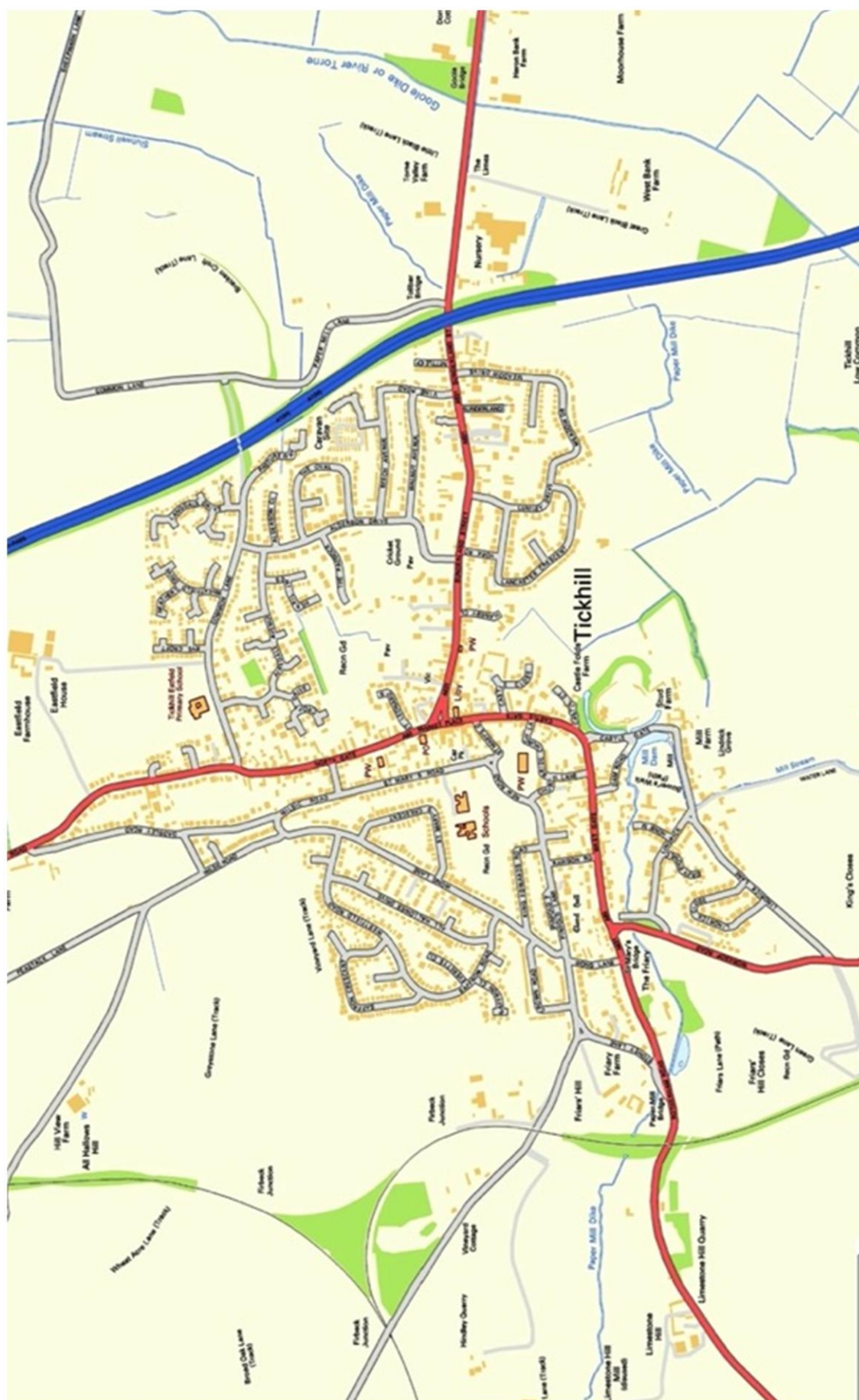




Tickhill Neighbourhood Plan 2019 - 2035

TICKHILL TOWN COUNCIL

03



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Tickhill – the Place

The town of Tickhill lies within the parish of St Mary's, approximately eight miles south of Doncaster in South Yorkshire. The parish is relatively large at 2,780 hectares, with most of it being Green Belt farmland.

It is a vibrant, prosperous community with a population of 5,228 inhabitants consisting of 2,398 households at the 2011 Census. (At the time of writing, figures for the 2021 Census have not yet been published, however have since been prepared and are included in Appendix H page 94.) In 2011 approximately 16% of Tickhill's population was aged under eighteen whilst a large percentage (37%) was over sixty. The town is home to all age groups with a large economically active sector but also with a significant retired, and ageing, population. Despite the time lapse since the 2011 Census, the town has not grown significantly, and it is not expected that the 2021 Census will show a significant change in this demographic.

Tickhill owes its origins to the establishment of a castle after the Norman Conquest, sited to control a major route to the north. The historic market town, which grew up originally around the castle and later around the 900-year-old Grade I listed St Mary's Church, now forms the Conservation Area at the centre of present-day Tickhill. The town's population remained small until after the Second World War. During the period 1960-1990 a large volume of new housing raised the population from 2,582 to 5,572 (1991 Census) as the town became a dormitory settlement for nearby large towns and cities.

The built-up area of Tickhill is fairly compact and is found more or less in the centre of the parish, surrounded by open countryside. It is this insularity which gives Tickhill an identity all of its own and which has helped develop a thriving community spirit. Over 90% of homes are within a 15-minute walk of the area identified as the town centre (see Map 1, page 13 – Illustration of the Boundary of the Core Business Area). As in other towns, the older properties tend to front the main roads running through the town whilst the newer estates lie behind. In Tickhill, these estates are crisscrossed by ginnels and alleyways which not only allow pedestrianisation around the housing areas but also give access on foot to the town centre where a doctors' surgery, a dentist, a pharmacy, a post office and a library lie within a stone's throw of each other. Thus, being easy to reach from all areas, the town centre, with the Buttercross on a small island in the middle, is not just a commercial centre but a meeting place for daily socialisation (see front cover).

Tickhill remains a popular place in which to live with a good variety of local shops, a wide range of social activities and a thriving community life. These in turn attract visitors to the town, raising its profile and allowing it to flourish.

INTRODUCTION

Tickhill has a proud history of management of its own affairs. From 1894 until 1974, Tickhill Urban District Council was reputedly the smallest such organ of local government in England and served its community well. Absorption into the new and large Doncaster Metropolitan Borough was never fully accepted although the Town Council used those powers it had to promote the interests of the town. Thus the opportunity presented by the passage of the Localism Act 2011 to develop its own Neighbourhood Plan had obvious attractions to an independently-minded community. Tickhill, a geographically distinct community of some 5,000 people, is well-provided with facilities. It fitted the criteria for a Neighbourhood Plan which would give the community the scope to preserve and enhance the attractiveness of the market town, to promote its businesses, to protect it where there might be threats and to improve community facilities. It would in addition give ammunition to tackle the traffic problems, mainly presented by vehicles travelling between the M18 and Lincolnshire which bring congestion and pollution to the town centre.

Thus, Tickhill Town Council promoted its first Neighbourhood Plan for the period 2013-2028. Learning from experience, the Council decided that the opportunity presented by the Borough Council's new Doncaster Local Plan, published in 2019, was an appropriate moment to review, revise and refresh its Neighbourhood Plan. It therefore set out to consult on the production of a new Plan for the period 2019-2035. The detail of the varied means used to consult residents is described in the Consultation Document, although the whole process was complicated by the Covid-19 restrictions, making much face-to-face contact impossible. The aim, as before, is to promote the well-being and quality of life of all residents.

When Tickhill Town Council was nearly ready to present its first Neighbourhood Plan, advice came from the Department for Communities and Local Government which led to a major reorganisation of the Plan into two parts. We have repeated this, not least because a large proportion of the issues raised by the public fall under the heading of 'transport', and does not all come within the purview of the planning system.

The Plan therefore appears in two parts, **Part A – Land Use Planning Policies**, and **Part B – Community Aspirations**. Part B contains a variety of aspirations which will require sources of finance, negotiation and cooperation with other parts of the Borough Council and various other agencies and organisations if they are to be implemented.

VISION

Tickhill aims to develop its essential character as a small historic market town with outstanding community spirit and a wide range of successful businesses and organisations. Residents will benefit from enhanced facilities while visitors will be encouraged to enjoy Tickhill's history and its shopping and leisure opportunities. The town will continue to offer a high quality of life supported by the wish to sustain economic growth and environmental improvement.

NEIGHBOURHOOD PLAN OBJECTIVES

1. To conserve and enhance the character of the town, in particular with regard to its amenities and services, the built environment, open spaces and the surrounding Green Belt.
2. To promote policies which move Tickhill towards carbon neutrality.
3. To enhance and promote local shops and businesses situated within the Core Business Area.
4. To encourage opportunities for local employment which will help sustain the local economy.
5. To promote and protect Tickhill's historic and architectural features and listed buildings, both within and outside the Conservation Area.
6. To support the construction of affordable housing and high-quality infill, built to national standards and, in the process advocating the use of local materials in their construction.
7. To identify unsatisfactory or vulnerable services and areas, including transport, where improvement would be beneficial and to suggest how this can be achieved.
8. To develop new facilities for all ages of the population, particularly young people, and to encourage and promote healthy lifestyles.
9. To protect the Green Belt and support local farmers in promoting local produce.
10. To secure a safe environment for all, particularly with respect to road safety and flooding issues.
11. To encourage residents and visitors alike to share in the history, environment, and shopping facilities of the town and to contribute to an inclusive and vibrant community.
12. To improve Public Health through policies which facilitate and encourage walking and cycling.

PART A – LAND USE PLANNING POLICIES

TOWN CENTRE

The Council will use the Neighbourhood Plan to seek to improve the area around the Market Place for the benefit of residents, businesses, and visitors. Residents have made it abundantly clear that they value the variety of types of shop and the other uses in the town centre, which give it character and vitality. They view the current balance between uses as appropriate. The following policies will seek to preserve and promote that vibrancy.

The Market Place, with the 18th century Buttercross at its centre, is at the T junction of main roads; consequently, it experiences constant traffic. Along the western side is an important range of shops, offices and café's which extend for some distance to the south along both sides of Castlegate, for a short distance east along Sunderland Street, and on one side only into Northgate. The location has the advantage of prominence but each time the public is consulted the disadvantages created by narrow pavements and through traffic are emphasized.

Improvements to pedestrian and cycle links are important to Tickhill so that people are encouraged to leave their cars at home. Likewise, any proposals which can slow or reduce through traffic will increase pedestrian safety and comfort. As the town is relatively flat and nucleated, most dwellings are within easy reach of the centre.

Map 1 (The Core Business Area, page 13) delineates the area which is described here as the town centre; it contains the majority of local businesses. It contains all properties in Market Place and along Northgate, Castlegate and Sunderland Street as far as there are businesses fronting the

street. Recent surveys indicate that around 75% of properties within this area continue to fall within Land Use Class E. The Neighbourhood Plan will seek to preserve this variety of uses which characterises the town and provides much of the attraction for users.



Figure 1 - People gathered at the Buttercross



Map 1 - Illustration of the Boundary of the Core Business Area

Policy TC1: Quality of the environment

Planning applications for development within the Core Business Area of the town, as shown on Map 1, will be required to demonstrate through a design and access statement (amongst other things) that they will enhance the character and appearance of the area, improve the public realm and make provision for access for the disabled. Such changes should also seek to improve the safety and convenience of all pedestrians.

Residents are clear about the problems in the town centre, especially in regard to through traffic, but suggest no obvious solutions. However, any opportunity presented by a planning application which leads to such an improvement as widened pavements will be welcomed. For a potential long-term solution, see Policy MP3 in Part B – Buttercross junction and pedestrian safety.

Policy TC2: Town Centre uses.

The Core Business Area (shown on Map 1) is the main shopping area and the physical centre of the town. In order to maintain the shopping function, it is important to protect, promote and enhance the concentration of retail and service uses. Proposals which dilute the concentration of retail and service uses will only be supported where the following can be demonstrated: -

- a) There is no demand for retail or service use of the premises, normally demonstrated by a marketing exercise.
- b) The proposal will protect and/or enhance the vitality and viability of the centre.
- c) The proposal will have an attractive frontage, which contributes positively to the appearance of the street.

The vibrancy of the town centre is in no small measure due to the variety of current uses, which is clearly appreciated by the public as evidenced whenever consultation has been undertaken. Currently approximately 75% of town centre properties are retail shops and the Town Council aims to maintain this as far as possible; the Core Business Area should not see its predominantly shopping character eroded if this can be avoided. The variety of retail outlets attracts visitors and residents alike to the town centre.

Despite the damaging effect of COVID-19, premises in the town centre all remain in occupation but the council is conscious of the vulnerability of many businesses and will work to support them.

Policy TC3: Residential accommodation within the core business area

Residential use of accommodation on the upper floors of town centre businesses, will be encouraged provided that the unit is not currently in employment use and that the residential use does not adversely affect the viability of any ground floor commercial use.



Figure 2 - 1907 Shopping Development – formerly one shop, now three

This policy aims to ensure that as much as possible of the town centre properties is used, both for security and in the interests of meeting housing need, while giving priority to shops.

Policy TC4: Security of business premises in the Core Business Area

Measures which provide greater security for commercial property in the Core Business Area will be supported, provided that they do not harm the character of a listed building or the Conservation Area.

Where roller shutters are supported on a traditional shop front, features of architectural or historic interest should always be preserved and not obscured. Roller shutters should normally be incorporated within the façade rather than simply being fastened to its surface and should always be perforated and coloured to match or complement the shop front.

Security cameras should be small and fixed in a discreet location.

The business sector commented during consultations that the town centre, several miles away from the nearest police station, had been targeted by thieves. Break-ins have resulted in criminal damage and losses, with a resultant increase in costs, including insurance. This is to the detriment of the viability of the town centre and potentially to the whole community. This policy will support measures to increase the security of all premises in the town centre, whether achievable through planning applications or cooperation between the South Yorkshire Police, Doncaster Council and Tickhill Town Council.

Policy TC5: Commercial Development Outside the core business area

Proposal to create new facilities for shopping outside the core business area will only be supported if there are no available suitable or viable sites (expected to become available in a reasonable period) within the town centre and if they will not prejudice the effectiveness of existing businesses in the core business area. A retail impact assessment is required to accompany such an application.

This policy is proposed so as to be prepared for the possibility of an application for retail development outside the designated area of the town centre.

HIGHWAYS AND TRAFFIC (Note)

Successive consultation exercises have demonstrated public concern with the volume and speed of through traffic, especially heavy goods vehicles. This has an adverse impact on road safety and adds to the difficulty of obtaining a parking spot for private cars. The town's historic position at the crossroads of major routes has both aided and hindered its prosperity. The A60 runs north-south between Doncaster and Worksop, while the A631 runs west-east between Sheffield and Louth, providing a link from the M1/M18 to Lincolnshire. The opening of the Great Yorkshire Way has offered a quicker if longer route from the M18 to Bawtry and beyond, but this has not been reflected in any observed reduction of through traffic. (See Map 6 - Great Yorkshire Way and Surrounding Main Roads, page 60.)

Free but controlled parking is the clear choice of the public. Alongside this is a concern for improved public transport and for increased opportunities for walking and cycling. While many of the aspirations and possible proposals in this area lie outside the remit of land use planning, the Council will use the Neighbourhood Plan to influence planning applications which could assist in the promotion of these objectives.

As the relevant policies to this section are outside of the remit of planning policies, they appear in Part B, Community Aspirations.



Figure 3 - Children Cycling

HOUSING and DESIGN

Tickhill owes much of its charm to the survival of vernacular buildings. The centre around the Buttercross has an array of local shops and amenities with a variety of stone and brick buildings, many in part dating back as far as the 15th century. There is a predominance of stone walls. There is a delightful lack of uniformity in roof lines, with both pantile and slate roofs, and ancient buildings managing to retain their external appearance while being given modern uses. These include former agricultural buildings, a smithy, a candle factory, watermill and tithe barn. All make for the distinctiveness of the town. Along the main east-west road there are several large houses with generous curtilage, traditionally giving green space between buildings, although much of this has been lost in recent years, thus changing the character of the area.

Public consultations have demonstrated a concern that the quality and diversity of building form should not be lost. Good design, however defined, is essential in any new build. Where possible and appropriate, such buildings should be wholly or partially of limestone. Likewise, any extensions should be in keeping with the materials of the original structure, unless, exceptionally, the aim is to differentiate clearly between the original historic building and the new addition.

Reference should also be made to Policy SRE4 - Sustainability in building (page 37) in the assessment of building proposals and Policy F1 – Building Development (page 38) concerning flooding and drainage.

ENSURING HIGH QUALITY, DISTINCTIVE AND SUSTAINABLE DEVELOPMENT

Ensuring high quality, distinctive and sustainable development continues to be a top priority for the Plan.

Policy H1: Ensuring High Quality, Distinctive and Sustainable Development

All new development must make a positive contribution to the creation of beautiful, safe, and sustainable buildings and places by demonstrating high-quality design, distinctive and sustainable design that integrates with and makes a positive contribution to its surroundings and takes account of local need. Development should:

- a) Take full account of the design principles and recommendations contained in the Tickhill Design Codes and Guidance, including
- b) Have regard to scale, siting, layout, density, massing, height, landscape, appearance, material, details and access;
- c) Respect residential amenity and highway safety;
- d) Ensure that buildings are safe and secure, and seek to design out crime and anti-social behaviour; and
- e) Be accessible, taking account of the needs of older people and mobility and other impaired people.
- f) provide appropriate parking in line with standards set out in the Doncaster Local Plan,
- g) provide, either on site or through contributions, for affordable housing, open space and contributions for education as set out in the Doncaster Local Plan,
- h) provide suitable access for emergency and refuse vehicles,

Developments that do not take full account of the recommendations and design principles of the Tickhill Design Codes and Guidance should be refused. Where there are exceptional reasons why a development will deviate from the Tickhill Design Codes and Guidance compelling justification should be given why.

The only likely major development during the lifetime of this Neighbourhood Plan is to the south of Sunderland Street. This policy will be relevant if circumstances change and there are further proposals for development.

New developments should be designed so that they add to the quality and distinctive character of Tickhill and contribute to sustainable development, not only in the short term but for many years and decades to come.

Policy H2 New Development

All new development will be expected to:

- a) be constructed with materials in keeping with adjacent existing buildings,
- b) where the street has front gardens, the frontage treatment should respect the surrounding street scene,
- c) retain existing limestone walls and ensure any new boundary treatment respects this character,
- d) retain existing trees, as appropriate (based on a condition survey in accordance with BSS837),
- e) provide adequate storage space for refuse and recycling bins,
- f) provide dedicated cycle storage and for off-street parking,
- g) comply with Policy 45 of the Doncaster Local Plan and relevant building regulations in order to ensure that homes can meet the changing needs of residents of Tickhill and ensure adaptable access for all.
- h) in accordance with the advice of the Water Authority, all new dwellings should be equipped with specifically designed water efficient fittings which reduce the volume of water consumption
- i) make provision for the use of ground source heat with heat pump unit.

This is also in accordance with national planning policy which emphasises the importance of high quality and sustainable design. As paragraph 131 of the NPPF states *“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”*. Adding at paragraph 132 that *“Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development”*.

The Tickhill Neighbourhood Plan also already contains several policies aimed at ensuring good and sustainable design. In particular, Policy DE1 *New buildings*, which requires that *“New development should be designed to fit into the character of Tickhill, with proposals demonstrating a thorough understanding of local character as part of the design process”*. Also, Policy DE4

Sustainability in building, which states that “Proposals that achieve more sustainable buildings will be supported, provided that the sustainability measures will not have a negative impact upon the character of the area.”

Similarly, the Local Plan¹ includes several policies and supporting documents aimed at ensuring good and sustainable design. These include Strategic Policy 41: *Character and Local Distinctiveness* which states, amongst other things, that *“Development proposals will be supported where they: 1. recognise and reinforce the character of local landscapes and building traditions; 2. are of a high quality design that contributes to local distinctiveness”*.

City of Doncaster Council has also produced, or is in the process of producing, several Supplementary Planning Documents (SPD) and other guidance that provides further detailed guidance in relation to design in support of the Local Plan. These include the Technical and Developer Requirements SPD² that sets out the technical matters such as pollution, drainage that need to be taken into account when submitting planning applications and the South Yorkshire Residential Guide³ that aims to provide *“provide a clear and consistent approach to design”* in South Yorkshire.

Both national and local planning policies emphasise and support the use of Design Codes to provide greater certainty over design intentions. As the NPPF states at paragraph 133 *‘Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design’*). Adding, *‘Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents’* (paragraph 134).

Tickhill Town Council with the support of City of Doncaster Council and others has taken the opportunity through the review process to prepare a Design Code for the town. This (the Tickhill Design Codes and Guidance) has been prepared by internationally respected urban design and planning consultants AECOM on behalf of Tickhill Town Council and a draft accompanies the Plan.

The Design Code and Guidance identifies three distinct character areas in the town:

1. Historic Core.
2. Tickhill Castle.
3. Tickhill Residential.

Each Character Area is accompanied with a short description of the key features of that character area as well as a series of design codes and guidance specific to each one. These include guidelines on such important design matters such as appearance, density, parking, just to name

¹ Local Plan- City of Doncaster Council

² [Supplementary Planning Documents and Interim Planning Guidance - City of Doncaster Council](#)

³ [Supplementary Planning Documents and Interim Planning Guidance - City of Doncaster Council](#)

a few good examples. Special mention here should be made to sustainable development. This at the heart of the Tickhill Design Codes and Guidance.

Tickhill Town Council considers sustainable design to be indivisible from good planning and will require developments to demonstrate and implement sustainable design measures which should be considered at the outset of scheme development. This includes the orientation of development to maximise solar gain, sustainable waste and drainage systems, energy efficiency measures and inclusion of electric vehicle charging points in new development. Along with other national and local planning policies, including those contained in the approved Tickhill Neighbourhood Plan, these sustainable design principles will ensure that development is sustainable and mitigates and adapts to climate change impacts.

To enable developers to identify the relevant sections of the Tickhill Design Codes and Guidance applicable to their proposal character area within which their development is situated, the Code includes a checklist.

The Tickhill Design Codes and Guidance complements and adds value the policies and supporting documents contained in the approved Tickhill Neighbourhood Plan and the Local Plan.

There is pressure to fill any available space in Tickhill with new dwellings. This policy seeks to address such applications by proposing necessary conditions.

Policy H3: Accessibility and adaptations

Where planning permission is required (including for change of use), applicants will be expected to comply with relevant building regulations requirements and equalities legislation (or successor guidance) in order to achieve access for all. Reference should be made to Policy 45 of the Doncaster Local Plan

Applicants will be expected to comply with the latest guidance produced by the Secretary of State.

The public consultation exercise showed support for buildings being capable of adaptation to suit changing needs, e.g., doorways wide enough to allow for wheelchair movement. Application of the latest guidance or successor guidance and associated regulations will, as opportunity arises, ensure better access for those with limited mobility or disabilities. This covers access and egress, sanitary arrangements and door and staircase width. Builders are encouraged to look for ways to improve accessibility for all. In the case of listed buildings or other buildings of historic importance, alterations will be expected not to harm the historic significance of the building or provide justification that the benefit of the proposal outweighs any harm. Applicants for planning permission are advised to seek the advice of the Borough Conservation Officer in this respect.



Figure 4 - Modern Limestone Building in Castlegate, close to Town centre

Applicants will be expected to comply with the latest guidance produced by the Secretary of

Policy H4: Limestone buildings

Alterations or extensions should be wholly of limestone in the case of existing limestone buildings, whether traditional or modern.

Limestone buildings are a distinctive feature of the town. Any extensions to existing limestone buildings should be in keeping with the style and materials of the host buildings or the traditional limestone buildings typical of Tickhill, especially in the Conservation Area.

Policy H5: Building in large gardens.

Proposals to build in large gardens will be controlled in order to maintain traditional open green gaps in the street scene and to ensure that the resulting structure is subservient to the main dwelling.

The Town Council will seek to refuse houses in large gardens where this will destroy the green character of the area or where new building is out of character and size with the proposed new curtilage. Large gardens were characteristic of properties along the main roads but not exclusive

to these through roads. Any back land or tandem development which is permitted should be largely out of view and must be subservient to the frontage property.

Policy H6: Extensions and alterations

Proposals for extensions and alterations will be supported provided that they complement and enhance the existing building and its setting and are proportionate to it in scale and size. Alterations to buildings in the Conservation Area (see Map 2 page 25) should be in keeping with the vernacular style and, if at present not in keeping, this should be remedied when the opportunity arises.

Proposals should also reflect the most up-to-date guidance adopted by Doncaster Council for all extensions and alterations.

Policy H7: Offices at Home

Development for an office at home which requires planning permission will be supported provided that the proposal is consistent with Policy H6. Provision of such an office in new buildings will be supported.

One effect of Covid 19 has been an increase in working from home, either part or full time. Existing homes are generally not well provided for such usage; this policy is intended to assist in making the changes acceptable.

AFFORDABLE HOUSING

The NPPF defines Affordable Housing as “*housing for sale or rent, for those whose needs are not met by the market*”⁴.

Policy H8: Affordable Housing

Where affordable housing is to be provided as part of a development:

- a) It should provide a mixture of housing types in accordance with Policy H12.
- b) There should be a tenure split of around 50% affordable homes for rent (including social rent) and around 50% intermediate low-cost home ownership.

The provision of affordable housing within Tickhill is an issue. This is mainly a consequence of the relatively high and above average house prices in the Town, especially when compared to Doncaster. As the HNA shows “*The current median house price (middle number when arranged*

⁴ The official definition of affordable housing can be found at Annexe 2: Glossary – see [National Planning Policy Framework - Annex 2: Glossary - Guidance - GOV.UK](#)

from lowest to highest) is £285,000, which is 73% higher than the 2013 average". Adding, "it is also worth noting that the current median house price in Tickhill is 50% higher than the current median for Doncaster as a whole". Concluding that "it remains clear that Tickhill is an exceptionally high-value housing market for the local area. This presents a barrier to entry for households with lower incomes or wealth".

The issue of the relatively high and above average house prices is compounded by the relative under provision of affordable housing in the Town. According to the 2021 Census (Appendix H) 7.3% of homes in the town were socially rented, a figure that is less than half the Doncaster (17.0%) and England (17.1%) averages.

The Local Plan sets out in Policy 7: *Delivering the Necessary Range of Housing* the affordable housing requirements for housing proposals, whereby the percentage varies according to the size of the development and its location. This requires that housing sites of 15 or more homes (or 0.5 Ha or above) will normally be expected to include 23% affordable homes in Tickhill. It also sets out a tenure split of around 75% affordable homes for rent (including social rent) and 25% intermediate low-cost home ownership.

The HNA considered where there is justification for the Plan to depart from the requirements in Policy 7 in the Local Plan in response to local needs. It recommended that the tenure mix of affordable housing in the Plan should give *"slightly higher priority to affordable home ownership options (50%) than the Local Plan default (25%), with the remaining 50% protecting affordable rented provision. There is an opportunity here to boost levels of affordable home ownership to meet high levels of potential demand in a context where home ownership through the open market is very unaffordable"*. A recommendation the Plan supports.

The Tickhill Conservation Area is divided into four character areas (Map 2, page 25); for alterations to properties in each, the additional characteristics (to Policy H2) listed are intended to be complementary to the requirements of the policies.

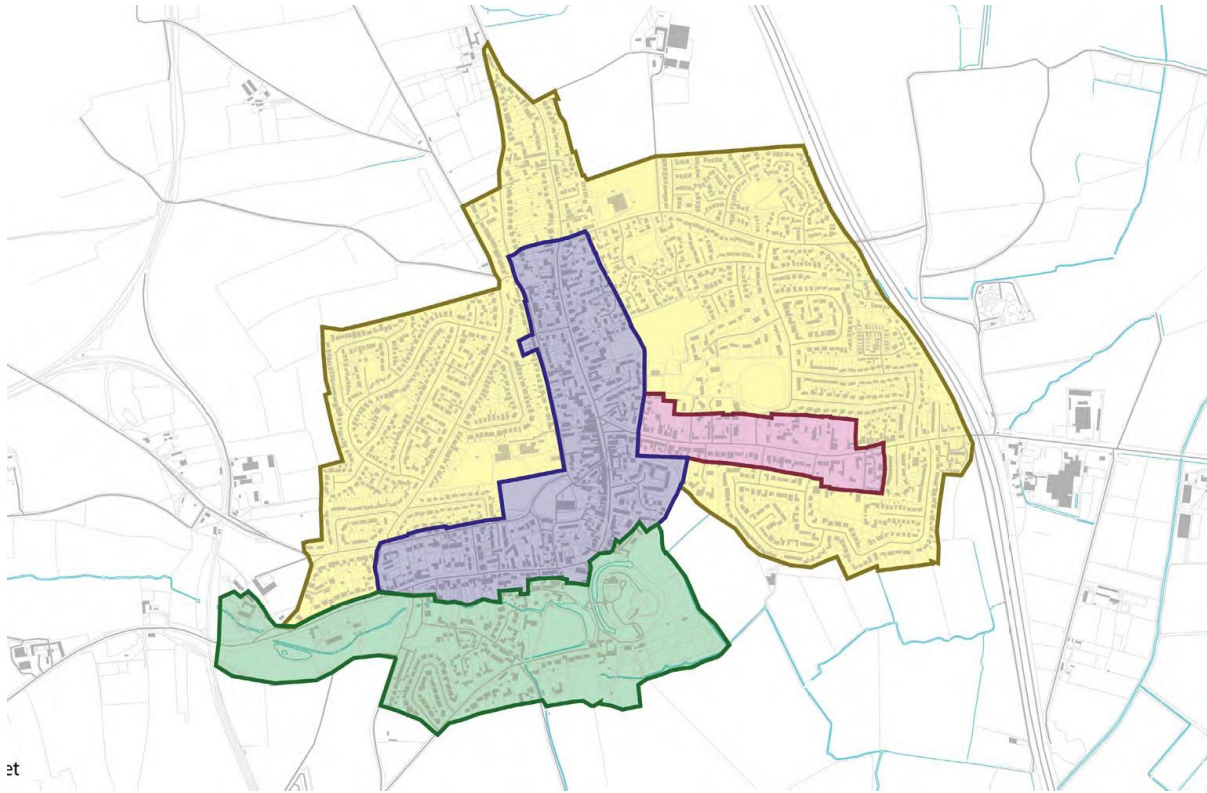
Policies H9 - H11 relate specifically to the Conservation Area which is enriched by relatively small artefacts that contribute to the character of the town and which should be preserved where possible, e.g., Cycle Touring Club badge on Scarbrough Arms and plaque on Chapel Cottage, Mangham Lane, recording that it was used as the first Methodist Chapel from 1817-1837.

Policy H9: Conservation Area: Town Centre and Environs

All buildings should satisfy these additional characteristics and respect the features of the individual area:

- 1) have a roof of natural slate or red clay pantiles.
- 2) be no higher than adjacent buildings and form a coherent building line.

This is a busy area, in parts heavily congested, characterised by properties fronting onto the pavement, both commercial and residential. There are a few larger properties, some with front gardens. Buildings tend to be of red brick, some rendered, but with older buildings often of stone. Roofing materials are of clay pantiles or slate.



Map 2 – Character Areas of Conservation Area



Figure 5 - Public Library

Policy H10: Conservation Area: Sunderland Street

New buildings in this part of the Conservation Area should satisfy these additional characteristics:

- 1) have a roof of natural slate or red clay pantiles.
- 2) be no higher than adjacent buildings.
- 3) preserve green character through the retention of existing trees.

This is a broad road leading out of the town, much of it tree lined. Close to the town centre, properties front onto the pavement. Further out, detached properties are dominant, many with the limestone walls so characteristic of Tickhill. Properties constructed within the past 60 years are in part built of a brown brick out of keeping with the area. Any new boundary treatment should complement the historic character of the street.



Figure 6 - Sunderland Street

Policy H11: Conservation Area: The Castle, Mill Dam, Lindrick and Rotherham Road

A) New buildings in this part of the Conservation Area should satisfy these additional characteristics:

- 1) have a roof of clay pantiles or natural slate.
- 2) be aligned and set back with existing buildings to form a coherent building line.
- 3) preserve green character through the retention of existing trees, front gardens and hedgerows or enhance the area through new planting where appropriate.
- 4) Any proposed development will be required to demonstrate that the flood risk sequential test and exception test (where appropriate) has been passed and a site-specific flood risk assessment must be submitted with the application.

This is a green, open area, tranquil in comparison with the denser urban areas nearby. Older buildings are predominantly stone or rendered, with clay pantile roofs most common. Limestone boundary walls are again prominent. The area has been prone to flood and part of it lies within Flood Zones 2 and 3 so any proposed development will be required to demonstrate that the flood risk sequential test and exception test (as appropriate) have been passed; the site-specific flood risk assessment will be expected to be submitted with any planning.



Figure 7 - The Mill Dam towards St. Mary's Church

MEETING HOUSING NEEDS

It is important that any new residential development within Tickhill is of the right type to meet local housing need.

Policy H12: Ensuring the right type of housing

New housing development proposals should provide a mixture of housing sizes and types to meet the identified local needs of this Plan. Priority should be given to dwellings of 2 and 3 bedrooms for smaller families, and to accessible housing for those with mobility issues and the ageing population. The inclusion of 4-bedroom or larger houses in housing developments will only be supported where they are subservient to the number of 2 and 3 bedroom homes being proposed.

Paragraph 63 of the NPPF requires that the size, type and tenure of housing needed for different groups in the community such as families with children, older people (including those who require retirement housing, housing-with-care and care homes) and people with disabilities should be assessed and reflected in planning policies, including those contained in Neighbourhood Plans.

Policy 7: *Delivering the Necessary Range of Housing* of the Local Plan requires housing developments “to deliver an appropriate mix of house size, type and tenure to address housing needs and market demand, having regard to the Council’s latest Housing Needs Study or other robust and up-to-date evidence”.

A Tickhill Housing Needs Assessment (‘HNA’) was undertaken by Aecom in 2023 in support of the Neighbourhood Plan. This showed that the housing profile of Tickhill is different from that of Doncaster, with disproportionately more detached, 4+ bedroom homes and bungalows, and a lack of 1 bedroomed homes. It also showed that the age profile is consistently older than that of the City and England, and the Town has experienced significant ageing in the decade since 2011 - a trend that is expected to continue in the future. The 75+ population of Tickhill is projected to increase to 1,326 people over the Plan period, to become 24% of the population in 2035, for example.

This HNA concluded ‘*The result of this process suggests that new development should be focused on smaller and mid-sized homes (2-3 bedrooms), with few larger properties likely to be needed. This could help to achieve three key outcomes: improving affordability, meeting the needs suggested by demographic trends (notably the ageing of older people and counteracting the decline in younger families), and diversification away from the high proportion of 4+ bedroom homes in the current stock*’. It also encourages new homes on housing developments to meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’ to provide suitable and greater housing choices for an ageing population and those with disabilities.

The findings of the HNA are supported by initial consultation undertaken as part of the review of the Plan which found strong support for a housing mix policy to meet local need, especially one that favours smaller (2-3 bedrooms) dwellings and housing suitable for suitable for older and/or people with disabilities.

It should be noted that consideration was given to introducing a policy requiring that a proportion of new homes (over a minimum site size threshold) should meet specified national standards of

adaptability and accessibility for new housing. It was not considered, however, that the evidence gathered, including that contained in the HNA, provided justification to do this, especially as there are such requirements in the Local Plan. Policy 45: *Housing Design Standards* requires, amongst other things, that “*In order to provide suitable and genuine housing choices for an ageing population and those with Limiting Long Term Illnesses or Disabilities, at least 65% of all new homes on housing developments of over 0.5 hectare or 10 or more units should meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’*”. A policy which the HNA describes as “*robust*”. The Plan strongly supports Policy 45 and its requirements in the Local Plan and urges that they be rigidly asserted.

Further detail regarding current housing need in the Town is provided in an accompanying supporting HNA, which can be found on the Town Council website at www.tickhilltowncouncil.co.uk.

HISTORIC ENVIRONMENT

All development proposals affecting heritage assets must respect and recognise their significance as a major aim of the Neighbourhood Plan is to preserve and enhance Tickhill’s historic environment for the benefit of residents, visitors, and future generations. The large Conservation Area (Map 2, page 25) will also be protected, conserved, and enhanced as appropriate. The town was established shortly after the Norman conquest, when a motte and bailey castle was constructed to protect the road to the north. The historic town consisted principally of two main roads which met in its centre at the Marketplace and today form Westgate, Castle Gate, Northgate and Sunderland Street. Most of the 117 listed buildings are located on these streets; there is one Grade I structure, St. Mary’s Church, one Ancient Monument, the Castle, and 4 Grade II* buildings. Historic areas outside the centre include the site of Dadesley village which predated Tickhill.

The policies of the Neighbourhood Plan seek to give support to proposals which enable residents and visitors alike to be better informed about the history and heritage of the town; tourist promotion is a means to supporting local businesses.

Policy HE1: Heritage assets

Proposals that maintain, conserve, and enhance the significance of Tickhill’s historic assets, including undesignated heritage assets both within and outside the Conservation Area, will be supported. The scale massing and height of new structures and their visibility from streets or open spaces must take their location into account, whilst the materials used should be in keeping with the surrounding structures and should enhance the location. Any detailed proposals affecting these assets will be assessed in accordance with the Doncaster local plan heritage policies.

There is support from the community for local history, as demonstrated in the large membership of the Tickhill and District Local History Society. In the past there have been inappropriate alterations, especially to the façades of non-listed buildings in the Conservation Area; if opportunity arises, amendments will be sought to planning applications to improve the appearance of such buildings.

The initial list of such undesignated structures and buildings, prepared with the assistance of members of the Tickhill History Society, is attached at Appendix C, pages 75 - 85. They have been drawn up in light of the testing criteria. If accepted, they will be a material consideration in planning. Representation will be made to the appropriate officer at DMBC to see if any of the list are worthy of listed status.

Tickhill Character Buildings and Structures of Local Heritage Interest

A particular feature of Tickhill is the number of heritage assets that can found within it, which reflects its long and varied development, over many centuries.

Policy HE2: Tickhill character buildings and structures of local heritage interest

The Plan identifies the heritage assets listed in Appendix C as Tickhill Character Buildings and Structures of Local Heritage Interest. Any development proposal affecting a heritage asset must demonstrate how it has considered the character and setting of the asset, including consideration of local vernacular and materials. Proposals involving harm to, or the loss of a Tickhill Character Building or Structure of Local Heritage Interest must set out the scale of any such harm or loss alongside the benefits of the proposal.

This list supplements the buildings and structures protected by Doncaster City Council on the nationally designated list. The list, recorded as Appendix C has been submitted for assessment and possible inclusion in the South Yorkshire Local Heritage List.

According to Historic England, there are 117 Listed Buildings⁵ in the town in 2022. These include the Grade I listed St Mary's Church in 2022 and the Grade II* listed structures of Castle House within the grounds of the former Tickhill Castle, St. Leonard's Hospital, the Friary and Lindrick House. This is surprisingly high number of Listed Buildings for a town of its size. In addition, there is a Scheduled Monument – Tickhill Castle⁶.

⁵ A Listed Building is one that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest.

⁶ A Scheduled Monument is a nationally important archaeological site given legal protection under the Ancient Monuments and Archaeological Act 1979.

The designation of these buildings and structures as a Listed Building and a Scheduled Monument gives them special legal protection beyond that which can be provided through a Neighbourhood Plan. It is important, however, that the Plan highlights the important contribution they make to the distinct character and identity of the town and the need to conserve and enhance this.

In addition to these designated heritage assets, there are other sites, monuments, buildings and places, areas and landscapes that do not meet the criteria for formal designation but do have heritage interest that is locally valued. These are often known as undesignated heritage assets.

The South Yorkshire Sites and Monument Record⁷ ('South Yorkshire SMR') identifies 174⁸ heritage items within the town. These include designated and non-designated local archaeological sites and finds, historic buildings and historic landscapes.

The Doncaster Local Plan recognises there are many buildings in the City that while not of national significance '*contribute to local character in various ways or have local historic interest*' (paragraph 11.40). Adding that '*Outside conservation areas their historic character is not currently a planning consideration*' (paragraph 11.40).

The value and importance of these non-designated heritage assets is also reflected in the approved Tickhill Neighbourhood Plan. Policy HE1 of which requires '*Proposals that maintain, conserve, and enhance the significance of Tickhill's historic assets, including undesignated heritage assets both within and outside the Conservation Area, will be supported*'.

Neighbourhood plans can, if they wish, identify a 'local list' of non-designated heritage assets of local significance and seek to give them a degree of protection through The Plan. Tickhill Town Council has taken such an opportunity.

Using published guidance from City of Doncaster Council⁹, the community has identified several heritage assets within the town that are locally important. After evaluation these meet the 'tests' formally recognised as 'undesignated heritage assets'. These are identified below in Appendix C as work in progress.

To ensure that these heritage assets are considered appropriately in planning proposals, the Plan designates them as Tickhill Character Buildings and Structures of Local Heritage Interest.

An approach that is support by national and local planning policies. A good example is Policy 40: *Buildings or Structures of Local Historic Interest* in the Local Plan, which specifically seeks to conserve the heritage value of identified non designated heritage assets. Adding '*Buildings that*

⁷ The South Yorkshire Sites and Monuments Record is a record of the known archaeology of the districts of Barnsley, Doncaster and Rotherham and of the City of Sheffield.

⁸ Source: Heritage Gateway- www.heritagegateway.org.uk

⁹ [Doncaster Local Plan 2015-2035 Adopted Version \(windows.net\)](#) – Appendix 10

meet the local list criteria may also be revealed as part of the planning application process or through the neighbourhood plan process' (paragraph 11.41).

While their identification as such will not significantly change any of the planning controls affecting alteration or demolition, many buildings have permitted development rights that allow some minor building operations and, in some cases, demolition to be carried out without recourse to planning or other permissions. Where a planning application is needed, then its identification as a Tickhill Character Building and Structure of Local Heritage significance will be taken into account when making a decision on the development proposals and such proposals will be assessed against Policy HE2 and other relevant local and national planning policies. The policy recognises that less weight would be given to these 'undesigned' heritage assets relative to 'designated' assets and that a balanced judgement would be required in assessing planning applications.

Further information regarding their heritage value is provided in the accompanying supporting evidence report which can be found in Appendix C.



Figure 8 - Interior of St. Mary's Church

Policy HE3: Tourism

Activities which contribute to the Town's tourism offer will be promoted through appropriate means, such as signage, promotional leaflets, information on buildings and on a board in the Market Place. Development which contributes appropriately to the town as a visitor attraction will be encouraged. The lines of sight of listed buildings will be protected.

The condition and appearance of our historic buildings is essential to the attraction of Tickhill. The Town Council has sponsored a Tourist Information Board in the Market Place and has had printed a free leaflet 'This is Tickhill', which can be obtained from the Library or Castlegate Cards. Places of historic interest display a sticker with a QR code providing a commentary with information about the site. Further opportunities will be sought to promote the town. Castlegate Cards in the town centre acts as a source of tourist information and holds a stock of booklets for sale about aspects of Tickhill's history.



Figure 9 - The Parish Room, Northgate

Policy HE4: Limestone walls

Applications for planning permission on sites where there are existing limestone walls will be expected to provide for their retention and repair and any removal or modification justified; in any planning application for development, new limestone walls constructed in traditional style, will be positively encouraged. The Town Council will consider applying to Doncaster Council for Article 4 protection where there is a possibility of the demolition of a limestone wall.

Limestone walls are one of the most distinctive features of Tickhill and are an important aspect of the town's character. There is continuing public concern that this historic feature remains and that walls are neither lowered nor lost. Tickhill Scouts and Guides have assisted in the survey of these walls on behalf of the Neighbourhood Plan, most of which can readily be seen from the public realm.



Figure 10 - Example of Limestone Wall

SUSTAINABILITY AND RENEWABLE ENERGY

The challenges presented by climate change have to be faced. The necessity to move towards a low carbon economy requires provisions in planning policies which will both encourage the production and use of sustainable forms of energy and provide safeguards that they will not detract from the historic and natural environment.

Policy SRE1: Energy economy

Proposals for the production of renewable energy will be supported subject to the following criteria:

- a) the siting and scale of the proposed development is appropriate to its setting and position in the wider landscape.
- b) the proposed development does not have an unacceptable impact on the amenities of local residents.
- c) the proposed development does not have an unacceptable impact on a feature of natural or biodiversity importance, or on heritage assets.

With the urgency for the development of renewable energy and the need to diminish the use of fuels which produce carbon, it is necessary to devise suitable conditions in which new fuels will be welcomed.

Policy SRE2: Domestic use of energy

Proposals to increase the use of renewable energy will be encouraged provided they do not result in an unacceptable level of harm to the general or historic environment.

There is some concern at the current form of solar panels (photovoltaic units) fitted onto roofs, which, in the case of listed buildings in particular, fail to blend with the existing roof. Support will be given to panels which match roofs in colour and style. It is hoped that developments will come in during the lifetime of the Neighbourhood Plan, including the construction of solar roofs, which will improve the appearance of this form of renewable energy.

Policy SRE3: Electric vehicles

Charging points for electric vehicles have been fitted in St Marys Car Park and will be retro fitted into existing parking areas and integrated sensitively into housing areas. New properties will be provided with a charging point as required in current building regulations.

Charging points should be as inconspicuous as possible in the street scene and domestic charging should not lead to trailing cables across pavements. The Town Council has provided public charging points on its car park and will encourage local garages to do likewise.

Policy SRE4: Sustainability in building

Proposals to improve the sustainability of buildings, whether existing or new, including the retrofitting of listed buildings, will be supported provided that the public benefits of any measures outweigh any harm to the character and heritage significance of the building. Any non-residential buildings will be expected to aim for BREEAM standards of 'very good' or 'excellent'.

In order to adapt to changing climate and to demonstrate effective use of energy, water and materials, while serving the needs of all generations, all new homes will be expected to achieve the currently accepted standard. All new developments must secure at least 10% of their total regulated energy from renewable or low carbon sources. Property Flood Resilience should be achieved in relevant locations.

Policy SRE5: Measures towards carbon neutrality.

With the objective of achieving carbon neutrality in all building stock by 2050, all new residential buildings must be sustainably constructed to carbon zero operational emissions, while measures to convert existing buildings will be supported. On site renewable energy should be maximised, including solar, wind driven and ground sourced.

FLOODING AND DRAINAGE

Tickhill has long had a problem with flooding, both through the lack of capacity in the Paper Mill Dyke to cope with extremes of heavy rainfall and through the inadequacy of those street drains which predate the rapid expansion of the town after 1960.

Serious flooding occurred in June 2007, when Doncaster Council reported that 57 properties were flooded, and again in January 2008. As the incidence of extreme weather events seems to be increasing, so rapid run-off and flash flooding will become an increasing risk. November 2019 saw similar extreme inundation, although its effect was fortunately not as severe. Two different factors are at stake. On the one hand, properties in the vicinity of the Paper Mill Dyke have been most often affected through the overtopping of the watercourse; this is an area of medium to high risk of flooding. The construction of a low wall between the Paper Mill Dyke and Lindrick, completed in 2019, has reduced the danger to one row of properties. Whereas, within the town centre, the problem is different as the old storm drains cannot cope with excessive rainfall.

Policy F1: Building development in areas of flood risk.

Proposals for development should ensure that there is no increase in the rate of surface water run-off into the existing formal drainage system. Within identified flood risk areas prone to flooding through inadequate capacity of the drainage infrastructure, a reduction of surface water run-off on brownfield sites will be required. Sustainable Urban Drainage Systems (SUDS) should be used wherever possible, and their future maintenance agreed before permission is granted. (Cross reference NE2 Tree planting, page 49.) All applications for new development shall demonstrate that all surface water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, such that a discharge to the public sewerage systems is avoided where possible.

The Policy will encourage the use of permeable surface and green growing areas which will act as natural soakaways. Planning applications which might lead to large roof areas and hard surfaced yards will be carefully monitored and measures such as water harvesting and provision for generation of energy will be expected to be used.



Figure 11 - New Wall alongside Paper Mill Dyke

Policy F2: Flood protection

Physical measures to control potential flooding will be supported, provided they are sensitively designed and make a positive contribution to the environment.

The recent construction of a low wall to protect properties in Lindrick below the Paper Mill Dyke is an example of such a defensive measure. Further specific proposals appear in Part B of this Neighbourhood Plan. See policies D3 (Tickhill Mill Dam, page 72) and D5 (Water flows into Mill Dam, page 73).

SUPPORTING AND SUSTAINING COMMUNITY LIFE

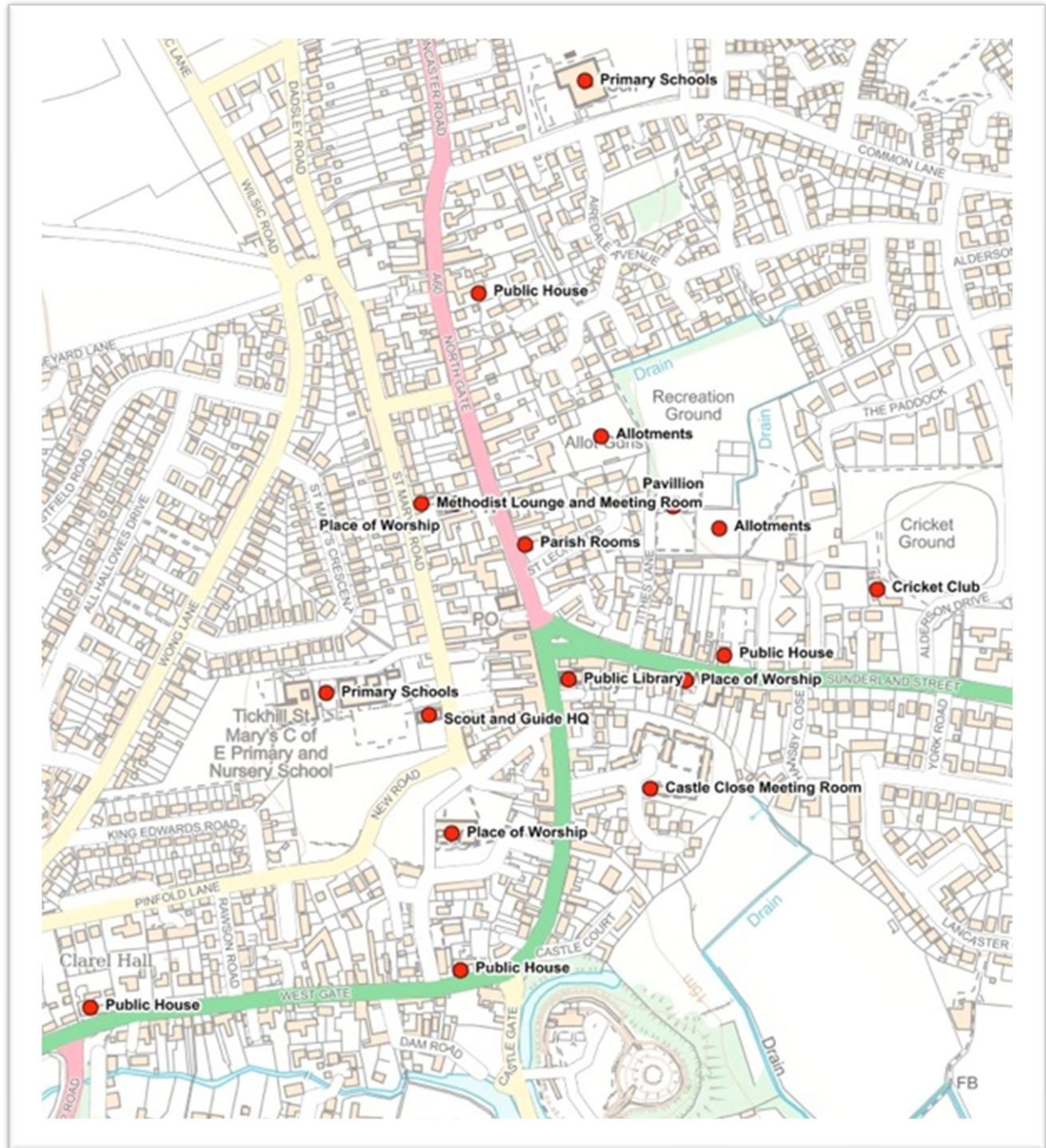
The Town Council through the Neighbourhood Plan will work to support ongoing community initiatives and to develop facilities within the town which will benefit all age groups in the community as well as visitors to Tickhill.



Figure 12 - Tickhill Velo Race for Junior Cyclists

In this context it is important both to protect existing local employment and facilities and to seek opportunities for their enhancement and for additional provision. Map 3 (Community Facilities, page 40) shows community facilities, open spaces, and employment sites within the town.

See Appendices F (Survey of local organisations, Spring 2020), page 88 and G (Survey of local opinion) page 89.

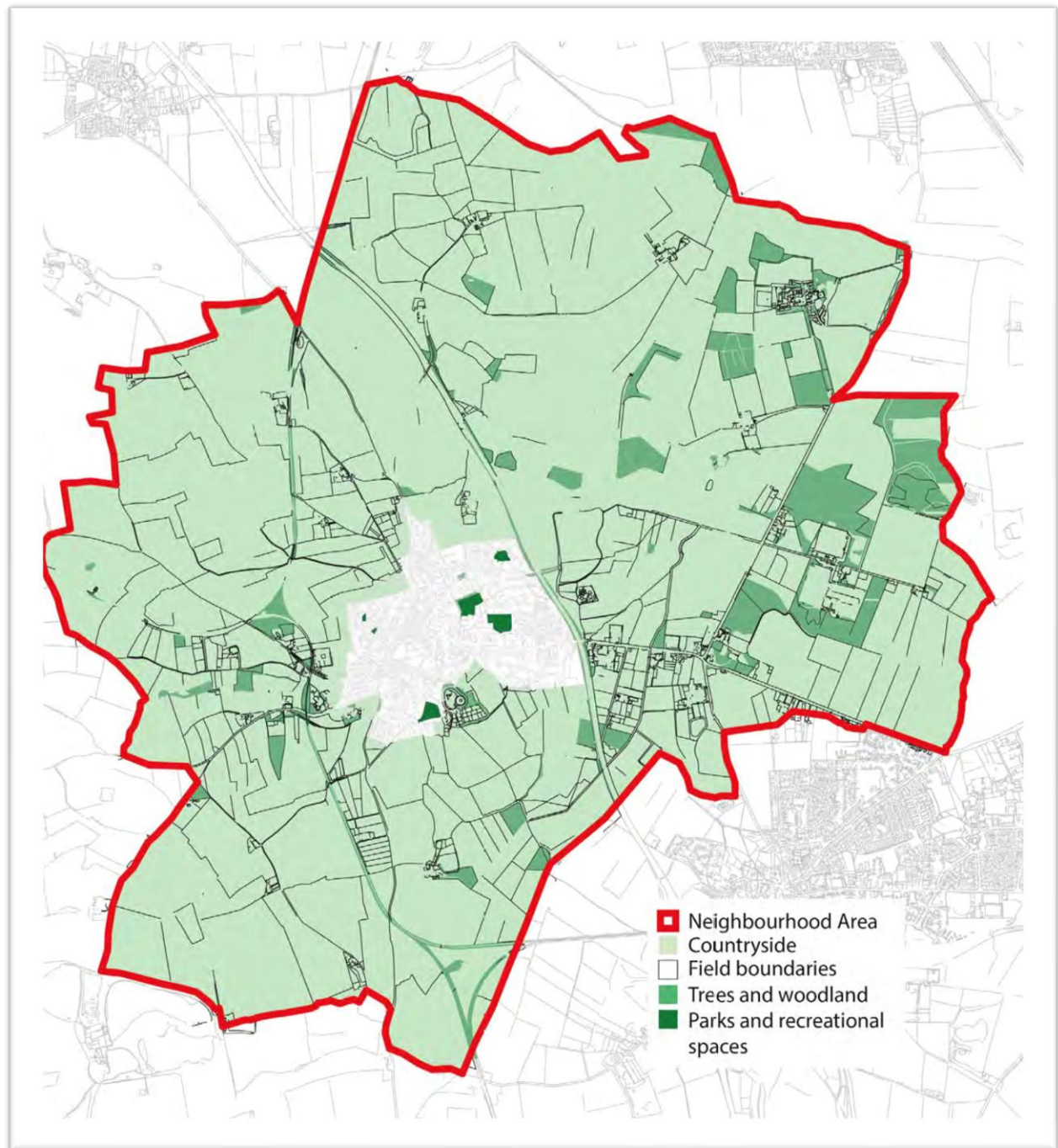


Map 3 - Community Facilities

Policy CL1: Local employment

Employment sites in Tickhill will be supported and protected from alternative uses, unless it can be demonstrated that there is no demand for employment use and the existing business use is not viable.

Any lack of viability in the future will be demonstrated by marketing over a reasonable period of time. Home working, so long as it causes no nuisance to neighbours, will be supported. The town centre is a patchwork of shops, businesses, and residences, which we wish to preserve.



Map 4 – Green Belt with Commercial Land Use and Woodland Areas

Policy CL2: Employment sites in the Green Belt

There are four long established employment sites in the green belt which should continue in their present use; Apey Hill, High Common Lane, Torne Valley (Retail) and Cherry Lane (retail) both on Bawtry Road. Alterations and extensions will be accepted provided they are not disproportionate to the size of the original structures.

The historic use of these sites falls within use classes B2 and B8. They provide both employment and services for Tickhill. While the present uses continue, their contribution to Tickhill is valued. Nevertheless, we do not wish to see further development in the Green Belt. The large warehousing business to the east of Stripe Road has a high level of lorry traffic which keeps to defined routes which avoid the town centre. The other sites largely serve local residents.

Policy CL3: Allotments

Existing allotment sites, as defined on Map 3 (Community Facilities, page 40) will be protected for this purpose and proposals for additional sites supported. The locations are (1) between the recreation ground and The Paddock and (2) between the club premises in Northgate and the recreation ground.



Figure 13 - DMBC Allotments

Requests for allotments continue to be made. At the time of writing (August 2021), there is a waiting list of 11 for the Borough Council's 12 plot site. A resident seeking an allotment on the privately-owned site was told 'nothing at present' and allotment holders given notice to leave; this site is however protected by the Neighbourhood Plan. Efforts to find an additional site will continue.

Policy CL4: Open spaces, including road verges.

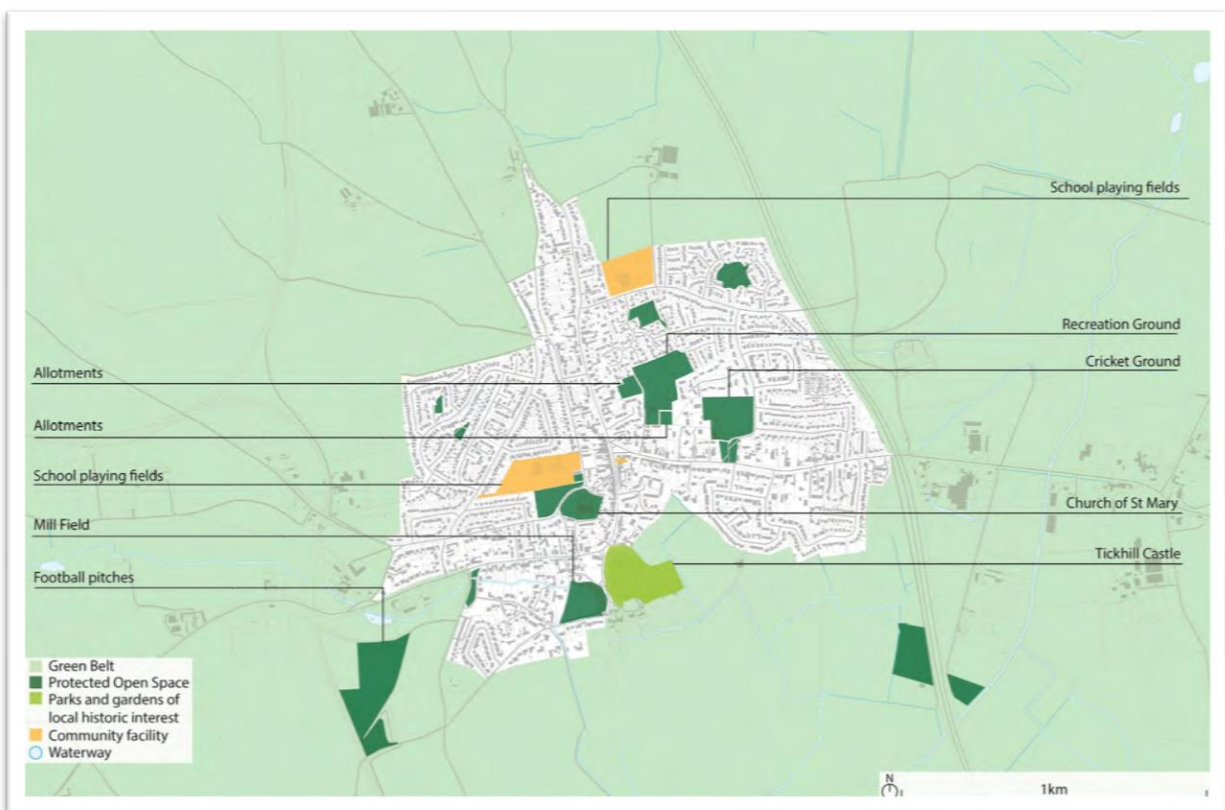
Existing open spaces, within the urban area, including allotments, sports grounds, playing fields and children's play areas (as defined on Map 5, page 44) will be protected from development (in accordance with Policy 27 of the Doncaster Local Plan). Proposals to enhance the facilities will be supported, including the planting of wildflowers and trees on appropriate spaces, such as highway verges. Development of flood resilience schemes within local green spaces will be supported provided that they do not adversely impact the primary function of the green space.



Figure 14 - Cricket Match

These facilities benefit from the support of local voluntary groups, such as The Friends of the Mill Dam and The Countryside Group, whose work enhances the environment. Flower mixes have been planted on parts of public open spaces and some road verges and this will be continued in cooperation with Doncaster Council.

Development of flood restriction schemes within local green spaces will be supported provided they do not adversely impact the primary function of the green space.



Map 5 - Open Spaces

Protecting Important Green Spaces

Tickhill is set within, and interspersed with, green spaces and large areas of open countryside. This includes formal public green space such as parks, recreation grounds, allotments, and children's playgrounds. There are other important, albeit less formal, open spaces such as woodlands, agricultural land, ponds, and streams. The River Torne also runs through the town.

Policy CL5: Protecting important local green spaces

The sites listed below and identified on the accompanying plan(s), are designated as Local Green Space. The management of development within areas of Local Green Space will be consistent with that for development within Green Belts, as set out in national policy.

1. Greenspace off the Paddock and adjacent to Tickhill Recreation Ground.
2. Roughly triangular area of Green Space off Lindrick Lane.
3. Tickhill Estfeld Primary School Playing Fields
4. Tickhill St Mary's CofE Primary and Nursery School Playing Fields.

These green spaces are highly valued by residents, visitors, and wildlife for a wide range of reasons. They provide an important and attractive setting and backdrop for the town. They are a source of visual amenity, provide for informal and formal recreational opportunities and sustain the richness of wildlife that can be found. They are key to adapting to and mitigating climate change.

The importance of the town's natural environment has been recognised by national and local planning policies. The countryside and other important green spaces are protected from inappropriate development through a range of policies and designations. These include Policies CL3 *Allotments* in the approved Tickhill Neighbourhood Plan that identifies several allotment sites in the town and protects them from inappropriate development and CL4 *Open Spaces* that protects all existing important green spaces within the urban part of the town.

The local countryside and green spaces are similarly protected through policies contained in the Doncaster Local Plan ('Local Plan'). These include those relating to the Green Belt (Local Policy P1: *Settlement Hierarchy*) and protecting important Local Wildlife and Geological Sites (Local Plan Policy 31: *Local Wildlife and Geological Sites*).

Also, Policy 26 *Green Infrastructure* in the Local Plan, which, amongst other things, identifies several open spaces mainly within the built-up areas of the town and seek to protect them from inappropriate development. These open spaces are:

- The setting of St. Mary's Church.
- Field opposite Tickhill Castle
- Verge adjacent to Worksop Road and West Gate junction.
- Pocket Park off Westfield Close.
- Pocket Park off All Hallows Drive.
- Pocket Park off Westfield Drive.
- Wooded area off Airedale Avenue.
- Playing Fields adjacent to the Tickhill Town Council building, including two adjacent allotment areas.
- Tickhill Cricket Club and its setting.
- Two wooded areas adjacent to the A1(M).
- An area of open space adjacent to Whinny Haugh Lane.
- Tickhill Football Club playing field.

The precise location of these site can be found at [Doncaster Local Plan 2015-2035 \(Adopted\) - Policies Map](#). The same policy in the Local Plan also protects any other designated open space that provide important opportunities for formal and informal recreation as well as those which provide a social, cultural and ecological role.

National planning policy enables Neighbourhood Plans to identify and protect green areas of particular importance by designating land as a Local Green Space. Paragraph 101 of the National

Planning Policy Framework ('NPPF') states that: *"The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them."*

Where land is designated as a Local Green Space, it is protected from development other than in very special circumstances. A level of protection that is comparable to that for Green Belt land.

To be designated as Local Green Space it should meet specified criteria as set out in paragraphs 106 and 107 of the NPPF. These include that the green space is in reasonably close proximity to the community it serves; that it is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and that it is local in character and is not an extensive tract of land.

The various green spaces in the town were evaluated for their suitability for Local Green Space designation by the group leading the preparation of the Plan. After careful consideration, 4 green spaces have been identified that are considered to have the greatest importance and meet the criteria for designation. It should be noted that these do not include any open spaces specifically identified and designated as Policy 27 *Protecting Open Space and Non-Designated Open Space* in the Local Plan as these are already protected through the planning system. Planning rules do not allow Neighbourhood Plans to duplicate existing policies and protections.

NATURAL ENVIRONMENT

The Town Council will use its Neighbourhood Plan to seek to conserve and enhance the environment of the parish and to support the boundaries of the Green Belt, as designated on the Doncaster Local Plan, in accordance with national policies on the Green Belt. (Map 4 – Green Belt with Commercial Land Use and Woodland Areas, page 41.) Any proposals for development within the Green Belt must satisfy national Green Belt policy and policies within the Doncaster Local Plan. In recognising both opportunities and threats, policies are presented which are consistent with Doncaster's Local Plan.

The parish of Tickhill lies within the Doncaster Green Belt which surrounds the town and determines its development limits. There is consistent support for the Green Belt within the local community and opposition to any encroachment upon it. The countryside around Tickhill is largely farmed, both arable and pasture, with a limited amount of land dedicated to recreational pursuits, such as horse-riding and junior football. There are two areas of young woodland with public access, one publicly owned, the other the property of the Tickhill Countryside Group. The land is generally flat, with watercourses draining into the River Torne, which flows east to the Trent.

The Town Council will also use the Neighbourhood Plan to seek to promote the prosperity of Tickhill's farming community, while looking for opportunities to benefit biodiversity and increase the use of the countryside for appropriate recreations.

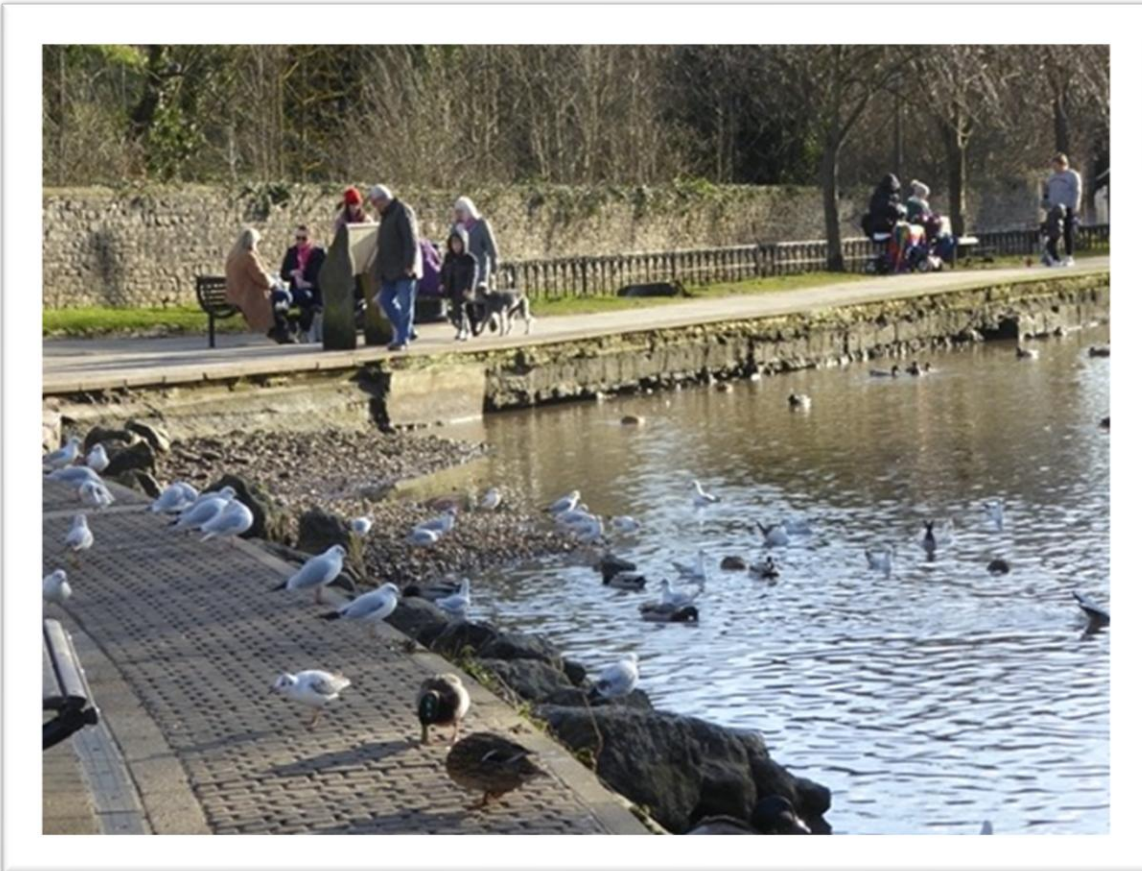


Figure 15 - People at the Mill Dam

Policy NE1: Recreation in the countryside

New opportunities for creating rights of way will be explored, especially for horse riders (there are few bridleways in the parish). Other opportunities for outdoor recreation within the countryside will be supported, provided that any necessary structures blend into the surrounding countryside in terms of scale, materials, and colour and that there is appropriate screening planted. National Policy on acceptable uses in the Green Belt will apply.

Tickhill is sufficiently near to major centres of population to be attractive for recreational use. The Town Council will support land being taken out of agricultural use for recreations, provided that there is no detriment to the natural environment or wildlife and that the activities are consistent with the purposes of the Green Belt. Bridleways, of which there are few in the parish, could be

created (a) by converting a footpath to a bridleway so as to connect Harworth with Tickhill and (b) to link Apy Hill Lane to both Broad Oak and Hindley Lanes.



Figure 16 - Footpath south of Mill Dam

Policy NE2: Tree planting

The planting of new trees is encouraged, in particular it will be a requirement along streets within any new development in accordance with national policy. Developments which would result in the loss of or harm to mature trees will be resisted. If trees are unavoidably lost, they should be compensated for with planting on an alternative site. Opportunities will be sought to increase the number of appropriate trees along the roads leading to the town.



Figure 17 - Avenue of old and new trees along Bawtry Road

The benefits of tree planting are clear in the reduction of the propensity to flood and in the absorption of carbon emissions, let alone the visual benefits and the advantages for the natural environment. The use of tree pits should be encouraged so there is plenty of underground space for roots to develop and access water. However, Tree Preservation Orders are not up to date across the parish; a working party has been established between relevant Doncaster Council officers and interested local residents to complete the exercise. This group also seeks to ensure that there is local input into tree maintenance, removal, or replacement. The Borough has now constructed a database of all the trees within its management and this is now used to prepare an annual work plan for local consultation. Since the first Neighbourhood Plan, planting of a new avenue of trees along Tickhill Spital has been achieved. Tickhill Countryside Group now advises

the Town Council on all matters concerning planning decisions about trees. There are two areas of woodland open to the public, Jubilee Wood, planted by the Tickhill Countryside Group, and Tickhill Wildwood, naturally regenerated on a disused tip and leased by Tickhill Town Council from Doncaster Council.

Policy NE3: Sites of local nature interest

The identification, designation and management of local wildlife sites will be sought.

There is varied geology and soil across the parish, including the narrow Magnesian limestone belt, sand, gravel, and peat. The pH varies from alkaline to acid. Some farmland is managed under a Stewardship scheme, with a small area attracting the Higher-Level grant. Doncaster Council has designated 'Local Sites' - Friars Lane hedgerows, Apy Hill, Hindley and Stoney Lane hedgerows and Tickhill Castle. This Council, through the work of the Countryside Group, will seek to identify and develop further suitable sites for designation. There are two known sites of nature interest (containing interesting flora) within the Magnesian Limestone belt which are privately owned; the owners have agreed to surveys being done without any commitment to formal listing. The identification and designation of local wildlife sites will be sought; the council will seek appropriate management for them.

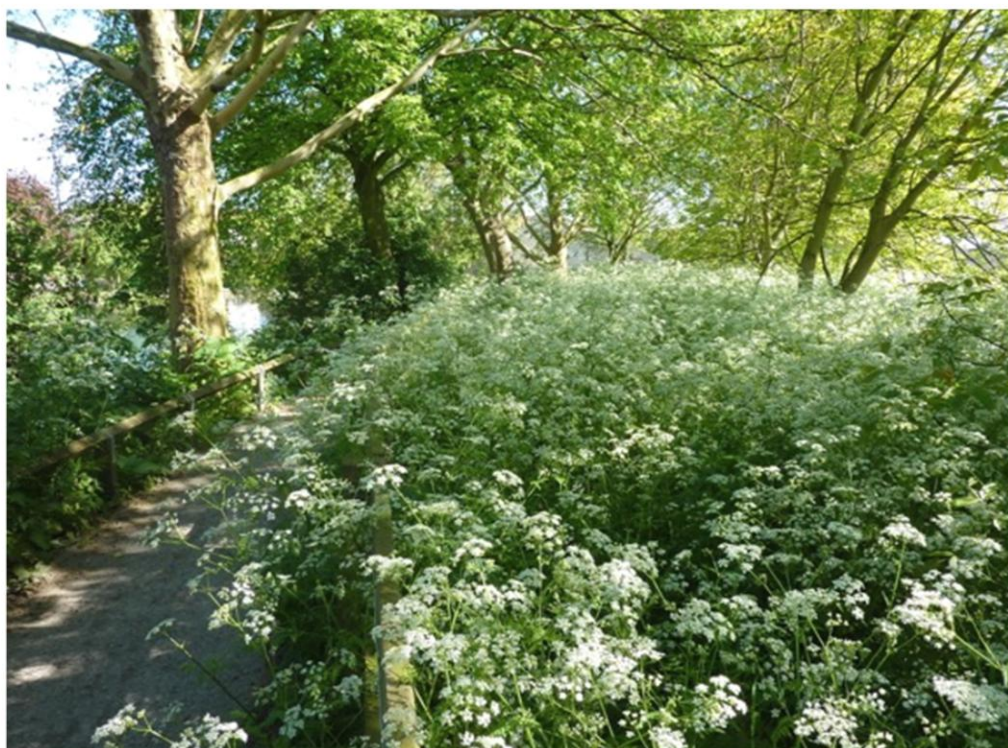


Figure 18 - Cow Parsley adjacent to the Mill Dam

Policy NE4: Farming

Diversification of farming businesses, in order to ensure their sustainable future, will be supported provided that it does not create problems through additional vehicular traffic and provided that this can be achieved through the conversion of existing premises in accordance with national Green Belt policy. Any construction or addition should blend with existing structures and screening should be planted where appropriate.



Figure 19 - Fields looking towards Harworth.

Farming has long been a staple activity across the parish. Its prosperity continues to be important, not least as there is the need to feed a growing population. The Council will seek to support farms wherever appropriate.

Policy NE5: Mineral railway

Where sections of the mineral railways running through the parish are permanently closed, proposals will be sought to turn the track bed into a multi-user trail.



Figure 20 - Firbeck Junction

The section of the former South Yorkshire Junction Railway from the closed Harworth Colliery to Firbeck Junction, just west of Tickhill, has closed and the railway track on the right has been removed. The Neighbourhood Plan will work towards the creation of a safe trail for walking, cycling and horse-riding along this track bed. Access is relatively straightforward but there are obstructions under two of the bridges and encroachment off Hindley Lane, and maintenance would be an issue.

Policy NE6: Infrastructure in the countryside

Where there is any new, altered, or extended infrastructure proposed by utilities in the countryside, it will be expected to be accompanied by a landscaping plan.

Utilities, such as sewage works, masts and sub-stations are commonly sited outside the built-up area of the town, but do not need to stand out in the countryside if appropriately sited and screened. Should any such proposal be made, it will be expected to be accompanied by an appropriate landscaping scheme and a management plan.

PART B – COMMUNITY ASPIRATIONS



Figure 21 - Shoppers at Friday Market

MARKET PLACE (TOWN CENTRE)

The Market Place, with the 18th century Buttercross at its centre, is at the T-junction of main roads and consequently experiences constant vehicular traffic. Along its western side is an important range of shops, offices, and cafés, which extend continuously for some distance southwards on both sides of Castlegate, on one side only in Northgate and for a short distance along the south side of Sunderland Street. This forms the Core Business Area. This location has the advantage of prominence but the quality of experience for pedestrians is reduced by the unsatisfactory conditions created by so much traffic and by narrow pavements. There is one light-controlled pedestrian crossing in Castlegate but there is probably as much need to cross Northgate outside the Post Office where even a traffic island and notices to slow down do little to deter speeding drivers. On the busy western side of the Market Place, the narrowness of pavements, where the usage is greatest and people want to socialise, creates particular problems for users of mobility scooters or pushers of prams. It is common for the pedestrian to have to step off the pavement. Manoeuvres in and out of parking spaces at the junction are often dangerous, albeit at low speeds. There is no visibility at all at the entrance to the Spar car park.

Consequently, the Neighbourhood Plan proposes a long-term solution by the creation of a roundabout with the Buttercross in the centre (See Policy MP2, Safety of Pedestrians and Cyclists,

page 55) This would necessarily slow down approaching traffic from all directions and reduce the amount of space necessary for traffic in front of the shops on the eastern side of the Market Place. Widening of the existing narrow pavement would enhance the safety and amenity of pedestrians.

Residents continue to support free parking, which benefits local trade. However, the town is relatively flat and nucleated with most dwellings within easy reach of the centre, so improvements to pedestrian and cycle links are desirable.

Map 1, page 13 shows an illustration of the boundary of the Core Business Area, which contains the majority of local businesses and enterprises.

Policy MP1: Traffic volume and speed

The quality of experience of the Market Place will be enhanced, its safety and convenience for pedestrians improved and the prosperity of its businesses furthered by proposals which achieve:

- a) the creation of pedestrian crossings on each approach or close to the Buttercross.
- b) short-term measures which reduce the speed of through traffic, give greater priority to pedestrians and cyclists and allow for the widening of pavements.

Public consultation continues to indicate the problems in the centre of Tickhill. The Neighbourhood Plan has supported and will support interim measures such as the construction of a continuous pavement on the western side so that vehicles using the Spar car park have to give priority to pedestrians. However, improved warnings to traffic to slow down suggest that no short-term measures will significantly change the situation. The opening of a quicker if longer alternative to the A631, Great Yorkshire Way, linking the M18 to the A638, does not seem to have changed drivers' routes. A public survey, conducted through 'Tickhill Today', showed 80% in favour of measures to slow traffic coming from the Wadworth direction.



Figure 22 - Traffic at the Market Place

Policy MP2: Safety of pedestrians and cyclists

Proposals for any form of development will be studied to see if they can address any of the following: -

- a) Remodelling the Buttercross Road junction with additional crossing facilities for pedestrians see policy MP3.
- b) Promoting walking cycling including dedicated cycle lanes and enhancements to the rights of way network and use of public transport
- c) Enhancing access to facilities for those with limited mobility
- d) Promoting pedestrian safety by physical means such as a widening of pavements
- e) Contributing to an increase in short term parking opportunities to support town centre trade.
- f) Encouraging through traffic to avoid the town centre.
- g) Improving the off-road section of the route to Estfeld school from Sunderland St.

Opportunities will be sought to promote any or all of these objectives, as a relevant part of a planning application. It has been suggested that the Council should approach St. Mary's School to see if its car park could be made available, at least on Saturdays and during school holidays; this will be followed up. No right turning out of Spar car park would improve safety. Space for additional cycle parking will be sought in or near Market Place; the possible use of a virtually redundant bus shelter will be investigated.

Policy MP3: Buttercross junction

Support is given to the removal of a short section of the pavement on the Sunderland Street side of the Buttercross island, with the historic Buttercross in the centre, which would enable the junction to function as a roundabout. This would require all approaching vehicles to slow and give way, which in turn will improve safety and access for pedestrians.

The junction of main roads (A60 and A631) is a constant source of public concern, especially when vehicles appear to be driven at excessive speed. The creation of a roundabout will mean that all vehicles would have to slow down at the junction as none would have priority. In the longer run, a widening of the narrow pavement on the western side of Market Place would improve conditions for mobility vehicles as well as pedestrians who are frequently forced into the road. Such a redistribution of space would benefit all members of the community.

Policy MP4: Parking in and near the Market Place

Council Policy in response to local opinion is to prioritise car parking for shoppers. Increased opportunities for short-term parking, including safe storage for bicycles, will be sought and efforts made to improve enforcement of parking restrictions.

Since the first Neighbourhood Plan, restrictions have been altered in 2019 so that there is now a 1-hour limit to the stay on the western side of Market Place, and a 2-hour limit on the south of Sunderland Street along the short parade of shops. The Town Council has placed a 3-hour limit on the daytime stay in its car park between 0800 and 1800 hours on weekdays. The council is exploring what measures are required to enforce this, including charging. Local businesses are encouraged to find parking spaces for their employees beyond those aimed at their customers. The broad position over parking will continue to be monitored to test its effectiveness. St. Mary's School will be approached to see whether it can offer additional space for parking.



Figure 23 Public Car Park

ACCESS FOR ALL

Policy AC1: Accessibility for all

Measures which improve access for those with limited mobility will be supported, including the provision of raised kerbs at all bus stops, and dropped kerbs at pedestrian crossing points.

The Town Council will press the highway and transport authorities to ensure that bus stops are all provided with raised kerbs so that buses are accessible to all users. The current disabled car parking bays are only appropriate for passengers; alternative sites will be sought. Access to local shops is often difficult for those with mobility problems; whenever planning permission is sought, this issue will be brought forward.

Policy AC2: Access to schools

Improved access to schools in Tickhill for those walking or cycling is important, including the urgency for the creation of a new crossing over Doncaster Road.

Homes in Tickhill are within a mile from one or other of the two primary schools. Nevertheless, vehicles cause congestion and danger close to both schools at the beginning and end of the school day. The Council will work with local schools to increase the proportion of children walking or cycling to school. A survey of parents, staff, governors and older pupils at Estfeld School produced practical proposals which are incorporated into this Plan at appropriate sites (See appendices D page 86 and E page 87). The surfacing of grass paths in the Alderson Drive, recreation ground and Airedale Avenue area would improve off road access to Estfeld School.

Policy AC3: Cycling and Walking routes.

Proposals to create dedicated cycle lanes, off-road routes and surfaced paths within the town will be supported.

Cycling is popular within Doncaster as a whole but opportunities for cycling from Tickhill for work or pleasure are limited by the perceived dangers of the main roads to Wadworth, Rossington and Bawtry. The Highway Authority will be encouraged and assisted to provide safe routes out of the parish. Within the town, there would be benefits from putting a surface onto the grass paths from Alderson Drive to the recreation ground, Tithes Lane and the town centre.

TRANSPORT and HIGHWAYS

The Council recognizes that transport has an important role to play in contributing to the sustainable development of the town and to the health and prosperity of its citizens. The policies presented reflect aspirations which can only be achieved through cooperation with the appropriate highway authorities.

Tickhill is located at the intersection of two historically important routes, west to east from Sheffield through Bawtry to Lincolnshire (A631) and north to south from Doncaster through Worksop to Nottingham (A60). Currently the A60 carries a significant volume of local traffic whereas the A631 now is a convenient link between the M18 (Junction 1, close to the M1) and Gainsborough and Lincolnshire. Unfortunately, the A631 runs from Sheffield to Louth so, although its section through Maltby and Tickhill is a poor route, redistribution of traffic onto the now open longer but quicker route from the M18 Junction 3 along the Great Yorkshire Way onto the A638 to Bawtry does not appear to have taken place. This through traffic contributes little to the prosperity of Tickhill but adds to congestion, noise and pollution. Local hopes to see

reduction in through traffic have so far been disappointed. (See Map 6, Great Yorkshire Way and surrounding Main Roads, page 60.)

Public consultation has also raised many issues of road safety. In particular, there are regular calls for more places where pedestrians are able to cross the main roads more easily with the aid of a traffic island, for slower traffic especially in the vicinity of the two primary schools and residential streets, and for action to reduce the perceived dangers and delays at the crossroads at Tickhill Spital (A631/B6463). Residents have expressed a clear wish that parking should remain free of charge, and that it should be so organised as to favour short-term use of the most convenient spaces in the vicinity of shops. With an ageing population, accessibility is an important element in transport policy.

Tickhill is generally well-suited to walking and cycling as the terrain is fairly flat. Improving conditions for pedestrians and cyclists will be an objective of the Neighbourhood Plan.

Policy T1: Highway Design Standards

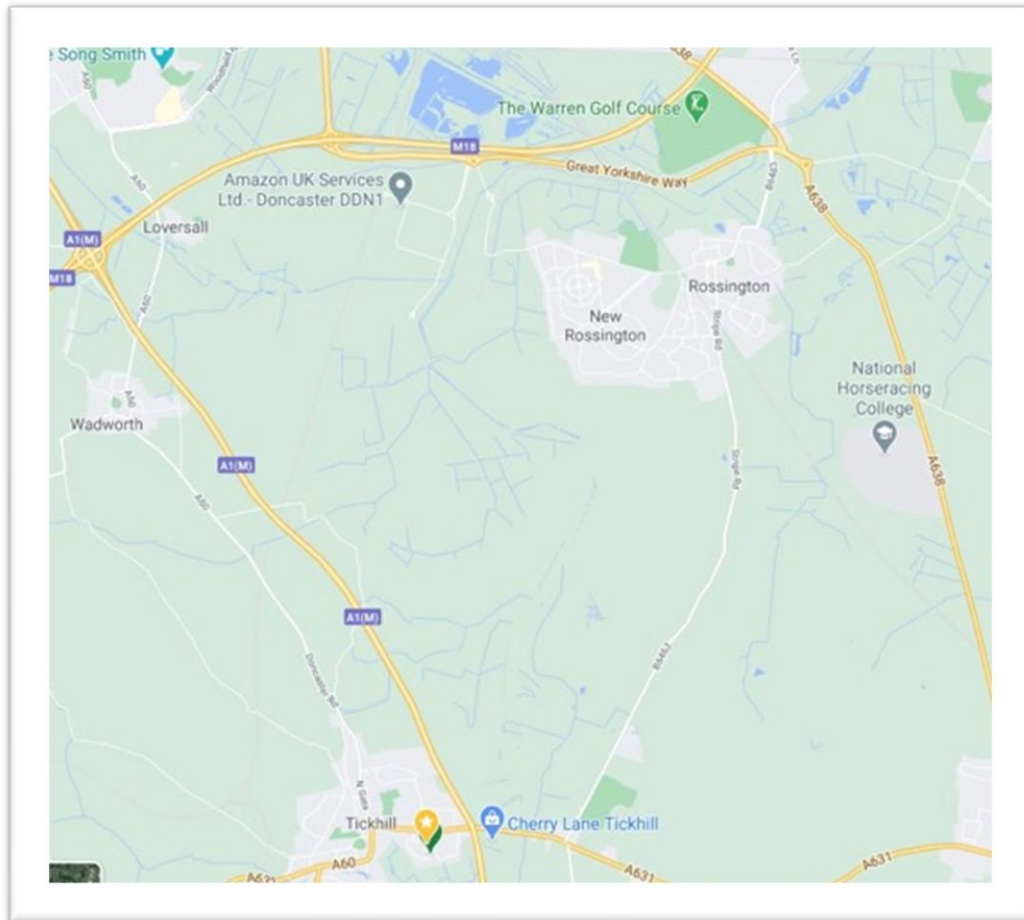
The Town Council will actively seek compliance by the relevant highways authority with the design standards advocated by Historic England in their current advice for highway engineers and designers.

The problems in the town centre in particular have been present for many years but increased traffic has made them more severe. It is the wish of the Town Council to see remedies for the neglect of the past which is the cause of so many current difficulties. Proposals for implementation should include enhancements of the public realm such as a consistent paving scheme which respects historic use of natural stone, the provision of public art and hanging baskets.

Policy T2: Strategic Traffic

Proposals which will reduce through traffic passing through Tickhill will be supported, including measures to divert east-west traffic onto the Great Yorkshire Way.

The construction of the Great Yorkshire Way connecting the M18 Junction 3 with the A638 to Bawtry was expected to provide a quicker if longer (by mileage) alternative to driving through Maltby and Tickhill town centres and along a road with bends and junctions but there is no clear evidence that it has had the effect. The Town Council will continue to liaise with appropriate authorities in pursuit of the objective of reducing through traffic.



Map 6 - The Great Yorkshire Way and Surrounding Main Roads

Policy T3: Residential traffic

Proposals to mitigate the impact of traffic in residential districts by such means as the introduction of 20 mph speed limits will be supported. New development, including new access, should be limited to 20mph. A sign indicating the speed of vehicles on the approach from Wadworth is sought from the Highways Authority.

There are two short sections of 20 mph speed limits outside the town's two primary schools, but this does not mitigate the problems presented by parental parking. The latter is a particular problem in Common Lane where a minor amendment to 'no waiting' restrictions would improve the situation. Hold-ups rather than speed are the issue near the schools when pupils arrive and leave. Over the town as a whole, requests by residents for slower vehicular speed are for measures sympathetic to the character of the area. Residents do not want speed humps, which can lead to potential damage to vehicles, more noise and the additional pollution caused by vehicles braking and accelerating.

Policy T4: Pedestrian safety

Proposals to create additional crossing points over main roads (A60 and A631) will be supported.

Every time the public is consulted, requests are made for traffic islands to make crossing safer and slow vehicular speed. Westgate, Northgate and Doncaster Road (all form sections of the A60 and A631) are the roads most frequently mentioned, in particular the junction between Doncaster Road and Common Lane where both bus passengers and children accessing Estfeld School have to cross, also the sharp bend in Westgate outside the former Millstone.

Larger traffic islands, as can be observed in a neighbouring authority, have the advantage of providing a safer refuge for prams and mobility scooters, besides being more effective in narrowing the carriageway so as to reduce vehicular speed. There is one light-controlled crossing in Castlegate/Market Place but there is equal need to cross Northgate outside Spar/Post Office where extra signage has done little to discourage the speed of traffic. Negotiations will continue with the Highway Authority to achieve improvements in appropriate locations; these will need to be sympathetic to the historic character of the town. Appendices F – Survey of local organisations Spring 2020 and G – Survey of local opinion indicate the views of residents.

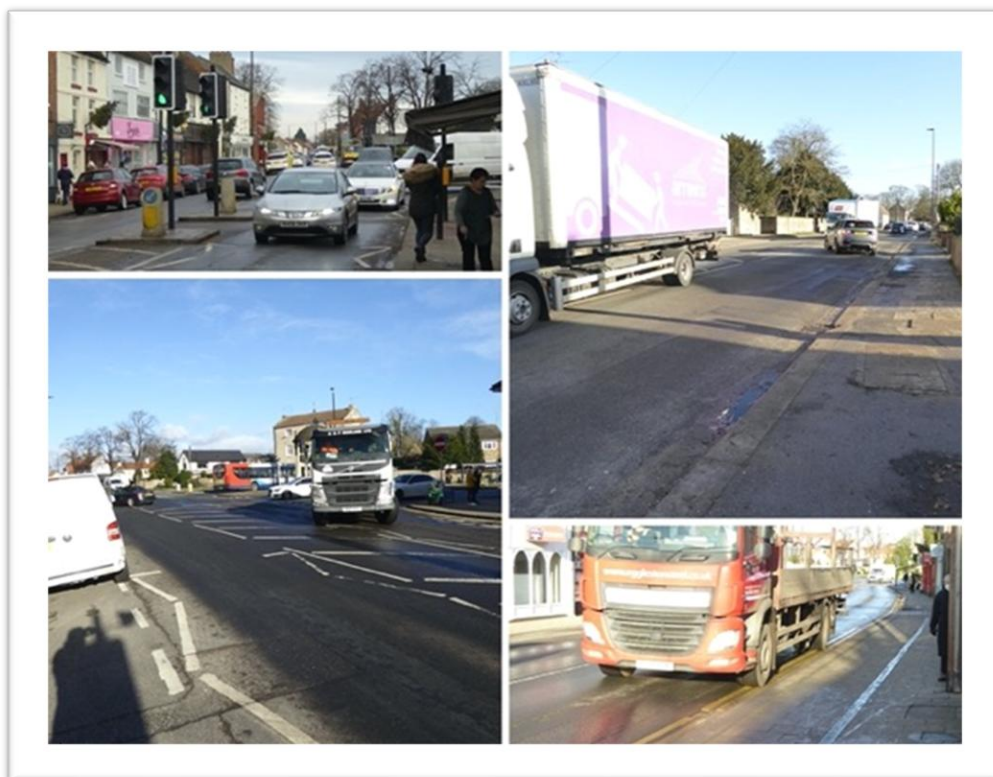


Figure 24 - Commercial Traffic at the Buttercross

Policy T5: Spital crossroads

Proposals to improve the junction between the A631 and B6463 roads in order to increase the safety of all road users and reduce both delays and the resultant air pollution will be supported.

This crossroad is regarded locally as particularly dangerous, although, fortunately, no fatal accidents have occurred in recent years. In the absence of a major and expensive improvement scheme, the erection of traffic lights, as proposed by those developing a housing site in Harworth nearby (Bassetlaw District Council), will be welcomed and its effectiveness monitored. This should happen by 2023. This policy supports Chapter 7, Table 7, Major Road network enhancement priorities, in the Doncaster Local Plan. This refers to the necessity for improvements 'along the A631 between Tickhill and Bawtry, particularly the A631 Stripe Road junction'.

Policy T6: Public transport

Improved bus services to neighbouring settlements will be supported.

There are frequent requests for the reinstatement of bus services to Maltby (for Meadowhall and Sheffield) and to Bawtry, but these have been withdrawn within the past 20 years as uneconomic. Alternative destinations are a particular issue for young people wishing to access recreational activities not available in Tickhill. The Council will work with both the South Yorkshire Passenger Transport Executive and the bus operators to improve bus services and meet perceived needs.

Policy T7: Grass verges

The Council will continue to work with Doncaster Council to improve the management of grass verges including the planting of wildflowers.

There is concern that grass verges are being destroyed by parked vehicles. The installation of bollards or other obstacles of a suitable design will be supported at appropriate places. The planting of wildflowers on verges will be encouraged. Consideration will be given to the frequency of grass cutting of roadside verges as a means to enhance the natural environment.

DEVELOPING COMMUNITY LIFE

The Council will use the Neighbourhood Plan to support ongoing community initiatives and to develop facilities within the town which will benefit all age groups in the community, as well as being attractive to visitors. Tickhill is fortunate that it contains a wide range of community activities and organisations (see Map 3, Community Facilities, page 40). Thirty-one groups and societies advertise a contact number in *Tickhill Today*, the free monthly magazine produced in the

town and paid for by advertising, which is delivered to every dwelling. That the Neighbourhood Plan clearly wishes to encourage and support this flourishing community is reflected in the proposals below.

The public consultation exercise included specific meetings with members of the Scout and Guide movement and older pupils in the town's primary schools. All this pointed to the impressive diversity of activities on offer, but it also showed areas of deficiency and ways in which existing facilities could be improved. One such proposal in the first Neighbourhood Plan involved better drainage of the recreation ground; this has been achieved.

Policy L1: Recreational opportunities for young people

Proposals which increase and improve recreational opportunities for young people will be supported.

The Council wishes to see more young people able to access recreational opportunities; the absence of a leisure centre in Tickhill means that many facilities are difficult to reach. Nevertheless, improvements have been made to the play areas in St. Mary's Road and the recreation ground; section 106 funds have assisted in this process. The Tickhill Recreation Improvement Group is currently working to improve facilities, including the construction of a skate park.



Figure 25 - Footballers on 'The Rec'

Policy L2: Public toilets

Proposals to increase the hours and locations where public toilets can be accessed will be supported.

When it is open, the public library advertises its toilets for public use, however, the Neighbourhood Plan will continue to look for opportunities for other facilities to be made available, especially at times when the library is shut.

Policy L3: Meeting place

Proposals to achieve a suitable venue for large communal activities will be supported.

Tickhill has a number of venues capable of hosting events, but none is without its limitations. Both the Millstone and the Institute have been closed since the original Neighbourhood Plan came into operation. The Pavilion, the Methodist Church halls, St. Mary's Church, the Parish Room, the Scout and Guide HQ and the two primary schools can all be booked but have disadvantages whether it be restrictions on use or fixed or unsuitable furniture. Proposed reordering of St. Mary's Church will increase its suitability for a variety of events. Public consultation revealed an underlying wish for premises which could function more like a community centre and be available for everything between a concert and a wedding reception. The Neighbourhood Plan will look sympathetically at a proposal which would achieve that objective, whether through adaptation of an existing building or new construction.

Policy L4: Community Garden

A suitable site will be sought for a community garden where vegetables and fruit can be grown.

There was a proposal for land within the grounds of St. Mary's School which seems unlikely to overcome access problems. However, the Town Council is investigating a possibility on land adjoining The Paddock and will give sympathetic consideration to any proposal on this or any other suitable site.

Policy L5: Site of former public toilets

This site has been developed as a pocket park with the existing limestone perimeter walls preserved and restored.

This small area behind the Public Library is a quiet green area at the heart of the town for relaxation and reflection. The Tickhill Community Library Committee is actively promoting this transformation to create a valuable green area for reflection and relaxation in the heart of the community. Public toilets are available in the library whenever it is open. The derelict public toilets will either be demolished or converted into a shed.

HISTORY and HERITAGE

The town of Tickhill was founded after the Norman Conquest when a castle was built to control the main road to the north. St. Mary's Church is witness to the prosperity of the market town during the Middle Ages. The town however then remained small until after the Second World War when expansion began as a dormitory for large towns such as Doncaster and Sheffield.

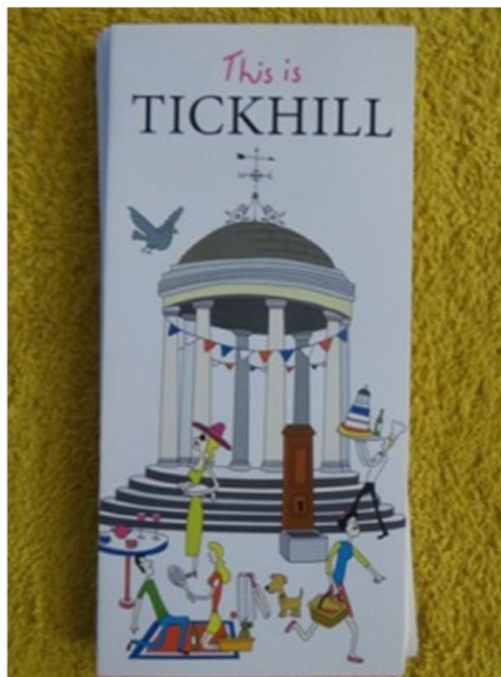


Figure 26 - This is Tickhill

There is much local enthusiasm for Tickhill's history, demonstrated in the large membership of the Tickhill and District Local History Society. There is a strong wish for more access to Tickhill Castle, currently open once a year to the public. Thus, the jewel in the local crown, potentially a major attraction for visitors, and therefore a benefit to the local economy, is effectively inaccessible. Consultations show continued support for the protection of the Conservation Area and the maintenance of the character of the town.

The Council through its Neighbourhood Plan will seek to promote measures which will encourage residents and visitors alike to be well informed about Tickhill's heritage and to enjoy it. This will be of benefit to local businesses.

Policy HIS1: Tickhill Castle

Proposals which will allow more public access to this ancient monument will be strongly pursued and supported.

The lease between the Duchy of Lancaster, who owns the castle, and the occupiers made no provision for frequent public access to the monument; various efforts over time to remedy this have failed (see 'The Tickhill Castle Problem', a booklet by Philip Mottram, published in 2012). Nevertheless, the Town Council will support all proposals to repair, manage and maintain the fabric of the castle and seek the advice of Historic England to ensure that appropriate measures are adopted.

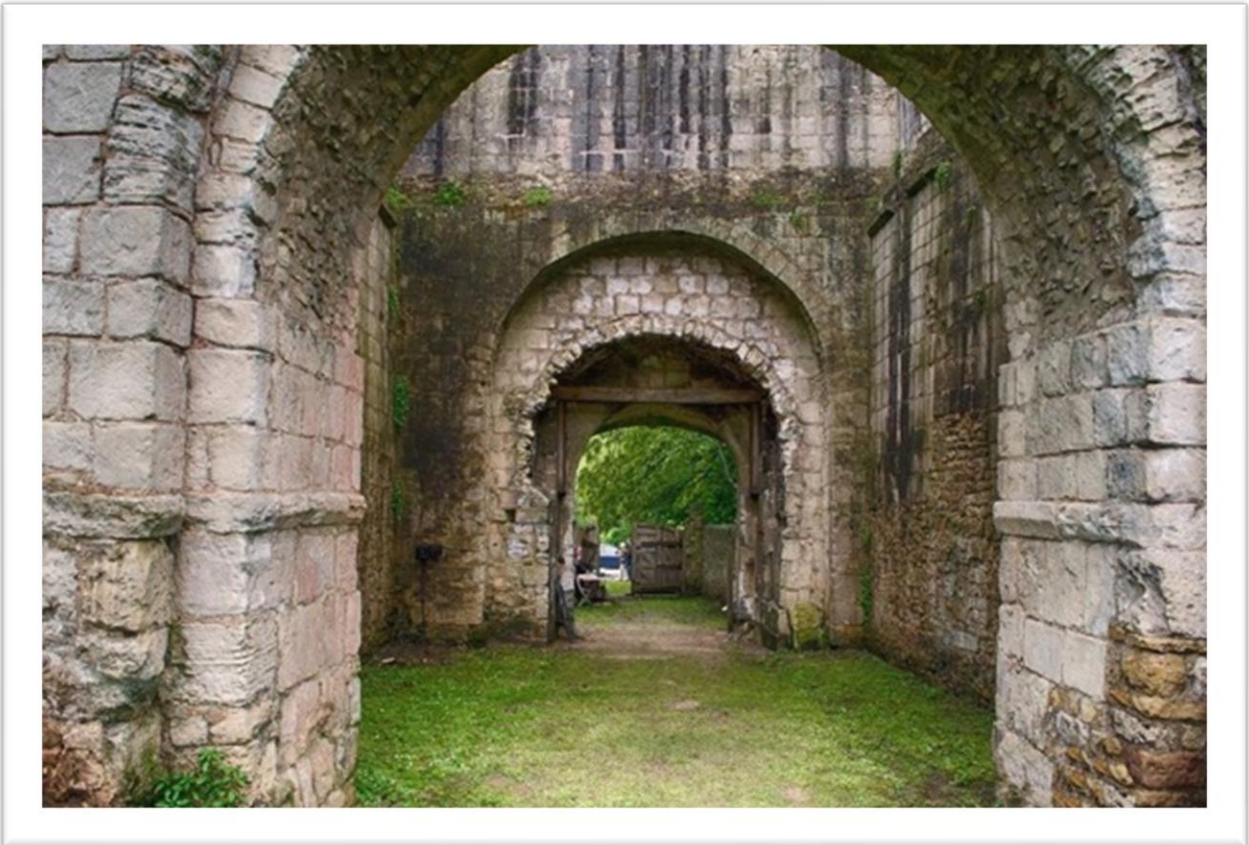


Figure 27 - Tickhill Castle Gateway

Policy HIS2: Heritage awareness

Proposals to increase awareness of Tickhill's heritage will be promoted, including the provision of signage and a trail.

The Town Council has produced a free leaflet 'This is Tickhill' to enable visitors to follow a trail around the town's history and erected an information board beside the Market Place to complement the leaflet. Much historical material is available for sale in Castlegate Cards. The record of Listed Buildings is being augmented with a list of structures of local interest. (See Appendix C – Buildings and structures of local historic interest). The fitting of plaques onto buildings to indicate their history will be investigated. A trail, using QR codes identified by a sticker on historic buildings, will take visitors on a tour of places of interest in Tickhill. Brown tourist direction signs will be sought to direct visitors to St. Mary's Church, the Mill Dam and Castle.

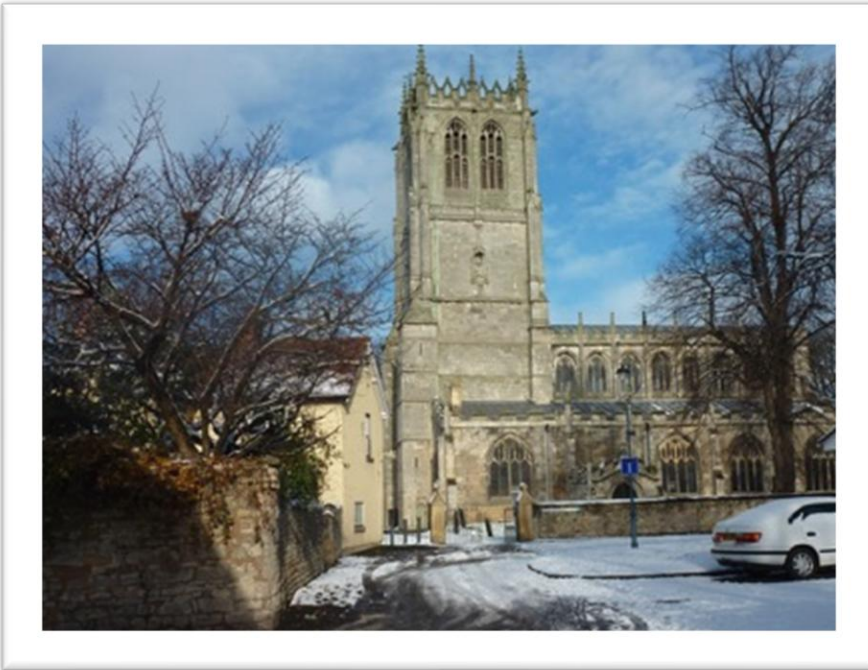


Figure 28 - St. Mary's church - Example of Heritage Awareness



Figure 29 - Limestone Walling in Lindrick – Example of Heritage Awareness

COUNTRYSIDE

The Neighbourhood Plan contains proposals to enhance the quality of the local countryside and to increase opportunities for the enjoyment of appropriate recreations.

Policy C1: Opportunities for walking, cycling and horse-riding.

The network of ancient lanes and paths surrounding Tickhill will be maintained, and efforts made to improve the comprehensiveness of the network.

There are many ancient tracks and paths in the parish but not all are properly recorded as rights of way; some are poorly maintained; others have been lost. There is a lack of bridleways, which limits the opportunities for the users of local stables; one example of the limitations is the bridleway from Harworth (Notts) which is reduced to a footpath when it enters Tickhill. There is a lack also of circular routes and very limited scope for off-road cycling. The disused railway line from Harworth Colliery to Apy Hill Lane in Tickhill is another potential area for development but has suffered from some encroachment and barriers. A local group organises regular footpath walks. Work with Doncaster Council to improve the network will be continued.

Policy C2: Access to public footpaths

In order to improve access and increase opportunities for those with limited mobility, stiles will be replaced with gates wherever possible.

The footpath south from Sunderland Street beside the A1M is an obvious candidate with two stiles in the first half mile.

Policy C3: Creation of wildlife corridors

In cooperation with Doncaster Council and in association with any appropriate planning application, proposals will be sought which will maintain or create wildlife corridors or improve the management of verges.

There are many opportunities to encourage the diversity of animal and plant life. Hedgerows form excellent corridors for wildlife; proposals to fill in gaps in existing hedges or create new hedges will be encouraged. A number of highway verges have been planted with wild flowers in conjunction with the Highway Authority and new opportunities will be sought to extend this. The local network of lanes, water courses and disused railway offers opportunities in this respect; the agreement of the Doncaster East Drainage Board to clear banks of watercourses biennially benefits local flora and fauna.



Figure 30 - Examples of Orchid, Greater Butterfly Orchid, Common Spotted Orchid and Early Purple Orchid

LITTER

Litter of all kinds, but especially dog-fouling, is a common complaint. The Town Council employs both voluntary and paid personnel to keep the town centre clear, which is widely appreciated by the public, and there are occasional community efforts to tidy a wider area.

Policy LR1: Dog fouling and litter

Proposals which will reduce dog fouling and litter will be promoted.

This continues to be an issue of public concern. The Town Council has increased its contribution by employing a paid litter warden to supplement existing voluntary work, and also to add to the limited work of Doncaster Council Cleansing. Extra litter bins have been placed in strategic places.

Policy LR2: Fly-tipping

Strong support will be given to efforts to reduce fly-tipping.

Tickhill is surrounded by a network of ancient lanes. While they offer easily accessible opportunities for walkers, cyclists, and horse-riding, they are also highly vulnerable to the unwelcome practice of dumping rubbish, costly to the Council and landowners alike. The Town Council holds the necessary information about proper procedures for the disposal of rubbish which it will periodically publish in its column in Tickhill Today.



Figure 31 - Fly Tipping

WATERCOURSES AND DRAINAGE

Tickhill has two problems which produce occasional flooding, most seriously in 2007 and less so in 2019, although properties in Home Meadows were again inundated and the main road (A60) to Wadworth and Doncaster was twice closed. Flooding in the south of the town is caused by the Paper Mill Dyke which cannot cope with very heavy rainfall, the other problem affects town centre properties where the street drains predate the expansion of the town after 1960 and again cannot cope with excessive rainfall. According to figures published by Doncaster Council, 57 properties were flooded in June 2007.

Increased flooding is rated by Government scientists as the greatest immediate threat to the UK from climate change. As the incidence of torrential downpours seems to be increasing, rapid run-off and flash floods become an increased likelihood. 'Flooding can now strike anywhere, and it

needs to be recognised as the No.1 national emergency happening’ (Charles Tucker, Chairman of National Flood Forum, 2013). Lindrick, where the houses are below the level of the Paper Mill Dyke, has now been protected by the erection of a wall along the streamside path, but Home Meadows, built on a low-lying field some 30 years ago, will continue to be vulnerable. Policies D3 and D6 below are aimed at improving the situation; regular dredging of the stream alongside Water Lane and opening the old mill race under the mill should also be considered.

The Friends of the Mill Dam, a voluntary group which has been responsible for beneficial changes to the area, continues to play a major role in monitoring conditions and promoting improvements.

The section ‘Flooding and Drainage’ in Part A, page 38, relates specifically to building development which comes within the remit of planning legislation.

Policy D1: Street drains

Arrangements will be made to monitor the effectiveness of drains and work in partnership with the Risk Management Authorities to improve the situation.

Division of responsibility between different authorities (Doncaster Council and Severn Trent Water) has not helped in dealing with street drain issues. There are various locations where there are problems. A new drain is required in St. Mary’s Road between the primary school and St. Mary’s Gate. The junction between Worksop Road and Lindrick Lane continues to suffer inundation during periods of heavy rainfall. There are problems in the Dadesley Road area where pipework which has replaced open drains requires maintenance, while flooding has closed the main A60 in a dip part way to Wadworth; the latter has recently had an underground culvert cleaned.

Policy D2: Rivers and water courses

Proposals to improve maintenance of rivers and watercourses and their banks will be supported in line with the Water Frameworks Directive.

Both the Environment Agency and the Doncaster East Drainage Board have responsibilities in the parish and cooperation will be sought as necessary so that proper maintenance of rivers and watercourses takes place. Regardless of the improvements that have taken place, some problems remain.



Figure 32 - Frozen Mill Dam in Winter

Policy D3: Tickhill Mill Dam

Proposals to improve the efficiency of the mechanism which moves water from the Mill Dam during periods of heavy rainfall will be supported.

The present monthly maintenance of the sluice gate should be augmented by a small increase in its size.

Policy D4: Land management

Encouragement will be given to land management which helps to reduce and/or manage flood risk and which will protect the aquifer.

The major part of Tickhill parish sits on a principal aquifer. This area where water is abstracted from the ground for human consumption is particularly sensitive to any polluting activities or discharges into the soil. A risk assessment will be required with any relevant planning application to ensure that sensitive waters are adequately protected.

Policy D5: Water flow into Mill Dam

One of the two channels beneath the disused railway embankment should be blocked off.

Excess water flows into Tickhill through two channels under the embankment. The rest of the water course is only one channel wide: after heavy rain the excess causes flooding, especially to properties in Home Meadows.

Policy D6: Water flow out from Mill Dam

Proposals will be sought which will reconfigure the culverts beneath Lindrick so as to improve the flow from the Mill Dam and Stonebridge House into Water Lane.

This will reduce the risk of flooding when the Mill Dam is full and under pressure. (See Policy F2 – Flood protection, Part A, page 38.)



Figure 33 - Waterlogged Land

BIODIVERSITY

Planning applications must be supported by the inclusion of features which will enhance biodiversity. At the same time such measures can address any adverse impacts from the development. Possible features include:

1. Mixed species in head rows
2. Tree and shrub planting
3. Features providing opportunities for nesting birds and roosting bats.
4. Gates and boundary fences leaving access for hedgehogs.
5. Green spaces to include rough grassland hedges and trees.

Appendix A – Tickhill Design Guidance and Codes

[Tickhill Design Guidance and Codes Document.](#)

Appendix B – Housing Needs Assessment

[Tickhill Housing Needs Assessment Document](#)

Appendix C - Buildings and structures of local historical.

The items of local historical interest listed in the table below are being submitted for assessment and possible inclusion in the South Yorkshire Local Heritage List. It should be noted that this list is working progress at the time of preparing this document.

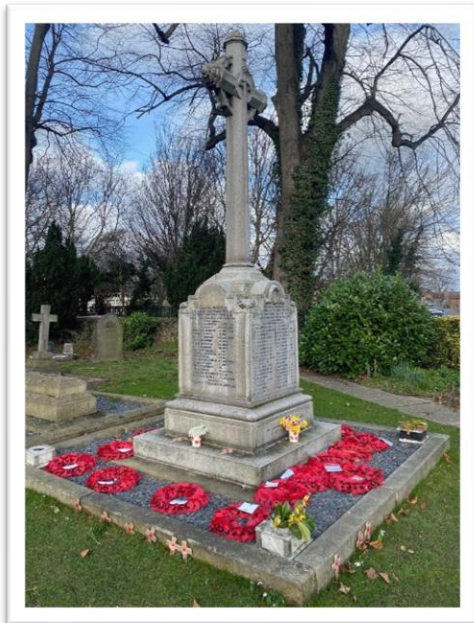
MISCELLANEOUS

Granite Trough and Water Pump



The granite trough and water pump sited near the Buttercross is an asset with great historical associations in a prominent location in the Town, having been replaced to commemorate the Diamond Jubilee of Queen Victoria in 1897. The pump forms a group with the adjacent Grade II Listed Market Cross.

Tickhill War Memorial



The War Memorial was unveiled on 6th June 1920 by The Earl of Scarborough to commemorate the men of the parish of Tickhill who lost their lives serving their country in the First World War (1914-1918). A further 17 names were added to commemorate those losing their lives in WWII and following the Korean War (1950-1953) another name was added.

Library



The Library was the gift of Henry Shaw. Opened on 7th October 1908, it has some historical interest and street presence with the clock tower though unfortunately the plastic windows detract from it.

Former Coop 1909



Work in progress

Northgate House



Weardale, now 2 + 4 Northgate, a play on Sunderland Street.

Late Victorian from about 1880 and built for Matthew and Charlotte Curtis. Charlotte was a descendent from the local Eastfield Farm and Matthew was a very important person of his time; 3 times Mayor of Manchester, Mayors in those days often used personal wealth to show off their use to society.

Matthew died in 1887 but Charlotte lived here for another 30 years. The house is now divided into 2 fine properties.

Gas Lamp



Work in progress

LANDMARKS

Tickhill Castle, Tickhill Historic Park and Garden.

Tickhill Castle started out as a motte and bailey castle build in the 11th century, and was one of the manors of Roger de Busli, Lord of Tickhill.

More information about Tickhill Castle can be found on the Doncaster Council website:

<https://www.doncaster.gov.uk/services/planning/local-parks-and-gardens>

COMMUNICATIONS

VR Wall Post Box, 60 Sunderland Street



The VR post box is built into the stone wall of 60 Sunderland Street, it is of metal construction and thought to be from between 1857-1859 from the style of the lettering. It is painted Royal Mail red with the initial V R and the Royal crown embossed in the top section.

GR Redundant Pillar Post Box & Stamp Dispenser Circa 1840



The King George VI post box which is built into the wall of the old Post Office site at 21 Sunderland Street, also incorporates two stamp dispensers. It is made from cast iron and is painted Royal Mail red.

Pre Worboys Fingerpost Sign beside the Buttercross



Constructed of metal, located next to the Buttercross in the centre of Tickhill on the junction of the A60 and A631, the current road sign is a replica commissioned to replace the damaged sign and consists of a ring on the top of a pole with a white background and black lettering. Below the ring are two directional arms. Inscription reads; YORKS.W.R / TICKHILL / 5939 // A631 /BAWTRY 4 / GAINSBOROUGH 16 // WORKSOP 9 / ROTHERHAM 12 / SHEFFIELD 18.

INDUSTRIES

Former Worsted Factory, Beside Lindrick Cottages. Age 1794



Limestone collection of buildings forming Worsted Factory unit adjacent to Lindrick Workhouse Weaving.

The Forge, Off Church Lane

Work in progress

<p>Former Candle Factory, Tithes Lane closed Circa 1865</p> <p>Await image</p>	<p>Before the use of paraffin, gas or electricity, candles and rush lights were the main means of providing artificial light. Although candles would have been made in Tickhill for centuries, the first reference appears in the early decades of the 18th century. The Candle factory was situated on Tithes Lane in the chandlery at the rear of Pearsons shop on the corner of Sunderland Street and Tithes Lane.</p> <p>By the second half of the 19th century, industrial processes had been developed to enable largescale manufacture of candles, and there are no further references to the chandlery or candle making in Tickhill.</p>
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Jarvis Shop	Work in progress
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AGRICULTURE

Sunderland Farm, Sunderland Street	Work in progress
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Barn, Stoney Lane	Work in progress
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Wrigglesworth Mill, Below Limestone Hill	Work in progress
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PUBLIC HOUSES

The Red Lion



It is difficult to say how long the Red Lion has stood on Marketplace (the present building dates back to Georgian times).

It is a building rich in history. Like so many village inns in the 18th century, along with its traditional function of offering food, drink and shelter to travellers, the Red Lion appears to have been a focal point for community activities.

In the early 19th century, the Red Lion was a thriving coaching inn, located on Castlegate, a section of the Tinsley to Bawtry Turnpike Road; it was easily identifiable by its high, wide doorway and large courtyard. It was well-served by mail coaches as the 'Glasgow Mail' from London to Glasgow stopped there twice a day.

Carpenters Arms. Earliest ref 1832



First referenced in 1832, the exact age of the Carpenters Arms is not known, but a 1977 archaeological survey describes it as a difficult building, core looks to be 17th century farmhouse, in the late 18th. or early 19th. Century, it was altered to incorporate Georgian architectural features. Baines 1822 directory refers to it as the 'Old Carpenter's Arms', which would suggest it had not been 'modernised' at this date.

The Carpenters Arms is situated on the north side of Westgate and like several other inns in Tickhill, it would have prospered during the coaching era due to its position on what was then part of the Bawtry to Tinsley Turnpike Road.

Scarborough Arms, earliest ref 1765




The Scarbrough Arms takes its name from the Earl of Scarbrough, the local landowner, whose seat is at nearby Sandbeck Park. Originally called the Black Swan, one of the earliest references can be found in the Tickhill Enclosure Minute Book. On June 13th, 1765. It is a well know building that contributes to the townscape in a positive way. Its forward position relative to other buildings gives it additional prominence.

The age of the building is uncertain, and its fabric shows evidence of changes. Further investigation is likely to increase our understanding of the original form and use of this building and contribute more broadly to the history of inns in Tickhill.

Travellers Rest, earliest ref 1837



Work in progress

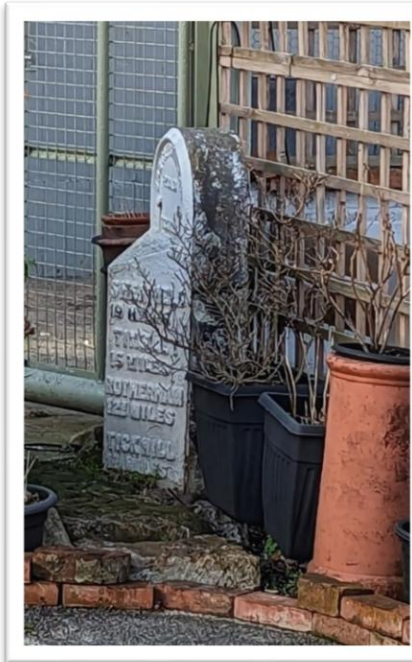
<p>The Former Three Crowns, earliest ref 1822</p> 	<p>The Three Crowns stood on Northgate for almost 200 years. For around 60 years from the early 1820s until c1880 it was licensed to the Turnell family.</p> <p>In the mid-century there is thought to have been a brewery in the Three Crowns Yard but this has not been confirmed.</p> <p>The present frontage dates to c.1902-1928, although with the potential to retain earlier fabric. It ceased trading and became a private dwelling early in the 21st century.</p>
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TRANSPORT

<p>Bridge on Original line of Worksop Road</p>	<p>Old road from York to London – Work in progress</p>
<p>Disused railway with cutting and bridge over A631</p>	<p>Work in progress</p>
<p>1 Mile Marker</p>	<p>Currently missing from it's original location.</p>
<p>3 Mile Marker</p>	<p>Currently missing from it's original location.</p>

2 Mile Marker

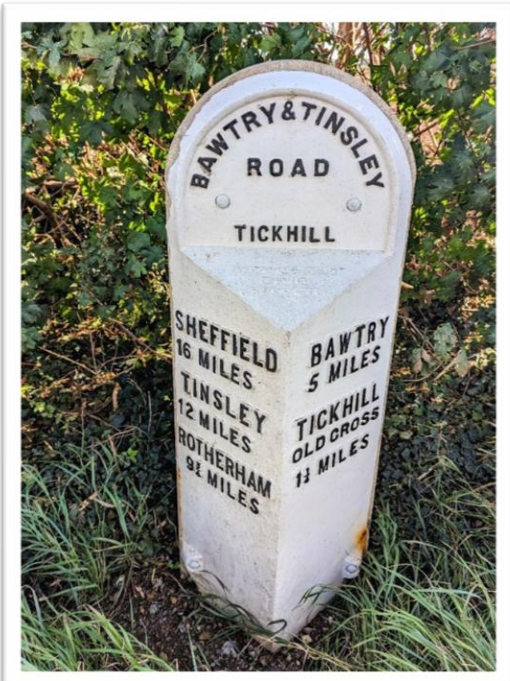
Relocated to a garden on Northgate



Originally on A631, on Bawtry Road, at SK621927, now RELOCATED in a garden behind No. 11, Northgate, Tickhill, visible from road, on East side of road.

Although removed from its original location at some point, the milestone has interest as an artefact and we will be looking to restore it and replace it in its original location.

5 Mile Market at Limestone Hill



Located on the South side of the A631 on the grass verge at the Top of Limestone Hill, East of Blyth Gate Lane the fully restored 5-milestone marker is constructed from a metal plate, triangular in shape at the base, with a curved upper part attached to a stone post. The metal attachment was cast at the Brayshaw & Booth foundry in Liversedge, and this is cast on the bevel.

This stone also has a hole and a benchmark carved into the top of the stone; parts of Tickhill were among the first surveyed in England, in the mid-19th Century, to establish height above sea level. The height of this benchmark was possibly measured from a reference point in Liverpool, using, in particular from 1844, the mean sea level at Victoria Dock, prior to The Ordnance Survey measurements.

Toll House
Sunderland Street
Circa 1760-1780



The Toll House is situated at the eastern end of Sunderland Street at the Junction of Paper Mill Lane. It has a small window from which the toll keeper was able to view oncoming vehicles and take payment of toll money.

It was one of three tollgates on the old Bawtry to Tinsley Turnpike Road which opened in 1760 and covered 16 miles incorporating Tickhill's main East to West route. There was once a benchmark on the Southeast angle which has since been covered when the building was pebble dashed.

Whilst the building in its current form is not attractive, it is built using local limestone and has a prominent position on what was once the Turnpike Road. In 1878, turnpikes were disbanded as local authorities took over responsibility for road maintenance and repair.

Appendix D - Estfeld School – survey for Neighbourhood Plan

We are grateful to the staff of Estfeld School who devised their own survey and conducted it in October 2020 to deal with the themes we were concerned about. They received 85 responses from parents and governors, plus some further notes from their staff, which give a clear view of local opinion mainly on issues of traffic. Suggestions are incorporated as appropriate within the Neighbourhood Plan.

Question 1 – Congestion.

Question 1 concerned the congestion outside school at start and finish of school day and whether the proportion of children walking or cycling could be increased. Compulsion was not favoured but the most popular suggestion was that double yellow lines should be extended on the roadside opposite the school towards Doncaster Road as parking here is a major cause of hold ups. 'Two or three cars there cause more disruption than anything else'. Hedges need cutting back so that footpaths and pavements are safe to use. The school is commended for its staggered hours.

Question 2 concerned how the impact of traffic might be mitigated.

64% of responses offered positive suggestions. There were a lot of complaints about the speed of traffic through Tickhill, too many commercial vehicles are a danger. 'Speed limits are ignored, so pointless if not enforced.' 20 mph could be extended onto side roads. There should be an electronic sign on A60 showing speed of vehicles entering Tickhill as on Sunderland Street and Rotherham Road; 'please do something to slow down traffic entering Tickhill'.

Question 3 concerned pedestrian safety.

This aroused strong feelings. 86% wanted more pedestrian crossings on all busy routes and 95% wanted larger islands in the centre of the road at crossing points. The crossing of Doncaster Road near the entry to Common Lane is particularly hazardous – 'crossing the road with children is running the gauntlet', 'there is no way to get over Northgate safely,' were typical views while one respondent noted that 'a vigorous objection from a nearby resident had thwarted previous attempts' (to solve the problem). Sunderland Street was, perhaps surprisingly as it has crossing points, also mentioned by some who want a crossing point near to the Buttercross. A crossing outside the school in Common Lane was suggested. Speed bumps and speed cameras were suggested.

Question 4 concerned improving cycle and walking routes.

76% offered suggestions here. Again, more safe crossing points is the chief request. Maintenance of paths and hedge trimming would help. There are some paths within the centre of Tickhill which could be surfaced to encourage all-weather usage. Widening of pavements and paths would assist the use of scooters and cycles by reducing conflict with pedestrians.

Appendix E - Estfeld School – views of older pupils

Teachers held a discussion with older pupils (aged 11-12) on 19th October 2020. The children clearly liked living in Tickhill, which they find welcoming and friendly. They consider Tickhill a safe environment for living but have many issues around traffic.

They were asked what stops more of them from walking, cycling, or scooting to school. Speed of traffic was the main issue. Various suggestions were made:

- A 20-mph limit within the town.
- Speed camera on entry to the built-up area, similar to that at Wadworth.
- More double-yellow lines opposite the school gate.
- Pedestrian crossing at Common Lane/Northgate junction, also outside the school entrance.
- More cycle racks at school and in town centre.
- Footpaths need improvement; in places, eg Dadesley Road, they are absent. This should be one way only for vehicles.
- Concern was expressed at the dangers at the Spital crossroads.
- The children had various suggestions for the future, amongst them a wish for a leisure centre or youth club where they could meet friends.
- Suggestions have been incorporated into the Neighbourhood Plan as appropriate.

Appendix F - Survey of local organisations, Spring 2020

Tickhill Town Council undertook a survey of 30 local organisations early in 2020. Unfortunately, lockdown intervened before many of them had been able to consult their members, so it took time to collect and collate responses.

The questions were deliberately open. Topics covered included what Tickhill could do towards becoming a carbon-neutral town, whether local employment sites and allotments should be defended, whether the Green Belt should be defended and where more trees could be planted. We asked about the town centre, whether there should be a roundabout at the Buttercross, whether the present parking restrictions were appropriate and whether more pedestrian crossings were needed and, if so, where. Doncaster Council had allocated a site for additional housing; what size and type were needed? We also asked about electric charging points for cars, the protection of limestone walls, the prevention of further flooding and tourism to promote the town. With this comprehensive survey, unsurprisingly much was only given a limited response, but the results were helpful in framing the revised Neighbourhood Plan.

This report covers the salient points. The town centre and its traffic aroused the most attention and the most controversy, without providing any clear answers. Parking aroused no strong feelings at this stage; although the town could do with more, what is there seems to do its job. However, safe crossing of the main roads did provoke agreement, with the junction of Doncaster Road and Common Lane the prime candidate for a pedestrian crossing. An electric charging point in the car park was supported, as was the preservation of those limestone walls so characteristic of the town. The Green Belt received near-unanimous support. Suggestions for tourist promotion included brown signs, café's open on Sunday afternoons and a 'Visit Tickhill' website. There was some opposition to the Borough's decision to take Green Belt land for a housing site; given that we cannot control that, there was a strong feeling that Tickhill does not need more large houses but starter and modest family homes. On flooding, some specific ideas came forward.

The Neighbourhood Plan Implementation Group took on board the various suggestions. Those which fit have been incorporated into the draft plan; others were taken to the Town Council for tackling through appropriate channels.

Appendix G - Survey of Local Opinion

The Town Council used the delivery of 'Tickhill Today' to every home in the parish in October 2020 to survey opinion on outstanding issues. The good response is reported below.

New Homes, site off Sunderland Street:

Some respondents simply said 'no' to the incursion into the Green Belt. The vast majority, however, answered the questions.

We asked if new housing should be designed to meet local need, which produced a vote of 91% in favour. We were interested, however, to get an indication of what size of property the public favoured. As the site is some way from the town centre, we did not suggest small bungalows for retired folk as an option, rather giving a choice between modest properties with 2-3 bedrooms as against larger properties with 3-4 bedrooms (or more). The result was emphatic, with 88% favouring the 2-3-bedroom accommodation as against 12% for the larger. Vacant plots in the town have recently generally been used for larger properties, which have often brought newcomers in but have not met the needs of local young people wishing to stay in the area.

Crossing of main roads

Only Sunderland Street has traffic islands giving pedestrians a safe refuge, so that the road can be crossed in two halves. Even so, 74% of respondents would like to see a further place to cross, presumably near to the Buttercross.

The corner where Common Lane joins the A60 (Northgate/Doncaster Road) is the priority request which will be made to Doncaster Council. 83% asked for this while an even larger majority (86%) of those who completed the survey put out to parents by Estfeld School took the same view. As this corner also has bus stops in both directions to and from Doncaster, necessitating residents in the Wong Lane area crossing the main road each time, they are an added reason for supporting this proposal.

Westgate also lacks any provision for safe crossing. Surprisingly only 74% favoured a crossing here but this may reflect residents who do not know the site still filling in the questionnaire.

Safety Measures

The pavement on the western side of the Market Place is too narrow for social distancing, let alone for sociability. However, widening it is a sensitive issue, 58% in favour and 42% against, as there would be implications for parking, if an adequate pavement were to be provided.

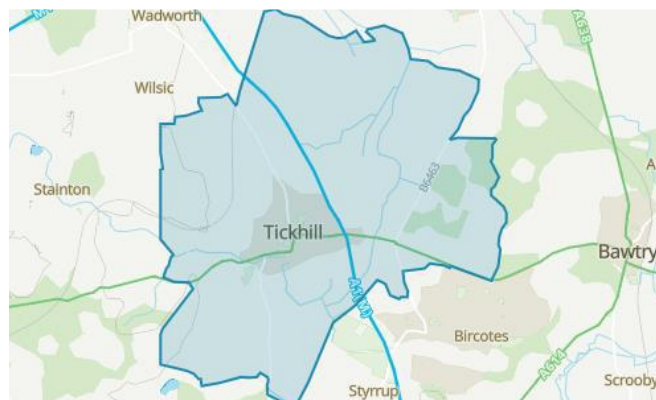
There was a clear vote, 80%, for measures to slow down traffic coming from the Doncaster direction to the Market Place. Attempts to slow vehicles by road markings have failed. A pedestrian-controlled crossing will therefore be proposed.

Views were sought on 20% mph residential zones. 67% favour them but there is widespread cynicism about their enforcement.

Appendix H - Tickhill Town Council Census 2021 Profile

This Parish Profile presents data from the 2021 Census which took place on 21st March 2021.

It provides comparisons against the district, region and England averages.



	Tickhill		Doncaster	Yorkshire & Humber	England
	No	%	%	%	%
USUAL RESIDENTS BY AGE BAND					
Aged 0 to 4	181	3.5	5.5	5.4	5.4
Aged 5 to 14	449	8.7	11.9	12.0	11.9
Aged 15 to 64	2753	53.3	63.2	63.5	64.3
Aged 65+	1782	34.5	19.4	19.0	18.4
All usual residents	5165	100	100	100	100
ETHNIC GROUP					
Asian, Asian British or Asian Welsh	36	0.7	2.9	8.9	9.6
Black, Black British, Caribbean or African	15	0.3	1.2	2.1	4.2
Mixed or Multiple ethnic groups	57	1.1	1.5	2.1	3.0
White	5042	97.7	93.1	85.4	81
Other ethnic groups	15	0.3	1.2	1.4	2.2
All usual residents	5165	100	100	100	100
RELIGION					
No religion	1601	31.0	39.8	39.4	36.7
Christian	3297	63.8	50.9	44.9	46.3
Buddhist	10	0.2	0.3	0.3	0.5
Hindu	10	0.2	0.4	0.5	1.8
Jewish	0	0.00	0.00	0.2	0.5
Muslim	15	0.3	2.2	8.1	6.7
Sikh	0	0.0	0.5	0.4	0.9
Other religion	15	0.3	0.6	0.4	0.6
Not answered	217	4.2	5.3	5.7	6.0
All usual residents	5165	100	100	100	100

	Tickhill		Doncaster	Yorkshire & Humber	England
	No	%	%	%	%
HIGHEST LEVEL OF QUALIFICATION					
No qualifications	764	18.1	24.6	20.6	18.1
Level 1, 2 or 3 qualifications	1499	35.5	43.1	41.1	39.9
Apprenticeship	266	6.3	6.7	6.1	5.3
Level 4 qualifications and above	1571	37.2	22.7	29.5	33.9
Other qualifications	122	2.9	2.9	2.6	2.8
All usual residents aged 16 and over	4222	100	100	100	100
ECONOMIC ACTIVITY AND INACTIVITY					
Economically active: in employment	1985	47	54.9	54.3	57.4
Economically active: unemployed	76	1.8	3.3	3.5	3.5
Economically inactive	2162	51.2	41.7	42.2	39.1
All usual residents aged 16 and over	4222	100	100	100	100
FULL AND PART TIME EMPLOYMENT					
Work part-time (30 hours or less)	603	30.4	28.9	30.7	29.8
Work full-time (more than 30 hours worked)	1381	69.6	71.1	69.2	70.2
All usual residents aged over 16 and in employment	1984	100	100	100	100
HEALTH					
Very good health	2314	44.8	44.3	46.2	48.5
Good health	1797	34.8	34.1	34.3	33.7
Fair health	775	15	14.7	13.7	12.7
Bad health	212	4.1	5.3	4.5	4.0
Very bad health	67	1.3	1.6	1.3	1.2
All usual residents	5165	100	100	100	100
HOUSEHOLD COMPOSITION					
One person household	777	32.3	31.2	31.5	30.1
Single family household	1583	65.8	64.1	63.1	63.0
Other household types	46	1.9	4.7	5.4	6.9
All households	2406	100	100	100	100
TENURE OF HOUSEHOLD					
Owns outright	1285	53.3	33.6	33.7	32.5
Owns with a mortgage, loan or shared ownership	647	26.9	29.6	29.4	29.8
Social rented	176	7.3	17	17.3	17.1
Private rented or lives rent free	298	12.4	19.7	19.6	20.6
All households	2406	100	100	100	100
ACCOMMODATION TYPE					
Whole house or bungalow	2281	94.8	90.7	85.4	77.4
Flat, maisonette or apartment	89	3.7	8.6	14.4	22.2
A caravan or other mobile or temporary structure	36	1.5	0.6	0.2	0.4
All households	2406	100	100	100	100

	Tickhill		Doncaster	Yorkshire & Humber	England
	No	%	%	%	%
NUMBER OF BEDROOMS					
1 bedroom	118	4.9	7.2	9.7	11.6
2 bedrooms	565	23.5	23.6	27.4	27.3
3 bedrooms	992	41.2	53.2	43.1	40
4 or more bedrooms	731	30.4	16	19.7	21.1
All households	2406	100	100	100	100
DEPRIVATION					
Household is not deprived in any dimension	1314	54.7	43.7	46.8	48.4
Household is deprived in one dimension	772	32.1	34.7	33.7	33.5
Household is deprived in two dimensions	284	11.8	16.7	15.1	14.2
Household is deprived in three dimensions	34	1.4	4.6	4.1	3.7
Household is deprived in four dimensions	2	0.1	0.2	0.2	0.2
All households	2406	100	100	100	100
VAN OR CAR AVAILABILITY					
No cars or vans in household	310	12.9	24.4	24.2	23.5
1 car or van in household	1018	42.3	41.7	42.1	41.3
2 cars or vans in household	828	34.4	25.8	25.7	26.1
3 or more cars or vans in household	250	10.4	8.1	8.0	9.1
All households	240	100	100	100	100

Please note that due to rounding percentages may not add up to 100%

The data in this profile are aggregated from small areas on a best-fit basis, and therefore may differ slightly from other sources.

Source: Office for National Statistics licensed under the Open Government Licence v.3.0

Prepared by Andrew Towler Associates on behalf of Tickhill Town Council – December 2023