

PETITIONERS' PANEL Agenda

Date Wednesday 26 November 2025

Time 1.00 pm

Venue J R Clynes Second Floor Room 2 - The JR Clynes Building

Notes

1. DECLARATIONS OF INTEREST- If a Member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Alex Bougatef or Constitutional Services at least 24 hours in advance of the meeting.
2. CONTACT OFFICER for this agenda is Constitutional Services or email constitutional.services@oldham.gov.uk
3. FILMING - The Council, members of the public and the press may record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

Please note that anyone using recording equipment both audio and visual will not be permitted to leave the equipment in the room where a private meeting is held.

Recording and reporting the Council's meetings is subject to the law including the law of defamation, the Human Rights Act, the Data Protection Act and the law on public order offences.

Please also note the Public attendance Protocol on the Council's Website

https://www.oldham.gov.uk/homepage/1449/attending_council_meetings

MEMBERSHIP OF THE PETITIONERS' PANEL

Councillors Shuttleworth (Chair), Davis (Vice-Chair), Kenyon, Chowhan and Hughes

Item No

1 Apologies for Absence

2 Declarations of Interest

To Receive Declarations of Interest in any Contract or matter to be discussed at

the meeting.

3 Urgent Business

Urgent business, if any, introduced by the Chair

4 Panel Procedure (Pages 3 - 4)

5 Lower Frenches Drive, Greenfield (Pages 5 - 44)

Procedure at the Panel Meeting

The representatives of the petitioner group should remain seated at all times during the meeting, until the nominated spokesperson(s) is/ are invited to speak by the Chair.

The representatives (up to three as stated above) who address the meeting will be limited to ten minutes in total to present their case to the meeting including any Summing Up.

Once the representatives have addressed the meeting, the Councillors sitting on the Panel will be invited to put questions to the petitioner representatives.

Appropriate Councillors /relevant Ward Members) and/ or officers of the Council (including the officer presenting the report) will then have the opportunity to address the Panel and maybe asked questions by members of the Panel. Each officer or Member so addressing the Panel will be limited to five minutes.

Finally, the lead representative for the petitioners will be invited to sum up but may only speak for the balance remaining (if any) of the ten minutes allocated as above. Following conclusion of their presentation, the petitioners will be asked to return to the public seating area of the meeting room and may not take any further part in the meeting and the Panel's considerations.

The Panel may exercise discretion to agree to extend the time available to any person or persons addressing the Panel if it considers it appropriate to do so. Following consideration of the matter before it, the Panel shall decide what further action it considers appropriate. This may be:

- (1) to make recommendations to the relevant Executive Director.
- (2) to decide that no further action is required.

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Delegated Decision Report

Decision below £250k

Subject:	Proposed Prohibition of Waiting – Lower Frenches Drive, Greenfield
Decision maker: Senior Officer	Director of Environment, Nasir Dad
Decision maker: Cabinet Member	Don't Trash Oldham, Councillor C Goodwin
Decision date:	
Report author:	Andy Cowell
Ward (s):	Saddleworth South

Reason for decision

To consider the introduction of prohibition of waiting restrictions on Lower Frenches Drive, Greenfield.

Recommendation(s)

It is recommended that prohibition of waiting restrictions be introduced in accordance with the plan and schedule at the end of this report.

Background

Lower Frenches Drive is a residential cul-de-sac located in Greenfield. It extends from Chew Valley Road Road in a general south westerly direction for a distance of approximately 250 metres. There are no existing restrictions in place and parking takes place from the junction of Chew Valley Road to a point mid-way along the road. All properties have off street parking facilities but the parked vehicles affect access and egress to and from the cul-de-sac, access along the street for wider vehicles such as refuse wagons and access along the footway for pedestrians.

Several residents have contacted the Council to request action to be taken to address the issues with this obstructive parking. Its proximity to the railway station reportedly creates a demand for on-street parking in this area as this is one of the closest highways to the station.

Officers have visited the site and witnessed vehicles parking along both sides of the road. This reduces the available carriageway width to a single lane, resulting in motorists having to reverse back to allow any opposing traffic to pass. The parking near to the junction affects safe access and egress and the vehicles also obstruct two dropped crossings and the footway itself. Officers therefore fully support the introduction of restrictions to address these issues. The proposal includes a length of single yellow line restricted to Mon-Fri 9am-1pm. This will prevent commuters parking all day whilst allowing residents and their visitors to park for the majority of the time.

It is proposed to promote new prohibition of waiting restrictions on Lower Frenches Drive, Greenfield as detailed on plan 47/A3/1738/1.

If approved, the proposal would improve safety and access along Lower Frenches Drive.

Alternative option(s) to be considered *(please give the reason(s) for recommendation(s))*

Option 1: To approve the recommendation

Option 2: Not to approve the recommendation

Consultation *(include any conflict of interest declared by relevant Cabinet Member consulted)*

The Ward Members have been consulted and <>

G.M.P. View - The Chief Constable has been consulted and <>

T.f.G.M. View - The Director General has been consulted and <>

G.M. Fire Service View - The County Fire Officer has been consulted and

<supports this proposal.>

<has no comment on this proposal.>

<has no objection to this proposal.>

N.W. Ambulance Service View - The County Ambulance Officer has been consulted and

<supports this proposal.>

<has no comment on this proposal.>

<has no objection to this proposal.>

Risks

<>

Implications

Financial	The cost of introducing the Order is show below:-	
	Advertisement of Order	1200
	Introduction of Road Markings	500
	TOTAL	1700
	Annual Maintenance Cost	170
Legal	<Alan Evans>	
Equality impact including implications for Children and Young People	None	
Co-operative	<Policy Team>	

Schedule

Drawing Number 47/A3/1738/1

Add to the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003

Part I Schedule 1

Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Lower Frenches Drive, Greenfield</u> (Both sides) From its junction with Chew Valley Road for a distance of 20 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Lower Frenches Drive, Greenfield</u> (South east side) From a point 20 metres south west of its junction with Chew Valley Road for a distance of 160 metres in a general south westerly direction	Mon-Fri 9am - 1pm	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Lower Frenches Drive, Greenfield</u> (North west side) From a point 68 metres south west of its junction with Chew Valley Road for a distance of 62 metres in a general south westerly direction	Mon-Fri 9am - 1pm	A, B1, B2, B3, B4, C, E, F, J, K5	

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes / No
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Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes / No
Are any of the recommendations within this report contrary to the Policy Framework of the Council?	Yes / No

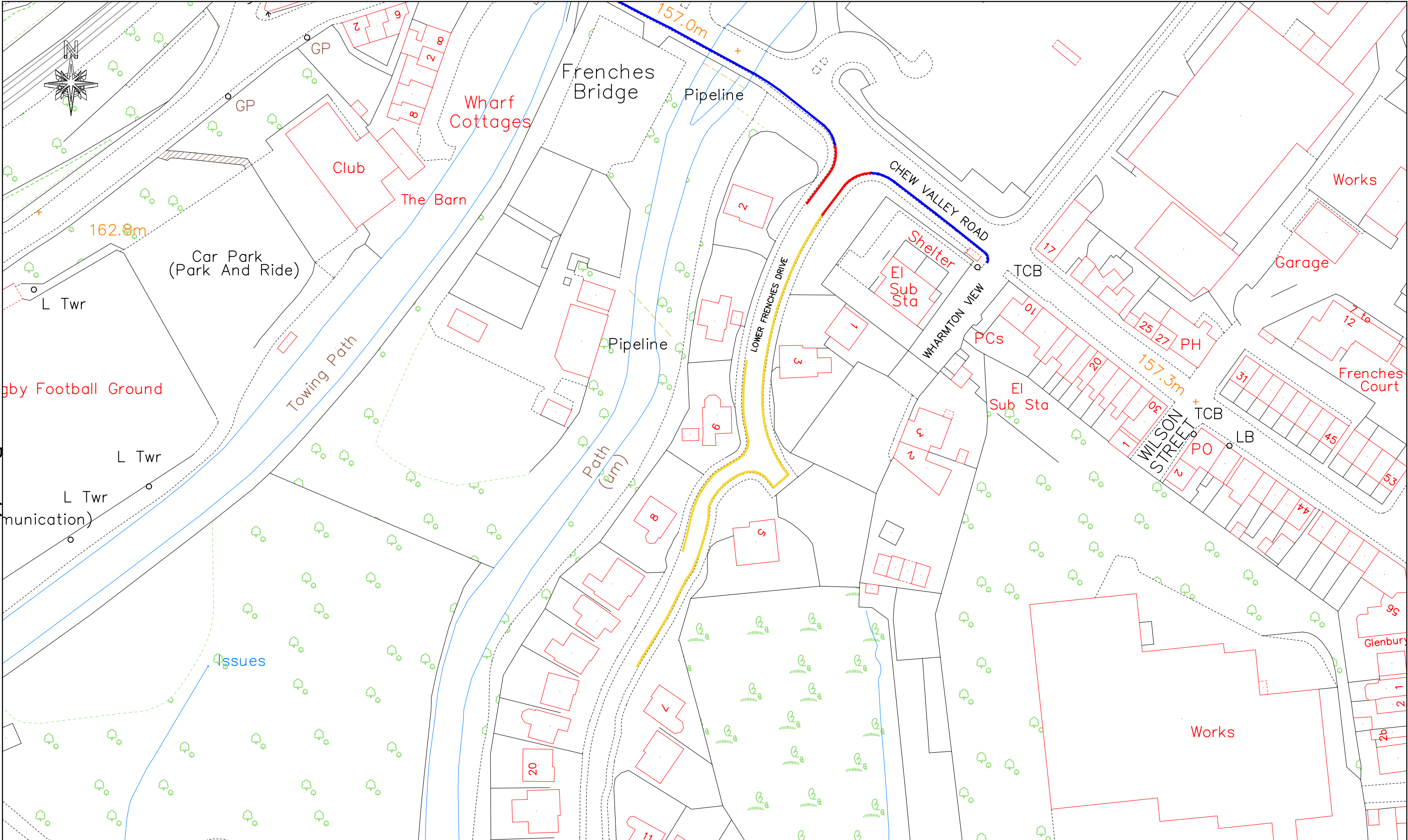
Background Papers under Section 100D of the Local Government Act 1972

Report author sign-off	Andy Cowell
Role	Traffic Engineer
Date of sign-off	

Approval	
Officer approval sign-off	
Role	
Date of sign-off	

Approval	
Member(s) approval sign-off	
Role	
Date of sign-off	

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ORDNANCE SURVEY LICENCE INFORMATION:
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KEY

Existing No Waiting At Any Time

Proposed No Waiting At Any Time

Proposed No Waiting Monday to Friday, 9am - 1pm

Rev	Revision details	By	Chk	App	Date



Oldham
Council

HIGHWAYS & ENGINEERING
Henshaw House, Cheapside, Oldham OL1 1NY

Client	OMBC		
Project	TM3-1150		
Drawn by	AC	Date	Purpose of issue
Checked by	SR	Date	Scale at A3 size
Approved by	AS	Date	1:1000

Title	Proposed Traffic Regulation Order Lower Frenches Drive, Greenfield	
Drawing No.	47/A3/1738/1	Rev.

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PETITION

For the Attention of The Borough Solicitor – Mr. A. Bougatef

Dear Sir,

Please find a petition undersigned by those resident of Lower Frenches Drive, Greenfield, Saddleworth a petition for the introduction of a Residents' Parking Scheme.

Lower Frenches Drive, due to its close proximity to the only railway station in the Oldham Borough at Greenfield, experience a problem over a significant period of time within any 24-hour period and over 50% of those resident on Lower Frenches Drive are in favour of a Residents' Parking Scheme.

Regards,

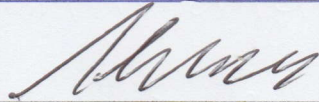
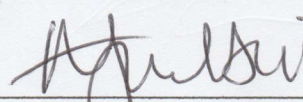

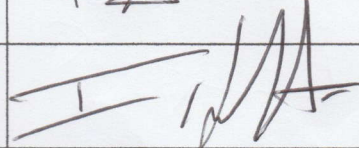
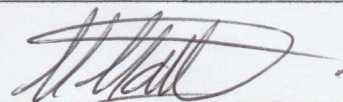
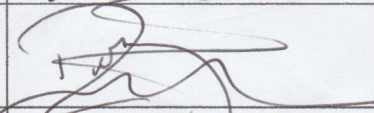


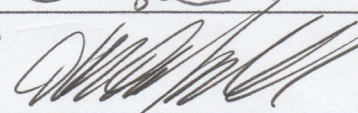
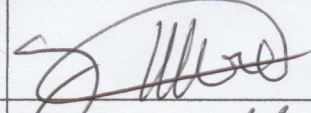
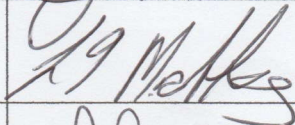
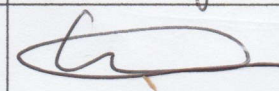
Max Woodvine



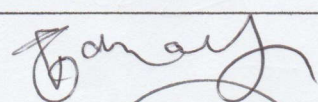
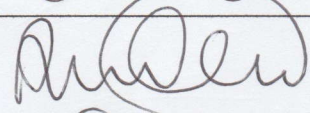
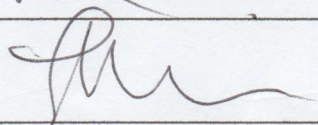
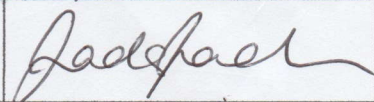
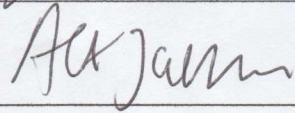
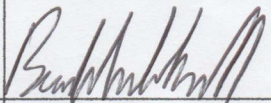
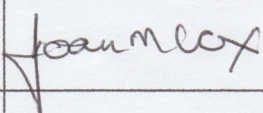
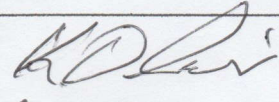
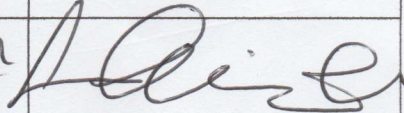
Councillor Max Woodvine

Saddleworth South Ward

NAME	ADDRESS	SIGNATURE
NEILL WOOD	6 LOWER FRENCHES DRIVE OL3 7JD	<i>[Signature]</i>
Gemma Wood	6 Lower Frenches Drive OL3 7JD	<i>[Signature]</i>
PETER KINSON	4 LOWER FRENCHES DRIVE OL3 7JD	<i>[Signature]</i>
Barbara Kinson	4 LOWER FRENCHES DRIVE OL3 7JD.	<i>B. Kinson</i>
ALAN MARSDEN	3 LOWER FRENCHES DRIVE OL3 7JD	<i>[Signature]</i>
Joanne Sheerin	5 Lower Frenches Drive OL3 7JD	<i>Joanne Sheerin</i>
PHILIP SHEERIN	5 LOWER FRENCHES DR OL3 7JD	<i>[Signature]</i>

NAME	ADDRESS	SIGNATURE
MARIAN MORTON	8. Lower Frenches Drive OL3 7JD	m-morton
ALAN MORTON	8. Lower Frenches Drive OL3 7JD	Al Morton.
JOHN OLIVER	7. Lower Frenches Drive. OL3 7JD	John Oliver
George Buckley	28 Lower Frenches Drive OL3 7JD	G Buckley
PHILIP HARLAND	9 LOWER FRENCHES OL3 7JD DRIVE	Phil Harland
JANE HARLAND	9 LOWER FRENCHES OL3 7JD DRIVE	Jane Harland
NICK EVANS	2 LOWER FRENCHES OL3 7JD DRIVE	Nick Evans
SARAH EVANS	2 LOWER FRENCHES OL3 7JD DRIVE	Sarah Evans
LEE EYRE	1 LOWER FRENCHES OL3 7JD DRIVE	Lee Eyre
AMY EYRE	1 LOWER FRENCHES OL3 7JD DRIVE	Amy Eyre
Shcelagh Percival	14 Lower Frenches Drive OL3 7JD	Shcelagh Percival
MARK PERCIVAL	14 Lower Frenches Drive	M Percival
Sophie Percival	14 Lower Frenches OL3 7JD Drive	Sophie Percival
Emily Percival	14 Lower Frenches Drive OL3 7JD.	Emily Percival
Denise Auonky	11 Lower Frenches Drive OL3 7JD	Denise Auonky

NAME	ADDRESS	SIGNATURE
Dave Allorby	11 Lower Frenches Drive OL3 7JD	
Chris Jankowski	15 Lower Frenches Drive	C. Jankowski
ANDREA JANKOWSKI	15 LOWER FRENCHES DR.	
Tom Mortimer	17 Lower Frenches Drive	
IAN HOWARTH	32 LOWER FRENCHES DRIVE	
HARREL Howarth	32 Lower Frenches Dr	
Richard Mortimer	17 Lower Frenches Drive OL3 7JD	
Shallagh Cheshire	10 Lower Frenches Dr. OL3 7JD	
COLIN CHESHIRE	10 LOWER FRENCHES DRIVE GREENFIELD OL3 7JD	
DAVID MARK DALZELL	16 LOWER FRENCHES DRIVE, GREENFIELD OL3 7JD	
JACKIE DALZELL	16, LOWER FRENCHES DRIVE GREENFIELD OL3 7JD	Jackie Dalzell
GLYN MATTHEWS	20 LOWER FR DR OL3 7JD	
L.A. MATTHEWS	1.	
P Beuf	26 Lower Fr Drive OL3 7JD	P Beuf
N. STOKER	18 LOWER FRENCHES DRIVE	

NAME	ADDRESS	SIGNATURE
R. Stoker	18 Lower Frenches Drive.	
M. STOKER	18 Lower Frenches Drive.	
P. EDMONDSON	12 Lower Frenches Drive	
AMELHOR.	24, Lower FRENCHES.	
T. Mayhall	30 Lower frenches	
J. JACKSON	36 LOWER FRENCHES	
A. Jackson	" "	
G. Whitehead	34 Lower Frenches Drive	GW
B. Whitehead	34 Lower Frenches Drive	
Joan COX	22 Lower french Drive	
SUE OLIVER	14 HERBLOCK DR.	Jusan M Oliver
K. OLIVER	14 HERBLOCK DRIVE	
LEE OLIVER	14 HERBLOCK DRIVE	

For the attention of The Borough Solicitor - Mr. A. Bougatef

Residents parking scheme petition

- Lower Frenches Drive, Greenfield, Oldham -

Supporting criteria

August, 2025

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Introduction

This document provides the supporting criteria for the petition for a residents parking scheme on Lower Frenches Drive, in Greenfield, Oldham.

Lower Frenches Drive is a quiet residential road, and, in many areas, only wide enough for a single vehicle to pass. It was not designed to handle high traffic volumes or large numbers of cars parked on the roadside.

Over the past two years, Lower Frenches Drive has seen a sharp rise in non-resident parking, with commuters and local workers regularly leaving vehicles for extended periods.

What began as a small number of cars parking near the Chew Valley Road entrance of Lower Frenches Drive, has now grown into a high volume of vehicles parked on all days during the working week and often at weekends, with parking now spreading further down the road, including around and beyond the narrow S-bend.

The road now seems to be regarded as an acceptable long-stay parking area, and in addition to what is believed to be commuters and local workers, residents from other parts of the village are now regularly leaving their cars there on a permanent basis, too.

All of this reinforces the perception that Lower Frenches Drive has become a convenient place for non-residents to leave or park their vehicles for extended periods, despite the road being unsuitable for this type of use.

As such, the situation is now causing daily disruption and safety risks. The road is often effectively reduced to a single lane, pavements and walkways are blocked, visibility is poor on bends due to parked cars, and a recent example of a bin lorry being unable to access Lower Frenches Drive due to a double parked vehicle also raises concerns for potential emergency access, should it be needed.

Unique geographic characteristics

Lower Frenches Drive has several unique geographic characteristics that exacerbate ongoing parking challenges and, as a residential cul-de-sac, the residents feel it warrants special consideration when evaluating suitable parking solutions.

The factors detailed in this document - and illustrated in [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#) - are supported by photographic evidence and, where relevant, external reputable data sources. Together, they demonstrate the ongoing parking pressures and the significant impact that both the current situation and planned new developments are having on residents.

As such, the attached petition has been signed by 100% of all residents over the age of 18, highlighting both the widespread frustration with the current situation and the strong collective support for introducing a dedicated residents' parking scheme.

This petition also carries the support and endorsement of Max Woodvine, councillor for Saddleworth South Ward and Leader of the Conservatives on Oldham Council.

The criteria for supporting special consideration in relation to a resident permit parking scheme are:

1. Proximity to Greenfield Train Station

Greenfield Station is the only railway station in Saddleworth and lies on the main Manchester line. It therefore serves commuters from all surrounding villages travelling into Central Manchester westwards and Leeds and Huddersfield eastwards on a daily basis.

Data from railwaydata.co.uk shows the station serves an average of 699 passengers daily, and in 2023/2024, it recorded approximately 255,244 entries and exits, ranking 1,194th out of 2,581 stations in Great Britain ([source](#)).

Despite the high volume of commuter traffic, Greenfield Station provides only TEN designated parking spaces for daily commuters - nine standard visitor parking spots and one parking spot for disabled users (there is also one 'staff' parking spot).



Greenfield Station, Greenfield - showing limited designed train station parking.

Due to the station's insufficient parking capacity, the primary overflow roads within 200 meters of the train station are Shaw Hall Bank Road, Chapel Road, and Lower Frenches Drive.

Shaw Hall Bank Road and Chapel Road are both non-residential in the areas immediately surrounding the station, whereas Lower Frenches Drive is a fully occupied residential cul-de-sac, with 26 detached properties.



Shaw Hall Bank Road, Greenfield, facing towards Greenfield Station - showing daily train station parking (right of the image).



Chapel Road, Greenfield, facing towards Greenfield Station - showing daily train station parking (left of the image).



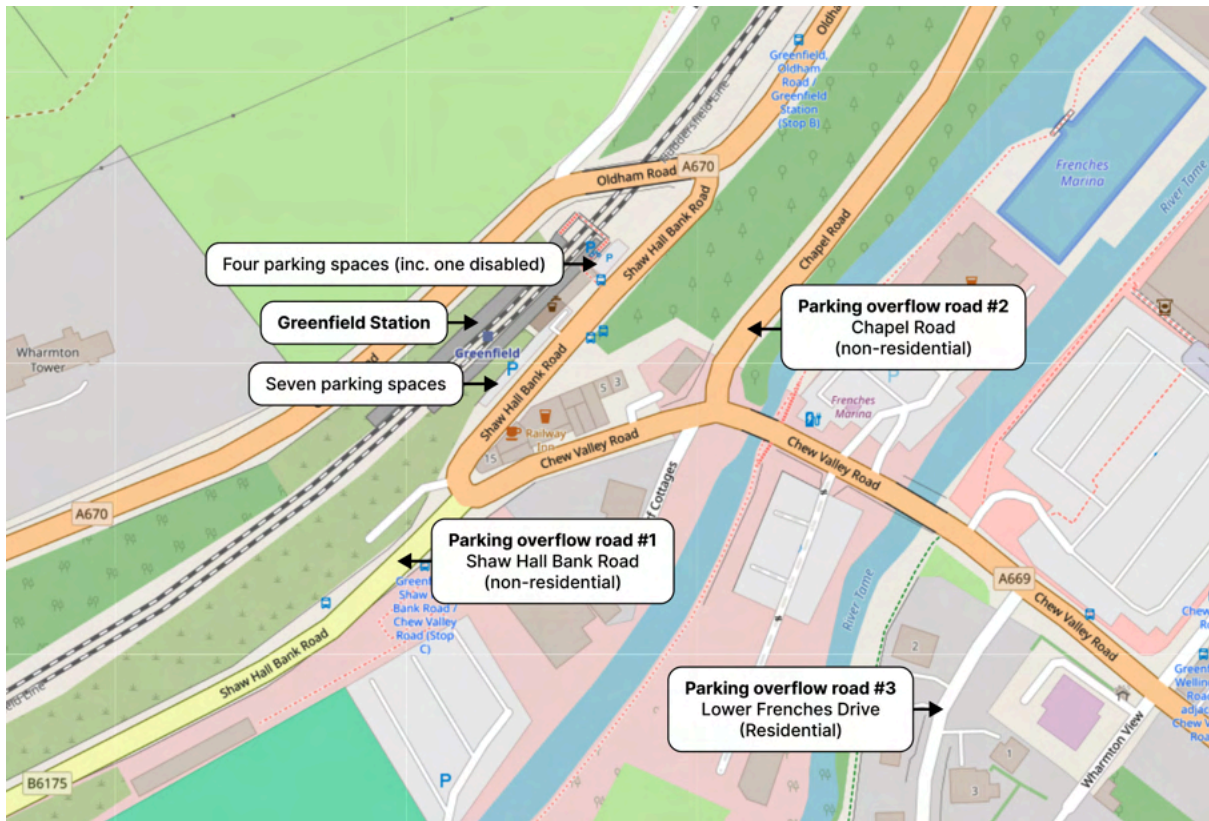
Lower Frenches Drive, Greenfield - showing daily train station (and local business employee) parking - also showing double-parked vehicle(s).

Due to spaces on Shaw Hall Bank Road and Chapel Road having no pay-to-park facilities, the available spaces fill to their maximum rapidly each day. As such, Lower Frenches Drive - the only other road within 200 metres of Greenfield Station - consequently absorbs the full impact of all parking overflow on a daily basis.

Commuters are frequently observed walking to the station and leaving vehicles for extended periods. Certain owners of vehicles are frequent parkers consistently occupying the same spots each morning and evening, effectively using the street as their regular go-to for station parking, presumably without checking the availability of space in the designated car park, such is the limited availability.

Additionally, certain vehicles are often left on Lower Frenches Drive for 3–5 days at a time, suggesting they are being used for long-stay parking while the owners are away traveling.

This consistently leads to double-parking, vehicles parked on bends, vehicles blocking pavements, and vehicles parked over and/or blocking dropped-curbs.



Greenfield Station parking spaces, and surrounded parking ‘overflow’ roads.

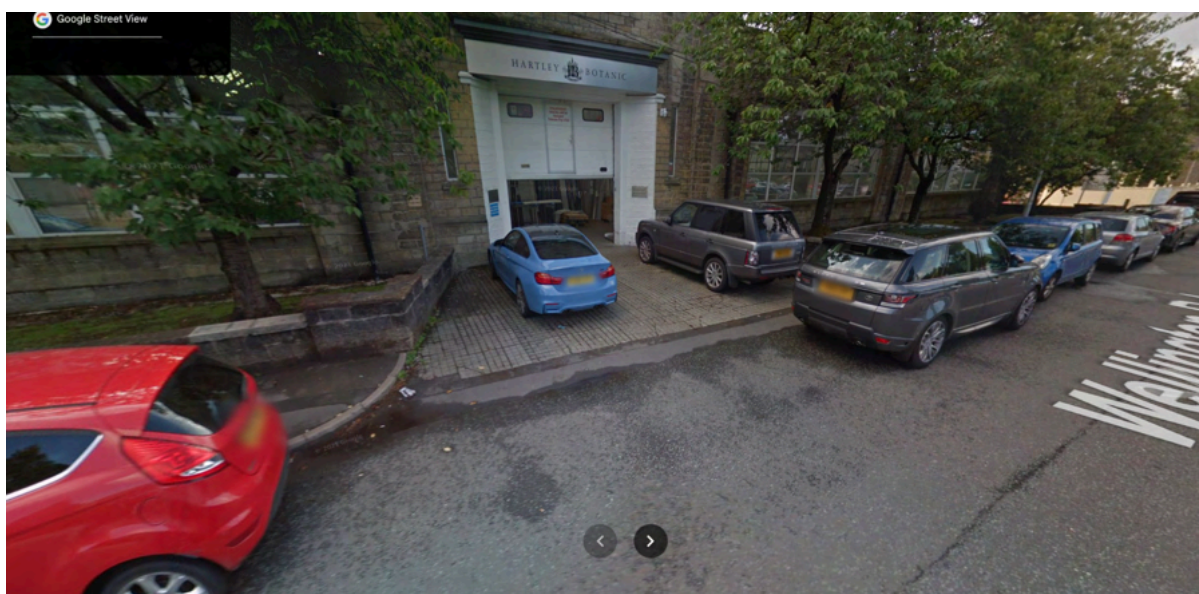
2. Proximity to local businesses - specifically Hartley Botanical

In addition to its proximity to Greenfield Station, Lower Frenches Drive is also impacted by its proximity to Hartley Botanic, a greenhouse manufacturer located on Wellington Road (see [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#)).

Demand for Hartley Botanic's products surged during COVID-19 as more people focused on home gardening (and this elevated demand has continued), leading to increased staff numbers being employed to cope with the extra demand. Hartley Botanic's own website highlights this 'spike in demand', coinciding with when residents began noticing employee vehicles regularly parked on the road ([source](#)).

Online sources estimate that, at the date of this petition, Hartley Botanic employs around 120 people ([source](#)).

With no employee parking facilities at Hartley Botanic, staff park directly outside the premises or on surrounding roads, with Lower Frenches Drive being the closest and most convenient - again, Lower Frenches Drive now absorbs the full impact of this parking overflow on a daily basis. As a consequence, employees working various shifts routinely leave vehicles for extended periods, and the proof being that workers in Hartley Botanic uniforms are seen daily.



Hartley Botanic, Wellington Road, Greenfield - showing some employee parked cars on Wellington Road (a non-residential road).

Management at Hartley Botanics have been contacted and recognise the problem, and we understand that they have requested staff be more considerate, however employees reportedly responded they see it as their legal right to park on public roads. Consequently, the problem persists, leaving Hartley Botanic's management with no desire or ability to intervene.

As with - and in addition to - train-station commuters, this consistently leads to double-parking, vehicles parked on bends, vehicles blocking pavements, and vehicles parked over and/or blocking dropped-curbs.

3. Proximity to approved redevelopment of Greenfield Mill



Greenfield Mill, current (left) and artist's impression of completed development (right).

In 2022, planning approval was granted to redevelop the derelict mill next to the Greenfield Tesco superstore into 38 apartments ([source](#)).

The submitted plans included just one parking space per apartment: 20 located in basement parking and 18 in an above-ground residents' car park. This means households with more than one vehicle (such as professional couples) will need to find alternative parking elsewhere for one or more of their vehicles. With Tesco now enforcing a 2 hour parking limit, the need to park elsewhere on local / surrounding roads will be the only option.

Furthermore, in 2024, The Saddleworth Independent reported that additional planning permission had been granted to add two further residential floors to the development - a move that (notably) was not supported by the conservation officer due to heritage concerns. This addition obviously increases the number of available apartments and therefore residents, but, despite this increase in residents, the number of allocated parking spaces has remained fixed at 38 ([source](#)).

Given Lower Frenches Drive's close proximity to the development (see [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#)), it is inevitable that it will become the site of extended stay/overnight non-resident parking. As the road is now, effectively, viewed as a public parking area - with vehicles parked nose-to-tail daily - the current unacceptable situation will become exacerbated with Lower Frenches Drive bearing the full impact of non-resident parking overflow. This leads to a massive, visible, loss of amenity which is not reflected in the high Council Tax banding the houses of Lower Frenches Drive fall into.

4. Proximity to newly announced Saddleworth Marina pop-up market

In July 2025, it was announced that Saddleworth Marina will now host a monthly pop-up market ([source](#)). Saddleworth Marina is directly opposite, just meters from Lower Frenches Drive (see [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#)).

While these events provide clear social benefits to the community, there appears to have been limited or no adequate consideration given to parking management. Both The Kingfisher Pub and Restaurant, and Tesco Superstore - the two adjacent properties with large car parks - have implemented enforced time-restricted parking policies that require customer parking validation.

As a result, and given its proximity, the first of these markets on Sunday 3 August (10am–4pm) led to a significant increase in non-resident parking on Lower Frenches Drive throughout the day. This added to the existing weekday parking pressures the road already experiences. Photos taken on 3 August 2025 are attached below for reference. Please note how vehicles are parked at the edge of the junction with a main road and covering dropped-curbs, while also parking over the pavement - requiring pedestrians with pushchairs or wheelchairs to go into the road in order to pass.

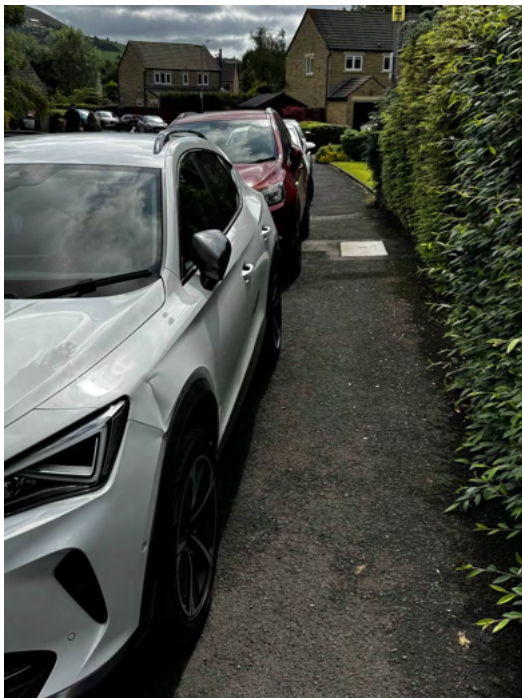
As the only residential street within a 100-metre radius of the marina, Lower Frenches Drive is - again - uniquely positioned to bear the full impact of any parking overflow associated with this event. Attendance at the first market demonstrated clearly the event is going to become a popular fixture.



Saddleworth Marina Markets, Greenfield. Sunday 3 August, 2025.



Lower Frenches Drive, Greenfield. Sunday 3 August, 2025.



Lower Frenches Drive, Greenfield. Sunday 3 August, 2025.

5. Proximity to Tesco Greenfield Superstore



Tesco Superstore, Greenfield (situated opposite Lower Frenches Drive).

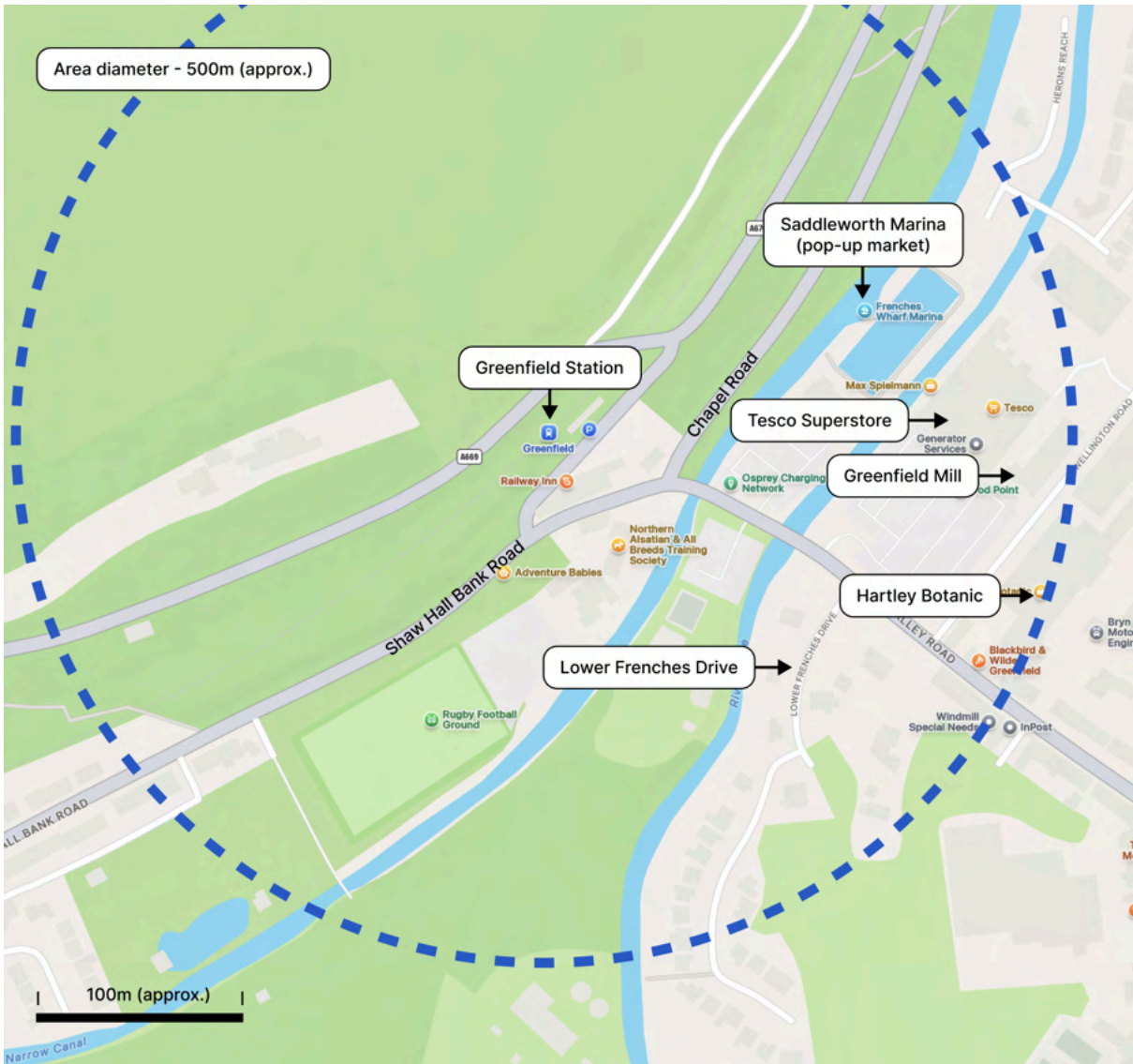
In addition to Hartley Botanic and The Marina pop-up market, Lower Frenches Drive is also directly adjacent to the Tesco Greenfield Superstore (see [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#)).

Tesco has its own customer car park, but its location contributes to the parking issues on Lower Frenches Drive in two key ways:

1. Within the past 12 months, Tesco has begun rigidly enforcing a CCTV 2-hour parking limit - with offending vehicles receiving tickets and a £70 fine. As a result of this, long-term commuters and local workers who previously used the Tesco car park, free of restriction, have now sought the nearest alternative - Lower Frenches Drive.
2. Tesco staff are also frequently observed parking on Lower Frenches Drive, possibly preferring the quieter and safer environment of a residential road over a busy superstore car park.

Both factors further incentivise parking elsewhere and increase pressure on the nearest available parking along Lower Frenches Drive.

Figure 1 : Lower Frenches Drive and surrounding high-traffic areas



Lower Frenches Drive and surrounding high-traffic areas

Oldham Council's current proposal – time-restricted parking

So far, the only proposal Oldham Council has indicated they are willing to support is the introduction of a weekday, time-specific parking restriction through a single yellow line scheme.

Under this approach, parking along the entire length of the road - for residents and visitors - would be prohibited Monday to Friday between 7am and 11am. The aim is to deter commuters and local business workers at the beginning of the working day, while allowing parking for residents and visitors later in the day, afternoons, and evenings.

Understandably, residents have raised significant concerns about its suitability:

1. Limited effectiveness – the scheme only addresses early-morning parking and does not resolve issues outside the restricted hours. For example, Hartley Botanic staff work shifts around the clock.
2. Impact on residents and their guests – during restricted times, residents would be unable to park on their own road, and visitors would have no provision to park - causing disruption to everyday routines.
3. Tradespeople and service access – while exemptions for loading and deliveries are proposed, they do not offer practical support for tradespeople or other essential services that may need to park for extended periods for servicing and / or emergencies - during restricted hours.

Given these limitations, residents believe that this scheme does not provide a workable, practical, or fair long-term solution.

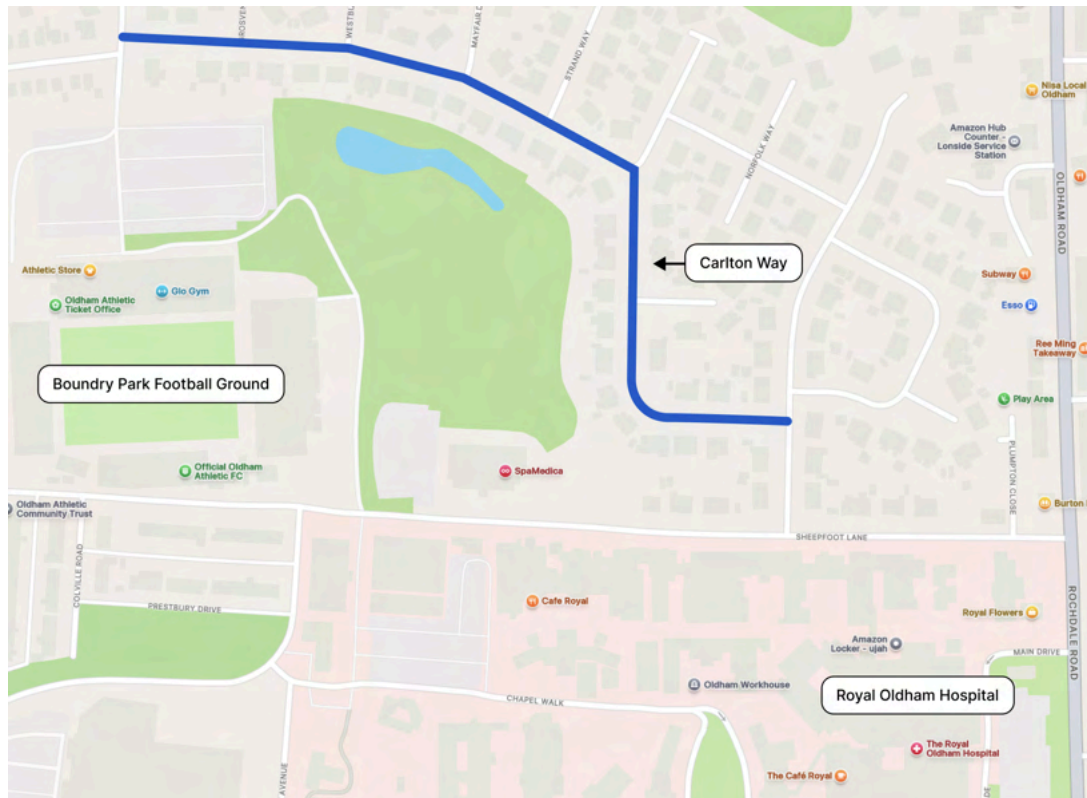
Instead, we are requesting - with the support of a petition signed by 100% of Lower Frenches Drive residents - that Oldham Council formally consider a residents' parking permit scheme, as this approach is already used successfully in nearby areas facing similar commuter parking pressures.

Parallel example to support submission

In previous discussions with the Oldham Council, we have been advised that Lower Frenches Drive would not qualify for a residents' parking scheme on the basis that more than 50% of properties have driveways. Ironically, the presence of driveways at houses means that the serving road was never designed to provide or support high-volume on-road parking, and as such, the road is very narrow in comparison to Shaw Hall Bank Road and Chapel Road - both of which are non-residential main roads in the areas immediately surrounding the Railway Station and other high-traffic locations / events.

We would argue that, as noted above, the presence of driveways in fact makes the road inherently unsuitable for high-volume on-street parking. This type of parking not only creates obstacles and inconvenience for residents, but also causes a genuine safety hazard.

In addition, there is a clear precedent demonstrating that the presence of driveways alone should not (and did not) prevent the approval of a residents' parking scheme. Carlton Way in Royton, Oldham, was granted such a scheme despite all 62 properties on the road having driveways.



Carlton Way, Royton, Oldham.

This decision was based on the street's close proximity to Royal Oldham Hospital and Boundary Park Football Ground, both of which are high-traffic areas, and caused persistent and disruptive non-resident parking.

The information regarding Carlton Way has been verified by a resident of Lower Frenches Drive whose parents live on Carlton Way. They have confirmed both the existence of the residents' parking scheme there and that it was granted due to persistent non-resident parking linked to nearby high-traffic sites, achieved through a petition and special consideration from the council. Supporting evidence of a resident parking permit for Carlton Way is included below:



Resident permit, Carlton Way, Royton, Oldham.

We also understand that the residents' parking scheme in this area extends to several surrounding roads, including Hilbre Avenue, Palace Gardens, Downham Close, Carlton Way, Grosvenor Way, Westbury Way, Mayfair Drive, Strand Way, Berkeley Drive, Dorchester Drive, and Cumberland Drive.

Based on satellite imagery from Google Maps, it appears that most - if not all - properties on these surrounding roads also have driveways.

As with Carlton Way and the surrounding roads, the presence of driveways on Lower Frenches Drive does not reduce the wider impact of non-resident vehicles occupying on-street parking, which continues to cause access issues, disruption, and safety hazards.

There are clear and compelling parallels between Carlton Way and Lower Frenches Drive; Lower Frenches Drive is similarly located adjacent to multiple high-traffic locations - including Greenfield Station, Hartley Botanic, Tesco, the Greenfield Mill redevelopment, and Saddleworth Marina - all of which either currently generate significant parking pressures or are expected to add to the problem in the near future.

Additionally, we have documented (and previously presented to Oldham Council) repeated instances of non-resident parking causing disruption and safety concerns on Lower Frenches Drive, and also reported these on multiple occasions to Saddleworth Police.

Photographic records to support this are provided in Appendix 1 of this submission.

We therefore respectfully request that, in light of the evidence presented and the accompanying residents' petition, the council favourably consider this application and, acknowledging the exceptional circumstances currently affecting Lower Frenches Drive and its residents, grant the residents of Lower Frenches Drive a Residents' Parking Scheme.

Summary and conclusion

Lower Frenches Drive faces a unique and ongoing parking challenge due to its proximity to several high-demand locations and developments. As the only residential road within close walking distance of each of these areas, it regularly absorbs significant commuter parking overflow which is going to deteriorate as demand for non-resident parking increases.

Taken together, these factors represent an unacceptable and unfair loss of amenity and value and potential for obstruction and accidents. The situation places exceptional and ongoing strain on parking availability for Lower Frenches Drive residents. With no other residential streets nearby to share this overflow, Lower Frenches Drive uniquely bears the full impact of these pressures daily.

This has led to regular disruption and safety risks: the road is often reduced to a single lane, pavements are blocked, visibility is compromised on bends and junctions, and a recent incident where a refuse collection lorry was unable to access Lower Frenches Drive highlighted potential risks to access for emergency vehicles.

In addition to the local factors detailed in this submission, there is also a clear supporting precedent for granting a residents' parking scheme under similar circumstances. Carlton Way in Royton, Oldham, was approved for such a scheme despite every property having a driveway, due to persistent non-resident parking caused by nearby high-traffic destinations.

Implementing a residents' parking scheme is therefore considered a necessary and practical solution to safeguard residents' quality of life, maintain road safety, and ensure reliable and consistent access for those living on Lower Frenches Drive.

The attached petition has been signed by every resident aged 18 and over from all 26 properties on Lower Frenches Drive, showing **full and unanimous support** for introducing a residents' parking permit scheme, and illustrating the frustration felt by all residents of Lower Frenches Drive.

For clarity, Lower Frenches Drive has no odd-numbered properties beyond house number 17 and does not include a house number 13, which is why these numbers do not appear on the petition.

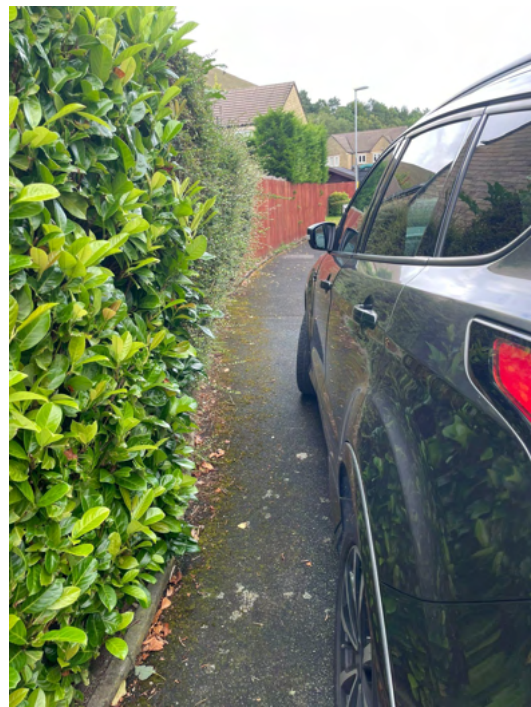
The proposal and submitted petition also has the full backing of Max Woodvine, councillor for Saddleworth South Ward and Leader of the Conservatives on Oldham Council.

Therefore, we would respectfully submit that implementing a residents' parking scheme is a necessary, proportionate and practical solution to protect the amenity value of the properties on the estate, restore the residents' quality of life, and maintain road safety and access for emergency vehicles.

Appendix A. Supporting evidence and photography













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