

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).



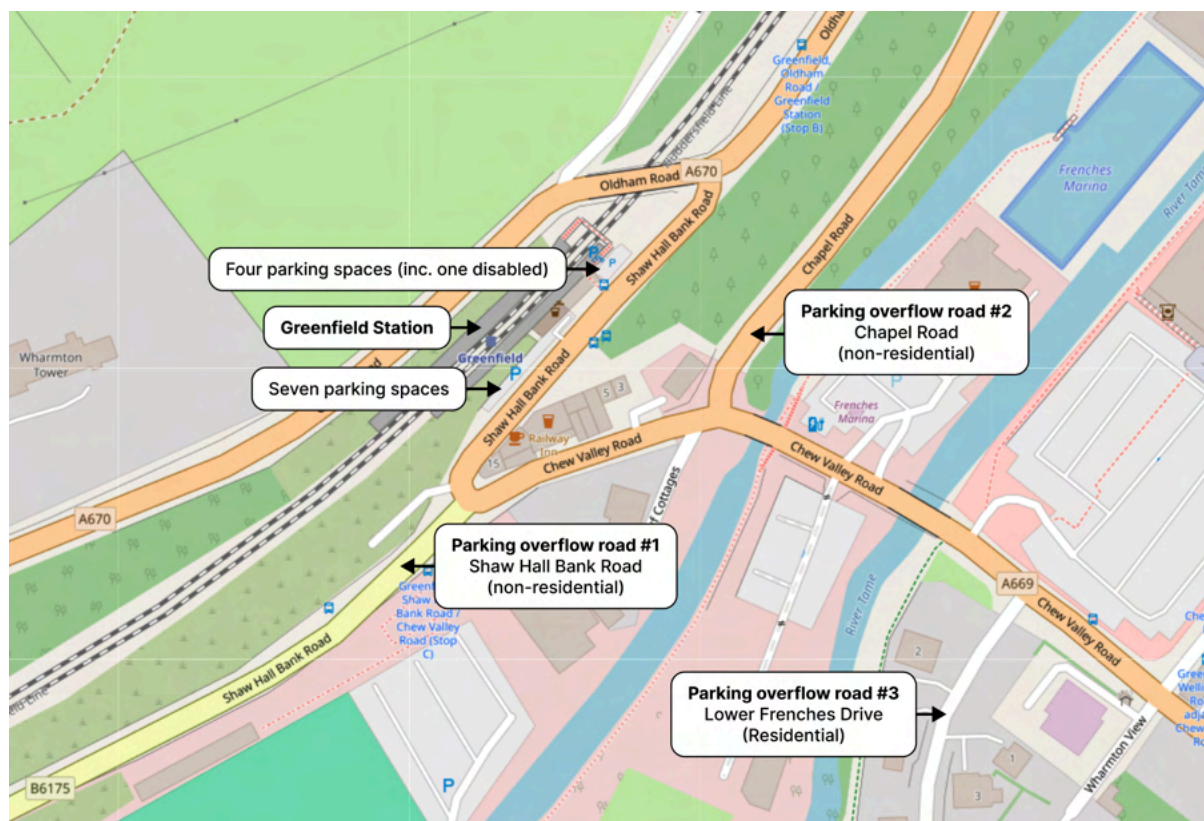
Lower Frenches Drive, Greenfield - showing daily train station (and local business employee) parking - also showing double-parked vehicle(s).

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.

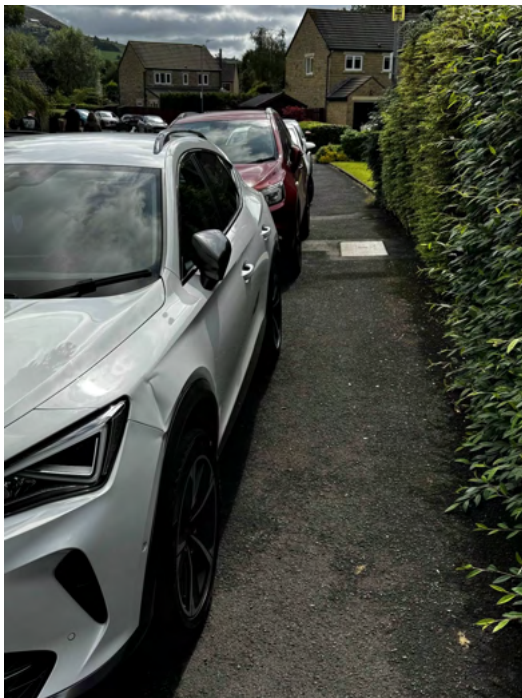
As the only residential street within a 100-metre radius of the marina, Lower Frenches Drive is - again - uniquely positioned to bear the full impact of any parking overflow associated with this event. Attendance at the first market demonstrated clearly the event is going to become a popular fixture.



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).

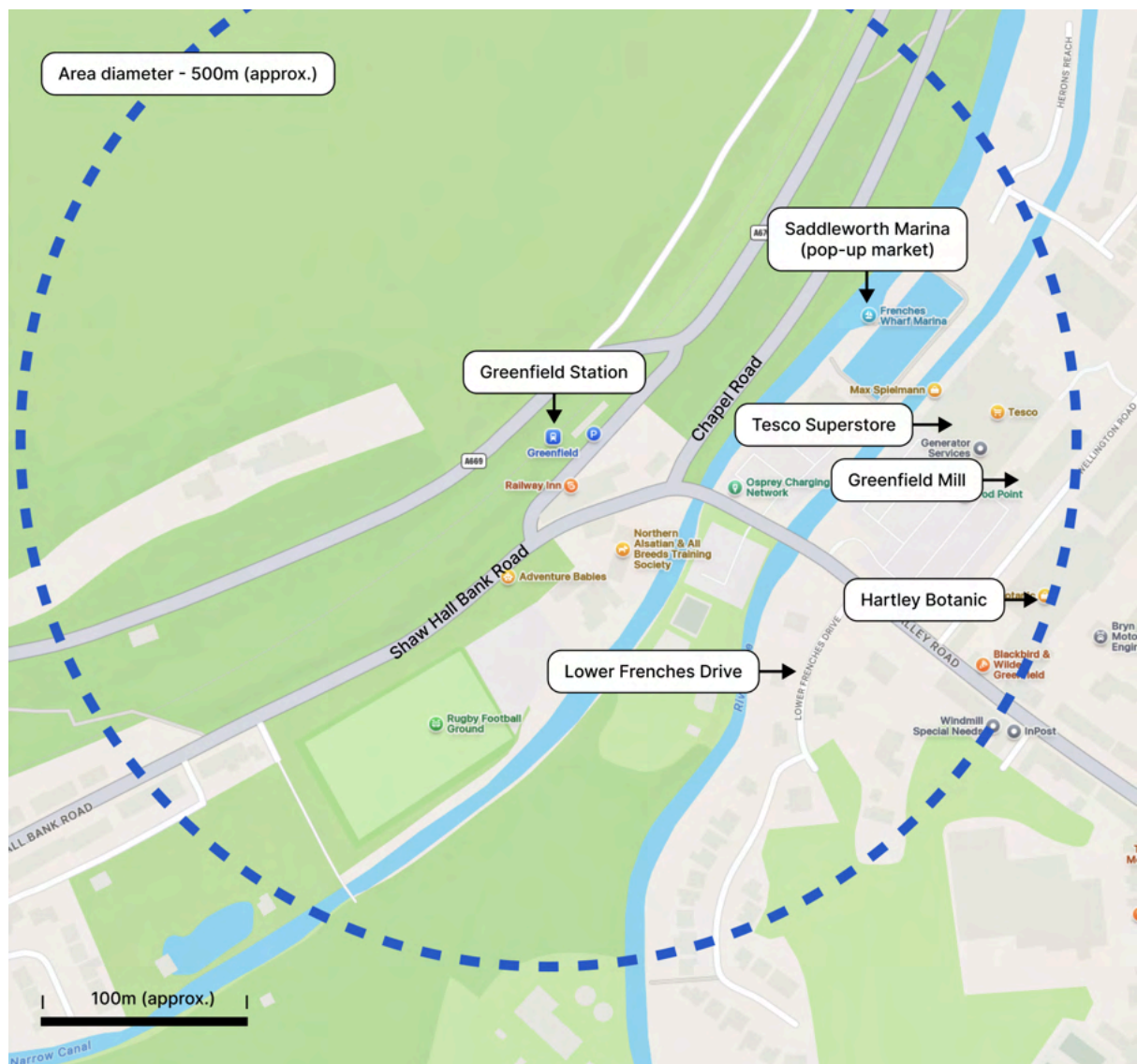
In addition to Hartley Botanic and The Marina pop-up market, Lower Frenches Drive is also directly adjacent to the Tesco Greenfield Superstore (see [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#)).

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.

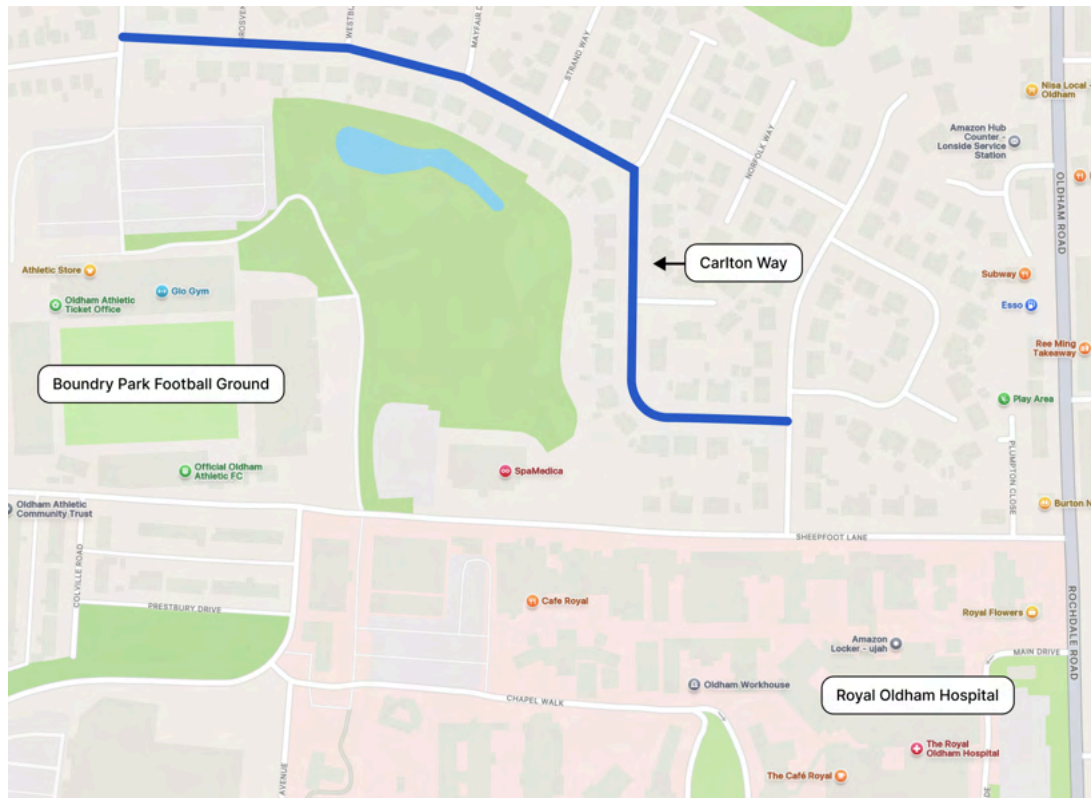
Instead, we are requesting - with the support of a petition signed by 100% of Lower Frenches Drive residents - that Oldham Council formally consider a residents' parking permit scheme, as this approach is already used successfully in nearby areas facing similar commuter parking pressures.

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





