

Stainforth

Neighbourhood Development Plan (NDP)

2023–2035

Referendum Version

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RO03v5 Stainforth NDP



Stainforth and Keadby Canal at Stainforth



Stainforth
Neighbourhood Plan



Document Management.

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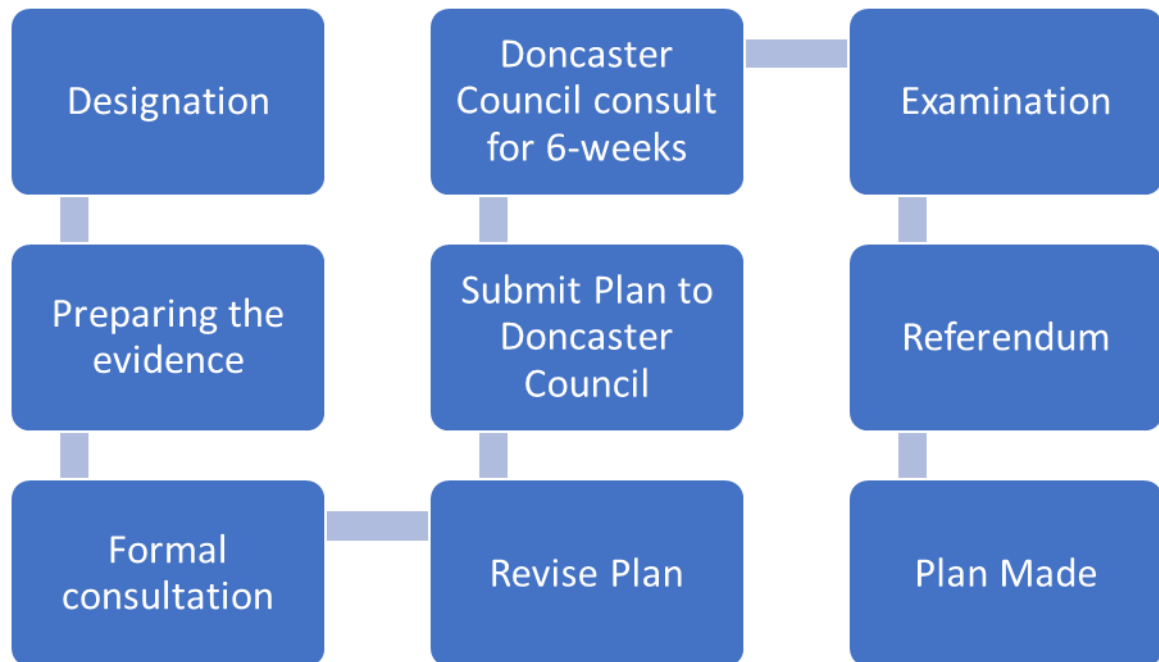
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1. What is a Neighbourhood Development Plan?

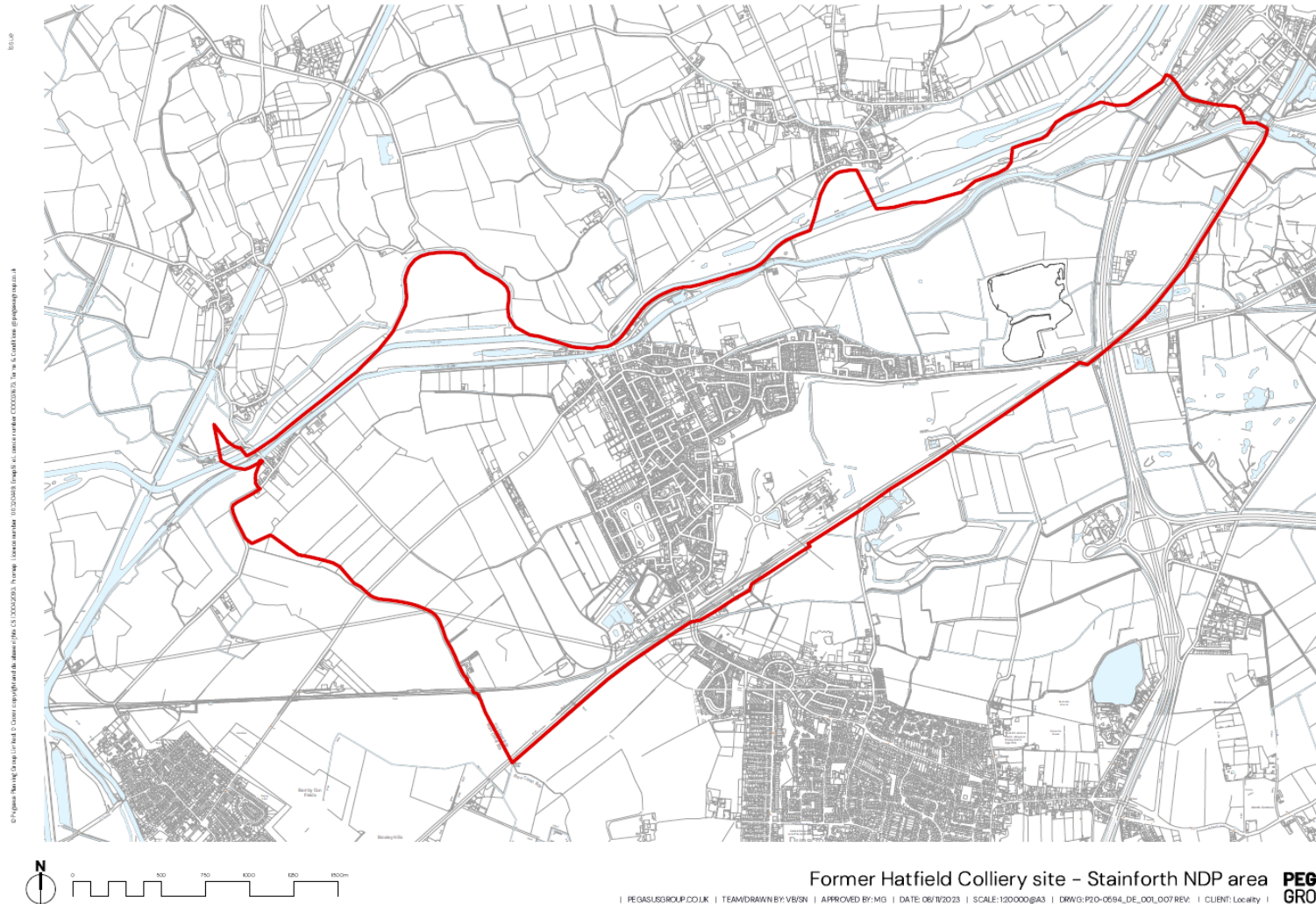
- 1.1. Neighbourhood Development Plans (NDPs) were introduced through the Localism Act 2011 to give local people a greater say in planning decisions that affect their area. NDPs are neighbourhood level planning policy documents with policies designed to reflect the needs and priorities of local communities.
- 1.2. NDPs can identify where development should take place, set out local design principles so that buildings respond positively to local character and protect important facilities, historic buildings, the natural environment and open spaces. They are an important part of our planning system because planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. Made (adopted) NDPs are part of the local statutory development plan for their area.
- 1.3. A NDP can cover a range of planning related issues or just have one, single policy. This document has been prepared building on the Issues and Options consultation in 2019 and the formal Regulation 14 in 2022. The NDP includes a wide range of policies and allocations. It was originally envisaged that the NDP would be supported by a Neighbourhood Development Order (NDO) for the former Hatfield Colliery Site. This element is not being taken forward following consideration of consultation comments upon earlier iterations of the NDP.
- 1.4. It is important to remember that NDPs cannot be prepared in isolation. They must be 'in general conformity' with local strategic planning policies – in this case, the strategic policies in the adopted Doncaster Local Plan 2015–2035. NDP policies should also have regard to national planning policy, as set out in the National Planning Policy Framework (NPPF)¹ which was revised in December 2023 and other National Planning Practice Guidance, Ministerial Statements and Government advice.
- 1.5. All the NDP planning policies must be underpinned by a clear and robust evidence base of local opinion and technical research and, overall, the Plan has to meet a set of 'basic conditions' set out in national guidance.
- 1.6. The NDP is now in its final stages of production known as the 'Referendum'. It has already undergone a statutory 6 week consultation and has been the subject of independent examination. The Examiners Report concluded that the Stainforth Neighbourhood Development Plan should proceed to referendum, subject to the Plan being amended in accordance with several recommended modifications. If more than half of those voting in the 'Referendum' vote in favour of the neighbourhood plan, the plan comes into force as part of the statutory development plan for the area. It is hoped that the NDP will be made in 2024. This process is set out in Figure 1.

¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Figure 1: Stainforth NDP Process



Map 1: Stainforth NDP area



2. A Portrait of Stainforth



Stainforth Town Council Assembly Rooms (Left), Stainforth Resource Centre (Central), Church Road, Stainforth

- 2.1. The Stainforth neighbourhood area lies between the Stainforth and Keadby Canal to the north and a rail line to the south. Stainforth is a small town located about 7.5 miles to the northeast of Doncaster within the local authority area of Doncaster Council. The town is a former mining community, and the neighbourhood area includes built heritage assets associated with the former Hatfield Main Colliery.
- 2.2. The neighbourhood area extends over 898 hectares in total and comprises the largely built-up area of the town and spoil heaps, and undeveloped areas of open countryside to the northeast and southwest. The M18 slices through the east of the area. A recent link road 'Unity Gate' provides much improved access from Stainforth to J5 of the M18 and M180. Hatfield and Stainforth Station lies just within the neighbourhood area boundary with rail services to Doncaster and on to Sheffield, Scunthorpe and Hull. Whilst the station is an asset for the town access and the station environment is currently poor.
- 2.3. Stainforth originally developed along the Stainforth and Keadby Canal, to the north of the main settlement. The main catalyst for growth was mining and this has left a strong legacy. The coal mining heritage of Stainforth is highly valued by residents of the town. The gradual winding down of the colliery and its eventual closure in July 2015 has brought about massive deprivation and led to generations of unemployment. Whilst the mining heritage remains strong in the community, there is precious little to show its history. The exception is the remaining structures from the former Hatfield Main Colliery site.

- 2.4. The closure of the pit and lack of investment in the town in the past has led to several significant challenges. The following has been taken from the 2016 Public Health England Report² for the Stainforth Ward:

"The deprivation indices for Income, child poverty and older people are all significantly worse than the England average. Child development and GCSE achievement in Stainforth are both significantly worse than the England average. The general bad and very bad health indicators, including long term illness and disability are all significantly worse than the England average."

- 2.5. Despite these challenges there is a strong local sense of community and there have been several major projects in the recent years to help redevelop and regenerate Stainforth. These include S4ALL, a community regeneration group operating from the local library; SERV volunteer group, helping to uplift the town's image by street cleaning and planting flowers around the town. There is also a Stronger Stainforth community group that has been established by Doncaster Council to consult the residents on local issues and how Doncaster and Stainforth Town Councils can help to tackle them.
- 2.6. The Stainforth NDP area had a population of 6,380 usual residents on Census Day 2021 an increase of just 0.16% from the previous census. The population of Stainforth is slightly younger than the Doncaster and national averages. There were 2,684 households on Census Day and of these 47.1% were semi-detached and 30.2% were terraced. Since 2011 there have been several areas of new housing development including the significant King's Park development by Gleeson Homes, which has brought in many new affordable homes into Stainforth.
- 2.7. Local schools include Kirton Lane primary, Long Toft primary, and Holy Family primary. There is a well-used library and several community centres and halls such as Stainforth Resource Centre, Poulton Close community bungalow, and Stanley Gardens community bungalow. However, many of the community centres are very small in size or aimed solely for the use of the elderly, and it is recognised that Stainforth needs more community centre space, especially for children and young people.
- 2.8. Shopping facilities are provided in small local parades around the residential areas, for instance One Stop, and the town centre area along Church Road where there is a supermarket (ASDA) and a range of local shops, cafes, and other businesses.
- 2.9. Stainforth has 13 Listed Buildings, all Grade II, and the neighbourhood area includes several areas of wildlife value including part of a Local Nature Reserve, several Local Wildlife Sites and part of a Nature Improvement Area. South Bramwith also falls within the Neighbourhood Plan. This area also has a cluster of listed and historic buildings. The grounds in front of Bramwith Hall are also designated a local historic park and garden³.
- 2.10. The NDP provides an opportunity to continue this approach of community led regeneration by allowing the local people to have a say in the town's development. In addition, a successful bid was submitted for funding under the Towns Fund

² http://www.localhealth.org.uk/GC_preport.php?lang=en&codegeo=E05010744&nivgeo=ward_2016&id_rep=r03

³ This is private land and the designation is a heritage designation which does not give any right of access.

(<https://townsfund.org.uk/>). This funding provides an opportunity to make some of the regeneration aims and goals of the NDP a reality.

- 2.11. The Local Plan for Doncaster provides a significant amount of evidence which is relevant for the Stainforth NDP. For planning purposes, the Local Plan links Stainforth with the neighbouring settlements of Dunscroft, Dunsville and Hatfield. This cluster of settlements is identified as one of 7 Main Towns (large settlements outside of the Main Urban Area) across the local authority area of Doncaster.
- 2.12. The Local Plan also identifies a large mixed-use allocation between the settlements of Stainforth, Dunscroft, Dunsville and Hatfield. This allocation, called the Unity Regeneration Project, is proposed to include housing and employment as well as a new direct link to J5 of the M18. Large parts of this project already benefit from an existing outline planning permission.

3. Consultation

- 3.1. Stainforth Town Council applied to Doncaster Council for designation of the neighbourhood area as shown on Map 1 on 9th November 2017. The Stainforth Neighbourhood Plan area covers the whole of the parish of Stainforth and was approved by Doncaster Council on 11th June 2018 (see map 1).
- 3.2. A steering group of town councillors, business representatives and community representatives was set up September 2017 to oversee the preparation of the NDP on behalf of the town council. The group meets approximately monthly and reports back to the town council on progress and for decision making at key stages.
- 3.3. A dedicated NDP website was set up in February 2018 and this provides up to date information for all about the progress of the NDP and details of how local people can be involved. The website address is <https://www.stainforthneighbourhoodplan.org.uk/>.

Table 1: Consultation Activity

Consultation Activity	Date	Purpose	Outcome
Household Questionnaire Survey	December 2017 – July 2018	To seek the opinion of the local community on 13 key issues raised by the neighbourhood plan committee	10% return
Issues and Options Stakeholder Focus Event	Saturday 27th October 2018	Short focus event for local stakeholder groups to consider the results of the household questionnaire survey and agree the key themes and priorities for the NDP	
Issues and Options Public Consultation	Friday 22nd March 2019 – Tuesday 30th April 2019	To receive feedback on the Issues and Options document	It demonstrated that local people and stakeholders supported the proposed approach in the NDP

Call for Sites	26th July – 3rd September 2021	To identify if any further sites within Stainforth should be considered as allocations in the NDP	One site was submitted through this process
Regulation 14 Pre-submission consultation	28th March 2022 – 9th May 2022	To allow people to see the Neighbourhood Plan and make comment.	This consultation elicited 172 responses. Using just written responses there is 99.7% support for both the NDP and the NDO subject to modifications.
Regulation 16 statutory 6 week consultation	25 th January 2024 – 7 th March 2023	Statutory consultation upon submitted plan.	This consultation elicited 12 responses and the responses were taken into consideration by the independent examiner.

4. Vision and Objectives

- 4.1. Our Vision and Objectives for the Stainforth NDP are set out below and have been revised and updated following the responses to the consultation on Issues and Options:

Vision for Stainforth

In 2035 Stainforth will be a vibrant and sustainable community. Residents will enjoy a high quality of life with good access to attractive open spaces, waterways, and recreational areas, as well as community facilities and local employment opportunities. The choice of housing will have been diversified providing affordable and energy efficient house types and sizes for existing and new residents. Stainforth will enjoy good accessibility for all, with public and private transport linkages to neighbouring settlements and larger towns and cities including Doncaster, and a safe network of walking and cycling routes linking communities across the area.

The area of the former Hatfield Main Colliery will have been regenerated preserving the mining heritage of the town alongside a mix of uses including a country park. This regeneration will reconnect the residents of Stainforth with its proud past and provide opportunities for local entrepreneurship and healthy living.

NDP Objectives

Objective 1: To protect and enhance local mining heritage through the creation of a heritage centre and country park linked to the old pithead site.

Objective 2: To support a wider range and choice of housing in the area through high quality residential housing development.

Objective 3: To improve accessibility for all, including provision of a new footbridge linking residential areas to Hatfield and Stainforth Station and a new network of walking and cycling routes throughout the area.

Objective 4: To support health and wellbeing through improved accessibility and enhancing existing local green spaces.

Objective 5: To support new community and leisure development for the benefit of all.

Objective 6: To support suitable new development or uses for derelict and abandoned sites and buildings.

- 4.2. The following sections set out the draft planning policies for Stainforth NDP under the following key themes:

- Improving Housing Choice

- Improving Accessibility for All
- Supporting Health and Wellbeing
- Local Development Opportunities
- Former Hatfield Main Colliery

- 4.3. The policies will be applied in the consideration of any relevant planning applications submitted within the designated Stainforth NDP area. These policies are necessarily wide ranging in their scope, and taken together, will help to deliver sustainable development within the NDP Area. The NDP Proposals Map is provided at the rear of this document.
- 4.4. A NDP has the same legal status as the Local Plan once it has been agreed at a referendum and is made (brought into legal force) by the local planning authority. At this point it becomes part of the statutory development plan. Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Therefore, the NDP planning policies will have significant weight in future planning decisions made by Doncaster Council.

5. Improving Housing Choice



Kings Park Development, Stainforth

- 5.1. Stainforth is a small town with around 2,700 households. Housing in the area was largely developed to provide accommodation for workers at the former Hatfield Main Colliery and much of it dates from the 1930s to the 1950s. More recent developments include King's Park by Gleeson Homes, which has brought many new affordable homes into Stainforth.
- 5.2. The new Local Plan for Doncaster identifies that for planning purposes Stainforth sits in a larger area which also includes Hatfield, Dunscroft and Dunsville. This area is identified as a Main Town in the settlement hierarchy. The Local Plan identifies that Main Towns will be a focus for substantial housing growth. The Local Plan allocates 1,968 dwellings over the plan period (up to 2035) across the Main Town. Most of these dwellings already have planning permission.
- 5.3. As well as existing planning permissions the Doncaster Local Plan identifies several housing allocations within the Main Town of Stainforth, Hatfield, Dunsville and Dunscroft. By far the largest is the allocation and permission of the mixed-use site (including housing) site (DN7 Initiative / Unity Regeneration Project). This site includes the former Hatfield Main Colliery which lies within the Stainforth NDP area. Overall, the scheme forms a very large urban expansion site extending to 428.4 hectares. The Local Plan (Policy 69) indicates that the

site is capable of accommodating 3,100 dwellings and a number of employment units as part of a mixed-use scheme (as per the outline permission). Unity is a priority for the South Yorkshire Mayoral Combined Authority (SYMCA) and the project forms part of the £320m SCR Infrastructure Fund which has also delivered a 2.9km link road from J5 of the M18. Masterplanning work has been carried out involving Doncaster Council, the Homes and Communities Agency and the principal developer.

Additional Housing

- 5.4. A Housing Need Assessment has been produced for Stainforth to identify if housing in addition to that provided through the Local Plan is justified. This assessment concludes that additional housing provision within Stainforth is in general conformity with the strategic policies of the Doncaster Local Plan and could assist in addressing a need for 'aspirational' properties in the town, which have been identified as larger detached and family style housing (of 3-,4-bedrooms or more) and bungalows. This housing growth would be complimentary to the wider housing proposed as part of the Unity Regeneration Project, and policy SNPO4 housing allocation identifies the site 'land off Waggons Way' for the residential development of approximately 210 dwellings.
- 5.5. This conclusion is consistent with the NDP public consultation on the Issues and Options report which showed that the public would like to see more quality housing in Stainforth. This would encourage local people to move up the housing ladder within the town and remain involved in the community, rather than moving out to more affluent areas where such housing options are already available. This would also help to balance the housing offer in the town and encourage inward movement of home owning working age adults.
- 5.6. New housing proposals should therefore contribute to the future economic prosperity and social sustainability of the town, providing a mix of housing to include larger units for local families and those wishing to move into the town to support shops and services. Most of the new housing not allocated within the Doncaster Local Plan within the NDP boundary will be provided at the former Hatfield Main Colliery site (see section 9, SNPO4). However, small windfall housing sites will be supported provided they are located within the Residential Policy Area⁴ and conform with Policy 10 of the Doncaster Local Plan 2015 to 2035 as well as Policy S1 below.

House Types and Sizes

- 5.7. The 2021 Census information shows that Stainforth already has a relatively high proportion of terraced and semi-detached houses and a relatively low proportion of detached properties, compared to the average for Doncaster. Table 2 shows that 13.8% of households lived in detached houses in 2021. The most common house type was semi-detached (47.1%). 30.2% of households lived in a terraced or end of end of terrace property. Most homes have fewer bedrooms than the Doncaster average, with only 9.9% having 4 or more bedrooms, compared to 16% across the district.

⁴ As identified by the Doncaster Local Plan

Table 2. Accommodation Type

	Stainforth Parish		Doncaster LA	
	Households	%	Households	%
Detached	370	13.8	32,223	24.1
Semi-detached	1,263	47.1	60,700	45.5
Terraced	810	30.2	28,207	21.1
In a purpose-built block of flats or tenement	136	5.1	8,534	6.4
Part of a converted or shared house, including bedsits	11	0.4	1,670	1.3
Part of another converted building, for example, former school, church or warehouse	13	0.5	455	0.3
In a commercial building, for example, in an office building, hotel or over a shop	17	0.6	842	0.6
A caravan or other mobile or temporary structure	64	2.4	849	0.6

Source: Census 2021

- 5.8. In terms of tenure, Table 3 shows that nearly half of households (46.8%) were in owner occupied accommodation, compared to 62.8% in Doncaster and 33.6% were in socially rented accommodation in 2021 (17% Doncaster), 18.8% (19.4% Doncaster) were privately renting their house.

Table 3. Tenure

	Stainforth Parish		Doncaster LA	
	Households	%	Households	%
Total: All households	2,682	100	133,480	100
Owned	1,254	46.8	83,883	62.8
Shared ownership	5	0.2	563	0.4

Social rented	901	33.6	22,694	17.0
Private rented	505	18.8	25,941	19.4
Lives rent free	17	0.6	399	0.3

Source: Census 2021

- 5.9. These figures demonstrate a very different offer in Stainforth from housing tenure and types in Doncaster Borough as a whole. Little has changed since the publication of the 2019 Doncaster Housing Need Study⁵ which set out that:

"the majority of housing in Doncaster is privately owned with 15% of stock being Council-owned. 65% of households are owner occupiers, 15% are privately rented, and 18% are in social rent. Almost half (45%) of all housing in both Stainforth and Doncaster Borough is semi-detached houses or bungalows. There are, however, far fewer terraced properties in Doncaster Borough compared to Stainforth. Conversely Stainforth has far fewer detached properties than the borough 12% and 23% respectively".

- 5.10. The Town Council would like to see a wider range of housing choice provided in Stainforth in the future, including more expensive, larger, detached units suitable for higher earners and larger families, which are currently difficult to find in the area. There are concerns that some residents are leaving Stainforth when they are unable to find the type and size of house needed. In addition, the Town Council would like to attract new residents to the area to support local shops and services and to support a sustainable future for the town.
- 5.11. The 2019 Doncaster Housing Needs Study identifies a strong aspiration and expectation for Bungalows within the Main Town of Dunscoft / Dunsville / Hatfield / Stainforth, particularly those with 3 or more bedrooms. This is considered an important element of the future housing mix in Stainforth.

Table 4. Aspiration and Expectation for Bungalows in Doncaster and Main Town of Dunscoft / Dunsville / Hatfield / Stainforth

Type and size	Current Dwelling (%)		Aspiration (%)		Expectation (%)	
	Doncaster	Main Town	Doncaster	Main Town	Doncaster	Main Town
Bungalow 1/2	26.5	26.7	43.2	47.6	41.7	50.0
Bungalow 3+	10.9	17.1	22.5	33.3	25.1	50.0

Doncaster Housing Needs Study (2019) Table 6.1

⁵ <http://www.doncaster.gov.uk/services/housing/our-housing-plans-2>

- 5.12. New housing proposals should therefore contribute to the future economic prosperity and social sustainability of the town, providing a mix of housing to include larger units for local families and those wishing to move into the town to support shops and services.

Policy S1 New Housing Development

Residential development will be supported within the Residential Policy Area⁶ and on residential Allocations⁷ providing all the following criteria are met:

1. Contamination and pollution issues have been fully addressed to ensure the site is suitable for residential use in accordance with the requirements of Policy 55 of the Doncaster Local Plan This will include taking account of ground conditions and any risks arising from land instability and contamination arising from mining activity, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
2. New housing is of a high-quality design, with scale, height, massing and use of materials which reference and enhances the existing local character of housing in the immediate vicinity as well as meeting the requirements set out in Policy 41 and where relevant, Policies 42 and 44 of the Doncaster Local Plan..
3. Houses are accessible to all and capable of adaptation over time to meet the changing needs of occupiers;
4. Suitable and sufficient car parking is provided; as required by Policy 42 (B)(6) of the Doncaster Local Plan.
5. Local residential amenity is protected as required by Policy 42 (A) of the Doncaster Local Plan, and new development does not have an unacceptable impact on neighbouring properties through disturbance from traffic, noise, overlooking etc.; and
6. New housing is not at risk of flooding and schemes can demonstrate they will not increase the risk of flooding elsewhere in accordance with national policy, Policy 57 of the and Doncaster Local Plan policies. Schemes that promote resource, water and energy efficiency and incorporating low carbon energy technologies which exceed the requirements of Building Regulations are particularly encouraged.

Housing Proposals outside of these locations will not generally be supported.

- 5.13. Policy S2 sets out the types and sizes of housing which should be provided in Stainforth NDP area over the plan period (up to 2035).

⁶ As defined and designated by the Doncaster Local Plan

⁷ As defined by the Neighbourhood Plan and Doncaster Local Plan

Policy S2 Improving Housing Choice

All proposals for new housing development must demonstrate how they contribute to providing a wider housing choice in Stainforth, taking into account the current mix of tenures, types and sizes of dwelling in the neighbourhood plan area or justify why the proposal cannot deliver that widened choice of housing provision

Particular support will be given to appropriately located proposals comprising aspirational bungalows and/or larger detached and family style housing (of 3-,4-bedrooms or more). This is to improve local choice and to help maintain and support local services.

6. Improving Accessibility for All



Hatfield and Stainforth Railway Station (Right) with Hatfield Main Colliery Head Gears and Conveyor system (Left), Stainforth

- 6.1. An important aspect of sustainability includes reducing reliance on the private car by ensuring new development is accessible to public transport and supports more walking and cycling, particularly for short journeys. Such initiatives not only assist with reducing carbon emissions and improving air quality but also support healthy lifestyles by promoting exercise.
- 6.2. Good transport planning should encourage and promote accessibility for everyone. It should enable people to have a choice of different transport modes and should make local facilities easily accessible to people walking, cycling and using public transport. It is imperative that new developments provide a wide choice of travel modes including infrastructure that supports walking and cycling and that this is reflected in policy. Reliance on cars as a mode of transport results in congestion, poor air quality, increased noise pollution and reduction in the perception of safety for pedestrians and cyclists. This has a negative effect on health contributing to increased incidences of lung and heart disease, asthma in children and a reduction in physical activity levels. This need of improved

accessibility to more sustainable transport is seen within Policy 12 of the Local Plan in which supports proposals in which improve both rail and bus transportation.

- 6.3. Improving accessibility so that residents in Stainforth can access employment and training opportunities, as well as shops, community facilities and open spaces is a priority for the Town Council. Although many local facilities within the town could be considered accessible to residents, several man-made and natural barriers including the rail line, motorway, river and canal impact on accessibility to surrounding areas, towns and cities. Even where local facilities are located close to residential areas, residents with cars may prefer to drive where walking and cycling routes are considered unsafe or unattractive.
- 6.4. Stainforth is fortunate to have a rail station (Hatfield and Stainforth Station) which has direct and frequent services to Doncaster and from there via the East Coast Main Line to London and via Trans-Pennine express to Manchester. Other destinations from Hatfield and Stainforth Station include Hull, Sheffield and Scunthorpe.
- 6.5. Local Bus services from Church Road and Thorne Road include: 84 – Doncaster – Thorne, 84a – Doncaster – Lindholme, 84b – Doncaster – Sykehouse, 87 – Doncaster – Moorends, 87a – Doncaster – Moorends, 457 – Stainforth – Hatfield Woodhouse and AM1 – Amazon – Doncaster.
- 6.6. There are several existing footpaths and public rights of way linking the built-up area to the wider countryside and a canal towpath runs alongside the Stainforth and Keadby Canal. The line of a dismantled railway lies north south linking the spoil heaps to Stainforth East Ings Drain, close to the area identified for a new marina.
- 6.7. A significant issue for the town is the need to make the rail station more accessible and user friendly. Current problems include poor lighting, lack of natural surveillance, poorly maintained pavement, unsafe car park and lack of a ticket office. Lack of access from the Stainforth side results in a very long walk over the railway bridge and down a poorly lit lane. The junction itself is extremely hazardous due to a blind summit and bend over the bridge. All these issues contribute to the station being underused. The NDP provides a significant opportunity to highlight these problems and to promote possible solutions and improvements to support the station and help ensure it is protected and enhanced as a local asset for residents in the future.
- 6.8. The responses to the questionnaire demonstrated that 95.8% of respondents supported the idea of a new footbridge to Hatfield and Stainforth Station from Waggon's Way. The Issues and Options Stakeholder workshop identified the new pedestrian bridge should be located as near to Waggon's Way junction with East Lane as possible and should be well lit and that station improvements should include parking and bus stops (similar to Thorne / Adwick).
- 6.9. From the footbridge there are opportunities to create a new network of walking and cycling routes linking to the shops and proposed country park and mining related heritage assets to the employment opportunities as well as the proposed new housing site. The NDP supports proposals which encourage higher levels of walking and cycling and use of the station and rail services.
- 6.10. Policy S3 supports improvements to local accessibility for all in Stainforth and aims to ensure new development proposals are linked into existing and new networks to encourage more people to walk or cycle as sustainable alternatives to car use.

Policy S3 Improving Accessibility for All

New development should be designed to prioritise walking and cycling. Where feasible, development sites should provide clear walking and cycling links both through the development and to existing and proposed local pedestrian and cycle networks as identified on the proposals map. Suitable provision should be made for safe and secure cycle storage in all schemes.

Development schemes should promote a road hierarchy that prioritises pedestrians, cyclists and those with mobility impairments ahead of vehicular traffic and includes communal spaces which promote opportunities for social interaction, rest and enjoyment.

- 6.11. Policy S4 Station Gateway provides a supportive framework for the much-needed improvements to the train station. The Towns Fund seeks to improve the northern frontage of the station through improved public realm, car parking, bus interchange and streetscape improvements. Policy S4 supports these aims. These improvements would not only enhance the attractiveness of the station to existing residents of Stainforth and the wider Unity Regeneration Project but also improve the experience for visitors. To ensure that the station is fully connected it is important that key walking and cycling routes to destinations within Stainforth are enhanced. This should include the proposed country park, housing allocation and employment opportunities at the former colliery site (see section 9).

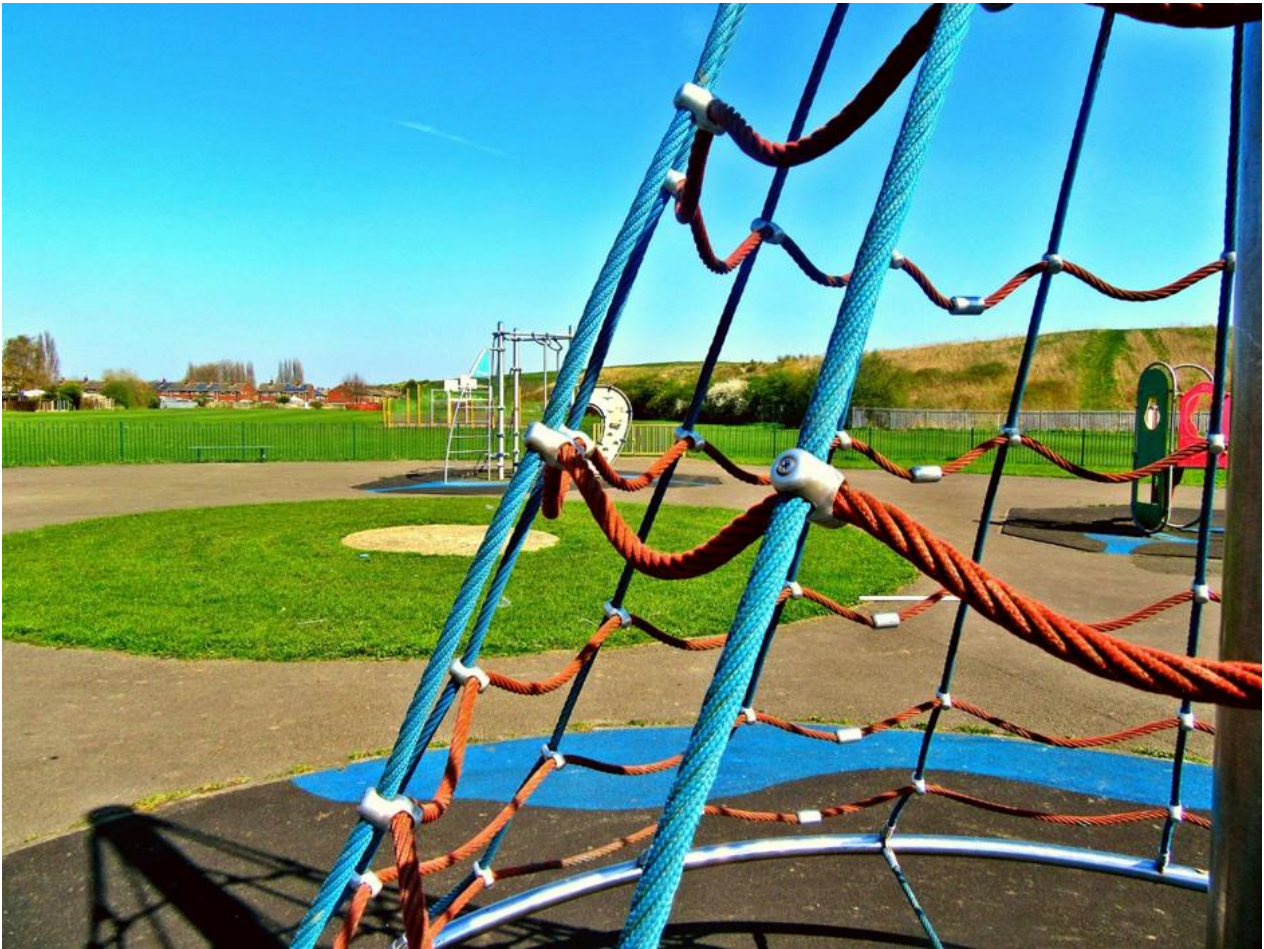
Policy S4 Station Gateway

The following station gateway proposals at Hatfield & Stainforth station will be supported:

1. A new accessible footbridge which spans the whole rail line from 'Waggons Way' to Station Approach;
2. Public realm improvements to the north of the station;
3. Bus interchange located off Waggons Way;
4. New car parking, located off Waggons Way;
5. Cycle and pedestrian linkages to the town and other local destinations, including the country park;
6. Appropriate lighting to discourage anti-social behaviour; and
7. Other improvements would be considered on their merits.



7. Supporting Health and Wellbeing



- 7.1. The need to promote health and wellbeing of our residents is at the heart of the NDP policies and proposals. The 2021 Census provided information about limiting illnesses in Stainforth (see Table 5). This shows that 12% of the population had day to day activities limited a lot and 11% had day to day activities limited a little, 10% reported very bad or bad health. These figures are all worse than their Doncaster wide counterparts.

Table 5. Health and Disability

	Stainforth Parish		Doncaster City Council	
	Residents	%	Residents	%
Total: All usual residents	6,376	100	308,109	100
Disabled under the Equality Act	1,490	23	62,418	20
Disabled under the Equality Act: Day-to-day activities limited a lot	781	12	28,996	9
Disabled under the Equality Act: Day-to-day activities limited a little	709	11	33,422	11
Not disabled under the Equality Act	4,886	77	245,691	80
Not disabled under the Equality Act: Has long term physical or mental health condition but day-to-day activities are not limited	348	5	20,049	7
Not disabled under the Equality Act: No long term physical or mental health conditions	4,538	71	225,642	73
Very good health	2,722	43	136,540	44
Good health	1,948	31	105,090	34
Fair health	1,091	17	45,337	15
Bad health	479	8	16,192	5
Very bad health	132	2	4,945	2

Source: Census 2021

- 7.2. The 2021 Public Health England Stainforth Ward Report⁸ identifies that the percentage of people with bad or very bad health is significantly worse than England average, including over 24% of people with a limiting long-term illness or disability. There are significantly more emergency hospital admissions for all causes compared to district and national averages. With a particular prevalence of Chronic Obstructive Pulmonary Disease. Incidences of Cancer and in particular Lung Cancer are worse than district and England averages. There are also more hospital stays for alcohol related harm and injury than the England average. The number of cases of premature mortality from all causes and in particular relating to respiratory diseases is also significantly above the England average. All these factors point to significant alcohol and smoking related issues in Stainforth.
- 7.3. It is increasingly recognised that planning policies can make a positive contribution to supporting healthy environments and promoting healthy lifestyles. This can be through promoting walking and cycling (see Section 6), protecting valued green spaces and identifying new areas suitable for recreational activities, and protecting local community facilities.
- 7.4. Regular walking has significant benefits it can help to reduce the risk of heart disease, stroke, high blood pressure, improve the flexibility and strength of joints, muscles and bones as well as being beneficial for mental health. Investing in walking can also support

⁸ https://www.localhealth.org.uk/#c=report&chapter=c15&report=r02&selgeo1=ward_2018.E05010744

local economies by increasing footfall, improving accessibility, attracting new businesses and increasing employment levels.

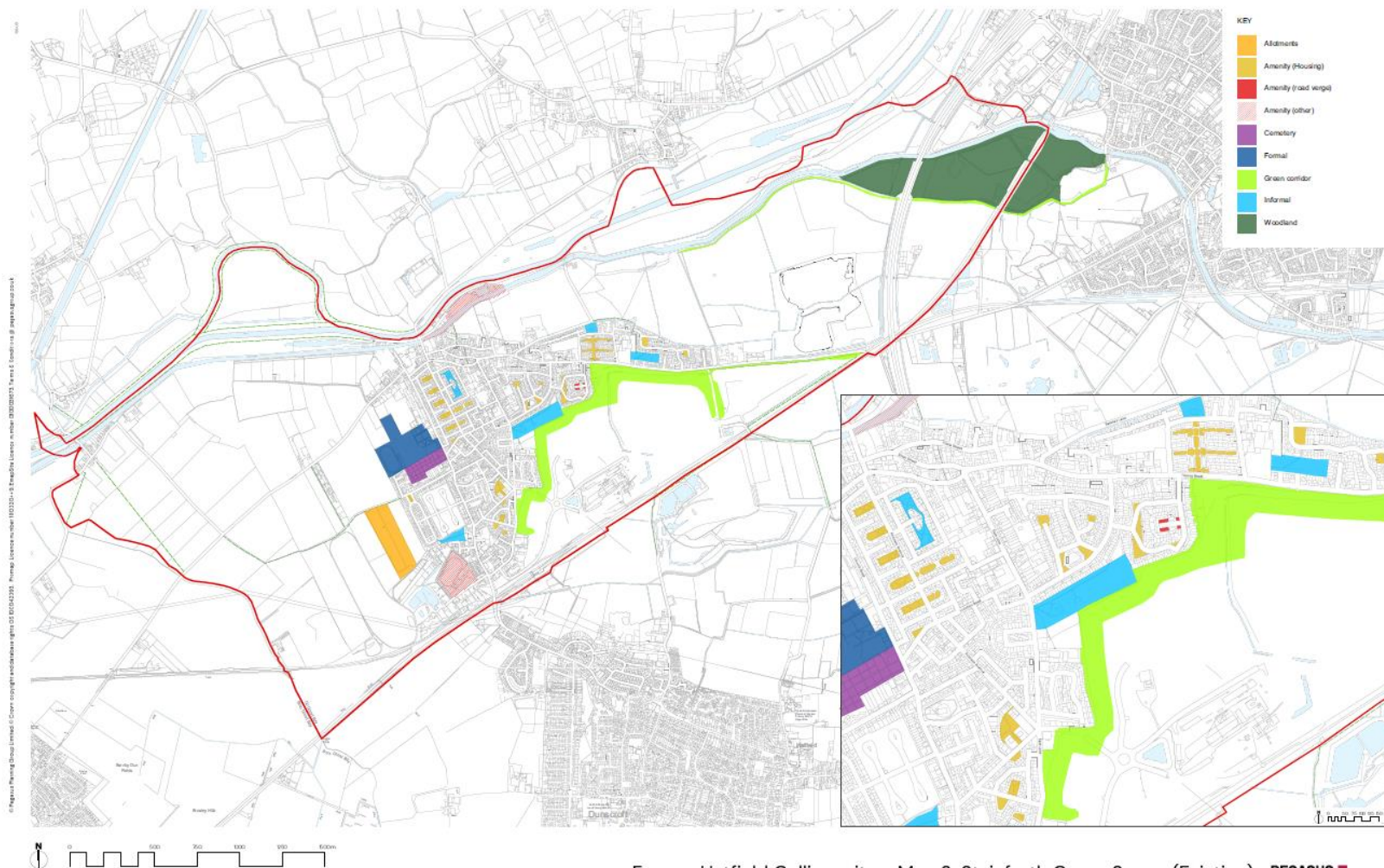
Green Spaces and Recreation

- 7.5. The provision of accessible open space provides opportunities for informal recreation, experience of the Covid-19 pandemic has highlighted how valued these spaces are and the need to ensure they are enhanced and retained. Existing green spaces in Stainforth are considered in Doncaster Council's Green Space Audit 2013.⁹ Map 2 below identifies existing green space in the town, together with their category of use.

⁹ <http://www.doncaster.gov.uk/services/planning/green-space-documents>



Map 2: Stainforth Green Space (Existing)



Former Hatfield Colliery site - Map 3: Stainforth Green Space (Existing)

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- 7.6. The community profile for Stainforth notes that there are a lot of amenity (in housing) sites which when well managed provide a positive appearance to an area. There is also 1 formal green space, 6 informal green spaces, a woodland, a greyhound stadium and a marina / mooring. East Lane, New Park Estate, Miners Welfare and Back Lane have play equipment. Overall, the audit identifies deficiencies in informal, formal and public parks in Stainforth. These deficiencies should be addressed through new development.
- 7.7. The responses to the residents' questionnaire and Issues and Options consultation demonstrated support for improvements to open space provision in Stainforth, including more sports facilities and usable green space in Stainforth. The creation of a country park on the former colliery site was identified as particularly important.
- 7.8. Policy 28 of the Doncaster Local Plan identifies that in sites of 20 family dwellings or more 10-15% (15% in the case of Stainforth) of the site should be provided to benefit the development itself. If the site is adjacent to a large open space, such as a public park, the request may be in the form of a commuted sum equivalent to 15% of the market land value. For sites of 10 to 20 family dwellings a commuted sum of 15% of the market land value will be requested to improve open spaces within the vicinity of the development. The Town Council considers these requirements to be proportionate and applicable to development in Stainforth and as such does not seek to amend these requirements.
- 7.9. Policy S5 protects existing open spaces and recreation facilities and provides a supportive planning framework to promote investment in improved and new facilities as part of measures to support health and wellbeing. Allocation SNPO1 seeks to improve open space provision through the creation of a Stainforth Country Park. This would promote active recreational activities with suggested facilities including miniature sized railway, tennis courts, picnic space, a mini maze, ponds, biking trails, lakes and trees and a scenic walk.

Policy S5 Protecting and Enhancing Open Spaces and Recreational Facilities

- 1) Open spaces and recreational facilities as identified on the Doncaster Local Plan Proposals Map are protected from non-open space development. Proposals involving the loss of any open space identified will only be supported where:
 - a) Enhanced provision can be made within the immediate area, and
 - b) Where community support can be demonstrated via public consultation
- 2) To address local needs new major residential development will provide or improve open space provision within Stainforth. The quantum of open space will be provided in accordance with Policy 28 of the Doncaster Local Plan and in the case of the schemes of between 10 and 20 family houses, a commuted sum toward the improvement of open space provision in Stainforth will be expected.
- 3) Proposals for new and improved outdoor sport provision and recreation facilities, including informal, formal and public provision and children's play areas, will be supported provided that they:
 - a) Are designed to be accessible to all;
 - b) Will serve needs of different user groups; and
 - c) Ensure impacts on residential amenity are minimised

New development proposals should provide safe walking and cycle routes to new onsite, and existing adjacent open spaces

Community Facilities

- 7.10. Stainforth has a range of local services and community facilities. These include Town Council offices, the community library, the Resource Centre, Long Toft community centre, the Credit Union, the Post Office, Poulton Close community bungalow (Phoenix Centre), The Hope Centre, catholic community hall, Tae Kwon Do club, the Youth Club, Hatfield Main Club, Central Club, Stanley Gardens community bungalow, Filed Road Surgery, and Doncaster College offices and training rooms. These facilities provide vital services, enable community interaction, and provide essential health and well-being services. They form integral elements of the town.
- 7.11. Over 90% of respondents to the questionnaire supported more community and leisure space in Stainforth. A key deficit identified through the consultation was a lack of facilities for younger people. At the Issues and Options stakeholder event suggestions included investment to provide a skate park similar to the facility at the Miners' Welfare and to create a health and leisure campus on the Miners' Welfare.
- 7.12. Stainforth Town Council have voted to give a 99-year lease for the local charity S4ALL Ltd to build the new community hub on the site where there is currently a playground. Whilst this involves the loss of an open space it will make way for enhanced facilities in accordance with Policy S6 above. A new playground will be provided closer to the MUGA and the Skatepark. S4ALL were also invited to manage the site to create a holistic Health and Leisure Campus for the people of Stainforth, thus regenerating what is currently a run down and under-used facility.



- 7.13. Policy S6 protects existing community facilities and provides a supportive planning framework to promote investment in improved and new facilities as part of measures to support health and wellbeing.

Policy S6 Protecting and Enhancing Local Community Facilities

Protected Local Facilities

The following local community and health facilities and amenities, as shown on map 3 and the proposals map, are of recognised importance and should be retained in their current use:

- CF1: Doctors Surgery,
- CF2: Library Building,
- CF3: Youth Club,
- CF4: Resource Centre,
- CF5: Pavilion

The loss of other community facilities as identified within the Loss of Community Facilities and Open Space SDP¹⁰ will be assessed in line with policy 51 of the Local Plan.

The change of use of these existing facilities to other uses will not be permitted unless the following can be demonstrated:

- a) The proposal includes alternative provision, on a suitable site within the town of Stainforth, of equivalent or enhanced facilities which are accessible by walking and cycling and have adequate car and cycle parking;
- b) Developers can provide clear evidence of local community support for any loss and subsequent re-provision of facilities, including through community consultation; and
- c) The existing use has been discontinued and there is no longer an identified need or demand for the facility, in line with the requirements of Policy 51 of the Local Plan.

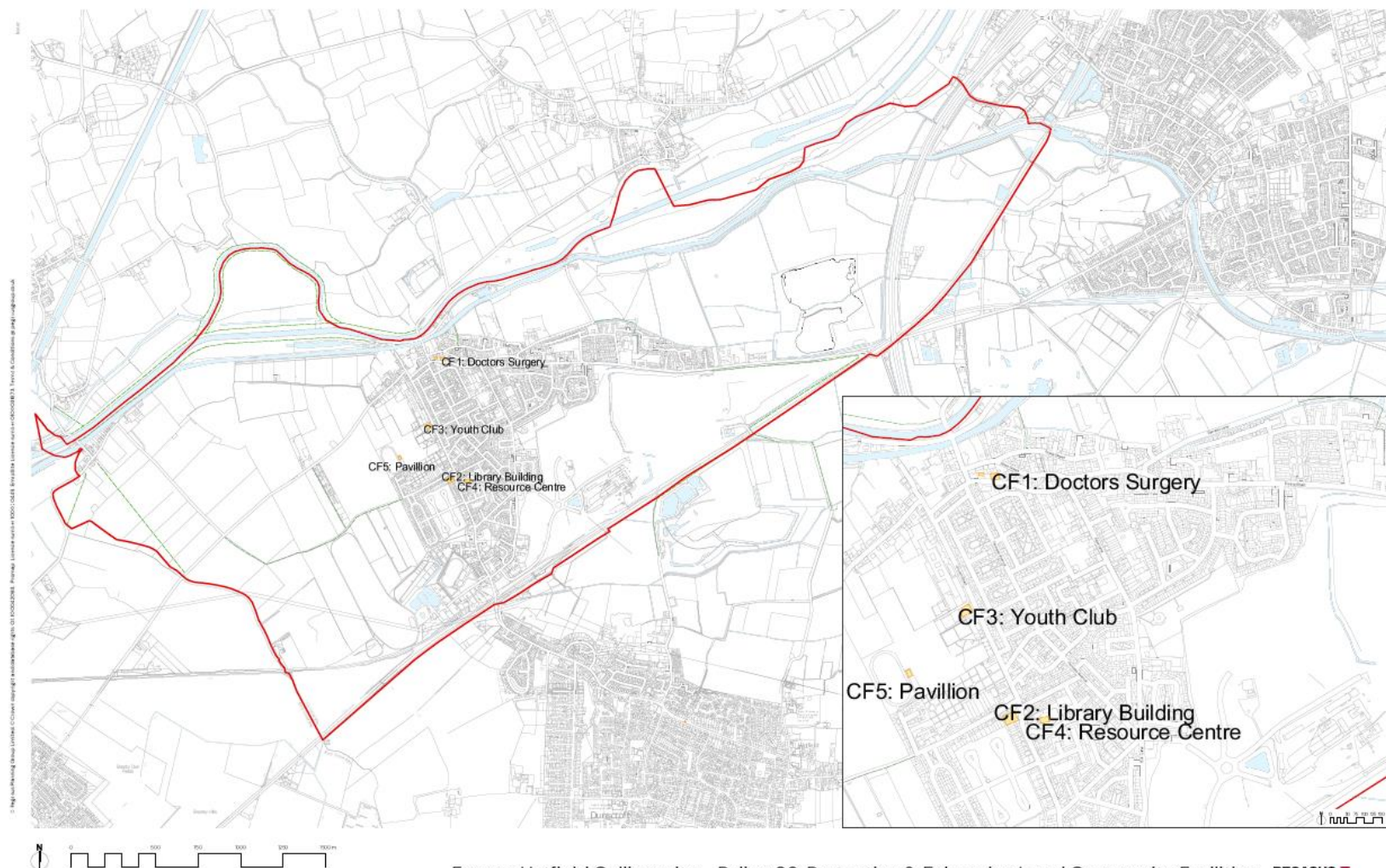
New Facilities

The enhancement of existing, or provision of new recreational, community and education facilities by new development proposals will be supported.

10

<https://dmbcwebstolive01.blob.core.windows.net/media/Default/Planning/Documents/LDF/SPDs/Loss%20of%20Community%20Facilities%20and%20Open%20Space%20SPD%20-%20Adopted%20August%202023.pdf>

Map 3: Policy S6: Protecting & Enhancing Local Community Facilities



Former Hatfield Colliery site – Policy S6: Protecting & Enhancing Local Community Facilities

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Promoting Healthy Eating

- 7.14. The Doncaster Council 'Hot food takeaways: an evidence review for Doncaster' provides evidence which underpins a restrictive approach to hot food takeaways within the Doncaster Local Plan. This report found that whilst evidence upon the link between obesity and the density of hot food takeaways remains relatively under-developed there are some concerning trends.
- 7.15. These concerns revolve around high levels of deprivation in Doncaster, high obesity levels and high numbers of takeaways. The evidence notes that at a population level in the UK increased access to fast food outlets has shown to amplify inequalities. These factors combined give rise to serious concern at a local level regarding the impact of hot food takeaways on human health.
- 7.16. Over 89% of the population within Doncaster live within 1km of a hot food takeaway (2015). Within Stainforth, whilst marginally better, it is over 83%. Across the Stainforth and Barnby Dun ward nearly 1/3rd of all year 6 children is overweight and nearly 20% are obese. Given these worrying statistics the policy approach within the Doncaster Local Plan to hot food takeaways is supported¹¹.
- 7.17. The NDP builds upon this evidence by noting the high prevalence of takeaways within the town. A recent survey of town centre uses identifies 20 premises which sell hot food within the town. Within the identified town centre (as identified on the Doncaster Local Plan proposals map) 50% of the premises are currently occupied by takeaways. This has a negative impact upon the vibrancy and vitality of the local centre and does not assist the obesity issues experienced in the town.
- 7.18. The neighbourhood plan seeks to stop the further proliferation of such uses by ensuring that they are in areas which will limit potential amenity conflicts and also by limiting the number of takeaways in these locations. Policy 24 of the Doncaster Local Plan identifies that hot food takeaways should only be permitted where no more than 10% of units within any parade of Main Town Centre uses should be used as takeaways and the number of approved takeaways within a ward is less than the UK national average per 1,000 population. The Town Council agrees with this policy and as such does not seek to alter these requirements. However, for the purposes of the Stainforth NDP the relevant parades of Main Town Centre uses are the Town Centres as on the proposals map, replicated on map 4 below.

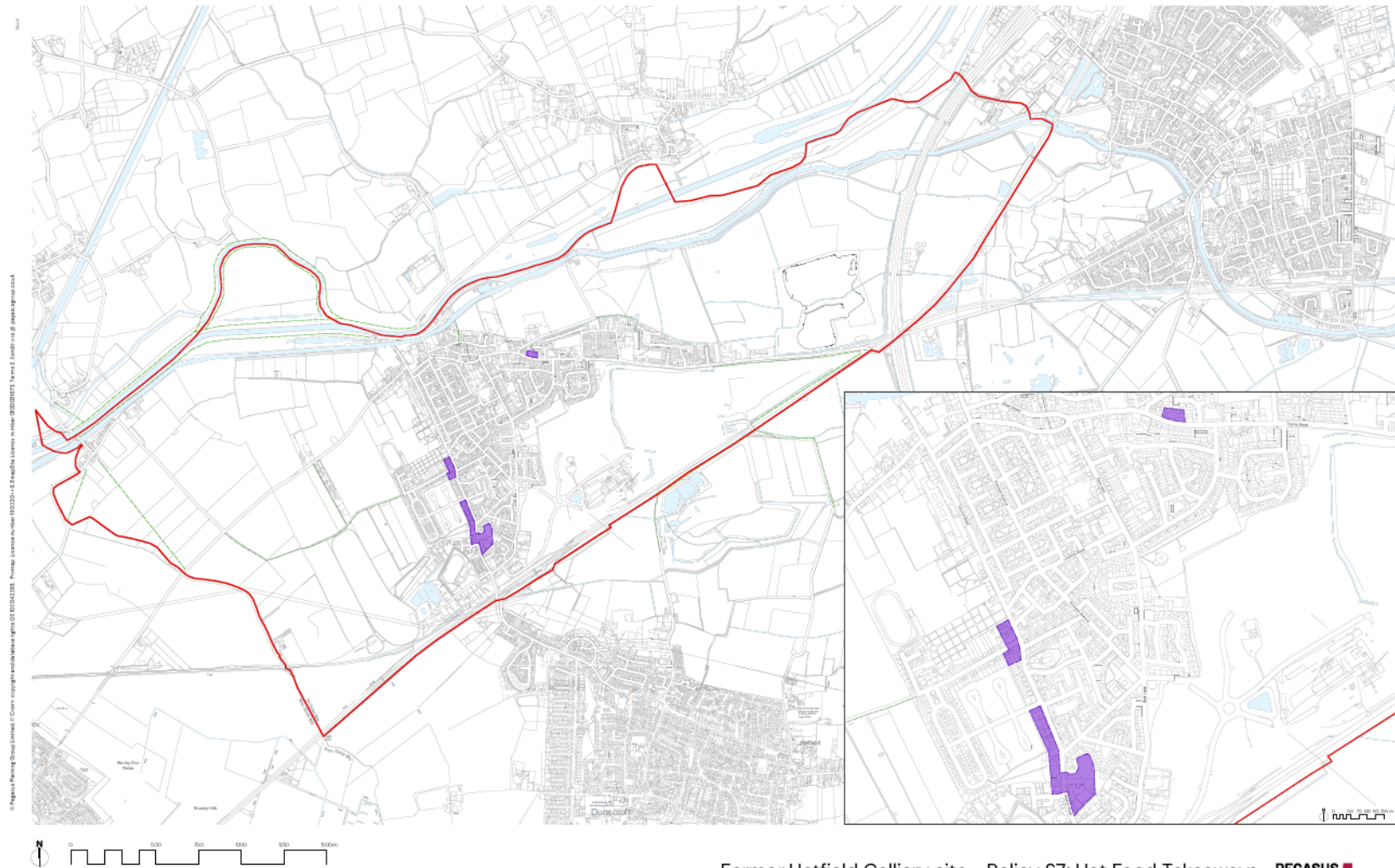
Policy S7 Hot Food Takeaways

Proposals for Hot Food Takeaways will only be supported where they are located within the network of centres, as identified by the Doncaster Local Plan Proposals Map, and they meet the conditions identified by Policy 24 of the Doncaster Local Plan.

Proposals outside of these areas will be resisted.

¹¹ Doncaster Council (2019): Hot food takeaways: An evidence base review for Doncaster

Map 4: Policy S7: Hot Food Takeaways



8. Local Development Opportunities



Vacant waste land opposite ASDA, Station Road, Stainforth

- 8.1. Stainforth has several vacant sites and buildings which detract from the town's attractiveness and can be targets for vandalism and fly tipping. However, these sites could also be seen as investment opportunities for new development which contributes to the town's regeneration and renewal.
- 8.2. 82.0% of the respondents to the questionnaire saw derelict and neglected buildings and waste land in Stainforth as a problem. Several sites were identified at the Issues and Options Stakeholder workshop, these were identified as potential development opportunities and are shown on map 5 and the policies map.
- 8.3. The Issues and Options consultation showed that derelict and neglected buildings and waste land are a problem within Stainforth and the redevelopment of these is supported. The Town Council would like to see pressure put upon site owners to bring the sites forward for development, or at the very least ensure these are tidied up and maintained so that they do not cause a negative visual impact on the surrounding area.
- 8.4. From the sites identified 'East Lane House' is an undeveloped housing allocation within the Doncaster Local Plan 2015 to 2035 for 10 dwellings (site ref: DDHSO3) and as such development is anticipated over the NDP period. The site at 'Station Road

Shops' is within an identified Local Centre within the Doncaster Local Plan and as such Main Town Centre uses should be retained. However, the site could be improved through shopfront improvements. The 'Land adjacent to Asda' which is a vacant area of land partially within the Residential Policy Area and Local Centre within the Doncaster Local Plan 2015 to 2035 and as such a wide range of uses are considered appropriate.

- 8.5. The remaining identified sites all fall within the Residential Policy Area, as identified by the Doncaster Local Plan. Whilst residential development is (subject to some caveats), in principle, appropriate on these sites some will be incapable of accommodating such development due to their size and potential residential amenity problems with neighbouring properties. However, a range of other uses which do not conflict with residential amenity may be appropriate. This could include open space both formal and informal, including community gardening sites. These uses would not only benefit the appearance of the site and wider town but could also provide significant health benefits.

Policy S8 Development Opportunity Sites

Proposals to return the derelict or degraded land and buildings identified on the proposals map, or other derelict or degraded land and buildings sites, into productive use will be supported subject to:

- The use being appropriate to the location;
- The development making a positive contribution to local amenity; and
- Meeting other policies in the Neighbourhood Plan and Doncaster Local Plan

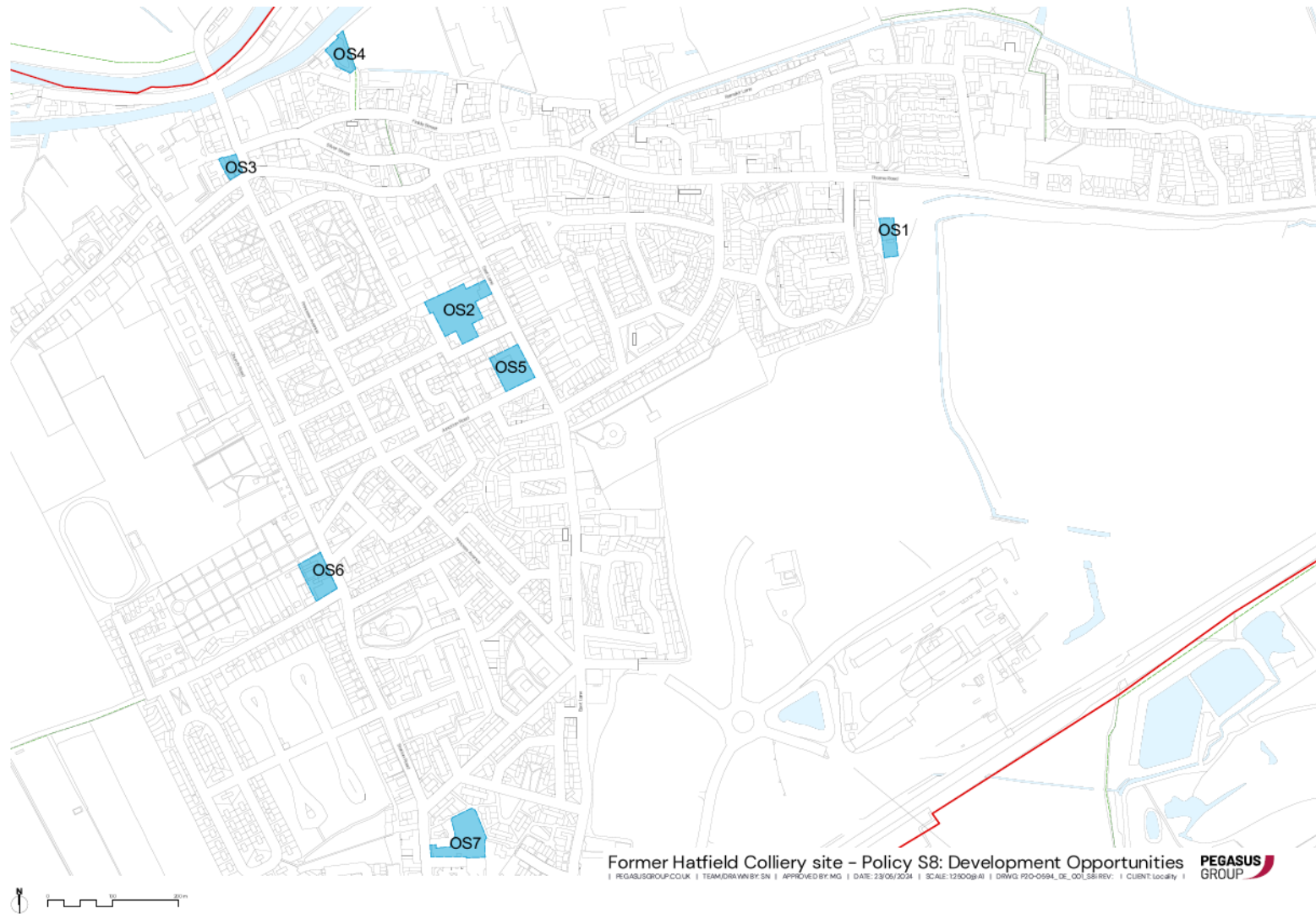
Potential appropriate end uses for the sites identified on the proposals map are identified below subject to meeting all other relevant Neighbourhood Plan and Doncaster Local Plan policies. The development of these sites for other uses will be considered dependent upon all the above criteria being met.

Site Name	Doncaster Local Plan Allocation / Designation	Appropriate Use(s)
OS1: Pumping Station, Thorne Road	Unity Regeneration Project	Mixed-use in association with Unity Scheme
OS2: Area off East Lane / Kenneth Avenue	Residential Policy Area	Open Space, Community garden, Residential
OS3: Hall Road Crook Barn		
OS4: Site adjacent to New Inn		
OS5: East Lane House	Housing Allocation	Residential
OS6: Station Road shops	Local Centre	Main Town Centre Uses

OS7: Land adjacent to Asda	Local Centre / Residential Policy Area	Open Space, Community garden, Residential, Main Town Centre Uses
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Map 5: Policy S8: Development Opportunities





9. **Redevelopment of the Former Hatfield Main Colliery**

- 9.1. The history of Stainforth is intrinsically linked to coal mining and this heritage is highly valued by local residents. Prior to the sinking of the pit, Stainforth was primarily an agricultural area. Once the colliery was sunk in 1911, Stainforth expanded with people coming from Durham, Staffordshire, Lancashire, Derbyshire and indeed all over the country to work in the pit. By 1930 there were 3600 people working in Stainforth, and many houses, shops and entertainment facilities were built. The colliery was the most significant development in Stainforth in recent times. Whilst the mining heritage itself remains strong in the community, there is precious little to show its history.
- 9.2. Today, the colliery site lies vacant and unused and is closed off to public access. The former buildings, including the grade II listed headstocks are located to the south east of the site, on land adjoining the rail line and with access off Waggon Way. There are other areas of slag heaps to the north, west and south. Due to the low-lying character of the surrounding area, the headstocks and winding houses are a local landmark, visible from the M18 motorway, railway, other neighbouring villages and the wider countryside. The colliery site is part of the mixed use allocation which seeks to provide recreational facilities through the provision of the Country Park, employment opportunities and housing.
- 9.3. The winding-down of the pit and its eventual closure in 2015 has had profound effects upon the community of Stainforth leading to significant levels of deprivation. The town has some of the worst areas of deprivation in the country, being ranked within the 5% most deprived areas nationally¹².
- 9.4. Areas of concern within the deprivation indices relate to: income, employment, education, childhood obesity, child poverty, and crime. The town also suffers from a poor perception which is not aided by the abandoned colliery. The need for change is clear and the former colliery provides a focus for regeneration and revitalization of the town which celebrates its past.
- 9.5. The Town Council has identified the regeneration and redevelopment of the former colliery site as a key priority. The responses to the consultation upon the NDP identified the importance of bringing the colliery back into meaningful use. To facilitate this the NDP allocates a range of uses on this site, as set out in the following policies.
- 9.6. The site will provide the following uses:
- Country park (Site SNP01),
 - Mix of employment, industrial uses and other uses which could include a training centre and energy related development and associated education,

¹² MHCLG, 2019 Indices of Deprivation



technological and research facilities as well as social, community, recreational, leisure and heritage uses on the Old Pithead Site (Site SNPO2),

- Employment Uses (Site SNPO3), and
- Housing (Site SNPO4)

9.7. These uses were all supported within the consultation upon the NDP. These uses will through sensitive design and appropriate funding ensure that the Grade II listed headstocks are retained and become a visitor attraction in their own right.

9.8. To ensure that the regeneration benefits from the development of the former Hatfield Main Colliery are realised it is important that the different elements of the site are brought forward in a coherent and complimentary manner. In this respect a masterplan outlining how each allocation will be phased and delivered is essential to ensure a clear sense of place is provided. This will ensure a holistic approach to development, mitigating potential impacts and achieving a high quality, well designed and sustainable place. The masterplan must be prepared in consultation with the City of Doncaster Council, landowners, Stainforth Town Council, with the wider engagement of stakeholders and the local community,

9.9. The strategic vision for the former colliery site is set out within this NDP vision for Stainforth, which states:

"The area of the former Hatfield Main Colliery will have been regenerated preserving the mining heritage of the town alongside a mix of uses including a country park. This regeneration will reconnect the residents of Stainforth with its proud past but also provide opportunities for local entrepreneurship and healthy living."

9.10. The key objectives of the vision for the former colliery site are to:

- Preservation and interpretation of the headstocks;
- Provide opportunities for employment and skills;
- Promote healthy and active lifestyles through the provision of the Country Park;
- Enhance recreational opportunities in Stainforth; and
- Improve housing choice.

9.11. The former colliery site sits within the area allocated within the Doncaster Local Plan for mixed-use development, as part of the Unity Regeneration Project. There is an extant planning permission which covers a large swathe, but not all, of the Local Plan allocation. The former colliery site is not included within the boundary of the extant Unity planning permission. It is, however, important that the proposed uses on the former colliery site compliment the extant permission and accord with the Local Plan allocation.



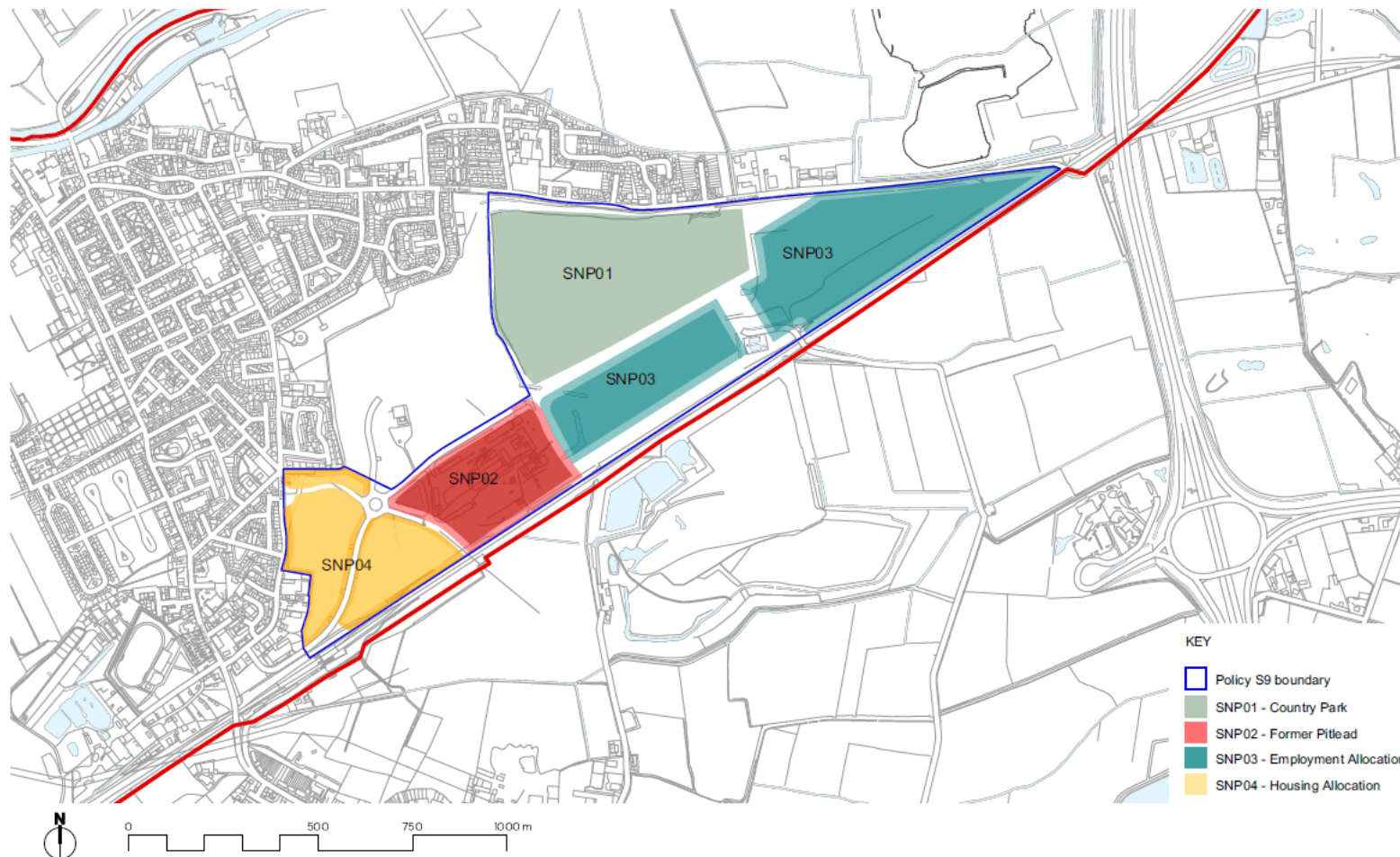
- 9.12. Policy 69 of the Local Plan provides strategic context for the former colliery site identifying a mix of potential uses, including:
- Employment/industrial uses such as business, light industry and distribution/warehousing;
 - Technological, manufacturing or research uses;
 - Ancillary uses including local facilities provided that they are of a scale that is needed to serve the occupiers of the former Hatfield Colliery site;
 - Other uses, including leisure.
- 9.13. The policy also notes that the 'lay-down area' will be a source of spoil to create development platforms (subject to satisfactory contamination investigations) and will then be subject to a restoration and after care scheme.
- 9.14. The NDP allocation must be in general conformity with this strategic policy as well as complimenting the wider Unity Regeneration Project. The NDP responds to the challenges facing Stainforth and the strategic policy context set by the Local Plan by identifying four separate but complimentary allocations, as shown on the proposals map, on the former Hatfield Main Colliery site.



Map 6: Policy SNP01-SNP04: Former Hatfield Main Colliery

10/2023

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Former Hatfield Colliery site – Policy SNP01-SNP04: Former Hatfield Main Colliery

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Holistic Approach to Development

- 9.15. Encouraging growth and redevelopment is an important aspect of this neighborhood development plan. However, it is essential that it is carried out in a thoughtful and balanced approach to ensure that any expansion is sustainable and that potential negative impacts are adequately addressed.
- 9.16. In order to achieve this, the development of a comprehensive former Hatfield Main Colliery wide masterplan exercise will need to be prepared by the developer in consultation between the Council, landowners, Town Council, with wider engagement of stakeholders and the local community. The masterplan area is identified on the proposals map. It should be noted that part of the former colliery site is omitted from the masterplan area as this site already benefits from an extant permission.
- 9.17. The masterplan will ensure a holistic approach to the re-development of the former Hatfield Main Colliery and ensure that the various elements are brought together in a carefully considered and well thought out manner, as opposed to a piecemeal approach which could result in a poorly integrated, disconnected series of developments.
- 9.18. The masterplan will consist of an overall growth plan, and a well-considered placemaking vision and strategy covering areas identified, including the Country Park, multi-use community area, housing, and employment spaces. It will need to demonstrate how the various land uses will be conceptually and physically integrated, particularly in terms of transport connectivity and the creation of a high quality mixed use place. It will need to clearly establish a delivery framework and phasing plan in order to meet these requirements.

Policy S9: Former Hatfield Main Colliery Holistic Approach to Development

In the interests of ensuring a holistic approach to development, mitigating potential impacts and achieving a high quality, well designed and sustainable place, development proposals ,apart from any reserved matters submission pursuant to outline planning application 22/O1934/OUTM, must be informed by comprehensive area-wide masterplanning (henceforth known as the 'masterplan '). The masterplan must be prepared in by the lead developer, in consultation with the Council, landowners, Town Council, with the wider engagement of stakeholders and the local community

SNP01: Stainforth Country Park

- 9.19. This is largely sited upon a large swathe of the lay-down area identified in the Local Plan as a source of spoil to create development platforms for the wider Unity Regeneration Project. Whilst the Local Plan is silent upon the restoration and after



care anticipated, a country park would clearly conform with Policy 69 providing an appropriate after-use which would not only complement the wider Unity Regeneration Project but also assist in encouraging active and healthy lifestyles. The Regulation 14 consultation upon the NDP identified a larger country park, than now proposed. However, due to the lack of funding and a subsequent planning permission (22/01107/FULM) for the erection of a warehouse building on part of the site the scale of the country park has been reduced.

- 9.20. The responses to the resident's questionnaire showed that 93.4% wanted to see a country park created on part of the slag heaps. Suggested uses within the park included facilities such as a miniature sized railway, tennis courts, picnic space, a mini maze, ponds, lakes and trees and a scenic walk.
- 9.21. Doncaster Council's Green Space Audit¹³ identifies that there are no large open spaces within Stainforth and nothing akin to a public park. In addition, the audit also identifies deficits in informal and formal open space. The creation of a country park will not only assist in filling these deficits but will also provide a focus for the regeneration of the town and help tackle the deprivation by promoting active recreational activities. There are numerous successful country parks which have been developed on former colliery sites both within Doncaster and further afield. These include the former Bullcroft Colliery in Carcroft and Frickley Colliery in Pontefract. The former Rossington Colliery site is currently in the process of being regenerated into numerous uses including a country park.
- 9.22. The country park will build on the network of open and green spaces already within Stainforth providing connections between different areas of the town the rail station and beyond. It will include a multi-use community area which will enhance the towns cultural offer, provide interpretation of its former use¹⁴ and other appropriate uses.
- 9.23. The country park will also provide net sustainability benefits to Stainforth and the wider Unity Regeneration Project. This will be via biodiversity net gain, carbon sequestration through additional vegetation, the promotion of sustainable transport and the regeneration of an abandoned site.

¹³ Doncaster Local Development Framework Green Space Audit, July 2013

¹⁴ This should be via a virtual experience

SNPO1: Stainforth Country Park

Site SNPO1, as shown on the policies map, is allocated for the development of a new country park.

To deliver a successful open space, the following elements will be necessary:

- A. Provision of a network of footpaths and cycle routes providing access around the country park, as well as connecting to adjacent development and Stainforth to the railway station, headstocks, employment allocation and recreational opportunities in the park;
- B. Appropriate interpretation of the mining history of the area;
- C. A community outdoor events space sited near the headstocks;
- D. A delivery, management & maintenance plan to identify how the park will be developed and provide continued maintenance of the park;
- E. Appropriate car parking;
- F. The provision of a specific ecological enhancement area to provide a range of new native habitats focused on a new pond at the heart of the area;
- G. Provision of a new landmark feature which will be situated at the highest point of the park as a key focal point and linked to a historical trail and trim trail routes; and
- H. The provision of accessible public toilets

- 9.24. Policy SNPO1 identifies a variety of uses which are considered essential components of the country park and should be delivered. This does not exclude other appropriate uses from being delivered, such as a dedicated BMX/Mountain Bike trail.

Site SNPO2: Community Use on the former pithead site

- 9.25. The responses to the Issues and Options public consultation showed that people are very supportive of protecting and preserving Stainforth's mining heritage. Restoration of the headstocks and re-use of the Pithead Site are crucial elements of the future vision for Stainforth representing a celebration of the past and symbol of future pride.
- 9.26. The headstocks remain a strong symbol of the towns proud heritage and are a visible and recognisable landmark for the town. The preservation and interpretation of the headstocks are therefore considered crucial elements to the successful regeneration of the former colliery site linking the past to the future. The headgears are Grade II listed which means there should be no plans for demolition. Doncaster Council, the site owners and Stainforth Town Council must, therefore, work together to find a way to make the site viable for the future.
- 9.27. Doncaster Council conducted a survey in March 2018 which concluded that the headgears are safe to remain for at least the next 10 years. The Town Council have also commissioned their own survey work. Whilst further survey work is required this concludes that whilst there are clear signs of corrosion appropriate repairs and stabilisation can be undertaken which will provide for a lifespan of up to 50-years with limited maintenance. It is, however, important that this work is undertaken in the next few years to avoid further deterioration of the structure.



- 9.28. Hatfield Main Heritage Trust was formed in April 2017 with the aim of developing the Pithead site into a heritage centre and country park. The group has been crowdfunded through Just Giving and Paul Heaton, lead singer from Beautiful South, has donated the royalties from his song “Coal Train to Hatfield Main”. In addition, the Town Council alongside Doncaster Council has been granted funding through the Government’s Towns Fund. This will provide funding for further works to the headgears to ensure their longer-term viability. Feasibility work has been undertaken to identify the costs involved in preserving the headgears. In addition, there will need to be further funds available for on-going maintenance, this will be secured through contributions from housing and employment (both discussed later) allocations at the colliery and the proposed uses at the Pithead site.
- 9.29. The Town Council considers that there are significant opportunities for the development of the Old Pithead site to provide improved local facilities and employment. This is particularly important due to the high rates of economic inactivity within Stainforth. The inclusion of employment and leisure uses on this element of the former colliery is in conformity with Policy 69 of the Doncaster Local Plan 2015 to 2035.
- 9.30. The responses to the questionnaire survey demonstrated a very strong degree of local support for the idea of having a heritage and craft centre on the old pithead site, with 93% of respondents supporting this. In addition, 90.4% of respondents wished to preserve the old headgears of Hatfield Main as a monument to mining heritage.
- 9.31. At the Issues and Options event ideas for the existing pithead buildings included:
- A heritage centre with workshops
 - A small recording studio
 - A sports hall
 - Conference centre
 - Use of the winding houses for a museum and restaurant
 - A flexible space for theatre productions, films, shows etc and
 - Using the railway sidings for old trains.
- 9.32. The Town Council has used these ideas as a basis for discussion with the landowners and Doncaster Council to provide a supportive local planning framework for the headgears and the wider former Hatfield Main Colliery site. It is important that buildings in this location are sensitive to the setting of the headstocks and wider views are retained.

SNPO2: Former Hatfield Main Colliery Pithead Site

Site SNPO2, as shown on the policies map, is allocated for a mix of employment / industrial uses as set out by Policy 69 D of the Doncaster Local Plan. In respect of item 4 of that policy, "Other uses", these could include a training centre and energy related development and associated education, technological and research facilities as well as social, community, recreational, leisure and heritage uses.

New development and conversions of existing buildings and structures, including the winding house, should protect and enhance the setting of the heritage assets on the site. Schemes will be required to demonstrate, how their height, form, scale, and materials have been chosen to complement the industrial heritage of the area and in particular the landmark structure of the headstocks and winding houses which are a dominant feature in the surrounding low-lying landscape.

Contemporary designs of exceptional quality using sustainable, and resource efficient materials will be supported .

All schemes should aim to provide an attractive, accessible, and welcoming visitor experience for all.

Site SNPO3: Employment Allocation

- 9.33. Employment uses are allocated to the north of the railway line adjacent to the pithead site. This development would complement the pithead proposals by providing appropriate 'move-on' space to enable businesses who have outgrown their current premises within Stainforth or larger units for new businesses to Stainforth. The allocation of this site will provide further employment opportunities, diversify the economy of Stainforth and help to tackle deprivation. To ensure that the allocation assists in tackling deprivation within Stainforth a local labour agreement shall be agreed with Doncaster Council in accordance with Policy 3 (part c) of the Doncaster Local Plan¹⁵. This agreement should provide an initial focus upon providing labour and training for residents of Stainforth. Furthermore, the Local Labour Agreement SDP provides supporting information around the importance and implementation of the agreements within the Doncaster district.
- 9.34. The site is well located close to the M18 link road providing market appeal. It is also within easy reach of Stainforth residents and accessible by sustainable means. The uses will complement the wider proposals for the Unity Regeneration Project providing additional space to expand the offer. It would also be consistent with the wider aims and objectives of strategic policy 69 of the Doncaster Local Plan.
- 9.35. The design, scale and siting of these commercial buildings must be sensitive to the setting of the headstocks and the country park, including views into and out of these areas. Appropriate landscaping, including planting, should be provided to screen the commercial uses from the country park and headstocks. The delivery of these

¹⁵ Doncaster Council has adopted a Supplementary Planning Document on this issue.



commercial units will be expected to contribute towards the delivery, or upkeep of the headstocks and country park development.

SNPO3: Employment Allocation – Land between Kirton Lane and Railway Line

Site SNPO3, as identified on the proposals map, is allocated for employment use in accordance with the following principles

- A. Only research and development, light industrial, general industry and storage and distribution uses will be permitted on the site unless the proposal is ancillary to the employment use.
- B. The employment site is developed in accordance with the development requirements set out below.
- C. A local labour agreement to be agreed with Doncaster Council will be sought for the development of this site.

Development Requirements

Archaeology	Investigations to be undertaken
Conservation & Heritage	The site is near the grade II listed headstocks. Development should respect the setting of the headstocks and important views from gateway locations.
Design	The scheme should develop pedestrian and cycle connectivity with the adjoining country park allocation and destinations beyond. Landscaped buffers to the country park and headstocks should be provided.
Education	A contribution towards skills training for local people will be required
Flood risk	A detailed site specific Flood Risk Assessment is required for the development of this site. A sequential approach towards the layout of the development will be required also and submission of ET will be required if necessary
Infrastructure	Contributions will be sought to meet other policies in the Neighbourhood Plan and Doncaster Local Plan. This will include contributions towards the headstocks, country park and access road.
Transport	Seek to minimise HGV movement through Stainforth.

Site SNPO4: Housing

- 9.36. A new housing allocation (SNPO4) is proposed, adjacent to the railway station, off Waggon Way. This allocation will assist in diversifying the housing offer within the town in a sustainable location adjacent the new country park, headstocks, and railway station. The allocation for circa 210 homes will be expected to provide funding for the country park and maintenance of the headstocks.
- 9.37. A Housing Need Assessment has been produced for Stainforth. This concluded additional housing provision within Stainforth would be in general conformity with the strategic policies of the Doncaster Local Plan 2015 to 2035 and could assist in

addressing a need for 'aspirational' properties in the town. This housing growth would be complimentary to the wider housing proposed as part of the Unity Regeneration Project.

- 9.38. The NDP public consultation on the Issues and Options report showed that the public would like to see more quality housing in Stainforth. This will help encourage local people to move up the housing ladder within the town and remain involved in the community, rather than moving out to more affluent areas where such housing options are already available. This would also help to balance the housing offer in the town and encourage inward movement of home owning working age adults.
- 9.39. New housing proposals should therefore contribute to the future economic prosperity and social sustainability of the town, providing a mix of housing to include larger units for local families and also those wishing to move into the town to support shops and services.
- 9.40. Significant parts of Stainforth are located within areas of flood risk, the proposed location of the housing allocation is partly within flood zone 2 and 3a. A site-specific flood risk assessment is therefore required to support any application on this site.
- 9.41. The Doncaster Local Plan is supported by a Strategic Flood Risk Assessment which has been used to guide the allocation of sites within the Local Plan, including the Unity Regeneration Site. This strategic site includes the Former Hatfield Main Colliery and as such the proposed housing allocation. The 2010 Strategic Flood Risk Assessment Level 2 identifies that whilst elements of the proposed housing site are located within areas of flood risk significant elements remain outside of this area. It is, important that the detailed design of any housing scheme on this site ensures the areas of flood risk remain free of residential development. An indicative layout for the housing scheme has already been undertaken to confirm this is feasible.
- 9.42. A sequential assessment of alternative housing sites, submitted as part of the Call for Sites in the Doncaster Local Plan and the separate Stainforth Neighbourhood Plan has been undertaken. This exercise did not identify any further sites which on the grounds of sustainability, community benefit and ability to deliver all the dwellings within flood zone 1 were sequentially preferable.

SNPO4 Housing Allocation – Land off Waggon's Way

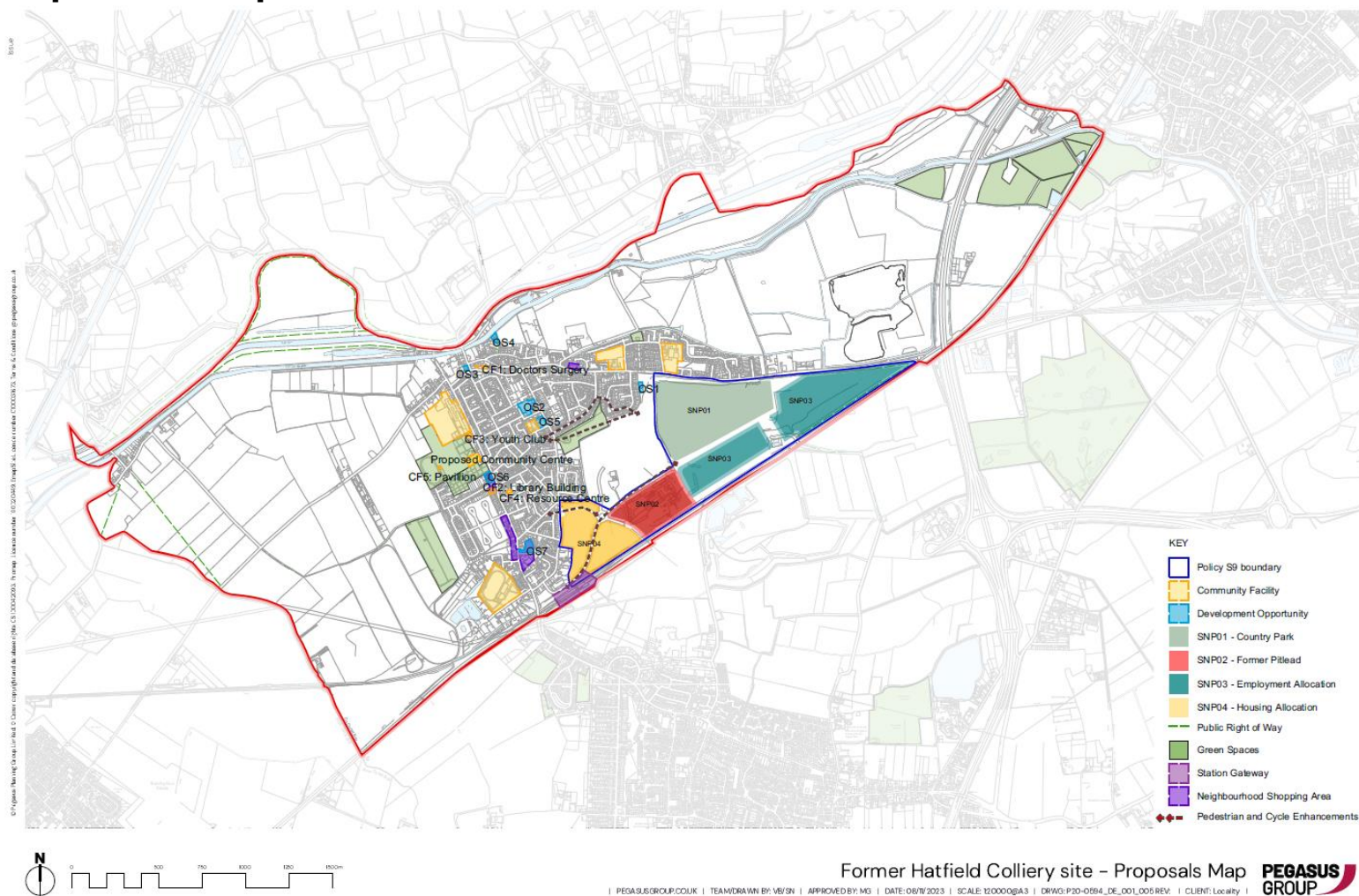
Residential development will be supported on the site identified on the proposals map for approximately 210 dwellings. Other uses will only be permitted on this site where they:

- a) Are small scale and ancillary to the housing;
- b) Provide a service or community facility mainly for local residents; and
- c) Would not harm residential amenity or undermine the delivery of housing.

The site will be developed having regard to the indicative capacity provided above and the development requirements set out below. Proposals for a lower or higher number of dwellings will be supported where this would assist in the delivery of a better design solution.

Development Requirements:

<i>Archaeology</i>	Investigations to be undertaken
<i>Conservation & Heritage</i>	The site is near the grade II listed headstocks. Development should respect the setting of the headstocks and important views from gateway locations.
<i>Contamination</i>	Contamination and pollution issues need to have been fully addressed to ensure the site is suitable for residential use. This will include taking account of ground conditions and any risks arising from land instability and contamination arising from mining activity, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation).
<i>Design</i>	New development should be suburban character at a density which is appropriate to its location. New housing should be of a high-quality design, with scale, height, massing and use of materials which reference the existing local character of housing in Stainforth. New housing should also comprise of aspirational larger detached and family style housing (of 3-,4-bedrooms or more) and bungalows. Properties must front toward Waggon's Way, create a gateway and attractive arrival point at roundabout, must have ped / cycle routes that are well overlooked and integrate with existing community. Appropriate screening should be provided to the railway line.
<i>Education</i>	A contribution towards education may be required
<i>Flood risk</i>	A detailed site specific Flood Risk Assessment is required for the development of this site. A sequential approach towards the layout of the development will be required also and submission of ET will be required if necessary
<i>Housing</i>	A statement identifying how the proposals meet the requirements set out within Policies S1 and S2 of the Neighbourhood Plan should be submitted.
<i>Infrastructure</i>	Contributions will be sought to meet other policies in the Neighbourhood Plan and Doncaster Local Plan. This will include contributions towards the headstocks and country park.
<i>Public Open Space</i>	On site public open space is required. However, this may be partially offset by contributions to enhancements to the neighbouring country park.
<i>Transport</i>	Suitable access will be taken from Waggon's Way. Clear walking and cycling routes should be provided through the site to the train station and adjacent country park and pithead sites.



Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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