

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

SOUTH OXFORDSHIRE & VALE OF THE WHITE HORSE DISTRICTS: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of new Disabled Persons Parking Places on: Swinburne Road, Abingdon; Aston Street, Aston Tirrold; Colwell Road, Berinsfield; Dibley's, Blewbury; Winter's Field, Crowmarsh Gifford; Champion Hall Drive, Didcot; Manor Close, Drayton; Coulings Close, East Hendred; Ludbridge Close, East Hendred; Boucher Close, Grove; Hawksworth Close, Grove; St. Ives Road, Grove; Bell Street, Henley on Thames; Wilson Avenue, Henley on Thames; Poplar Grove, Kennington; Littleworth Road, Littleworth; Duke of York Avenue (No.7), Milton; Priest Close, Nettlebed; Foxborough Road, Radley; Allnatt Avenue, Wallingford; Orchard Way, Wantage; Stockham Park, Wantage, as advertised.**
- (b) Approve the removal of Disabled Persons Parking Places on: Northcourt Road, Abingdon; Swinburn Road, Abingdon; Boucher Close, Grove; Park Road, Henley on Thames; Lea Road, Sonning Common; Peppard Road, Sonning Common; Churchill Crescent, Thame; Park Street, Thame (outside No.26); Newbury Street, Wantage; Manor Road, Whitchurch on Thames, as advertised.**
- (c) Approve the relocation of Disabled Persons Parking Place on: Luker Avenue, Henley on Thames, as advertised.**
- (d) Approve the formalisation of Disabled Persons Parking Place on: Hawksworth Close, Grove, as advertised.**
- (e) Not approve the Disabled Persons Parking Places on:; Duke of York Avenue (outside No. 5), Milton; Sunningwell Road, Sunningwell (St. Leonards Church), as advertised.**
- (f) Not approve the removal of the Disabled Persons Parking Place on Berkeley Road, Thame, and Park Street outside No.34, Thame.**

Executive Summary

2. This report presents objections received during the course of the statutory consultation on the proposals to remove, amend and introduce new 'Disabled Persons Parking Places' (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts.
3. The proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annexes 1 to 33** provide plans of the locations for which objections have been received or concerns raised.
4. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

Corporate Policies and Priorities

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1,2 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
 - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's revenue budget.

Comments checked by:
Matt Kocak – Finance Business Partnering Manager
Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
8. The scheme has been promoted by the Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Nicole Olavesen – Solicitor (Regulatory)
Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Traffic & Road Safety' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

9. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals, with the provision of Disabled Persons Parking Places assisting those with a mobility impairment.

Sustainability Implications

10. The proposals are being put forward to help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Risk Management

11. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

12. Formal consultation was carried out between 19 November 2025 and 19 December 2025. A notice was published in the Oxfordshire Herald Series newspaper and the Henley Standard, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, access & disabled peoples user groups, Councillors, and the relevant local County Councillors.
13. Letters were sent to approx. 600 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
14. During the course of the formal consultation, 157 responses were received, and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Abingdon	Northcourt Road (removal)	1		
	Swinburne Road	4	3	3
	Swinburne Road (removal No.13)			
Aston Tirrold	Aston Street		1	2
Berinsfield	Colwell Road	1		
Blewbury	Dibleys	2		
Crowmarsh Gifford	Winters Field	2		
Didcot	Campion Hall Drive		3	
Drayton (Abingdon)	Manor Close	4	6	1
East Hendred	Coulings Close	1	5	1
East Hendred	Ludbridge Close	4	4	1
Grove	Boucher Close (removal)	4		
	Hawksworth Close	1	3	
	Hawksworth Close (formalisation)			
	St. Ives Road		1	
Henley on Thames	Bell Street	1	6	
	Luker Avenue (relocation)	8		
	Park Road (removal)	3	2	
	Wilson Avenue			1
Kennington	Poplar Grove	1		
Littleworth	Littleworth Road	2		
Milton (Abingdon)	Duke of York Avenue (No. 5)	1	5	1
	Duke of York Avenue (No. 7)			
Nettlebed	Priest Close	1	4	2
Radley	Foxborough Road	3	1	
Sonning Common	Lea Road (removal)	5		

	Peppard Road (removal)	1		
Sunningwell	Sunningwell Road	2	7	
Thame	Berkeley Road (removal)		2	
	Churchill Crescent (removal)	2		
	Park Street (removal)	9	3	
Wallingford	Allnatt Avenue	1	4	3
Wantage	Newbury Street	8	1	
	Orchard Way		3	
	Stockham Park			1
Whitchurch on Thames	Manor Road (removal)	3	2	

15. Additionally, Thame Town Council, Thames Valley Police and Oxford Bus Company responded expressing no objection. Cllrs for Benson, Crowmarsh and Henley on Thames responded expressing no objection to those proposals in their areas.
16. The full responses are shown in **Annex 34**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

17. Comments and recommendations are provided in response to the concerns and objections as given in **Annex 34** in respect of each of the proposed sites in the following paragraphs.
18. The eligibility for a Blue Badges is determined by teams at the County Council following thorough assessments, which are separate to the process for Disabled persons parking places applications (DPPPs). If through the DPPP application process evidence is provided that a valid blue badge is being used by the applicant, this is deemed acceptable for the purposes of promoting the introduction of a DPPP.
19. If a member of the public believes that a blue badge is being misused or someone is committing benefit fraud, they should be reporting it to the department for work and pensions (DWP), or the County Council's blue badge team.

Abingdon - Northcourt Road: (proposed removal of a DPPP)

20. One expression of support was received; it is recommended to approve the removal of the disabled parking place.

Abingdon – Swinburne Road: (proposed new DPPP)

21. Three objections, three expressions of concern and four expressions of support was received; concerns were made over the lack of parking in the road and the length of the existing disabled parking place being too long, if another bay were to be installed at the same length it would take up more than two parking places; the new disabled parking place would join the existing disabled parking place, the total length would be approximately 1 metre less than two standard length disabled bays, so should not take up more than two parking places.
22. Given that the applicant already parks in Swinburne Road and that we are removing a disabled parking place further along the road, there would not be a loss of parking, it is recommended to approve the disabled parking place and remove the existing disabled parking place outside No. 13.

Aston Tirrold – Aston Street: (proposed new DPPP)

23. Two objections and one expression of concern was received; concerns were made over parking and that the disabled bay should be within the layby. The disabled parking place will be located within the layby and given that the applicant already tries to park here there would not be a loss of parking, it is recommended to approve the disabled parking place.

Berinsfield – Colwell Road: (proposed new DPPP)

24. One expression of support was received; it is recommended to approve the disabled parking place.

Blewbury – Dibley's: (proposed new DPPP)

25. Two expressions of support were received; it is recommended to approve the disabled parking place.

Crowmarsh – Winter's Field: (proposed new DPPP)

26. Two expressions of support were received; it is recommended to approve the disabled parking place.

Didcot – Champion Hall Drive: (proposed new DPPP)

27. Three objections were received; no comments were expressed; it is recommended to approve the disabled parking place.

Drayton – Manor Close: (proposed new DPPP)

28. Six objections, one expression of concern and four expressions of support was received; concerns were made over locating a disabled parking place in the only turning place in the close, however officers do not have concerns around accessibility and residents are likely to continue to park in this location unless formal restrictions were introduced. Given that the applicant already

tries to park at this location, the disabled parking place could be used by any blue badge holder, it is recommended to approve the disabled parking place.

29.

East Hendred – Coulings Close: *(proposed new DPPP)*

30. Five objections, one expression of concern and one expression of support was received; a disabled parking place would be a private parking place for one individual, taking away further parking places from residents; given that the applicant already tries to park at this location and that a disabled parking place can be used by any blue badge holder, it is recommended to approve the disabled parking place.

East Hendred – Ludbridge Close: *(proposed new DPPP)*

31. Four objections, one expression of concerns and four expressions of support was received; concerns over reduced parking for visitors, the location of the disabled parking place would not serve other blue badge holders; given that the applicant has to park near to their property, this location is the most suitable for them, there would not be a loss of parking places given that the applicant already tries to park at this location, the disabled parking place could be used by any blue badge holder, it is recommended to approve the disabled parking place.

Grove – Boucher Close: *(proposed removal of a DPPP)*

32. Fours expression of support was received; it is recommended to approve the removal of the disabled parking place.

Grove – Hawksworth Close: *(proposed new DPPP and formalisation of a DPPP)*

33. Three objections (one objection to formalisation of DPPP) and one expression of support was received; concerns over lack of parking places in the close, given that the applicants already park in the close there would not be a loss of parking places, it is recommended to approve the formalisation of the informal disabled parking place and approve the new disabled parking place.

Grove – St. Ives Road: *(proposed new DPPP)*

34. One objection was received; there is ample parking in the road and no need for a disabled parking place, it is recommended to approve the disabled parking place to help to ease access for the blue badge holder.

Henley on Thames – Bell Street: *(proposed new DPPP)*

35. Six objections and one expression of support was received; the blue badge holder can park outside their property without any issues; given that the applicant needs to always be able to park near their property, it is recommended to approve the disabled parking place.

Henley on Thames – Luker Avenue: (proposed relocation of a DPPP)

36. Two objections and three expressions of support was received; given that no comments were expressed, it is recommended to approve the relocation of the disabled parking place to outside No. 70.

Henley on Thames – Park Road: (proposed DPPP removal)

37. Eight expressions of support were received; the DPPP is occasionally used, it is recommended to approve the removal of the disabled parking place, if a DPPP is required by a resident living in another location a new application for a DPPP would be considered.

Henley on Thames – Wilson Avenue: (proposed new DPPP)

38. One expression of concern was received; concerns were that two DPPP's would be installed, given that one DPPP is proposed, it is recommended to approve the disabled parking place.

Kennington – Poplar Grove: (proposed new DPPP)

39. One expression of support was received; it is recommended to approve the disabled parking place.

Littleworth – Littleworth Road: (proposed new DPPP)

40. Two expressions of support were received; it is recommended to approve the disabled parking place.

Milton (Abingdon) – Duke of York Avenue: (proposed new DPPP's outside No's 5 & 7)

41. Five objections, one concern and one expression of support was received; concerns were received over lack of parking places, the applicant for the DPPP at No. 5 has withdrawn their application, it is recommended to not approve the disabled parking place outside No. 5; given that the other applicant already tries to park outside No. 7, there would not be a loss of available parking places, it is recommended to approve the disabled parking place at No. 7.

Nettlebed – Priest Close: (proposed new DPPP)

42. Four objections, two expressions of concern and one expression of support was received; a disabled parking place would cause a blind spot, when other vehicles park around it. It is a waste of taxpayers' money. The applicant cannot have mobility issues due to the fact they have a first floor flat; given that vehicles already park in the location where we are proposing a DPPP it should not cause any new visibility issues, it is recommended to approve the disabled parking place.

Radley – Foxborough Road: (proposed new DPPP)

43. One objection and three expressions of support was received; the proposed disabled parking place is in the wrong place, there is already another disabled place in this area, given that the applicant already tries to park at this location, it is recommended to approve the disabled parking place.

Sonning Common – Lea Road: (proposed DPPP removal)

44. Five expressions of support were received; it is recommended to approve the removal of the disabled parking place.

Sonning Common – Peppard Road: (proposed DPPP removal)

45. One expression of support was received; it is recommended to approve the removal of the disabled parking place.

Sunningwell – Sunningwell Road outside St. Leonard's Church: (proposed new DPPP)

46. Seven objections and two expressions of support was received; Feedback received for this proposal stated that is both unnecessary and damaging to the village setting. It is not in keeping and particularly unsuitable outside this Grade II listed building. The bay is unnecessary as there is already a large car park with disabled bays opposite. This would introduce modern visual clutter directly in front of the church gate which is also a focal point for weddings. This proposal wasn't discussed within Sunningwell Parish Council and therefore not approved. The church stands at the heart of one of Oxfordshire's most carefully preserved historic villages. Sunningwell's defining character, free from road markings, signage clutter and excessive modern interventions is precisely what makes it unique. Introducing painted white lines and a metal restriction sign at the church entrance would be nothing short of heritage vandalism.
47. Given the representations received, it is recommended to not approve the proposal to allow for further discussions with the Parish Council.

Thame – Berkeley Road: (proposed DPPP removal)

48. Two objections were received; the DPPP is still required, it is recommended to not approve the removal of the disabled parking place.

Thame – Churchill Crescent: (proposed DPPP removal)

49. Two expressions of support were received; it is recommended to approve the removal of the disabled parking place.

Thame – Park Street: (proposed DPPP removal)

50. Three objections and nine expressions of support was received; one DPPP is still used on a regular basis by visiting blue badge holders, it is recommended

to approve the removal of one of the disabled parking places outside No. 26 and to retain the disabled parking place outside No. 34 which is also a business.

Wallingford – Allnatt Avenue: (proposed new DPPP)

51. Four objections, three expressions of concern and one expression of support was received; introducing a second DPPP could significantly worsen the residents parking situation, could we look at providing a disabled bay near to the garages; we could not provide a DPPP where the garages are because this is non-highway land, we always try to locate a DPPP near to the applicants property, given that the applicant tries to park at this location, it is recommended to approve the disabled parking place.

Wantage – Newbury Street: (proposed DPPP removal)

52. One objection and eight expressions of support was received; no objection comments were logged; it is recommended to approve the removal of the disabled parking place.

Wantage – Orchard Way: (proposed new DPPP)

53. Three objections were received; the demand for parking is already limited, providing a DPPP would have a disproportionate impact on residents who rely entirely on kerbside parking; given that the driver for the applicant already tries to park at this location it is recommended to approve the disabled parking place.

Wantage – Stockham Park: (proposed new DPPP)

54. One expression of concern was received; concerns were over the location of the DPPP, will it be within the fence line of the applicant's property; the DPPP will be located approximately 12 metres from the junction, given that the applicant already parks at this location, it is recommended to approve the disabled parking place.

Whitchurch on Thames – Manor Road: (proposed DPPP removal)

55. Two objections and three expressions of support to the removal was received; the retention of a permanently unused DPPP significantly reduces available parking for residents, the applicant has introduced a driveway at their property, the DPPP is used primarily to drop off and collect, so remains unused for most of the day; given that the applicant has a recently installed off road parking place available to them now, they no longer reach the criteria for a DPPP, it is recommended to approve the removal of the disabled parking place.

Paul Fermer
Director of Environment and Highways

Annex(es):

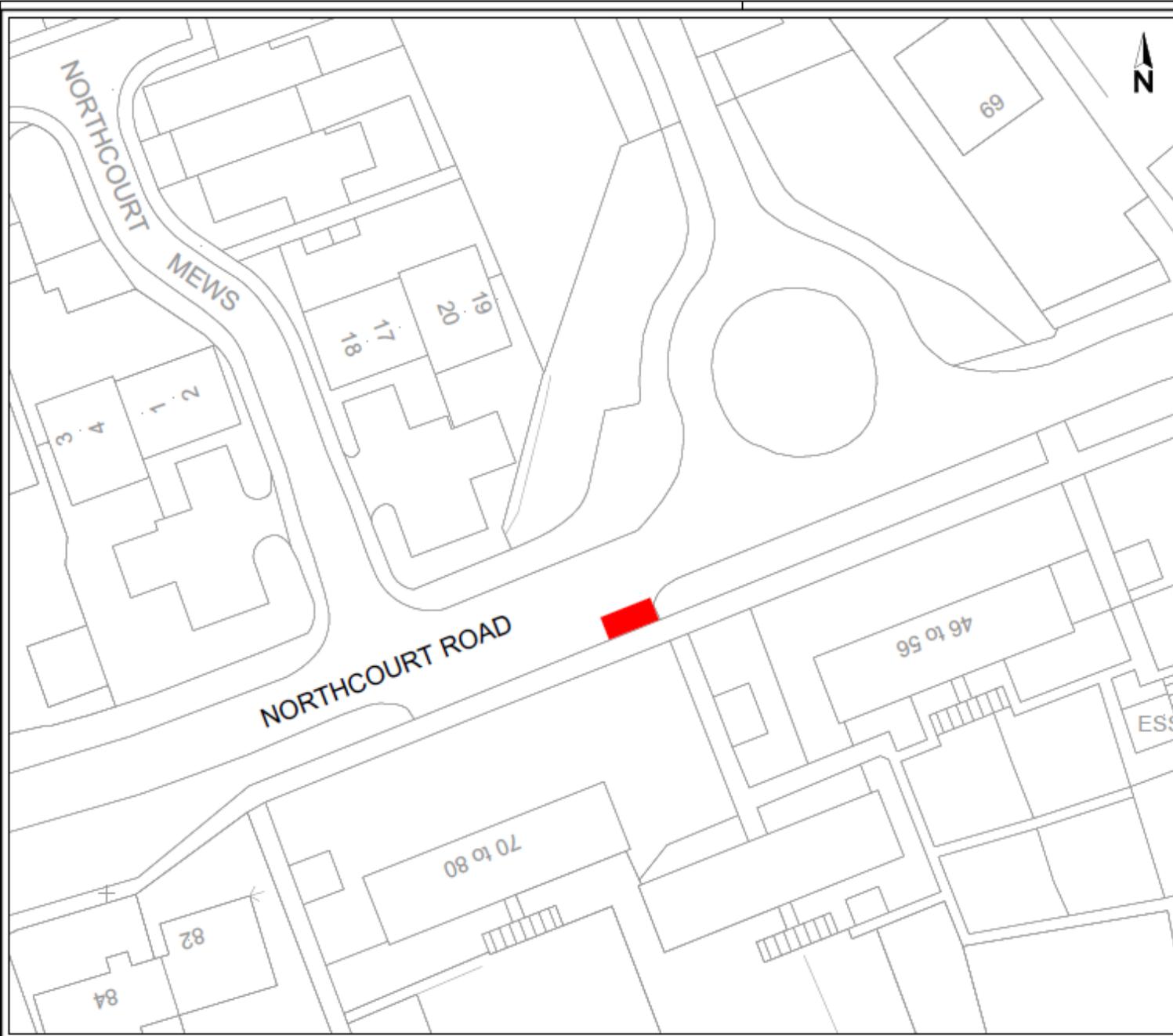
Annexes 1-33: Consultation plans

Annex 34: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): James Whiting (Team Leader - TRO and Schemes)

February 2026



Drawing No. Revision 0

Proposed Removal of a Disabled Persons Parking Place

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Rev	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title:
PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE

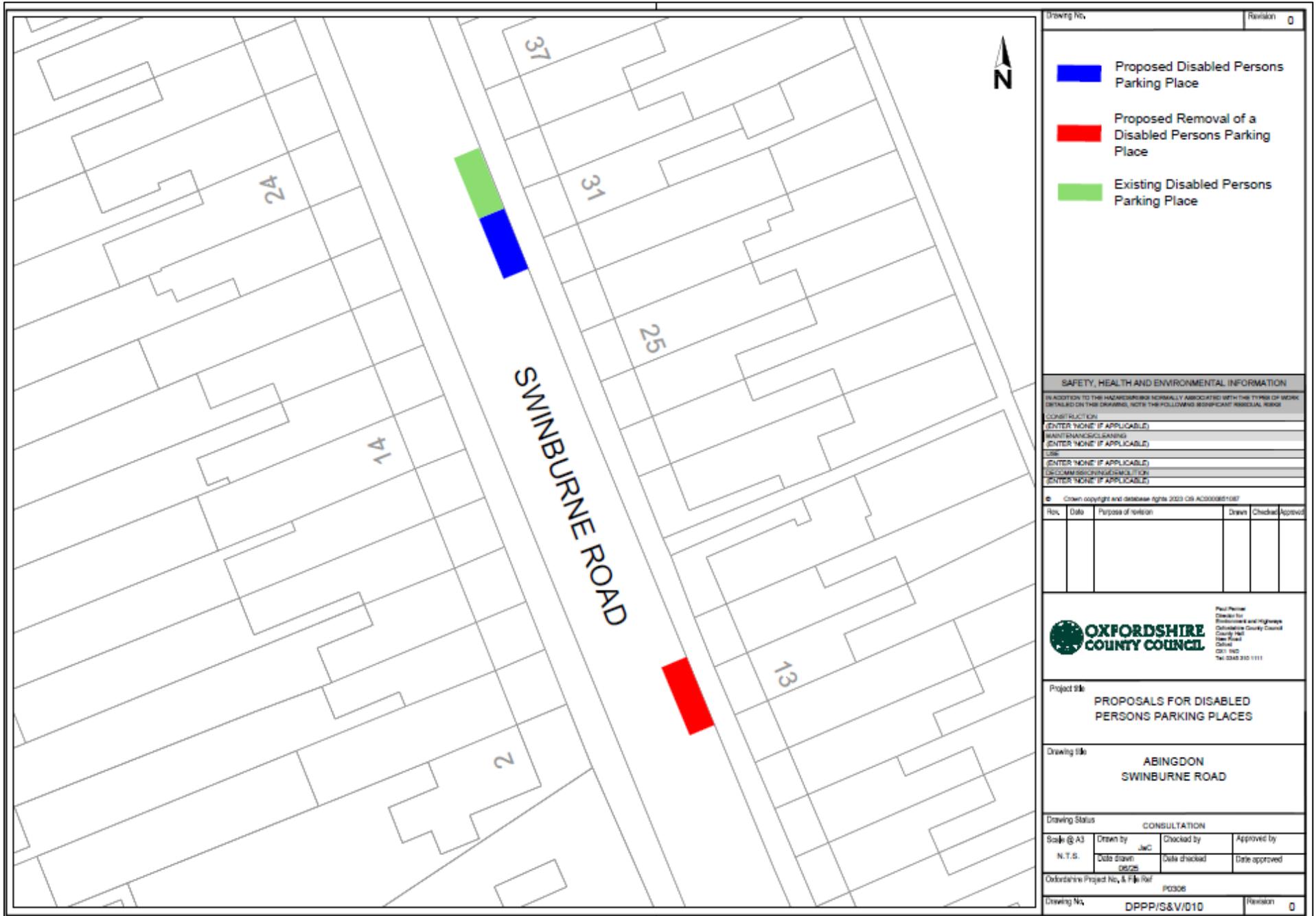
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 NORTHCOURT ROAD**

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Oxfordshire Project No. & File Ref: P0306

Drawing No. **DRPP/S&V/012** Revision 0



Drawing No. Revision 0

- Proposed Disabled Persons Parking Place
- Proposed Removal of a Disabled Persons Parking Place
- Existing Disabled Persons Parking Place

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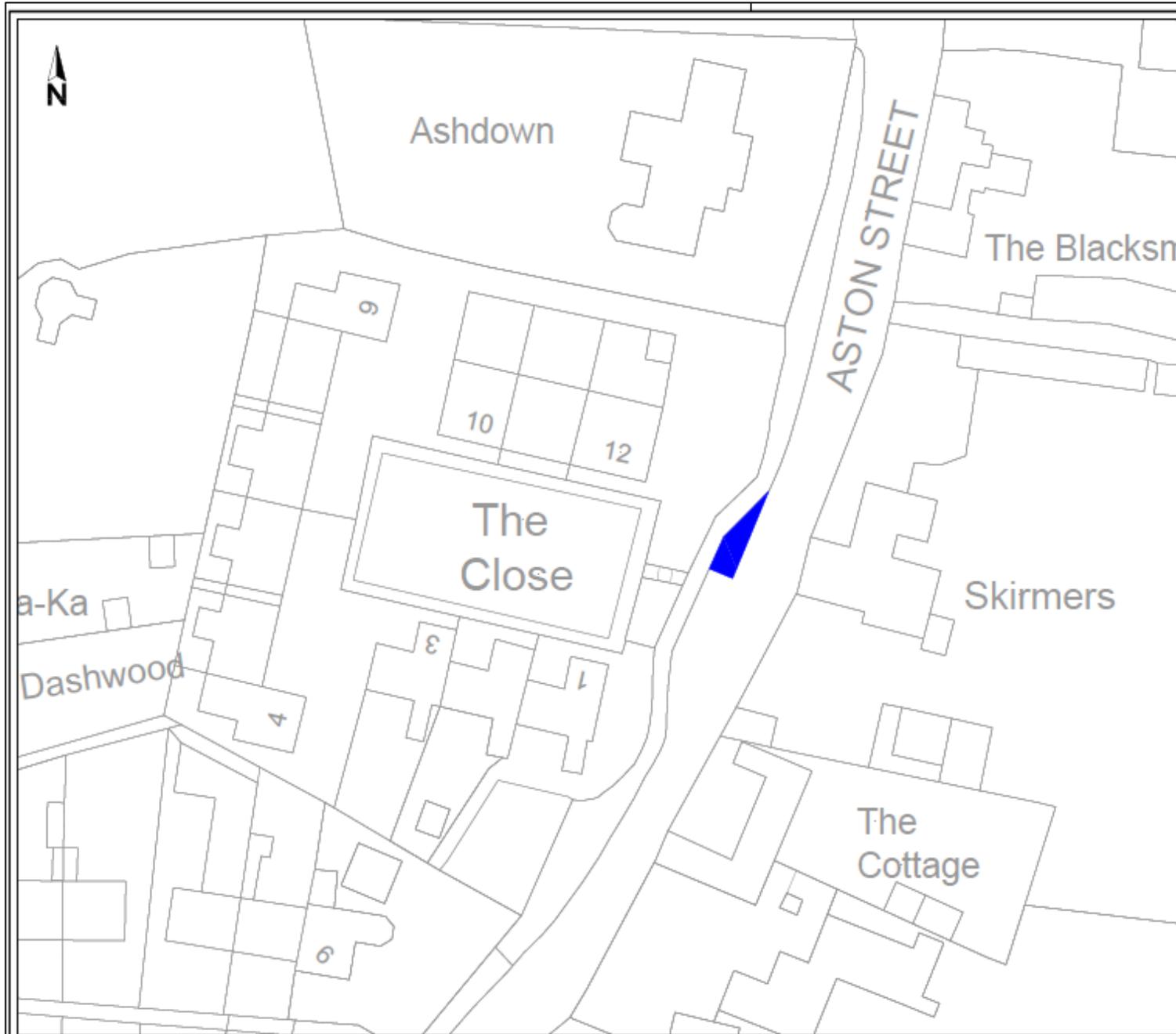
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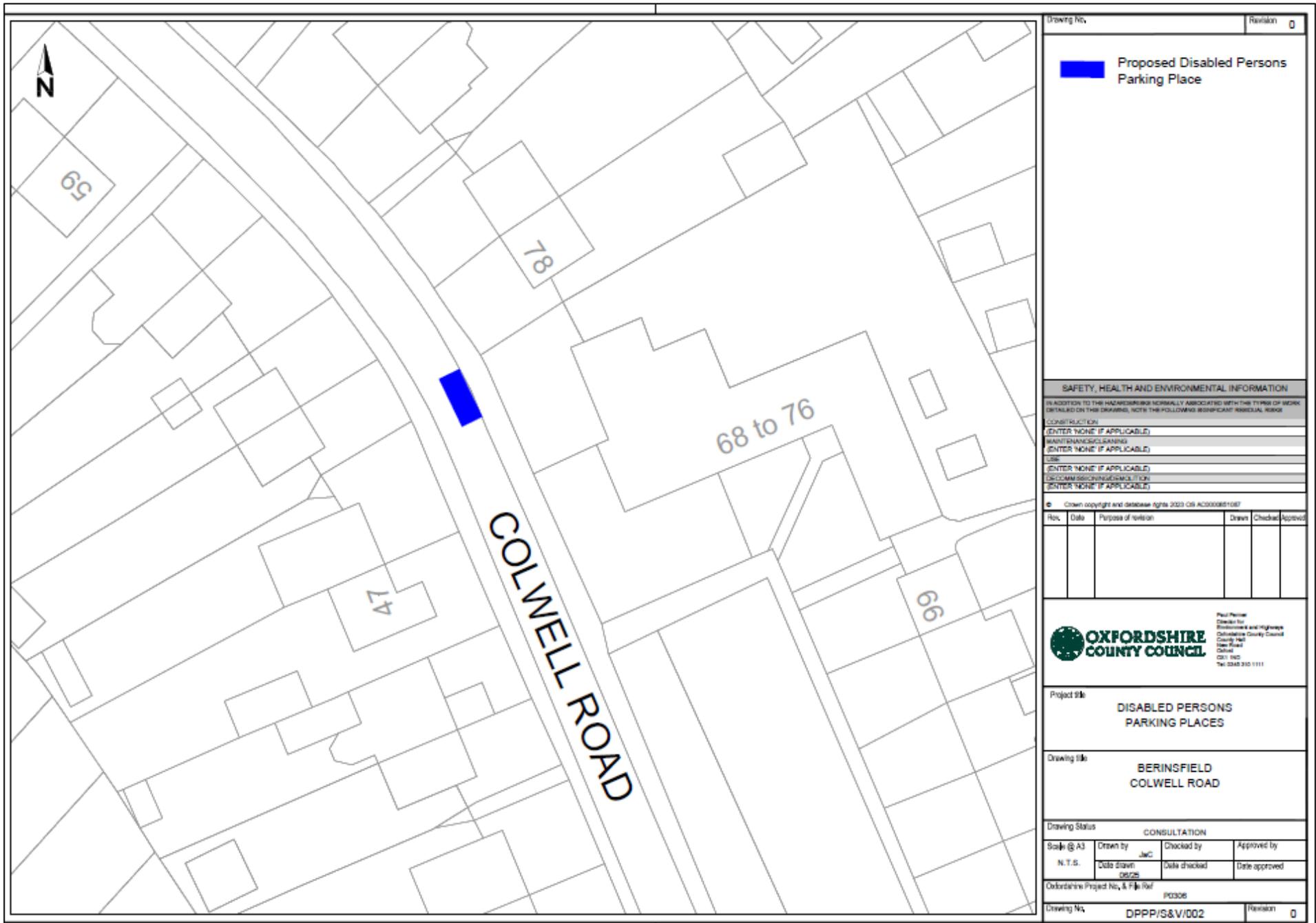
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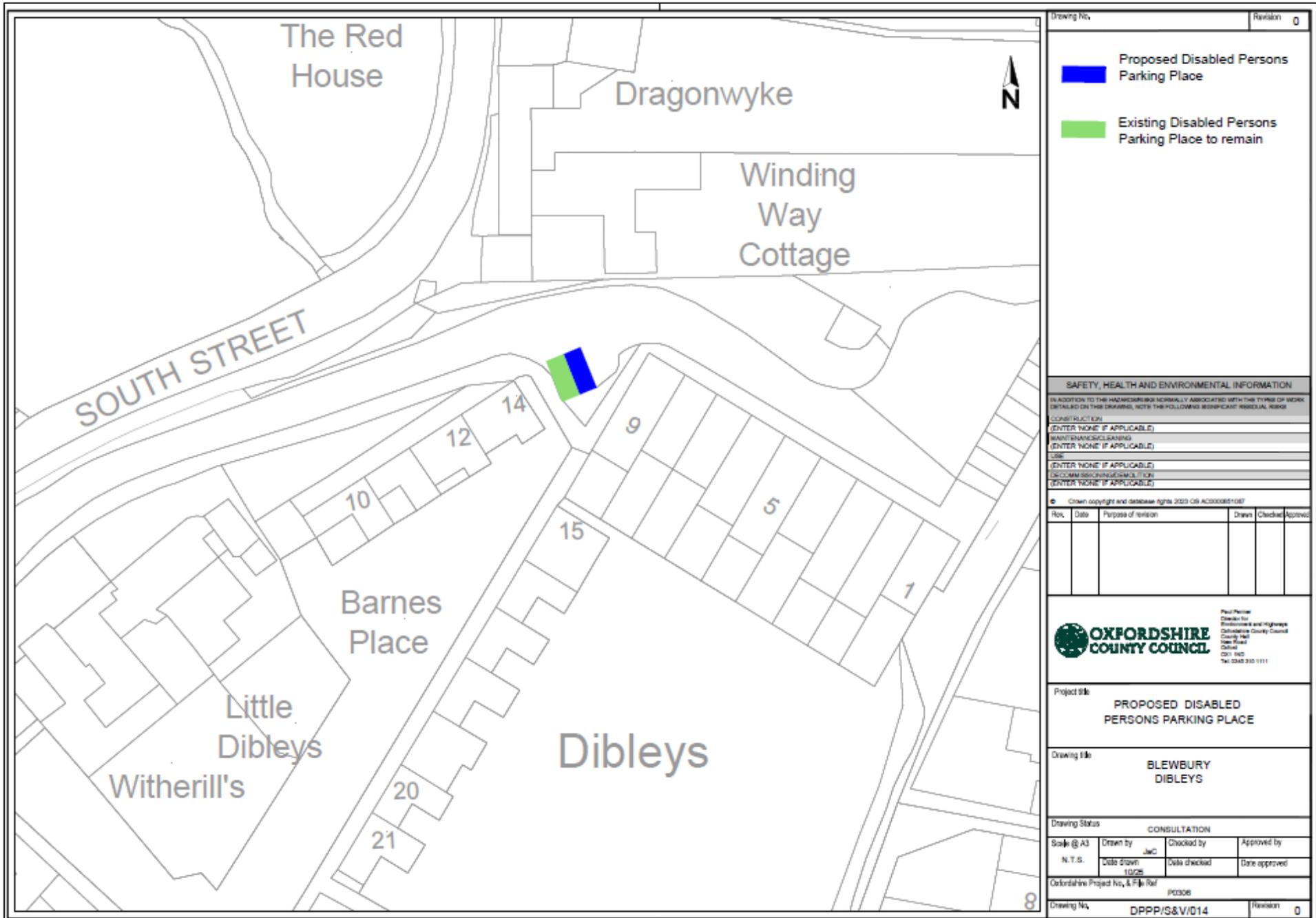
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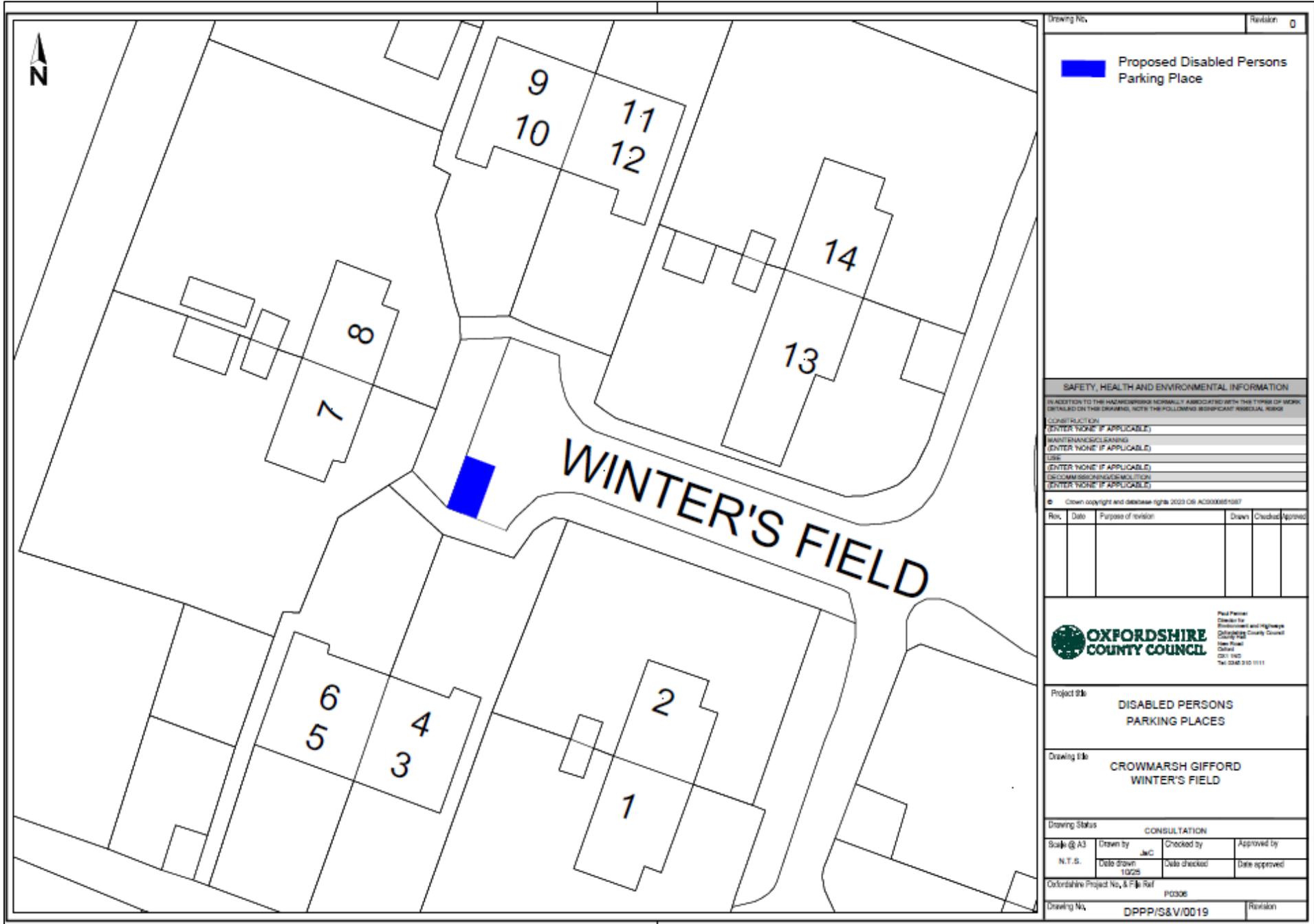
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		Paul Penner Director for Environment and Highways Oxfordshire County Council County Hall 100, West Wall Oxford OX1 1EP Tel: 01865 310 1111			
Project title		DISABLED PERSONS PARKING PLACES			
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 Proposed Disabled Persons Parking Place

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(ENTER NONE IF APPLICABLE)

USE
(ENTER NONE IF APPLICABLE)

DECOMMISSION/DEMOLITION
(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



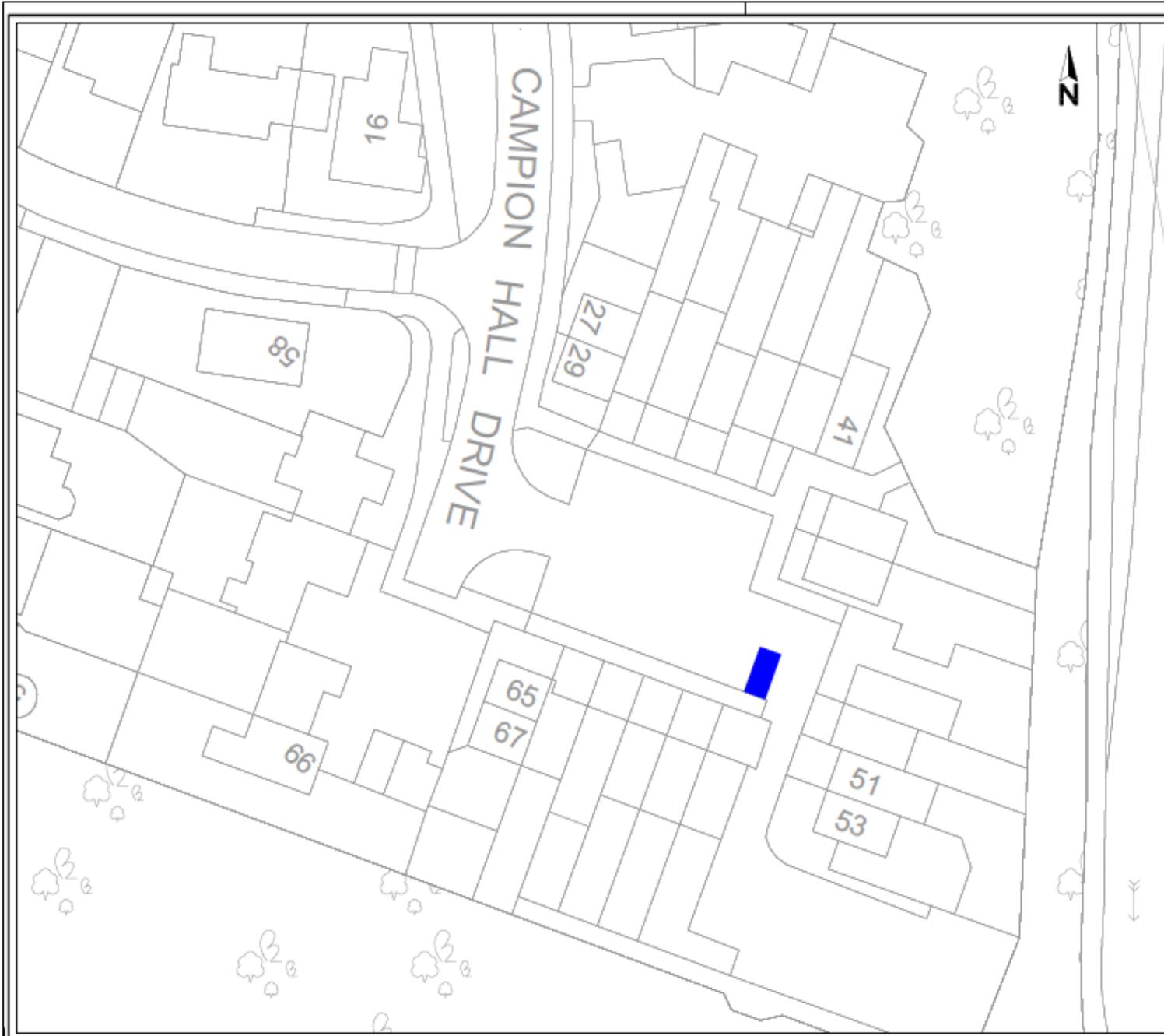
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Drawing title: **CROWMARSH GIFFORD WINTER'S FIELD**

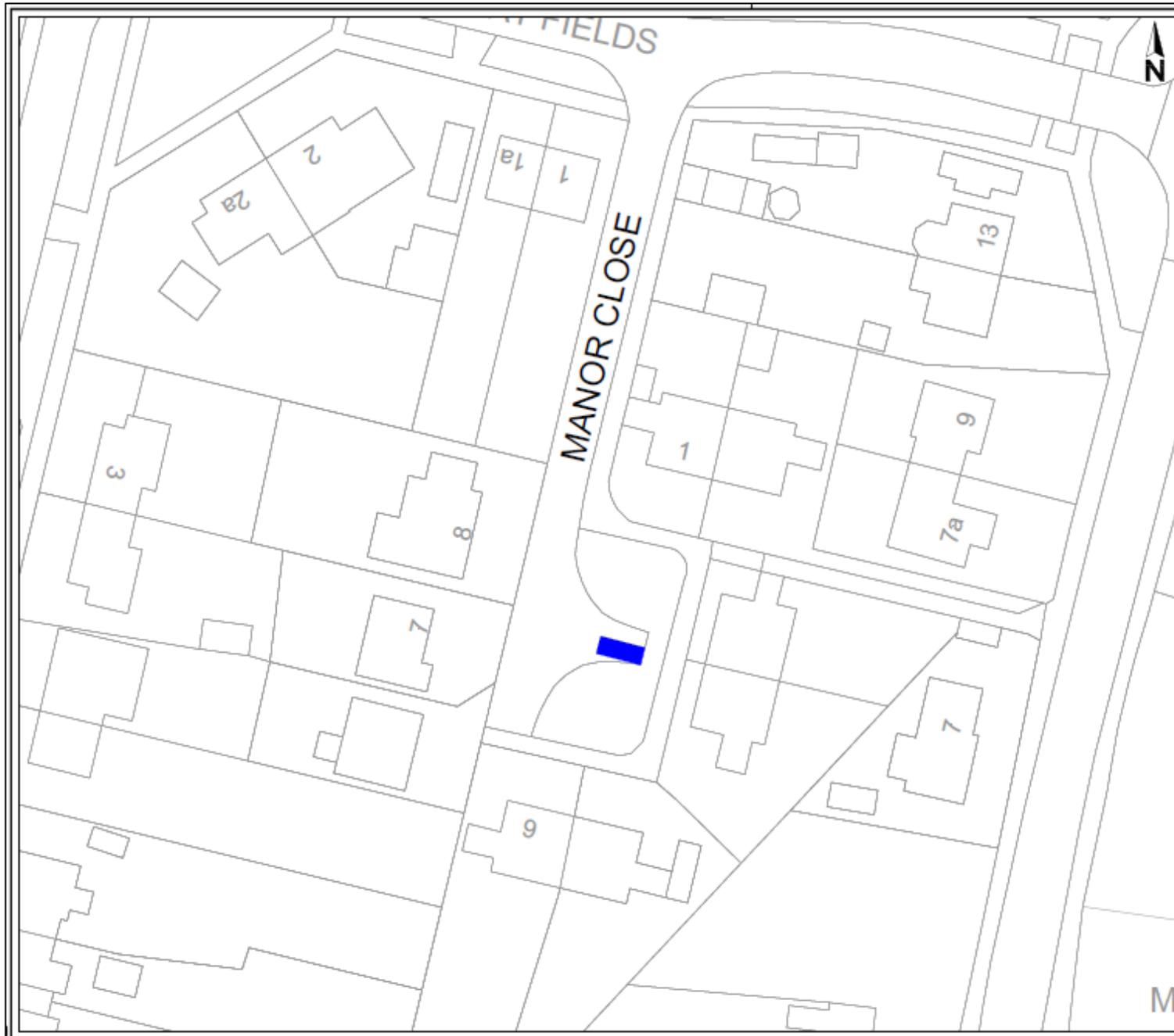
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Date drawn: 10/25	Date checked:	Date approved:	

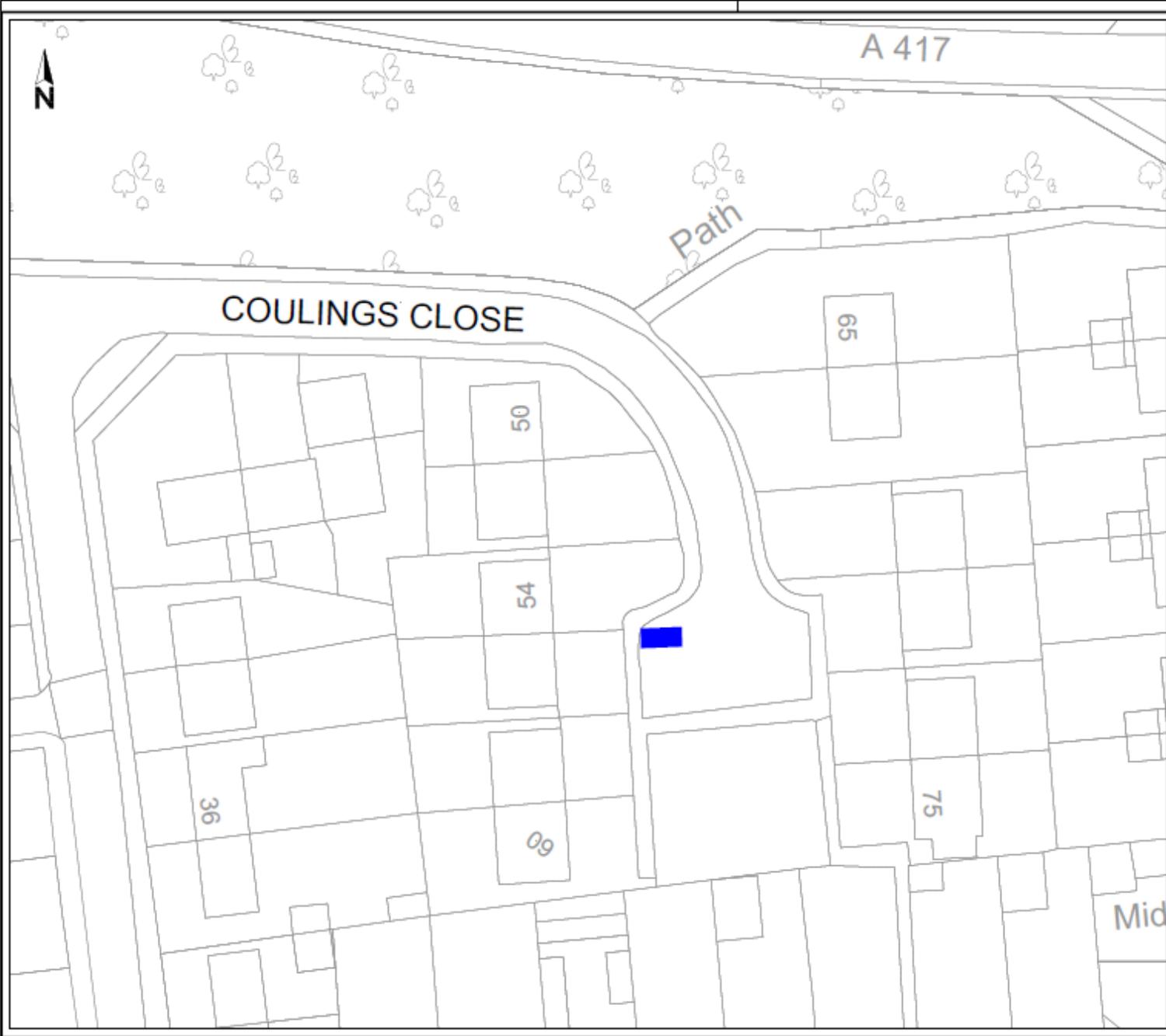
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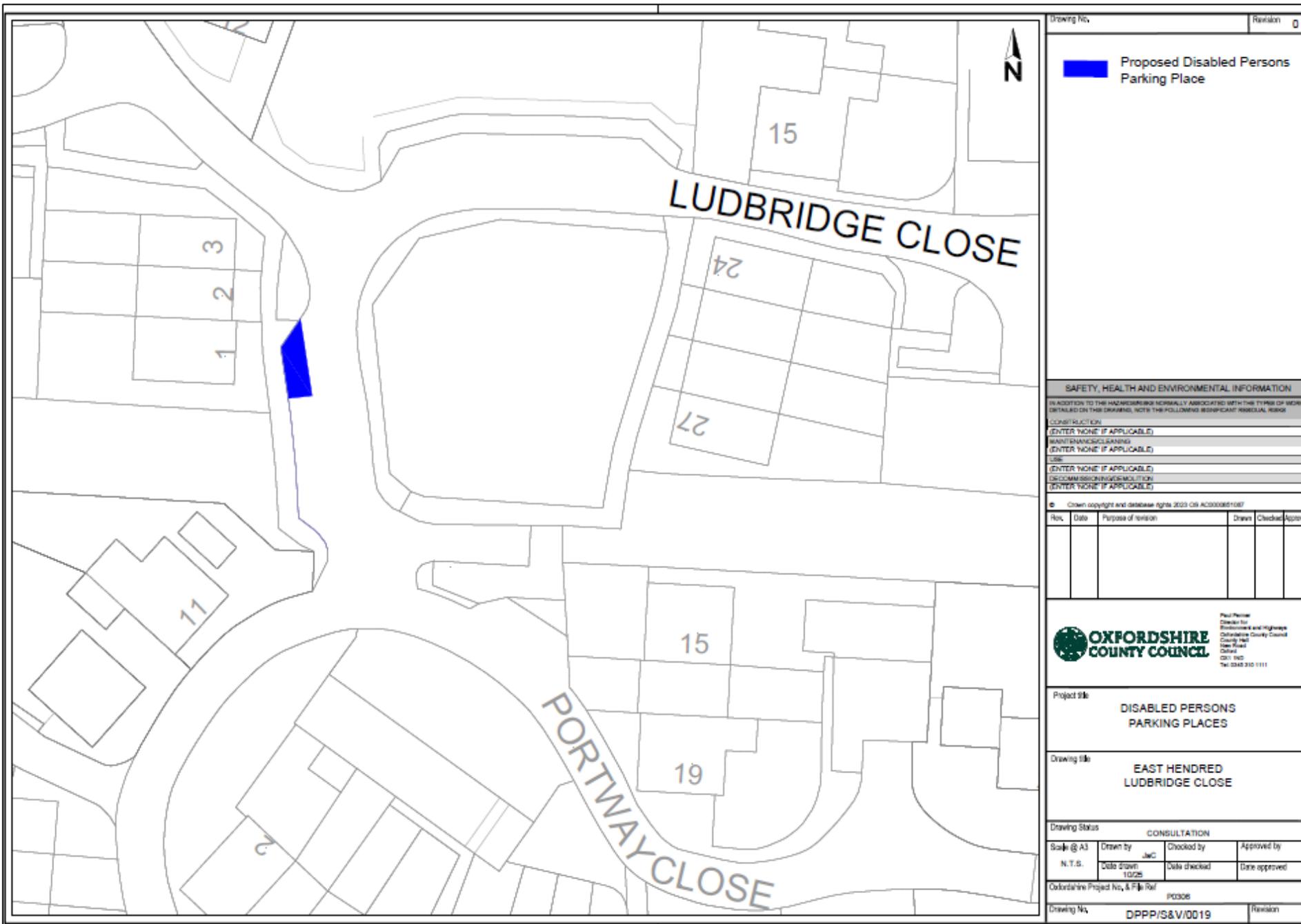
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<small>Rev.</small>	<small>Date</small>	<small>Purpose of revision</small>	<small>Drawn</small>	<small>Checked</small>	<small>Approved</small>
<div style="display: inline-block; vertical-align: middle; font-size: 8px; margin-left: 5px;"> Paul Neeve Chairman for Environment and Highways Oxfordshire County Council County Hall 100 West Oxleas OX1 1BD Tel: 01235 210 1111 </div>					
<small>Project title</small> <div style="text-align: center; font-weight: bold;">DISABLED PERSONS PARKING PLACES</div>					
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DPPP/S&V/003					0



Drawing No.	Revision				
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 <small>Paul Palmer Director for Environment and Highways Oxfordshire County Council One West Oxon OX1 1SP Tel: 01235 210 1111</small>					
Project title DISABLED PERSONS PARKING PLACES					
Drawing title DRAYTON MANOR CLOSE					
Drawing Status CONSULTATION					
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N.T.S.	Jac	Jac			
	Date drawn	Date checked	Date approved		
	10/25				
Oxfordshire Project No. & File Ref: DPPP/S&V/0019					
Drawing No.					Revision



Drawing No.	Revision 0												
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<p style="font-size: small;">Paul Penne Director for Roadworks and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1BD Tel: 01865 210 1111</p>													
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<p>Oxfordshire Project No. & File Ref: PO306</p>													
<p>Drawing No. DPPP/S&V/0016</p>	<p>Revision</p>												



Drawing No. _____ Revision 0

 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORK:

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DISCONTINUANCE/DEMOLITION	(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
 Paul Nurse
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 County Hall
 100 West
 Oxford
 OX1 1BD
 Tel: 01865 200 1111

Project title: **DISABLED PERSONS PARKING PLACES**

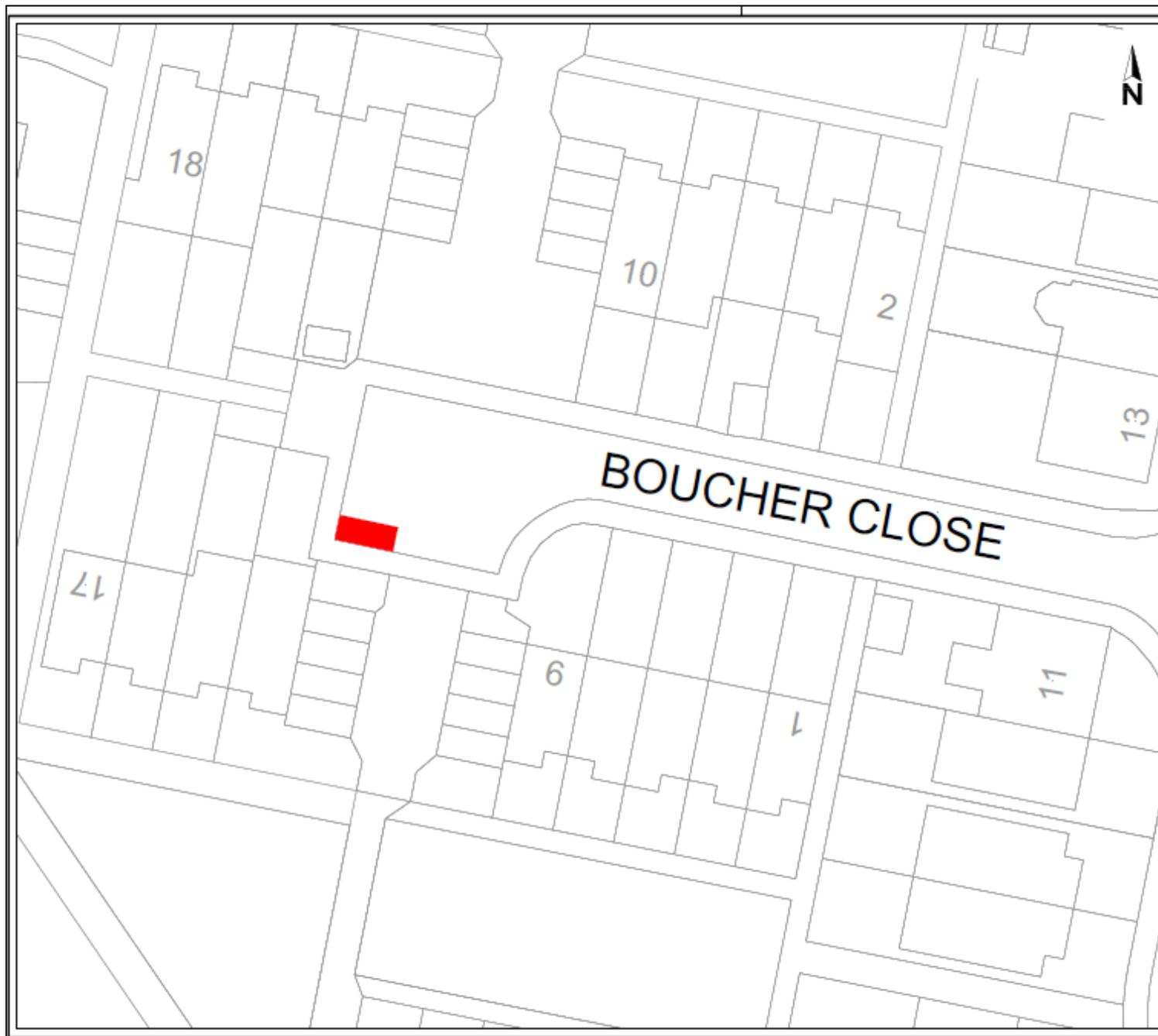
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Drawing Status: **CONSULTATION**

Scale @ A3	Drawn by JWC	Checked by	Approved by
N.T.S.	Date drawn 10/25	Date checked	Date approved

Oxfordshire Project No. & File Ref: _____ PC006

Drawing No. **DPPP/S&V/0019** Revision _____



Drawing No. _____ Revision 0

 Proposed Removal of a Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDING INFORMATION NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORKS:

- CONSTRUCTION: (ENTER NONE IF APPLICABLE)
- MAINTENANCE/CLEANING: (ENTER NONE IF APPLICABLE)
- USE: (ENTER NONE IF APPLICABLE)
- DECOMMISSIONING/DEMOLITION: (ENTER NONE IF APPLICABLE)

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 **OXFORDSHIRE COUNTY COUNCIL**
 Paul Perce
 Director for
 Environment and Highways
 Oxfordshire County Council
 County Hall
 100 West
 Oxford
 OX1 1BD
 Tel: 01865 200 1111

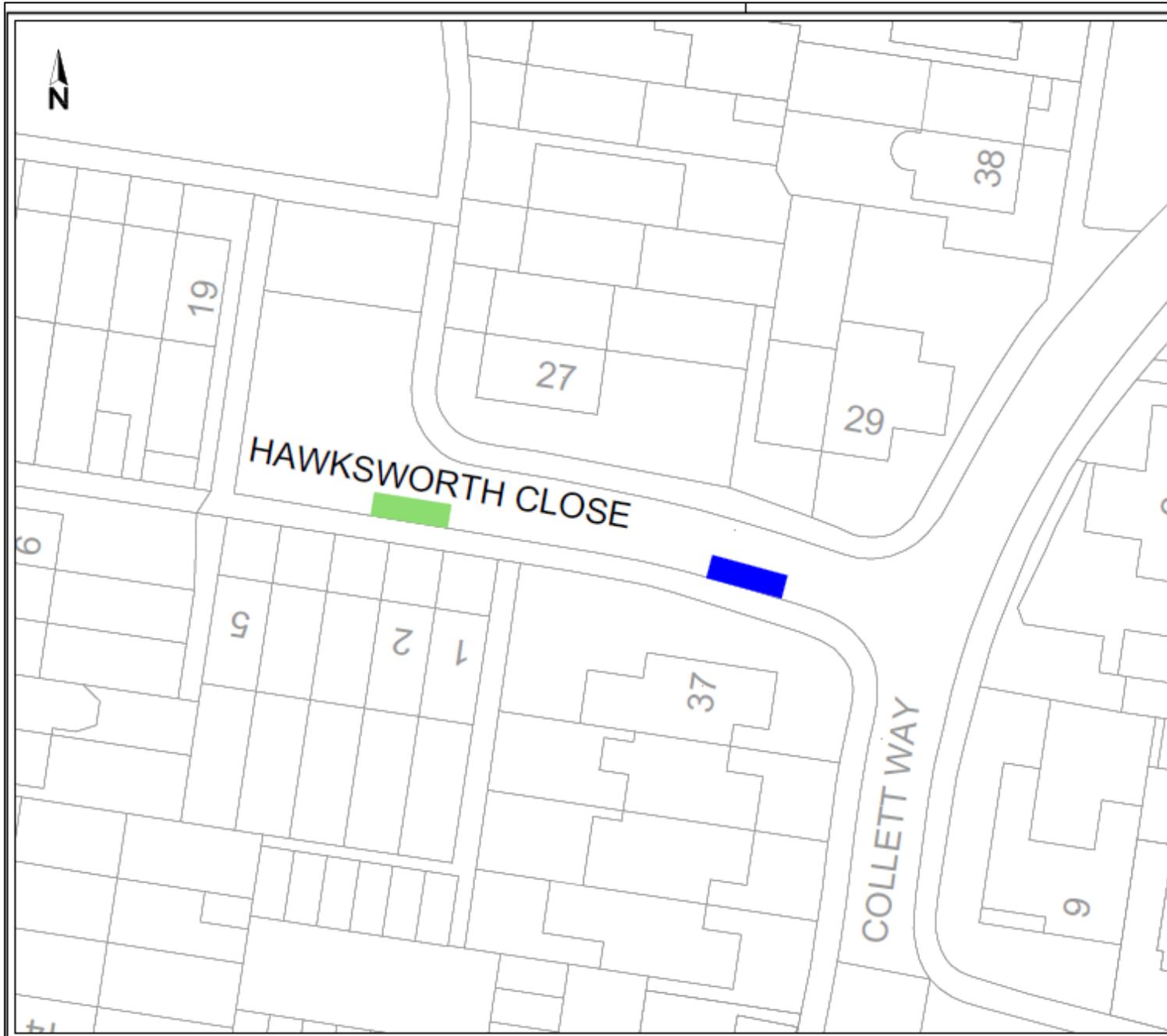
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PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE

Drawing title
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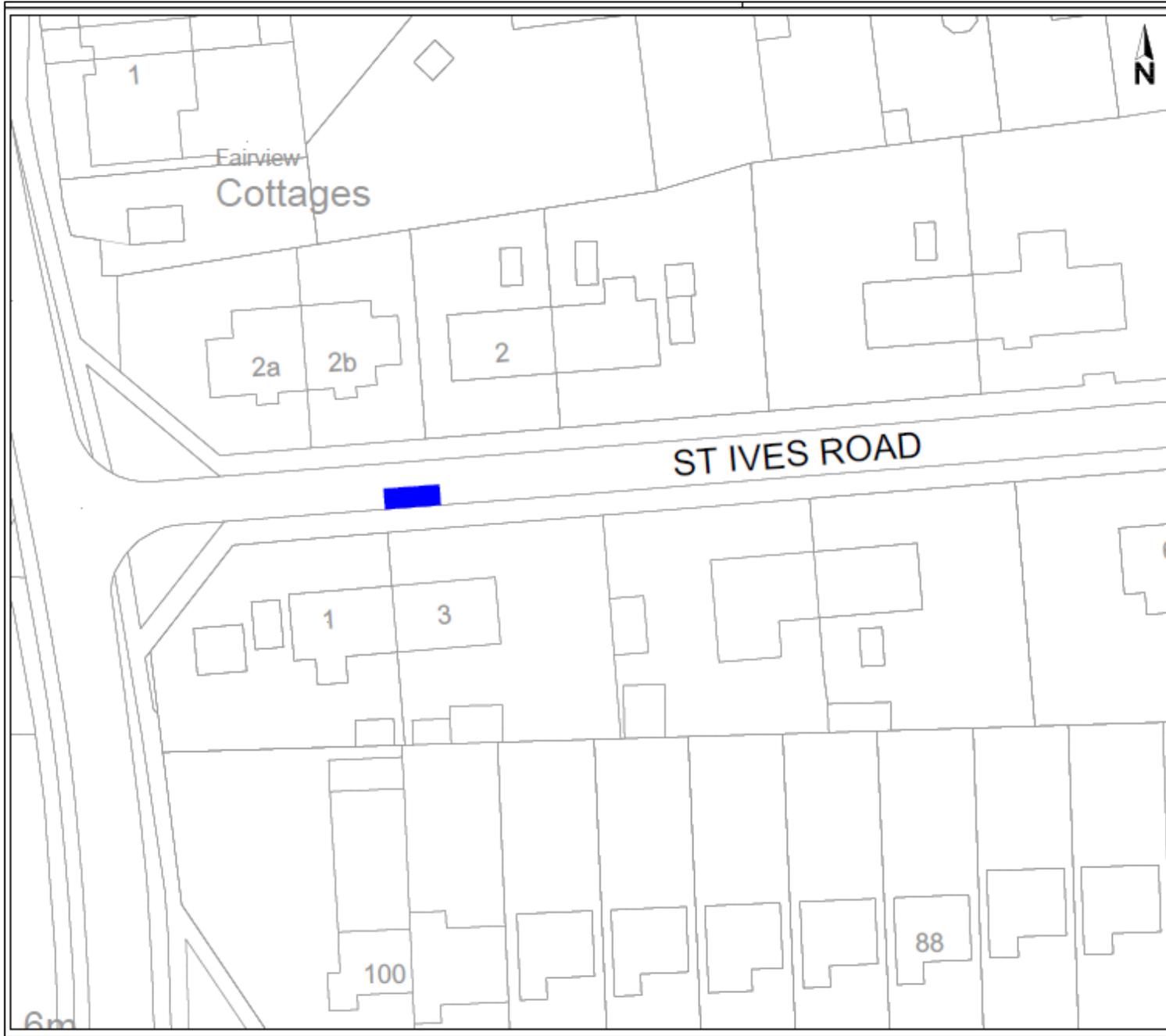
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	Date drawn 11/24	Date checked	Date approved

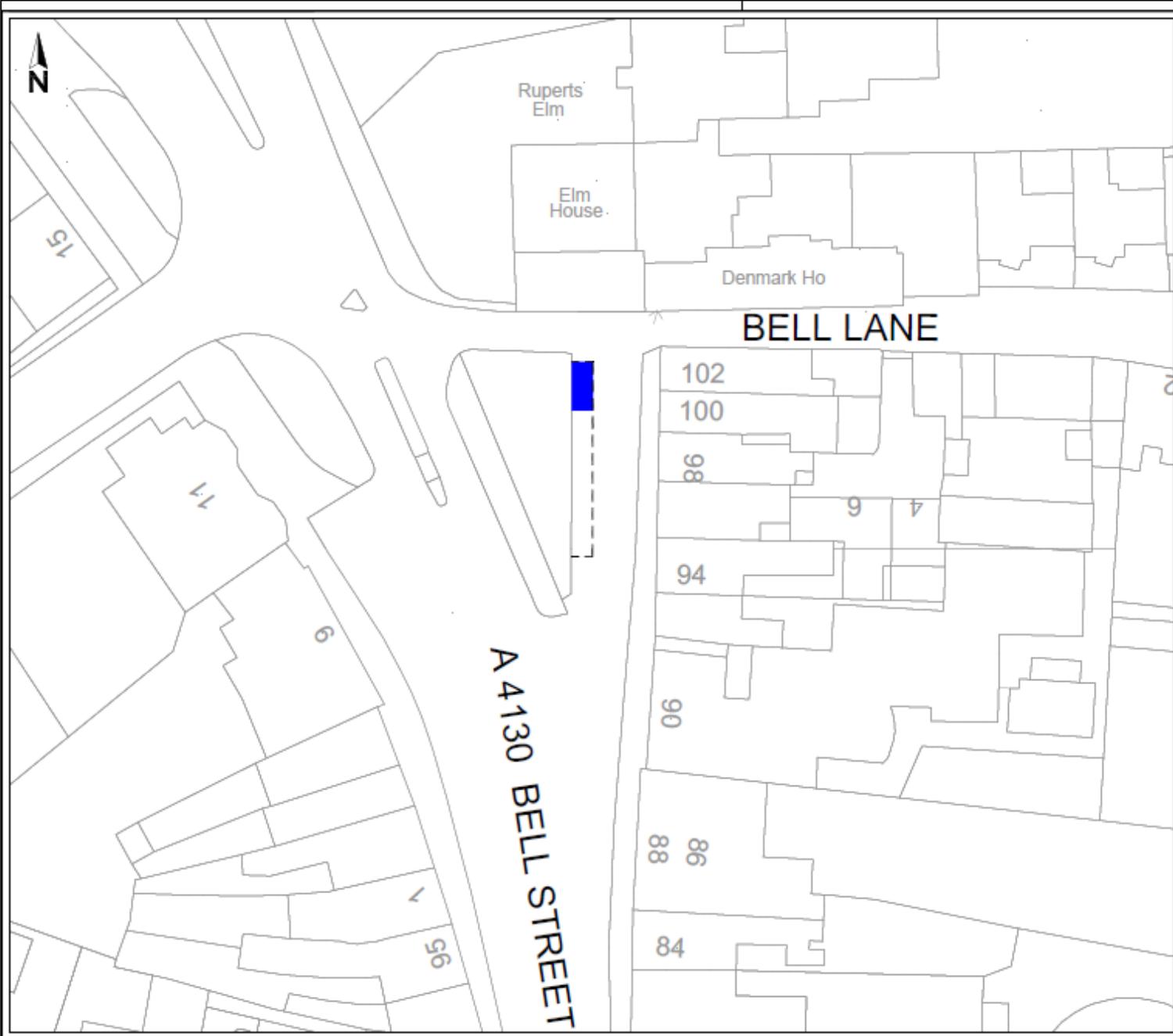
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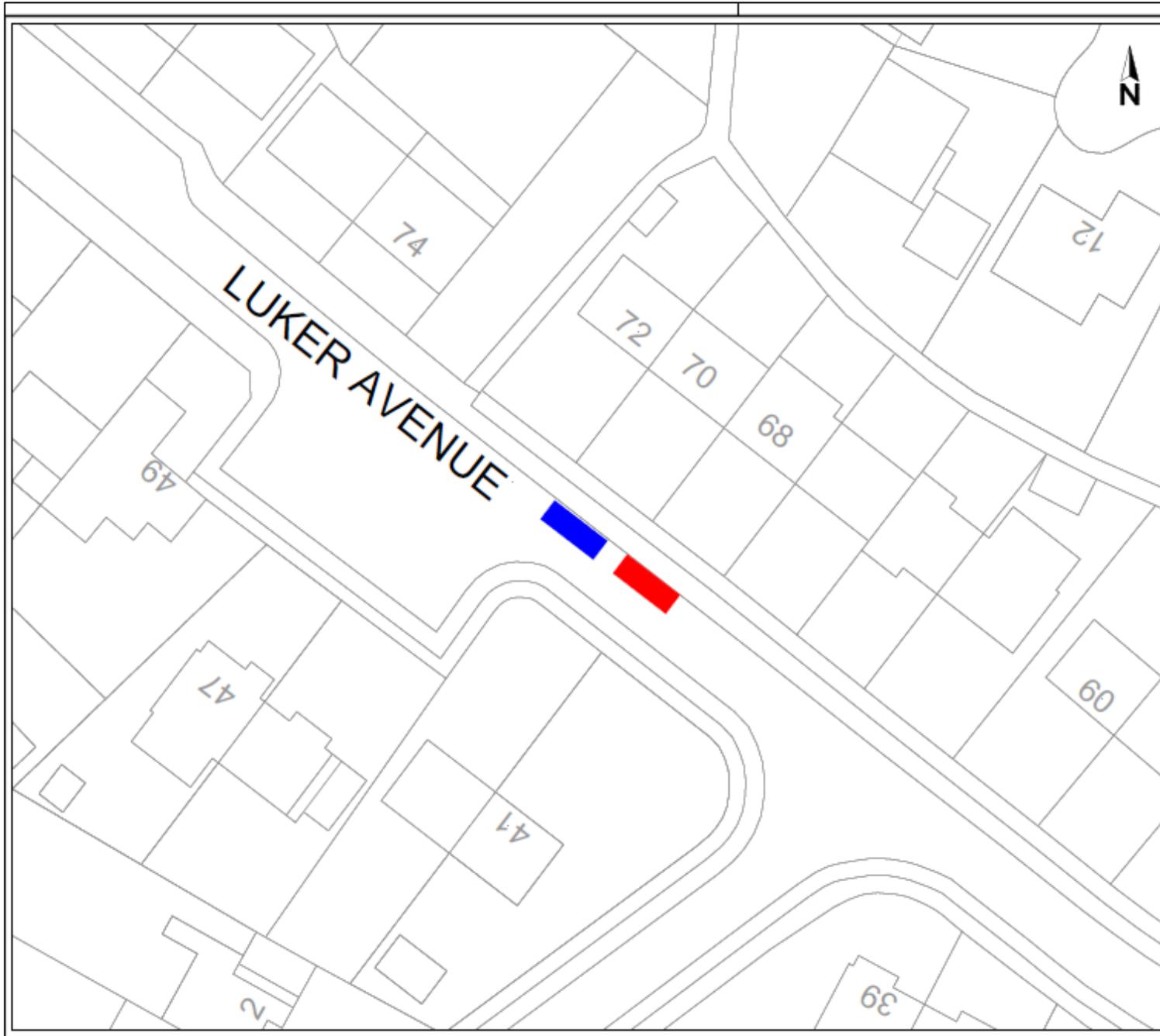
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CONSTRUCTION <small>(ENTER NONE IF APPLICABLE)</small>					
MAINTENANCE/OPERATING <small>(ENTER NONE IF APPLICABLE)</small>					
USE <small>(ENTER NONE IF APPLICABLE)</small>					
DISCOMBODIMENT/DAMAGE FROM <small>(ENTER NONE IF APPLICABLE)</small>					
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<div style="display: inline-block; vertical-align: middle; font-size: 8px; margin-left: 5px;"> Paul Palmer Director for Performance and Highways Oxfordshire County Council New Road Oxford OX1 1ED Tel: 01865 210 111 </div>					
Project title: PROPOSALS FOR DISABLED PERSONS PARKING PLACES					
Drawing title: GROVE HAWKSWORTH CLOSE					
Drawing Status: CONSULTATION					
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N.T.S.	JJC	JJC			
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11/24					
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Drawing No.	DPPP/S&V/008				Revision
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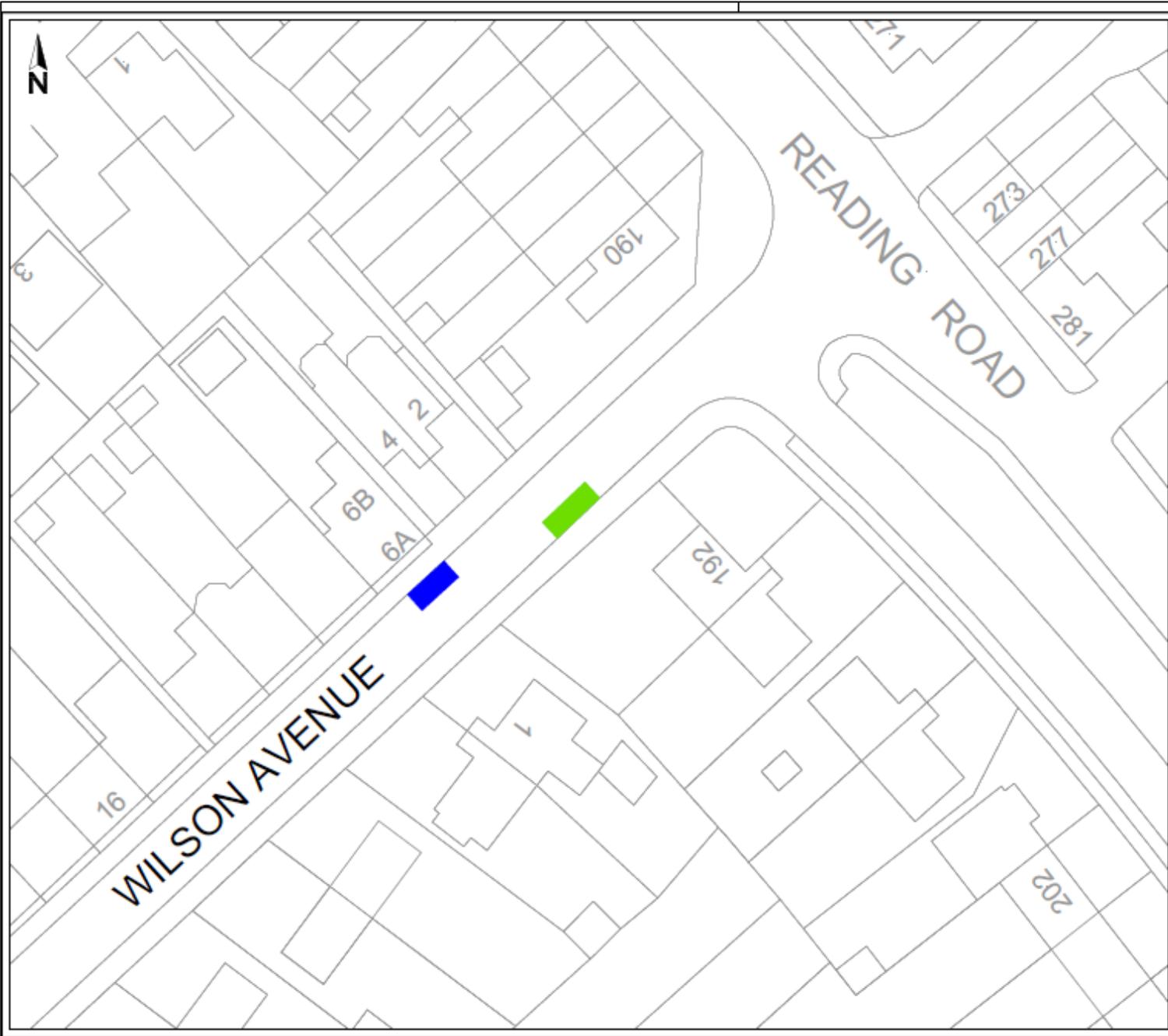
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<p>Drawing No. DPP/IS&V/0019 Revision</p>													



Drawing No.	Revision 0				
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
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<small>(ENTER NONE IF APPLICABLE)</small>					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 <small>Paul Palmer Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1BP Tel: 01865 200 1111</small>					
Project title					
DISABLED PERSONS PARKING PLACES					
Drawing title					
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Drawing Status					
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N.T.S.	JWC	JWC			
Date drawn	Date checked	Date approved			
10/25					
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Drawing No.	DPPP/S&V/0019				Revision



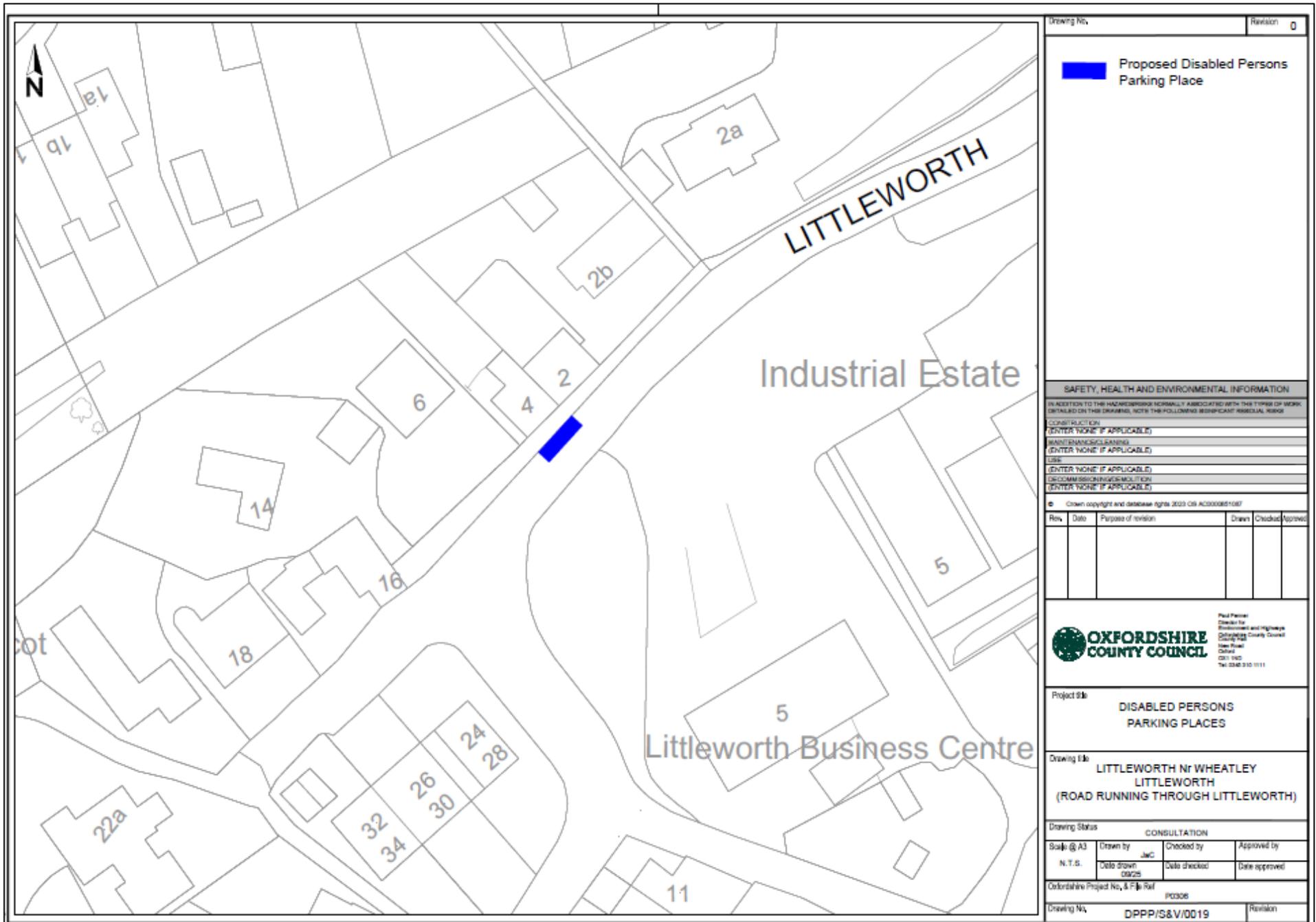
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION													
<p>IN ADDITION TO THE HAZARD RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION (ENTER NONE IF APPLICABLE)</p> <p>MAINTENANCE/OPERATION (ENTER NONE IF APPLICABLE)</p> <p>USE (ENTER NONE IF APPLICABLE)</p> <p>DECOMMISSION/DEMOLITION (ENTER NONE IF APPLICABLE)</p>													
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<div style="display: inline-block; vertical-align: middle; font-size: small; margin-left: 10px;"> Paul Penner Director for Environment and Highways Oxfordshire County Council County Hall 100, High Street Oxford OX1 1HD Tel: 01845 310 1111 </div>													
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Drawing No.	Revision 0														
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Drawing No.	Revision 0												
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Date drawn	Date checked	Date approved											
10/25													
<p>Oxfordshire Project No. & File Ref</p> <p style="text-align: center;">PC006</p>													
Drawing No.	Revision												
DPPP/S&V/0019													



Drawing No. _____ Revision 0

 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:
 CONSTRUCTION
 (ENTER NONE IF APPLICABLE)
 MAINTENANCE/OPERATING
 (ENTER NONE IF APPLICABLE)
 USE
 (ENTER NONE IF APPLICABLE)
 DECOMMISSIONING/DEMOLITION
 (ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



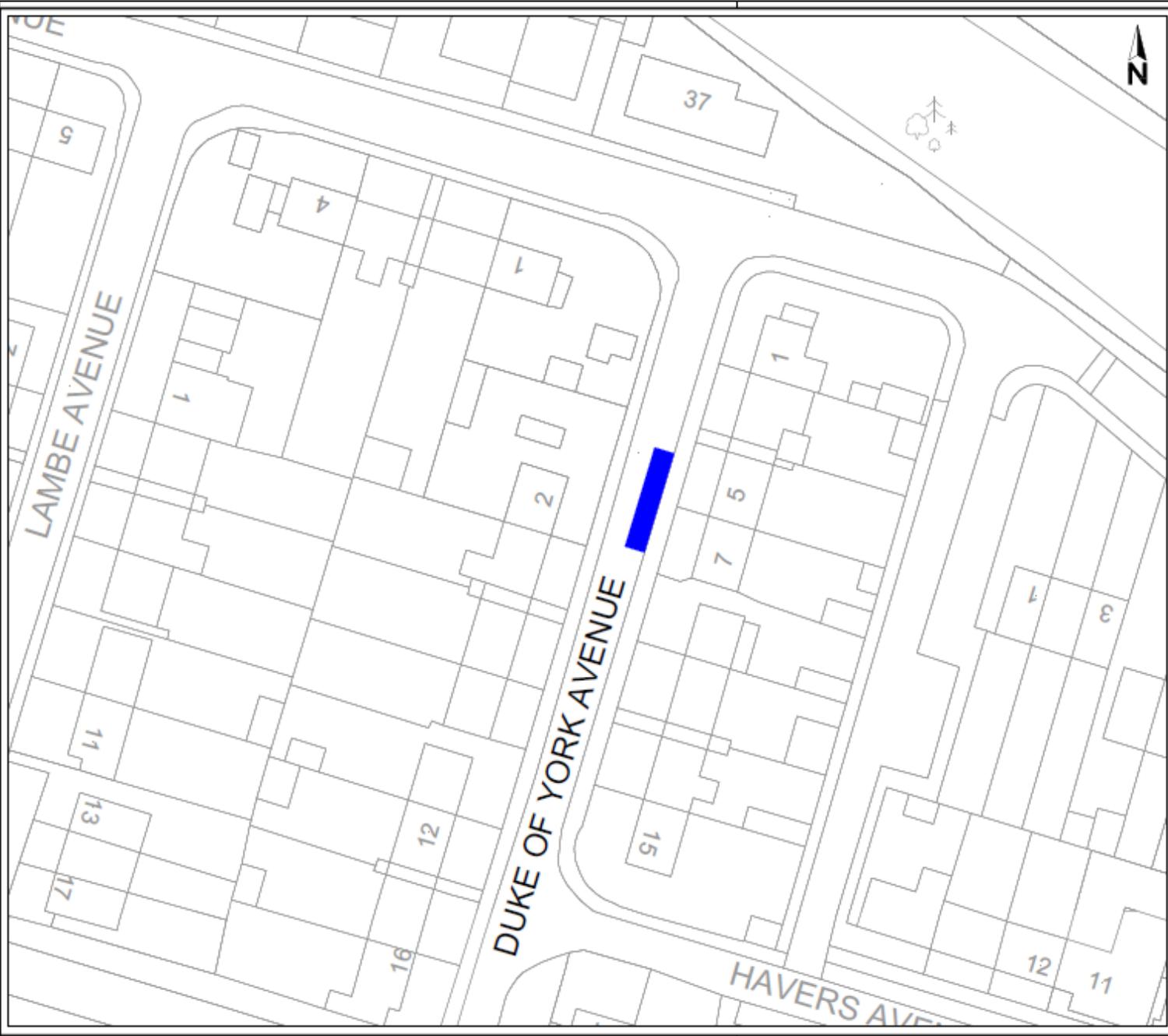
Project title: **DISABLED PERSONS PARKING PLACES**

Drawing title: **LITTLEWORTH Nr WHEATLEY LITTLEWORTH (ROAD RUNNING THROUGH LITTLEWORTH)**

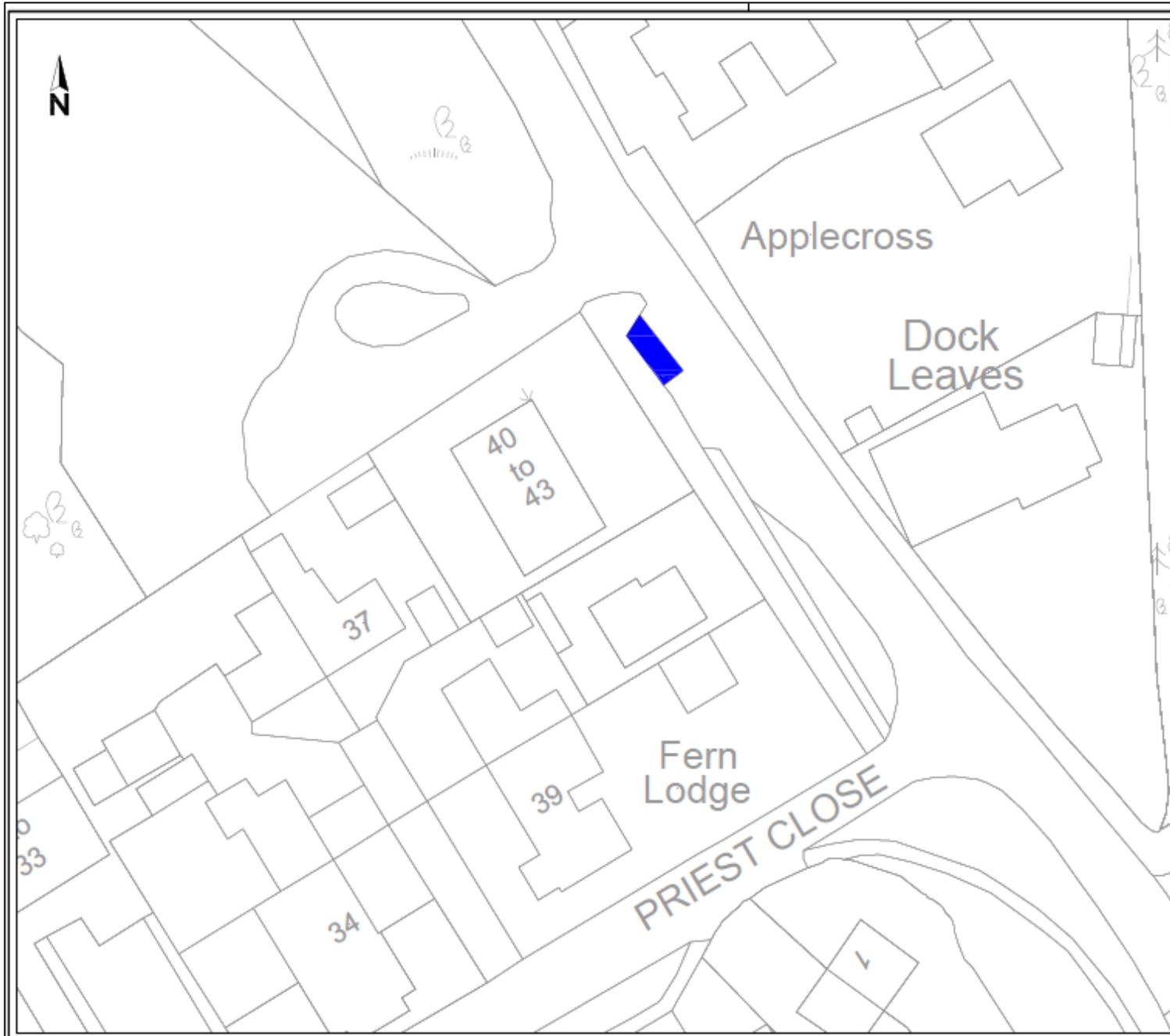
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Scale: @ A3	Drawn by: JWC	Checked by:	Approved by:
N.T.S.	Date drawn: 09/25	Date checked:	Date approved:

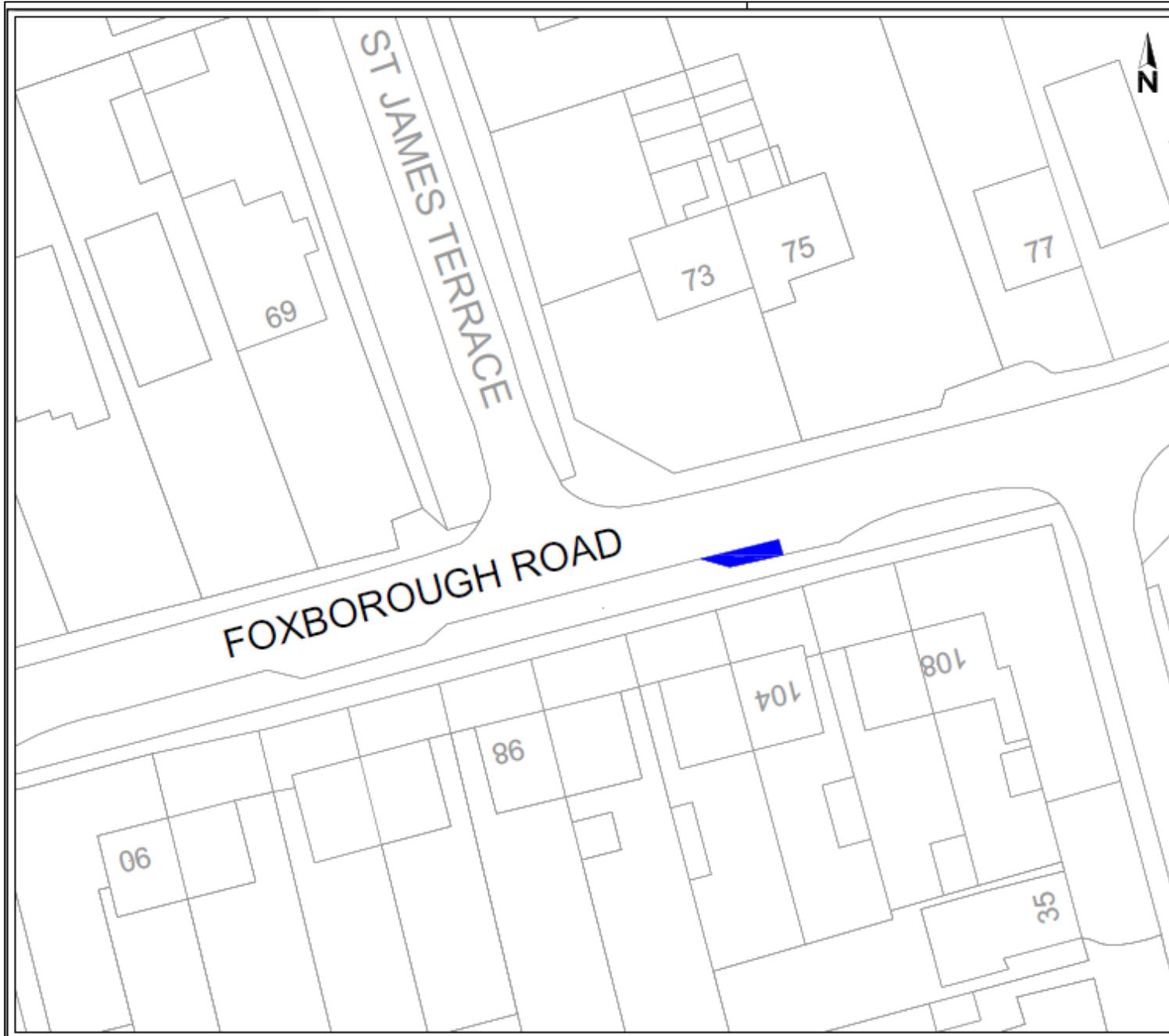
Oxfordshire Project No. & File Ref: **PC006**
 Drawing No. **DPPP/S&V/0019** Revision



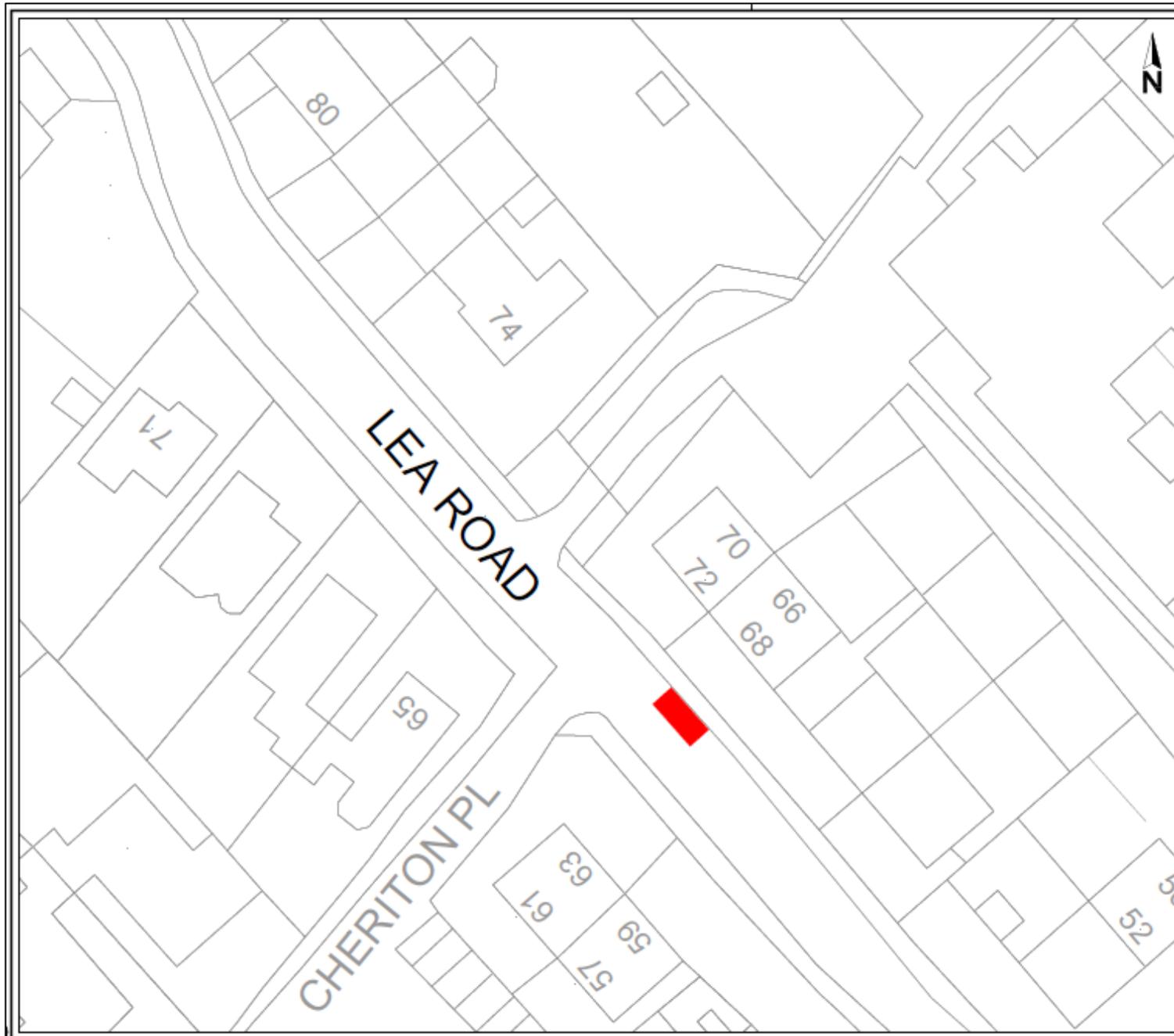
Drawing No.	Revision				
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Proposed Disabled Persons Parking Places					
<small>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</small> <small>IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARD, RISK</small> <small>CONSTRUCTION</small> <small>(ENTER NONE IF APPLICABLE)</small> <small>MAINTENANCE/OPERATING</small> <small>(ENTER NONE IF APPLICABLE)</small> <small>USE</small> <small>(ENTER NONE IF APPLICABLE)</small> <small>DECOMMISSION/DEMOLITION</small> <small>(ENTER NONE IF APPLICABLE)</small>					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
OXFORDSHIRE COUNTY COUNCIL <small>Paul Perrow Director for Environment and Highways Oxfordshire County Council County Hall 100, High Street Oxford OX1 1BD Tel: 01865 200 1111</small>					
Project title <p style="text-align: center;">DISABLED PERSONS PARKING PLACES</p>					
Drawing title <p style="text-align: center;">MILTON DUKE OF YORK AVENUE</p>					
Drawing Status <p style="text-align: center;">CONSULTATION</p>					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn 10/25	Date checked	Date approved		
Oxfordshire Project No. & File Ref <p style="text-align: center;">PROJ06</p>					
Drawing No.					Revision
DPPP/IS&V/0019					



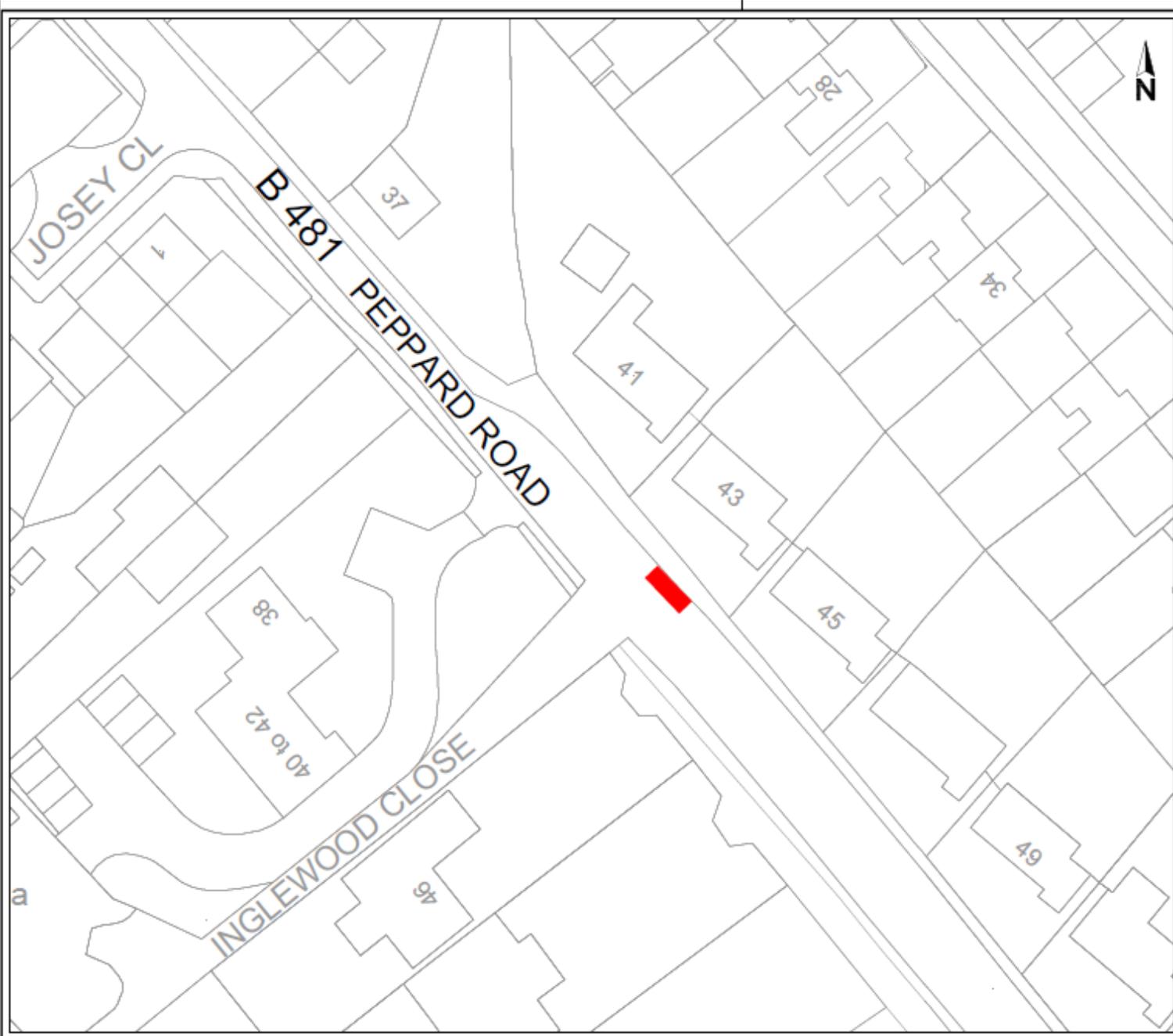
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
<small>IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS</small>					
<small>CONSTRUCTION</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>MAINTENANCE/CLEANING</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>USE</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>DECOMMISSIONING/DISMANTLING</small> <small>(ENTER NONE IF APPLICABLE)</small>					
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<small>Rev.</small>	<small>Date</small>	<small>Purpose of revision</small>	<small>Drawn</small>	<small>Checked</small>	<small>Approved</small>
<div style="display: inline-block; vertical-align: middle; font-size: 8px; margin-left: 5px;"> Paul Penne Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1BD Tel: 01865 200 1111 </div>					
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<small>Scale @ A3</small>	<small>Drawn by</small>	<small>Checked by</small>	<small>Approved by</small>		
N.T.S.	<small>Date drawn</small> 06/25	<small>Date checked</small>	<small>Date approved</small>		
<small>Oxfordshire Project No. & Ref</small> <div style="text-align: center; font-weight: bold;">PC006</div>					
<small>Drawing No.</small>					<small>Revision</small>
DPPP/S&V/004					0



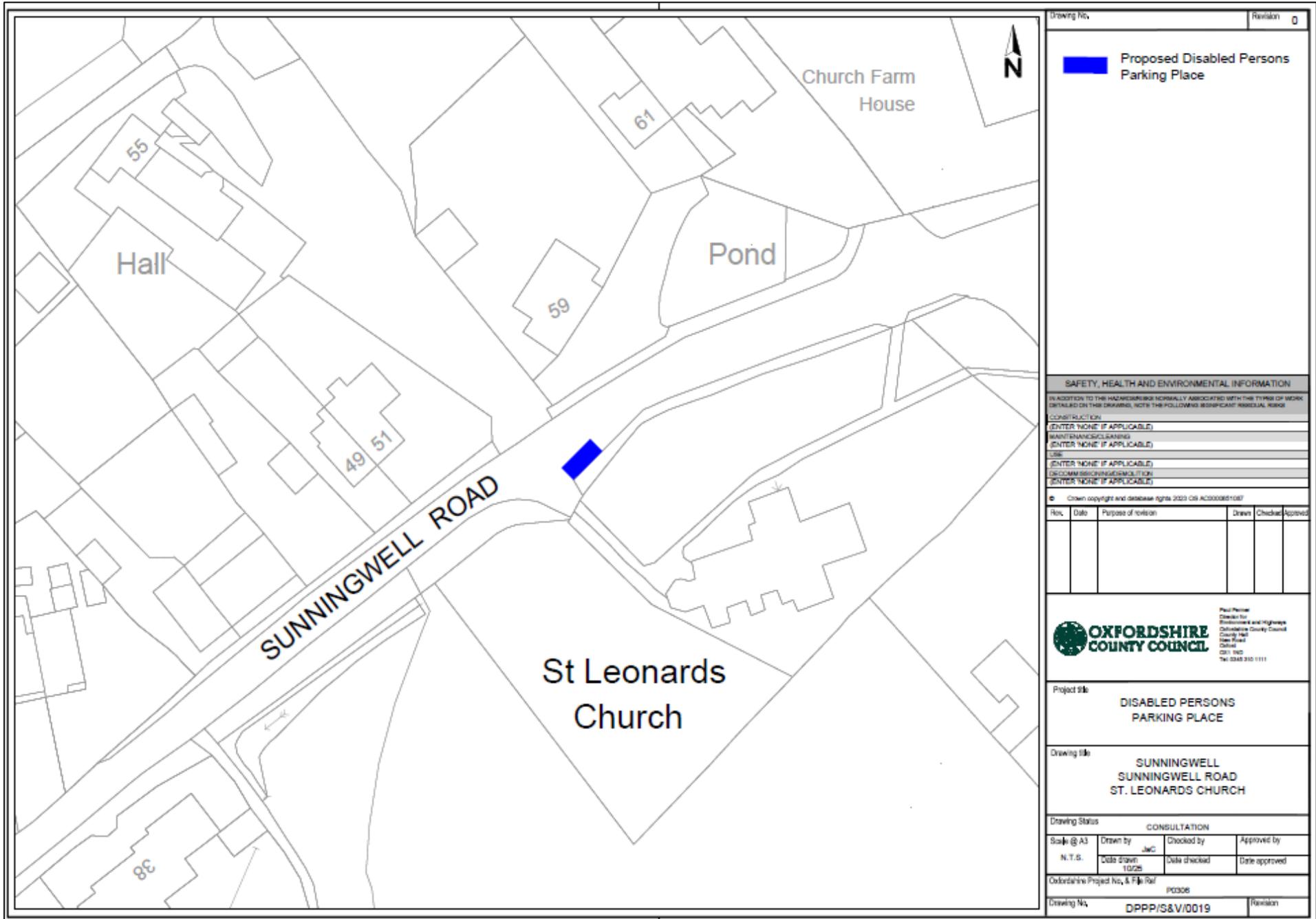
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Proposed Disabled Persons Parking Place			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
<small>IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORK:</small>			
CONSTRUCTION			
<small>(ENTER NONE IF APPLICABLE)</small>			
MAINTENANCE/CLEANING			
<small>(ENTER NONE IF APPLICABLE)</small>			
USE			
<small>(ENTER NONE IF APPLICABLE)</small>			
<small>(ENTER NONE IF APPLICABLE)</small>			
<small>(ENTER NONE IF APPLICABLE)</small>			
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Rev.	Date	Purpose of revision	Drawn/Checked/Approved
 <small>Paul Porter Director for Roadworks and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ED Tel: 01865 200 1111</small>			
Project title			
DISABLED PERSONS PARKING PLACES			
Drawing title			
RADLEY FOXBOROUGH ROAD			
Drawing Status			
CONSULTATION			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JJC		
Date drawn	Date checked	Date approved	
08/05			
Oxfordshire Project No. & Title			
103006			
Drawing No.		Revision	
DPPP/S&V/0020			



Drawing No.	Revision																
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<p><small>© Crown copyright and database rights 2020 OS AC000001087</small></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		Rev.	Date	Purpose of revision	Drawn	Checked	Approved										
Rev.	Date	Purpose of revision	Drawn	Checked	Approved												
<div style="display: flex; align-items: center; justify-content: center;"> <p>OXFORDSHIRE COUNTY COUNCIL <small>Paul Palmer Chairman for Environment and Highways Oxfordshire County Council County Hall Banbury Oxfordshire OX11 1BP Tel: 01235 210 1111</small></p> </div>																	
<p>Project title PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE</p>																	
<p>Drawing title SONNING COMMON LEA ROAD</p>																	
<p>Drawing Status CONSULTATION</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Scale @ A3</td> <td style="width: 25%;">Drawn by</td> <td style="width: 25%;">Checked by</td> <td style="width: 25%;">Approved by</td> </tr> <tr> <td>N.T.S.</td> <td>JWC</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Date drawn</td> <td>Date checked</td> <td>Date approved</td> </tr> <tr> <td></td> <td>10/25</td> <td></td> <td></td> </tr> </table> <p>Oxfordshire Project No. & File Ref 10302</p>		Scale @ A3	Drawn by	Checked by	Approved by	N.T.S.	JWC				Date drawn	Date checked	Date approved		10/25		
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N.T.S.	JWC																
	Date drawn	Date checked	Date approved														
	10/25																
<p>Drawing No. DPPP/S&V/012</p>	<p>Revision 0</p>																



Drawing No.	Revision				
	0				
Proposed Removal of a Disabled Persons Parking Place					
<small>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</small> IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARD, RISK OR CONSTRUCTION: CONSTRUCTION: (ENTER NONE IF APPLICABLE) MAINTENANCE/CLEANING: (ENTER NONE IF APPLICABLE) USE: (ENTER NONE IF APPLICABLE) DECOMMISSIONING/DEMOLITION: (ENTER NONE IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Paul Penne Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1PS Tel: 01865 200 1111					
Project title					
PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE					
Drawing title					
SONNING COMMON B481 PEPPARD ROAD					
Drawing Status					
CONSULTATION					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	JWC				
Date drawn	Date checked	Date approved			
08/25					
Oxfordshire Project No. & File Ref					
103006					
Drawing No.					Revision
DPPP/S&V/014					0



Drawing No. Revision 0

Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Paul Preece
 Chief of
 Environment and Highways
 Oxfordshire County Council
 One Round
 Oxford
 OX1 1PP
 Tel: 01865 200 1111

Project title
DISABLED PERSONS PARKING PLACE

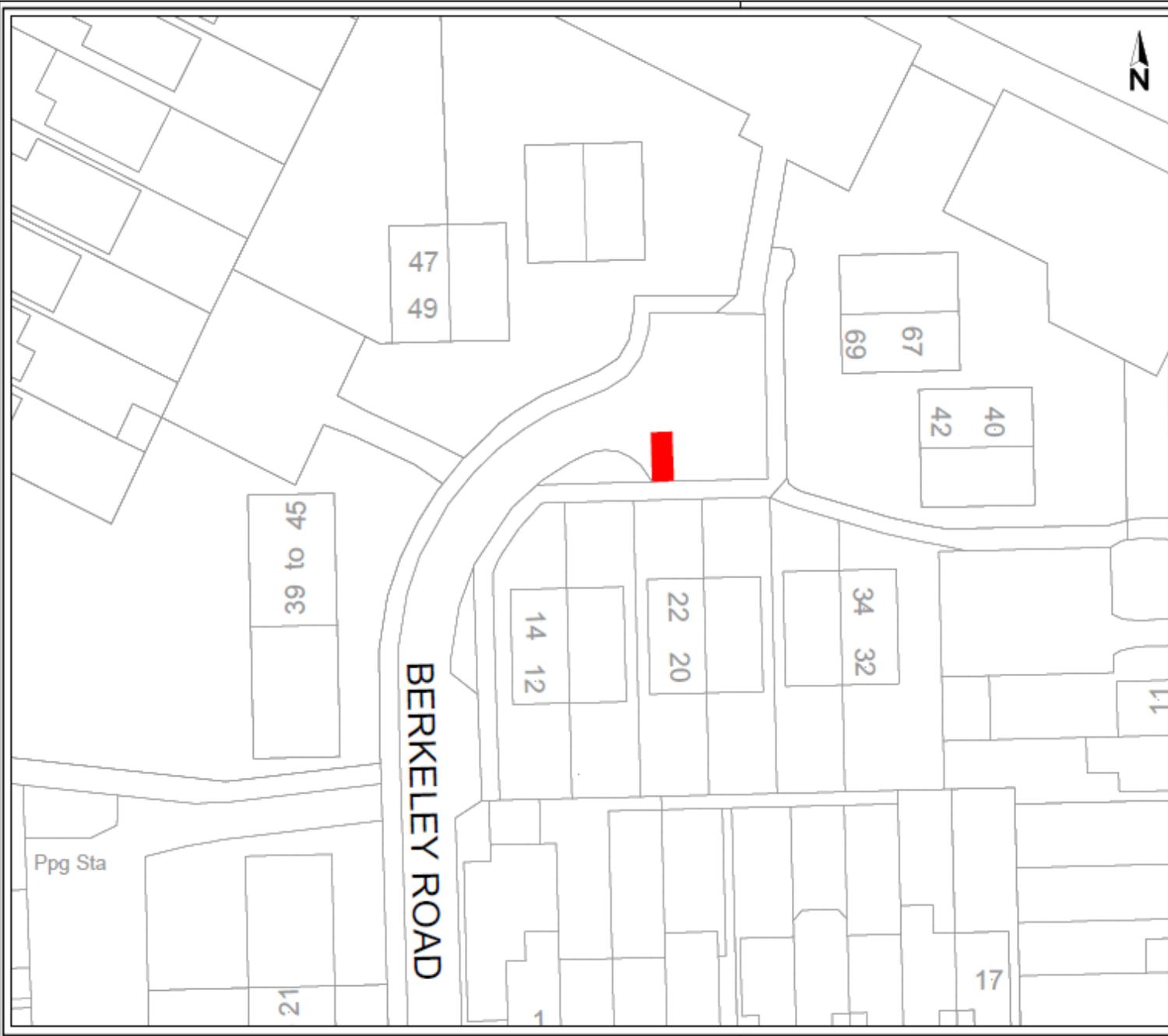
Drawing title
**SUNNINGWELL
SUNNINGWELL ROAD
ST. LEONARDS CHURCH**

Drawing Status **CONSULTATION**

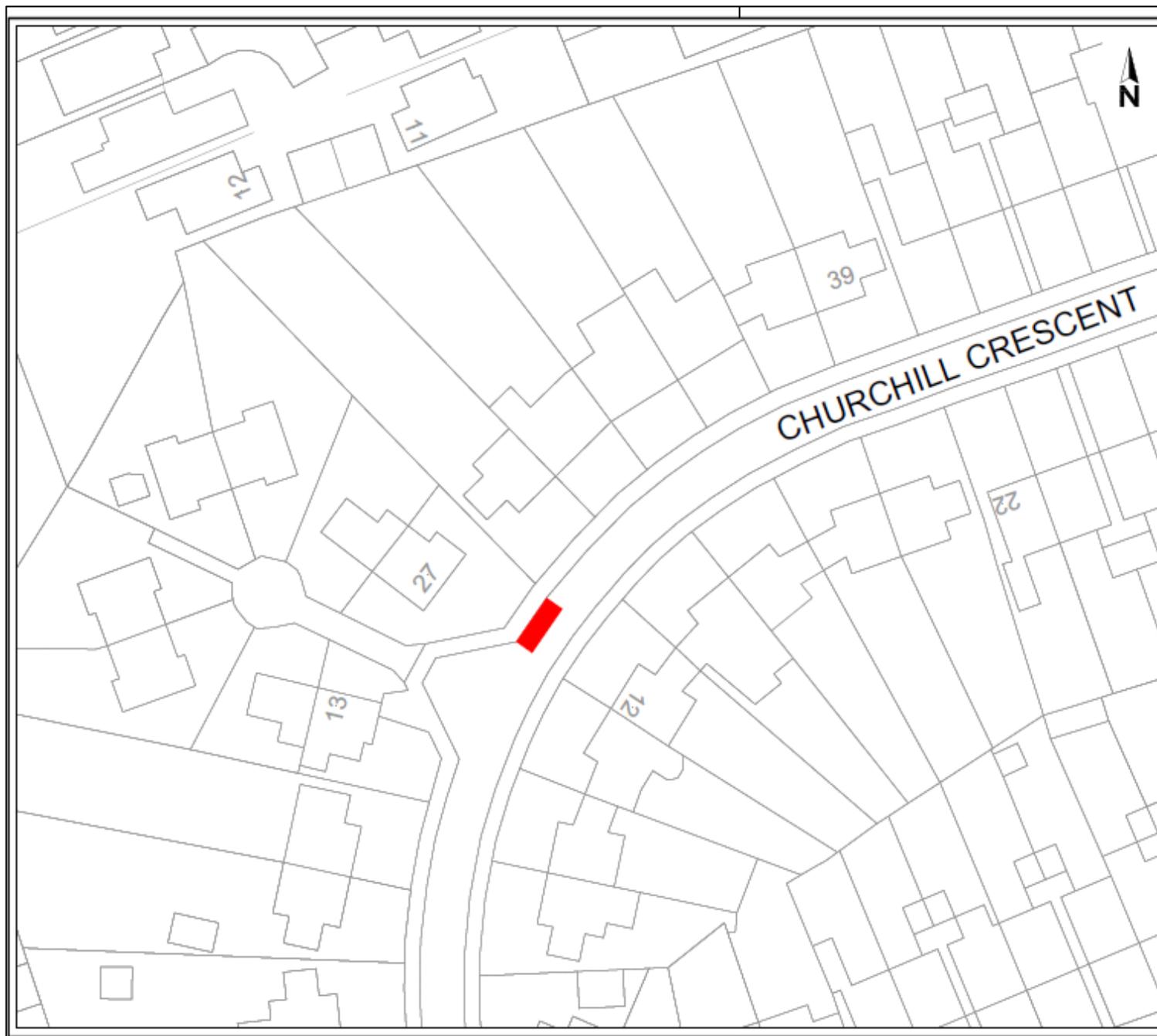
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N.T.S.	Date drawn 10/28	Date checked	Date approved

Oxfordshire Project No. & File Ref **10308**

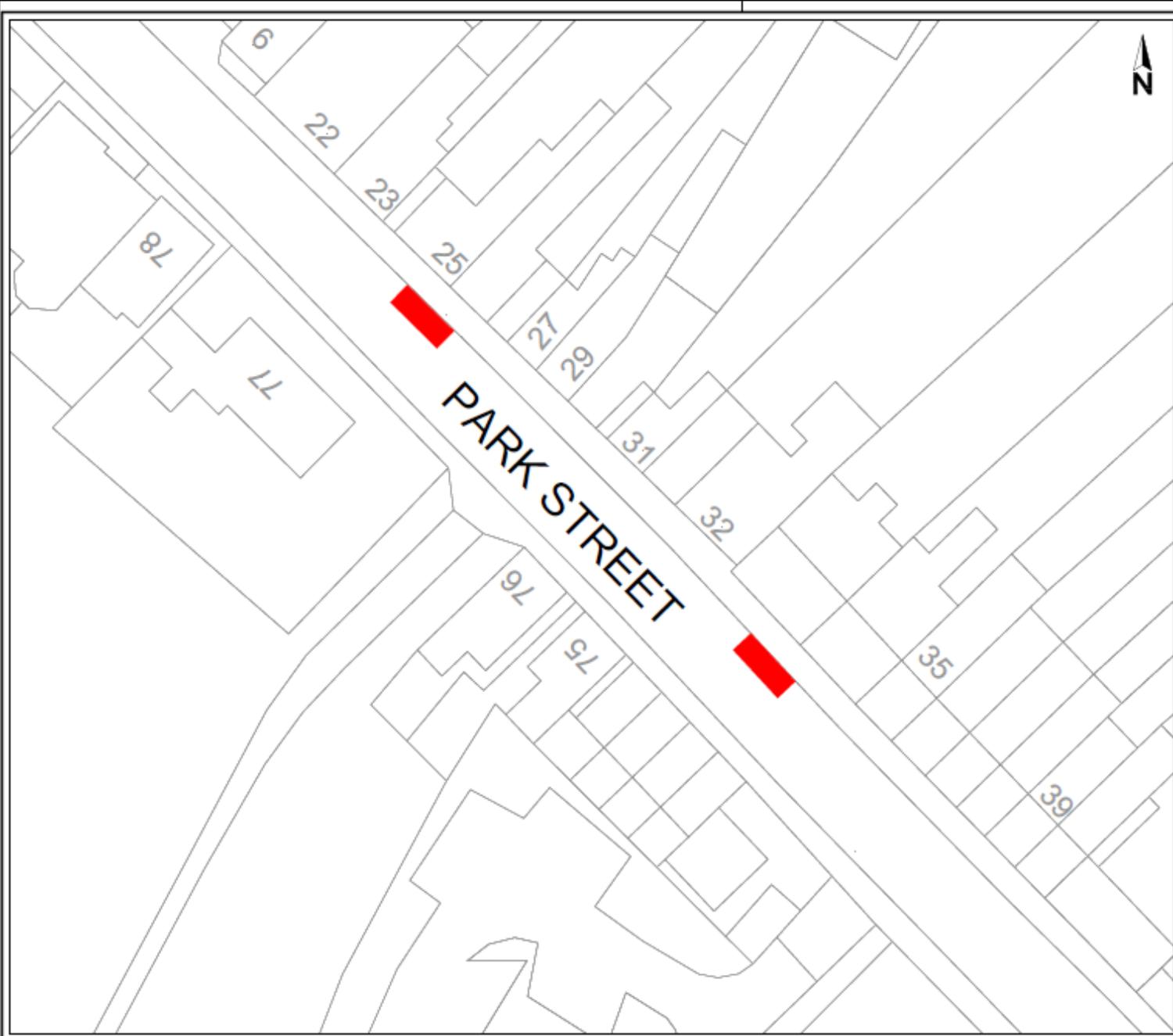
Drawing No. **DPPP/S&V/0019** Revision



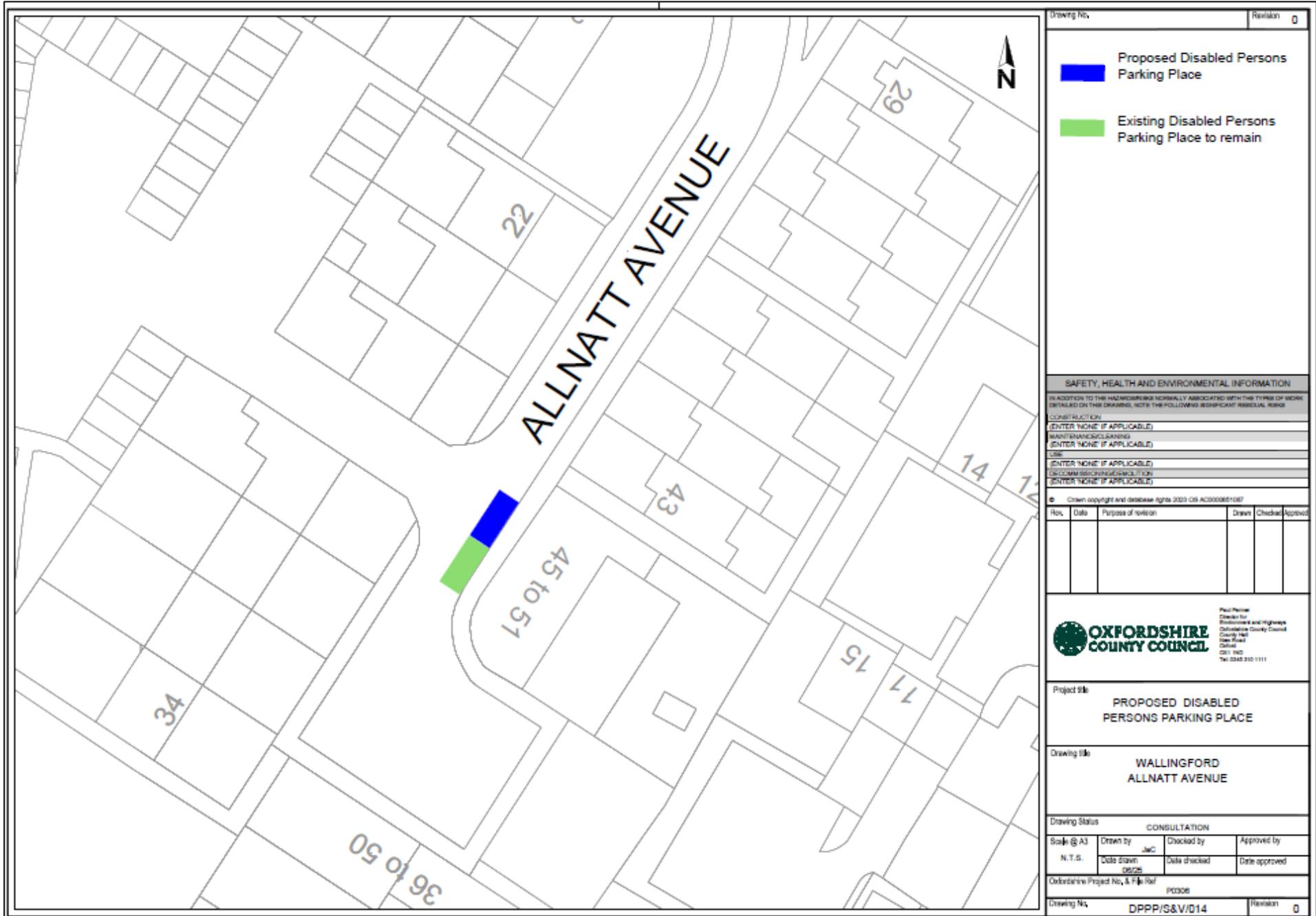
Drawing No.	Revision												
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<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISK:</p> <p>CONSTRUCTION (ENTER NONE IF APPLICABLE)</p> <p>MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)</p> <p>USE (ENTER NONE IF APPLICABLE)</p> <p>DISCOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)</p>													
<p><small>© Crown copyright and database rights 2023 OS. All rights reserved.</small></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<div style="display: flex; align-items: center; justify-content: center;"> <div> <p>OXFORDSHIRE COUNTY COUNCIL</p> <p><small>Paul Penne Clerk for Infrastructure and Highways Oxfordshire County Council County Hall 100 West Oxford OX1 1BP Tel: 01865 210 1111</small></p> </div> </div>													
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N.T.S.	JWC												
	Date drawn 10/25	Date checked	Date approved										
Drawing No.	Revision												
DPPP/S&V/012	0												



Drawing No.	Revision												
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<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDING NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:</p> <p>CONSTRUCTION (ENTER NONE IF APPLICABLE)</p> <p>MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)</p> <p>USE (ENTER NONE IF APPLICABLE)</p> <p>DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)</p>													
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved								
<p style="font-size: x-small;">Paul Perrier Director for Roadworks and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1BD Tel: 0345 210 1111</p>													
<p>Project title</p> <p style="text-align: center;">PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE</p>													
<p>Drawing title</p> <p style="text-align: center;">THAME CHURCHILL CRESCENT</p>													
<p>Drawing Status CONSULTATION</p>													
Scale @ A3	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Drawn by J&C</td> <td style="width: 25%;">Checked by</td> <td style="width: 25%;">Approved by</td> </tr> <tr> <td style="font-size: x-small;">N.T.S.</td> <td style="font-size: x-small;">Date drawn 06/25</td> <td style="font-size: x-small;">Date checked </td> </tr> </table>	Drawn by J&C	Checked by	Approved by	N.T.S.	Date drawn 06/25	Date checked 						
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N.T.S.	Date drawn 06/25	Date checked 											
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Drawing No.	Revision												
DPPP/S&V/011	0												



Drawing No.	Revision 0				
Proposed removal of Disabled Persons Parking Places.					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORKS:					
CONSTRUCTION (ENTER NONE IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)					
USE (ENTER NONE IF APPLICABLE)					
DECOMMISSION/DEMOLITION (ENTER NONE IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
OXFORDSHIRE COUNTY COUNCIL <small>Paul Palmer Director for Roadworks and Highways Oxfordshire County Council New Road Oxford OX1 1ED Tel: 0345 210 1111</small>					
Project Title PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACES					
Drawing Title THAME PARK STREET					
Drawing Status CONSULTATION					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn 10/25	Date checked	Date approved		
Oxfordshire Project No. & P&R Ref					
P0306					
Drawing No. DPPP/S&V/012					Revision 0



Drawing No. Revision 0

- Proposed Disabled Persons Parking Place
- Existing Disabled Persons Parking Place to remain

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 IN ADDITION TO THE HAZARDING NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS SUBSTANCE(S):
 CONSTRUCTION: (ENTER NONE IF APPLICABLE)
 MAINTENANCE/CLEANING: (ENTER NONE IF APPLICABLE)
 USE: (ENTER NONE IF APPLICABLE)
 DECOMMISSIONING/DISMANTLING: (ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



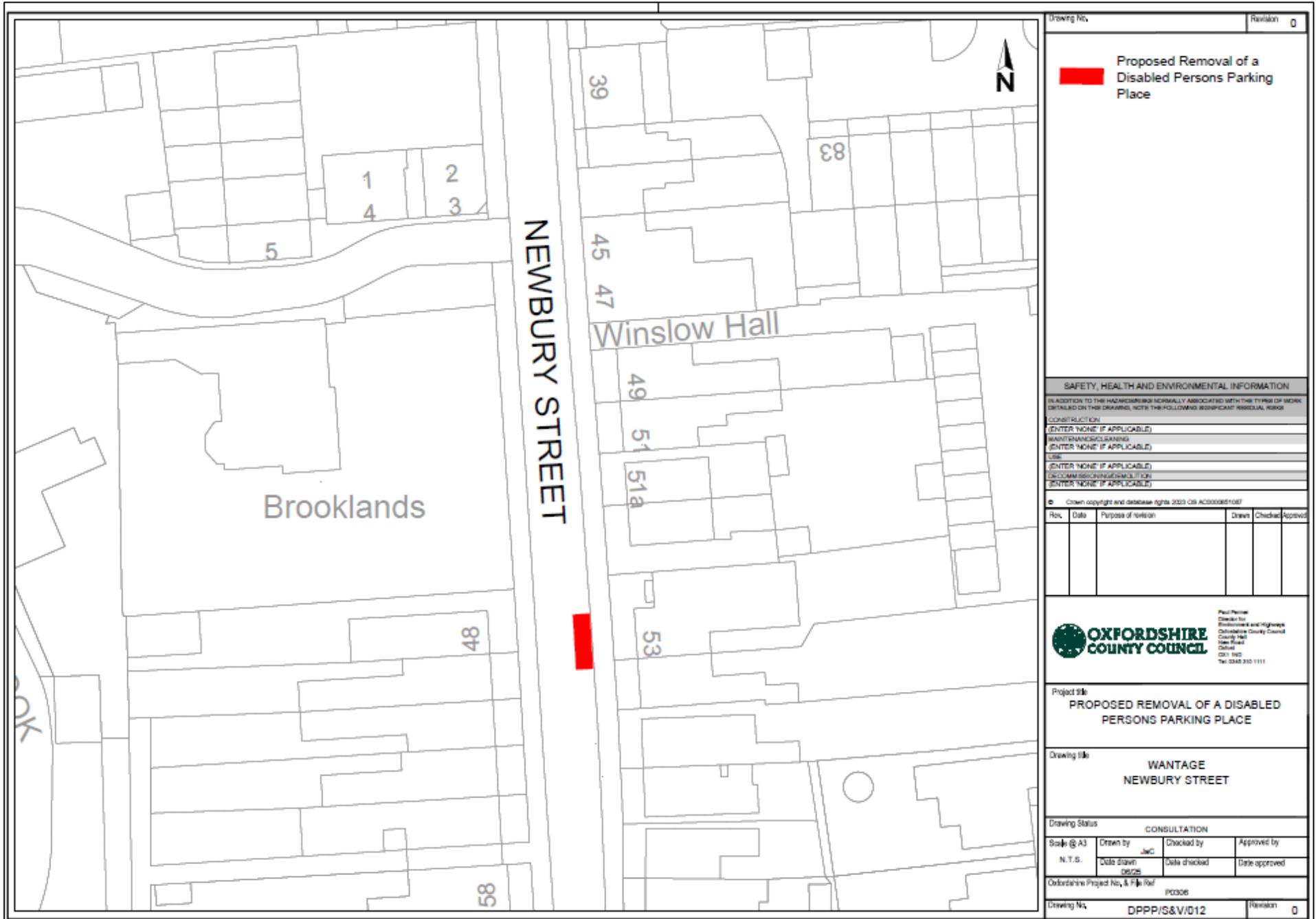
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Drawing title: **WALLINGFORD ALLNATT AVENUE**

Drawing Status: **CONSULTATION**

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
	Date drawn: 05/25	Date checked:	Date approved:

Oxfordshire Project No. & File Ref: **PO306**
 Drawing No. **DPPP/S&V/014** Revision **0**



Drawing No. _____ Revision 0

 Proposed Removal of a Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORKS:
 CONSTRUCTION: _____
 (ENTER 'NONE' IF APPLICABLE)
 MAINTENANCE/CLEANING: _____
 (ENTER 'NONE' IF APPLICABLE)
 USE: _____
 (ENTER 'NONE' IF APPLICABLE)
 DECOMMISSIONING/DEMOLITION: _____
 (ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
 Paul Perce
 Director for
 Environment and Highways
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0345 300 1111

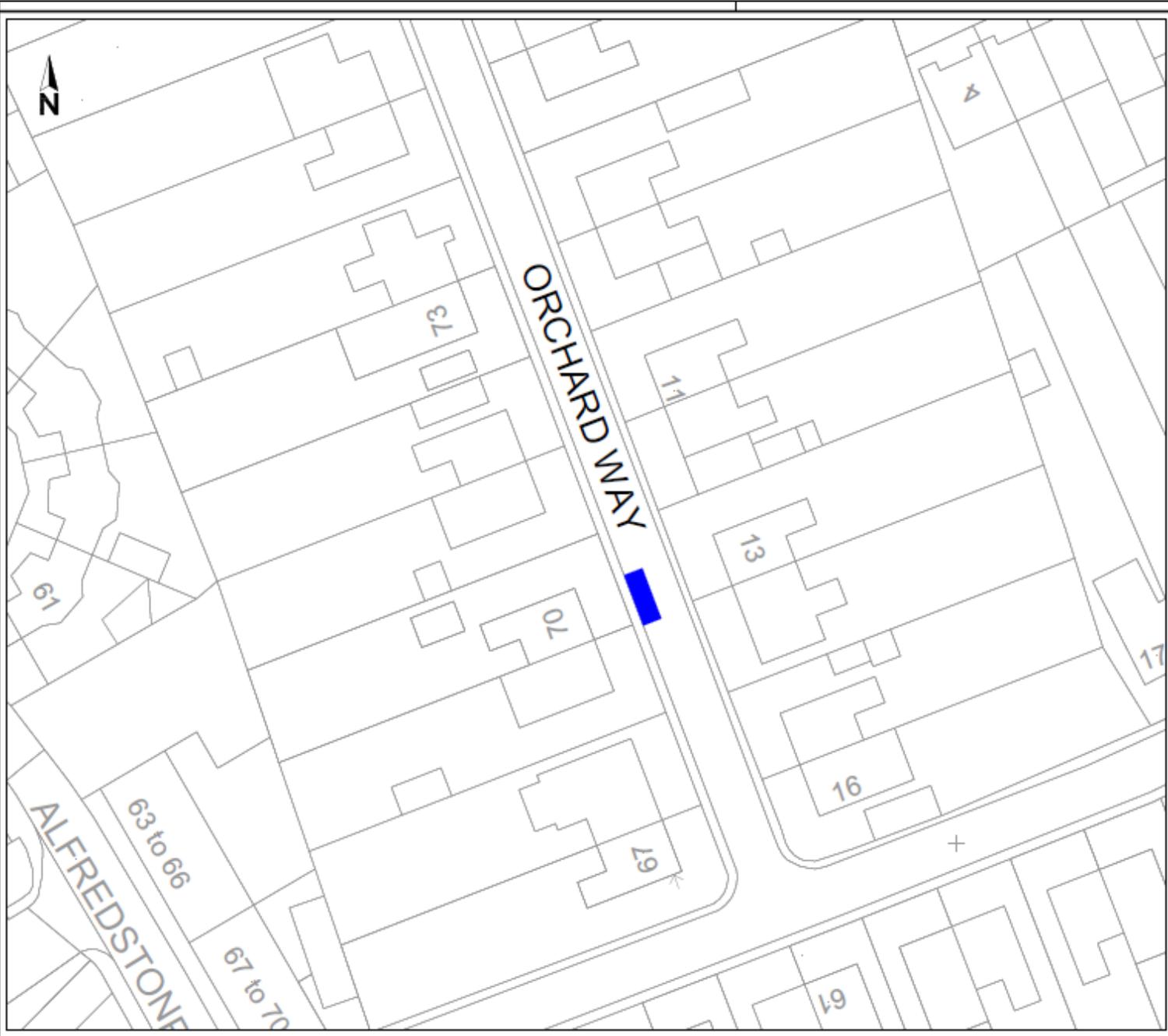
Project title
PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE

Drawing title
WANTAGE NEWBURY STREET

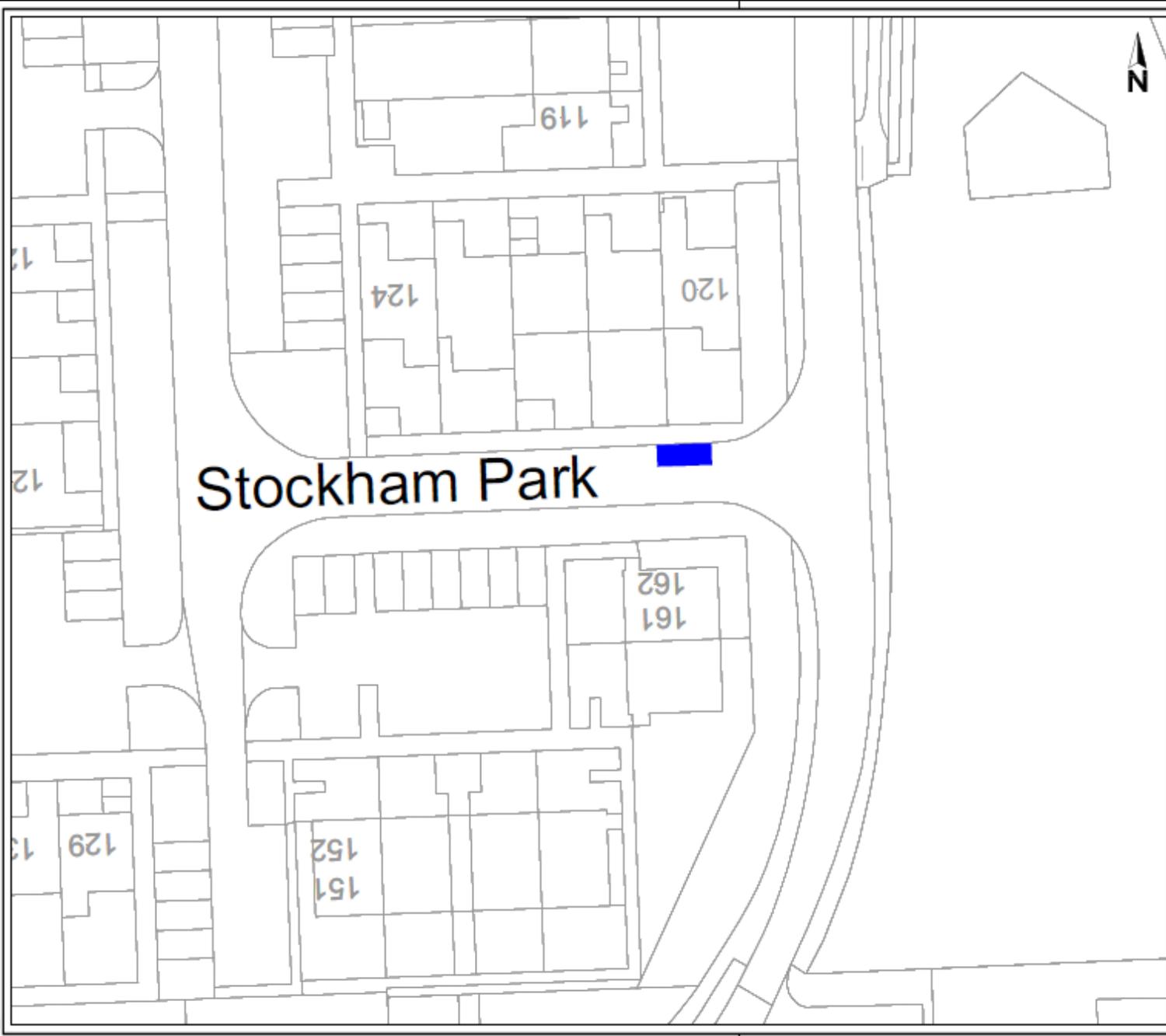
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Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
	Date drawn 05/25	Date checked	Date approved

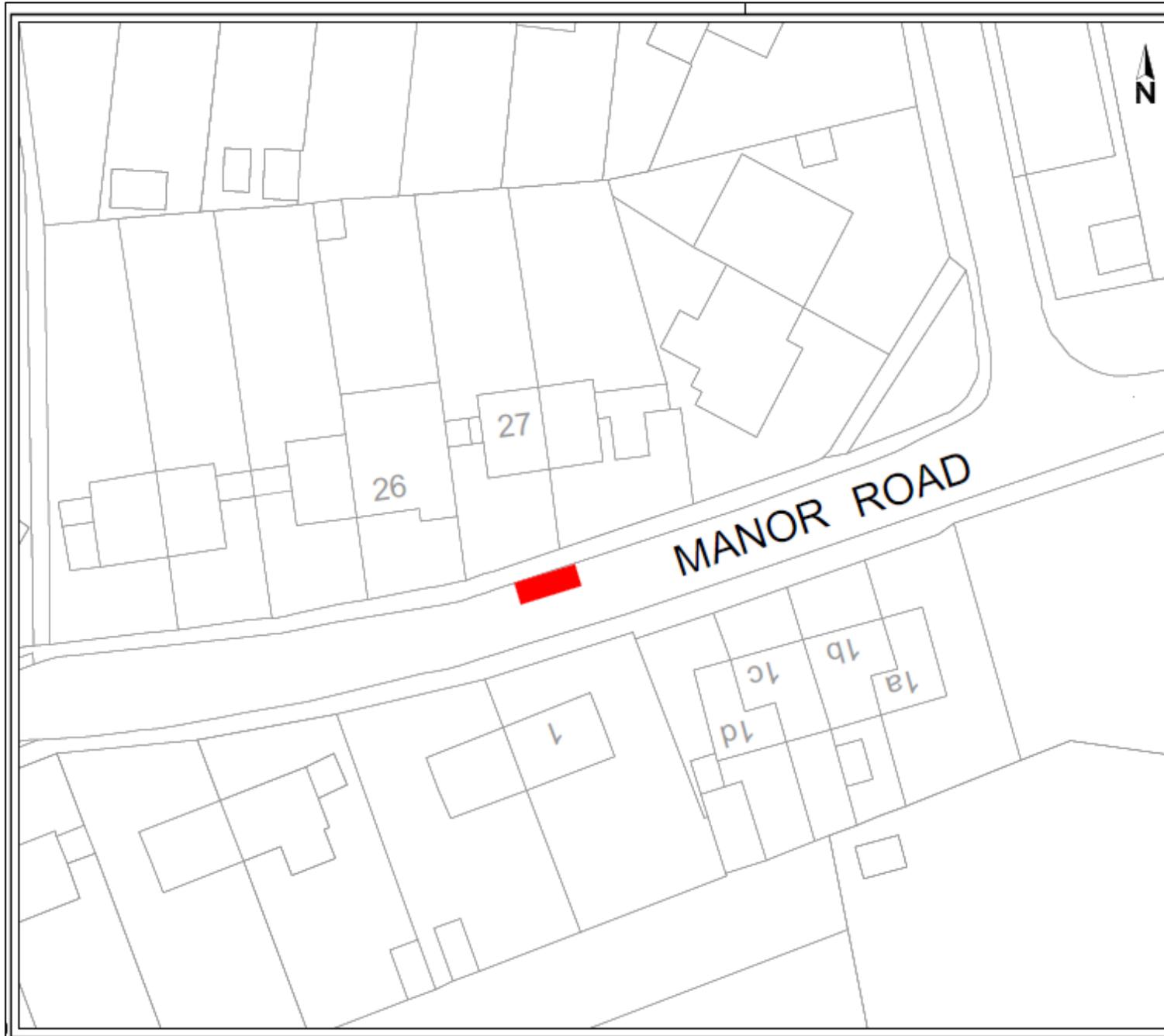
Oxfordshire Project No. & File Ref: **PC006**
 Drawing No. **DPPP/S&V/012** Revision **0**



Drawing No.	Revision 0				
Proposed Disabled Persons Parking Place					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS: CONSTRUCTION (ENTER NONE IF APPLICABLE) MAINTENANCE/OPERATIONS (ENTER NONE IF APPLICABLE) USE (ENTER NONE IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Paul Perrow Director for Environment and Highways Oxfordshire County Council County Hall 100 West Oxford OX1 1BQ Tel: 01865 210 1111					
Project title: DISABLED PERSONS PARKING PLACES					
Drawing title: WANTAGE ORCHARD WAY					
Drawing Status: CONSULTATION					
Scale: @ A3	Drawn by: JWC	Checked by:	Approved by:		
N.T.S.	Date drawn: 08/26	Date checked:	Date approved:		
Oxfordshire Project No. & File Ref: PC006					
Drawing No.	DPPP/S&V/0012				Revision 0



Drawing No.	Revision 0												
<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 15px; height: 15px; background-color: blue; margin-right: 5px;"></div> Proposed Disabled Persons Parking Place </div>													
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p><small>IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUSNESS</small></p> <p>CONSTRUCTION (ENTER NONE IF APPLICABLE)</p> <p>MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)</p> <p>USE (ENTER NONE IF APPLICABLE)</p> <p>DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)</p>													
<p><small>© Crown copyright and database rights 2020 OS AC30000010087</small></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">Rev.</th> <th style="width: 10%;">Date</th> <th style="width: 65%;">Purpose of revision</th> <th style="width: 5%;">Drawn</th> <th style="width: 5%;">Checked</th> <th style="width: 10%;">Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 15px; height: 15px; background-color: red; margin-right: 5px;"></div> <p>Proposed Removal of a Disabled Persons Parking Place</p> </div>													
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<p style="font-size: x-small;">Paul Payne Director for Roadworks and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1BD Tel: 01865 210 1111</p>													
<p>Project title PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE</p>													
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RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Oxford Bus	No objection
(e3) Thame Town Council	No objection
(e4) Cllr Gavin McLauchlan	No objection
(e5) Cllr Ken Arlett	No objection

- Northcourt Road (Abingdon) - Proposed removal of a DPPP

(1) Local Resident, (Abingdon)	Support (Northcourt Road) –
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- Swinburne Road (Abingdon) - Proposed new DPPP

(2) Local Resident, (Abingdon)	Object (Swinburne Road) – I have just received and read your proposals on stealing what remains of my little bit of parking. So, what am I supposed to do? How far are you going until some poor soul has none. I do not know who or where this originated, but you leave me with no action but to strongly object.
(3) Local Resident, (Abingdon)	Object (Swinburne Road) - In the specific case of Swinburne Road, South Oxon, there is already a disabled space which is used by a person with no apparent physical disability. If the council wishes to spend our money on

	<p>schemes to improve the quality of life of residents, it could do better by renovating the Ock River path, which is virtually unusable during the autumn and winter months. This would allow us all to remain healthier and avoid disabilities in the future. We do not need more disabled parking! And we do not need the obsession with spending our money at every opportunity.</p>
<p>(4) Local Resident, (Abingdon)</p>	<p>Object (Swinburne Road) - I am writing to express my concerns about the proposal to install an additional accessible parking bay near my home. At present, there is already a large accessible bay located very close to my property. I understand and fully support the need for accessible parking in the community; however, the introduction of a second large bay in such close proximity raises significant practical concerns for residents on this road. Parking in this area is already extremely difficult due to the limited number of available spaces. The accessible bays are understandably larger than standard spaces, but this means that each one removes more than one regular parking space from general use. Adding another bay so close to the existing one would further reduce already-scarce parking for residents and visitors.</p> <p>I respectfully ask the Council to consider the impact that two large accessible bays in such a small stretch of road will have on local parking availability. I would be grateful if the following points could be reviewed:</p> <ul style="list-style-type: none"> * Whether an alternative location could be considered that would still meet accessibility needs without placing two large bays so close together. * The possibility of assessing current parking pressure in the area before a final decision is made. * Any consultation or assessment that has been carried out with local residents regarding this proposal. <p>I fully appreciate the importance of accessible parking and simply hope that a solution can be found that balances these needs with the practical realities for residents living on this already congested street.</p>
<p>(5) Local Resident, (Abingdon)</p>	<p>Concerns (Swinburne Road) - I am writing to express my concerns about the proposal to install an additional accessible parking bay near my home.</p> <p>At present, there is already a large accessible bay located very close to my property. I understand and fully support the need for accessible parking in the community; however, the introduction of a second large bay in such close proximity raises significant practical concerns for residents on this road.</p> <p>Parking in this area is already extremely difficult due to the limited number of available spaces. The accessible bays are understandably larger than standard spaces, but this means that each one removes more than one regular parking space from general use. Adding another bay so close to the existing one would further reduce already-scarce parking for residents and visitors. I fully understand that a space further down the Road is being</p>

	<p>removed however I have concerns about these two bays situated together and the impact that this will have for other residents to park close to their properties.</p> <p>I respectfully ask the Council to consider the impact that two very large accessible bays back to back in such a small stretch of road will have on local parking availability. I would be grateful if the following points could be reviewed:</p> <ul style="list-style-type: none"> • Whether an alternative location could be considered that would still meet accessibility needs without placing two large bays so close together. • The possibility of assessing current parking pressure in the area before a final decision is made. • Any consultation or assessment that has been carried out with local residents regarding this proposal. • These bays are a permanent fixture, if they are no longer needed by the resident due to relocation or other circumstances how long does it take for the bays to be decommissioned, and is it illegal to park in the bay if it is no longer being used by the resident that requested it? <p>I fully appreciate the importance of accessible parking and simply hope that a solution can be found that balances these needs with the practical realities for residents living on this already congested street.</p>
<p>(6) Local Resident, (Abingdon)</p>	<p>Concerns (Swinburne Road) - Although there is no legal right to be able to park outside your house, I think there is a reasonable expectation that you should (at least sometimes) be able to do so. The existing disabled parking space outside no.33 Swinburne Road is already taking up some of the frontage of no. 31. If no.31 also has a disabled parking space then this will presumably overlap house no.29 substantially and maybe even completely. There will also then be a knock-on effect along the street, which might cause community disquiet. The needs of one resident should not be prioritised above the needs of another or all nearby residents. I presume there are statutory regulations about the size of a disabled parking space, but if the size required exceeds the road space/house frontage of the applicant's property then it should be declined irrespective of their need. This therefore includes no.33's disabled parking space which is huge for the size of vehicle parked in it. A disabled parking space the size of each house frontage is perfectly adequate for an average vehicle - after all everyone else manages to park in such a sized space. What the applicant needs is to know that the space outside their house will ALWAYS BE AVAILABLE for them - not need additional space to manoeuvre their vehicle (otherwise their ability to drive should be investigated).</p> <p>Residents in Swinburne Road are very considerate and generally do not park near the edge of the designated disabled parking space (I have witnessed this from the one now being removed outside no.13) so even wider 'gaps' are created in a ripple effect along the street and these 'gaps' can lead to inefficient parking so less vehicles can get a space; maybe even parking at the far end of the street or Radley Road.</p>

	<p>Assuming the new disabled space is agreed, I hope the two disabled spaces can abut or join each other and that there is no extra gap between the two dotted end edges at the end of one and start of the next. As I said above, I believe no.33's already encroaches on the frontage of no.31 so it cannot start on the edge of their property anyway. If it is possible to reduce the size of no.33's space to the frontage of their property and then line-up no.31 across their property, that would solve all problems for the whole street.</p> <p>In recent years there have been more difficulties in finding a parking space anywhere on Swinburne Road, especially at certain times eg. school drop-off and pick-up, in the evenings as work vans and residents from other streets leave their cars parked overnight, and we even have a resident fire-engine (which notably seems to have electric cable permanently connected, so it never leaves its rather large parking position). I am not opposed to disabled parking spaces per se, but I think they should be only introduced if absolutely required and of a specification which is appropriate to the street.</p> <p>The properties in Swinburne Road are generally not where physically disabled people would choose to live due to the nature and age of the houses. I assume that a check is made that it is a requirement for physical immobility that the disabled space will be required and not just that the person is registered as disabled. If the disability does not relate to the applicant being physically unable to walk short distances, I would ask that this application be reconsidered.</p>
(7) Local Resident, (Abingdon)	<p>Concerns (Swinburne Road) - Have an issue with the size of these parking spaces. Totally understand that a disabled person might have difficulty manoeuvring their vehicle to park, but these spaces are much wider than the terraced houses in the road so other parking space is lost. If the disabled spaces were only the width of the house, they could be assured a parking space without affecting other residents. I'm not aware of the need for the applicant to load/unload mobility equipment with rear access to the vehicle, which would obviously be a special need and the obligation for the provision a larger space.</p>
(8) Local Resident, (Abingdon)	<p>Support (Swinburne Road) - Happy with this though disabled parking space already in place outside 33 Swinburne Road.</p>
(9) Local Resident, (Abingdon)	<p>Support (Swinburne Road) - I support the proposed removal of the Disabled Persons Parking Place at 13 Swinburne Road, Abingdon. My reason is that the bay is no longer in active use, while there is a clear need for such provision at number 31, where residents have reduced mobility. Relocating the bay would ensure that the facility serves those who genuinely require it and improves accessibility in the neighbourhood.</p>

(10) Local Resident, (Abingdon)	Support (Swinburne Road) - I support the removal of the disabled bay not required outside 13 Swinburne Road. If the proposed bay is requested and needed for a resident, I would support.
(11) Local Resident, (Abingdon)	No opinion (Swinburne Road) - I am a resident of Swinburne road Abingdon and am the holder of a current blue badge due to several lower leg disabilities.????

- Aston Street (Aston Tirrold) – Proposed new DPPP

(12) Local Resident, (Aston Tirrold)	Object (Aston Street) – It's near to my property, where I park my car for the last nearly 6 years, I am disabled too, most of the 12 residents here are disabled, hence why we have not requested disabled spaces in the past. The one disabled bay will take up at least two maybe three parking spaces, which are scarce anyway.
(13) Local Resident, (Aston Tirrold)	Concerns (Aston Street) - Special disabled parking is fine as long as it is within the existing pull-in area and does not go further outside this area into the road or along it.
(14) Local Resident, (Aston Tirrold)	Concerns (Aston Street) – If a disabled parking space is provided, which property will it be designated to? If that particular tenant leaves the property, what happens to the Disabled Space? Or, will it be any bodies, I am sure there is more than one tenant who has a Blue Badge, therefore, could cause problems as to who can use it. When Social housing properties are advertised it may include 'check parking', but it is up to the prospective tenant to decide whether this could be a problem before they agree to take on the tenancy, or not. There are social housing bungalows with adjacent parking for disabled tenants. There is a separate car park for the houses, there might be tenants there with Blue Badges. The cars park at an angle in the lay-by, more often than not bumped up onto the pavement as the road is narrow, other cars park halfway on the pavement. If there is a specific Disabled space as shown on the map, this will cut down the number of spaces, also there will be nowhere for them to park and Housing Workmen to park their vans. There is a large area in front of the bungalows, but this is on a gradient. From what I understand the lay-by was for the Bus Stop but as more tenants got cars this stop was discontinued, it now stops by the Garage. The timetable needs removing as I have seen people looking there expecting a bus coming. At the moment the parking is adequate if we all park at the same angle, although not sure about

	the parking on the pavement if that is legal, it does block the pavement.
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- Colwell Road (Berinsfield) – Proposed new DPPP

(15) Local Resident, (Berinsfield)	Support (Colwell Road) –
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- Dibleys (Blewbury) - Proposed new DPPP

(16) Local Resident, (Blewbury)	Support (Dibleys) - The Dibleys estate is for over 55s only. There are bound to be a number of Blue badge holders. There are over 50 houses & bungalows with various access to parking (not just one car park). There are a limited number of spaces - please note NOT enough for one for each dwelling. The only concern is that when those BB holders leave the estate (or other reasons for not needing a space like they die) we will have more and more BB spaces which are not that useful and nowhere for the other residents to park!
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(17) Local Resident, (Blewbury)	Support (Dibleys) –
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- Winters Field (Crowmarsh Gifford) - Proposed new DPPP

(18) Local Resident, (Crowmarsh Gifford)	Support (Winters Field) – I have no concerns.
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(19) Local Resident, (Crowmarsh Gifford)	Support (Winters Field) - I am happy with a disabled space to be created at Winters Field.
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- Champion Hall Drive (Didcot) - Proposed new DPPP

(20) Local Resident, (Didcot)	Object (Campion Hall Drive) –
(21) Local Resident, (Didcot)	Object (Campion Hall Drive) –
(22) Local Resident, (Didcot)	Object (Campion Hall Drive) –

- Manor Close (Drayton) - Proposed new DPPP

(23) Local Resident, (Drayton)	<p>Object (Manor Close) – I am writing to formally object to the proposed installation of a disabled parking space within the turning area of our cul-de-sac. While I fully support the allocation of disabled parking and appreciate its importance, I believe the location currently proposed is unsuitable and potentially unsafe.</p> <ol style="list-style-type: none"> 1. Concerns Regarding Turning Space and Double Parking - The turning area is already heavily used by residents and visitors, and the proposed space would reduce the manoeuvring room even further. We have repeatedly experienced issues with vehicles double-parking when the turning space becomes congested. I have attached photographic evidence to demonstrate how frequently this occurs and how tight the available space already is. 2. Emergency Vehicle Access - The reduction of turning space raises serious concerns about the ability of emergency vehicles to access properties at the end of the cul-de-sac. Fire engines, ambulances, and refuse vehicles already struggle to turn safely and efficiently. Further restricting this area may delay response times during emergencies. 3. Lack of Direct Communication - I am disappointed not to have received a formal letter or notification regarding this proposal, especially as it directly affects the area immediately outside my property. I only became aware of this through neighbours, which is concerning given the potential impact on residents who live closest to the site. 4. Alternative Proposal - I do not object to the creation of a disabled parking space; in fact, I believe it is needed. However, I strongly feel that the current location is not appropriate. I would like to propose an alternative solution:
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	<ul style="list-style-type: none"> • Removing a section of the grass verge to create dedicated disabled parking, • And, if feasible, expanding this area to accommodate additional parking for other properties. This option would avoid compromising the turning area while still meeting the needs of disabled residents. <p>5. Damage to My Driveway - I would also like to highlight that my driveway has already suffered significant damage caused by vehicles mounting or crossing it while attempting to navigate the restricted turning space. Further reduction of this area would almost certainly worsen the problem.</p> <p>I respectfully request that the council reconsider the proposed location and explore the more suitable alternative suggested above. I would welcome the opportunity to discuss this matter further or provide additional evidence if required.</p>
(24) Local Resident, (Drayton)	<p>Object (Manor Close) – I live in Manor Close, Drayton, there is no allocated parking as we only have a turning point. Turning into a disabled parking space is ridiculous. We have previously been told not to park there as we need it to turn round for example if there is a fire or ambulance needing to get down. Giving one person a disabled spot should allow everyone else to have a designated parking space. The parking has always been bad I have lived here 14 years and was informed on the parking situation. I am not aware of anyone needing a disabled parking space I believe this has been brought up due to not being able to park previously and trying to guarantee someone a permanent space. Overall, we don't have the space to be making a disabled parking space for one person who doesn't need it and stated I've been here for so many years and speak to everyone and this has never been brought up. To get rid of our turning points for one person and not have space for emergency services to turn round. If you refer back to previous letters sent out to this close parking has been refused by the council by us to park in these turning points. This turning point is out the front my living room window and people should be allowed to park their cars where they are visible to them as well. So all this in consideration of giving one person a space who I'm not sure really needs it fully object as it will cause further problems down the line.</p>
(25) Local Resident, (Drayton)	<p>Object (Manor Close) – The whole street struggles to park not just one person, not one person in our street needs a disabled parking space to walk 10 metres to their flat it's an absolute joke. however if you want to give more parking to the residents then change the layout out of the cul-de-sac, where you plan to put a disabled parking space could easily be widened enough for four cars easily which would provide most of the street with a regular space but to think that some deserves to be closer to their flat than the rest of us is pathetic and they need to suck it up and stop moaning, we all have to walk the same distance to and from our flats and I can</p>

	<p>assure you not one person needs a disabled parking space but we all need more parking places, so what I've suggested would be perfect for all and there would be a lot less arguments as well. I can guarantee you there will be major arguments in this street if you put a spot in for just one person.</p>
<p>(26) Local Resident, (Drayton)</p>	<p>Object (Manor Close) – 1. The proposed location of this disabled bay is in a turning circle, therefore should not be allowed. Although people do use this circle to park, this should not be happening. Over the years of living here, we have witnessed countless times that an ambulance called to a vulnerable neighbour has been unable to turn so has had to reverse.</p> <p>2. In this small cul-de-sac parking is a nightmare. The 16 flats have NO allocated parking and this causes much tension amongst the residents now. To permanently remove a 'space' to allow for a blue badge would not be fair and will risk further inflaming these tensions. I would also be interested to know who would actually police the parking in that space!</p> <p>3. In the 16 flats on Manor Close, there are 2 residents with a blue badge so having only one space would be difficult (see point 2). Also my own mother and my neighbours mother have blue badges so they too could use this space which makes the whole purpose of doing this for the resident slightly pointless. It is not possible to allocate these spaces to individuals.</p> <p>4. The alternative solution would be to make a new parking bay on the grass next to your proposed site. However, at a time when council funds are massively under strain both options seem a huge waste of money. The proposed site (in the turning circle) is rarely used by anyone other than the resident, but on the odd occasion that it is, he just parks on the grass which is in fact closer to his home! The resident would do better by writing to all other residents explaining his health/medical issues and asking that, when possible, they leave the area clear for him. This would cost nothing!</p> <p>If the decision to go ahead is made, then we would all be grateful if the parking of ALL vehicles is prohibited from the grass areas of Manor Close.</p>
<p>(27) Local Resident, (Drayton)</p>	<p>Object (Manor Close) – It's a turnaround point not a parking spot. Will cause multiple issues with residents.</p>
<p>(28) Local Resident, (Drayton)</p>	<p>Object (Manor Close) – I am a resident of Manor Close; I'm concerned that after letters from my housing association that the open bays in manor close are an important turning point for emergency services that may need to park or get down our road. We have been instructed many times not to park there and now being told it will be for disabled parking which will not mean it is strictly for one person if they are saying they need it, it's not a huge road no one has to walk too far to their car. Allowing a disabled space is giving people permission to park in a turning point which is there for safety. If a fire engine was to come down our road right now where people are</p>

	parked it wouldn't be able to get out. Instead of just looking at objections I think all should come and see for yourself the distant from parking to each door which isn't far at all and at the end of the day when everyone is parked up see the hassle we have from where people park in the turning point it's not about one person it's about the whole close.
(29) Local Resident, (Drayton)	Concerns (Manor Close) – The issue with parking on this road is down to non-residents using the road to park - a much better way to address this issue would be to put a resident only sign at the entrance of the close.
(30) Local Resident, (Drayton)	Support (Manor Close) – I am fully supportive of a Disabled parking bay.
(31) Local Resident, (Drayton)	Support (Manor Close) – I'm disabled
(32) Local Resident, (Drayton)	Support (Manor Close) – I am pleased to see that this is being considered. There should be provision of a disabled parking space to support anyone who might require it. My only concern is that people who are not classed as Disabled would still use it. How would this be monitored?
(33) Local Resident, (Drayton)	Support (Manor Close) – This space is needed for the only disabled person in the close. Perhaps the council need to stop everyone in the close parking all over the grass verges as when they accepted their flat, they knew it did not come with allocated parking.

- Couplings Close (East Hendred) - Proposed new DPPP

(34) Local Resident
(East Hendred)

Object (Coulings Close) – 1. The proposal unfairly creates an allocated space for a single household - The resident requesting this bay already routinely uses the exact space shown on the plan. Converting it into a marked disabled bay in that specific location effectively turns it into a private, reserved space for one household. This is unfair, biased, and not aligned with the purpose of general use disabled bays meant for all Blue Badge holders.

2. Many residents rely on on-street parking — penalising several for the sake of one is disproportionate. Residents all along Coulings Close, including those from the main road downwards, rely heavily on limited on-street parking. Some cannot park on or near their own homes at all. Penalising multiple households for the convenience of a single property is disproportionate and biased from a planning perspective.

3. Some residents with driveways do not use them - Several homes with functional driveways still choose to park on the road, adding strain to already limited parking. Removing one shared space will worsen the situation and create avoidable tension.

4. We have already applied for a dropped kerb — this proposal interferes directly with our application. We previously submitted a dropped-kerb application and have yet to receive a response. This proposed bay sits would block, restrict, or jeopardise our ability to create off-street parking on a property we own outright. This would penalise us severely, while another household is effectively gifted a dedicated parking place.

5. We fully support accessibility, but not at the cost of our rights or our community - We are supportive of disabled access and do not object to appropriate provisions. However, this proposal prevents us from responsibly developing our property to reduce our impact on neighbours and the village. We are trying to alleviate parking pressure, not increase it — yet this plan forces the opposite.

6. Waste of public funds - Installing a disabled bay — including legal costs, markings, signage, and road works — is an unnecessary use of taxpayer money. Coulings Close needs a full resurfacing, not patchwork repairs. Installing a bay on a road already requiring substantial refurbishment is short-sighted and wasteful.

7. Reduction of shared parking from four spaces to three - The current configuration accommodates four vehicles. The proposed disabled bay would reduce this to three, worsening access for multiple households who rely on these spaces daily.

8. Existing resident parking system works well - An informal but functioning system exists where neighbours park in sequence according to property location. This avoids conflicts and has worked for years. A dedicated bay placed in this location would disrupt this established community practice entirely.

9. We are the only household directly affected - The bay is positioned solely outside our home, meaning we alone bear the negative impact. We are also the only privately owned property in the immediate area; surrounding properties are social housing with different arrangements. The impact is therefore exclusive and disproportionate.

10. No clarity on review, removal, or reassessment - There is no explanation of whether the bay will be removed when no longer required, reviewed periodically, or remain indefinitely. Imposing a potentially permanent restriction for a single household's temporary need is unreasonable.

11. Other residents already face parking difficulties - Several residents must park far from their homes, while others with driveways still use the street. Creating a partially private space in an already congested area further reduces fairness and equity.

12. This proposal compounds existing disadvantages caused by prior planning oversights - Our property already suffers due to unresolved telecom infrastructure issues resulting from poor planning coordination. Our ongoing case (OG08676, raised with Olly Glover CC) has left us with inadequate telecom services, unlike neighbouring properties. While we do not allege intent, the cumulative effect of such decisions is that our household is repeatedly and disproportionately disadvantaged due to the age and layout of our property. This disabled bay proposal continues that pattern by imposing yet another barrier on us alone.

13. Strong concern about bias and disproportionate impact - Taken together, these planning decisions — telecoms failures, blocked property improvements, reduced parking access, and exclusive allocation — create the appearance of bias in effect, regardless of intention. Our property repeatedly experiences negative outcomes while others benefit or remain unaffected.

14. We will follow up and require our concerns formally recorded - We will be actively following up to ensure that our concerns are properly logged and included in all reports, assessments, and decisions relating to this proposal. If this proposal proceeds in a way that negatively impacts our lawful use of our property, we expect this objection to be formally referenced in any review. Should we be further disadvantaged, we will have no choice but to investigate and escalate this matter fully through the appropriate internal channels and, if necessary, stand on our full legal rights. This is not our preference, but we will not allow our home to be unfairly penalised again.

Conclusion - For all the reasons above — disproportionate impact, unfair allocation, interference with our dropped-kerb application, cumulative disadvantage, reduced parking, waste of funds, and disruption to the community — we strongly object to the proposed disabled parking bay at the current location. We respectfully request that the Council:

- reconsider the location,
- avoid allocating a space to one household,
- ensure no obstruction to our dropped-kerb application,
- review the wider road condition and planning issues fairly, and
- treat all residents equitably.

(35) Local Resident
(East Hendred)

Object (Coulings Close) – While recognising the importance of suitable provision for Blue Badge holders, this specific proposal does not, in my view, meet the test of being reasonably necessary or proportionate to secure parking for disabled people, and would cause a material detriment to neighbouring properties.

First, the location is within a short residential cul-de-sac where all households already park directly outside or very near their homes under a long-standing, informal but well-respected parking arrangement. The four properties on the side of the proposed bay currently share four on-street spaces and converting one of these to a DPPP (with associated markings and clearances) would in practice reduce the usable capacity for all neighbours, in a context where parking is already constrained by multi-car households. This would displace vehicles further down the road and undermine the existing equilibrium without generating any wider public benefit.

Second, the impact would fall disproportionately on one freehold owner while the principal benefit would accrue to a single applicant household that already habitually parks in that exact location. In effect, the proposal would convert what is presently shared public highway into what functions in practice as a de facto reserved space for one dwelling, contrary to the County Council's own statement that any Blue Badge holder may use a DPPP and that these bays are intended as public infrastructure rather than quasi-allocated private parking. The fact that neither of the residents of the applicant property appears to have difficulty entering or exiting a vehicle, and that they already park on-street within a few metres of their property, further undermines the argument that this particular location is required in order to meet accessibility needs.

Third, Coulings Close is a purely residential cul-de-sac with no shops, services, community facilities or other amenities that would attract Blue Badge holders from outside the immediate group of residents. There is therefore no identifiable demand from the wider Blue Badge-holding public for a dedicated bay at this location. The proposed DPPP would not improve access to employment, healthcare, shopping or public transport, but would instead operate solely for the convenience of a single household that already enjoys practical on-street access. This appears inconsistent with the stated purpose of DPPPs, which is to address genuine difficulty for disabled people who cannot reasonably park near their home or place of work.

Fourth, a core qualifying criterion for a DPPP is that there is no suitable off-street parking available, unless a person's disability prevents them from using such provision. In Coulings Close, several properties, including ours, either have or are actively seeking dropped kerbs or off-street solutions specifically to relieve on-street pressure.

The introduction of a DPPP in the proposed position would directly frustrate these attempts to manage parking reasonably, further intensifying competition for the remaining shared spaces. This seems contrary to the broader objective of balanced parking management and could be viewed as inequitable given that owner-occupiers are investing in their own infrastructure while tenants and social housing residents would, in effect, receive preferential treatment on the public highway.

Fifth, there are other locations on the wider road network near Coulings Close where a DPPP could be considered, should there be evidence of unmet demand, without concentrating the impact on a small cul-de-sac where every household can already park within close proximity to their front door. From a traffic management and equality-of-impact perspective, it would be more consistent with the County Council's duties to site any new bay where it serves multiple potential users and does not significantly reduce the already limited on-street capacity directly in front of a single property.

In addition, there are wider considerations of fairness and perception. At present, all neighbours on our side of the cul-de-sac are treated equally, each generally parking in front of their own property. Designating a DPPP near our home, where we are the only freehold owner and others nearby are tenants or in social housing, will inevitably be perceived as discriminatory and as conferring a privileged, effectively assigned space on one household at the expense of another. The problem is exacerbated by the fact that the applicant already asserts control over the same space, often requesting that others move or parking closely behind them, despite this being a public highway. Formalising a bay in that precise position risks legitimising this behaviour and institutionalising an arrangement that disadvantages younger and working residents who have a legitimate need to park near their homes.

From a resource perspective, the cost of installing and legally enforcing a DPPP (signage, markings, Traffic Regulation Order processes, and future maintenance) in this location is difficult to justify when the carriageway surface along the road is already in need of general resurfacing and maintenance. In circumstances where the proposed bay does not meet a clear, demonstrable public need and offers only marginal additional utility over the applicant's current parking arrangements, this does not appear to represent a proportionate or efficient use of public funds.

For all of these reasons, the proposal fails, in my view, to represent a reasonable, necessary or proportionate exercise of the Council's powers under the Traffic Regulation Order for Disabled Persons Parking Places in South

	<p>Oxfordshire and the Vale. It would cause a significant and ongoing detriment to the amenity and parking rights of adjoining owners, while conferring only a private advantage on a single household and delivering no wider benefit to Blue Badge holders or the community at large.</p> <p>I therefore respectfully request that the proposed Disabled Persons Parking Place in Coulings Close be refused, or alternatively that an alternative location be identified that does not materially reduce on-street capacity in front of an individual property and that better serves the public interest. Should this matter proceed to a decision meeting, I would be grateful to be notified and would wish to reserve the right to address the Cabinet Member for Highway Management in person.</p>
(36) Local Resident (East Hendred)	Object (Coulings Close) –
(37) Local Resident (East Hendred)	Object (Coulings Close) –
(38) Local Resident (East Hendred)	Object (Coulings Close) – Easy parking for all residents already exists, further bays will lower the number of spaces and impact residents further.
(39) Local Resident (East Hendred)	Concerns (Coulings Close) – This is a cul de sac and space for each bungalow apart from those that have a drive and we have an unspoken word where we park there is also a couple of disabled people in our little close so feel it a bit unfair to allocate just one space. We have no problem with our spaces being taken by outsiders (so to speak) on the rare occasion workmen may come but they are here for a short time. I feel if one space is allocated it could cause unrest between a very stable area.
(40) Local Resident (East Hendred)	Support (Coulings Close) – Because parking in this close is becoming a nightmare

- Ludbridge Close (East Hendred) - Proposed new DPPP

(41) Local Resident (East Hendred)	
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	<p>Object (Ludbridge Close) – With reference to the proposed bay, I strongly object to this proposal for the following reasons:</p> <ol style="list-style-type: none"> 1. The allocation of the bay – This bay has been allocated in the first bay of parking in Ludbridge Close which does not accommodate the Close in full. 2. Alternative recommendation – Please see alternative option below on map in blue, which would accommodate more inclusively the applicant and area. 3. The first bay is not only used by the residents of Ludbridge Close but also by Portway (although this is not designated parking in the Portway Housing Association conditions) However, the nominated space would cause further parking issues which can be avoided by relocating the proposed space. 4. If the applicant is getting sole use, then, the area marked in yellow would be a more compliant option to accommodate further disability. However, the blue recommendation does not create any undue impairment as this is where the applicant parks now. 5. With this proposal, you create further issues to those residents that have a registered disabled child to park much further from their property, creating issues which could be avoided by planning and relocating this space to the bay highlighted in blue on the map which would accommodate all, including the applicant. 6. Your proposed bay is allocated to a family with a child registered with autism and severe learning difficulties. This would therefore mean that child would have to cross the road who does not have road safety awareness due to his disability. 7. The applicant who moved into their property knowing the parking situation, has always chosen to park in the alternative proposed bay, yet you have allocated a bay the same distance from her property, but creating issues for the rest of the Ludbridge Close residents. 8. This map does not include the whole of Ludbridge Close and does not make this accessible to any other residents with disabilities.
<p>(42) Local Resident (East Hendred)</p>	<p>Object (Ludbridge Close) – I would encourage the County Councillor responsible for transport to visit the site, because the layout is central to why this proposal is, in my and others' views, inappropriate and disproportionate.</p> <p>1) The proposal appears inconsistent with Oxfordshire CC's eligibility criteria - Oxfordshire County Council's criteria state that a Disabled Person's Parking Place (DPPP) is generally for circumstances where there is no access to off-street parking, with only a limited exception where the applicant is the driver and their disability prevents use of the off-street facility. On this development, every property has at least two of their own, dedicated parking spaces and no allocated spaces are more than 40m from any resident's front door (most are materially</p>

closer). I would also ask that any suggestion by an applicant that they cannot walk to their own car parking spaces, given this distance, is assessed with appropriate evidence, if it has not been, to make sure the reason for requiring such a space is legitimate.

2) The proposed location does not solve an access issue and would not be a reasonable or efficient intervention - Even if a DPPP were considered in principle, placing it in the visitor bay location proposed would not meaningfully improve accessibility for most of the development. For all but 3 homes, residents' own allocated spaces are closer than the 7 visitor spaces. The practical effect is therefore that the disabled space would likely serve (at best) just one resident, while removing scarce shared capacity from everyone else, both resident and visitor, that was intended as part of the original planning permission process.

3) Disproportionate impact on parking availability and amenity for the wider community - There are only 7 visitor spaces serving 24 houses (roughly 1 per 3–4 homes). Converting one of those spaces to disabled-only materially reduces already limited visitor capacity. This has a predictable knock-on impact: visitors (including carers, deliveries, trades, and family) are displaced elsewhere, increasing local parking stress, not least with visitors parking on the verge and road, in a small development with a central green where children regularly play. In short: the detriment is distributed across the whole site, while any benefit is highly concentrated and (given the availability of off-street spaces) potentially marginal, given all residents have at least 2 of their own spaces that are all <40m from their front doors.

4) Enforceability: without a Traffic Regulation Order, would a marked bay be advisory only? - Where authorities create disabled bays without putting in place a Traffic Regulation Order (TRO), they can end up as advisory, and therefore not enforceable. If the intention is a disabled-only restriction, the question of legal basis and enforceability should be squarely addressed please. A bay that cannot be enforced would not meet the stated objective and would still remove a visitor space from general use.

5) Cost and prioritisation - We understand the implementation cost is in excess of £3,500. Against the background above (existing off-street provision; questionable eligibility and potential enforceability issues), this does not appear to be a proportionate use of taxpayer funds.

6) Practical alternatives that do not remove shared visitor capacity - If a resident has a genuine mobility need, there are more proportionate solutions, including personal solutions, that avoid permanently removing one of only seven visitor bays, for example:

- use of the resident's own allocated spaces (which are closer than the proposed bay for most homes); and

	<ul style="list-style-type: none"> • if needed, swapping/relocating allocation within the site via the management arrangements (where possible), including with Soha Housing, who control allocated parking spaces for their residents. <p>Request - It is important that the rights and benefits of all concerned are balanced. Taking action that will have the realistic, practical benefit to only one resident feels disproportionate given (i) the availability of off-street parking for every home, (ii) the disproportionate impact on the development's limited visitor provision, (iii) the cost and (iv) the potential enforceability issue. I would ask that the application is refused.</p>
(43) Local Resident (East Hendred)	<p>Object (Ludbridge Close) – The reasons for my concern are that I do not believe placing this disabled persons parking place in this lay-by is convenient for the community, If this is for the use of all connected to Ludbridge close the lay-by on the other side is more central for all. There are lots of visitor parking around the estate which could be thought about being a disabled bay. Also, this location is in front of the residence main window and I'm assuming that this location will have an EV charging point located with it at some point, this would severely obstruct the view of the residence. If this is being proposed with a particular resident in mind then depending on where they are I don't see that it is closer to their house than the other potential spaces.</p>
(44) Local Resident (East Hendred)	<p>Object (Ludbridge Close) – With reference to the proposed bay, I strongly object to this proposal for the following reasons: The allocation of the bay – This bay has been allocated in the first bay of parking in Ludbridge Close which does not accommodate the Close in full.</p> <p>Alternative recommendation – Please see alternative option below on map in blue, which would accommodate more inclusively the applicant and area. (As emailed). The first bay is not only used by the residents of Ludbridge Close but also by Portway (although this is not designated parking in the Portway Housing Association conditions) However, the nominated space would cause further parking issues which can be avoided by relocating the proposed space. If the applicant is getting sole use then, the area marked in yellow would be a more compliant option to accommodate further disability. However, the blue recommendation does not create any undue impairment as this is where the applicant parks now. With this proposal, you create further issues to those residents that have a registered disabled child to park much further from their property, creating issues which could be avoided by planning and relocating this space to the bay highlighted in blue on the map which would accommodate all, including the applicant. Your proposed bay is allocated to a family with a child registered with autism and severe learning difficulties. This would therefore mean that child would have to cross the road who does not have road safety awareness due to his disability. The applicant who moved into their property knowing the parking situation, has always chosen to park in the alternative proposed bay, yet you have allocated a bay the same distance from her property, but creating issues for the rest of the Ludbridge Close residents.</p>

	This map does not include the whole of Ludbridge Close and does not make this accessible to any other residents with disabilities.
(45) Local Resident (East Hendred)	Concerns (Ludbridge Close) – I am one of the company directors of the estate. A shortage of existing parking is a huge issue for us - we already do not have enough parking for existing residents. Every house now has 2+ cars which was not planned for. Some have children still living with them with 4+ cars when they only have allocated spaces for 1. This is leading to people parking in dangerous locations such as on corners and we have nearly had accidents with children running out behind these cars. While i understand and respect the reasons for adding these bays, doing so without absolute confirmed need will simply amplify this situation that we are already trying to resolve.
(46) Local Resident (East Hendred)	Support (Ludbridge Close) – I am supporting this application, as the resident who has requested it, is in need, and should be granted.
(47) Local Resident (East Hendred)	Support (Ludbridge Close) – I see them struggle daily with their pain. They are constantly unable to walk from their car space which is round the corner from the house and the people at number 1 always park their cars in the lay-by outside theirs knowing this lady struggles and even though their neighbour has given up her two spaces for their 6+ cars. I think she should have the right to park close to her house when she's in constant pain and has a disability. Number 1 and any other house are capable to walk to their own car spaces which they have multiple of. They don't own the lay-by, but they have certainly claimed it which makes this person's day harder.
(48) Local Resident (East Hendred)	Support (Ludbridge Close) – I support the disabled parking place for Ludbridge close as I know of the lady who has the disability, and she does look like she is struggling at time , and the house at number 1 Ludbridge Close moved in to the estate a couple of years ago and I believe the whole family live there as there is always 6-8 cars from that address , they have even taken to starting to take over the car park round the corner and taken other houses parking places.
(49) Local Resident (East Hendred)	Support (Ludbridge Close) –

- Boucher Close (Grove) - Proposed removal of a DPPP

(50) Local Resident (Grove)	Support (Boucher Close) –
(51) Local Resident (Grove)	Support (Boucher Close) –
(52) Local Resident (Grove)	Support (Boucher Close) – The disabled parking bay in Boucher Close, near Number 11 has not been used since the person living in Number 11 moved away, which was at least 5 years ago. We have had an another disabled parking bay by number 3/5 installed this year which is used .
(53) Local Resident (Grove)	Support (Boucher Close) –

- Hawksworth Close (Grove) - Proposed new DPPP and formalisation of a DPPP

(54) Local Resident (Grove)	Object (Hawksworth Close) – There is already one allocated parking space in Hawksworth Close which is a limited road to park on for residents anyway who do not use their own garages and spaces to park. I do not see the need for another disabled bay in the small close which is already overflowing with parked vehicles. There is one space already which should be shared with any blue badge holder. It is causing community tension with the parking situation anyway and I believe it to be disproportionate to have two spaces in a small close where there is already a space to share. I would like to add that when residents move into the close or area, they should already be considering their needs when purchasing a house in regard to parking etc so the other residents are having to park in other streets to accommodate the new spaces. The space on Hawksworth Close is only used around 70% of the time anyway so residents can share.
(55) Local Resident (Grove)	Object (Hawksworth Close) – I am objecting to the plans to formalise a disabled parking space at Hawksworth Close in Grove, primarily because the area for parking is very small and already doesn't provide enough space for its residents to park one car per household. This often results in many residents, including myself, being forced to find parking spaces in different areas of Grove on return from work in the evening. The temporary disabled bay is

	<p>large and takes up almost 2 parking spaces, further reducing the amount of space for other cars to park. I am also concerned that making this disabled bay permanent would set a precedence in the area for other blue badge holders living at or near Hawksworth Close. While I have every sympathy for the resident requesting this disabled bay, I feel it penalises hard working people living in the area who would like to park near to home after a day at work. Perhaps a move to an area with private parking or a bungalow could be considered for this resident.</p>
(56) Local Resident (Grove)	<p>Object (Hawksworth Close) – I wish to object to this proposal on the following grounds: Existing Adequate Provision: There is already an existing disabled bay located which is frequently vacant/unused. I believe this existing provision is adequate for the current community needs. Parking Pressures and Road Safety: Parking on our street is already extremely difficult for all residents due to the high number of cars per household and limited available space. The removal of another general parking space will exacerbate existing tensions and could lead to dangerous parking, such as vehicles parking on verges. I understand and respect the need for necessary disabled parking provisions, but I believe this specific proposal is unnecessary given the circumstances described above and will negatively impact the wider community. I request that my objection be properly considered as part of the statutory consultation process.</p>
(57) Local Resident (Grove)	<p>Support (Hawksworth Close) – I trust that these designated parking spaces would help my neighbours to ease commuting.</p>

- St. Ives Road (Grove) - Proposed new DPPP

(58) Local Resident (Grove)	<p>Object (St, Ives Road) – St Ives Road is a small cul-de-sac not near any public amenities and there is ample parking spaces, both on the road and off road. I feel that it is both unnecessary and in this instance a waste of public money. The 'Council' owned semi-detached bungalows that were for the elderly/disabled have in the main been sold off by Sovereign Vale. So disabled parking is less of a requirement now, one lady is disabled but has no trouble parking outside her house at the moment.</p>
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- Bell Street (Henley on Thames) - Proposed new DPPP

<p>(59) Local Resident (Henley on Thames)</p>	<p>Object (Bell Street) – I believe that the applicant has no need to create a permanent parking space outside her house due to the fact that she can easily park her car(s) anywhere within 50 meters of her address and then when required, she can collect the car and park it right outside her address when she needs to move her very elderly mother. As the address in question is a quiet strip of road behind a green (not a main road), this is not a problem. Stopping outside her front door for a short period of time has no consequences to traffic flow. I believe that the applicant would personally like to have a permanent parking space outside her house so that no one else can park there. I know this as I have observed her parking behaviour for 16 years (not always friendly). However, the applicant is not personally disabled but drives the car for her mother (whom has the designated disability badge). Her mother does not and cannot drive. An example of this situation is when there is no parking available right outside my door I may have to stop right by my house door outside to load / unload (if I have heavy goods to unload). Task completed, I then move my car to the nearest available space. Having lived at this address for 16 years, I have never not been able to find a space within 50 metres of my home address.</p> <p>Currently I am not always able to park outside my own house because the applicant has two cars and already prioritises two of the four residents' spaces (of which there are only four), hardly ever moving either of her cars. One of her cars has not moved for months.</p>
<p>(60) Local Resident (Henley on Thames)</p>	<p>Object (Bell Street) – Please find below my objections to the proposed disabled persons parking bay outside 100 Bell Street. I understand from the consultation correspondence that the proposal for a disabled parking bay is to be considered on the grounds of:</p> <ol style="list-style-type: none"> 1. Increased local demand for parking, 2. For an individual who is unable to walk or for whom walking presents a considerable difficulty over longer distances. <p>I submit this objection on both of those grounds. In this objection where I refer to the 'applicant', I have assumed this to be the daughter of the disabled lady who resides at 100 Bell Street. The daughter is the sole driver of both vehicles and is therefore referred to as the 'applicant' henceforth.</p> <ol style="list-style-type: none"> 1. Increased local demand for parking - There has not been a fundamental change in parking availability in the locality of 94-102 Bell Street since the last application made by the occupant of no.100. There was a period of two months during summer 2025 where parking became more difficult in this locality due to a lack of enforcement. However, the council were responsive to this issue when raised by the residents and following more frequent enforcement parking availability has returned to 'normal'. Normality for this part of Bell Street is where I am

always able to park my vehicle within 50 meters of my address. On receipt of the consultation notice for this disabled bay, I commenced a parking survey where I counted the number of available bays at random times of the day (as I did for the last application), however I stopped doing it because there were always bays available during the first five days that I counted. I can also say that I have always been able to park within 50 meters of my address in the last twelve months. Between 21/11/2025 (the date I was made aware of this application) and 05/12/2025 (when I have written this objection), *both* of the vehicles belonging to the applicant have *always* been parked directly outside her address as shown in the photographs below. These photographs were taken on the following dates: 22/11/25, 23/11/25, 24/11/25, 28/11/25, 29/11/25, 01/12/25 and 03/12/25. Between 21/11/25 and 5/12/25, the applicants *two* vehicles have never been parked anywhere other than *directly* outside of her address. The disabled vehicle moved once during this time period from the front of the bays to the back as shown in the above photographs. I would question any declaration made by the applicant that there is limited parking availability outside of their address. Whilst these photographs show a two-week period, please see the pictures below which demonstrate her ability to park outside her address year-round. These pictures were taken on 06/04/25, 07/06/25, 29/06/25, 25/10/25 and 05/11/25. This photographic evidence taken throughout the year, demonstrates that there is adequate parking for the occupant of no.100 and there is not such a high demand for parking that she is unable to park directly outside her address. The requirement for the need for a disabled bay on the basis of a lack of available parking is not made out.

This is further demonstrated in the following photographs. At 08:30hrs on 05/12/25, the applicant drove her vehicle away from the address and was gone for five hours. Photographs were taken throughout the morning (08:31, 09:05, 09:51, 10:31, 10:51, 11:34, 12:14, 12:54, 13:34): At no time in the five-hour period that her vehicle had left the address, did anyone park outside of her address. She was able to leave the address and return to park in the same space. This is not unusual – her *vehicles* (both of them) are always parked outside her address. Within the background of the pictures, the availability of other resident bays is shown. This availability is a typical weekday which is the busiest time of the week when the school is open, tradespeople working on local properties and visitors to the town. The Smart Car pictured is the applicants second vehicle. There is sufficient parking availability for the applicant without the need for a disabled persons parking bay. I have family members who hold a blue badge. I am very confident that when they visit Bell Street, they would be able to park within 50 meters of the proposed bay. Therefore, I do not believe this disabled person parking place is necessary based on increased parking demand. I do not believe the cost of installation is justifiable, necessary or proportionate. There is no arguable case that a lack of parking availability necessitates a disabled persons bay.

Individual cannot walk or has difficulty walking - I believe that OCC are proposing this bay location in response to an application from a Bell St resident (no.100). Whereas when I last objected to a disabled bay from the same applicant three years ago, I did so on the basis the applicant's mother was able to walk. I am sorry that it is no longer the case that she can walk without aids. Nevertheless, I object to this application on the following further grounds:

1. The applicant's mother (the disabled badge holder) rarely uses the vehicle. The primary user of the vehicle is the disabled persons daughter without her mother present. The applicant's mother would appear to be largely housebound. Since being made aware of this application, the disability vehicle has been used on only two occasions between the dates 21/11/25 and 05/12/25. The vehicle is seldom used by the disabled person and therefore there is no requirement to walk to the vehicle frequently.
2. In the *highly* unlikely event of not being able to park outside the house, the applicant is able to safely park up outside her address to load and alight her mother (as illustrated in the penultimate photograph above). This small stretch of Bell Street has very minimal traffic (a few cars an hour) and this is a safe practice. That said, it is highly unlikely.
3. In the *very highly* unlikely event that the applicant is both unable to park outside her address and there are no other bays free, there is a single lined parking restrictions within 40 meters of the applicants address for which her blue badge allows her to park for a period until space is available.
4. The applicant has two residents passes for her two vehicles. Both of these vehicles have always been parked outside number 100 or within fifty meters of the house (since she received delivery of a second vehicle within the last eight months). The applicant could prioritise her disabled vehicle over her older vehicle which would naturally alleviate any parking pressure that may occur. The applicant has never moved her older car from outside the house since receiving a second vehicle.
5. The applicant regularly pushes her mother into the town centre using a wheelchair. It is therefore not the case that the applicant is unable to push her mother to the vehicle if it was in any other available bay other than one outside of her address. The positioning of all parking bays are such that the applicant would have safe access to the vehicle for the wheelchair (because these are drive in bays rather than needing to be parallel parked).

Other matters that the decision maker should have knowledge - I recognise that the decision maker reading this document will consider that I have gone to quite some length to evidence my objections. I am so sorry that this has been necessary, but it is due to the antisocial and unneighbourly behaviour of the applicant which has continued since her last application. The applicant has been witnessed by the occupants of three addresses in this terrace row:

	<ul style="list-style-type: none"> • Filming the residents of 94, 96 and 102 from her window when stood at our vehicles • Moving her vehicles in the bays outside the row to prevent others from parking • Challenging neighbours for parking outside their houses. <p>Now the applicant is the keeper of two vehicles, her behaviour has worsened as she has become fixated on both her vehicles being parked directly outside her house. Her behaviour is a concern to her nearby residents. It is my firm belief that this application for a disabled persons parking bay is being made for her own personal benefit and not that of the blue badge holder (i.e. her mother). It is being done to advance a 'self-imagined' parking 'dispute'. Consequently, I have serious concerns about the declarations and motivations of the applicant to secure a disabled bay. On this basis, it is with regret that I find myself in a position of having to strongly object to this proposal. No decent community-minded member (which I consider myself to be) would seek to block an application for a reasonable adjustment of someone who is disabled. However, I do not believe this application is being made in good faith and based on the needs of the disabled person. The evidence I have supplied demonstrates:</p> <ol style="list-style-type: none"> 1. Sufficient parking within the immediate proximity of the applicant's address, 2. The disabled badge holder rarely (less than once a week) uses the vehicle. <p>I therefore do not consider there to be any necessary, reasonable or proportionate justification for this application to succeed. Sadly, this application would appear to be an extension of the unneighbourly behaviour I and my neighbours have experienced. I respectfully submit these observations for your consideration. I am happy to provide any further assistance that the decision maker may require.</p>
(61) Local Resident (Henley on Thames)	Object (Bell Street) –
(62) Local Resident (Henley on Thames)	Object (Bell Street) –
(63) Local Resident (Henley on Thames)	Object (Bell Street) –
(64) Local Resident (Henley on Thames)	Object (Bell Street) – I extremely strongly object to this proposed Disabled Bay. It is completely unnecessary as the applicant 99% of the time can always park her mother's disabled van outside her home. This lady deliberately parks in the most selfish of manners using over half of the agreed residents parking of 5 vehicles for her own use purely. This resident has a tiny car of her own and then the disabled van. We regularly see her move a vehicle to

	<p>ensure she takes the whole - and more - of three plus entire spaces. She will exit her house to move either vehicle one foot if this action means that no other neighbour may use their right to park their car, by leaving just insufficient space for them to do so. This behaviour has gone on for years. Even before the disabled van arrived. The disabled van is not used regularly and in my opinion should be reallocated to a more deserving disabled person. The blue badge holder of course needs transport but for the rarity this van is used, she should be picked up by hospital transport. A mere 2/3 times a month. One often sees her daughter use the van without her mother. A more deserving younger person who lacks social interaction should be given this van. The van could be much better parked and on loading and unloading could easily be brought to the front of the home. If other traffic appears they have an option to go around the green another way. She personally uses the van on occasions to increase mileage consumption. I most strongly disagree with this application. As with all other residents, I am happy to park wherever there is a space within our area.</p>
(65) Local Resident (Henley on Thames)	Support (Bell Street) –

- Luker Avenue (Henley on Thames) - Proposed relocation of a DPPP

(66) Local Resident (Henley on Thames)	Object (Luker Avenue) –
(67) Local Resident (Henley on Thames)	Object (Luker Avenue) –
(68) Local Resident (Henley on Thames)	Support (Luker Avenue) –
(69) Local Resident (Henley on Thames)	Support (Luker Avenue) –
(70) Local Resident (Henley on Thames)	Support (Luker Avenue) –

- Park Road (Henley on Thames) - Proposed removal of a DPPP

<p>(71) Local Resident (Henley on Thames)</p>	<p>Support (Park Road - removal) – I have received a letter notifying me of this proposal and have recorded my 'SUPPORT' for it. I just wanted to add a couple of points for consideration, if the case was to be discussed.</p> <ol style="list-style-type: none"> 1. The creation of the DPPP was for a neighbour who sadly passed away (approx. 1.5 years ago). 2. The road markings that are supposed to show the space are now no longer visible leading to constant abuse of the space by people not realising its purpose (despite the pole/sign). 3. No 'policing' of the space is undertaken despite its constant misuse. 4. I do acknowledge that the space is occasionally used for its intended use but not on a regular basis and by people who are not residents of 'Park Road'. 5. Overall, parking spaces in 'Park Road' are at a premium as it is not un-common for households in the street to have 2+ vehicles. <p>I believe that someone on the 'Reading Road' has a 'Blue Badge' and if this is the case then maybe the space could be moved to the top of the road where it joins the 'Reading Road' in the 1st space after the double-yellow lines which could better serve this person.</p>
<p>(72) Local Resident (Henley on Thames)</p>	<p>Support (Park Road - removal) –</p>
<p>(73) Local Resident (Henley on Thames)</p>	<p>Support (Park Road - removal) –</p>
<p>(74) Local Resident (Henley on Thames)</p>	<p>Support (Park Road - removal) – I live on Park Road Henley and the person who originally applied for a disabled parking space has passed away.</p>
<p>(75) Local Resident (Henley on Thames)</p>	<p>Support (Park Road - removal) –</p>
<p>(76) Local Resident (Henley on Thames)</p>	<p>Support (Park Road - removal) –</p>

(77) Local Resident (Henley on Thames)	Support (Park Road - removal) –
(78) Local Resident (Henley on Thames)	Support (Park Road - removal) –

- Wilson Avenue (Henley on Thames) - Proposed new DPPP

(79) Local Resident (Henley on Thames)	<p>Concerns (Wilson Avenue) - I read in last week's Henley Standard that extra disabled parking bays are being installed around Henley. While this is a good thing, I was very confused when I read that 2 extra bays are being added to Wilson Avenue (RG9 1ET), as we already have quite a few. However, my confusion is really that the bays were stated as being put in for numbers 6A and 6B. Are you aware that 6A and 6B are actually ONE house that has been converted into 2 properties? This means that only 6A has a front door onto the street and 6B is round the back. It is therefore impossible to place 2 disabled bays outside this address. It will only accommodate one. Parking in our street is already congested and as disabled bays are large, the plan will remove around three normal car parking spaces. However, there is a potential solution. The 'car club' allocated space directly across the road and beside the vets is no longer used as the car is always parked in Greys Road car park to charge (given there is no EV charging at the allocated space on the Reading Road). Could this be re-used as the second disabled bay please? It is barely a few metres from the properties and would be a more practical solution for the whole community in the street. It would still provide the extra total bays but also enable more residents to be able to continue to park outside their homes. In case you are not aware, we have a large number of older residents who probably don't qualify for badges but for whom loading/unloading shopping etc is a challenge that we don't want to make worse by obliging them to carry bags further up and down the street. I do hope you are able to look into this enquiry and can find a satisfactory solution rather than simply coming along, painting in the bays and leaving us to cope with the fall out, with no recourse.</p>
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- Poplar Grove (Kennington) - Proposed new DPPP

(80) Local Resident (Kennington)	Support (Poplar Grove) - I support the proposed bay as my neighbour needs the bay due to disability.
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- Littleworth Road (Littleworth) - Proposed new DPPP

(81) Local Resident (Littleworth)	Support (Littleworth Road) - We have no concerns regarding this proposal and are supportive of it.
(82) Local Resident (Littleworth)	Support (Littleworth Road) - Cars parked here create a dangerous blind spot for cars pulling out from our driveway. While we do not object to the disabled space, we would welcome the provision of a convex mirror or something similar across the road from our property to minimise the danger spot created.

- Duke of York Avenue (Milton - Abingdon) - Proposed new DPPP's (2 x bays)

(83) Local Resident (Milton)	Object (Duke of York Avenue) - I have concerns about the disabled parking spaces at Duke of York Avenue Milton Heights. There is no need for 2 spaces at 5 and 7 as they both have access and parking from the back of their properties. I agree with 1 space outside number 7 but would advise that the 2nd space isn't located outside number 5. I have COPD and find it difficult to walk to my car which is located outside my house. I am worried that if 2 disabled spaces are placed outside 5 and 7 it would limit my chance of parking outside my house. I need to get as close as possible as I am on oxygen. I need parking as close to my house as possible so i don't have to worry that when I do go out I won't be able to park outside my house.
(84) Local Resident (Milton)	Object (Duke of York Avenue) - Only one parking space needed outside number 7 and one needed outside number 1 where a disabled person lives.

<p>(85) Local Resident (Milton)</p>	<p>Object (Duke of York Avenue) - This would restrict access to my property and cause congestion on already overly extended parking situation on road.</p>
<p>(86) Local Resident (Milton)</p>	<p>Object (Duke of York Avenue) - I am writing to submit a formal objection to the proposal to introduce a disabled parking bay on this road. The road in question is already extremely narrow, and residents currently experience substantial difficulty in finding suitable parking. The installation of a disabled bay would further reduce the limited parking capacity available and is likely to exacerbate the existing congestion and inconvenience for residents. It is also my understanding that the applicant has access to private driveways located at the rear of their property, which provide adequate alternative parking options. Given this, I do not believe that the allocation of an on-street disabled parking bay is necessary or justified in this instance. Parking availability in the area is already severely constrained, to the point that we are in the process of applying for a driveway at our own property in order to mitigate the ongoing issues. Any further reduction in on-street parking would create additional hardship for local residents. For the reasons outlined above, I respectfully request that the application for a disabled parking bay be reconsidered.</p>
<p>(87) Local Resident (Milton)</p>	<p>Object (Duke of York Avenue) - I object because there is not enough parking in the street and this person has a driveway on the backs of their house to park the car. This will even be really negative because of the lack of parking to the rest of residents and they have driveway on the back of their house.</p>
<p>(88) Local Resident (Milton)</p>	<p>Concerns (Duke of York Avenue) - Sometimes hard to get out of our drive. And they have parking spaces at rear of property.</p>
<p>(89) Local Resident (Milton)</p>	<p>Support (Duke of York Avenue) - I support the application from no.7 Duke of York Avenue for a permanent disabled parking place. I do not support the application for no.5 because I am not aware of any disability for this person.</p>

- Priest Close (Nettlebed) - Proposed new DPPP

(90) Local Resident
(Nettlebed)

Object (Priest Close) - I am writing to contest the application for a disabled parking space outside 40-43 Priest close. My main concern is that this will force work vans, delivery vans and visitors to park on the corner creating a dangerous blind spot for villagers and residents accessing Priest Meadow which is designated common land. Due to the curve of the road any vehicle parked outside the bay severely limits adequate view for drivers.

I often have to park around the corner on the common. I am very grateful to Nettlebed Estate for allowing us to do so. It is approximately 20 meters from the entrance to the flats for which a disabled parking space is being designated. The applicant lives on the first floor and drives a Motability car. He has not mentioned his mobility issues which are not apparent. Climbing stairs requires significantly more energy and muscle strength than walking on a flat surface because it involves moving the body's mass vertically against gravity. Stair climbing engages specific lower-body muscles (glutes, quadriceps, calves) more intensely and requires a greater range of motion, balance, and coordination than simply walking. Common reasons for a limited walking distance, such as muscle weakness, joint pain (e.g., arthritis in knees, hips, or ankles), cardiovascular/respiratory issues (breathlessness, fatigue), and balance problems, all directly impair the ability to climb stairs. In clinical and disability assessments (like the Personal Independence Payment, or PIP), the ability to walk specific distances (e.g., up to or over 20 meters) is used as a key indicator of overall mobility. The criteria for being unable to walk 20 meters implies a substantial level of functional impairment. It is highly unlikely that anyone unable to walk 20 meters could regularly climb stairs and maintain a reasonable access to their first floor home. Indeed, walking downstairs is sometimes more difficult, and poses significant risk for people with mobility impairments. Therefore, if the applicant has genuine mobility issues, it is likely he will have to move from his recently accepted first floor accommodation to more suitable accommodation situated on the ground floor.

I am confused as to why someone with mobility issues would accept a first floor flat. I am surprised the multi-agency support he has, did not advise against this. As to why the applicant has such support, I can only infer. I do wonder where the support is for British taxpayers such as my elderly neighbour who relies on friends like myself and the kindness of the community. Has a risk assessment been completed? Is there a duty of care from these multi-agencies supporting the applicant? It is a reasonably remote location and I fear if a person with mobility issues were to fall, they could be left without assistance for a considerable time. This is surely a more considerable worry than a restricted parking space could moderate. According to your website, there is no charge to the applicant for the parking space, though, your website does state that establishing a TRO cost £3,652. This is a considerable amount of council tax paid by households in Oxfordshire. This is more than three times my annual contribution to Oxon County Council from my Council Tax. And how long will the applicant need this space? If mobility issues are genuine, he must be seeking more suitable accommodation which fits his mobility needs? Is this yet another case of short sightedness from Council officials entrusted with British taxpayers' money?

	In conclusion, if this parking space is allocated, it could contribute to causing a dangerous obstruction to common land which should be accessed by all. In addition, this parking space allocation is unlikely to meet the needs of a 1st floor resident with mobility issues and will likely be a waste of council funds.
(91) Local Resident (Nettlebed)	Object (Priest Close) –
(92) Local Resident (Nettlebed)	Object (Priest Close) –
(93) Local Resident (Nettlebed)	Object (Priest Close) – I am writing to you in reply to the preposterous and disingenuous letter which you sent to me. You know as well as I do that 'increased local demand' is a complete fabrication. I applied for a blue badge three months ago, needless to say I have heard nothing. I am curious to know why the applicant qualifies for a SOHA property when former ex-British service people are sleeping on the streets. Despite my mobility problems I am content to soldier on and park on the waste ground when necessary. I propose to attend the public meeting relating to this matter and object most vehemently to the proposal. I will also raise this matter when I attend my MP's constituency surgery.
(94) Local Resident (Nettlebed)	Concerns (Priest Close) –
(95) Local Resident (Nettlebed)	Concerns (Priest Close) –
(96) Local Resident (Nettlebed)	Support (Priest Close) –

- Foxborough Road (Radley) - Proposed new DPPP

(97) Local Resident (Radley)	Object (Foxborough Road) - There is a need for more parking, but by making one of the spaces blue badge will not help unless you extend the layby for a separate bay. The gentleman who has asked for this, walks to the pub and back and drives a 360 JCB Digger, and parks his company van in the said layby. So I am against this unless it's an extra added on bay. That's the only way it would help. Or make it residential parking only and give us a permit to stop the train station parkers trying to get free parking for days as they go on holiday leaving their cars park in the layby, and some of them have blue Badges.
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(98) Local Resident (Radley)	Support (Foxborough Road) - I have no problem with a disabled parking space being created outside 104 Foxborough Road.
(99) Local Resident (Radley)	Support (Foxborough Road) - Support a proportion of on-street parking being for disabled parking spaces.
(100) Local Resident (Radley)	Support (Foxborough Road) – The blue badge holder doesn't have a secure parking bay outside of his bungalow. Parking is a huge issue around here, and the blue badge holder would greatly benefit from having a proper disability parking bay, specifically for them. I'm a parent with two children with severe physical disabilities and I live in Foxborough Road - the importance of sufficient parking in this street should be raised, and investigated, due to people parking up their cars and leaving them stationary near our homes, while they go and catch a train at Radley station. We are very limited and often my children's health professionals struggle to park, grocery vans block off the street entrance, and limited access for ambulances, in case of an emergency at my home. Please consider adding in more disability bays in this area, or even ones specified for local visitors.

- Lea Road (Sonning Common) - Proposed removal of a DPPP

(101) Local Resident (Sonning Common)	Support (Lea Road - removal) – The parking space outside No.68 is no longer required as the person using it has moved away. It would be a big help to local residents to have the disabled parking place removed.
(102) Local Resident (Sonning Common)	Support (Lea Road - removal) - We think that the Disabled Parking Space should be de-commissioned as soon as possible, to allow those that do have a car to park there.
(103) Local Resident (Sonning Common)	Support (Lea Road - removal) –

(104) Local Resident (Sonning Common)	Support (Lea Road - removal) –
(105) Local Resident (Sonning Common)	Support (Lea Road - removal) –

- Peppard Road (Sonning Common) - Proposed removal of a DPPP

(106) Local Resident (Sonning Common)	Support (Peppard Road - removal) –
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- Sunningwell Road (Sunningwell) - Proposed new DPPP outside St. Leonards Church

(107) Local Resident (Sunningwell)	<p>Object (Sunningwell Road) - I am writing to strongly oppose the proposal to install a disabled parking bay outside the gates of St Leonards Church in Sunningwell. I live near the location and am deeply disappointed to hear of the plan. I fully support accessibility for disabled residents and visitors; however, this is not necessary (see below) and would cause more problems than it solves. Firstly, there is no need for the disabled bay. Opposite the church is a large car park that is completely empty most of the week. This car park already has two disabled parking bays which are on an excellent surface and allow smooth access to the church. They are suitable for both wheelchairs and those with walking aids and are noticeably empty on days when church services are likely. Secondly, Sunningwell is without street lighting. I understand that the reason we do not have yellow lines in Sunningwell is that they cannot be seen outside daylight hours. This also applies to the proposed disabled parking bay. I do not believe this bay would be enforceable and for this reason alone the proposal needs to be rejected. Thirdly, St Leonards Church, a 15th-century Grade II listed building, stands at the heart of one of Oxfordshire's most carefully preserved historic villages. Sunningwell's defining character—free from road markings, signage clutter and excessive modern interventions—is precisely what makes it unique. Introducing painted white lines and a metal restriction sign at the church entrance would be nothing short of heritage vandalism. It would impose modern visual intrusion directly onto a view that has remained virtually unchanged for centuries. The gate is also a key location for wedding photographs; defacing it with road paint and signage would permanently degrade an iconic backdrop cherished by residents and visitors alike. Fourthly, any claim that this location requires a</p>
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	<p>dedicated disabled bay in this location is unsubstantiated. The church could reserve the area for the disabled by placing a cone or other marker during a service and removing it afterwards. Surely the church can manage this quite simply without the cost and damage this proposal would cause. It should be self-policing. In conclusion, this proposal is both unnecessary and damaging to the village setting. It is not in keeping and particularly unsuitable outside the church. The bay is unnecessary as there is already a large car park with disabled bays opposite. It is unenforceable due to the lack of street lighting. I therefore urge the Council to reject this proposal and pursue the straightforward alternative outlined above.</p>
<p>(108) Local Resident (Sunningwell)</p>	<p>Object (Sunningwell Road) - I am writing to formally object to the proposal to install a disabled parking bay outside the gates of St Leonards Church in Sunningwell. While I fully support accessibility for disabled residents and visitors, I believe this specific proposal is unnecessary, detrimental to the historic character of the village, and potentially hazardous to traffic flow. I submit the following specific grounds for objection:</p> <ol style="list-style-type: none"> 1. Detrimental Impact on Heritage and Visual Amenity - St Leonards Church dates from the 15th Century, and the view of the church entrance has remained largely unchanged since ancient times. Sunningwell is unique in its preservation; notably, would irrevocably spoil the backdrop for wedding photography and the historic atmosphere of the churchyard entrance. Also, the the village has no road markings or street lighting, which contributes significantly to its rural charm and historic aesthetic. The installation of a disabled bay would necessitate painted white road markings and the erection of a metal pole with a restriction sign. This would introduce modern visual clutter directly in front of a Grade II listed building, destroying a view enjoyed since Saxon times. Furthermore, the church gate is a focal point for weddings; road markings and signage absence of street lighting in the village would disguise the existence of the parking bay during darkness. 2. Highway Safety and Traffic Flow - Currently, the area in front of the gates is situated off the main thoroughfare. It is frequently utilized by large service vehicles for church maintenance and by residents visiting family graves. Because this area is recessed, these vehicles can park without impeding the flow of traffic on the road. If this space becomes a designated disabled bay, service vehicles and visitors tending to graves will be displaced. They will be forced to park in the active traffic stream, thereby creating an obstruction and a potential hazard for passing motorists. 3. Lack of Necessity and Current Effective Management - The proposed location is almost entirely free of parked vehicles six days a week. During Sunday services, the church community successfully self-regulates this space. Attendees deliberately keep the area clear to allow for the drop-off and collection of elderly or disabled congregants. Formalizing this with a restricted bay is a solution to a problem that does not currently exist.

	<p>4. Availability of a Superior Alternative - There is a more practical solution available that would preserve the village aesthetics while providing safe access. The Sunningwell car park is located directly opposite the proposed site, a mere 25 metres away.</p> <p>While the car park is currently gravel (and thus difficult for wheelchairs), I propose that the Council—or the relevant applicant—install a concrete or tarmacadam pad and appropriate signage within the car park at the point closest to the road. This would provide a safe, level surface for disabled users without defacing the historic roadway. It should also be noted that there are already two disabled parking bays at the Village Hall, approximately 45 metres from this location.</p> <p>5. Cost and Enforcement Concerns - Finally, I question the cost-benefit of this enterprise. Given the availability of off-street parking nearby, the expense of road painting and signage seems difficult to justify. Furthermore, there is a question regarding enforcement; without regular policing, which is unlikely in a village setting, a restricted bay may simply be ignored, rendering the visual damage to the village futile.</p> <p>Conclusion - The proposed parking bay would irreversibly damage the unique, un-modernized character of Sunningwell and the historic setting of St Leonards Church, while potentially causing new traffic obstructions. The needs of disabled attendees can be better met by upgrading the surface in the car park directly opposite, rather than altering the historic roadway. I urge the Council to reject this proposal in favour of the alternative solution outlined above. If indeed it is deemed that a third disabled parking bay is actually required within this small area.</p>
<p>(109) Local Resident (Sunningwell)</p>	<p>Object (Sunningwell Road) - Currently occasional visitors to St. Leonards Church park in the space you are proposing to be strictly designated as a Disabled space. Consequently, visitors to the church will now park directly behind the disabled space thus narrowing Sunningwell Road. This is especially relevant as the Sunningwell School of Art pupils park all along the road from the driveway of 59 back along the pond and therefore, with cars parked on the church side of the road behind the disabled space, it is very difficult to safely pull out from the entrance of the Village Hall and the driveway of number 59 - which vehicles have to reverse out of due to it being a very narrow driveway. It is very rare for there to be more than 1 car parked on the church side of the road apart from Sunday mornings, funerals and weddings. In my opinion the latter 2 occasions would also be adversely affected by the disabled space restricting hearse and bridal car access.</p>
<p>(110) Local Resident (Sunningwell)</p>	<p>Object (Sunningwell Road) - This proposal wasn't discussed within Sunningwell Parish Council and therefore not approved. The bay would ruin the visual of the Church which has stood there for centuries. The village has no road markings or street lighting and to slap a disabled parking bay and sign in the middle of it would ruin this rural</p>

	<p>village. There are already 2 disabled parking bays in Sunningwell Village Car Park which is right opposite the church. It would ruin all wedding photos for decades to come when there are disabled bays nearby.</p>
<p>(111) Local Resident (Sunningwell)</p>	<p>Object (Sunningwell Road) - 1. There are already two disabled parking bays next to the Sunningwell Village Hall, which is not far from the church and within easy walking distance, or using a wheelchair. 2. The proposed disabled parking bay will interfere with other activities happening in the church, such as weddings and funerals, as the parking bay is right next to and in front of the churchyard. 3. Clearly marked disabled spaces right in the middle of the village would be contrary to the traditional look of the village, which has no streetlights and no unnecessary signposts, kerb lines and writing. Let us remember that St. Leonard's Church is more than 800 years old and has not changed much (as far as we are aware) since it was built. 4. If another disabled parking space (in addition to the two next to the Village Hall) is deemed necessary, then a better position for it would be at the village car park, where it is not so obstructive to the other activities happening in the church.</p>
<p>(112) Local Resident (Sunningwell)</p>	<p>Object (Sunningwell Road) - I am writing to strongly oppose the proposal to install a disabled parking bay outside the gates of St Leonards Church in Sunningwell. I live in Sunningwell and am deeply disappointed to hear of the plan. I fully support accessibility for disabled residents and visitors; however, this is not necessary (see below) and would cause more problems than it solves.</p> <p>Firstly, there is no need for the disabled bay. Opposite the church is a large car park that is completely empty most of the week. This car park already has two disabled parking bays which are on an excellent surface and allow smooth access to the church. They are suitable for both wheelchairs and those with walking aids and are noticeably empty on days when church services are likely.</p> <p>Secondly, Sunningwell is without street lighting. I understand that the reason we do not have yellow lines in Sunningwell is that they cannot be seen outside daylight hours. This also applies to the proposed disabled parking bay. I do not believe this bay would be enforceable and for this reason alone the proposal needs to be rejected.</p> <p>Thirdly, St Leonards Church, a 15th-century Grade II listed building, stands at the heart of one of Oxfordshire's most carefully preserved historic villages. Sunningwell's defining character—free from road markings, signage clutter and excessive modern interventions—is precisely what makes it unique. Introducing painted white lines</p>

	<p>and a metal restriction sign at the church entrance would be nothing short of heritage vandalism. It would impose modern visual intrusion directly onto a view that has remained virtually unchanged for centuries. The gate is also a key location for wedding photographs; defacing it with road paint and signage would permanently degrade an iconic backdrop cherished by residents and visitors alike.</p> <p>Fourthly, any claim that this location requires a dedicated disabled bay in this location is unsubstantiated. The church could reserve the area for the disabled by placing a cone or other marker during a service and removing it afterwards. Surely the church can manage this quite simply without the cost and damage this proposal would cause. It should be self-policing.</p> <p>In conclusion, this proposal is both unnecessary and damaging to the village setting. It is not in keeping and particularly unsuitable outside the church. The bay is unnecessary as there is already a large car park with disabled bays opposite. It is unenforceable due to the lack of street lighting. I therefore urge the Council to reject this proposal and pursue the straightforward alternative outlined above.</p>
<p>(113) Local Resident (Sunningwell)</p>	<p>Object (Sunningwell Road) - I am writing to formally object to the proposal to install a disabled parking bay outside the gates of St Leonards Church in Sunningwell.</p> <p>While I fully support accessibility for disabled residents and visitors, I believe this specific proposal is unnecessary, detrimental to the historic character of the village, and potentially hazardous to traffic flow. I submit the following specific grounds for objection:</p> <ol style="list-style-type: none"> 1. Detrimental Impact on Heritage and Visual Amenity St Leonards Church dates from the 15th Century, and the view of the church entrance has remained largely unchanged since ancient times. Sunningwell is unique in its preservation; notably, the village has no road markings or street lighting, which contributes significantly to its rural charm and historic aesthetic. The installation of a disabled bay would necessitate painted white road markings and the erection of a metal pole with a restriction sign. This would introduce modern visual clutter directly in front of a Grade II listed building, destroying a view enjoyed since Saxon times. Furthermore, the church gate is a focal point for weddings; road markings and signage would irrevocably spoil the backdrop for wedding photography and the historic atmosphere of the churchyard entrance. Also the absence of street lighting in the village would disguise the existence of the parking bay during darkness. 2. Highway Safety and Traffic Flow Currently, the area in front of the gates is situated off the main thoroughfare. It is frequently utilized by large service vehicles for church maintenance and by residents visiting family graves. Because this area is recessed, these vehicles can park without impeding the flow of traffic on the road.

	<p>If this space becomes a designated disabled bay, service vehicles and visitors tending to graves will be displaced. They will be forced to park in the active traffic stream, thereby creating an obstruction and a potential hazard for passing motorists.</p> <p>3. Lack of Necessity and Current Effective Management The proposed location is almost entirely free of parked vehicles six days a week. During Sunday services, the church community successfully self-regulates this space. Attendees deliberately keep the area clear to allow for the drop-off and collection of elderly or disabled congregants. Formalizing this with a restricted bay is a solution to a problem that does not currently exist.</p> <p>4. Availability of a Superior Alternative There is a more practical solution available that would preserve the village aesthetics while providing safe access. The Sunningwell car park is located directly opposite the proposed site, a mere 25 metres away. While the car park is currently gravel (and thus difficult for wheelchairs), I propose that the Council—or the relevant applicant—install a concrete or tarmacadam pad and appropriate signage within the car park at the point closest to the road. This would provide a safe, level surface for disabled users without defacing the historic roadway. It should also be noted that there are already two disabled parking bays at the Village Hall, approximately 45 metres from this location.</p> <p>5. Cost and Enforcement Concerns Finally, I question the cost-benefit of this enterprise. Given the availability of off-street parking nearby, the expense of road painting and signage seems difficult to justify. Furthermore, there is a question regarding enforcement; without regular policing, which is unlikely in a village setting, a restricted bay may simply be ignored, rendering the visual damage to the village futile.</p> <p>Conclusion The proposed parking bay would irreversibly damage the unique, un-modernized character of Sunningwell and the historic setting of St Leonards Church, while potentially causing new traffic obstructions. The needs of disabled attendees can be better met by upgrading the surface in the car park directly opposite, rather than altering the historic roadway.</p> <p>I urge the Council to reject this proposal in favour of the alternative solution outlined above. If indeed it is deemed that a third disabled parking bay is actually required within this small area.</p>
(114) Local Resident (Sunningwell)	<p>Support (Sunningwell Road) - The idea of a disabled bay in Sunningwell is most welcome, especially as the village is increasingly full of cars parking for the Art School and occasional local events, while there are visitors to the village who come specifically to visit the church, who may be Blue Badge holders, often to visit family graves. However, the new disabled bay should be at a reasonably good distance from the existing bay leading to the porch of the church, as this bay is used for funerals and other ceremonies.</p>

(115) Local Resident (Sunningwell)	Support (Sunningwell Road) - good locations (Sunningwell one should be beside, not actually inside, the church entrance)
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- Berkeley Road (Thame) - Proposed removal of a DPPP

(116) Local Resident (Thame)	Object (Berkeley Road - removal) –
(117) Local Resident (Thame)	Object (Berkeley Road - removal) – The blue badge holder (applicant) still requires the disabled parking place.

- Churchill Crescent (Thame) - Proposed removal of a DPPP

(118) Local Resident (Thame)	Support (Churchill Crescent - removal) –
(119) Local Resident (Thame)	Support (Churchill Crescent - removal) –

- Park Street (Thame) – Proposed removal of two DPPP's

(120) Local Resident (Thame)	Object (Park Street - removal) - As a resident of Park Street, we agree that that two parking places may no longer be necessary. However, we object to the removal of them all together. My father has mobility issues and is a blue badge holder, and he frequently comes to visit (several times a week). My husband's mother can barely walk as she is waiting for a double knee replacement. To have no disabled parking places on the street would be problematic as my father and mother-in-law are unable to walk more than a few meters. It is extremely difficult to find spaces for visitors parking on the street and often they are required to park a distance away, by the Memorial Gardens, or on adjacent streets such as Croft Road, both of which are some distance away. While this may be fine for some, it is not possible for my father or mother-in-law. As a blue badge holder my father has been able to
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	use the Disabled Parking Place on Park Street, enabling him to visit us and see his two grandchildren. My mother-in-law is awaiting her blue badge application. We would be grateful if you could take this into consideration when deciding about the future of the parking bays on Park Street.
(121) Local Resident (Thame)	Object (Park Street - removal) –
(122) Local Resident (Thame)	Object (Park Street - removal) –
(123) Local Resident (Thame)	Support (Park Street - removal) –
(124) Local Resident (Thame)	Support (Park Street - removal) –
(125) Local Resident (Thame)	Support (Park Street - removal) –
(126) Local Resident (Thame)	Support (Park Street - removal) –
(127) Local Resident (Thame)	Support (Park Street - removal) - For Thame Park Street - provision made specifically for residents who have now left the area. Very limited residents parking is currently being wasted by this unnecessary exclusive provision.
(128) Local Resident (Thame)	Support (Park Street - removal) –
(129) Local Resident (Thame)	Support (Park Street - removal) –

(130) Local Resident (Thame)	Support (Park Street - removal) –
(131) Local Resident (Thame)	Support (Park Street - removal) –

- Allnatt Avenue (Wallingford) - Proposed new DPPP

(132) Local Resident (Wallingford)	Object (Allnatt Avenue) - While we fully recognise and respect the importance of providing accessible parking for those who need it, we are concerned that the introduction of a second dedicated disabled parking bay on this particular part of the road would significantly worsen an already severe parking shortage for existing residents. Allnatt Avenue experiences very high parking demand, with limited on-street capacity. Many households rely entirely on street parking due to the absence of driveways or alternative off-street options. At present, residents frequently struggle to find parking near their homes, particularly during evenings and weekends. The removal of an additional space would exacerbate this problem and place further strain on residents, including families, elderly residents, and those with young children. We would respectfully ask the Council to consider alternative solutions that would still support accessibility needs while minimising the impact on local residents. Would it be possible to explore the potential use or designation of parking spaces within the garage area located behind House Number 26, which may provide a more suitable and less disruptive alternative location for resident parking. We hope the Council will take these concerns into account and engage with residents to find a fair and practical solution that meets accessibility needs without disproportionately disadvantaging those who already face significant parking challenges. Thank you for considering our objection.
(133) Local Resident (Wallingford)	Object (Allnatt Avenue) –
(134) Local Resident (Wallingford)	Object (Allnatt Avenue) –
(135) Local Resident (Wallingford)	Object (Allnatt Avenue) –
(136) Local Resident (Wallingford)	Concerns (Allnatt Avenue) - Because I asked for extra disabled space for myself as people were hustling coming into our street and parking to go to work blocking me in with school transport bus and was rejected?

(137) Local Resident (Wallingford)	Concerns (Allnatt Avenue) –
(138) Local Resident (Wallingford)	Concerns (Allnatt Avenue) - Allnatt Ave in Wallingford is and has been all the time I have lived here a bottleneck to park your car. There is no parking on my side of the road, if I did then the road would be blocked. All the parking is on the opposite side of the road. Which makes it so difficult to park my car as the houses on the opposite side need to park their cars! In the four houses opposite me are 7 cars!! One of the houses is unoccupied at the moment, goodness knows what will happen when the new owners finally move in. When I need to unload shopping etc. I have to invariably block the road to do so. I do have a garage round the back, it's too far to carry heavy loads... and in the winter coming home after dark, having to park there is not nice. I don't always feel safe. Everyone else in the road can park outside their homes. I walk by far the longest to and from their cars. Now as for this extra disable parking spot, yes, I can understand they need it. But I'm not sure the existing one is being used by a disabled person. I have attached a picture of the car that parks in it at the moment and has done for a long while. Another disabled parking space is going to curtail the little bit of parking that is already there. Please can you first check that the one disabled spot is being used by the person it should be.
(139) Local Resident (Wallingford)	Support (Allnatt Avenue) –

- Newbury Street (Wantage) - Proposed removal of a DPPP

(140) Local Resident (Wantage)	Object (Newbury Street - removal) –
(141) Local Resident (Wantage)	Support (Newbury Street - removal) – The disabled parking bay is no longer in use by the disabled person as they have relocated to another address. Therefore, I feel it should be removed freeing up a needed parking space to the residents that live on Newbury Street.
(142) Local Resident (Wantage)	

	Support (Newbury Street - removal) – We are in favour of its removal. It has led to the ongoing loss of parking space for others in the street. As far as we are aware there was neither any prior consultation nor indeed any prior notification before it appeared. To say the least this was discourteous.
(143) Local Resident (Wantage)	Support (Newbury Street - removal) –
(144) Local Resident (Wantage)	Support (Newbury Street - removal) –
(145) Local Resident (Wantage)	Support (Newbury Street - removal) –
(146) Local Resident (Wantage)	Support (Newbury Street - removal) –
(147) Local Resident (Wantage)	Support (Newbury Street - removal) – For Wantage - Newbury St: I support the removal of the disabled parking bay outside 53 Newbury Street. It has remained unused for 10 months, as the original requirement for the bay no longer exists. Our street has limited parking availability, and this restriction unnecessarily reduces capacity. Reinstating this space would significantly benefit residents, particularly families with young children and elderly neighbours who rely on close access to their homes. Please note: I fully support the provision of disabled bays where there is a genuine, active need. However, as this bay is no longer serving its intended purpose, keeping it restricted is an inefficient use of space. Thank you for your consideration.
(148) Local Resident (Wantage)	Support (Newbury Street - removal) –

- Orchard Way (Wantage) - Proposed new DPPP

(149) Local Resident (Wantage)	Object (Orchard Way) – Regarding the disability parking in Orchard Way Wantage, the disabled person has two cars one a disability car and one a car they purchased, they take up two spaces in the road which is very narrow
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	<p>and parking is difficult. the disability car is not used by the disabled person, the only time she went in it was when it left the garage forecourt, she doesn't have a driving licence and there is only her and her partner living there, he uses the disability car for work, she uses a mobility scooter and when she needs transport she uses their private car, they keep both cars parked opposite their house, they have the private car parked there 24 hours a day as obviously her partner can only drive one car at a time, so they are already using two parking spaces, they will leave the private car where it is and they only want the disability space so her partner has somewhere to park when he comes home from work, so I object to the disabled parking space as they are not asking for the right reasons.</p>
<p>(150) Local Resident (Wantage)</p>	<p>Object (Orchard Way) - I am objecting to the proposed disabled parking bay on the following grounds. The street is a narrow two-way residential road with consistently high parking pressure. Vehicles park along both sides of the carriageway and it is already difficult for two cars to pass safely. Removing a general-use on-street space in this part of the street would materially worsen an existing constraint and increase congestion and manoeuvring difficulties, which raises highway safety concerns. The proposed bay would occupy one of the limited usable on-street parking spaces in an area where demand already exceeds capacity. The loss of this space would have a disproportionate impact on residents who rely entirely on kerbside parking, as there are no alternative communal parking areas nearby. Many properties on the street have converted their front gardens into off-street parking to alleviate pressure on the public highway. Given the constrained nature of the road and the cumulative parking demand, encouraging off-street provision where feasible is a more proportionate approach than designating further sections of the kerbside for exclusive use. For these reasons, the proposal would have a negative impact on highway conditions, parking availability and the efficient operation of the road. I therefore object to the installation of the disabled parking bay in the proposed location.</p>
<p>(151) Local Resident (Wantage)</p>	<p>Object (Orchard Way) - I'm objecting to the disabled parking bay on Orchard Way. 1- the disabled person doesn't even use the disabled car for her own personal use as they intended only on rare occasions due to the partner using the car daily for work and the fact they have 2 cars in the household, 1 disabled car and 1 private car that doesn't get used. 2- if the disabled person needs to go anywhere it's by bus to hospital appointments due to the partner working every day, or she gets about on her mobility scooter for local, 3- the only reason for the disabled bay is to secure 2 parking places outside their house when we live on a very bad road for parking spaces, they have the option to make a drive but refuse to due to having to pay for it. Orchard Way is bad for parking you only have to drive up here in an evening to see how bad they park due to limited places for everyone, and if they get the disabled bay that would be 2 spaces always taken for both cars.</p>

- Stockham Park (Wantage) - Proposed new DPPP

(152) Local Resident (Wantage)	Concerns (Stockham Park) - I totally agree with this new bay going in place but just have concerns on the placement of this disabled space and its location to where I currently park my car at the back is it being placed within the fence line of the parking location property.
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- Manor Road (Whitchurch on Thames) - Proposed removal of a DPPP

(153) Local Resident (Whitchurch on Thames)	Object (Manor Road - removal) – The applicant makes use of the foresaid parking space at least two times a day for the picking up and the return of her ‘severely disabled’ son. This parking space does not affect anybody in Manor Road adversely. Everybody in Manor Road has at least two off road parking spaces. Some have four spaces and at the end of Manor Road all the grass verges are also used for parking. It is very hard for the applicant with a disabled boy who needs carrying most of the time to and from his transport which without a disabled parking space, who knows where the driver can park. This is vital for them to have, and for the attendances of the people that are involved in the looking after of the little disabled boy. Furthermore, there are many old people who frequently need the assistance of the ambulance service. I myself have had to use the ambulance service, and they have made use of this very valuable parking space. IT MUST BE KEPT! I hope this is clear to you that this disabled parking space is frequently used.
(154) Local Resident (Whitchurch on Thames)	Object (Manor Road - removal) –
(155) Local Resident (Whitchurch on Thames)	Object (Manor Road - removal) –
(156) Local Resident (Whitchurch on Thames)	Support (Manor Road - removal) – I am writing in response to the consultation regarding the proposed removal of the Disabled Persons Parking Place (DPPP) on Manor Road, Whitchurch on Thames, and to formally express my support for its removal. The DPPP was installed in March 2024 on the basis that No. 1 Manor Road did not have

	<p>off-street parking. However, in approximately April/May 2025, off-road parking was installed within the curtilage of No. 1 Manor Road. As a result, the original justification for the provision of the DPPP no longer applies. I have observed its usage on a regular basis. Since May 2025, the bay has not been used as a parking space at all, with the sole exception of a visitor to No. 1 Manor Road who parked there for several consecutive days immediately following receipt of the proposed removal letter. The only routine use I have observed is a minibus collecting and dropping off, typically up to twice per day and for no more than a few minutes at a time. The minibus frequently does not make full use of the marked bay and often stops partially across driveways for these brief pick-ups and drop-offs. Given the very short duration of these stops, the presence or absence of a dedicated DPPP has no material impact on this activity. Manor Road has extremely limited on-street parking. Due to the narrow width of the carriageway, parking is possible on only one side of the road. Many properties have more than one vehicle, meaning demand for parking is consistently high. The retention of a permanently unused DPPP significantly reduces available parking for residents and visitors. The loss of a single parking space frequently results in vehicles being forced to park in ways that partially obstruct driveways, creating avoidable inconvenience and conflict between residents. I believe that guidance typically applied by local authorities when assessing DPPPs makes clear that such bays are intended to meet a current and ongoing need, and that councils should regularly review whether that need still exists. Where circumstances change — particularly where off-street parking becomes available — it is reasonable and proportionate to remove the bay so that highway space can be used more effectively for the wider community. In this case, the original need for the DPPP has been demonstrably removed, and its continued presence provides no meaningful benefit while causing ongoing parking pressures for other residents. I therefore fully support the proposed removal.</p>
<p>(157) Local Resident (Whitchurch on Thames)</p>	<p>Support (Manor Road - removal) –</p>