

Topic paper: Industry, commerce and tourism

Industry, commerce and tourism considerations

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Industry, commerce and tourism

Should policies not apply to that part of the neighbourhood area that is within the Peak District National Park.?

New commercial development

New B-class commercial development will be supported within existing employment areas subject to the following criteria:

- the scale and nature of the proposals would not have significant harmful impacts on the amenities of adjoining activities; and
- the scale and nature of the proposals would not have an unacceptable impact on existing commercial activity on adjacent land, including agricultural activity; and
- the proposal would not have unacceptable impacts on the local road network, particularly in respect of the volume of HGV traffic.

Developments will be required to provide travel assessments and/or travel plans in line with the Local Plan Policy ST1.

PROTECTION OF EXISTING COMMERCIAL PREMISES OR LAND

There will be a strong presumption against the loss of commercial premises (A-class or B-class) or land which provides employment or future potential employment opportunities.

Applications for a change of use to an activity that does not provide employment opportunities will only be permitted if it can be demonstrated that: the commercial premises or land in question has not been in active use for at least 12 months; and the commercial premises or land in question has no potential for either reoccupation or redevelopment for employment generating uses and as demonstrated through the results both of a full valuation report and a marketing campaign lasting for a continuous period of at least six months. **Question: should this be longer?**

HIGH SPEED BROADBAND

On sites allocated for residential development in the Plan all new properties should be served by a superfast broadband (fibre optic) connection. Elsewhere in the Plan area all other new buildings should be served with this standard of connection when available unless it can be demonstrated through consultation with NGA Network providers that this would not be either possible, practical or economically viable. In such circumstances sufficient and suitable ducting should

Supporting Economic Activity

Supporting Businesses in Saddleworth

In addition to site allocations in the Oldham Local Plan, proposals will be supported which result in the creation or sustainable expansion of existing and new businesses, particularly those defined as micro (sole traders or those with fewer than ten employees) or small (ten to fifty employees).

Such proposals will be supported where the following all apply:

1. The site is located outside the Green Belt or the development is acceptable in terms of national Green Belt policy;
2. The proposal supports new business investment or the expansion of an existing business;
3. The site can be connected to the existing highway network and will not result in severe adverse traffic impacts on surrounding roads;
4. The site is large enough to accommodate car parking, including EV charging points (or other renewable technology), service areas and landscaped areas appropriate to the scale of the business;
5. The proposals recognise the overall aim to reduce carbon emissions through sustainable design and promoting access by walking, cycling and public transport.

Business development which involves the sensitive conversion or redevelopment of existing buildings or makes use of a previously developed site will be particularly encouraged.

Supporting Homeworking

Proposals which promote the role of home-working within the economy will be supported. These include, where planning permission is required, improvements to broadband and telecommunications infrastructure and extensions to existing residential dwellings which are subsidiary to the main dwelling, subject to other policies in the NDP, relevant Oldham Local Plan Policies, and national planning policies.

Development proposals should incorporate suitable infrastructure to support integrated communication technologies as part of the initial design process.

Encouraging Tourist and Visitor Facilities

Proposals that contribute to and strengthen the visitor and tourist economy of Holme Valley will be supported. These include the creation of new accommodation and tourism facilities through the conversion of existing buildings or associated with existing attractions and new development, where proposals are acceptable having regard to other local and national policies.

All proposals must demonstrate how they meet the following specific criteria:

1. The site is located outside the Green Belt or the development is acceptable in terms of national Green Belt policy.

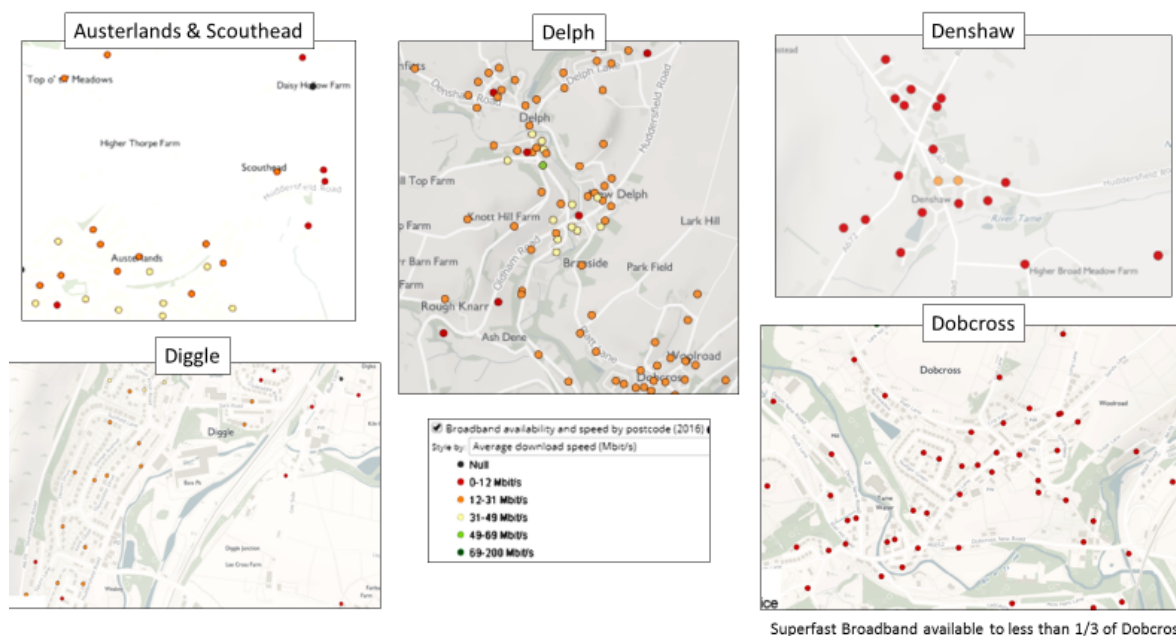
2. Development for new and of existing caravan, chalet, camping, cabin or lodge style developments, or other visitor accommodation, may be supported where they:

- a) Contribute to improving the offer to tourists;
- b) Are appropriately screened;
- c) Provide adequate car parking spaces;
- d) Are accessible to people with disabilities;
- e) Do not generate traffic movements of a scale and type likely to have severe adverse impact on highway safety and efficiency; and
- f) Mitigate any adverse impact on the capacity of road, sewerage or other infrastructure.
- g) Appropriate to the landscape character

Recommendation: the Parish Council will look to support transport planning across the borough and wider region which is developed that recognises of the lack of public transport infrastructure across the Parish, and provides opportunities for better connectivity for people travelling outside Saddleworth for work.

SADDLEWORTH NORTH BROADBAND

Broadband speeds in Saddleshworth North are slow; superfast broadband is only available to less than a third of Saddleshworth.



Saddleshworth North Broadband Speeds

Similar analysis is required for Saddleshworth South and Saddleshworth West.

People living in rural areas struggle to receive fast broadband, some are unable to receive broadband at all, while others suffer with speeds of less than 2Mbps. Internet use in rural areas is frustrating and fails to support a sustainable economy.

Copper wires that are used to carry standard (ADSL) broadband slow internet connections down the further they travel from the telephone exchange to households. The further a house is from an exchange, the slower the broadband is.

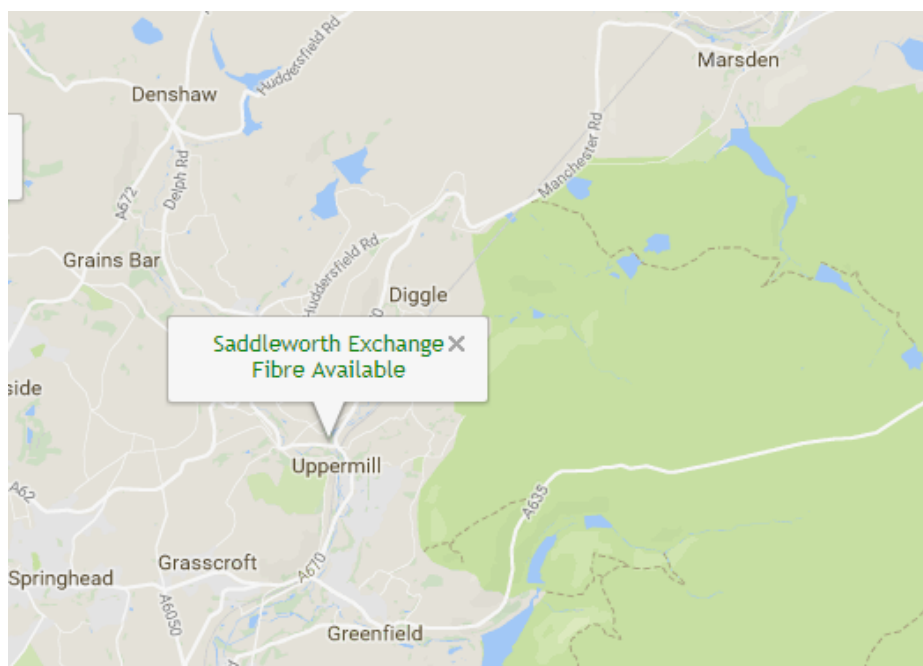
This is not so much of a problem in urban areas where exchanges serve so many properties as homes tend not to be far from the nearest one, but in remote rural areas some homes are several miles from their local exchange. As a result, broadband speed tests have revealed very slow speeds.

BT is currently replacing copper cables with fibre optic cables, which can deliver speeds up to 50 times faster than standard broadband in some areas.

In 2011 the government set up the Broadband Delivery UK (BDUK) project, with the aim of bringing superfast broadband to 95% of the country by 2017. Superfast broadband is defined as an internet connection of 24Mbps or above.

Ordinarily fibre broadband is sent through fibre optic cable to a street cabinet that then connects to your home via copper cabling. This technology is termed "Fibre To The Cabinet (FTTC)". Premises that are close to an exchange (generally under 500m) which have 'Exchange Only' lines are not connected to a fibre broadband cabinet but are directly connected to the exchange via old copper cables and thus cannot get fibre broadband.

Fibre broadband is available to homes within a 5-mile radius of Saddleworth. Exchanges in the area, which are owned and maintained by Openreach, have been fibre broadband enabled. Consequently, broadband providers who are reliant on Openreach's broadband network infrastructure (BT, Plusnet, Sky, TalkTalk, etc.) will be able to provide fibre broadband to homes within a 5-mile radius of Saddleworth.



Saddleworth Fibre Exchange

However, some households may still not be able to enjoy fibre broadband even if the local exchange is fibre broadband enabled. There are several reasons this might happen, namely:

- If a line is too far from the local street cabinet.
- If a local street cabinet is unsuitable for fibre optic cables.
- If BT hasn't yet got the local council's planning permission to do the work at a street cabinet needed to upgrade to fibre broadband.

A successful and sustainable economy in a rural area needs an efficient and effective broadband service.