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Tickhill Neighbourhood Plan 2013 - 2028

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Tickhill Neighbourhood Plan

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Most importantly, the Town Council would like to acknowledge the interest taken by all local residents and businesses and their cooperation in formulating the policies contained in the Plan.

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Tickhill's ancient Buttercross – town centre junction of Sunderland Street and Market Place

PREFACE

Early in 2012, a small group of interested persons from Tickhill Town Council and Tickhill Residents' Association attended an informative session about the new Neighbourhood Development Plans. This provoked sufficient interest for the Town Council to call meetings which led to the decision to form a Steering Group to manage the process of preparing a Neighbourhood Plan for the parish. The Town Council took the formal decision in June 2012, registering its intention to move to a Neighbourhood Plan with Doncaster Metropolitan Borough Council.

The Steering Group recognised from the outset that thorough public consultation was essential; the Neighbourhood Plan must be owned by the community. We are fortunate that Tickhill has a free magazine, *Tickhill Today*, which is delivered to every household. The editor offered her willing cooperation. Initially, we prepared an A5 Questionnaire which was delivered with every magazine in July 2012. This described the purpose of the Neighbourhood Plan and invited residents to comment on three things:

- the strengths and positive features of Tickhill – things that they valued and would like to keep
- the negative features of Tickhill – things that they didn't like and would like to get rid of, or improve
- the things that Tickhill didn't have but which they would like

There was also space for residents to make further comments if they wished. The reaction was overwhelmingly positive. The public appreciate the large number of local organisations and annual events. They are happy with the town being broadly the size it is, with its environment and with the protection of the Green Belt. Local shops are valued.

From this exercise we had sufficient evidence to agree on a number of working groups who eventually looked at (1) Town Centre and Parking, (2) Traffic and Road Safety, (3) Communal Facilities, including the provision for young people, (4) Design and Housing, (5) Heritage, (6) Environment and (7) Flooding and Drainage. Statistical evidence was not necessarily available – we took, for example, our own traffic counts at the Market Place and Stripe Road crossroads, while no housing needs figures were available as these are only recorded for the borough as a whole.

A Village Plan had been produced about a decade earlier which gave us a start on the Vision and Objectives for the Neighbourhood Plan. The draft of the latter was tested on various members of the community and amended where necessary.

Over the following months, the Steering Group continued to use *Tickhill Today* for monthly reports up to the point where a Draft Neighbourhood Plan was ready for the lengthy formal process of submission on the Town Council and Borough Council's websites. At this point, this was some time off. For now, once the working groups had reached the stage of an initial report of issues and possible policies and solutions, a major public exhibition was held

over two days at the end of February and the beginning of March in 2013. This yielded many useful comments from members of the public. We attended the Tickhill Gala in July 2013 where we used another A5 sheet for people to comment on issues where we felt that we needed further confirmation of public concerns and opinions. In the meantime, a lengthy list of local organisations had been written to, sending them material and inviting them to put forward ideas for the Neighbourhood Plan. The Steering Group also contacted and met with Tickhill Business Association and Tickhill Together. Both primary schools in the town were visited and the older children were given the opportunity to air their ideas. Teenagers, in the form of the local scout group, were also asked to comment and make their comments known. During the summer, personal visits were made to businesses in the town centre to gauge their views about possible content for the plan. All this information was collated and incorporated in the plan where appropriate.

By the summer of 2013 we had received helpful contributions from a number of statutory agencies, such as English Heritage, and valuable assistance from planning officers at Doncaster Council. We had contacted the Borough Council which had determined that we did not require a Sustainability Appraisal. Then, having finalised the draft Neighbourhood Plan, completed the Statement of Conformity and the Consultation Document (up to this date) we were able to put all the documentation on the Town Council's website for the first stage of the formal process which lasted from 6th August to 17th September 2013. Following this, there were a few additional representations to absorb before passing the Draft Plan to the Borough Council in autumn 2013 for publication on their website.

Thus we were expecting in early 2014 to be ready to submit the Neighbourhood Plan for the required external moderation by an Independent Examiner. However, the Department for Communities and Local Government, who had given very little advice about the format of Neighbourhood Plans, stated that, while they recognised that communities would wish to promote a wide variety of aspirations and concerns through such plans, policies which came within the remit of planning permissions should be clearly distinguished from the rest. We were advised to withdraw the Draft Plan and respond to this advice. Consequently, we rearranged the Tickhill Neighbourhood Plan into the form it now takes: Section One 'Land Use Planning Policies' and Section 2 'Accompanying Policies and Proposals'. The Plan was reprinted with this layout and was ready for publication in May 2014 prior to being sent to the Independent Examiner in the autumn of 2014.

Although the effect of this change of direction was to lose nearly a year, the Steering Group considers that, having made these changes and having subsequently adopted certain modifications recommended by the Independent Examiner, we have a stronger and clearer statement of intention as a result. We believe that the Tickhill Neighbourhood Plan offers a vision and proposals which will help to achieve those issues and objectives which were clearly expressed to the Steering Group throughout the consultation exercise.

Land Use Planning Policies

TICKHILL NEIGHBOURHOOD PLAN

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.

OBJECTIVES:

- 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.
- to sustain and promote local shops, businesses and the provision of services.
- to encourage opportunities for local employment which help sustain the local economy
- to encourage residents and visitors to share in the history, environment and shopping opportunities of the town.
- to promote and protect Tickhill's historic and architectural features, listed buildings and the Conservation Area.
- to support the development of affordable housing and high quality infill by advocating the use of sympathetic local materials in their construction.
- to identify unsatisfactory or vulnerable areas and services, including transport, where improvement would be beneficial and to suggest how this can be achieved.
- to develop new facilities for all ages of the population, particularly young people, to encourage and promote healthy and crime free lifestyles.
- to protect the surrounding countryside, support local farmers and promote local produce.
- to secure a safe environment for all, particularly with respect to road safety and flooding issues.
- to create an environment where all residents, workers and visitors feel valued and wish to contribute towards an inclusive and vibrant community.

TICKHILL – THE PLACE

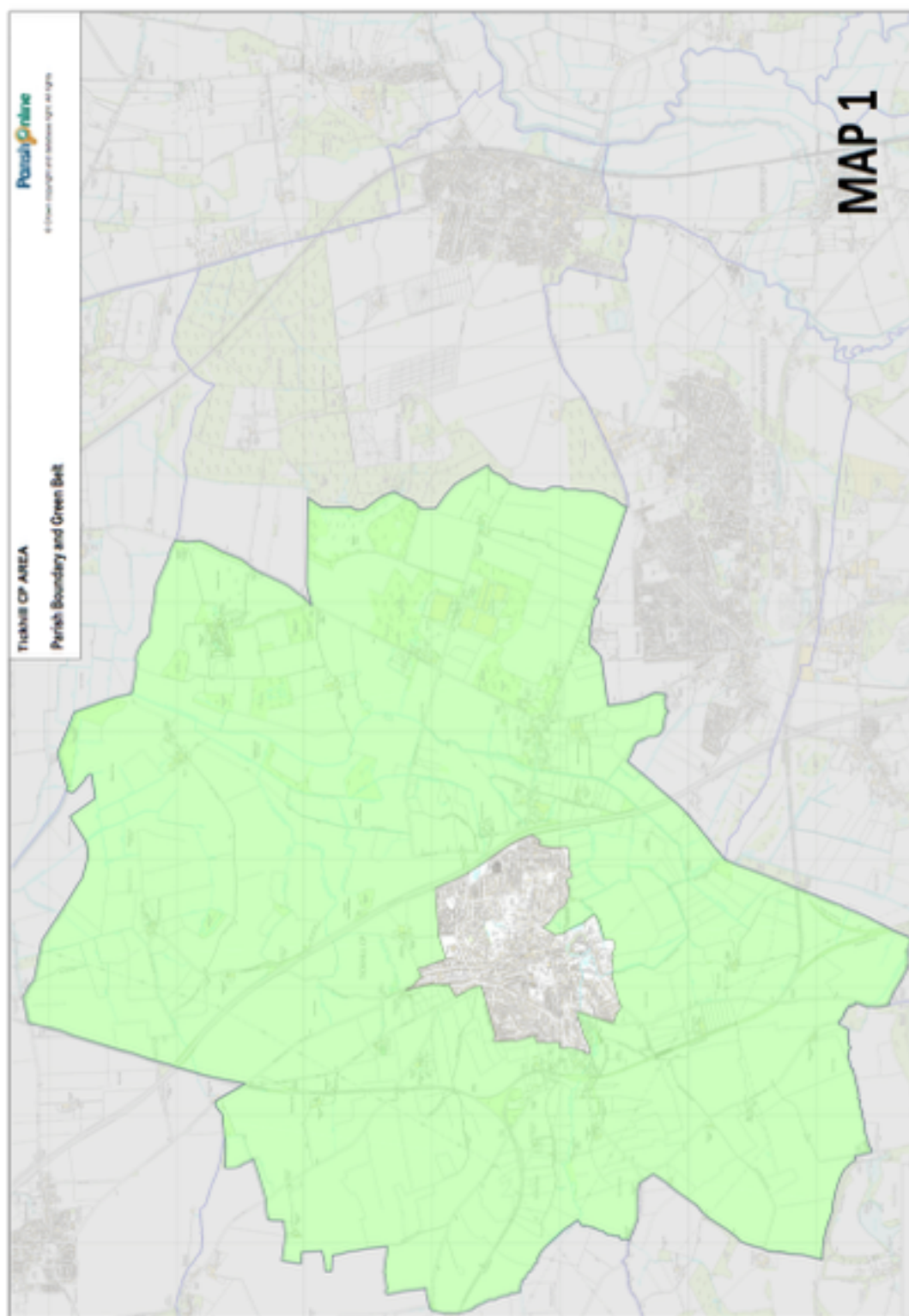
The town of Tickhill lies within the parish of St Mary's, approximately eight miles south of Doncaster in South Yorkshire (reference Map 1 - Parish Boundary and Green Belt). It is a vibrant, prosperous community with a population of 5,228 (2011 Census) consisting of 2,398 households. Approximately 16% of its population is aged under eighteen whilst a large percentage (37%) is over sixty. The town, therefore, is home to all age groups with a large economically active sector but also a significant ageing population.

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.

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 population remained small until after the Second World War. During the period 1960-1990 a large volume of new housing raised the population from 2582 to 5572 (1991 Census) as the town became a dormitory settlement for nearby large towns and cities. In recent years, the population has declined slightly.

The parish is relatively large at 2,780 hectares, with most of it being Green Belt farmland. It formerly claimed to be the smallest Urban District in the country within the ancient West Riding of Yorkshire. It was absorbed into the newly-created Doncaster Metropolitan Borough in the local government reorganisation of 1974. A Town Council was then established in Tickhill to look after parochial issues and continues to do so today.

Tickhill remains a popular place in which to live, with a good variety of local shops, a wide range of social activities and a flourishing community life. Its position at the junction of the A60 (a north-south route) and the A631 (east-west) is significant, allowing easy access to and from the surrounding district for residents and visitors alike.



A NEIGHBOURHOOD PLAN – WHY?

There has long been a wish within Tickhill for the townsfolk to have more control over the town's affairs. With the passage of the Localism Act 2011, the Town Council decided to investigate the opportunities presented by a new Neighbourhood Plan. For a relatively small and geographically self-contained community, situated on the outskirts of a metropolitan authority of around 300,000 inhabitants, a Neighbourhood Plan for Tickhill has obvious attractions. These include the desire to preserve and enhance the attractiveness of the historic town, to promote its businesses, to protect it from unwelcome forms of change and to improve community facilities. A particular problem is the major east-west traffic route between the M18 and Lincolnshire which contributes mainly congestion and air and noise pollution to the town.

Tickhill Town Council, through the Neighbourhood Plan, aims to promote the economic well-being and quality of life of all residents, setting out policies and proposals across the range of aspirations and ideas raised during the public consultation exercise. The Council recognizes that different mechanisms are required to deliver these objectives. Therefore the Neighbourhood Plan is divided into two sections – land use policies which will be delivered through the mechanism of the planning system, and an annex of accompanying policies which will require negotiation and cooperation with other authorities, agencies and organizations if they are to be implemented.



*Tickhill Neighbourhood Plan
Second Consultation
Tickhill Gala – July 6th 2013*

Recreation ground, Tithes Lane



TOWN CENTRE

The Neighbourhood Plan will work to improve the area around the Market Place and associated streets for the benefit of residents, businesses and visitors. Residents have made it abundantly clear that they appreciate the variety of types of shops and the other uses in the town centre and that the current balance between uses is appropriate. The following policies seek to preserve and promote the vibrancy of the 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 traffic. Along its western side is an important range of shops, offices and cafés which extend continuously for some distance to the south on both sides of Castlegate and for a short distance east along Sunderland Street and on one side only north along Northgate. The location has the advantage of prominence, but the disadvantage of vehicular traffic. In the public consultation exercise, appreciation of the range and quality of local shops was tempered by concerns about the unsatisfactory conditions for pedestrians.

Improvements to pedestrian and cycle links are important to Tickhill so that people are encouraged to leave their cars at home. The town is relatively flat and nucleated, with most dwellings within easy reach of the centre.

Map 2 (The Core Business Area) delineates the area which is here described as the town centre, and which contains the majority of local businesses. This supersedes the 'Commercial Policy Area' in the former Doncaster Unitary Development Plan (DUDP). It contains all properties in Market Place and along Northgate, Sunderland Street and Castlegate as far as there are businesses fronting the street. A survey in October 2013 demonstrated that approximately 60% of properties within this area fall within Land Use Class A1; the public consultation exercise demonstrated a wish to maintain this variety of uses in order to preserve the vibrancy of the town centre.

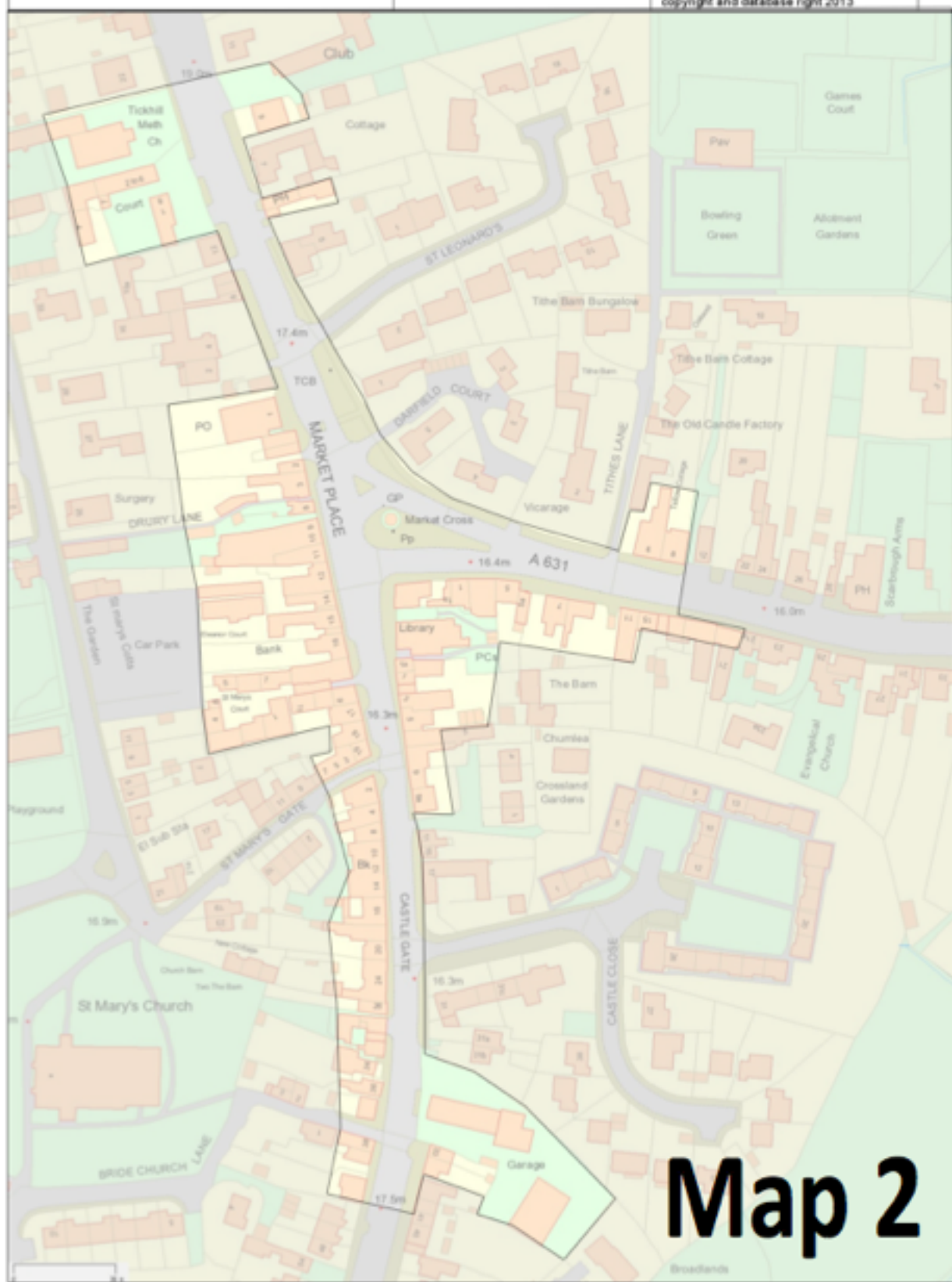


Market Place, town centre

Tickhill CP**Town Centre Core Business Area**

Date: 21-11-2013

Scale: 1:1800

Map Centre - easting / northing:
459310 / 393256**ParishOnline**© Crown copyright and database right.
All rights reserved (0100050629) 2013 ©
Contains Ordnance Survey Data : Crown
copyright and database right 2013**Map 2**

Policy TC1 Quality of the environment.

Planning applications for development in the Core Business Area of the town centre will be required to demonstrate through the design and access statement that they will both enhance the character and appearance of the area and improve the public realm. Such improvements should seek to better the safety and convenience of pedestrians over car borne traffic.

The public consultation exercise indicated the problems in the centre of Tickhill but suggested no clear solutions. The annex proposes certain policies with regard to traffic but any opportunity presented by a planning application which leads to such improvements as widened pavements and/or slower traffic will be welcomed.

Policy TC2 Town centre uses.

The Core Business Area (shown on Map 2) is the main shopping area of the town centre. In order to maintain the shopping function of the retail frontages within this area, it is important that the concentration of A1 (Retail) uses is protected and enhanced. Proposals that seek to dilute that concentration will not generally be supported and the introduction of non-retail uses (Classes A2, A3, A4, A5 and Sui Generis) will be restricted to a maximum of 40% of the sum total of the retail frontages unless it can be demonstrated that:

- a) there is no demand for retail use,
- b) the proposal will protect and/or enhance the vitality and viability of the street, and
- c) the proposal will have an attractive shop front 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; this is clearly appreciated by the public, and is evidenced by comment in the public consultation exercise. The aim of the policy is to ensure that the Core Business Area does not have the predominantly shopping character eroded by non-retail developments. The percentage figures are derived from a detailed survey which indicated that approximately 60% of properties currently fall within Class A1.

Policy TC3 Upper floors above shops and businesses within the town centre as defined on Map 2.

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

This policy aims to secure that as much as possible of the town centre accommodation is used, both in order to meet housing need and in the interests of security.

Policy TC4 Residential accommodation in the town centre as defined on Map 2.

Residential accommodation within the town centre should be retained, unless an employment retail use is proposed which would enhance the vitality and viability of the town centre.

The diversity of uses in Tickhill town centre, including residential, is part of its character which the Neighbourhood Plan seeks to conserve.

Policy TC5 Security of business premises.

Measures which will provide greater security for commercial property in the town centre will be supported, provided that they respect the character of the Conservation Area.

(1) Where roller shutters are being installed to a traditional shop front, features of architectural or historic interest should always be preserved, particularly in the case of listed buildings. Wherever possible, roller shutters should be incorporated within the façade, rather than simply being fastened to its surface, and shutters should always be perforated and coloured to match or complement the shop front.

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

The business sector has commented in the course of the public consultation that the town centre, several miles away from the nearest law enforcement base, has 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 therefore of the whole community. The Neighbourhood Plan will support measures to increase the security of all premises in the town centre, achievable through planning applications and cooperation between the South Yorkshire Police, Borough and Town Councils and the business community.

Policy TC6 Site of former public toilets.

In any future development of this site, the limestone perimeter walls should be restored in situ and any new structure be in keeping with the adjacent buildings and the character of the Conservation Area. (Cross reference to Policy DE3 – Protection of limestone walls.)



The derelict public toilets on this site are too expensive to restore and inappropriately sited in that they are out of public view and liable to vandalism and misuse. This small site should be sensitively redeveloped.

← *Entrance to site of derelict toilets, Market Place (library to the right)*

HIGHWAYS AND TRAFFIC

Traffic speed, through traffic, road safety and car parking featured strongly in the concerns expressed in the public consultation exercise. The public expressed a clear wish to see a reduction in through traffic, especially heavy goods vehicles, free but controlled parking, greater pedestrian safety, especially on the main roads, improved public transport and increased opportunities for walking and cycling. While many of the aspirations and resulting proposals fall outside the remit of land use planning, the Neighbourhood Plan aims to influence planning applications wherever appropriate to promote these objectives.

Policy HT1 Safety and traffic improvements.

The Neighbourhood Plan will support proposals which have the effect of any of the following:

- (1) promoting walking, cycling (including enhancing the local public rights of way network) and the use of public transport (including enhanced provision for those with limited mobility)
- (2) promoting road safety by physical means, such as the widening of pavements
- (3) alleviating traffic problems in the town centre when road improvements affecting the parish are implemented
- (4) contributing to an increase in short-term parking opportunities to support town centre trade



Congestion – Market Place

DESIGN (New and existing buildings)

The Neighbourhood Plan will support appropriate infill residential development of high quality within the existing development limits of the town. At the same time it will seek to support the character of Tickhill by ensuring that the traditional mix of building materials is maintained and that alterations and new building are in keeping with that character. It will do this by supporting proposals which incorporate sustainable features and construction measures where they will not have a negative impact upon character.

Tickhill has managed to retain much of its vernacular style in layout, form and materials. The centre around the Buttercross has a vibrant array of local shops and amenities with generally wide streets and a variety of stone and brick buildings, many in part dating from as far back as the 15th century. There is a predominance of stone walls, the majority being of limestone. One of the charms of Tickhill is the non-uniform roof lines, pantiles and slate roofs, and ancient buildings being reused while retaining their external appearance. These include former agricultural buildings, smithy, candle factory, watermill and tithe barn. All of these make for the distinctiveness of the town. Along the main east-west road there are a number of large houses with generous curtilages traditionally giving green space between buildings, but much of this has been lost in recent years.

The public consultation exercise raised concerns that the quality and diversity of building form in Tickhill should not be lost. People were of the opinion that good design, however defined, was essential in any new build and that, where appropriate, such buildings should be wholly or partially of limestone or of good quality stone appearance. Likewise, any extensions should be in keeping with the materials of the main structure unless, exceptionally, the aim is to differentiate clearly between the original listed building and the new addition.

Reference should also be made to Policy F1 (Building Development) in the section 'Flooding and Drainage' to ensure that future development proposals do not exacerbate existing flooding problems.

Policy DE1 New building.

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.

This should be demonstrated in the Design and Access Statements or heritage statements submitted in support of planning applications. Any proposal should also reflect the most up to date design guidance adopted by Doncaster Metropolitan Borough Council. Doncaster Council is developing a Conservation Area Appraisal and Management Plan which will assist in identifying the features which contribute to the distinctive character of Tickhill.

Policy DE2 Building in large gardens.

Proposals to build in the large gardens of houses along the main roads (ie Sunderland Street, Northgate, Doncaster Road, Castlegate, Westgate and Rotherham Road) will be strongly resisted so as to maintain traditional open green gaps in the street scene.

The Neighbourhood Plan will work with the appropriate planning authorities to refuse houses in large gardens that destroy the open green aspect, or are out of character and size with the proposed new curtilage.

Policy DE3 Protection of limestone walls.

Any planning application for development (whether within or outside the Tickhill Conservation Area) will be expected to provide for the retention and repair of existing limestone walls, and their removal will be resisted.

Maps showing existing limestone walls, which can be seen from the public realm, are held by Tickhill and District Local History Society. The public consultation exercise revealed concerns that stones were being removed from old walls or such walls were being lost. Comments were made that, as these walls are such a distinctive feature of Tickhill, they should not be lowered or altered. Policies which support these public objectives will be supported by the Neighbourhood Plan.



Limestone walls, Northgate, looking towards town centre

Policy DE4 Sustainability in building.

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.

In order to adapt to changing climate and to demonstrate effective use of energy, water and materials, whilst serving the needs of all generations, all new homes are expected to achieve at least Level 3 of the Code for Sustainable Homes. Any non-residential buildings will be expected to aim for BREEAM standards of 'very good' or 'excellent'. All new developments must secure at least 10% of their total regulated energy from decentralised and renewable or low carbon sources. The public consultation exercise demonstrated general support for promoting the use of renewable energy. However, there was concern that this should not detract from the external appearance of listed buildings in particular, as where photovoltaic units fail to blend with the existing roof. Support will be given to solar panels which match roofs in colour and style, in the expectation that such developments will come onto the market during the life of the Neighbourhood Plan. In areas with a medium – high probability of flooding (Flood Zones 2 and 3) or at identified risk from surface water flooding, the inclusion of flood resilience measures into both new and existing buildings will be encouraged, such as raising floor levels above ground level and wiring buildings down from the ceiling with sockets well above floor level. (Cross reference to Policy F1 – Building development.)

Policy DE5 Accessibility and adaptations.

Where planning permission is required (including change of use), applicants will be expected to comply with practical guidance produced by the Secretary of State as to how the requirements of the building regulations and equalities legislation should be met in relation to achieving access for all.

The public consultation exercise showed support for buildings being capable of adaptation to suit changing needs without major internal alterations, e.g. doorways wide enough to allow wheelchair movement. Application of the provisions of the 2010 Disability and Equalities Acts and subsequent legislation and regulations, as opportunity arises, will ensure better accessibility for those with disabilities or limited mobility. This covers such issues as access and egress, sanitary arrangements and door and staircase width. Businesses are encouraged to look for ways to improve accessibility for all. In the case of listed buildings or other buildings of historic significance, alterations will be such as do not harm the character of the building. Applicants for planning permission are encouraged to seek specialist advice on access requirements.

Policy DE6 Extensions and alterations.

Proposals for extensions and alterations will be supported provided that they complement and enhance the main building and its setting, and are proportionate to it in scale and size.

Alterations to historic buildings in the Conservation Area and on listed buildings should be in keeping with the vernacular style and, if at present not in keeping, be remedied when the opportunity arises. There was concern expressed during the consultation exercise that some past planning permissions had resulted in façades out of keeping with the buildings. Proposals should also reflect the most up to date guidance adopted by Doncaster Metropolitan Borough Council in relation to residential extensions and domestic alterations.



Block paved drive, Northgate

HOUSING (New housing)

The Neighbourhood Plan will support appropriate infill residential development of high quality within the existing development limits of the town. At the same time it will seek to support the character of Tickhill by ensuring that the traditional mix of building materials is maintained and that alterations and new building are in keeping with that character. It will support proposals which incorporate sustainable features and construction measures where they will not have a negative impact upon character.

The Core Strategy of Doncaster Metropolitan Borough Council makes no requirement for the allocation of land for additional houses within Tickhill; it states that “only quality infill within existing settlement boundaries” will be permitted. This accords with the responses in the public consultation exercise which indicated a satisfaction with Tickhill’s present size.

The public consultation exercise raised concerns that the quality and diversity of building form in Tickhill should not be lost. People were of the opinion that good design, however defined, was essential in any new build and that, where appropriate, such buildings should be wholly or partially of limestone or of good quality stone appearance or of appropriate brick.

Other housing issues were also raised by the public. Their responses indicated concern that recent infill has been of very large houses rather than of properties suitable for local families. There are, unfortunately, no specific figures indicating local need. There was also concern expressed at the extent of building in large gardens and its effect in changing the character of the affected areas. The Tickhill Neighbourhood Plan will therefore seek to ensure that development of windfall sites accords with local needs, with sustainability principles and with the character of the surroundings.

Where any new building is proposed, reference should also be made to Policy DE1 (New Building) and to the chapter ‘Design (New and Existing Buildings)’.

The following policies are specific to the different character areas of the town:

Conservation Area: Northgate/Doncaster Road, Market Place, Castlegate, Westgate, St. Mary’s Church and environs.

This is a busy area, in parts heavily congested, characterized by properties fronting onto the pavement, whether commercial or residential. There are a few larger properties further away from the town centre, 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.

Policy H1 Conservation Area: Northgate/Doncaster Road, Market Place, Castlegate, Westgate, St. Mary's Church and environs. (Refer to Map 5, Area H1)

New housing should satisfy the following characteristics:

1. be constructed of stone or brick in keeping with adjacent existing properties
2. have a roof of red clay pantiles or natural slate
3. form a coherent building line with adjacent existing properties
4. retain existing limestone boundary walls; any new boundary treatment should complement the historic character of the area
5. be in a terrace, semi-detached or detached
6. provide adequate storage space for refuse and recycling bins provided by the local authority
7. be of a size, scale and height appropriate to its location and the size of the plot

Conservation Area: Sunderland Street.

This is a broad, long road, much of it tree-lined. Close to the town centre, properties front onto the pavement. Further out larger, mostly detached properties predominate, frequently with the limestone walls characteristic of Tickhill. Older properties display red brick, render or stone construction. 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.



← *Brick new build*

Stone new build →

Sunderland Street



Policy H2 Conservation Area: Sunderland Street. (Refer to Map 5, Area H2)

New housing should satisfy the following characteristics:

1. be constructed of stone or brick in keeping with existing adjoining properties
2. have a roof of clay pantiles or slate
3. be no higher than adjacent dwellings
4. retain existing limestone boundary walls; any new boundary treatment should complement the historical character of the area
5. preserve green character through retention of existing trees
6. provide adequate storage space for refuse and recycling bins provided by the local authority
7. be of a size, scale and height appropriate to its location and the size of the plot

Conservation Area: The Castle, Mill Dam and Lindrick.

This is a green, open area, tranquil in comparison with the denser urban areas of Tickhill. Older buildings are predominately stone or rendered, with clay pantile roofs most common. Limestone boundary walls are again prominent. Any new boundary treatment should complement the historic character of the street. Parts of this area lie within Flood Zones 2 and 3 and any proposed development will be required to demonstrate that the flood risk sequential test and exception test (where appropriate) have been passed and a site-specific flood risk assessment has been submitted with the planning application.

Policy H3 Conservation Area: The Castle, Mill Dam and Lindrick. (Refer to Map 5, Area H3)

New housing should satisfy the following characteristics:

1. be constructed of stone or brick in keeping with existing adjoining properties
2. have a roof of clay pantiles or slate
3. retain existing limestone boundary walls; any new boundary treatment should complement the historical character of the area
4. align and set back with existing buildings to form a coherent building line,
5. preserve green character through the retention of existing trees, front gardens and hedgerows or enhance through new planting where appropriate.
6. provide adequate storage space for refuse and recycling bins provided by the local authority
7. be of a size, scale and height appropriate to its location and the size of the plot

Remainder of Tickhill.

With few exceptions, the development of Tickhill outside the Conservation Area consists of 2-4 bedroom houses and bungalows constructed since the Second World War. Most are built of brick with tiled roofs.

Policy H4 Remainder of Tickhill. (Refer to Map 5 - inside existing built up limits but outside the areas delineated as H1, H2 and H3 above.)

New housing development should satisfy the following characteristics:

1. be constructed of materials in keeping with its immediate environs
2. have a front garden and boundary treatment which respects the surrounding street scene
3. retain existing limestone boundary walls; any new treatment should complement the historical character of the area
4. retain existing trees
5. provide adequate storage space for refuse and recycling bins provided by the local authority
6. be of a size, scale and height appropriate to its location and the size of the plot

Conservation Area, Westgate



SUPPORTING AND DEVELOPING COMMUNITY LIFE

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 and also visitors to Tickhill.

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.

The consultation exercise, which included meetings with groups of young people, demonstrated appreciation of the impressive diversity of organisations and facilities on offer in Tickhill, it also pointed to areas of deficiency and to ways in which existing facilities could be improved.

Policy CL1 Local employment. (Refer to Map 3 Open Spaces and Employment Sites)

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/or the existing business use is not viable, and proposals for alternative uses comply with higher tier development plan policy.

Outside the town centre, there is a small industrial estate (Apy Hill) and a few small to medium size enterprises. It is important for the sustainability of the community that as many people should be in local employment as possible, so the Neighbourhood Plan will support the retention of these sites and jobs. Home working, which causes no nuisance to neighbours, will be supported.

Policy CL2 Allotments.

Existing allotment sites, as defined on Map 3 (Open Spaces and Employment Sites), will be protected and proposals for additional sites supported.

Requests for additional allotments were made during the consultation exercise. The waiting list for the Borough Council's allotments in Tickhill (12 plots) stands at 28 (June 2015). Tickhill Institute currently has 17 allotment plots. The Town Council is pursuing the possibility of an additional site for allotments, which will be brought forward either through a planning application or a future Neighbourhood Plan review.

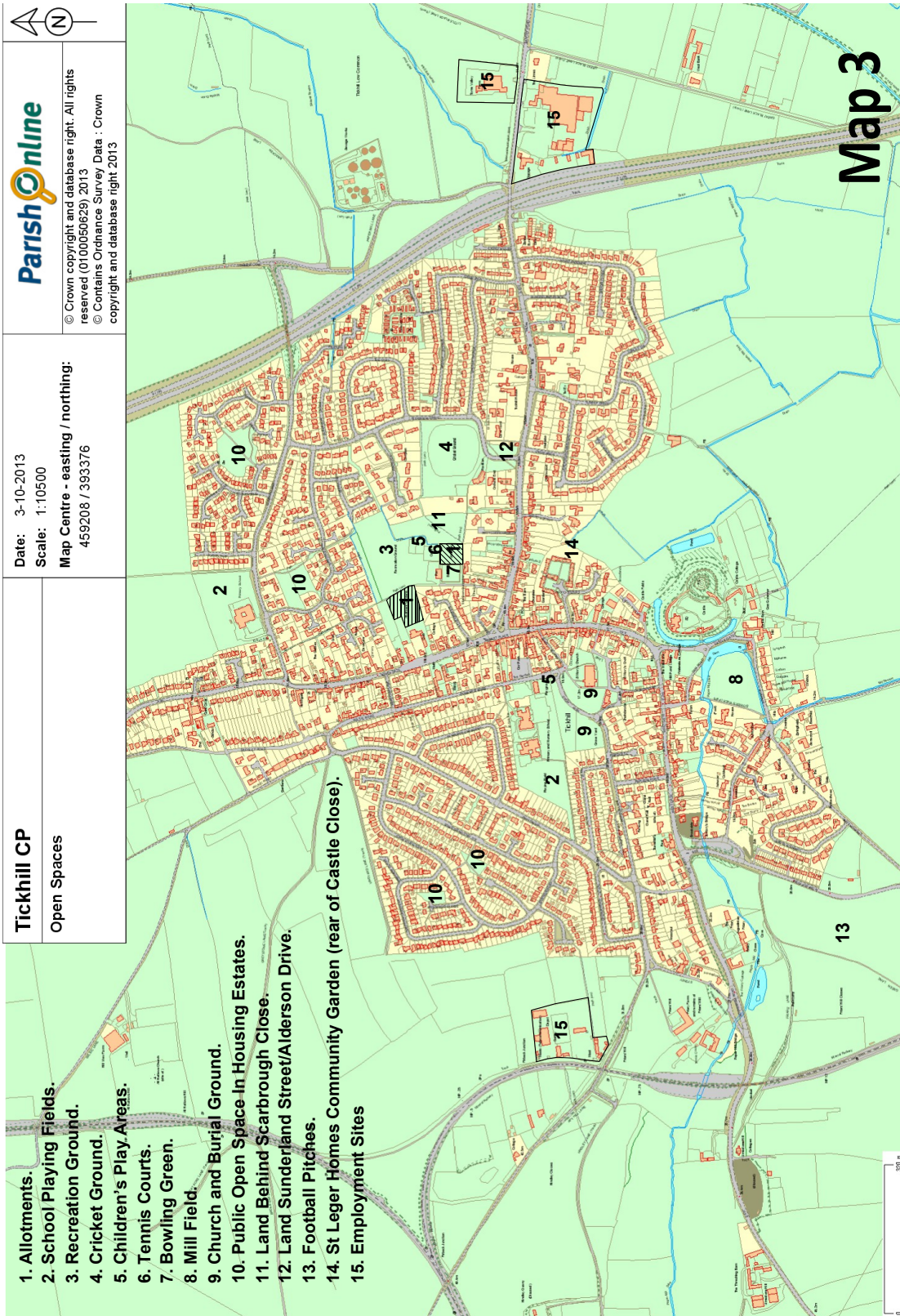
Policy CL3 Open spaces.

Existing green spaces within the urban area, including all sports grounds, playing fields and children's play spaces as defined on Map 3, will be protected from development (unless there are exceptional or other circumstances in accordance with higher tier development policies) and proposals to enhance them will be supported.

Green spaces are identified on the attached plan (reference Map 3 Open Spaces and Employment Sites) and their preservation and enhancement will be supported by the Neighbourhood Plan, along with the contribution of friends' groups, for example Friends of the Mill Dam. The public consultation exercise suggested strong support for additional tree planting. The Neighbourhood Plan will promote this.



St Mary's Road play area



THE NATURAL ENVIRONMENT

The Neighbourhood Plan will seek to conserve and enhance the environment of the town and to support the boundaries of the Green Belt as designated. It aims to ensure sustainable use of Tickhill's countryside (reference Map 1 – Parish Boundary and Green Belt and Map 4 – Countryside). It is also necessary to respond to the challenges presented by climate change.

In recognising both opportunities and threats, policies are presented which are consistent with DMBC's Core Strategy, in particular CS16 'Valuing our natural environment' and CS17 'Providing green infrastructures'.

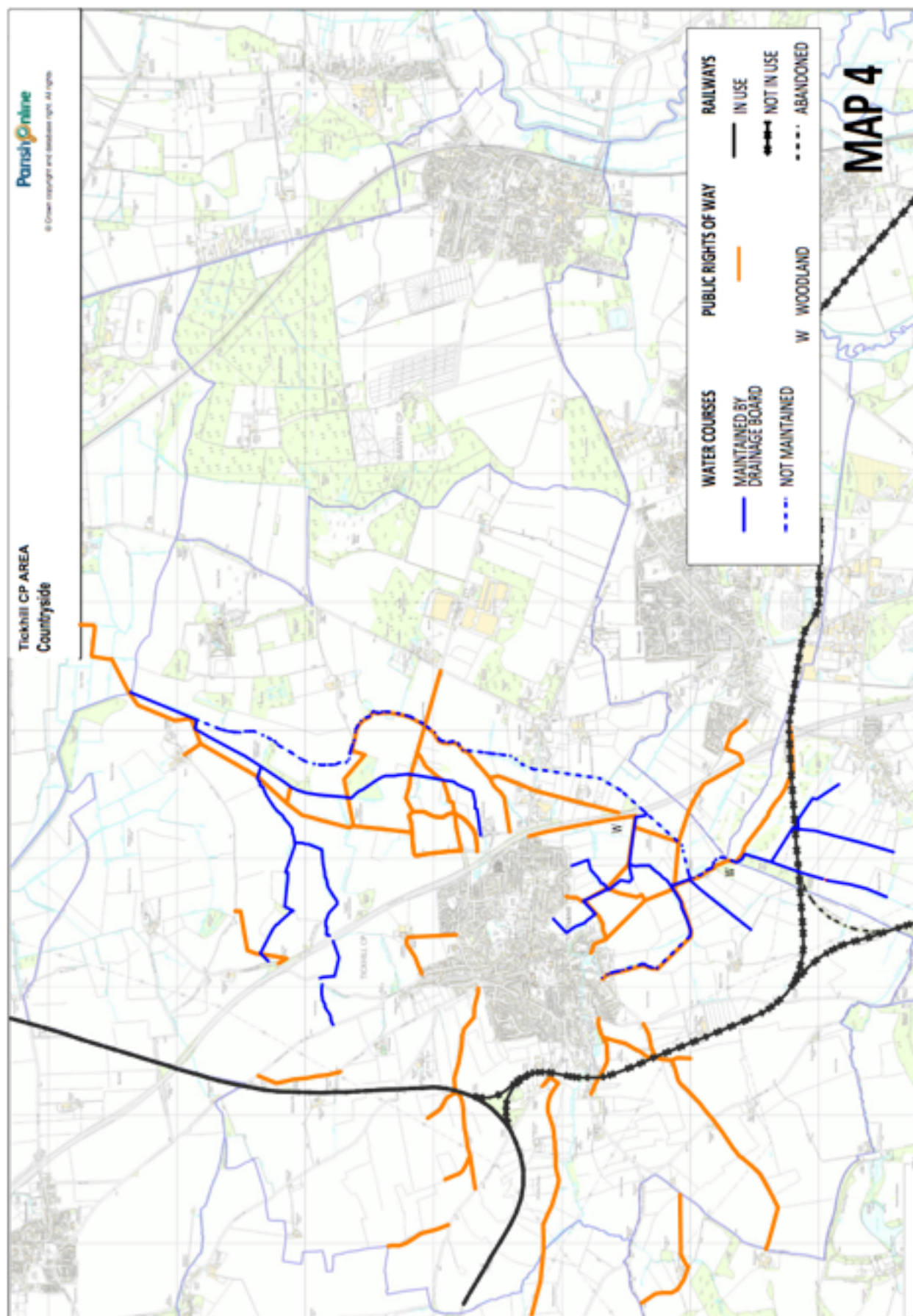
The parish of Tickhill lies within the Doncaster Green Belt which surrounds the built-up area of the town. In the public consultation exercise there was strong support for the Green Belt and opposition to any encroachment upon it. Proposals within the Green Belt will also need to meet national Green Belt policy and Green Belt policies in higher tier development plan documents such as the Doncaster Core Strategy and the saved Doncaster Unitary Development Plan which remain in force. The countryside surrounding Tickhill is largely farmed, with a limited amount of land dedicated to recreational pursuits, such as horse-riding and football. There are two areas of young woodland with public access, one publicly owned. The land is generally fairly flat, with watercourses draining into the River Torne, flowing east towards the Trent.

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

Policy NE1 Energy economy.

Proposals to increase the use of renewable energy will be encouraged, provided that they do not detract from the general or historic environment. Reduction of unnecessary illumination will be sought.

There are already many solar panels and local wind turbines within Tickhill. The use of ancient mill sites for the local generation of electricity will be considered (see reference in Policy D5 'Flooding and Drainage' in Section Two – Accompanying Policies and Proposals). Where micro-generation requires planning permission, proposals will be judged on their impact on landscape, visual amenity, noise, safety, ecology and the conservation of the built environment. However, such developments must be in keeping with the visual aspect of the town, particularly in the Conservation Area. The reduction of night time illumination of commercial signage and of general illumination will be sought provided it does not significantly endanger



security. (Cross reference to Policy TC5 Security of business premises, and Policy DE4 Sustainability in building.)

Policy NE2 Recreation in the countryside.

New opportunities for outdoor recreation will be supported, provided that any necessary structures blend into the surrounding landscape in terms of scale, colour and materials, and that appropriate screening is planted.

Tickhill is sufficiently near to major centres of population for its countryside to be attractive for recreational use. Within the last decade fields have been taken out of agricultural use for such uses as a football club and a riding club. The Neighbourhood Plan will support these, provided that there is no detriment to the natural environment and wildlife, nor undue disturbance of the countryside and that they are appropriate to the purposes of the Green Belt.



The Green Belt surrounding Tickhill

Policy NE3 Tree planting.

Development which would result in harm to, or the loss of, mature trees will be resisted whereas proposals to increase tree planting and to maintain existing mature trees will be encouraged. If trees are to be lost as a result of development, they should as a last resort be compensated for on an alternative site.

The tree preservation orders for Tickhill have recently been partially updated and will be completed shortly. There is general approval of this. Considerable private tree planting has also been undertaken over the last twenty years which has enhanced both visual amenity and opportunities for wildlife. Meetings will be arranged with DMBC to discuss further enhancements and to examine how better arrangements can be achieved for the management of DMBC owned trees, which are not covered by tree preservation orders. An inventory of DMBC owned trees is to be prepared with the assistance of the Tickhill Countryside Group. That the Duchy of Lancaster has now agreed for their trees to be included in the Tree Preservation Order process will enable protection of valued trees at Tickhill Castle.

Policy NE4 Sites of local nature interest.

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

The land around Tickhill includes arable, pasture and woodland on varied geology and soils including Magnesian Limestone, sand, gravel and peat. The pH varies from alkaline to acid. Some of the farmland has been managed under the Stewardship Scheme and some attracts the higher level of environmental grant. Doncaster MBC has designated 'Local Sites' (formerly Sites of Scientific Interest). In the parish of Tickhill these are Friars Lane hedgerows, Apy Hill, Hindley and Stoney Lane hedgerows and Tickhill Castle. The Neighbourhood Plan, through the work of the Tickhill Countryside Group, will seek to identify and develop further suitable sites for designation. The two areas of accessible woodland will be managed for the benefit of wildlife and the enjoyment of the community

Policy NE5 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 Green Belt policies in higher tier development documents. Any construction should be in materials which match existing structures and screening should be planted where appropriate. The sale of local produce will be encouraged.

Farming has long been a staple activity in the parish. Its prosperity continues to be important, as the imperative to feed a growing population becomes more apparent. The Neighbourhood Plan will seek to support farmers wherever appropriate. (Note also Policy MP3 – Enterprises which promote the production and distribution of local produce in Section Two – Accompanying Policies and Proposals.)

Policy NE6 Mineral railways.

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.

Sections of the former South Yorkshire Junction Railway linked collieries in adjoining parishes to the national railway system. When sections of line become disused and the track is removed, the Neighbourhood Plan will take the opportunity to provide safe trails for walking, cycling and horse-riding and to provide essential links to achieve circular routes.

Policy NE7 Infrastructure in the countryside.

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

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

Policy NE8 Creation of wildlife corridors.

In association with any suitable planning applications, proposals will be sought which will restore or establish green infrastructure which will maintain or create wildlife corridors, including the planting of hedgerows.

With suitable management there are many opportunities to encourage the diversity of wildlife by establishing or preserving green corridors. Hedgerows form excellent corridors for wildlife; planting to fill gaps in existing hedges and to create new hedges will be sought and supported wherever suitable opportunities arise.

CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

The Neighbourhood Plan aims to conserve and enhance Tickhill's historic environment for the benefit of residents, visitors and future generations (reference Map 5 - Conservation Area and Building Character Areas). A Heritage Map of the same area can be viewed on DMBC's website at: http://doncaster.opus3.co.uk/ldf/maps/Heritage_Map#x=459219.1735482&y=393049.17601684&l=458523.31975729&r=459915.02733911&t=393827.05059679&b=392271.30143689&scale=5000&1332&1333&1334&1335).

The town has a rich history, dating back to its establishment shortly after the Norman conquest. Its motte and bailey castle protected an important route to the north. The large Conservation Area, established in 1970, extends along the main roads away from Market Place, as the historic town was largely restricted to these key arteries of Northgate, Sunderland Street, Castlegate and Westgate. There are 117 listed buildings in the parish, including the Grade I listed St Mary's Church and four Grade II* buildings, besides the Ancient Monument, Tickhill Castle. Historic areas and sites beyond the Conservation Area will also be protected, conserved and enhanced as appropriate.

The Neighbourhood Plan aims to support any proposals which will conserve and enhance Tickhill's historic heritage and encourage residents and visitors alike to be better informed about, and enjoy this heritage, and, in the process, support local businesses.

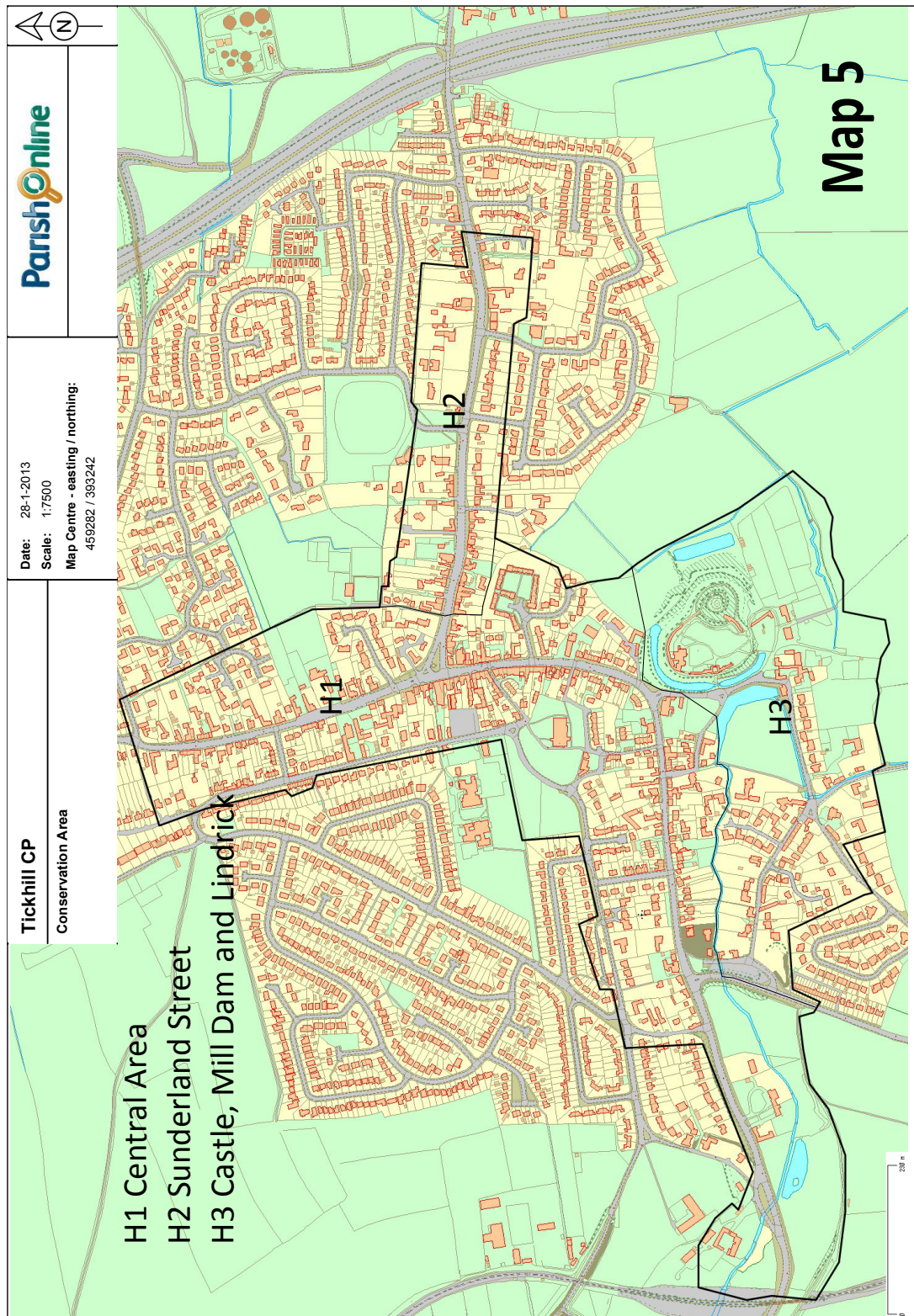
Policy HE1 Heritage assets.

Proposals to maintain, conserve and improve, where and when appropriate, Tickhill's heritage assets, including historic buildings and sites outside the Conservation Area, will be supported.

The public consultation exercise demonstrated concern for all local historic buildings. In particular, comments were made about past development of inappropriate façades to non-listed buildings which detract from the street scene. As time and opportunities arise, amendments to planning applications will be sought to improve the appearance of such buildings.

Parish Room, Tickhill – a Grade II listed building





FLOODING AND DRAINAGE

Tickhill has a problem with flooding, both through a lack of capacity in the Mill Stream to cope with sudden heavy rainfall and through the inadequacy of those street drains which predate the expansion of the town after 1960.

Tickhill was fortunate to escape a deluge during the wettest winter on record (2013-2014) but serious flooding had followed heavy rainfall in June 2007 and January 2008. According to figures collated by Doncaster Metropolitan Borough Council, 57 properties in the town were flooded in June 2007. As the incidence of heavy, torrential downpours appears to be increasing, rapid run-off and flash-flooding become an ongoing risk. Flooding in Tickhill is generally attributable to two factors which affect different areas of the town. In many areas the problem is the lack of capacity in storm water drains. Properties along the course of the Mill Dyke, to the west of the Castle (which fall within an area of medium to high risk of flooding) are at risk through the overtopping of the watercourse after extreme rainfall events.

In the first public exhibition (February 28th/March 1st, 2013) and consultation exercise, residents were supportive and appreciative of the efforts being made to improve the control and movement of excessive water through Tickhill. Their observations indicated that the main problem areas had been identified and the proposed solutions were given positive backing.



Flooding in St Mary's Gate, June 2007

Policy F1 Building development.

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 existing drainage infrastructure, a reduction of surface water run-off on brownfield sites will be required. Sustainable Urban Drainage Systems (SUDS) will be used whenever possible.

The Neighbourhood Plan will encourage the use of permeable surfaces 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 monitored carefully and appropriate suggestions, such as water harvesting, made. Sustainable drainage techniques should be used wherever possible. Where Sustainable Urban Drainage Systems are proposed, their future maintenance shall be agreed between the relevant parties before planning permission is granted. The inclusion of flood resilience measures into both new and existing buildings will be encouraged, such as raising floor levels above external ground levels and wiring buildings down from the ceiling with sockets well above floor level. (Cross reference to Policy DE4 – Sustainability in building.)



Flooding in Old Worksop Road, June 2007

Accompanying Policies and Proposals

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 traffic. Along its western side is an important range of shops, offices and cafés which extend continuously for some distance to the south on both sides of Castlegate and for a short distance east along Sunderland Street and on one side only north along Northgate. The location has the advantage of prominence, but the disadvantage of vehicular traffic. In the public consultation exercise, appreciation of the range and quality of local shops was tempered by concerns about the unsatisfactory conditions for pedestrians. There is one light-controlled crossing in Castlegate but there is as much need to cross Northgate outside the Post Office where even a traffic island does little to discourage speeding drivers. The pavements are mostly narrow, especially on the western side of Market Place, where a mobility scooter or a child's buggy can force the pedestrian off the pavement just where people want to socialize. Manoeuvres in and out of parking spaces at the road junction are often dangerous, albeit at low speeds. The entrance to the Spar car park lacks visibility, with no indication of who has the right of way. Residents have made clear their wish to retain free parking for town centre shopping, suggesting that there should be more short-term, and less long-term, parking available.

Improvements to pedestrian and cycle links are important to Tickhill so that people are encouraged to leave their cars at home. The town is relatively flat and nucleated, with most dwellings within easy reach of the centre.

Map 2 (The Core Business Area) delineates the area which is here described as the town centre, and which contains the majority of local businesses.

Market Place looking north



Policy MP1 Traffic volume and speed.

As a means to enhance the quality of the Market Place area, its safety and convenience for pedestrians and the prosperity of its businesses, proposals will be supported which:

- reduce the volume of through traffic
- control the speed of vehicles passing through Market Place
- widen pavements where they are narrow
- give greater priority to pedestrians and cyclists

The public consultation exercise indicated the problems in the centre of Tickhill but suggested no clear solutions. The Neighbourhood Plan will support interim solutions which require all through traffic to slow down on its approach to the road junction and the construction of a continuous pavement on the western side of Market Place so that vehicles using the Spar car park give priority to pedestrians. Once the new road from the M18 (Junction 3) to the A638 is completed, more significant improvements may become possible. (Cross reference to Policy T1 – Strategic traffic.)

Policy MP2 Parking in Market Place and surroundings.

Proposals will be sought which increase opportunities for short-term parking in and near to the town centre and improve the efficiency of enforcement.

The public consultation exercise, backed up by the evidence of a survey, indicated concern that spaces in both the Town Council's car park and on-street close to Market Place were being occupied by long-stay users. There is also an absence of appropriate places for the parking of cycles in the immediate vicinity of Market Place. The Neighbourhood Plan will seek to maintain free short-term parking for customers of Tickhill's businesses and to encourage long-stay parking to move to alternative locations. Proposals will be discussed with the Highway Authority to restrict parking spaces close to the Buttercross to short-term use only in order to encourage shoppers, while negotiations continue to find alternative locations for employees to park their vehicles longer term. Current parking restrictions are not enforced effectively and, in consequence, they appear to be often ignored.

Policy MP3 Enterprises which promote the production and distribution of local produce.

The Neighbourhood Plan will seek to promote and encourage locally produced goods and products.

Shops in Tickhill already sell much locally-produced food, subject to current trading standards and environmental health regulations. This will be encouraged as it provides support for local farmers and contributes to the sustainability of the local economy.

TRANSPORT

The Neighbourhood Plan recognises 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 below 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 to Bawtry and Lincolnshire and north to south from Doncaster to Worksop and Nottingham. Currently the north-south route (A60) carries a significant volume of local traffic but less traffic than the east-west route which now links the M18 (Junction 1, close to the M1) across to Gainsborough and Lincolnshire. Surveys conducted during the production of the Neighbourhood Plan demonstrated this. It has long been the wish of the community to reduce through traffic which contributes very little to its prosperity but adds to congestion and air/noise pollution. The projected construction and opening of a new road from the M18 (Junction 3) to the A638 at Parrot's Corner will provide an opportunity for the east-west through traffic to bypass Tickhill and the Neighbourhood Plan will seek to achieve this.

The public consultation exercise raised many issues of road safety. In particular there is a demand for more places where the main roads can be crossed with the aid of a traffic island or pedestrian crossings, for slower traffic speeds especially in the vicinity of the two primary schools and within residential estates, and for action to reduce the perceived danger and delays at the crossroads at Tickhill Spital (A631/B6463). Residents expressed a clear wish that parking should remain free of charge, and that it should be organised so as to favour short-term parking in the vicinity of the shops. With an ageing population, accessibility and mobility are important elements in transport policy.

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

Parking in Sunderland Street looking towards the town centre



Policy T1 Strategic traffic.

Proposals which will redirect through traffic away from Tickhill will be supported, including measures to divert through traffic from the A631 when the Finningley Link Road opens.

The construction of a link road (Finningley and Rossington Regeneration Route) from the M18 (J3) to the A638 at Parrot's Corner will provide a more appropriate route from the M18 to Bawtry which avoids both the built-up areas of Tickhill and Maltby and many bends and road junctions. The Neighbourhood Plan will work with the appropriate Highway Authorities to reduce the status of the A631 to a B road between the M18 and Bawtry and to amend signage so as to divert traffic by the new route. The Town Council will liaise, as appropriate, with adjoining parish councils in the pursuit of this objective (reference Map 6 – Possible Downgrade of A631).

Policy T2 Residential traffic.

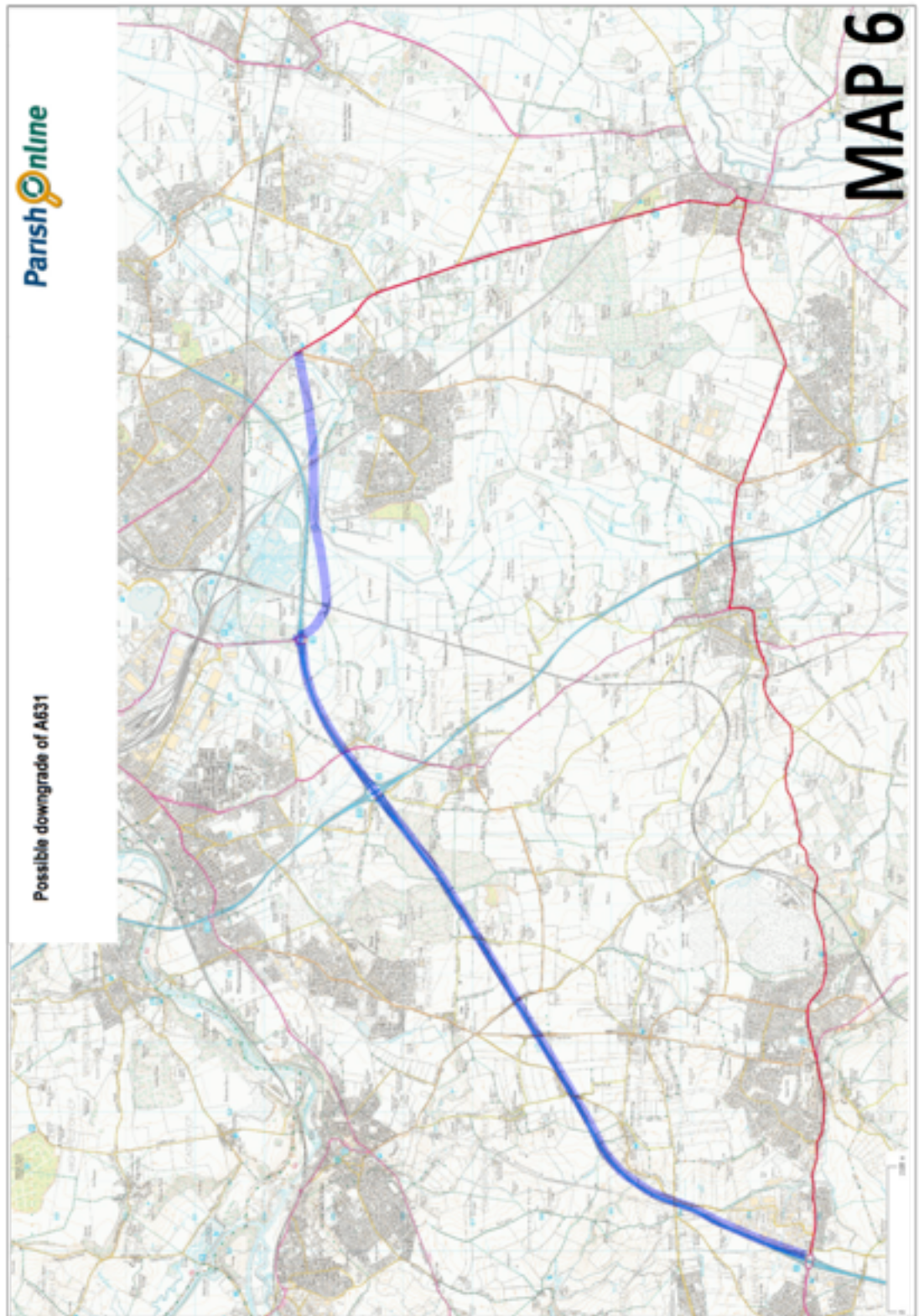
Proposals to mitigate the impact of traffic in residential streets by such means as the creation of 20 mph limits, and, in particular, proposals to increase children's safety close to the two primary schools will be supported.

Traffic Regulation Orders will be sought to deal with problems caused by traffic in residential streets. There are particular problems in the vicinity of the town's two primary schools. In Common Lane outside Estfeld School parking by parents frequently creates holdups; minor amendments to 'no waiting' restrictions will be sought to deal with this. Over the town as a whole requests by residents for slower traffic speeds to increase safety for pedestrians and cyclists by means of reduced speed limits or traffic calming sympathetic to the character of the town will be supported. Residents do not want speed humps, both for the potential damage to vehicles, the noise created and additional air pollution due to vehicles braking and accelerating.

Policy T3 Pedestrian safety.

Proposals to create additional crossing points over main roads will be supported.

In the public consultation exercise, requests were made for traffic islands to make crossing safer and slow vehicles in Westgate, Northgate, Doncaster Road and Sunderland Street. Larger islands than in Tickhill, as can be observed in neighbouring authorities, have the double advantage of providing a safer refuge for prams and mobility scooters and of being more effective in narrowing the carriageway so that traffic is slowed down. There is one light-controlled crossing in Castlegate but there is as much need to cross Northgate outside the Post Office where even a traffic island does little to discourage speeding traffic. Negotiations will be opened with the Highway Authority to achieve improvements in appropriate locations. The design of any improvements will need to be sympathetic to the historic character of the town.



Policy T4 Accessibility for all.

Measures which improve travel convenience for those with limited mobility will be supported, including the provision of raised kerbs at all bus stops.

The Neighbourhood Plan will press the transport and highway authorities to ensure that all bus stops are provided with raised kerbs so that buses are fully accessible to all users. The current disabled parking spaces on street are only appropriate for passengers; alternative sites will be sought. Access to local shops and businesses is difficult for people with mobility problems; this is exacerbated by the narrowness of pavements in Market Place.

Policy T5 Spital crossroads.

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

This cross roads is regarded by residents as particularly dangerous, although no fatal accidents have occurred in recent years. Traffic lights, a roundabout or other physical modifications have been proposed in the past. The Neighbourhood Plan will urge the Highway Authority to review the position again.

Policy T6 Public transport.

Improved bus services to adjoining settlements will be supported.

The public consultation exercise produced complaints about unreliable timekeeping on the existing service between Doncaster and Worksop via Tickhill and requests for services to other destinations, such as Maltby, Sheffield and Bawtry. The Town Council, through the Neighbourhood Plan, will exert pressure on the operator with regard to timekeeping and will work with both the South Yorkshire Passenger Transport Executive and the bus operators to improve the planning of public transport. Alternative destinations are a particular issue for young people wishing to enjoy recreational opportunities not available in Tickhill; opportunities to address this issue will be sought.

Policy T7 Grass verges. (Urban area)

Measures to protect highway grass verges within the urban area from damage by vehicles will be supported.

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

Policy T8 Cycling

Proposals to create dedicated cycle routes and to improve facilities for the parking of cycles in the town centre will be supported.

Cycling is popular in the area and Doncaster borough has a number of dedicated cycle routes, including one from Rossington into Doncaster centre. However, opportunities for cycling from Tickhill for work and pleasure are limited by the perceived dangers on the main roads to Wadworth, Rossington and Bawtry. The Highway Authority will be encouraged and assisted to provide safe routes for cyclists from Tickhill. There is limited provision for cycle parking in the town centre. Proposals will be sought through the Town Council to increase this facility.

The need for a cycle path – Sunderland Street near town centre



DEVELOPING COMMUNITY LIFE

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 and also visitors to Tickhill.

Tickhill is fortunate to have a wide range of communal activities (reference Map 7 – Community Facilities). Thirty-one groups and societies advertise a contact number in *Tickhill Today*, a free monthly magazine, produced in the town, paid for by advertising and delivered free to every house. The clearly expressed aspiration to support and develop this rich community life is reflected in these proposals.

The public consultation exercise included specific meetings with members of the Scout and Guide Group and older pupils in the town's two primary schools. While all this demonstrated appreciation of the impressive diversity of organisations and facilities on offer in Tickhill, it also pointed to areas of deficiency and to ways in which existing facilities could be improved.

Policy L1 Recreation ground.

Proposals to upgrade the recreation ground through rectifying its drainage problems, thus increasing its suitability for different sports, will be supported.

The public consultation exercise highlighted the poor drainage which limits the use of the recreation ground and has led to cancellations of events in recent years. The Town Council is well aware of the problems and is taking forward proposals to tackle them.

Policy L2 Recreational opportunities for young people.

Proposals which increase recreational opportunities for young people and make them more accessible will be supported.

Young people suggested the need for certain improvements to existing facilities, the running of more community events and the difficulty of accessing facilities which cannot be provided in Tickhill, such as a major leisure centre. Improvements will be undertaken to the recreation ground and to the play area in St.Mary's Road; Section 106 funds for leisure facilities will be used for some of this improvement. Publicity will be given to the junior sections of, for example, the local football, tennis and cricket clubs. Other aspects of the issues raised by young people will be explored by the Town Council with a view to implementation in the future.



Policy L3 Public toilets.

Proposals to advertise the existing availability of public toilets and to increase both the hours and the locations where public toilets can be provided will be supported.

The lack of public toilets, following the closure of those behind the public library, was mentioned by the business community and many individuals during the public consultation. However, both the location and the condition of the closed toilets make them unsuitable for renovation. In the meantime toilets are available in the public library, its opening hours have increased and the facility is now advertised. However, the Neighbourhood Plan will continue to look for additional facilities so that longer hours of availability can be provided.

Policy L4 Community market garden.

Proposals to protect and develop community market gardens will be supported.

This interesting initiative arose during the public consultation exercise. A potential site for community market gardening has been identified off Castle Close and activity has already begun.

Policy L5 Meeting place.

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

Tickhill is fortunate to have a large number of venues capable of hosting events and organisations such as the Methodist Church, St. Mary's Church, the Institute, the Parish Room, the Pavilion, the Scout and Guide HQ and the two primary school halls. However, all have disadvantages, whether in terms of fixed or unsuitable furniture or size or restrictions on use. The public consultation exercise revealed an underlying wish for a building which could function more effectively like a community centre and suit everything from a concert to a wedding reception. The Neighbourhood Plan will support proposals which would either achieve that objective within existing premises or create something new.

THE HISTORIC ENVIRONMENT

The Neighbourhood Plan aims to conserve and enhance Tickhill's historic environment for the benefit of residents, visitors and future generations (reference Map 5 - Conservation Area and Building Character Areas). A Heritage Map of the same area can be found on DMBC's website at: http://doncaster.opus3.co.uk/ldf/maps/Heritage_Map#x=459219.1735482&y=393049.17601684&l=458523.31975729&r=459915.02733911&t=393827.05059679&b=392271.30143689&scale=5000&1332&1333&1334&1335.

The public consultation exercise reflected local enthusiasm for Tickhill's history. In particular it demonstrated the strong wish for frequent access to the castle, currently very rarely open to the public. Thus the jewel in the local crown and potentially a major attraction for visitors (and therefore a benefit to the local economy) is effectively inaccessible. Consultation also demonstrated support for the continued protection of the Conservation Area and concern that its character is maintained. The large membership of the Tickhill and District Local History Society is testament to this. The Neighbourhood Plan will seek to promote measures which will encourage residents and visitors alike to be informed about, and enjoy Tickhill's heritage, and, in the process, support local businesses.

Policy HIS 1 Tickhill Castle.

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



Tickhill Castle

The redrafting of the lease by the Duchy of Lancaster as owners, will be pursued through whatever means possible, to enable the monument to be opened on a frequent basis to members of the public. Proposals to repair and proactively manage and maintain the fabric of Tickhill Castle will be encouraged and the advice of English Heritage sought to ensure that appropriate approaches are adopted. (Reference booklet 'The Tickhill Castle Problem' by Philip Mottram, Sept. 2012 held by Tickhill and District Local History Society.) The public consultation exercise produced the strongest support for this policy, due to the present lack of access.

Policy HIS 2 Awareness of heritage.

Proposals to increase awareness of Tickhill's heritage will be supported.

The public consultation exercise produced strong support for this. Suggestions included production of leaflets, maps, signage boards and a history trail for residents and visitors to appreciate Tickhill's long history. The cooperation of the local Tickhill and District Local History Society will be sought to further this policy.

COUNTRYSIDE

The Neighbourhood Plan will aim to achieve the enhancement of the local countryside and to increase opportunities for appropriate recreational activities to be widely enjoyed.

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

The network of ancient lanes and paths surrounding Tickhill will be maintained and improved and their recreational use encouraged.

There are many ancient lanes and paths surrounding Tickhill but not all lanes are properly designated; some have been lost and some are poorly maintained. There is a lack of bridle paths and circular routes, limiting the opportunities for horse riders who make use of several recently established stables. There is a very limited scope for cycling off-road. Work with Doncaster Metropolitan Borough Council to improve the network and increase opportunities for recreation will be continued. Publicity will be given to this work and to activities such as public walks.

Policy C2 Wildlife corridors.

Proposals will be sought which will establish green infrastructure in the form of wildlife corridors, including the planting of hedgerows.

With suitable management there are many opportunities to encourage the diversity of wildlife by establishing or preserving green corridors. These include field margins, road verges, stream and river banks and the South Yorkshire Junction Railway, part of which through Tickhill has recently been closed. Hedgerows form excellent corridors for wildlife; planting to fill gaps in existing hedges and to create new hedges will be sought and supported. The cooperation of DMBC, landowners, the Highways Authority, the Environment Agency and the Doncaster East Internal Drainage Board will be sought to agree suitable management.

Policy C3 Highway verges.

Cooperation will be sought with the Highway Authority to improve the management of highway verges for nature.

Highway verges have become very significant places for flora and fauna to flourish. However, this requires a sensitive management regime which combines highway safety with opportunities for plant and animal life. Surveying local roads to access the opportunities for improved management and discussing its implementation with the appropriate Highway Authorities is proposed.

Policy C4 Quiet lanes.

Proposals will be made to promote the idea of 'quiet lanes' and to achieve their designation on suitable minor roads within the parish.

Quiet lanes are a Countryside Agency initiative, supported by the Department for Transport. Lanes with a low traffic flow are appropriate for shared use by walkers, cyclists, horse riders and motorised vehicles. The intention is to encourage a change in user behaviour without reliance on speed limits or traffic calming. Back lanes between Tickhill and Wadworth and Stainton and the accesses to Stancil and Wellingley are obvious candidates, given community support. Cooperation with Doncaster Council as the Highway Authority will be sought to achieve the designation of quiet lanes.



Stoney Lane, Tickhill

LITTER

During the public consultation, litter in all its manifestations and dog fouling were strongly expressed concerns of virtually all respondents. The Council will seek opportunities to work with appropriate authorities to tackle the problems.

Policy LIT 1 Dog fouling and litter.

Proposals which will reduce dog fouling and littering will be supported.

This is an area of widespread concern. There is general approval for both public education and prosecution of those causing problems. There is a need for more dog and litter bins and key sites have been identified such as Pinfold Lane and Sunderland St which, together with the emptying timetable and other possible initiatives, will be discussed with Doncaster Metropolitan Borough Council.

Policy LIT 2 Fly-tipping.

Proposals which will tackle the problem of fly-tipping will be supported.

Tickhill is surrounded by a network of lanes of generally Anglo-Saxon origin which provide an easily accessible amenity for walking, cycling or horse riding. However they are also vulnerable to fly tipping. A publicity initiative will be undertaken on where to report incidents, how to collect evidence to allow prosecution and how to ensure that only licensed carriers are used for the disposal of rubbish. In some instances barriers to restrict vehicular access will be considered.

DRAINAGE AND WATERCOURSES

Tickhill has a problem with flooding, both through a lack of capacity in the Mill Stream to cope with sudden heavy rainfall and through the inadequacy of those street drains which predate the expansion of the town after 1960.

The Neighbourhood Plan will seek to co-operate with the Risk Management Authorities (Doncaster MBC, the Environment Agency, Doncaster East Internal Drainage Board) in order to minimise the risk of flooding to the town's streets and properties.

Increased flooding is rated by Government scientists as the greatest threat posed to the UK by climate change. In 2012 alone the Environment Agency issued a record 1000 flood warnings and almost 8000 homes were flooded. Tickhill was fortunate to escape a deluge during the wettest winter on record (2013-2014) but serious flooding had followed heavy rainfall in June 2007 and January 2008. According to figures collated by Doncaster Metropolitan Borough Council, 57 properties in the town were flooded in June 2007. As the incidence of heavy, torrential downpours appears to be increasing, rapid run-off and flash-flooding become an ongoing risk. "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 2010 - 2013.)

In the first public exhibition (February 28th/March 1st, 2013) and consultation exercise, residents were supportive and appreciative of the efforts being made to improve the control and movement of excessive water through Tickhill. Their observations indicated that the main problem areas had been identified and the proposed solutions were given positive backing. The Friends of Tickhill 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.



*Flooding in the Lindrick area of Tickhill,
June 2007*



Policy D1 Street drains.

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

The Neighbourhood Plan has identified areas of concern where the policy will apply. In Wong Lane restoration work has improved the situation but regular monitoring is required during periods of heavy rainfall. The problems in St. Mary's Road require a new drain between the drive to the primary school and St. Mary's Gate. Pressure will be maintained upon Doncaster Metropolitan Borough Council and Severn Trent Water to complete this improvement. The junction between Worksop Road and Lindrick Lane continues to lead to significant inundation during periods of heavy rainfall. There are problems in the Dadsley Road area where open dykes have been replaced by pipework which needs more regular maintenance.

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 Framework Directive.

Both the Environment Agency and the Doncaster East Internal Drainage Board have responsibilities in the parish and cooperation with them will be developed so that local rivers and water courses are maintained properly.

Policy D3 Lindrick.

Proposals to protect Lindrick from flooding will be supported.

The possibility of constructing a low limestone wall with iron railings alongside the Mill Stream which would create a catchment and holding area for flood water in the Mill Field will be explored. With a continuation of the metal railings along the Mill Dam, the wall will also serve as a safety barrier against falling into the stream.

Policy D4 Tickhill Mill Dam.

Proposals to improve movement of water from the Mill Dam during periods of heavy rainfall will be supported.

Amongst the possibilities are the use of the old mill race, the construction of a new drain into the existing drain behind Mill Farm and regular clearance under the various bridges around the Mill Field and Mill Dam. The present monthly maintenance to the Mill Dam sluice gate,

vital to facilitating the removal of water from the Mill Dam particularly following heavy rain, is to be continued, thereby helping to prevent flooding.



Sluice gate Tickhill Mill Dam, Lindrick, prior to improvements

Policy D5 Water power.

Proposals to use the Mill Stream for small-scale generation of hydro-electric power will be supported.

The suggestion has been brought forward that a small hydro-electric scheme might be feasible which could charge the batteries of the Sluice Gate on the Mill Dam. Similarly, the Wrigglesworth Mill leat could be adapted to provide power. (Cross reference to Policy NE1 Energy economy.) Such schemes may require a permit from the Environment Agency.

Policy D6 Land Management.

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

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

