



HATFIELD & STAINFORTH  
FORMER COLLIERY

# NEIGHBOURHOOD DEVELOPMENT ORDER

**Regulation 21 Pre-Submission  
Neighbourhood Development Order  
for consultation**

Prepared by Pegasus Group

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Neighbourhood  
Development Order

Hatfield and Stainforth  
Colliery

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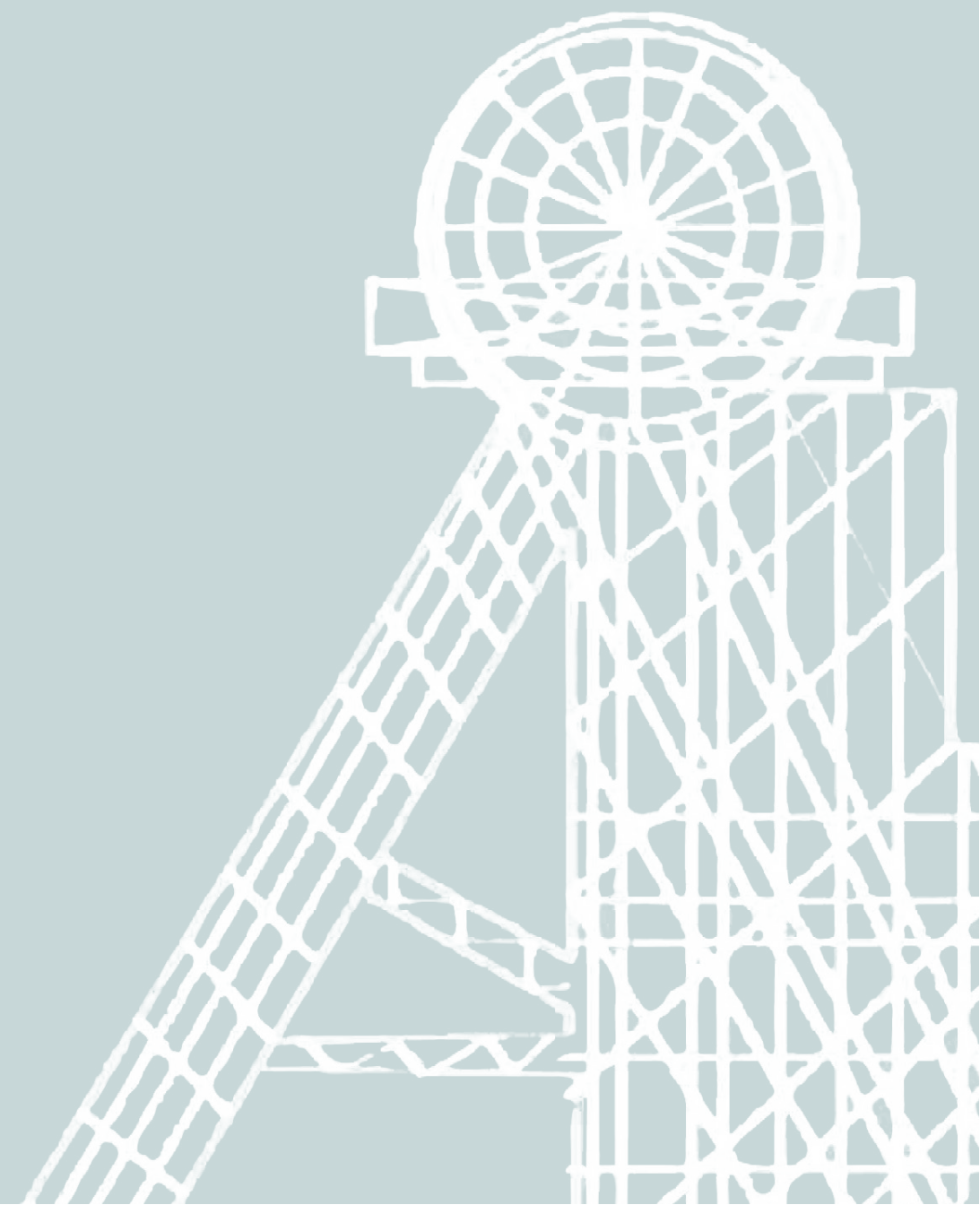
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# 1 / INTRODUCTION



## PURPOSE OF THE DOCUMENT

- 1.1 Prepared by Pegasus Group for Stainforth Town Council this document sets out the context, design principles and codes through a multi-disciplinary evidence base approach for future development at the former Hatfield Main Colliery site to inform the Neighbourhood Development Order (NDO) conditions. Its purpose is to clearly describe and articulate the Town Council's vision and aims for the site and the type and disposition of development expected and controlled by the NDO through a visionary design guide.
- 1.2 This guide seeks to provide understanding of principles, vision and design elements based on Heritage, Planning and Landscape analysis and consideration. This will be achieved through protecting key characteristics, enhance and reuse site features for public access, and ensure development meets acceptable standards of design.
- 1.3 This document sets out the design ethos of the landscape and setting of the proposed development, its inspiration, and its response to the existing environment encouraging a Heritage and Community focus.
- 1.4 The main aims covered through this document are:
  - To **protect** the key characteristics of the site, primarily the retained structures and the mining heritage of the wider site area.
  - To **enhance** and make use of remaining features including site topography, existing habitats and the potential for public access and open space provision.
  - To **ensure** that new development meets acceptable standards of design and is in keeping with the setting and site heritage.
- 1.5 The NDO shall build upon the allocation of the former Hatfield Main Colliery site through the

## AIMS

- 1 **PROTECT** key characteristics of the site
- 2 **ENHANCE** and reuse site features for public access
- 3 **ENSURE** development meets acceptable standards of design

Neighbourhood Development Plan. The NDO will provide a development framework similar to that of a development brief or outline application to guide future detailed proposals put forward by private developers.

- 1.6 This document should be read in conjunction with the Stainforth Neighbourhood Plan.

## WHAT IS A NEIGHBOURHOOD DEVELOPMENT ORDER

- 1.7 Neighbourhood Development Orders are used to grant planning permission for specific development in a particular area, for changes of use, for reinstatement of historical features and can be used to grant outline planning permission for specific uses on allocated sites.
- 1.8 Although not widely used, they have particular potential when applied in parallel with the creation of a neighbourhood plan.

## WHY A NEIGHBOURHOOD DEVELOPMENT ORDER?

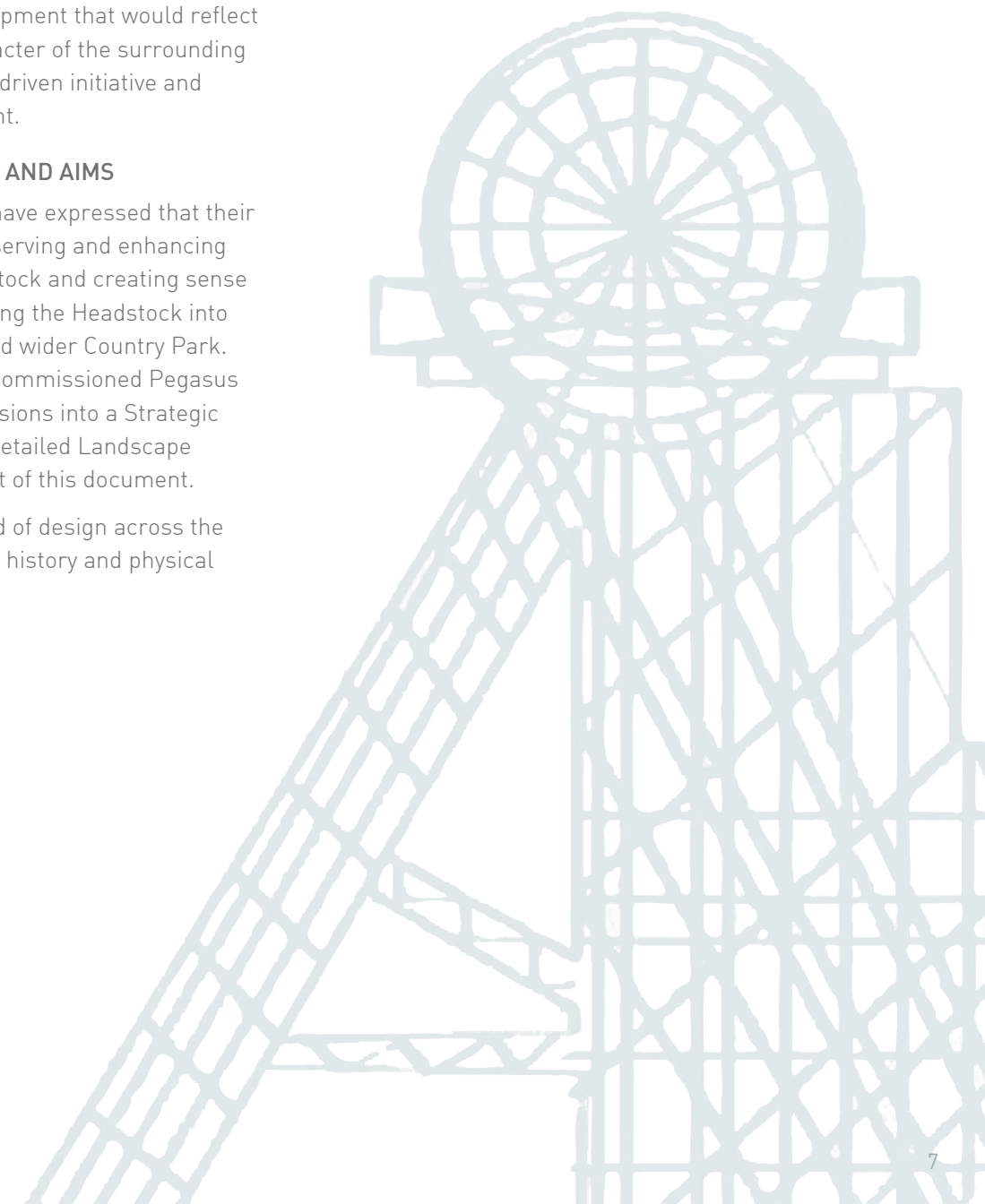
- 1.9 A NDO allows the community to be involved to enhance a sense of locality in the participation

involved. It is a option that allows for speed as it removes the need for anyone to apply for planning permission and creates a certainty of outcome.

- 1.10 For the Former Hatfield Colliery site the use of and NDO would allow for them to enhance and enrich the heritage and public green space allocation and making a considerable improvement to their community, without the need for applying for planning permission.
- 1.11 As well as financial benefits, an NDO would allow for community benefit through encouraging a higher standard of development that would reflect the needs and local character of the surrounding area through community driven initiative and development management.

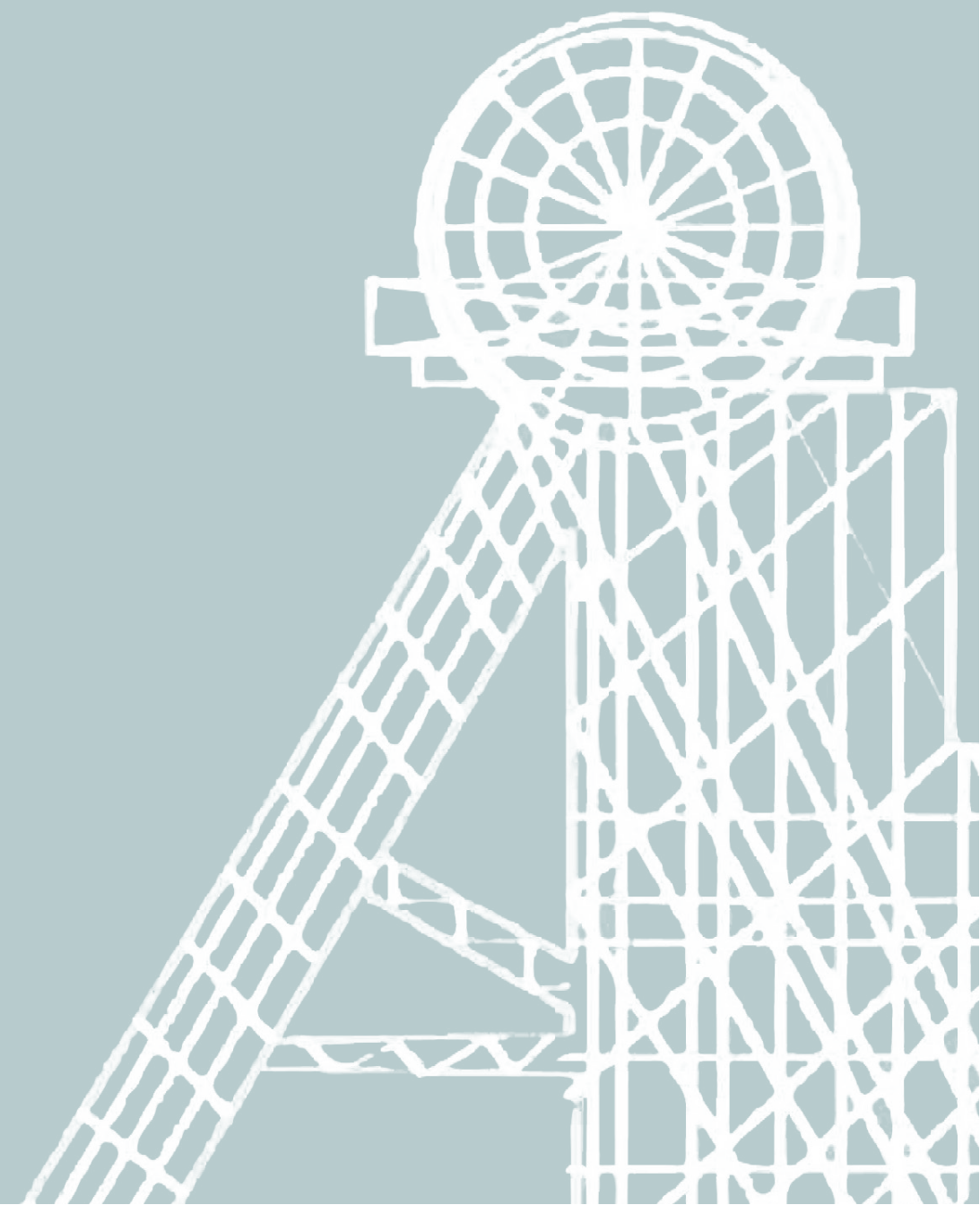
## TOWN COUNCILS VISION AND AIMS

- 1.12 Stainforth Town Council have expressed that their main vision is that of preserving and enhancing the existing Listed Headstock and creating sense of place through integrating the Headstock into a thriving public space and wider Country Park. Stainforth Town Council commissioned Pegasus Group to reiterate their visions into a Strategic Masterplan and a more Detailed Landscape Masterplan that form part of this document.
- 1.13 To secure a high standard of design across the site responding to mining history and physical attributes of the history.





## 2 / BASELINE





# 2 / BASELINE

## KEY CHARACTERISTICS

# 2 / BASELINE

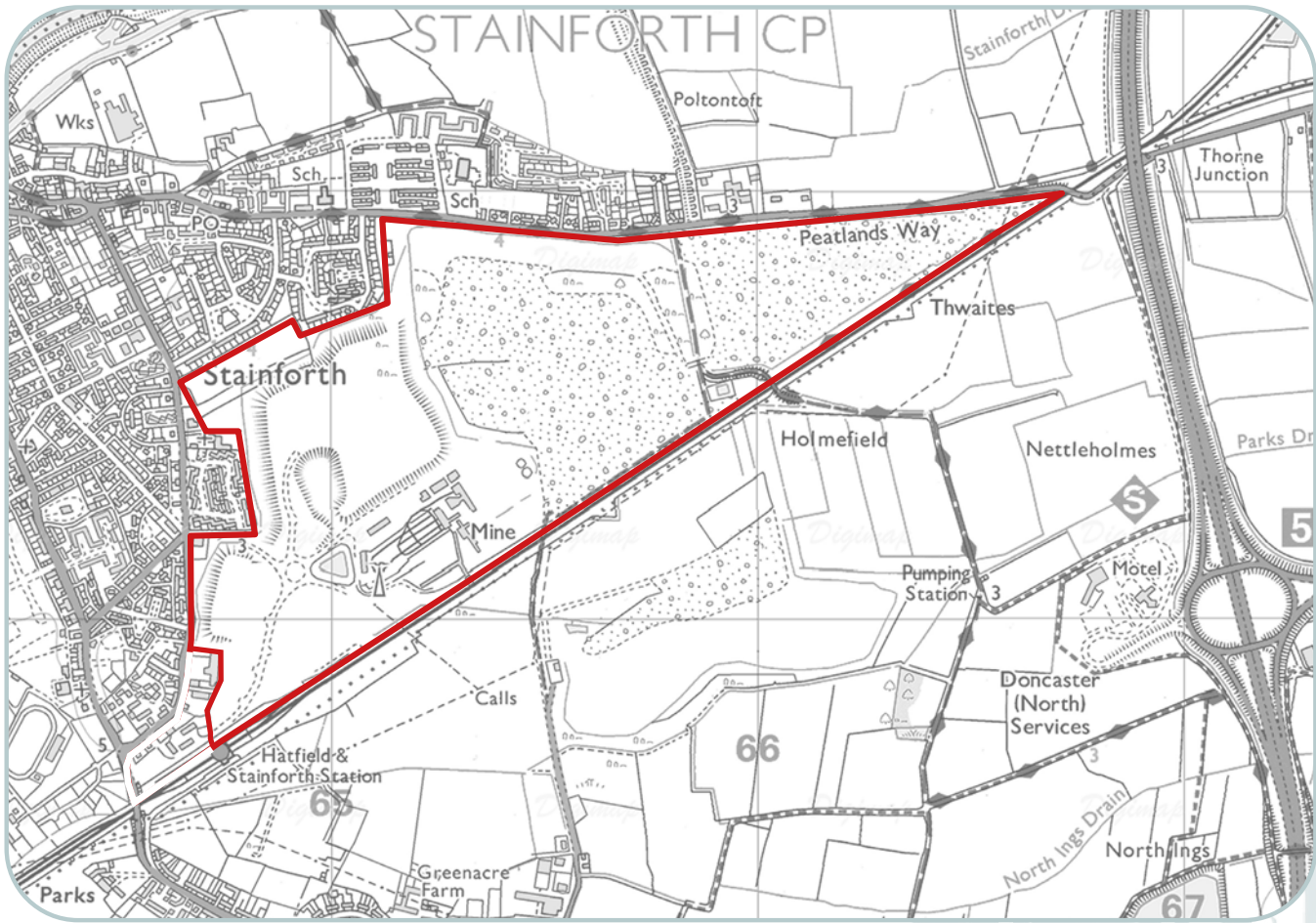
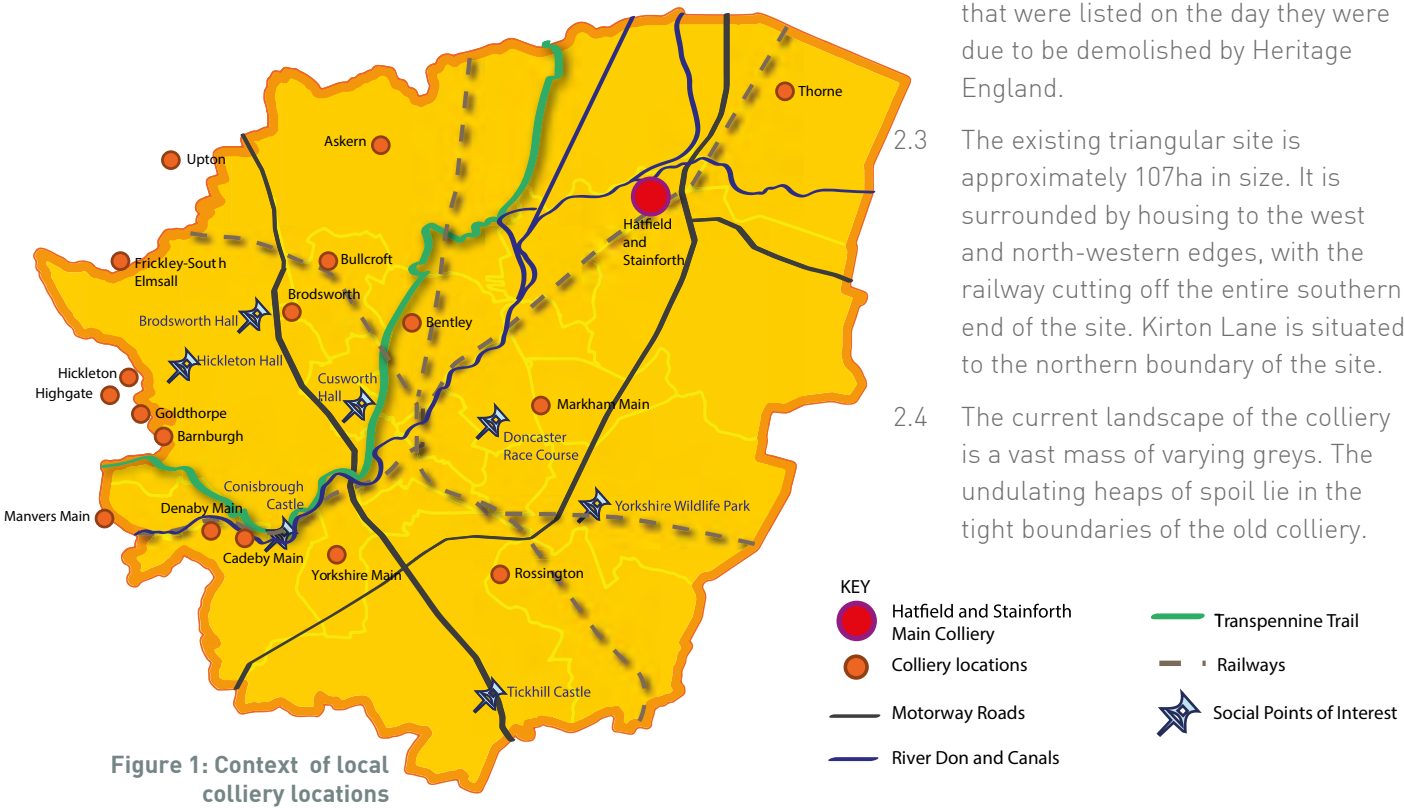
## KEY CHARACTERISTICS

### BASELINE ANALYSIS

- 2.1
- Stainforth is a small town of just over 6000 inhabitants and is located in the Metropolitan Borough of Doncaster in South Yorkshire, northern England. It is situated north-east of Doncaster and is on the main train lines from Doncaster to Hull and Scunthorpe.
- 2.2
- Until the 17th June 2015 it had one of the last three deep coal mines left in the UK straddling its

boundary. The strategic map in figure1 portrays the locations of all the collieries across DMBC. Hatfield Main Colliery was a source of income and pride for the area but had been in decline since the miners' strikes of 1984-1985. On the 17th of June the colliery fell into receivership for the fourth time and shut for good. The pit shafts were filled and most buildings demolished, except for an unlisted winding house and the two pit heads that were listed on the day they were due to be demolished by Heritage England.

- 2.3
- The existing triangular site is approximately 107ha in size. It is surrounded by housing to the west and north-western edges, with the railway cutting off the entire southern end of the site. Kirton Lane is situated to the northern boundary of the site.
- 2.4
- The current landscape of the colliery is a vast mass of varying greys. The undulating heaps of spoil lie in the tight boundaries of the old colliery.



Sandwiched between the railway line and Kirton Lane the boundaries are said to be some of the most restricting for the purpose they were initially laid out for. Prior to its mining heritage Stainforth was mostly agricultural, reflected in much of

its surrounding environment that remains in cultivation. Historically, the settlement of Stenforde was established in Anglo Saxon times and received its Royal Charter for a weekly market in 1348.





## 2 / BASELINE BACKGROUND

### BACKGROUND

- 2.5 The Hatfield Colliery closed in June 2015 when the owners of the site went into administration. As this company was in foreign ownership the land fell into the responsibility of the Crown Estate under a number of Escheat entitlements with Doncaster Metropolitan Borough taking on the role of the responsible body and are therefore responsible for site security, and specifically the security of the two headstocks. Developers have subsequently purchased the debt on the land and are seeking to bring the site forward for development but are not yet able to take the land out of all of the Escheat entitlements.
- 2.6 In November 2015 the headstocks were listed (Grade II) by Historic England. This listing recognises that pit head gears were once common and emblematic features of coal mining areas but are now very rare, and so have historical significance. In terms of the two headstocks at Hatfield, the contrasting designs (lattice steel and reinforced concrete) is of special interest as they are different but were both constructed at the same time to serve the same mine.
- 2.7 The Town Council regard the Former Hatfield Colliery site as a key regeneration site, and in addition to a country park with historic interest features (the listed pit head gear), would wish to see housing and employment space that meets local needs come forward, alongside development that tackles deprivation issues and provides opportunities for younger people. The Local Plan also recognises that “all uses will need to relate well to the emerging surrounding master plan for the Unity project and meet other relevant policies and requirements as set out in the plan.”
- 2.8 Alongside discussions about site allocations within the NDP the Town Council have decided to prepare a Neighbourhood Development Order (NDO) as a means by which to stimulate the redevelopment of the former Hatfield Colliery site.

## 2 / BASELINE BACKGROUND



Figure 4: Hatfield Colliery Carlton Coal 1927



Figure 5: Hatfield Main Coal washing plant 1981



# 2 / BASELINE HERITAGE CONTEXT

## HERITAGE CONTEXT

- 2.9 The heritage significance, including the potential for below ground archaeology is examined in the Archaeological Assessment evidence document. The assessment identifies that there is known Romano-British activity in the area and presently there is no archaeological evidence to confirm such activity within the site area itself. During the early medieval or medieval period, the site was located outside of any known settlement areas but is likely to have formed part of the agricultural hinterland to surrounding settlements including Stainforth, a settlement that was first recorded in the Domesday Book of 1086. This agricultural use is however confirmed in the 19th-century with historic maps showing the site as a series of enclosed fields and farms.
- 2.10 By the late 19th century, the South Yorkshire railway had been constructed bisecting several fields, but it was the early 20th-century that brought large scale change to the site and the surrounding area with the opening of Hatfield Main Colliery following the sinking of the first shaft in 1911 and the second shaft in 1921.

- 2.11 The colliery brought an influx of workers and families to the area which resulted in an expansion of Stainforth, with new houses and facilities during the 20th-century. The colliery closed in 2015 following which the majority of the buildings at the site were demolished and the spoil from the mine was reworked creating large banks around parts of the site. The colliery use and reworking of the land is likely to have disturbed any post-medieval or modern archaeological remains within the site. The potential for significant remains dating to these periods is therefore low, other than those relating to the colliery use itself.
- 2.12 The two headstocks were Listed at Grade II in 2015 and are the only designated heritage assets at the site. They are considered to be rare survivors of once very common and emblematic features of mining areas and are now the most readily recognisable structures of the coal industry, an industry of the very highest historical significance nationally. Architecturally the headstocks are of interest due to their technology and construction being of contrasting designs, one

of steel lattice and one of reinforced concrete. No other standing structures at the site were Listed with the List Description specifically excluding them.

- 2.13 The headstocks were designed to be functional industrial structures, but their rarity and ability to see them from vantage points at close ranges following demolition of the colliery structures, and in the wider landscape, now also provides significance to these assets. The former colliery site and headstocks are also intrinsically linked with Stainforth historically, functionally and the emotionally through the communal value of the community, thereby elements of the site, its wider surrounds and Stainforth itself all contribute to the special interest of the headstocks.

- KEY**
- Listed Headstocks
  - Key views to Listed Headstocks internal to site
  - Key views to Listed Headstocks outside of site

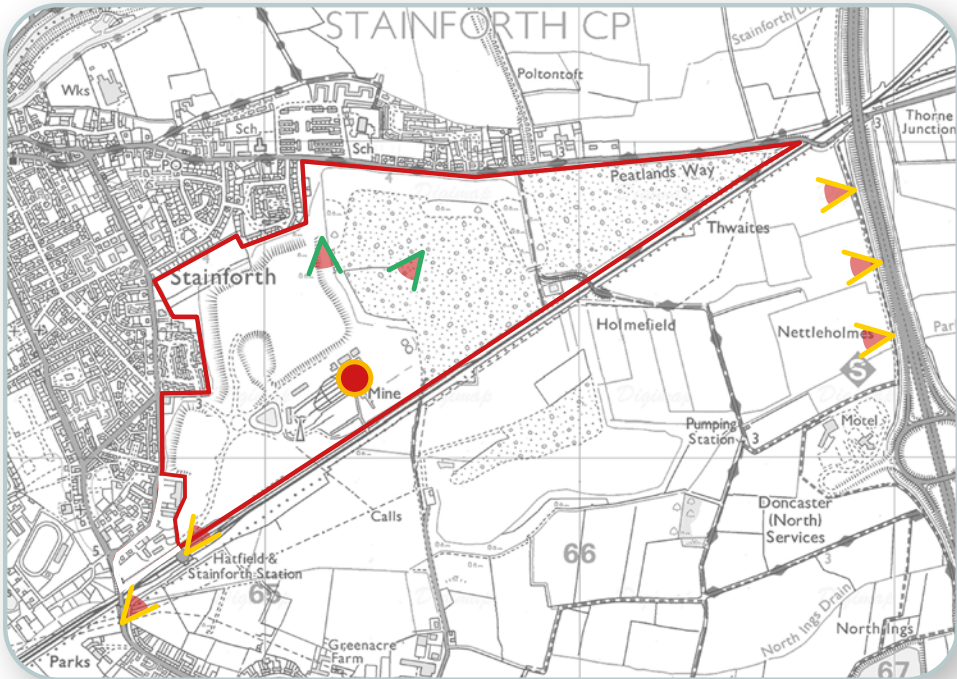


Figure 6: Key views towards Listed Headstocks

Figure 12: Draft of developments conditions plan

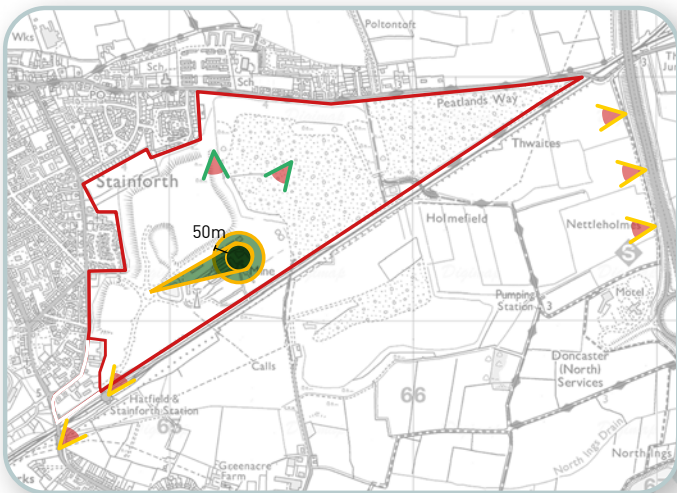


Figure 7: Stainforth in the 1850s

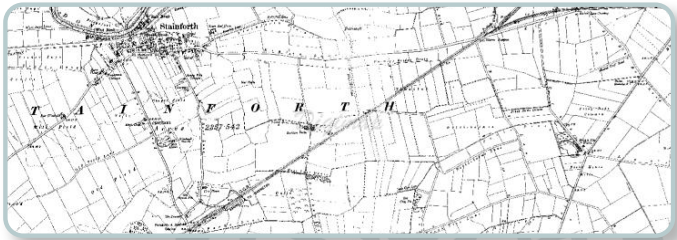


Figure 8: Stainforth in the 1900s

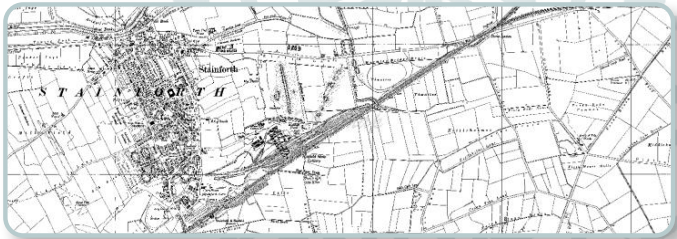


Figure 9: Stainforth in the 1950s



Figure 10: Stainforth in the 1960s

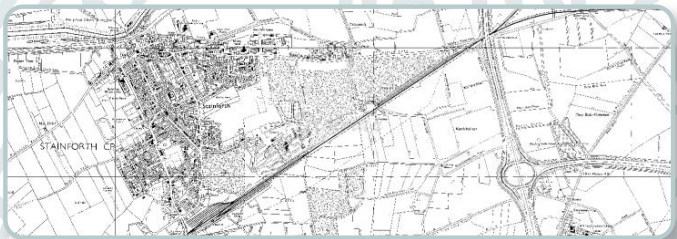


Figure 11: Stainforth in the 1980s



# 2 / BASELINE

## SITE CONTEXT

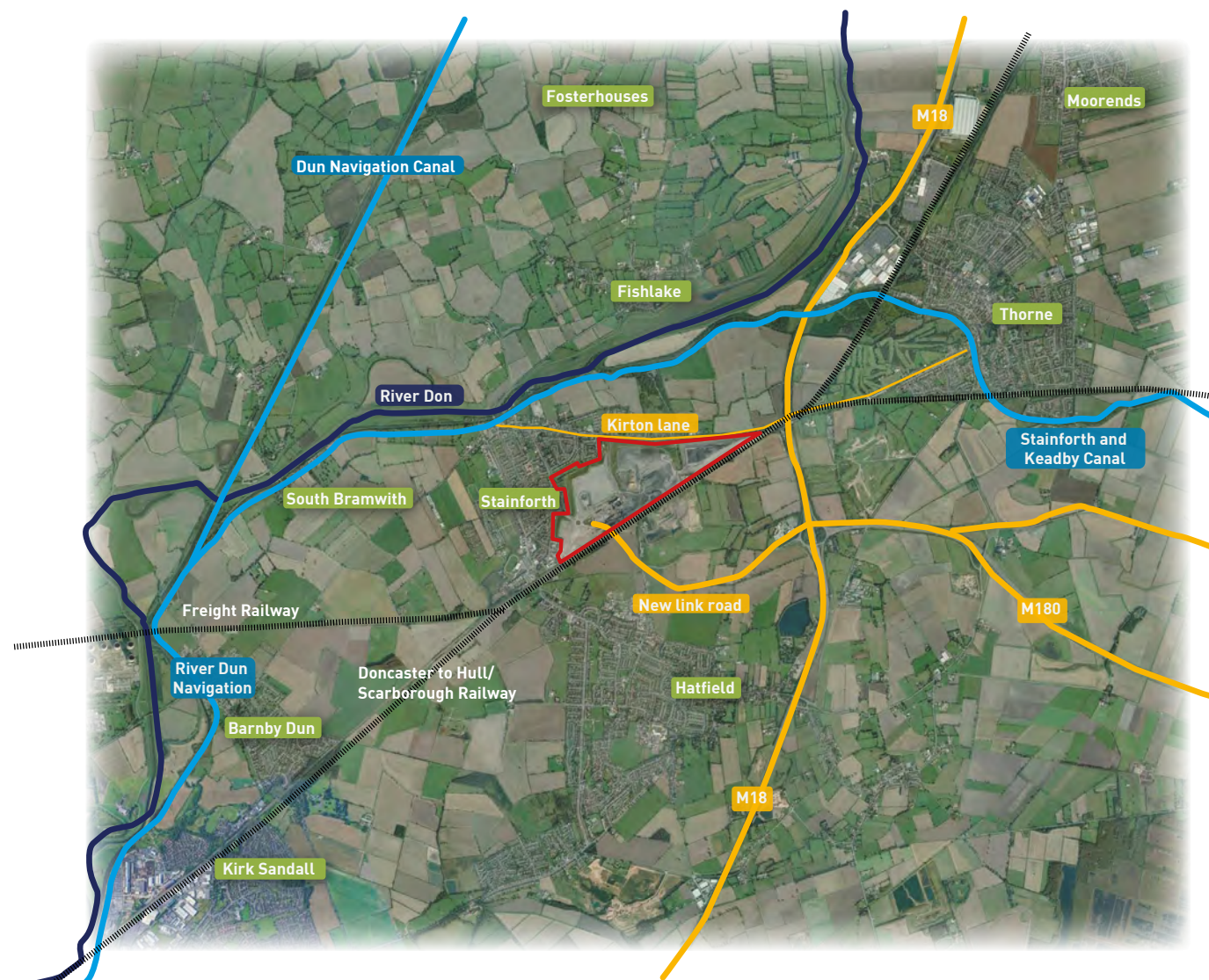


Figure 13: Google map image: geographical location of site with towns and key links

# 2 / BASELINE

## SITE CONTEXT

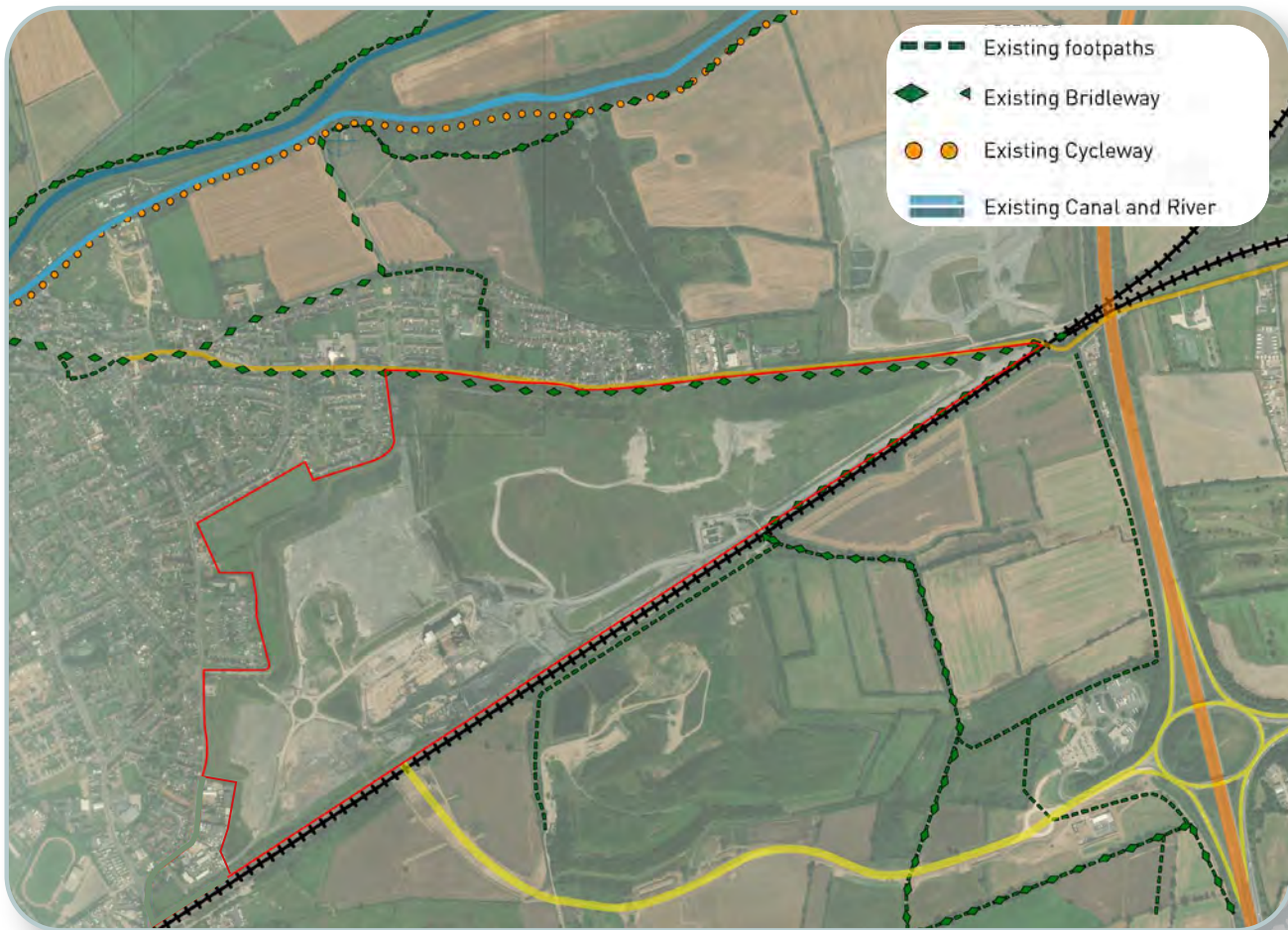


Figure 14: Google map image: geographical location of site with towns and key links

### CONNECTIONS - WIDE SCALE

- 2.14 Stainforth is strategically well placed adjacent to the M18 motorway with a new link road recently built right into the site area. There are excellent rail links with an existing station to the west of the site area. Within the wider landscape are the Stainforth and Keadby Canal, The River Dun Navigation and the Dun Navigation Canal.
- 2.15 These wider connections provide opportunities to create strong regional links with this exciting new development at the core.

### CONNECTIONS - LOCAL SCALE

- 2.16 The map at figure 5 shows the existing footpaths and cycleways in the context of the site and

surroundings and the potential for future links in and around Stainforth and across the site Enhanced connections could bring in further revenue to the area as a destination from a variety of routes.

### SITE HABITATS

- 2.17 Currently, the colliery has very little vegetation due to the spoil coverage over the majority of the area. Minestone has very poor properties for growing vegetation due to a low pH and high temperatures.
- 2.18 Pioneer species such as Birch trees have made a home for themselves and line the edges of the entire colliery to the south-eastern edge adjacent to the railway tracks. There are some Alders and

a few Hawthorn trees along the same edge. These are mostly young trees, with additional vegetation largely comprising bracken and small shrubs.

- 2.19 Over the time that the site has been left to its own devices most of it has naturally begun to re-wild with a grass cover, but it is still hard to navigate by foot due to the sticky ground conditions that the spoil creates.
- 2.20 The natural-looking valley that has been created to allow for drainage through re-profiling of the spoil that occurred in 2015 has more vegetation such as reeds and birch lined wooded waterside as shown in Figure 13.

Figure 15: Valley between colliery spoil heaps creating a drainage point and a water habitat





## 2 / BASELINE

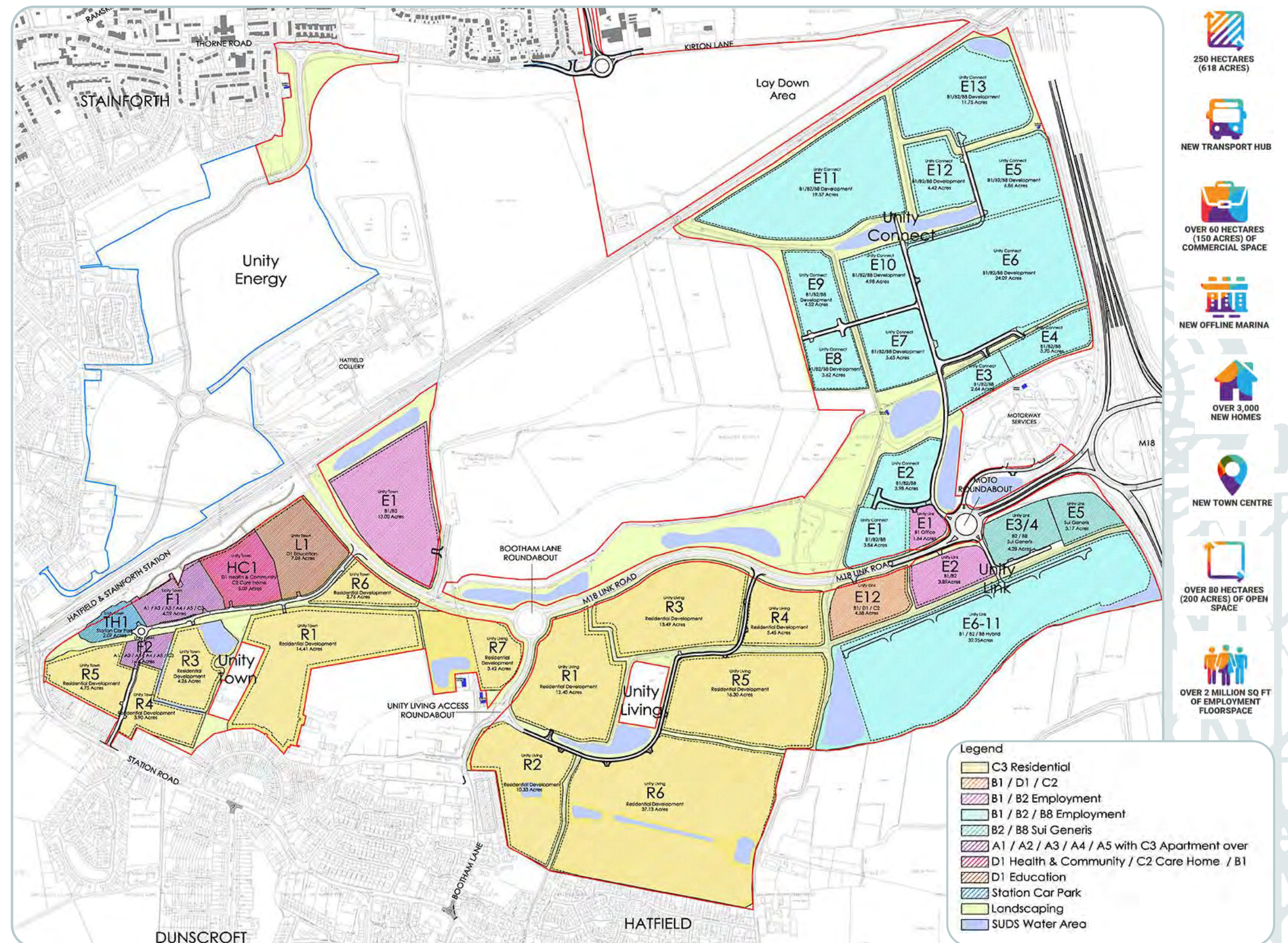
### OTHER PROPOSALS

## 2 / BASELINE OTHER PROPOSALS

## UNITY

- 2.21 The site area subject to the NDO lies at the heart of the proposed Unity scheme. The unity scheme which wraps around the site area, (see figure 4) had gained outline planning permission. The NDO site forms an integral part of the overall development proposals for this part of Stainforth. Stainforth Town Council in dialogue with Waystone Developments and Hargreaves Land have aimed to produce a layout and design elements that compliment and integrate with the wider Unity proposals. The NDO site would create a central focus to the overall masterplan for this portion of Stainforth, retaining and enhancing the pride of place and community focus around the former pit head structures and integrating them into the wider scheme.
- 2.22 Through the landscape and heritage led vision Stainforth Town Council's proposal offers a historical and environmental, community driven focus that would enhance the already positive and economy boosting proposals underpinning the Unity scheme.
- 2.23 The wider Unity scheme includes proposals for new housing, commercial development, transport links, open space, and a marina. A large portion of the proposed development is situated to the south of the railway with the residential and marina elements located further to the north. The site area subject to the NDO and the proposals Stainforth Town Council are developing are closely aligned to the existing settlement and can connect the northern and southern sections of the proposed Unity scheme with an attractive centre, a unique focus and with the country park, a serene setting. These elements would serve to provide opportunities to improve mental health and well-being, strengthen community pride, bring to life historical features and create a raison d'être and local distinctiveness to the proposal as a whole.

**Figure 16: Unity scheme proposals from the Unity website**





# 2 / BASELINE PLANNING CONTEXT

# 2 / BASELINE PLANNING CONTEXT

### PLANNING CONTEXT

- 2.24 The new Doncaster Local Plan 2015-2035 was adopted on the 23rd of September 2021 it replaces the Unitary Development Plan (UDP, 1998), the Core Strategy (2012)
- 2.25 The Barnsley, Doncaster & Rotherham Joint Waste Plan adopted March 2012 forms part of Doncaster's Local Development Framework and replaces the policies relating to waste management in the Doncaster Unitary Development Plan.
- 2.26 The new 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 Dunscoft, Dunsville and Hatfield. This cluster of settlements is identified as one of 7 Main Towns across the local authority area of Doncaster.
- 2.27 The Local Plan also identifies a large mixed-use allocation between the settlements of Stainforth, Dunscoft, 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.
- 2.28 The new Local Plan for Doncaster identifies that for planning purposes Stainforth sits in a larger area which also includes Hatfield, Dunscoft 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
- 2.29 As well as existing planning permissions the Doncaster Local Plan identifies several housing allocations within the Main Town of Stainforth, Hatfield, Dunsville and Dunscoft. 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 Sheffield City Region (SCR) and the project forms part of the £320m SCR Infrastructure Fund and will also deliver a 2.9km link road from J5 of the M18. Master planning work has been carried out involving Doncaster Council, the Homes and Communities Agency and the principal developer.

2.30 Relevant Doncaster Local Plan 2015-2035 Policies are as follows:

- **Policy 1: Settlement Hierarchy**
- **Policy 2: Level of Growth**
- **Policy 5: Housing Allocations**
- **Policy 7: Delivering the Necessary Range of Housing**
- **Policy 10: Residential Policy Areas**
- **Policy 13: Promoting Sustainable Transport in New Developments**
- **Policy 16: Cycling in Doncaster**
- **Policy 17: Walking in Doncaster**
- **Policy 23: Development within Town, District and Local Centres**
- **Policy 24: Food and Drink Uses**
- **Policy 26: Green Infrastructure**
- **Policy 27: Protecting Open Space and Non-Designated Open Space**
- **Policy 28: Open Space Provision in New Developments**
- **Policy 44: Residential Design**
- **Policy 45: Housing Design Standards**
- **Policy 50: Health**
- **Policy 51: Protection of Education, Community and Leisure Facilities**
- **Policy 69: Unity Regeneration Project**

### JOINT WASTE PLAN

- 2.31 The site is allocated as Hatfield Power Park (3.2) in the Joint Waste Plan:

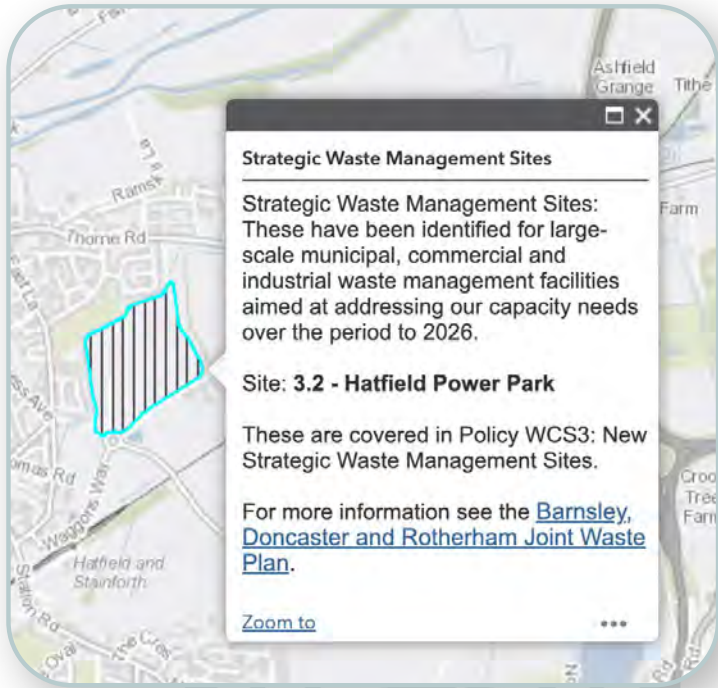
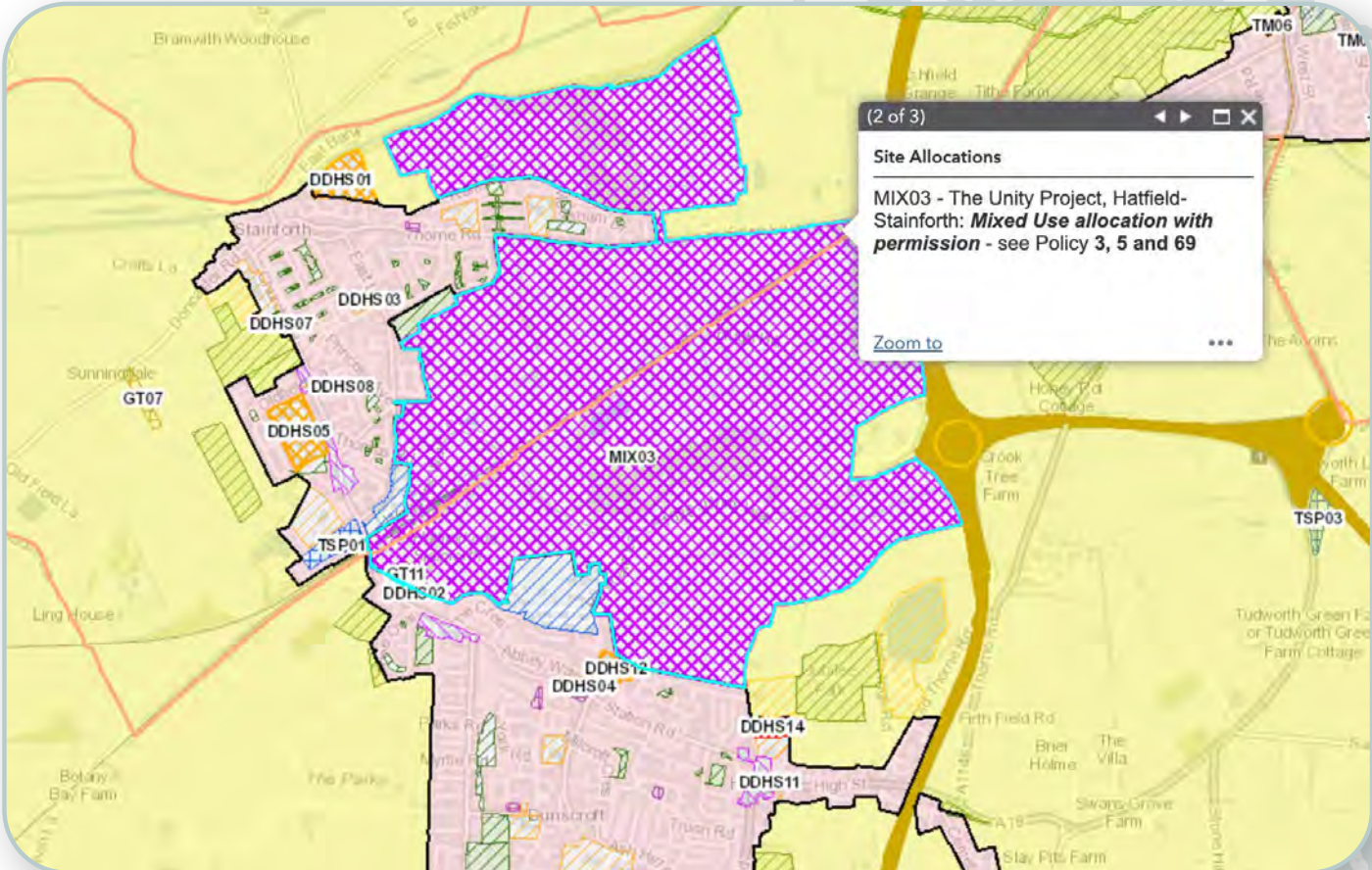
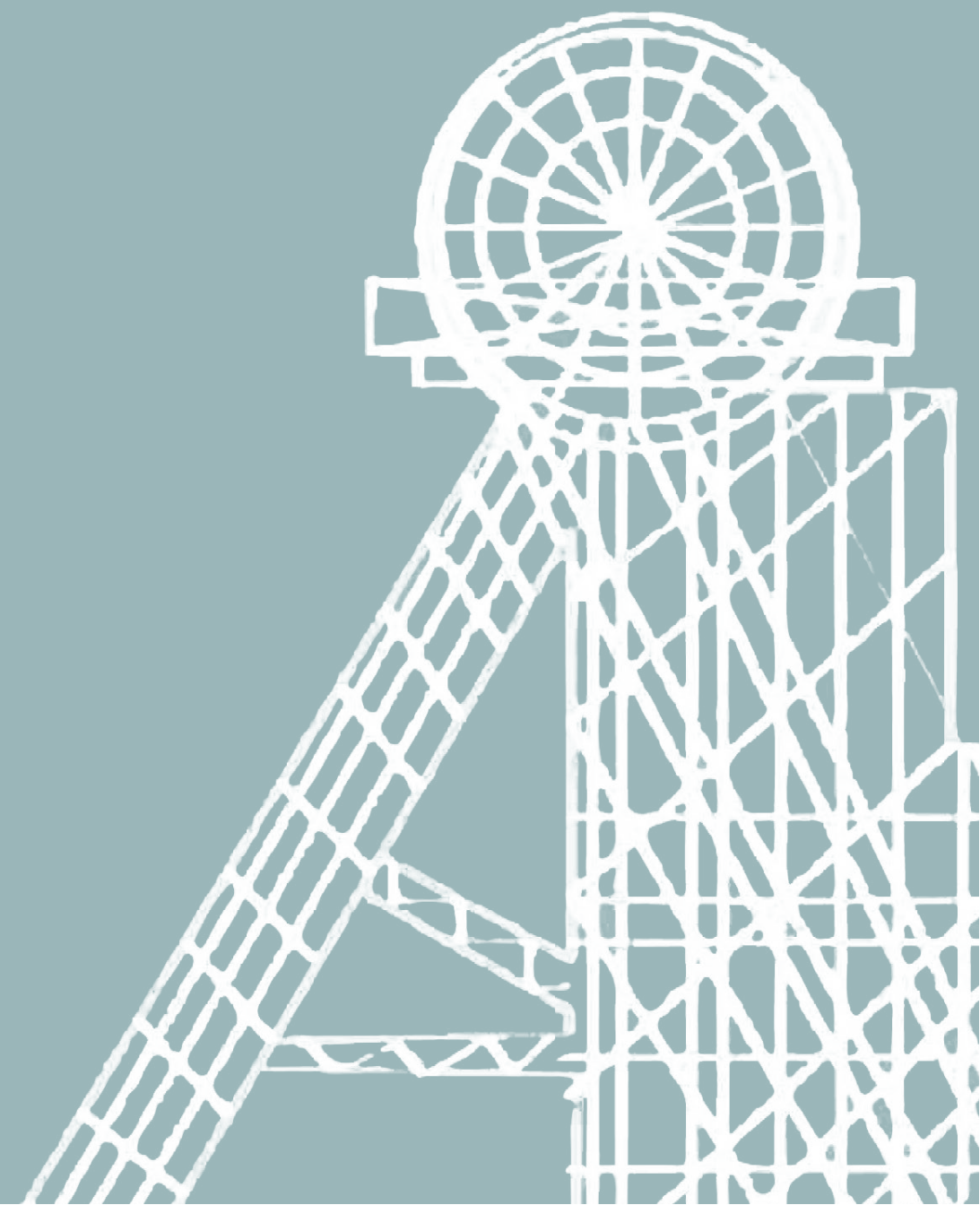


Figure 18: Extract Joint Waste Plan Map

Figure 17: Extract of Local Plan Map



# 3 / VISION





# 3 / VISION

## STRATEGIC VISION

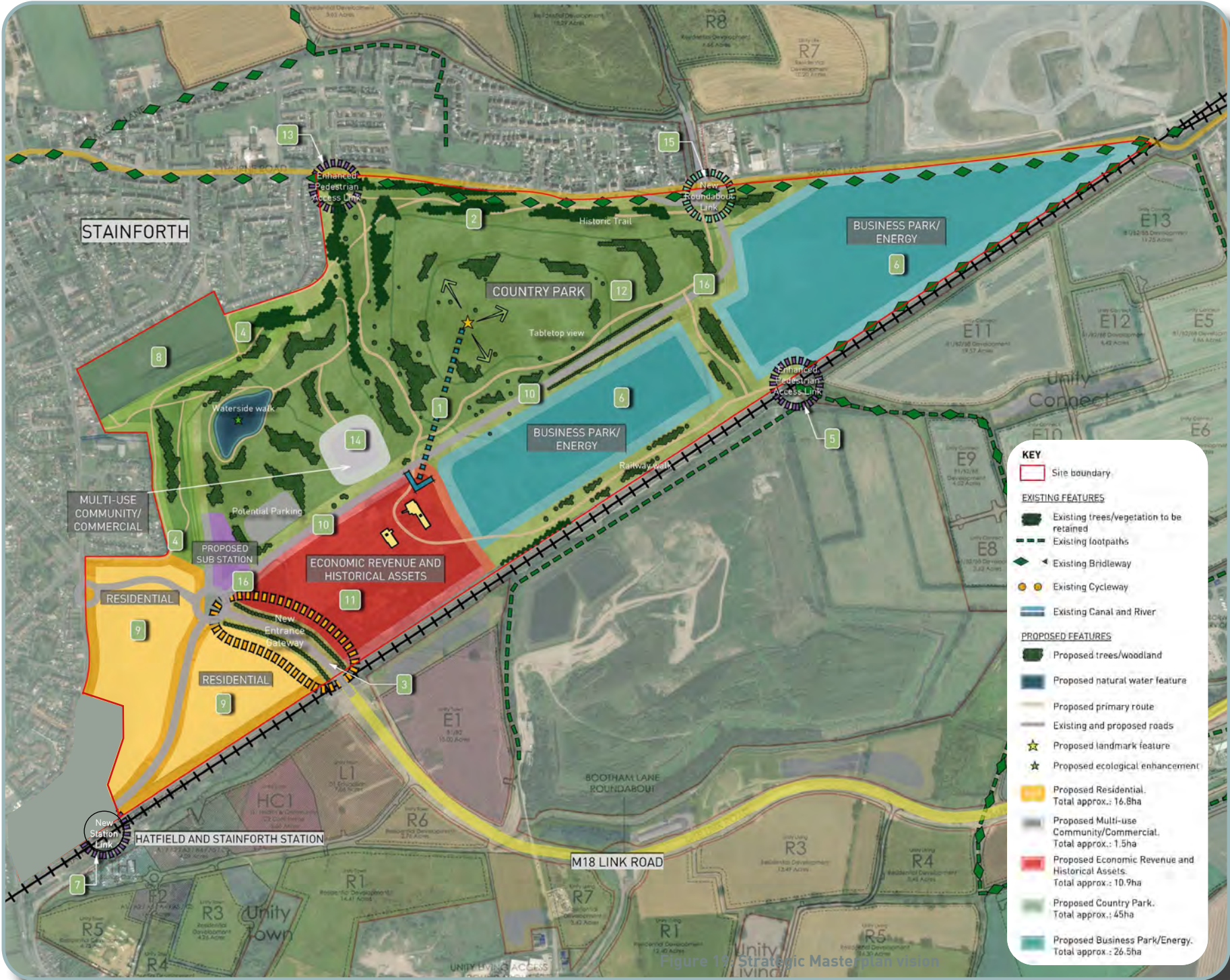
# 3 / VISION

## STRATEGIC VISION

### STRATEGIC VISION

- 3.1 The strategic vision is one of: protecting the history, enhancing the biodiversity and bringing the focus back to the community.
- 3.2 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.



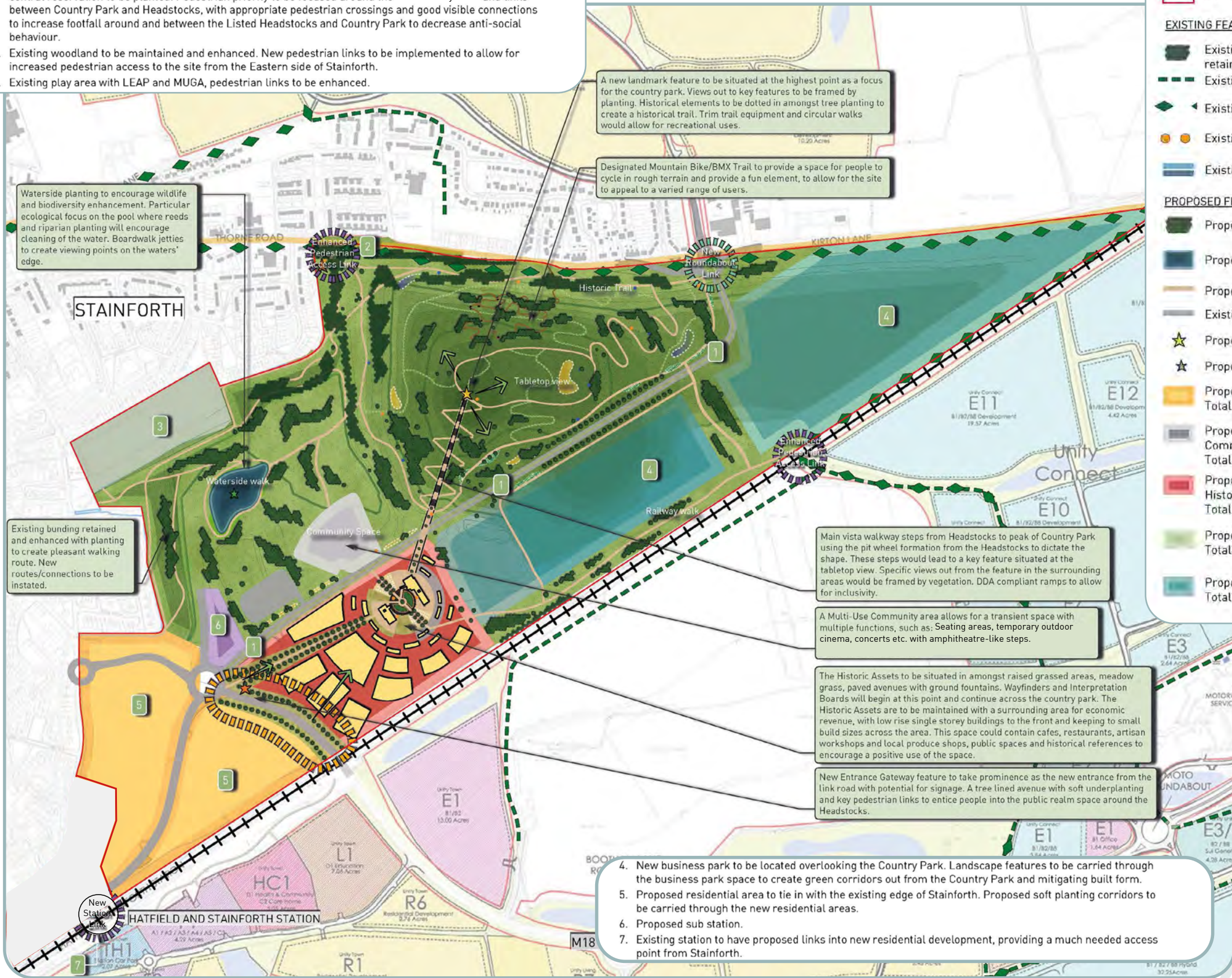
- 1 Vistas through woodland from the Country Park with views to the Headstocks.
- 2 New recreational Country Park to be the focal feature to draw people through to the new area surrounding the Listed Headstocks.
- 3 New Entrance Gateway feature to take prominence as the new entrance from the link road. A tree lined avenue with soft underplanting and key pedestrian links to entice people into the public realm space around the Headstocks.
- 4 Existing bunding retained and enhanced with planting to create pleasant walking route. Additional paths to be instated.
- 5 Enhanced existing pedestrian link from Unity Connect into new Business Park.
- 6 New business park to be located overlooking the Country Park. Landscape features to be carried through the business park space to create green corridors out from the Country Park and mitigating built form.
- 7 Existing station to have proposed links into new residential development, providing a much needed access point from Stainforth.
- 8 Existing play area with LEAP and MUGA, pedestrian links to be enhanced.
- 9 Proposed residential area to tie in with the existing edge of

- 10 Proposed road link to alleviate traffic through Stainforth and encourage use of new Country Park. Proposed road to connect to the new Unity Link road and to have strong pedestrian connections across to increase footfall around and between the Listed Headstocks and Country Park to decrease anti-social behaviour.
- 11 The Historic assets to be maintained with a surrounding area for economic revenue. This area could contain cafés, restaurants, artisan workshops and local produce shops, public spaces and historical references to encourage a positive use of the space.
- 12 A new landmark feature to be situated at the highest point as a focus for the country park. Views out to key features to be framed by planting. Historical elements to be dotted in amongst tree planting to create a historical trail. Trim trail equipment and circular walks would allow for recreational uses.
- 13 Existing woodland to be maintained and enhanced. New pedestrian links to be implemented to allow for increased pedestrian access to the site from the Eastern side of Stainforth.
- 14 A Multi-Use Community Area allows for a transient space with multiple functions, such as: seating areas, gathering spaces for events, temporary outdoor cinema, concerts etc.
- 15 New vehicular access point from Unity Life to Country Park and Business Park.
- 16 Proposed new road to be heavily mitigated with landscaping. Planting to be incorporated along roadside and central reservation to be planted. Pedestrian priority to be focused around the new Community Area and links between Country Park and Headstocks, with appropriate pedestrian crossings.



3 / VISION  
MASTERPLAN VISION

- Notes
- 1. Proposed new road to be heavily mitigated with landscaping. Planting to be incorporated along roadside and central reservation to be planted. Pedestrian priority to be focused around the Community Hub and links between Country Park and Headstocks, with appropriate pedestrian crossings and good visible connections to increase footfall around and between the Listed Headstocks and Country Park to decrease anti-social behaviour.
  - 2. Existing woodland to be maintained and enhanced. New pedestrian links to be implemented to allow for increased pedestrian access to the site from the Eastern side of Stainforth.
  - 3. Existing play area with LEAP and MUGA, pedestrian links to be enhanced.





# 3 / VISION

## STAINFORTH COUNTRY PARK



Figure 21: Country Park Vision

# 3 / VISION

## STAINFORTH COUNTRY PARK

### COUNTRY PARK

- 3.3 The country park creates a crucial new green space at the heart of the development from which a series of green fingers radiates, connecting existing and new green spaces, and providing links to the wider landscape. Vistas will be created through new woodland areas towards the retained headstocks including a vista walkway. A new landmark feature will be situated at the highest point of the park as a key focal point and linked to a historical trail an trim trail routes. Existing bunding will be retained and enhanced with planting to create a pleasant walking route with additional connective paths.
- 3.4 New habitats created within the country park would include native woodland and glades, species rich grassland, and wetlands incorporating sustainable drainage systems to manage surface water, as well as more formal areas of planting such as orchards and growing areas. Natural play spaces would be woven into the fabric of the park to complement the existing LEAP and MUGA and a new designated Mountain bike /BMX trail installed.
- 3.5 The park will be inclusive and accessible to a full range of visitors and the local community and include the provision of accessible public toilets. It will be well sign posted an easy to navigate, showing visitors where to go and the key points of interest along a fully integrated network of cycleways, footpaths, bridleways. A programme of community and educational events will occur throughout the seasons.



Figure 22: Examples of sculptures for inspiration for destination feature to relate to Headstocks and the mining heritage

### GREEN FLAG STATUS AWARD

- 3.6 The Green Flag Award helps to create public recognition of good quality green spaces and people's confidence in them. The Award aspires to raise expectations of what a public green space can offer. Awards are given on an annual basis and winners must apply each year to renew their Green Flag status. The park would be planned with the aspiration of winning and maintaining green flag status.







Figure 23: Ecological Enhancement Area and Community Hub Area

ECOLOGICAL  
ENHANCEMENT  
AREA



COMMUNITY  
HUB



COMMUNITY HUB

- 3.7

A community hub space is to be situated in amongst the Country Park. This is intended to comprise a hard surfaced, multi-purpose area to be suitable for a versatile range of uses. These include hosting a pop-up outdoor cinema and holding concerts or other performance events. It is intended that the space could be designed in the style of an amphitheatre with the surrounding landscape of the Country Park used to create a natural bowl in which the hub space would be located.
- 3.8

The hub space would also be designed in such a manner as to allow the Listed Headstocks to be seen and appreciated by its users and to form an impressive backdrop to events which take place in the space.
- 3.9

Strong linkages to the wider Country Park and to the existing built up area of Stainforth would set the community hub space into the heart of both the overall development proposals and the community as a whole.

ECOLOGICAL AREA

- 3.10

As part of the creation of the country park a specific ecological enhancement area will be created to provide a range of new native habitats focused on a new pond at the heart of the area. New paths and a board walk plinth will provide access to this area for quiet enjoyment of the natural environment.
- 3.11

New habitats created would include structural native and community woodland glades, species rich grassland and wetland areas. Overall the Country park will provide net sustainability benefits to Stainforth and the wider development project, this will include biodiversity net gain, carbon sequestration through additional vegetation, promotion of sustainable transport and the regeneration of an abandoned post industrial site

MAINTENANCE

- 3.12

A robust maintenance regime would be established underpinned by a Landscape Management Plan. This would cover all the hard and soft spaces and would set out maintenance prescriptions for all areas including repairs and replacement of play equipment and benches etc. The local community will have influence over the management and development of the park.





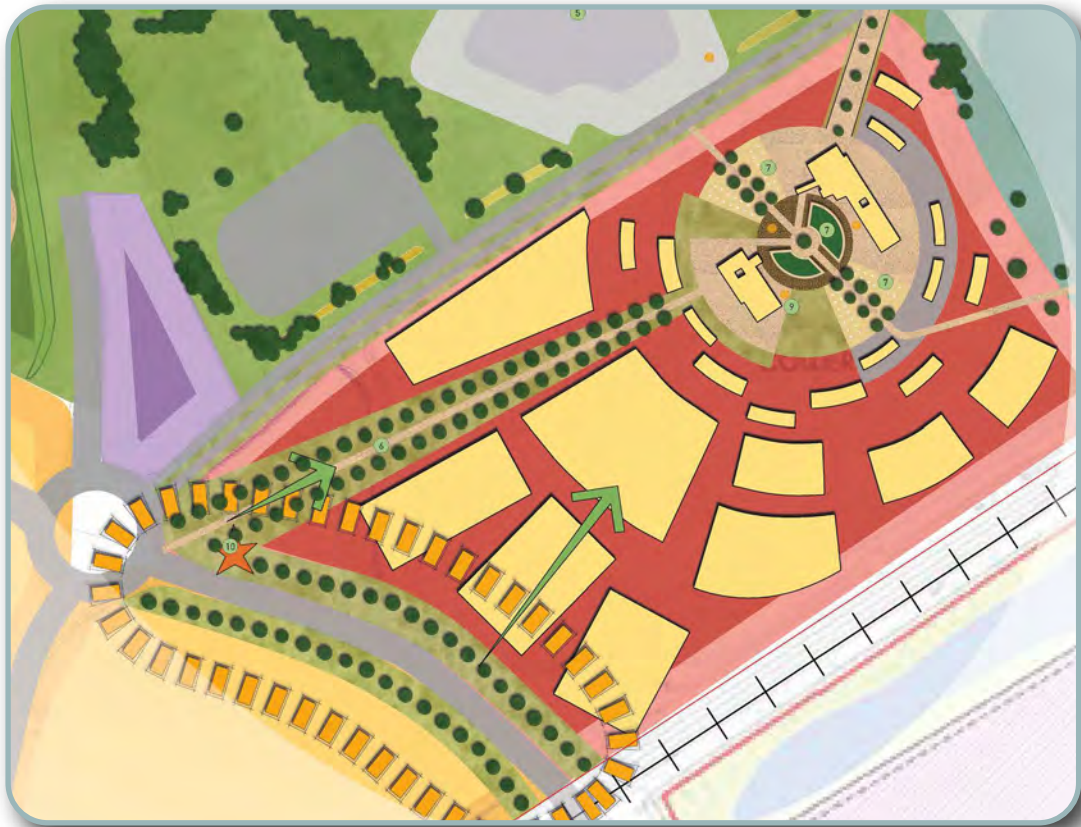


Figure 24: Core Area around old pithead site

COMMERCIAL DEVELOPMENT

3.13 The southern portion of the site area, adjacent to the railway line, is identified for commercial development to bring new jobs and opportunities to the area. The headstocks form a central pivot to the site which comprises 10.9ha. The heritage considerations in terms of the headstocks, (as listed structures) require special treatment of the core part of the site. A series of offsets have been developed in consultation with the heritage consultants, reflective of the identified setting which radiate out from the central hub, (see figure 20). The first offset requires there to be no development, to allow the headstocks to stand in a corresponding area of high quality open space. The subsequent offsets set parameters for development radiating out in scale and mass with smaller workshop type units adjacent to the open space, including a proposed visitor centre/ museum at the core and larger units on the

periphery. The parameters link to building heights as well as mass, setting maximum building heights.

3.14 Integrated into the offsets are also a series of view corridors which tie into preserved views of the headstocks from the surrounding area and preserve these lines of sight through the development of the layout. Also closely linked is a key view to a highpoint within the country park.

LISTED HEADSTOCK AND SURROUNDING AREA:

3.15 The listed headstock and surrounding area will be designed with sensitivity to the heritage assets. This area would have a community and heritage focus with built form being informed by the historical setting of the Listed Headstocks.

3.16 The space central to the headstocks is to be a prominent area with an educational focus, and a sociable and a fun space. Building uses

could include artisan workshops, visitor centre, museum, cafés and restaurants. These will have a local focus and be central to the community.

HERITAGE

3.17 Whilst any works to the headstocks will require Listed Building Consent the NDO will ensure that the headstocks are not left as isolated industrial relics or follies but will be within an area of activity and use enabling them to be appreciated and experienced by current and future generations. Their inclusion within the NDO will ensure that they remain firmly within the consciousness of the local community.

3.18 The NDO will not harm these designated heritage assets through development within their setting and will create an environment that will sustain and enhance them, ensuring that they are a positive contribution to the site as a firm reminder of the heritage and history of the area, reflective of the character and distinctiveness of Stainforth. The NDO will be in line with the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework, local planning policies, and Historic England guidance for Neighbourhood Development Orders.

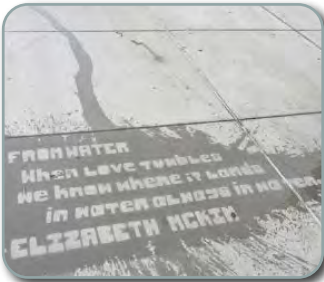
ENTRANCE GATEWAY FEATURE

3.19 A new major pedestrian entrance will be a feature to entice people into the space. This will create new links to the existing and newly created road network and provide a sense of arrival to this new portion of the town. This roundabout and boulevard will create links and ties with the surrounding scheme and country park.

Figure 26: Entrance gateway



Figure 25: Examples of elements around the Headstocks to highlight them





# 3 / VISION

## OLD PITHEAD SITE

### KEY FEATURES

- 3.20 The core containing the old pithead site will draw strongly on materials found within the site, the listed headstocks and key buildings within the wider town and the former use of the site. The local red brick forms a key part of this with some elements of local stone to provide accents, this is reflected in the materials pallet and in the paving pallet in the form of clay pavers and engineering blue bricks. Natural stone provides a high quality element and former uses, ( i.e. coal) will be reflected with the use of black granite for trims and edges. Enclosure and street furniture will be provided using bespoke but cost effective steel and precast concrete products developed specifically for the project.
- 3.21 Planting in this core area will be bold and architectural using for example using clipped forms of trees and espaliers and hedgerow species such as beech to soften and define areas. Planting would also be raised off the ground into large planters to provide protection and respond to the scale of the space and surrounding structures. Gabion planting baskets lined with

Figure 27: Listed Headstock on site

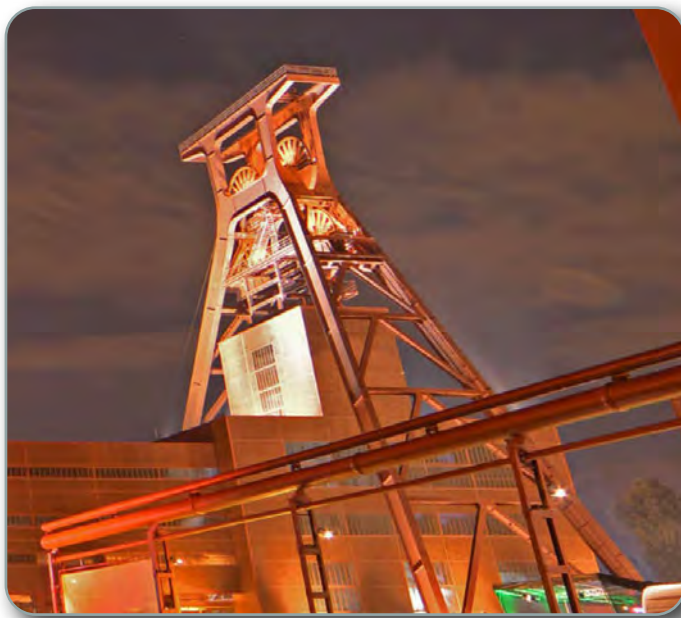


coursed slate will form key elements in these areas. Raised seating and social areas similar to Sheffield Peace Gardens in the central zone of the headstocks will bring people into the space to revisit the historical features and their educational focus.

### VISITOR CENTRE

- 3.22 A new visitor centre is designed into the masterplan at a key location which will connect the heritage structures to the country park with a permanent staff and visitor facilities. This visitor hub building is intended to be multi-functional with opportunities for a range of adaptable uses including food and drink, as well as activities, events, community involvement and volunteering opportunities.
- 3.23 Accessible toilets will also be provided to serve the core site and the wider country park.

Figure 28: Lighting example



# 3 / VISION

## VISITOR CENTRE & MINING MUSEUM

### MINING MUSEUM

- 3.24 A mining museum will be developed on the site that would be site specific to Hatfield and Stainforth and the surrounding area.
- 3.25 The museum experience will include virtual reality to explain the history of the site and provide an insight into what it was like to work in the mine and live in the local community.



Figure 29: Mining museum ideas



# 3 / VISION

## PRECEDENT SCHEME

# 3 / VISION

## MATERIALS

### RUHR VALLEY

- 3.26 In Germany in the Ruhr Valley the community have highlighted and treasured their industrial and cultural heritage by creating a cycle, pedestrian and car trail across different points of interest including their main mining museum and linking old colliery spoil heaps with a network of fun infrastructure and sculptures.
- 3.27 Through lighting they have enhanced and improved the night time attraction and created a visionary space for all ages. This scheme provides a precedent for what could be achieved at Stainforth and how this could connection into the wider regeneration of the surrounding former industrial landscape

Figure 30: Industrial Heritage Trail map in Germany. Case study for potential connections for Stainforth (ruhr-tourismus.de).



### 3.28 MATERIALS PALETTE

- 3.29 To provide continuity and cohesion to the full site area a palette of key indicative materials, colours and textures has been selected to reflect the mining heritage of the site. This includes paving and fencing elements as follows:
- Pre-cast concrete units (walls, seating and paving)
  - Red brick and stone accents (existing buildings and local vernacular)
  - Steel (fencing, seating and paving accents)
  - Coal - black granite and slate (materials, surface finishes and colours)
  - Engineering brick (walls and paving)



- 3.30 These materials are reflective of the site and former uses, locally distinctive and would contribute to strong place making. Whilst the use of these materials would be focused in the core areas of the site it is envisaged that these would run to different degrees throughout the remainder of the site to ensure it reads as one.
- 3.31 In the country park where there would be a transition in materials from steel and concrete to include robust timber elements and other natural materials such as living willow structures. Paving materials tie into the 'coal' pallet by using recycled road plainings for the footways and black concrete pavers at transitions and thresholds. A variety of seating opportunities would be provided within the site and along route to take in views, rest and have picnics.







Figure 31: Extract of Strategic Landscape Context Plan



Figure 32: proposed indicative residential layout .

RESIDENTIAL DEVELOPMENT

- 3.32 An area of residential development is proposed within the western section of the site. Strategically this portion of the site is very well placed to deliver sustainable residential development radiating out from the existing Hatfield and Stainforth railway station. It is also closely aligned to the existing settlement and the proposed community hub around the former headstocks. New roads also provide convenient access to the wider strategic road network and the new surrounding areas of proposed commercial development. These locational advantages and proximity to the new dwellings also makes the area suitable for the provision of new community facilities, which would be complementary to the residential use of this part of the site .
- 3.33 This residential development will assist in

diversifying the housing offer within the town, providing a mix of housing including larger units for local families and also those wishing to move into the town to support shops and services. The housing will be set in a sustainable location adjacent the new country park, headstocks, and railway station. This housing growth would also be complimentary to the wider housing proposed as part of the Unity Regeneration Project.

3.34 The proposed housing is intended to 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.

- 3.35 The housing would be designed in such a manner as to reflect the history of the site and to respect the wider development proposals, with strong linkages to the Country Park and design references which reflect the Listed Headstocks.
- 3.36 It is understood that significant parts of Stainforth are located within areas of flood risk. However, an indicative layout for the housing scheme has been prepared, (see figure above) which confirms it is feasible to accommodate residential development in areas beyond those identified as being at greatest risk of flooding in the Council's 2010 Strategic Flood Risk Assessment.
- 3.37 The allocation for circa 210 homes will also be expected to provide a role in contributing to the

funding of the country park and maintenance of the headstocks. The housing area would be linked to the wider development through a common materials palette, including boundary treatments and street furniture and green links tying into the proposed country park. View corridors would also connect residents to the heritage site. The ecological principles underpinning the development of the country park will run through into the residential area in terms of species selection for street trees and other elements of habitat creation such as species rich grassland, swales and structural native tree and shrub planting.





Figure 33: Extract of Strategic Landscape Context Plan

EMPLOYMENT

- 3.38 Employment uses are located 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.
- 3.39 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.
- 3.40 The design, scale and siting of these commercial buildings would need to 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 commercial units will be expected to contribute to the maintenance of the headstocks and country park development.
- 3.41 The wider commercial elements are also set within a network of green corridors linked to the Country Park, running right into the Employment sites. This is designed to create a 'campus' setting to the units and strong recreational

and movement corridors to promote lunchtime recreation and green transport opportunities. Units will be outward facing towards the country park to provide surveillance and an active frontage to the park. Vegetation and planting within the green corridors would be reflective of the country park and aligned to the development of a variety of habitats. Development in the eastern section of the commercial area would be more conventional and not subject to the same parameters of the hub but the whole would be tied together by a materials pallet, which would comprise of robust elements reflective of the former colliery uses and appropriate to the scale of commercial development.

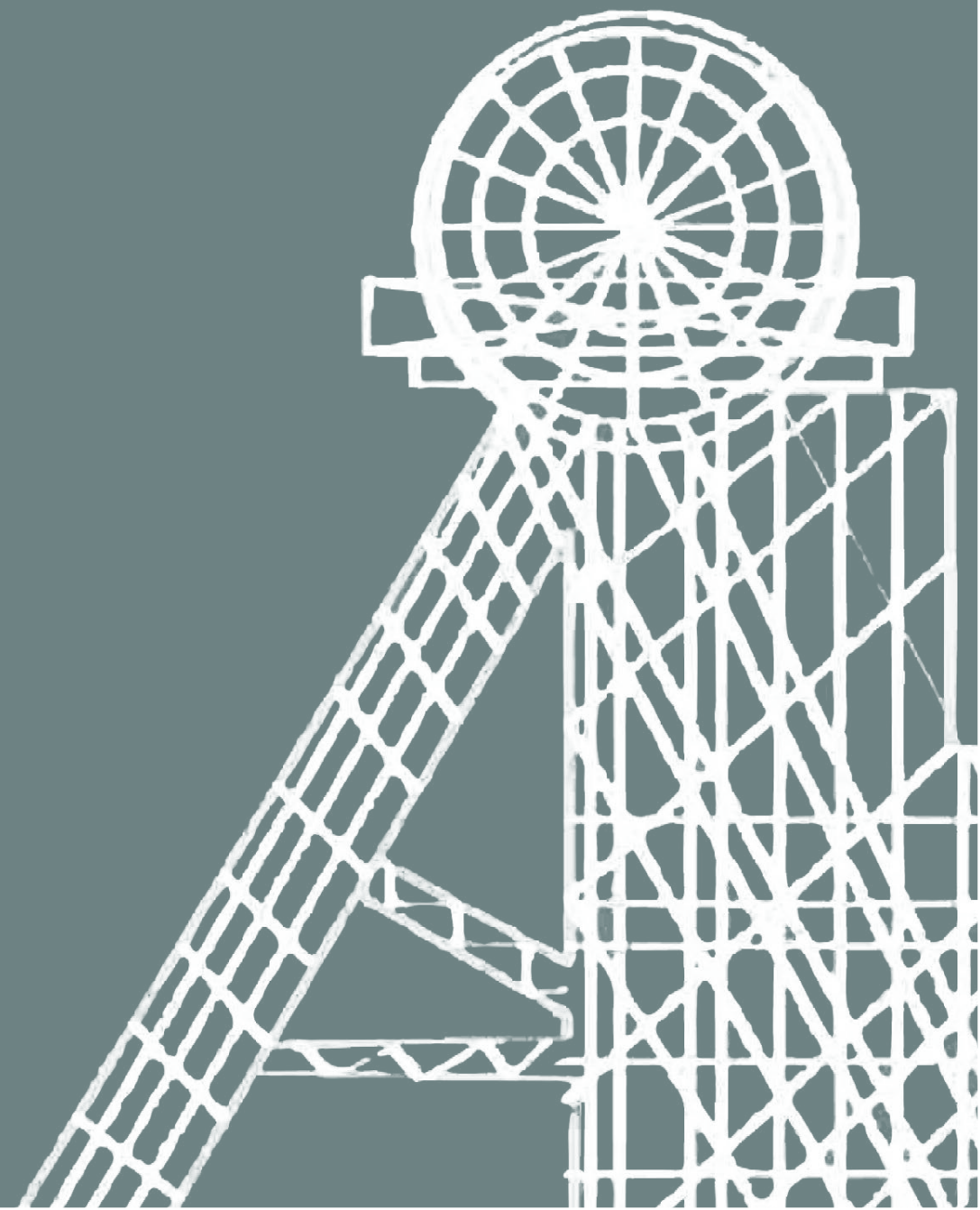


Figure 34: Precedent Business Park images with strong landscape structure





# 4 / PHASING & DELIVERY





# 4 / PHASING & DELIVERY

## PHASING

4.1 In the interests of ensuring a holistic approach to development, mitigating potential impacts and achieving a high quality, well designed and sustainable place, the redevelopment of the Former Hatfield Colliery must be informed by comprehensive area-wide masterplanning. The masterplan will need to take account of the requirements of policies S11, S12, S13 and S14 of the Neighbourhood Plan and provide a clear delivery and phasing strategy for the whole area. The phasing strategy for the delivery of this overall masterplan should include for early delivery of both the Country Park and the development at the Old Pithead Site, aligned with the restoration works to the Headstocks themselves.

# 4 / PHASING & DELIVERY

## DELIVERY

### STAINFORTH TOWN DEAL GRANT

4.2 The Department for Levelling Up, Housing and Communities has allocate funding up to £21.6 million across financial years 2021/22 to 2025/26 to a number of project areas in the Stainforth Town area. Funding is allocated to bot the restoration of the headstocks and the development of the country park as follows:

Project	Total (£)
Restoration and lighting of Colliery Headstocks	4,234,943
Enabling employment uses	1,211,193
New Country Park	2,151,765
Total	7,597,901

4.3 The funding allocation provides certainty over the restoration of the headstocks, the creation of the old pithead site employment and community space and the creation of the country park.

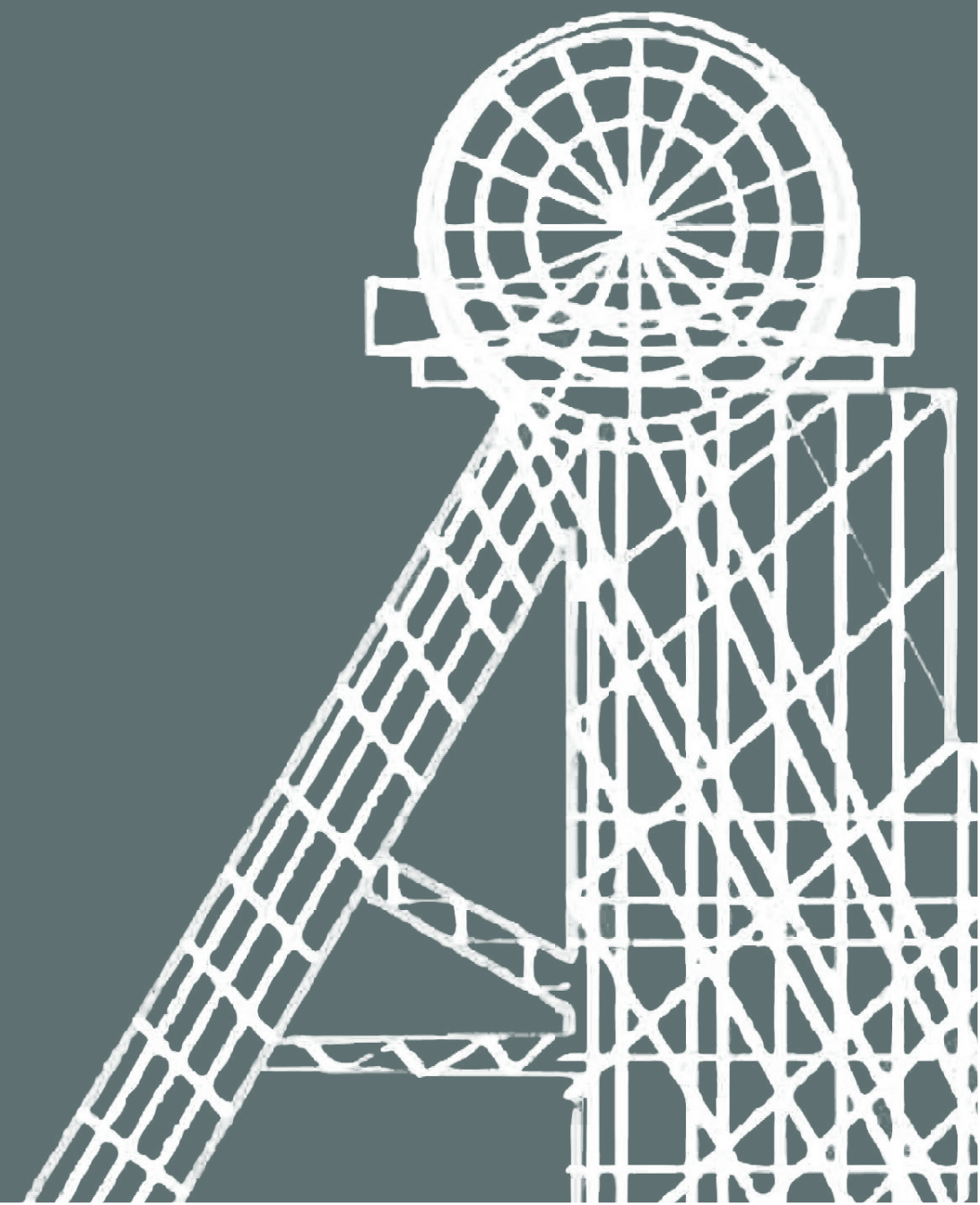
### HATFIELD COLLIERY HERITAGE ASSOCIATION TRUST

4.4 Hatfield Main Heritage Trust was formed in April 2017 with the aim of developing the Pithead site and country park. The Trust will take ownership of the pithead site, headstocks and country park once the restoration and development is completed by the developer. These will be transferred to the Trust by the Developer at no cost.

4.5 The Hatfield Main Heritage Trust will thereafter be responsible for the management and maintenance of the pithead site, headstocks and country park and will use income generated through the uses developed around the old pithead site to ensure for ongoing management and maintenance.



# 5/ CONDITIONS





STRATEGIC VISION

Suggested conditions:

- In the interests of ensuring a holistic approach to development, mitigating potential impacts and achieving a high quality, well designed and sustainable place, the redevelopment of the Former Hatfield Colliery must be informed by comprehensive area-wide masterplanning. The masterplan will need to take account of the requirements of policies S11, S12, S13 and S14 of the Neighbourhood Plan and provide a clear delivery and phasing strategy for the whole area. The phasing strategy should include for early delivery of both the Country Park and the development at the Old Pithead Site, aligned with the restoration works to the Headstocks themselves.
- The masterplan must be prepared in consultation with the Town Council and agreed in writing by the Local Planning Authority prior to any development commencing on this site.

STAINFORTH COUNTRY PARK

Suggested conditions:

- The Country Park should cover the 45 ha area illustrated on the proposals map
- The Country Park should include for the provision of appropriate footpaths providing connections from Stainforth to the railway station, headstocks, employment allocation and recreational opportunities in the park;
- The Country Park should include for the appropriate interpretation of the mining history of the area through signage and other material;
- The Country Park should include for a multi-use community area sited near the headstocks;
- Proposals for the Country Park should include for a delivery and management plan to identify how the park will be developed and provide continued maintenance of the park; and
- The Country Park should include for appropriate car parking
  
- To ensure that the development advances the understanding of the history of the site and heritage assets, including the Grade II Listed Headstocks, a scheme of heritage interpretation shall be provided. The scheme, which should be submitted to and approved by the Local Planning Authority prior to implementation, shall include details of the text and design of the interpretation including proposed locations of interpretation boards or signs.



## OLD PITHEAD SITE

### Suggested conditions:

- The Old Pithead site, as identified on the proposals map, should be developed for a mix of uses.
- The redevelopment of the site must be heritage-led and linked to the area's former mining and industrial heritage.
- The following types of use are those which should come forward:
  - a) Heritage centre with ancillary restaurant/cafe;
  - b) Small business units;
  - c) A small recording studio;
  - d) A sports hall;
  - e) A conference centre;
  - f) A flexible space for theatre productions, films, shows etc;
  - g) Use of the railway sidings for heritage railway and trains;
  - h) Other uses as appropriate to the setting, location, and heritage of the area.
- All 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.
- All schemes should be of a height, form, scale, and materials 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 would be necessary where buildings are used to form a key visitor attraction.
- All schemes in the Old Pithead site should aim to provide an attractive, accessible, and welcoming visitor experience for all.
- To ensure that the development advances the understanding of the history of the site and heritage assets, including the Grade II Listed Headstocks, a scheme of heritage interpretation shall be provided. The scheme, which should be submitted to and approved by the Local Planning Authority prior to implementation, shall include details of the text and design of the interpretation including proposed locations of interpretation boards or signs.
- To ensure that the development preserves the special interest of the Grade II Listed headstocks and views of them, development within this area should not exceed 10m in height above the finished ground level of the site.
- Additionally, samples or detailed specifications of all external materials to be used, including finish and colour, shall be submitted and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the agreed materials.
- To establish whether the works or demolition would require Listed Building Consent and to ensure that any demolition is in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990 no works or demolition shall be undertaken to Headstock No. 1 or Headstock No.2 before details of the extent and method of the have been submitted to and approved in writing by the Local Planning Authority.

## HOUSING ALLOCATION – Land off Waggon's Way

### Suggested conditions:

- 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 other facility mainly for local residents; and
  - c) Would not harm residential amenity or undermine the delivery of housing.
- The site should 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 should only come forward where this would assist in the delivery of a better design solution.

### Development Requirements:

**Biodiversity** - Habitat losses should be accounted for and appropriate compensation provided. Any mature trees on site should be retained where possible, subject to an appropriate tree survey.

**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** - New development should be suburban character at a density which is appropriate to its edge of settlement 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 and the distinct industrial heritage of the area. Appropriate screening should be provided to the railway line.

**Education** - A contribution towards education should be provided where necessary

**Flood risk** - A detailed Flood Risk Assessment is required for the development of this site.

**Housing** - A Housing Need Assessment should be provided which demonstrates that the size and tenure of dwellings proposed on the site will assist in balancing the housing offer within Stainforth.

**Infrastructure** - 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.

**Public Open Space** - On site public open space is required. However, this may be partially offset by contributions to enhancements to the neighbouring country park.

**Transport** - Access will be taken from Waggon's Way in accordance with South Yorkshire Residential Design Guide. Clear walking and cycling routes should be provided through the site to the train station and adjacent country park and pithead sites.



## EMPLOYMENT ALLOCATION – Land between Kirton Lane and Railway Line

### Suggested conditions

- The Land between Kirton Lane and the railway line, as identified on the proposals map should be developed for employment use in accordance with the following principles:
- Only research and development, light industrial, general industry and storage and distribution uses should come forward at the site, unless the proposal is ancillary to the employment use; and
- The employment site is developed in accordance with the development requirements set out below.
- To ensure that the development preserve the special interest of the Grade II Listed headstocks and views of them, development within this area which is located within 150m of the headstocks should not exceed 15m in height above the finished ground level of the site.
- Additionally, samples or detailed specifications of all external materials to be used, including finish and colour, shall be submitted and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the agreed materials.

### Development Requirements:

#### Biodiversity

Habitat losses should be accounted for, and appropriate compensation provided. Biodiversity enhancements should be focused upon extending the country park into the allocation

#### 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

#### Infrastructure

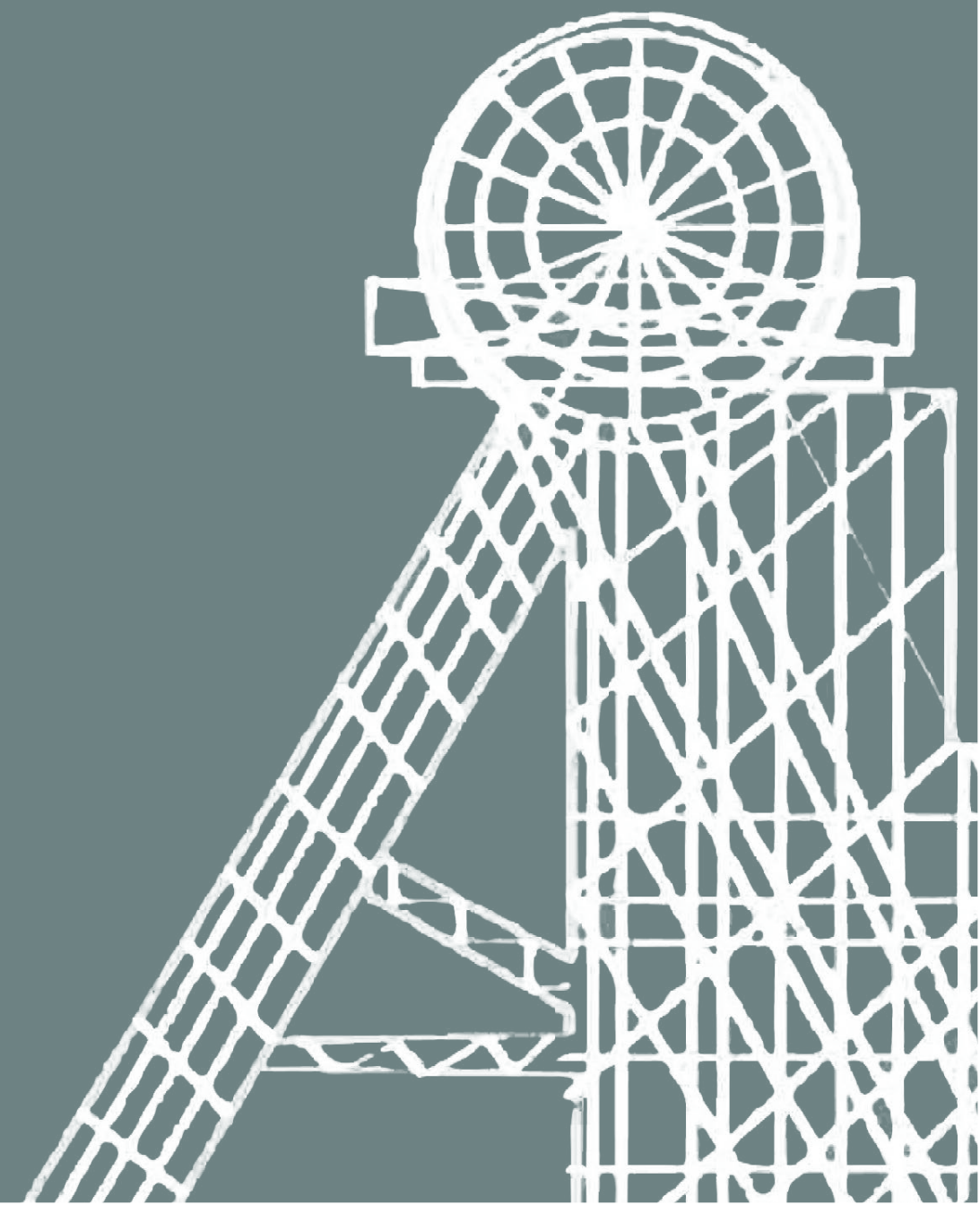
Contributions will be sought to meet other policies in the Neighbourhood Plan and Doncaster Local Plan. This will include contributions towards the headstocks, country park and access road.

#### Transport

To minimise HGV movement through Stainforth a new access road is required linking Waggon's Way to Kirton Lane.



# APPENDIX 1 / COSTINGS





- COSTINGS**
- 1.1 It is recognised that the proposal for the regeneration and redevelopment Former Hatfield Main Colliery as set out in this NDO would require provision for the cost of the ongoing management and maintenance of the site. In particular, this would include the cost of the ongoing upkeep of the Listed Headstocks, as well as costs associated with the management of the Country Park and other areas of open space.
- 1.2 With regard to the costs associated with the Listed Headstocks, a specialist Conservation Engineer was commissioned to carry out an inspection of the structures and to prepare a report of their findings including recommendations for any urgent remedial works required, a programme of repairs and maintenance for structural aspects, and an estimate of costs.
- 1.3 The key findings of the Conservation Engineer’s Report were as follows:
- No issues were identified that required immediate action
  - There is a need to remove the corroding internal steelwork within the East Upcast tower as soon as possible (2022).
  - Repairs to the key external concrete frame to the East Upcast tower should be carried out within three years (i.e. by 2024).
  - A further detailed hands-on inspection of the steel frame to the West Downcast tower by an engineer should be carried out within two years (i.e. 2023).

- COSTS**
- East (concrete) Headstock
- Work required to the steel frame of the concrete headstock (required ‘as soon as possible’) – budget **£290,000**
  - Work to the concrete frame budget (required within 3 years) - budget **£1,350,000**
- Sub-total - £1,640,000**
- West (steel) headstock
- Further detailed inspection work required - budget **£40,000**
  - Current estimate for stabilising the steel (subject to that more detailed inspection) - budget **£280,000**
  - Current estimate for maintenance and repairs (subject to that more detailed inspection) **£480,000**
- Sub-total - £800,000**
- Ongoing maintenance cost
- Further ongoing costs for both Headstocks - budget **£120,000 per year**

