam	<p><u>Land East of Draycott Mills Industrial Estate, Cam*</u> Except for expansion of existing adjacent businesses, this allocation will only be granted planning permission when 80% of the employment element of allocation MU3 and the undeveloped element of protected employment site EK23 at Draycott Mills Industrial Estate have been completed and occupied. <u>Provisions:</u> Contributions to off-site highway works, measures to improve traffic calming, public transport, pedestrian and cycle links to Cam and Dursley Rail Station and to Cam and Dursley centres. Landscaping of the site.</p>	11.6	<p>To take account of updated employment land availability survey information</p> <p>To make appropriate employment provision in Cam/Dursley</p>

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		EA1A	Cam	<u>Land north-west of Draycott Crescent, Cam*</u> Obligations: Contributions to off-site highway works, measures to improve traffic calming, public transport, pedestrian and cycle links to Cam and Dursley Rail Station and to Cam and Dursley centres; Provision of new highway access to the Jubilee Playing Field; Landscaping of the site.	11.6	EA1A	Cam	<u>Land north-west of Draycott Crescent, Cam*</u> Obligations: Contributions to off-site highway works including measures to improve traffic calming, public transport, pedestrian and cycle links to Cam and Dursley Rail Station and to Cam and Dursley centres. Provision of new highway access to the Jubilee Playing Fields. Landscaping of the site.	44.6	
		EA2	Eastington	<u>Meadow Mill, Eastington*</u> Obligations: Contributions to off-site highway works, measures to improve traffic calming, public transport, pedestrian and cycle links to Stonehouse and Stroud	2.2	EA2	Eastington	<u>Meadow Mill, Eastington*</u> Obligations: Provisions: Contributions to off-site highway works measures to improve traffic calming, public transport, pedestrian and cycle links to Stonehouse and Stroud.	2.2	
		MU1	Hardwicke	<u>Hunt's Grove, Colethrop Farm*</u> Obligations: These will be sought in conjunction with the provision of residential development as listed under Proposal H1.	5.2	MU1	Hardwicke	<u>Hunt's Grove, Colethrop Farm*</u> Obligations: Provisions: These will be sought in conjunction with the provision of residential development as listed under Proposal H1.	5.2	
		EA3	Hinton	<u>Rear of Dock Road, Sharpness Dock*</u> Obligations: Contributions to off-site highway works. Contributions to provide improved public transport services to the development from the anticipated employee catchment area.	6.8	EA3	Hinton	<u>Rear of Dock Road, Sharpness Dock*</u> Obligations: Provisions: Contributions to off-site highway works. Contributions to provide improved public transport services to the development from the anticipated employee catchment area.	6.8 9.2	

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		EA4	Hinton	<u>Land east of dock, Sharpness Dock*</u> Obligations: Contributions to off-site highway works. Contributions to provide improved public transport services to the development from the anticipated employee catchment area.	3.2	EA4	Hinton	<u>Land east of dock, Sharpness Dock*</u> Obligations: Provisions: Contributions to off-site highway works. Contributions to provide improved public transport services to the development from the anticipated employee catchment area.	3.2 2.8	
		EA5	Hinton	<u>Adjacent tidal basin, Sharpness Dock*</u> Obligations: Contributions to off-site highway works. Contributions to provide improved public transport services to the development from the anticipated employee catchment area.	4.0	EA5	Hinton	<u>Adjacent tidal basin, Sharpness Dock*</u> Obligations: Provisions: Contributions to off-site highway works. Contributions to provide improved public transport services to the development from the anticipated employee catchment area.	4.0	
		EA6	Hinton	<u>Bridge Road, Sharpness Dock*</u> Obligations: Contributions to off-site highway works. Contributions to provide improved public transport services to the development from the anticipated employee catchment area.	3.4	EA6	Hinton	<u>Bridge Road, Sharpness Dock*</u> Obligations: Provisions: Contributions to off-site highway works. Contributions to provide improved public transport services to the development from the anticipated employee catchment area.	3.4	
		EA7	Kingswood	<u>Charfield Road, Kingswood*</u>	0.3	EA7	Kingswood	<u>Charfield Road, Kingswood*</u>	0.3	

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		EA8	Kingswood	<u>Renishaws, Wotton-under-Edge*</u> Obligations: Contributions to off-site highway works including public transport, pedestrian and cycle links to nearby settlements and urban areas. Provision of public playing fields.	13.0	EA8	Kingswood	<u>Renishaws, Wotton-under-Edge*</u> Obligations: Provisions: Contributions to off-site highway works including public transport, pedestrian and cycle links to nearby settlements and urban areas. Provision of public playing fields.	13.0**	
		EA9	Stonehouse	<u>North of Stroudwater Industrial Estate</u> Obligations: Contributions to off-site highway works including public transport, pedestrian and cycle links to Stonehouse and Stroud. Contributions towards the re-opening of Stonehouse (Bristol line) railway station. Protection of woodland and amenity areas	15.7	EA9	Stonehouse	<u>North of Stroudwater Industrial Estate</u> Obligations: Provisions: Contributions to off-site highway works including public transport, pedestrian and cycle links to Stonehouse and Stroud. Contributions towards the re-opening of Stonehouse (Bristol line) railway station. Protection of woodland and amenity areas.	15.7	
		EA10	Stonehouse	<u>Stroudwater Business Park, Phase 1</u> Obligations: Contributions to off-site highway works including public transport, pedestrian and cycle links to Stonehouse and Stroud. Contributions towards the re-opening of Stonehouse (Bristol line) railway station.	4.0	EA10	Stonehouse	<u>Stroudwater Business Park, Phase 1</u> Obligations: Provisions: Contributions to off-site highway works including public transport, pedestrian and cycle links to Stonehouse and Stroud. Contributions towards the re-opening of Stonehouse (Bristol line) railway station.	4.0 1.5	

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		EA11	Stonehouse	<u>Land adj ABB/Kent, Oldends Lane</u> Obligations: Contributions to off-site highway works including public pedestrian and cycle links to Stonehouse and Stroud Contribution towards the re-opening of Stonehouse (Bristol line) railway station	1.4	EA11	Stonehouse	<u>Land adj ABB/Kent, Oldends Lane</u> Obligations: Provisions: Contributions to off-site highway works including public pedestrian and cycle links to Stonehouse and Stroud. Contributions towards the re-opening of Stonehouse (Bristol line) railway station.	1.4	
		EA12	Thrupp	<u>Adj Ham Mills, Thrupp*</u> Obligations: Contributions to off-site highway works and pedestrian and bus stop facilities	0.6	EA12	Thrupp	<u>Adj Ham Mills, Thrupp*</u> Obligations: Provisions: Contributions to off-site highway works and pedestrian and bus stop facilities.	0.6	
				TOTAL	71.4			TOTAL	71.4 70.9**	
				*These sites may have archaeological significance and may require an archaeological evaluation at least before planning applications are determined. Prospective developers are advised to contact the County Archaeologist at an early stage in the formulation of their proposals.				*These sites may have archaeological significance and may require an archaeological evaluation at least before planning applications are determined. Prospective developers are advised to contact the County Archaeologist at an early stage in the formulation of their proposals. **Includes site with planning permission		
PRO034	4.9.1	Investment by businesses within established industrial sites is supported in principle. However, in the case of industrial uses within non-industrial areas it may be appropriate to restrict further growth or consolidation of the use in order to prevent degradation of the surrounding environment. Employment proposals, for example, that give rise to unacceptable loss of amenity to adjacent or nearby residential properties or have an				Investment by businesses within established industrial sites is supported in principle. However, in the case of industrial uses within non-industrial areas it may be appropriate to restrict further growth or consolidation of the use in order to prevent degradation of the surrounding environment. Employment proposals, for example, that give rise to unacceptable loss of amenity to adjacent or nearby residential properties or have an unacceptable impact on				For clarification.

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		unacceptable impact on other sensitive land uses will not be allowed. Such instances are covered by the General Policies of the Plan (G1 to G5). Alternatively, new residential development near existing employment uses should be designed so as not to sterilise employment growth potential.	other sensitive land uses will not be allowed. Such instances are covered by the General Policies of the Plan (G1 to G5). Alternatively, new residential development near existing employment uses should be designed so as not to sterilise employment growth potential within those existing employment sites.	
PRO035	4.9.2	Some of the District's key employment sites are located in the open countryside some distance from the nearest town or village. At first sight, the growth of such an employment use may appear undesirable in terms of the potential impact on the countryside and the potential to attract car based commuters to the site. However, balanced against this there will be occasions where expansion is desirable to improve local employment opportunities. Particularly where out-commuting is a feature of an area it may be desirable to increase the work prospects for the local community.	Some of the District's key employment sites are located at the edge of settlements or beyond them in the open countryside. some distance from the nearest town or village. At first sight, the growth of such an employment use may appear undesirable in terms of the potential impact on the countryside and or the potential to attract car based commuters to the site. However, balanced against this, there will be occasions where the social and economic benefits of an expansion in local employment opportunities outweighs the negative effects of development. expansion is desirable to improve local employment opportunities. Particularly Where out-commuting is a feature of an area it may be desirable to increase the local work prospects for the local community in order to achieve a more self contained community where people have the opportunity to live and work in close proximity, thus reducing overall travel needs.	To acknowledge further issues for consideration in applications for employment expansion beyond settlement boundaries.
PRO036	E4	The extension, by new buildings or increased land area, of existing employment uses within defined settlement boundaries or key employment sites will be permitted provided all of the following criteria are met: <ol style="list-style-type: none"> 1. the development would not appear as an intrusion into open countryside; 2. the site is capable of satisfactorily accommodating the proposed development in terms of layout, access, parking, landscaping or any other requirement of the development; and 3. the development is appropriate in scale to the locality. 	The extension, by new buildings or increased land area, of existing employment uses within or adjacent to defined settlement boundaries or key employment sites will be permitted provided all of the following criteria are met: <ol style="list-style-type: none"> 1. the development would not appear as an intrusion into open countryside; 2. the site is capable of satisfactorily accommodating the proposed development in terms of layout, access, parking, landscaping or any other requirement of the development; and 3. the development is appropriate in scale to the locality. 	To make allowance for extension of existing businesses beyond settlement boundaries in appropriate circumstances.

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PRO037	4.10.2a	Policy E5A makes allowances for the expansion of existing employment uses in the open countryside to assist with the provision of rural employment opportunities. Proposals will only be acceptable as a last resort in circumstances where no other suitable sites exist in more sustainable locations. Also, they must be appropriate to the locality in terms of their scale and not create unacceptable impacts on the community they service, for example in terms of traffic generation or visual impact.	Policy E5A makes allowances for the expansion of existing employment uses in the open countryside to assist with the provision of rural employment opportunities. Proposals will only be acceptable as a last resort in circumstances where no other suitable sites exist in more sustainable locations. If a business is forced to operate from two or more sites through operation of this policy, the merits of this will be a matter for resolution through discussion and negotiation. The needs of the business will be taken into account and weighed against other planning considerations. Also, they Proposals must also be appropriate to the locality in terms of their scale and not create unacceptable impacts on the community they service, for example in terms of traffic generation or visual impact.	To acknowledge that the needs of business require consideration.
PRO038	4.12.5	Accommodation for tourists to the District exists in a wide range of hotels, guesthouses, bed and breakfast and self-catering accommodation. The Council is supportive of these establishments and will normally look favourably on extensions to them provided that they are compatible with their surroundings. New tourist accommodation will be supported provided that it meets the criteria of Policy E7A. In addition, some tourist accommodation may be provided by the re-use of redundant buildings in the countryside. This aspect is covered by Policy B15 which allows, among other things, limited redevelopment opportunities for small-scale tourist accommodation outside of settlements.	Accommodation for tourists to the District exists in a wide range of hotels, guesthouses, bed and breakfast and self-catering accommodation. The Council is supportive of these establishments and will normally look favourably on extensions to them provided that they are compatible with their surroundings. New tourist accommodation will be supported provided that it meets the criteria of Policy E7A. In addition, some tourist accommodation may be provided by the re-use of redundant buildings in the countryside. This aspect is covered by Policy B15 which allows, among other things, limited redevelopment opportunities for small-scale tourist accommodation outside of settlements.	To accord with PPG7
PRO039	4.12.7	A need has been identified for the provision of new small scale camping/caravan sites in the District. It is envisaged that these would accommodate up to 10 pitches on a site in line with the Council's current Tourism Strategy. They would provide a longer-stay base for visitors to the attractions of the Severn Vale and the Cotswolds and support the 'in transit' needs of holidaymakers heading to the South West. The Council is happy for this demand to be met provided that the	A need has been identified for the provision of new small scale camping/caravan sites in the District. It is envisaged that these would accommodate up to 10 pitches on a site in line with the Council's current Tourism Strategy. They would provide a longer-stay base for visitors to the attractions of the Severn Vale and the Cotswolds and support the 'in transit' needs of holidaymakers heading to the South West. The Council is happy for this demand to be met provided that the local environment and community	To support changes to policy E9A.

Stroud District Local Plan – Proposed Changes (June 2001)

PRO Ref.	Policy Proposal Para. No.	Revised Deposit Local Plan	Proposed Changes	Reason for Change
		local environment and community are protected from any adverse effects in providing a new site. Proposed sites must also be easily accessible from the primary road network and preferably avoid the need to enter into or pass through existing settlements. Proposals for static caravans will be treated as new residential accommodation in the countryside and will be considered against the relevant policies in the Housing chapter.	are protected from any adverse effects in providing a new site. Proposed sites must also be easily accessible from the primary road network and preferably avoid the need to enter into or pass through existing settlements. Proposals for residential static caravans will be treated as new residential accommodation in the countryside and will be considered against the relevant policies in the Housing chapter.	
PRO040	E9A	<p>Proposals for small scale sites for touring caravans and camping in the countryside will be permitted provided that all the following criteria are met:</p> <ol style="list-style-type: none"> 1. they have good access to the principal road network and local services; 2. they are well screened from vantage points, highways and residential development and can be acceptably assimilated into the local environment; 3. adequate landscaping is provided within and around the site boundaries. <p>Static caravan sites will not be acceptable outside the defined settlements.</p>	<p>Proposals for small scale sites for touring caravans and camping in the countryside will be permitted provided that all the following criteria are met:</p> <ol style="list-style-type: none"> 1. they have good access to the principal road network and local services; 2. they are well screened from vantage points, highways and residential development and can be acceptably assimilated into the local environment; 3. adequate landscaping is provided within and around the site boundaries. <p>Static residential caravan sites will not be acceptable outside the defined settlements.</p>	To enable provision of small scale static holiday caravan sites in appropriate circumstances.