

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 independent-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 in tackling the traffic problems, mainly presented by vehicles travelling between the M18 and Lincolnshire who 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. We therefore set out to consult on the production of a new Neighbourhood Plan for the period 2019-2035. The aim, as before, is to promote the well-being and quality of life of all residents.

Needless to say, the varied economic, social and environmental objectives of the community require different mechanisms for their promotion. Thus the Neighbourhood Plan is again presented in two parts, those elements which can be delivered through the planning system and those accompanying policies and 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.

PART A: HISTORIC ENVIRONMENT

The Neighbourhood Plan aims to preserve and enhance Tickhill's historic environment for the benefit of residents, visitors and future generations. 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 Market Place and today form Westgate, Castlegate, 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 and sites outside the large Conservation Area (Map ...) will also be protected, conserved and enhanced as appropriate.

The Neighbourhood Plan seeks 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, including buildings and structures of local historic interest

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. Any detailed proposals affecting these assets will be assessed in accordance with Doncaster UDP and successor Local Plan heritage policies. A list will be prepared of undesignated buildings and structures of local historical interest.

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 facades 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 Local History Society has been recruited to list buildings and structures of local interest which are not individually listed (see appendix)

Policy HE2 Tourism

The town's potential as a visitor attraction will be promoted through appropriate means.

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. 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.

Policy HE3 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.

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. A map (Map ...) is attached showing these walls, most of which can readily be seen from the public realm. Tickhill Scouts and Guides have assisted in the survey of these walls on behalf of the Neighbourhood Plan. The Town Council will ask the local planning authority to investigate the introduction of Article 4 directions over the removal of identified limestone walls.

PART A: 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:

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

Policy SRE2 Domestic use of energy

Proposals to increase the use of renewable energy will be encouraged provided they do not detract from 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 will be encouraged providing they are sensitively designed and present no danger to people.

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 will seek to provide a public charging point 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 measures taken will not have a negative effect on the heritage significance of the building or the area.

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 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 renewable or low carbon sources. Property Flood Resilience should be achieved in relevant locations

PART A: FLOODING AND DRAINAGE

Tickhill has long had a problem with flooding, both through the lack of capacity in the Mill Stream 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 Borough 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

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) will be used wherever possible, and their future maintenance agreed before permission is granted. (Cross reference NE2 Tree-planting)

The Neighbourhood Plan 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 appropriate suggestions, such as water harvesting, made.

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 Mill Dyke is an example of such a defensive measure.

PART A: TOWN CENTRE

The Neighbourhood Plan will work 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 cafes 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 of 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 ... (The Core Business Area) 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 60% of properties within this area continue to fall within Land Use Class A1. The Neighbourhood Plan will seek to preserve this variety of uses which characterises the town and provides much of the attraction for users.

Policy TC1 Quality of the environment

Planning applications for development within the Core Business Area of the town will be required to demonstrate through the design and access statement that they will both enhance the character and appearance of the area, improve the public realm and make provision for access for the disabled. Such changes should seek to improve the safety and convenience of 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 TC7.

Policy TC2 Town centre uses

The Core Business Area (shown on Map ..) 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 uses within use class E. However, it is also important that our policy is flexible, as properties need to be occupied and contribute to the town's vitality. Proposals which dilute the concentration of E uses will only be supported where the following can be demonstrated:

- a) there is no demand for retail or service use of the premises
- b) the proposal will protect and/or enhance the vitality and viability of the centre
- 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, which is clearly appreciated by the public as evidenced whenever consultation has been undertaken. Currently approximately 60% of town centre properties are shops within Class E usage 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.

Policies TC3 Upper floors above shops and businesses within the town centre as defined on Map ..., Residential use of accommodation on the upper floors of town centre businesses, traditionally occupied by the owners of the business, will be encouraged provided that the 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 ensure that as much as possible of the town centre properties is used, both for security and in the interests of meeting housing need.

Policy TC4 Residential accommodation in the town centre as defined on Map ..., Residential accommodation within the town centre should be maintained unless a proposed alternative employment use would enhance the viability and vitality of the town centre.

The diversity of uses in the town centre contributes positively to its character and appearance.

Policy TC5 Security of business premises

Measures which 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 facade rather than simply being fastened to its surface, and 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 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. The Neighbourhood Plan 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, borough and town councils and the business community.

Policy TC6 Site of former public toilets

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

The derelict public toilets will either be demolished or converted into a shed. This small area behind the Public Library has potential as a quiet green area at the heart of the town for relaxation. Public toilets are available in the Library whenever it is open.

Policy TC7 Buttercross junction and pedestrian safety

The road junction should be remodelled as a roundabout with the historic Buttercross in the centre, where all approaching vehicles would have to slow and give way, and safety and access would be improved for pedestrians. Remodelling of the whole Market Square would release road space for the pavements on the western side, which are the busiest but dangerously narrow, to be widened.

The junction of main roads is a constant source of public concern, especially when vehicles appear to be driven at excessive speed. The creation of a roundabout would ensure that all vehicles would have to slow down at the junction as none would have priority. Currently the pavement on the western side, which is the most used, is so narrow that there is insufficient room for mobility vehicles as well as walkers, who are frequently forced into the road. Any form of social distancing is impossible. A redistribution of space would benefit all members of the community. With the removal of a traffic lane, existing parking could remain.

Policy TC8 Pedestrian safety

Continuous pavements should be created across the entrances to Spar car park and Tithes Lane. *These accesses off the Market Place are places where pedestrians are endangered by vehicle movements. For their safety, pedestrians need to be given priority.*

Policy TC9 Commercial development

Proposals to create new facilities for shopping outside the Core Business Area will only be considered if there are no vacant premises available (or expected to become available in a reasonable period) within the town centre.

PART A: HIGHWAYS AND TRAFFIC

Successive consultation exercises have demonstrated public concern with the volume and speed of through traffic, especially heavy goods vehicles. This has an adverse impact of 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.

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 Neighbourhood Plan seeks to influence planning applications which could assist in the promotion of these objectives.

Policy HT1 Safety and traffic improvements

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

- (1) Remodelling the Buttercross road junction (see Policy TC8).
- (2) Promoting walking, cycling (including enhancements to the rights of way network), and the use of public transport.
- (3) Enhancing access to facilities for those with limited mobility.
- (4) Promoting road safety by physical means, such as the widening of pavements and the creation of additional pedestrian crossings.
- (5) Contributing to an increase in short-term parking opportunities to support town centre trade.
- (6) Encouraging through traffic to avoid the town centre when road improvements are made elsewhere.

Opportunities will be sought to promote any or all of these objectives, in conjunction with planning applications.

Policy HT2 Access to schools

Support will be given to any proposals which improve access to the schools in Tickhill for those travelling on foot or by bicycle.

Homes in Tickhill are within a mile from one or other of the two primary schools. Nevertheless vehicles cause danger and congestion close to the 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. Surfacing of grass paths in the Alderson Drive, recreation ground and Airedale Avenue would improve off-road access to Estfeld School.

PART A: HOUSING

The Neighbourhood Plan will support appropriate infill residential development within the development limits of the town. At the same time it will aim to support the character of Tickhill by ensuring that the traditional mix of building materials is maintained and that new buildings, alterations and extensions are in keeping with that character. It will do this by supporting proposals which incorporate sustainable features and materials which do not have a negative effect upon character.

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, ancient buildings managing to retain their external appearance while being given modern uses. These include former agricultural buildings, smithy, a candle factory, watermill and tithe barn. All make for the distinctiveness of the town. Along the main east-west road there are a number of 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 listed building and the new addition.

Consultations have demonstrated concern that too much recent infill building has been of very large houses rather than of properties suitable for local families.

Reference should also be made to Policy F1, concerning flooding and drainage,

Policy H1 Infill development

All development should be designed to fit into the character of Tickhill and satisfy the following characteristics:

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

Policy H2 New housing south of Sunderland Street

This site of 2.9 hectares should be developed at a density of no less than 50 dwellings per hectare.

The public footpath and farm track to the east of the site should be protected by a hedge or tree screen and landscaping should be developed to the south of the site to separate the development from the Green Belt.

The opportunity for new housing should provide a mix of 2- and 3-bedroom properties to meet the local need for both first time buyers and down-sizing. Building for Life standards should be achieved if possible. In a recent survey of local groups, 85% advocated the proposal for smaller dwellings on this site. The 'Building Better, Building Beautiful' Commission advocated 'gentle density', describing such neighbourhoods as traditional terraces. A recent UCL design audit found the best-designed schemes had a density of at least 50 homes per hectare.

Policy H3 Limestone buildings

Alterations or extensions should be wholly or partially of limestone.

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

Policy H4 Building in large gardens

Proposals to build in large gardens will be strongly resisted in order 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 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.

Policy H5 Accessibility and adaptations

Where planning permission is required (including for 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, e.g. doorways wide enough to allow for wheelchair movement. Ideally all new dwellings would achieve Lifetime Homes standards. Application of the latest legislation 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. Businesses 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 such as do not harm the character of the building. Applicants for planning permission are advised to seek the advice of the Borough Conservation Officer in this respect.

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 should be in keeping with the vernacular style and, if at present not in keeping, should be remedied when the opportunity arises. Facades to shops call for particular attention in this respect. Proposals should also reflect the most up-to-date guidance adopted by Doncaster Metropolitan Borough for all extensions and alterations.

(The Conservation Area is divided into 3 character areas; for alterations to properties in each, the additional characteristics listed are intended to be complementary to the requirements of Policy H1)

Policy H7 Conservation Area: Northgate/Doncaster Road, Market Place, Castlegate, Westgate, St.Mary's Church and environs.

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.

Building should satisfy these additional characteristics:

1. have a roof of natural slate or red clay pantiles
2. form a coherent building line with adjacent existing properties
3. be in a terrace, semi-detached or detached
4. be no higher than adjoining buildings

Policy H8 Conservation Area: Sunderland Street

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.

Building 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

Policy H9 Conservation Area: The Castle, Mill Dam and Lindrick

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) has been passed; the site specific flood risk assessment will be expected to be submitted with any planning application.

Building should satisfy these additional characteristics:

1. have a roof of clay pantiles or natural slate
2. align 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

PART A: FUTURE DEVELOPMENT

Policy FT1 Use of development funds

Any funds received by the Town Council in the future from S106/Community Infrastructure Levy will be put towards the provision, replacement or maintenance of infrastructure or improved facilities for young people.

PART A: SUPPORTING AND SUSTAINING 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 as well as 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. Map ... shows both open spaces and employment sites.

(Consultation exercise - report)

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.

Outside the town centre there is a small industrial estate (Apy Hill) and a few small to medium size enterprises. A large haulage business is situated to the east of Stripe Road, which has a high level of lorry traffic but this keeps to defined routes which avoid the town centre. Both these sites are long established in the Green Belt. It is important for the sustainability of the community that as many residents as possible should be in local employment so the Neighbourhood Plan will support the retention of these sites and jobs. Home working, so long as it causes no nuisance to neighbours, will be supported.

Policy CL2 Allotments

Existing allotment sites, as defined on Map ... , will be protected and proposals for additional sites supported.

Requests for allotments continue to be made. At the time of writing (August 2020), 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'. Efforts to find an additional site will continue; land acquired under a S106 agreement may provide an opportunity.

Policy CL3 Open spaces, including road verges

Existing open spaces, within the urban area, including sports grounds, playing fields and children's play areas (as defined on Map ...) will be protected from development (unless there are exceptional circumstances in accordance with higher tier development policies). Proposals to enhance the facilities will be supported, including the planting of wild flowers and trees on appropriate spaces, such as highway verges.

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.

PART A: NATURAL ENVIRONMENT

The Neighbourhood Plan will seek to conserve and enhance the environment of the parish and to support the boundaries of the Green Belt, as designated on the Local Plan of Doncaster Metropolitan Borough, in accordance with national policies on the Green Belt. (Map) Any proposals for development within the Green Belt must satisfy national policies and policies within the Doncaster Local Plan.

In recognising both opportunities and threats, policies are presented which are consistent with DMBC's Local Plan, in particular

The large 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 Neighbourhood Plan will 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.

Policy NE1 Recreation in the countryside

New opportunities for creating rights of way, especially for horse riders (there are few bridleways in the parish), will be sought. Other opportunities for outdoor recreation 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.

Tickhill is sufficiently near to major centres of population to be attractive for recreational use. The Neighbourhood Plan 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.

Policy NE2 Trees

The Neighbourhood Plan will encourage the planting of trees. 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 trees along the roads leading to the town.

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. However, Tree Preservation Orders are not up-to-date across the parish; a working party has been established between relevant Doncaster Borough 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 MBC.

(Add – suggested sites for tree planting)

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 Metropolitan Borough has designated 'Local Sites' - Friars Lane hedgerows, Apy Hill, Hindley and Stoney Lane hedgerows and Tickhill Castle. The Neighbourhood Plan, 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.

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 Green Belt policies in higher tier development documents. Any construction should blend with existing structures and screening should be planted where appropriate. The sale of local produce will be encouraged.

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 Neighbourhood Plan will seek to support farmers wherever appropriate. (Note also Policy in Section Two – Aspirations, which seeks to promote the production and distribution of local produce)

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.

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 has been removed. (See Map) 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, 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.

Policy NE7 Creation of wildlife corridors

In association with any suitable planning applications, proposals will be sought which will establish or restore 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 preserving or establishing green corridors. Hedgerows form excellent corridors for wildlife; planting to fill gaps in existing hedges or to create new hedges will be supported wherever suitable opportunities can be found. The local network of lanes, water courses and disused railway offers such opportunities; the agreement of the Doncaster East Internal Drainage Board to clearing banks alternately benefits local flora and fauna. In 2020 the delay to the cutting of road verges has demonstrated the benefit in the flowering of wild plants. (Identify possible sites)

PART B: 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 cafes, 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 tempered by the unsatisfactory conditions created by so much traffic and 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 Spar car park.

Consequently the Neighbourhood Plan proposes a long-term solution by the creation of a roundabout around the Buttercross, which would remove priority for any one direction of vehicular traffic so that all had to slow down. It would also reduce the amount of space necessary for the roadway and allow for some enhancement of pavements, thus increasing amenity and safety.

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 shows the delineation 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:

- the long-term development of a roundabout around the Buttercross, which will allow for increased width of pavements on the western side and slow down through traffic
- short-term measures which reduce the speed of through traffic, give greater priority to pedestrians and cyclist 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. (See Policy T1 in Part 1)

Policy MP2 Parking in and near the Market Place

Increased opportunities for short-term parking 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 one hour limit to the stay on the western side of Market Place, and a 2 hour limit on the mouth of Sunderland Street along the short parade of shops. The Town Council has placed a 3hour limit on the daytime stay in its car park. 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.

Policy MP3 Production and distribution of local produce.

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

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

PART B: TRANSPORT

The Neighbourhood Plan 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.

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 charges, 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 Strategic Traffic

Proposal 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. The Town Council will continue to liaise with appropriate authorities in pursuit of the objective of reducing through traffic.

Policy T2 Residential traffic

Proposals to mitigate the impact of traffic in residential districts by such means as the introduction of 20mph speed limits will be supported.

There are two short sections of 20mph 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 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 T3 Pedestrian safety

Proposals to create additional crossing points over main roads 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 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.. Larger traffic islands, as can be observed in a neighbouring authority, have the advantage of providing a safer refuge for prams and mobility scooters, beside 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 the 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.

Policy T4 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 Neighbourhood Plan 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 parking bays on street are only appropriate for passengers; alternative sites will be sought. Access to local shops and businesses is often difficult for those with mobility problems; whenever planning permissions are sought, this issue will be brought forward.

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 cross roads 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.

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 Neighbourhood Plan 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 (urban area)

Measures to improve and protect grass verges within the urban area 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 will be supported at appropriate places. The planting of wild flowers on verges will be supported. Consideration will be given to the frequency of grass cutting of roadside verges as a means to enhance the natural environment,

Policy T8 Cycling and walking

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

Cycling is popular and well-provided for within Doncaster borough as a whole but opportunities for cycling from Tickhill for work or 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 out of Tickhill. Within the town, there would be obvious benefit in putting a surface on the grass path from Alderson Drive to the recreation ground, Tithes Lane and the town centre. Proposals will also be sought to increase provision for cycle parking in the town centre.

PART B: 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, as well as being attractive to visitors.

Tickhill is fortunate that it contains a wide range of community activities and organisations (see map Community Facilities). 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 recreational opportunities for young people will be supported.

The Neighbourhood Plan 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 are currently working to improve facilities, including the construction of a scoot park.

Policy L2 Public toilets

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

Since the publication of the first Neighbourhood Plan, the public library has increased hours when it is open and 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. 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.

A site has been identified within the grounds of St.Mary's School; its accessibility for active use by the local community will be investigated.

PART B: HISTORIC ENVIRONMENT

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 witnesses 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.

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. 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 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 own 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.

Policy HIS2 Heritage awareness

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

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 by the Local History Society. 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, takes 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 and the Mill Dam and Castle.

PART B: COUNTRYSIDE

The Neighbourhood Plan will seek to enhance the quality of 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 Metropolitan Council to improve the network will be continued.

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 closed section of the South Yorkshire Junction Railway. Hedgerows form excellent green corridors; planting to fill in gaps will be encouraged, while the creation of new hedges will be supported. The Neighbourhood Plan will work with landowners, Doncaster Metropolitan Borough Council, Highways authorities, Doncaster East Internal Drainage Board and the Environment Agency, as appropriate.

Policy C3 Highway verges

Continue cooperation with Doncaster Metropolitan Borough Council highways to improve the management of highway verges for nature and to plant wild flowers in appropriate places.

Highway verges have become very significant places for the survival of flora and fauna. A number have been planted recently with wild flowers and it is hoped to extend this practice. The Neighbourhood Plan will look to identify additional sites to recommend to the highway authority.

PART B: 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. Extra litter bins have been put into 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 To-day.

PART B: 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 Stream 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 Mill Stream, 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.

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.

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.

(nb the facts need checking and updating in the following paragraph)

Division of responsibility between different authorities (Doncaster MBC 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 Dadsley 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.

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.

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 will be continued; this is vital to facilitating the removal of water from the Mill Dam in a controlled fashion following heavy rain if flooding is to be avoided.

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 planning application to ensure that sensitive waters are adequately protected.

Policy D5 A60

A plan to construct an adequate culvert beneath the A60 to carry the stream under the road just north of the railway bridge between Tickhill and Wadworth is urgently required.

Flooding has caused road closure twice on the A60 in the dip just north of the railway bridge between Tickhill and Wadworth after heavy rainfall in late 2019. The small stream needs culverting both to protect the cottages and to ensure traffic safety.

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.