

# Retford Town Centre Masterplan

A supporting document to  
Retford Neighbourhood Plan

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Quality information

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4	11/01/23	Final report	Joe Greenhalgh	Graduate Urban Designer

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# 1. Introduction

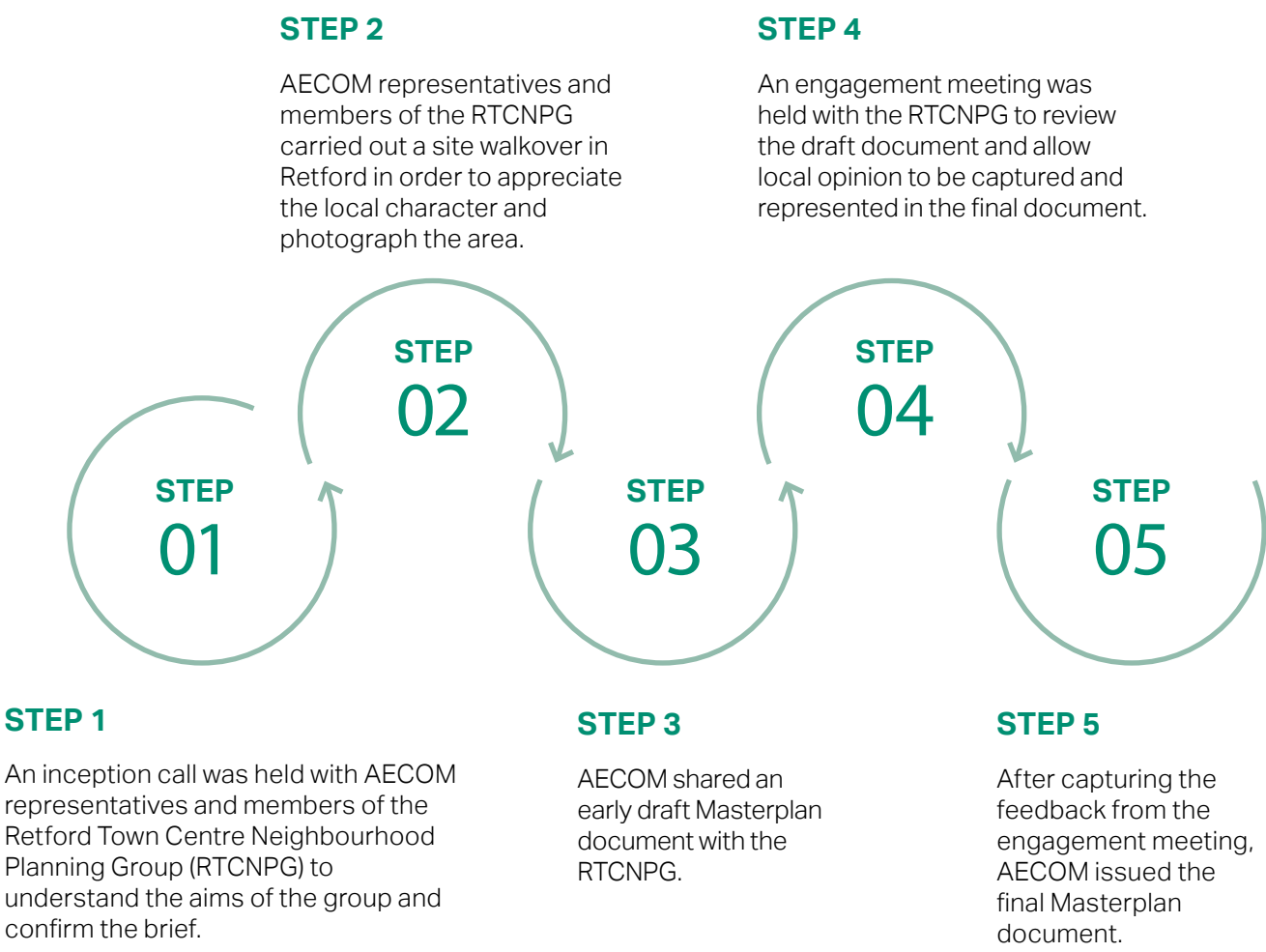
This section provides context and general information to introduce the project and its location

## 1.1 Objectives

This document provides a spatial analysis of Retford Town Centre in order to develop a series of aspirational masterplan frameworks for the town. The frameworks build on some of the design recommendations made in the Retford Design Code document. A concluding masterplan framework is provided which illustrates the combined opportunities and aspirations for the town.

## 1.2 Process

The process that was undertaken to produce this Masterplan Document is as follows:





### 1.3 Planning policy and guidance

There are several national and local planning policy and guidance documents that have been referred to in the development of this document. This section highlights recent government initiatives such as the National Design Guide and Homes England adoption of Building For a Healthy Life (formerly building for Life 12).

#### 2021 - National Model Design Code MHCLG

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.

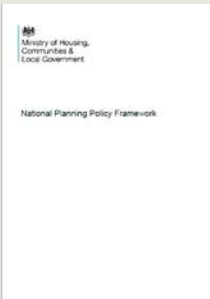
#### 2020 - Building for a Healthy Life Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing.

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

#### 2019 - National Planning Policy Framework MHCLG

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places as being



#### 1.3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) outlines the Government's overarching economic, environmental and social planning policies for England. The policies within the NPPF apply to the preparation of local and Neighbourhood Plans, and act as a framework against which decisions are made on planning applications.

The parts of the NPPF which are of particular relevance to this Masterplan are:

- **Part 6: Building a strong, competitive economy** - this section aims to create the conditions in which businesses can invest, expand and adapt and puts significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- **Part 7: Ensuring the vitality of Town Centres** - this section supports the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.
- **Part 12: Achieving well-designed places** - this section stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.

- **Part 14: Meetin the challenge of climate change, flooding and coastal change** - this section encourages the planning system to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- **Part 15: Conserving and enhancing the natural environment** - this section covers the fundamentals of conserving valued local landscapes through appropriate planning practices. It includes a range of specific measures on habitat and biodiversity protection and enhancement.
- **Part 16: Conserving and enhancing the historic environment** - this section stipulates the value of heritage assets and how planning proposals should actively seek to conserve and enhance them. It includes a number of themes to consider during the planning stages, including local identity, character, and culture.

The NPPF notes that 'development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes'.

1.3.2 Local Planning Policy context  
(SPD’s, masterplans etc.)

Retford is a market town that falls within the local authority of Bassetlaw District Council in North Nottinghamshire. The following local planning documents were reviewed to understand the policy context which will influence the Masterplan and Design Code documents.

**2021 - Draft Bassetlaw Local Plan  
2020 - 2037 Bassetlaw District Council**

This document includes strategic policies that are designed to guide development within Retford and by proposing site allocations for both housing and employment opportunities. This draft document is set to be adopted in the Autumn of 2022.

*POLICY ST13: Town Centres, Local Centres, Local Shops, and Services*

Under this policy Retford is identified as having a Town Centre that must be maintained and enhanced. As a Town Centre the development of the following uses will be encouraged: major retail, leisure, entertainment, cultural facilities, as well as community services. The policy recognises that in ensuring the long-term vitality of towns like Retford, the evening economy, leisure, and residential development will play an increasingly important role in Town Centre development. For example, high quality residential living above ground level will not only bring vibrancy to streets in the evenings and on the weekend, but they will also help support local businesses.

*POLICY ST14: Management of Town Centres*

In meeting the individual needs of each town Bassetlaw District Council will continue to liaise with Town Centre stakeholders, infrastructure partners and developers in delivering contextual Town Centre regeneration. As per the aspirations of the Retford Town Centre Neighbourhood Plan any proposal that includes the following will be supported:

- i. improvements to existing public realm and enhanced green/blue infrastructure connectivity;
- ii. improved pedestrian and cycle links to the Town Centre, the rail station /bus station, from nearby employment areas and Kings Park;
- iii. proposals that contribute to a green Town Centre with regards to energy, movement, and sustainability;

**2011 - Core Strategy & Development Policies DPD Bassetlaw District Council**

Adopted in December 2011 the document identifies areas to which new development should be directed along with the amount of new housing and employment land that will be provided throughout Bassetlaw up to 2028. It sets out Bassetlaw District Council's long-term vision for the District's sustainable and strategic growth between 2010 and 2028.

**2012 - Retford Conservation Area Appraisal Bassetlaw District Council**

This appraisal documents outlines the Retford Conservation Area's heritage assets, the reasons for its designation, and a management plan on how to mitigate damage to the area's heritage and character. Four character areas have been indentified in the document, each detailing their differentiated and unique histories and heritage assets.

**2014 - Affordable Housing Supplementary Planning Document Bassetlaw District Council**

The document expands upon the Core Strategy in how the District should address affordable housing. It states an affordable housing target of 25% for any of Retford's new residential development. The type and tenure of affordable housing required will be determined by consideration of a combination of including local housing needs, local housing market data, and indeed the Retford Town Centre Neighbourhood Plan. It is required affordable housing be indistinguishable from market housing in relation to location, appearance, build quality, and materiality. Affordable housing proposals that demonstrate sub-standard or a noticeable depletion in quality will not be supported.

**2014 - Shopfronts and Signage Supplementary Planning Document Bassetlaw District Council**

The document was produced by the District Council's Conservation Team to provide a guide for new, replacements or for the alteration of traditional shopfronts throughout the District. This guidance is particularly relevant to Retford given the number of listed buildings / heritage assets in its retail core. The business-led approach to the Retford Town Centre Neighbourhood Plan also makes this guidance of notable relevance for any future Town Centre proposals. The document sets out how the regeneration of shopfront signage, detailing, embellishment, scale, and materiality should be approached. It is important any Town Centre regeneration effecting heritage assets follows the detailed guidance outlined in this document in order to maintain and strengthen local distinctiveness.

**2013 - Residential Design Supplementary Planning Document Bassetlaw District Council**

This document was produced in conjunction with neighbouring local authorities and identifies best practice for sustainable housing layout and design. The document guides developers to approach development in a flexible manner by creating buildings and places that can be adapted to meet changing needs/demands over time. It's also suggested renewable energy sources and environmentally friendly materials should be used wherever financially and logistically viable. In relation to Retford, residential development that enhance the Town Centre's sense of place and character will be encouraged. It is therefore important proposals achieve an appropriate scale, form, and density that is proportionate to Retford Town Centre's existing building stock.



## 1.4 Area of study

Retford is a historic market town within the Bassetlaw District of Nottinghamshire, East Midlands. Having received its first charter in 1105 Retford is one of England's oldest market towns. The town lies to the north of Nottinghamshire, 22 miles east of Sheffield and 27 miles north of Nottingham. Retford's market square (The Square) still holds market days every Thursday, Friday, and Saturday which are set against the backdrop of the square's historic Georgian architecture and the Italianate-style Retford Town Hall.

The Town Centre has a strong historic character due to the heritage assets that line its primary routes (Carolgate, Bridgegate and Grove St). It is here that many of the town's listed buildings and structures are located. The area of study is also almost entirely set within the Retford Conservation Area, with the Morrisons and Home Bargains sites to the north of Amcott Way being the only area to not fall within the designation.

The Neighbourhood Plan Area encompasses Retford's commercial centre where the settlements retail and business activity are concentrated; particularly along the pedestrianised high-street of Carolgate which runs from north-south through the town's centre. The 10-hectare Kings Park hugs the western border of the Neighbourhood Plan Area. While the park doesn't fall within the area of study its proximity has produced a strong and important relationship to Retford Town Centre.

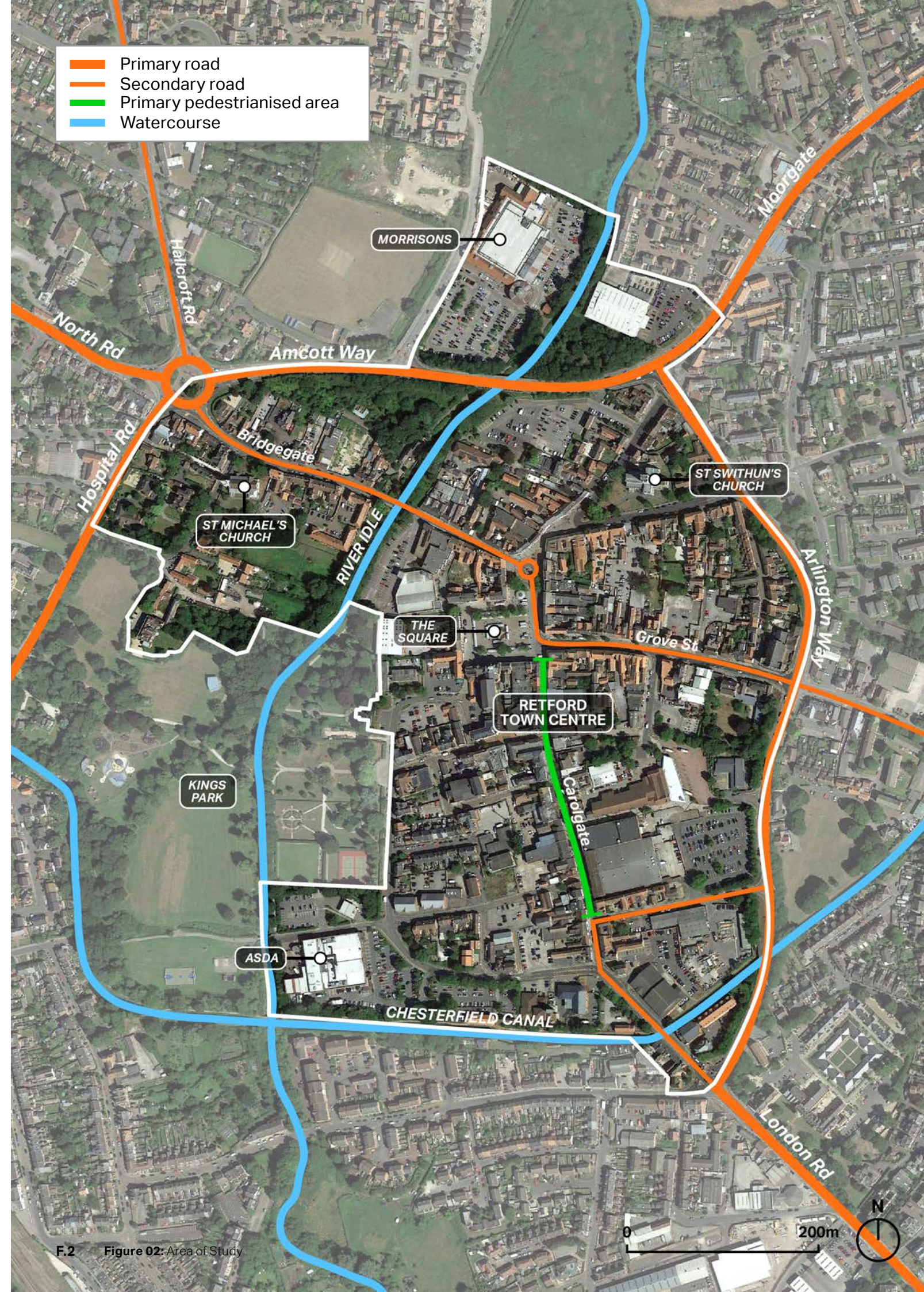
The River Idle runs through the park and into the northern portion of the Neighbourhood Plan Area. The Chesterfield Canal also passes below Retford Town Centre from east to west, hugging the study area's southern border.

The town is served by multiple arterial roads North Rd (A638), Amcott Way (A620), and Hospital Rd (A620) which intersect at a roundabout to the north west of the study area. Another arterial road (Arlington Way (A638) then follows the entire stretch of the study area's eastern border before intersecting with London Rd (A638). The Town Centre's primary access and through route is the east-west corridor which runs via Bridgegate and Grove St.



F.1

Figure 01: Carolgate



F.2

Figure 02: Area of Study



# 2. Neighbourhood Area Context Analysis

## 2.1 Vehicular Movement

Much of the Retford Town Centre Neighbourhood Plan Area is bounded by primary vehicular routes; the northern edge by the A620 (Amcott Way) and Hospital Road and the eastern edge by the A638 (Arlington Way). Together these routes compose a ring road around Retford.

The town's radial routes include Spital Hill, Carolgate (southern portion), Grove Street, and Bridgegate. These routes serve the north west and eastern boundaries of the Neighbourhood Plan Area due to the location of the River Idle and Chesterfield Canal to the west of the Town Centre. Vehicular connections to the west (Kings Park) of the Neighbourhood Plan Area are therefore limited.

A large roundabout lies to the north west of the area where the A620 (Amcott Way), A638 (North Road), Hospital Road, Bridgegate and Hallcroft Road intersect. The A638 (North Road) serves the area as the primary vehicular route connecting to the north. Primary connections to the south include the A638 (Arlington Way and London Road) which leads down towards the A1 at Markham Moor (8 miles). Key vehicular connections to the east are provided via the A620 (Moorgate), Spital Hill, and Grove Street, and with Hospital Road serving the west. Bridgegate leads from the roundabout down into the Town Centre where it transitions to Market Place running alongside the Market Square, before connecting to Retford's retail hub, Carolgate.

North Road/Hospital Road/Amcott Way Roundabout, Moorgate/Amcott Way/ Arlington Way traffic lights, and London Road/Arlington Way traffic lights are three junctions on the edge of the Neighbourhood Plan Area that have been identified by

Nottinghamshire County Council (NCC) as insoluble problem areas at peak travel times.

The proposed housing development in the Bassetlaw Local Plan (in Ordsall South), which is planned during the Neighbourhood Plan period, will increase pressure on these junctions, the interconnected roadways, and the parking facilities.

There is likely to be a requirement to accommodate increased traffic flows and parking requirements at peak times which will exceed any reductions from potential modal shifts.



Figure 03: Grove Street



Figure 04: Amcott Way

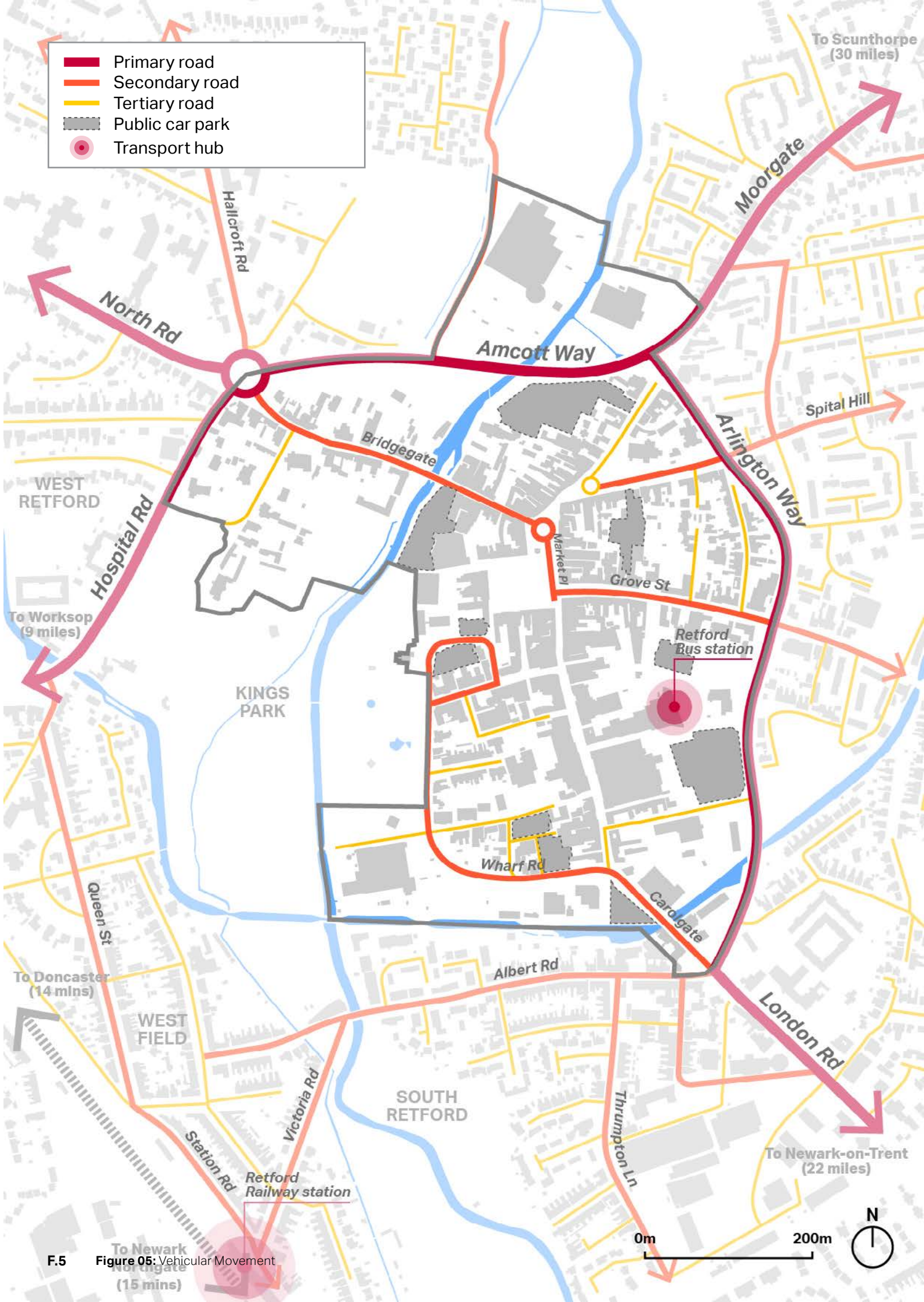


Figure 05: Vehicular Movement



# 2.2 Pedestrian Movement & Sustainable Transport

The Market Square and high street (Carolgate) are pedestrianised zones, with the exception of service vehicles and disability access. Carolgate is therefore the Neighbourhood Plan Area's principal pedestrian corridor given it is Retford's main retail street.

There are also several pedestrianised / partially pedestrianised streets that splinter off from Carolgate connecting to nearby areas. These include Exchange Street that provides connections to Kings Park and Spa Road that connects to further retail and Retford Bus Station.

Other key pedestrian routes include the Chesterfield Canal towpath which lies just within the southern edge of the Neighbourhood Plan Area. Unlike the Chesterfield Canal, the River Idle's footpath is somewhat disjointed due to a number of gaps in the path. A short stretch within the Neighbourhood Plan Area runs between Bridgegate and Kings Park.

Key transport hubs within the Neighbourhood Plan Area include Retford Bus Station which is an enclosed building located centrally to the north of Spa Road. The station runs frequent cross-county services that includes connections to Doncaster, Newark, Lincoln, and Nottingham, as well as more local services running throughout Retford and to other nearby settlements. Although not within the study area, Retford Railway Station is another key transport hub within the town that is accessible via Station Road and Victoria Road in South Retford. The station is on the East Coast Main Line and is situated between Doncaster (north) and Newark Northgate (south). Cross-country travel to London King's Cross, York, Leeds, Newcastle and Edinburgh is provided via the main line platforms. There are four platforms: two on the main line and two on the Sheffield to Lincoln Line.



F.6

Figure 06: Retford Bus Station



F.7 Figure 07: Pedestrian Movement & Sustainable Transport



## 2.3 Water & Flood Risk

A large portion of the Neighbourhood Plan Area falls within flood zones 2 and 3 associated with the River Idle.

Flood Zone 2 is defined as areas shown to have between 0.1% – 1% chance of flooding from rivers in any year.

Flood Zone 3 is defined as areas shown to be at a 1% or greater probability of flooding from rivers.

Flooding events in the Town Centre could be exacerbated by high levels of hard surfacing such as concrete and tarmac. Areas of permeable soft landscaping such as turfed or planted areas can help to alleviate flooding issues by allowing water to soak away across a wider area.



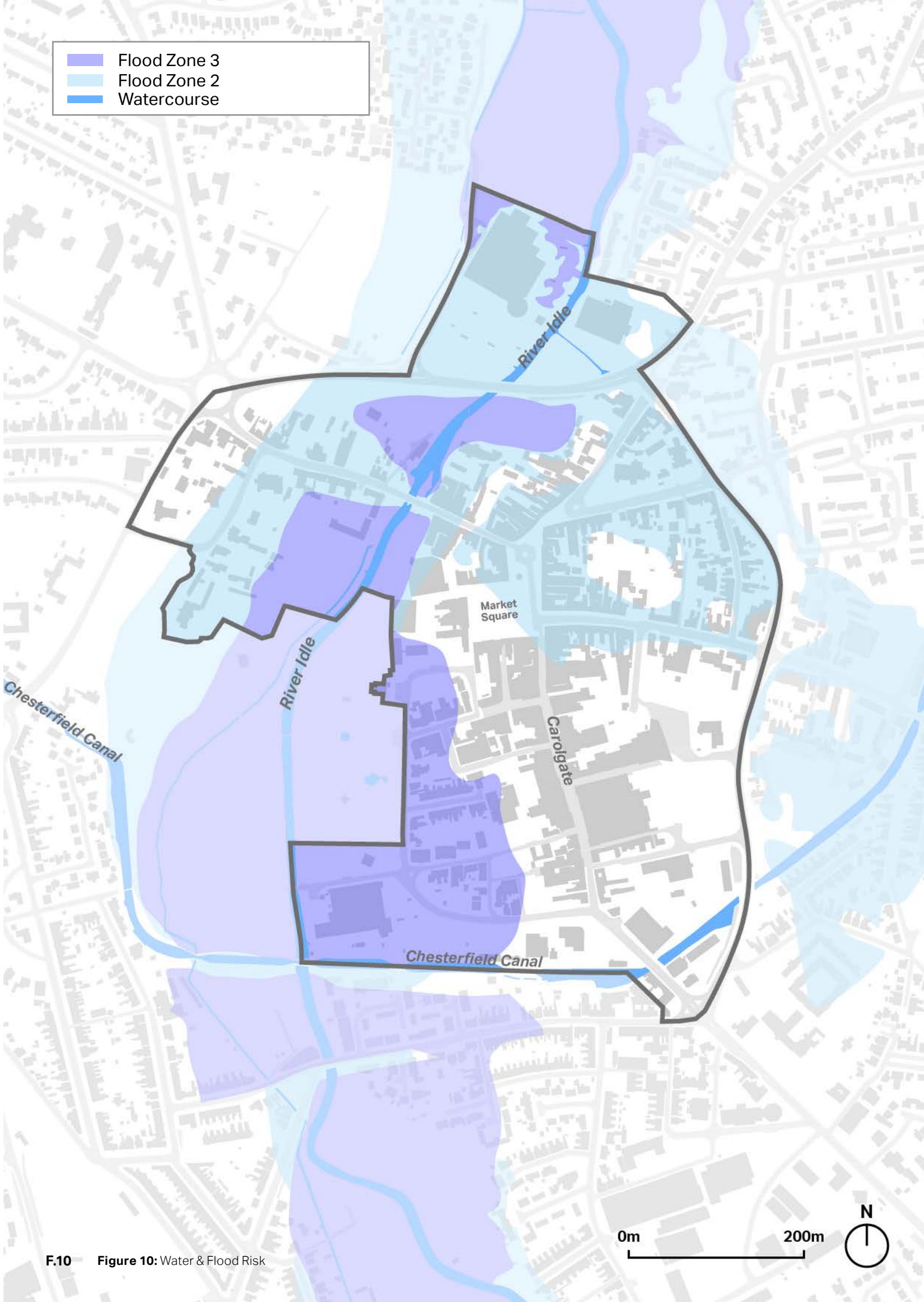
F.8

Figure 08: River Idle



F.9

Figure 09: Chesterfield Canal



F.10 Figure 10: Water & Flood Risk



## 2.4 Green Spaces

Given the density of a Town Centre like Retford open green spaces are somewhat lacking. Several key open spaces are located outside of the Retford Town Centre Neighbourhood Plan Area. The only green spaces within the boundary include the churchyards of both St Swithun's Church and St Michael's Church to the north. While designated as green spaces this type of green infrastructure offers limited value to communities due to their sensitivity and obstructive configuration (i.e. gravestones, monuments, walls, church buildings). Key blue infrastructure within the boundary includes the River Idle which runs south to north, and the Chesterfield Canal that runs along the southern edge. Both watercourses intersect at the most south-westerly point of the Neighbourhood Plan Area where the Chesterfield Canal flows across the River Idle via a viaduct.

Kings Park is a public park including gardens, riverside paths, sports facilities, splash park and play area and is the largest of its kind that serves Retford. The park dominates much of West Retford due to its sheer size and scale. It lies between the Chesterfield Canal and the western boundary of the Retford Town Centre. Sports facilities within the park include a skatepark, basketball court, bowling green, and tennis court. The River Idle runs through its middle while the Chesterfield Canal runs down its western and southern edge. This type of space produces substantial and varied benefits through its contributions to biodiversity and provision of varied recreational spaces for public use. Kings Park is therefore considered a high-quality green space which is on the doorstep of the Retford Town Centre Neighbourhood Plan Area.

Other nearby green spaces include the garden of Bassetlaw Museum and Spa Common which is located just outside of the Neighbourhood Plan Area between A638 (Arlington Way) and the Chesterfield Canal. Spa Common is a simple green space that extends northwards from the Chesterfield Canal towpath in a triangular form. While the A638 (Arlington Way) proves a significant barrier to access, Spa Common provides a sizeable recreational space that connects directly into the Chesterfield Canal towpath.

All other surrounding green spaces include allotments and larger sports grounds such as the Retford Cricket and Sports Club located just north of the Neighbourhood Plan Area and the Retford Tennis Club located to the west.



Figure 11: St Michael's Church Yard



Figure 12: St Swithun's Church Yard

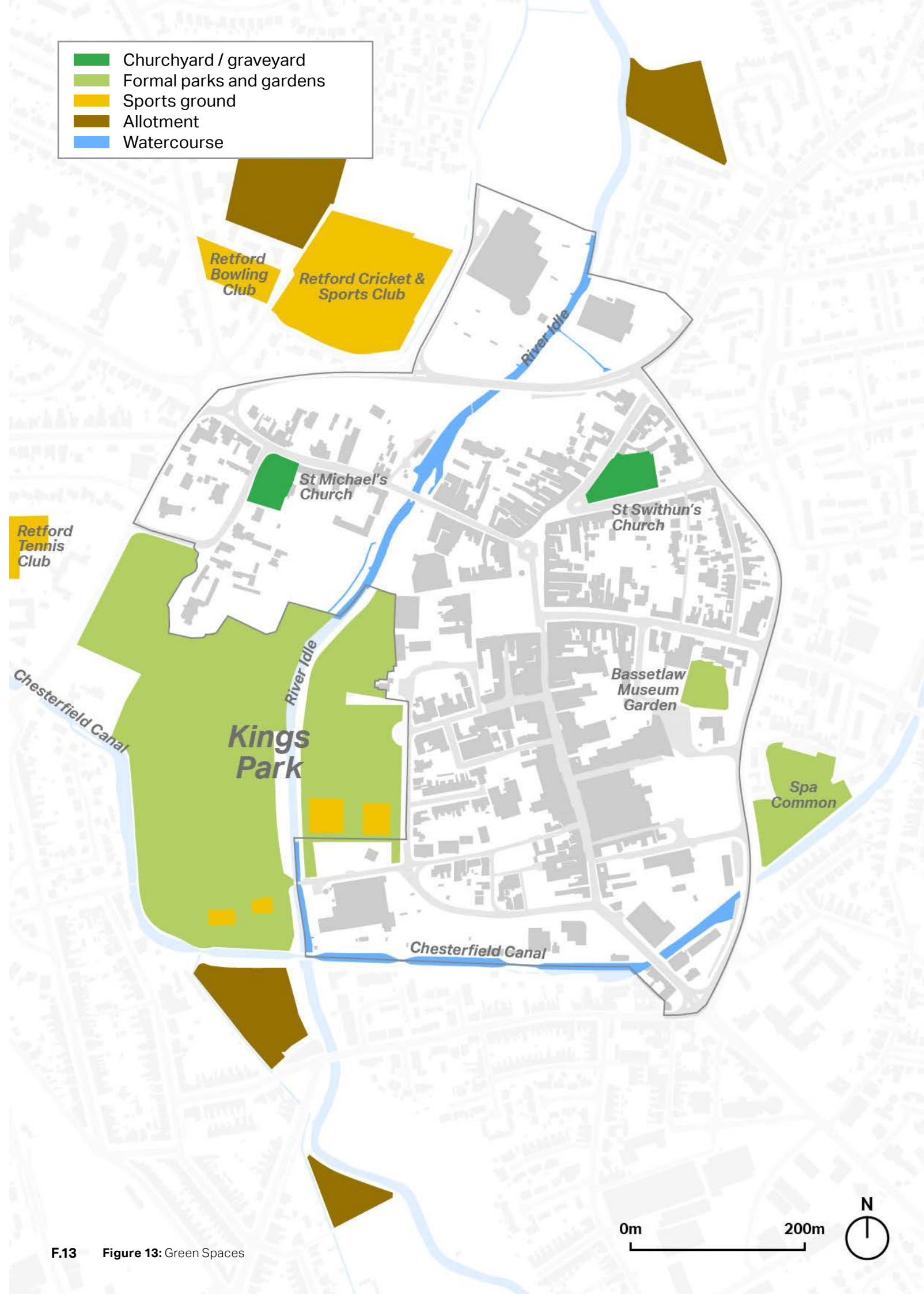


Figure 13: Green Spaces



# 2.5 Amenities

There are a significant concentration of amenities all within a 5 minutes-walk (400 metres) of the Neighbourhood Plan Area's centre. The composition of Retford Town Centre's amenities includes typical community institutions such as health centres (Riverside Health Centre and Crown House Surgery), a central library (Retford Library), a church (St Swithun's Church), and cultural attractions (Majestic Theatre, Bassetlaw Museum etc.) all located within its centre. Large supermarkets/major retail are located in the Town Centre's periphery to both the north and south and include an Asda, Morrisons, Aldi and Home Bargains.

Notable religious institutions within the Neighbourhood Plan Area include St Swithun's Church and St Michael's Church which are both Church of England, and Grove St Methodist Church. Key cultural venues include two theatres (Retford Little Theatre and the Majestic Theatre), the Bassetlaw Museum, and the Retford Tourist Information Centre which is located adjacent to St Swithun's Church.

There are ten public car parks within the Neighbourhood Plan Area all of which provide surface level parking. The largest of the car parks include the Churchgate Car Park which lies between the Riverside Health Centre and Retford Library and the New Street Car Park which is located between the A638 (Arlington Way) and Carolgate.



Figure 14: Bassetlaw Museum



Figure 15: Majestic Theatre

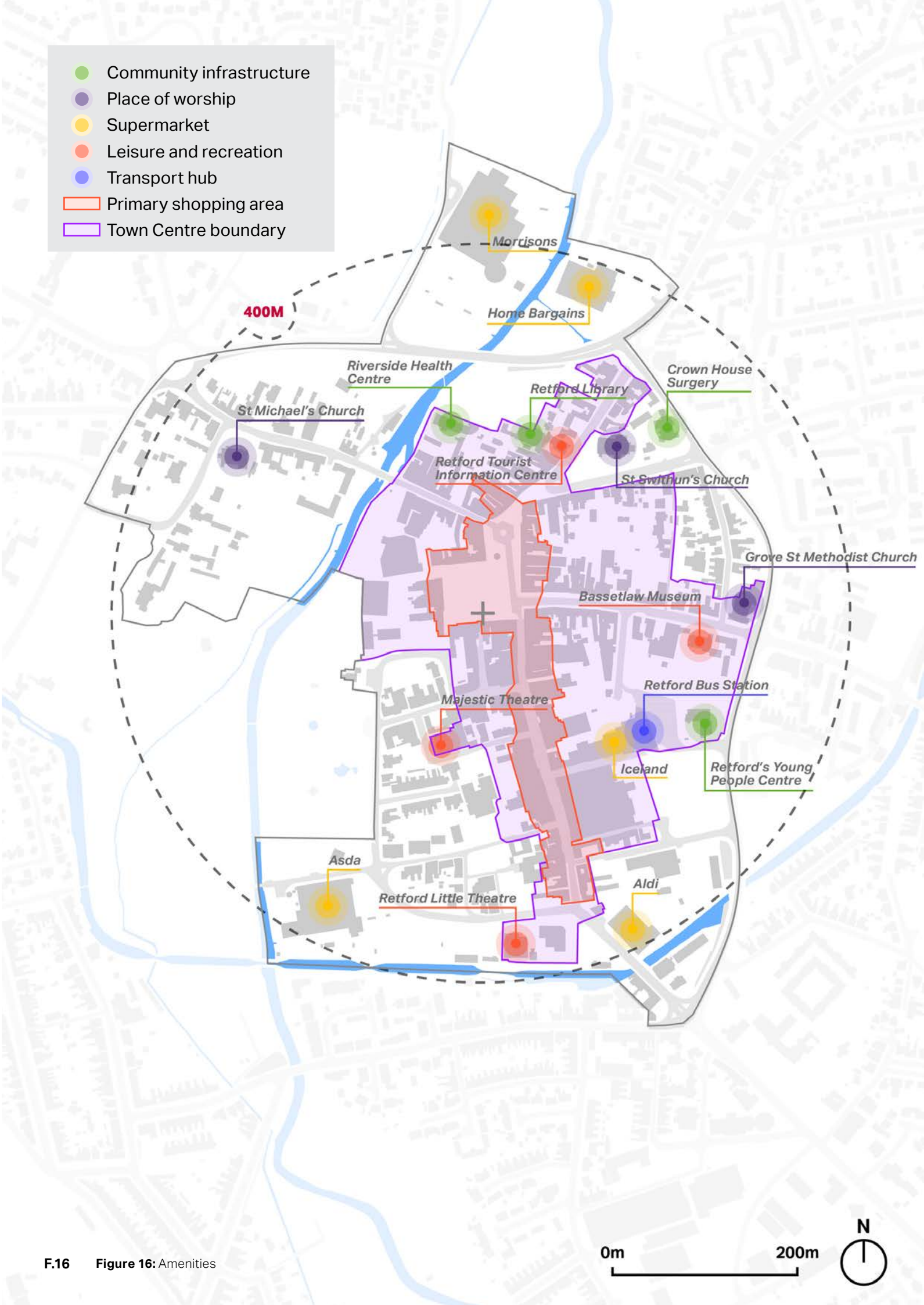


Figure 16: Amenities



# 2.6 Heritage

Retford is a traditional market town where development has radiated from the historic Market Square which is overlooked by the Grade II Listed Retford Town Hall. As one of the oldest boroughs in England there is evidence of the town's existence in the Domesday Survey of 1086. The town received its official charter in 1105 and in 1226 was granted a Royal Charter which allowed markets to be held within the Market Square. This tradition continues today with markets taking place within the square on Thursdays, Fridays and Saturdays.

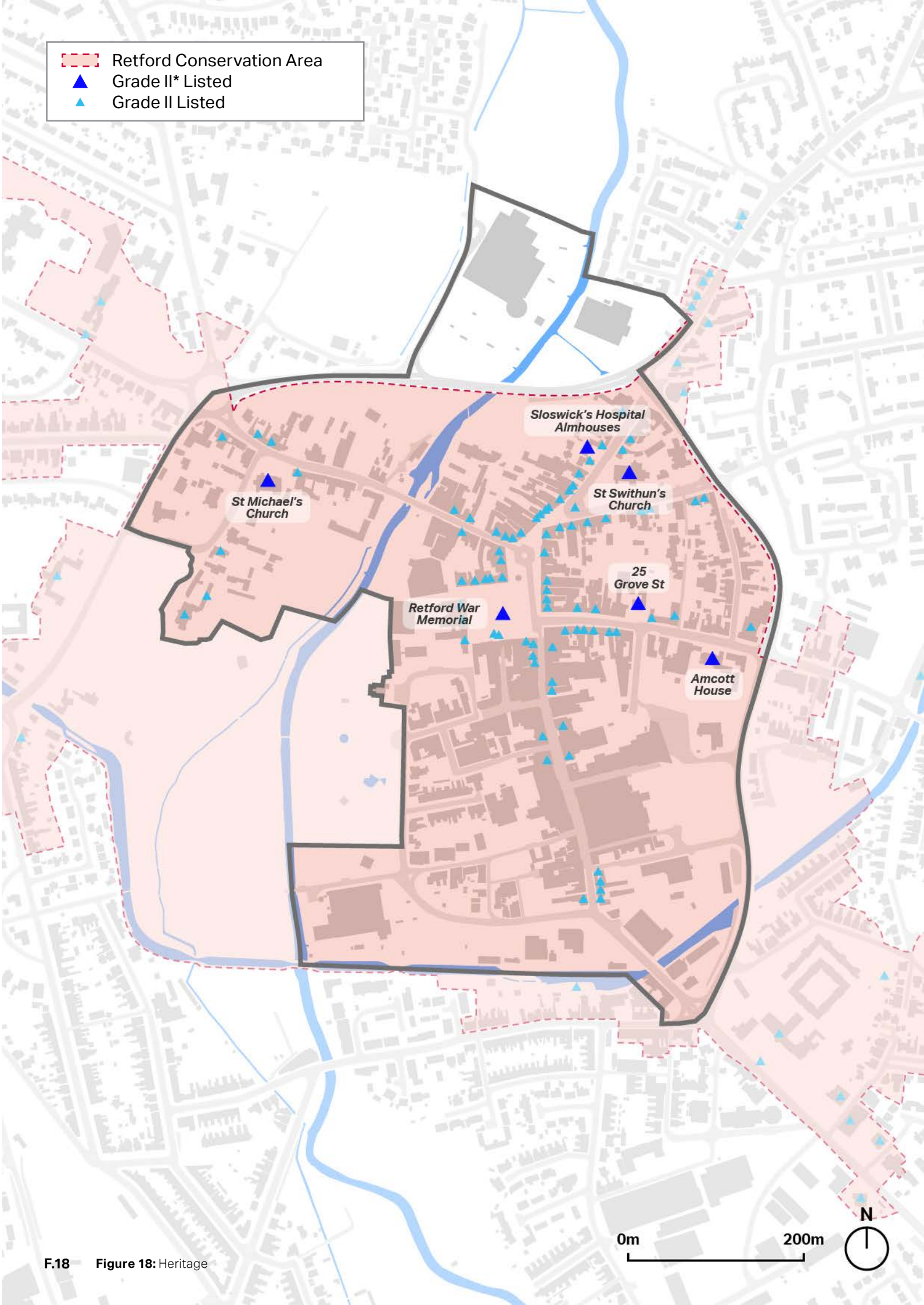
The town was largely devastated by a fire in 1528 which saw three quarters of its buildings, of mostly timber and thatch construction, destroyed. Despite this, the town prospered throughout the 18th and 19th centuries due to the construction of the Great North Road (1766) which acted as the UK's principal coaching highway during the medieval times that ran between Edinburgh and London. This economic project was succeeded by the excavation of the Chesterfield Canal in 1777 which brought industrial growth to the town. The railways began being laid throughout the 19th century which saw the construction of Retford Railway Station between 1891 and 1892.

Retford Conservation Area encompasses nearly all of the Neighbourhood Plan Area apart from the northern tip where Morrisons and Home Bargains are sited. There are 99 listed buildings within the Conservation Area / Neighbourhood Plan Area of which 93 are Grade II Listed and 6 are Grade II\* Listed. Those that are Grade II\* Listed include the Retford War Memorial in the Market Square, both the St Michael's and St Swithun's Church's, and Amcott House which is host to the Bassetlaw Museum. The distribution of listed buildings is focused around the Market Square and St Swithun's which together comprise the historic core of Retford.



F.17

Figure 17: 25 Grove Street



F.18 Figure 18: Heritage



# 2.7 Summary of Opportunities & Constraints

## 01. Vehicular Movement

- Vehicular movement conflicts with pedestrian movement along Bridgegate and Market Place as well as New Street and Carolgate. Solutions such as shared surfacing or speed limits could help reduce the impact of Town Centre traffic on pedestrians.
- Parking areas within the Town Centre are predominantly hard surfaced. Opportunities to provide planting or landscaping could make these spaces more attractive as well as support biodiversity and drainage.

## 02. Pedestrian Movement and Sustainable Transport

- Pedestrian routes into the Town Centre from Retford Bus Station provide a poor sense of arrival to the town with low quality surface treatments.
- The public realm along pedestrianised and pedestrian zone areas is poor quality or lacks planting and landscaped areas.
- The Town Centre lacks north-south cycle connectivity to the wider area.

## 03. Water & Flood Risk

- A large percentage of the Town Centre Neighbourhood Plan Area is within flood zones 2 and 3. Opportunities to provide permeable surfacing and planting within the extent of the flood zone could help to reduce flood risk and the accumulative effects of surface water runoff.

## 04. Green Spaces

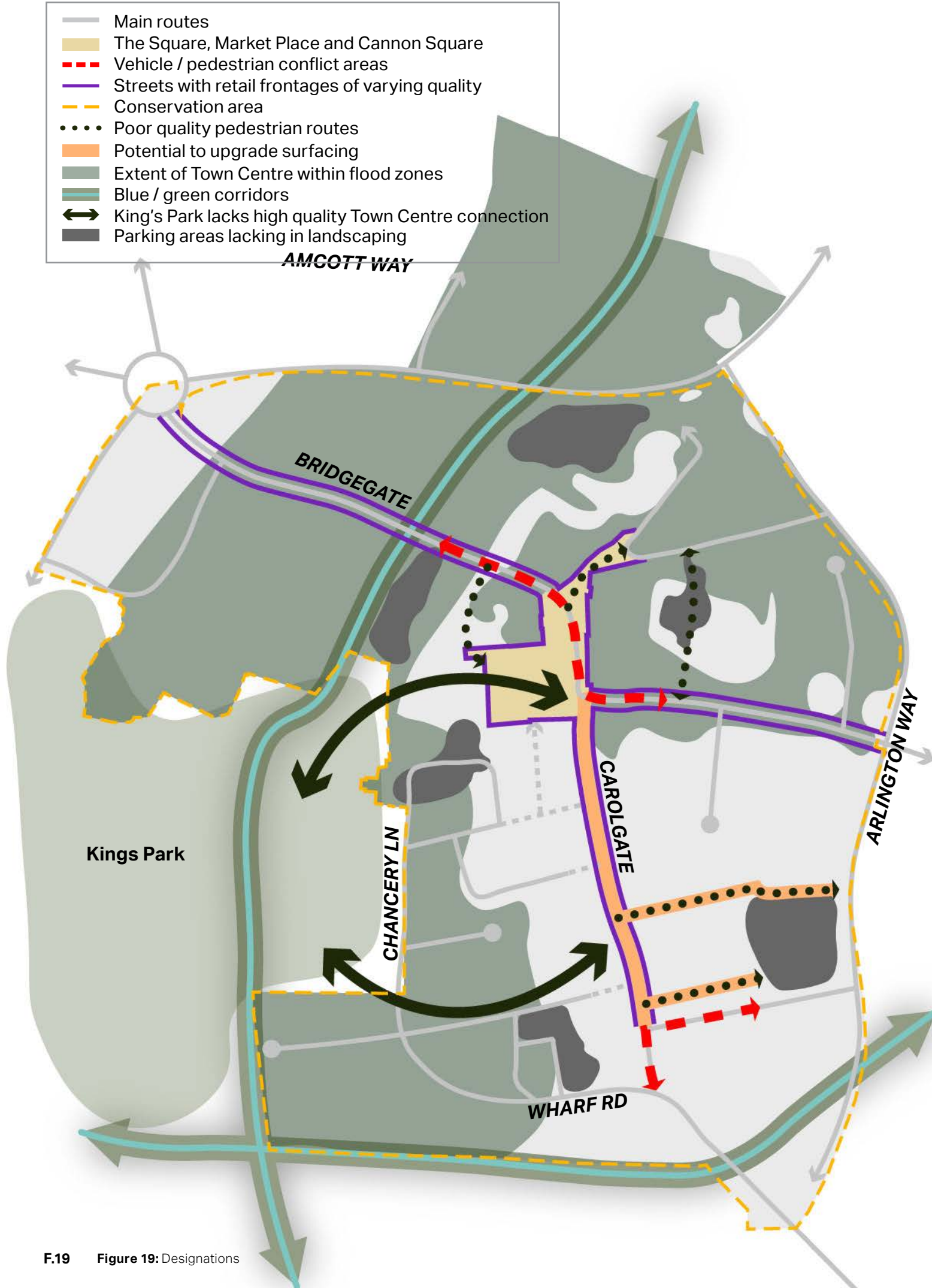
- Routes to Kings Park from the Town Centre along the streets to the west of Carolgate have poor quality public realm. Upgrading these streets could strengthen the connection between the town and the Park.
- The footways along the corridors of the River Idle and Chesterfield Canal are varied in quality and could benefit from upgrades.
- The watercourses running through the town are assets but lack frontage overlooking them.

## 05. Amenities

- The design quality of the retail frontages along the main shopping streets is varied. Opportunities to upgrade poor quality shop frontages would make the Town Centre a more attractive place for visitors and businesses.

## 06. Heritage

- The Conservation Area covers the majority of the Town Centre Neighbourhood Plan Area. Opportunities to uplift the environmental quality of the spaces between buildings would enhance the setting of many of the town's listed buildings and protect the town's historic character.







## 3. Masterplan for the Town

The following masterplan frameworks have been developed in consultation with the Retford Town Centre Neighbourhood Planning Group and draw on the Town Centre's opportunities and constraints as well as design recommendations made within the Retford Town Centre Design Code.

### 3.1 Introduction

The following section presents the aspirations for Retford Town Centre in an overarching masterplan framework. The framework has been developed to cover a series of themes. These include:

- Blue and Green Corridors;
- Public Realm;
- Parking;
- Cycle Connectivity; and
- Future Opportunities.

Each of these themes is further explored in individual frameworks which identify the specific opportunities across the town.



# 3.2 Conceptual Framework

## 3.2.1 Blue and Green Corridors

Protect and enhance the Town Centre's blue and green corridors by improving access and safety along the River Idle and Chesterfield Canal.

Enhance the connectivity and continuity of green corridors by providing planting or landscaping where there are gaps along them.

## 3.2.2 Public Realm

Upgrade and make consistent public realm throughout the town and enhance routes to Kings Park and the Bus Station.

Strengthen the priority of pedestrians to each end of Carolgate and reduce car dominance.

## 3.2.3 Parking

Upgrade the environmental quality of parking areas by providing areas of landscaping and permeable surfacing.

## 3.2.4 Cycle Connectivity

Connect up the town's wider cycle network by providing a north-south connection across the town.

Upgrade the provision of cycle storage throughout the Town Centre.

## 3.2.5 Future Opportunities

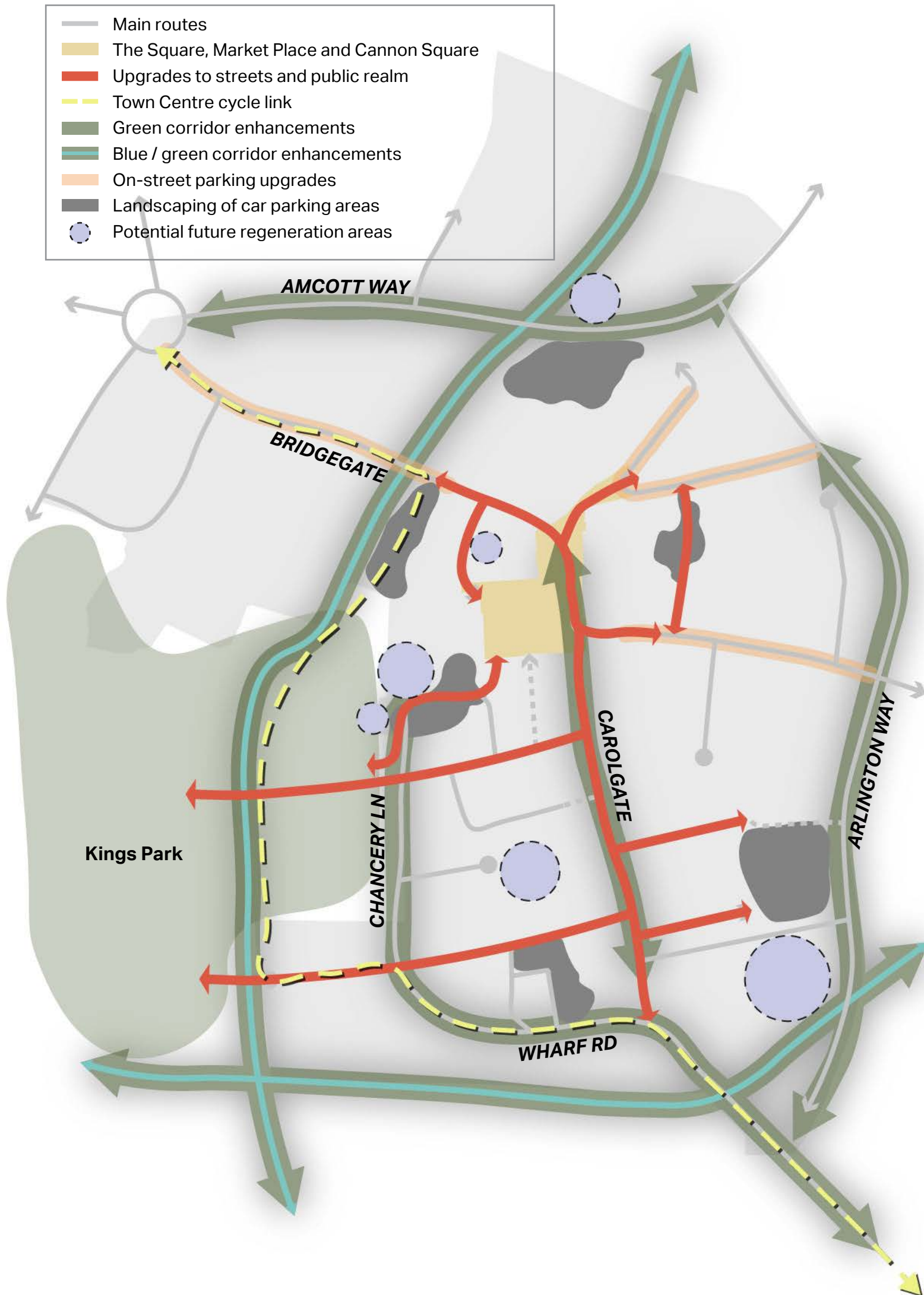
Identify sites that have future development potential to uplift the Town Centre offer and improve the attractiveness of the Town Centre to visitors and businesses.



Figure 20: Market Place

Figure 21: Chapelgate car park looking towards St Swithun's Church

Figure 22: Southern end of Carolgate





3.3 Green and Blue Corridors

The following specific interventions are supported for the town’s blue and green corridors:

- 1. The provision of a pedestrian route on the east side of River Idle underneath Amcott Way Bridge allowing access to Churchgate Car Park without crossing Amcott way.
- 2. The use of the wall space under Amcott Way bridge for art works.
- 3. Providing planting and landscaping on the space on the corner of Grove Street and Arlington Way
- 4. Filling gaps in the Chancery Lane, Wharf Road and Carolgate green corridor with car park boundary planting
- 5. Landscaping or planting on the tarmac area to the front of Aldi.
- 6. Use of under bridge space on the Chesterfield Canal for art works.
- 7. The trees along Carlogate should be protected and where space permits further planting and landscaping should be provided. Where trees need to be removed these should be replaced in an appropriate location at a ratio of one new tree for each tree lost.



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F.24

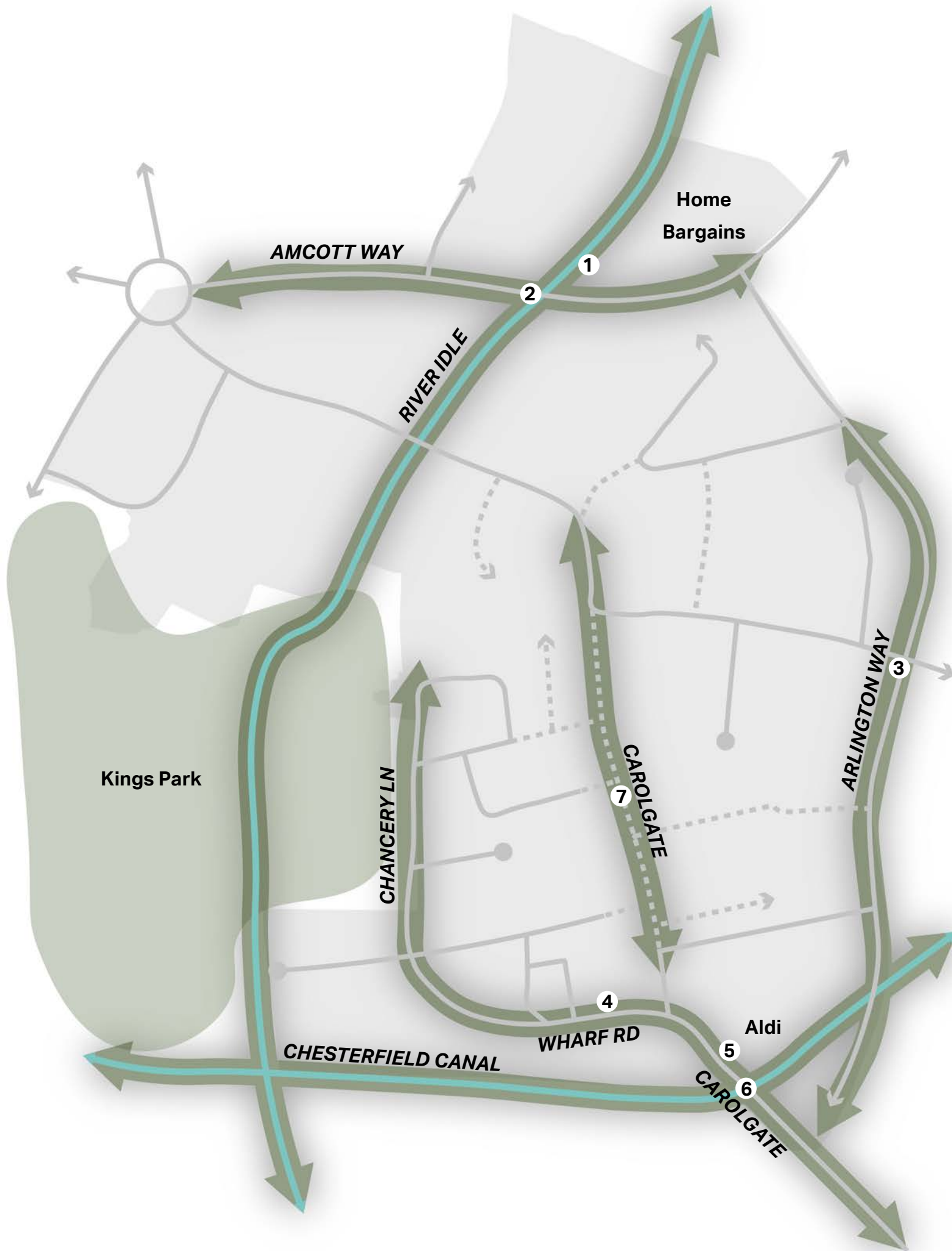


F.25

Figure 23: Best practice - Mural under a bridge (2&6)

Figure 24: River Idle

Figure 25: Gap in the Wharf Road green corridor (4)



F.26 Figure 26: Insert text



3.4 Public Realm

The following specific interventions are supported for the town’s public realm:

1.  
The provision of a shared surface scheme along Market Place where cars and pedestrians share the space. Successful examples of this from across the UK are illustrated in the adjacent photographs.  
The upgrade of this area could include an open to traffic surfacing scheme between Cannon Square and St Swithun’s Church to strengthen the church’s connectivity with the town’s civic space.
2.  
The provision of a public realm surfacing scheme along the southern end of Carolgate to Wharf Road to create a sense of pedestrian priority along the full length of the high street.
3.  
The introduction of speed limiting using reduced speed limits and raised areas and/or speed bumps appropriately on New Street, part of Carolgate, Bridgegate, Market Place and Grove Street.
4.  
The introduction of pedestrian focussed surfacing schemes along West Street and Exchange Street to uplift the environmental quality along these key routes between King’s Park and the Town Centre.
5.  
Surfacing and planting upgrades to key pedestrian routes across the town including Spa Road and East Street, the connection between Bridgegate and The Square and the pedestrian access through Chapelgate Carpark.

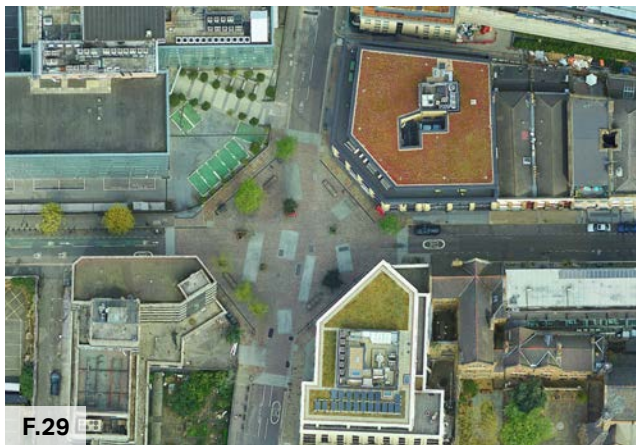
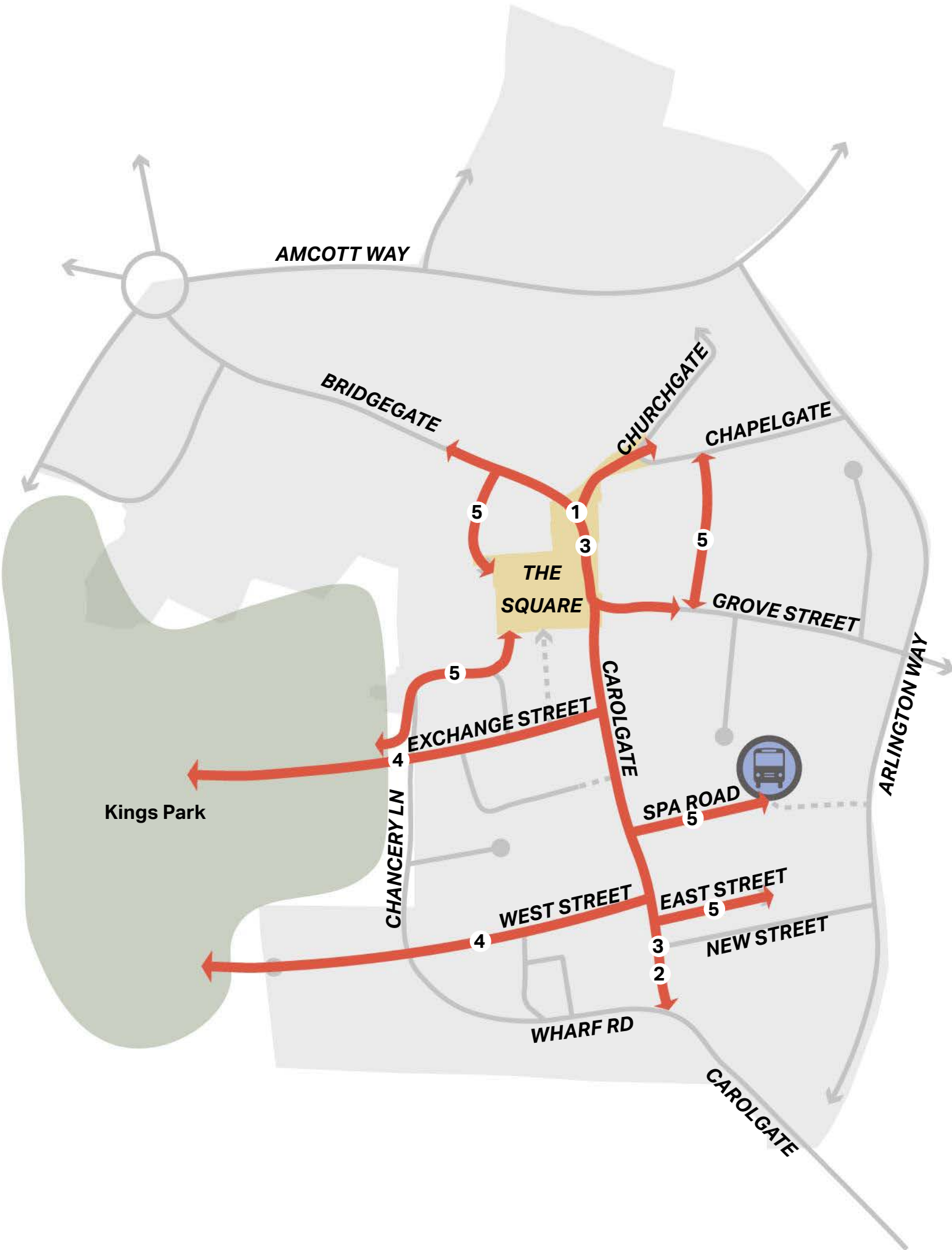


Figure 27: Best practice - Castle Square, Caernarfon

Figure 28: Best practice - Castle Square, Caernarfon

Figure 29: Best practice - Leonard Circus, Shoreditch





3.5 Parking

The following specific interventions are supported for the town’s car parking areas:

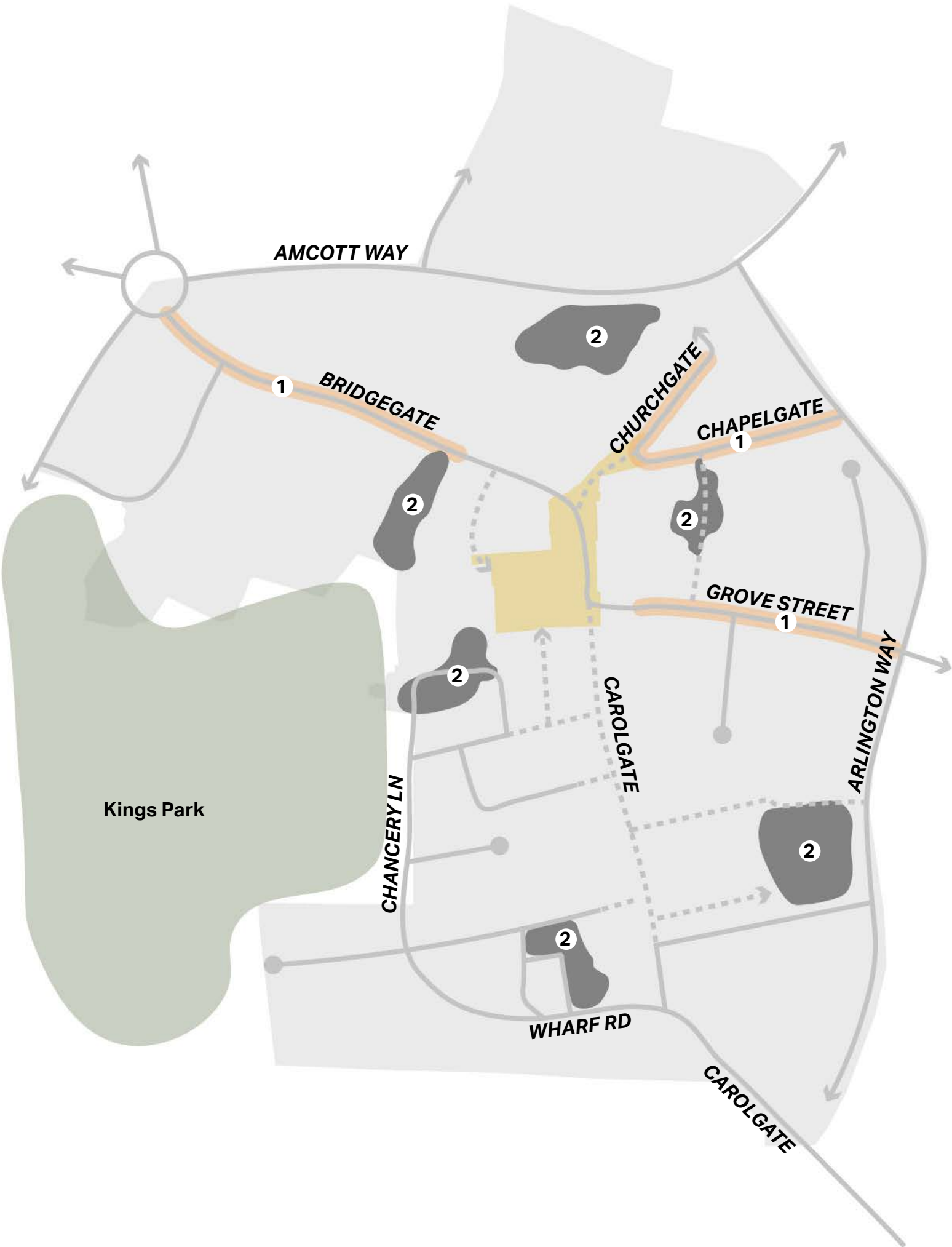
- 1. The provision public realm surfacing and planting along areas of on-street parking to reduce the visual impact of cars.
- 2. The provision of permeable landscape areas and planting across the Town Centre’s car parks to uplift the towns biodiversity and flood resilience.
- 3. The provision of payment method for time used rather than a pre-booked time slot.
- 4. Provision of more charging points for electric vehicles and electric-only car parks.
- 5. Variable charging by day to try to even out demand as traffic levels increase.



Figure 30: Grove Street

Figure 31: Best practice image of a car park with landscaping elements

Figure 32: Chancery Lane car parks





3.6 Cycle Connectivity

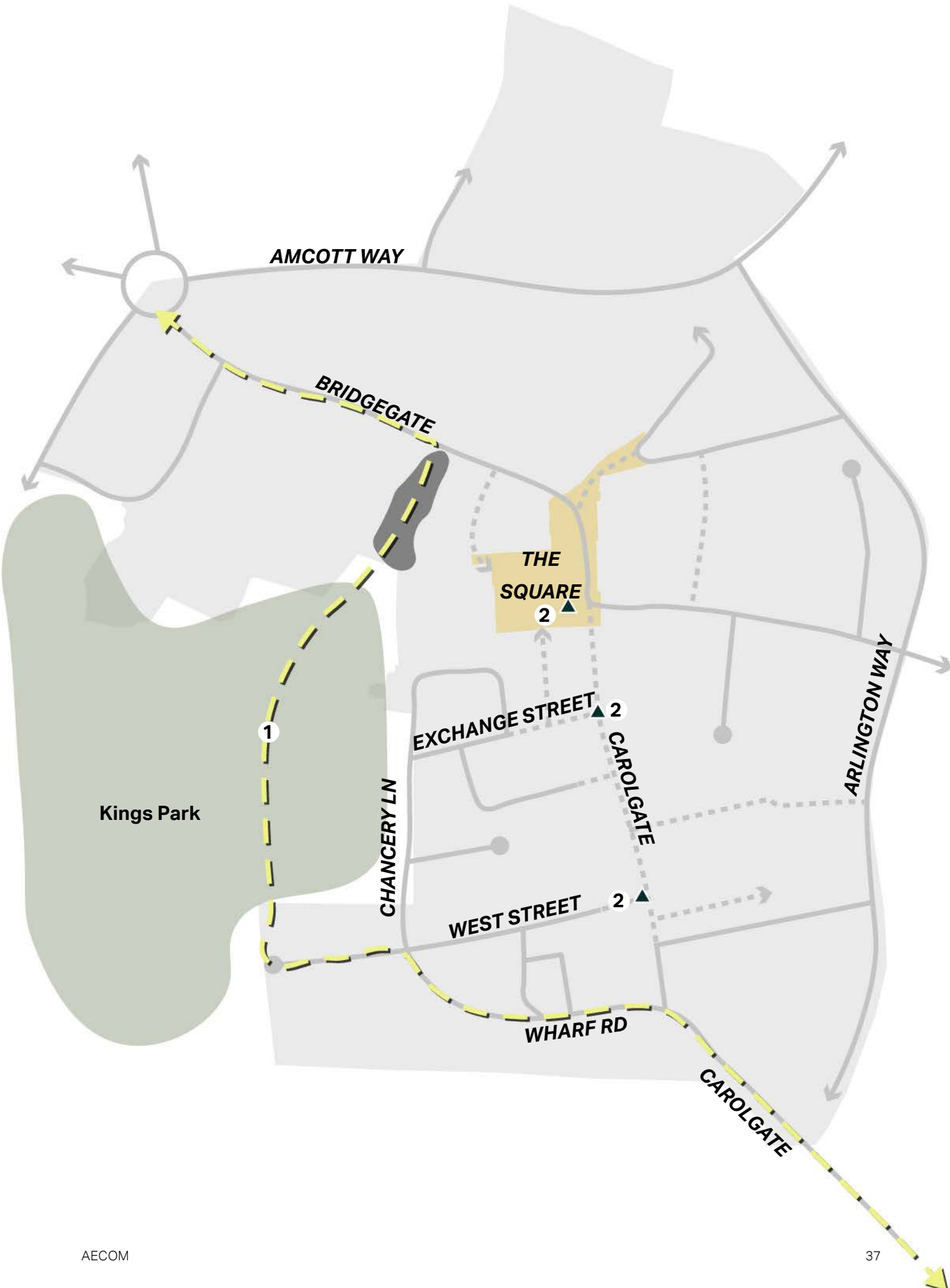
The following specific interventions are supported for the town’s cycle connectivity:

- 1. The provision of a dedicated cycle way through the Town Centre.  
A potential route for this could connect cycle lanes to the north and south of the Town Centre via Bridgegate, King’s Park, Wharf Road and Carolgate. This would require a minor reconfiguration of the car park to the south of Bridgegate as a path along this route already exists.
- 2. The upgrading and increased provision of cycle parking facilities across the Town Centre.



Figure 33: Best practice -cycle parking

Figure 34: Unattractive gateway in to Kings Park at Bridgegate carpark





3.7 Future Opportunities

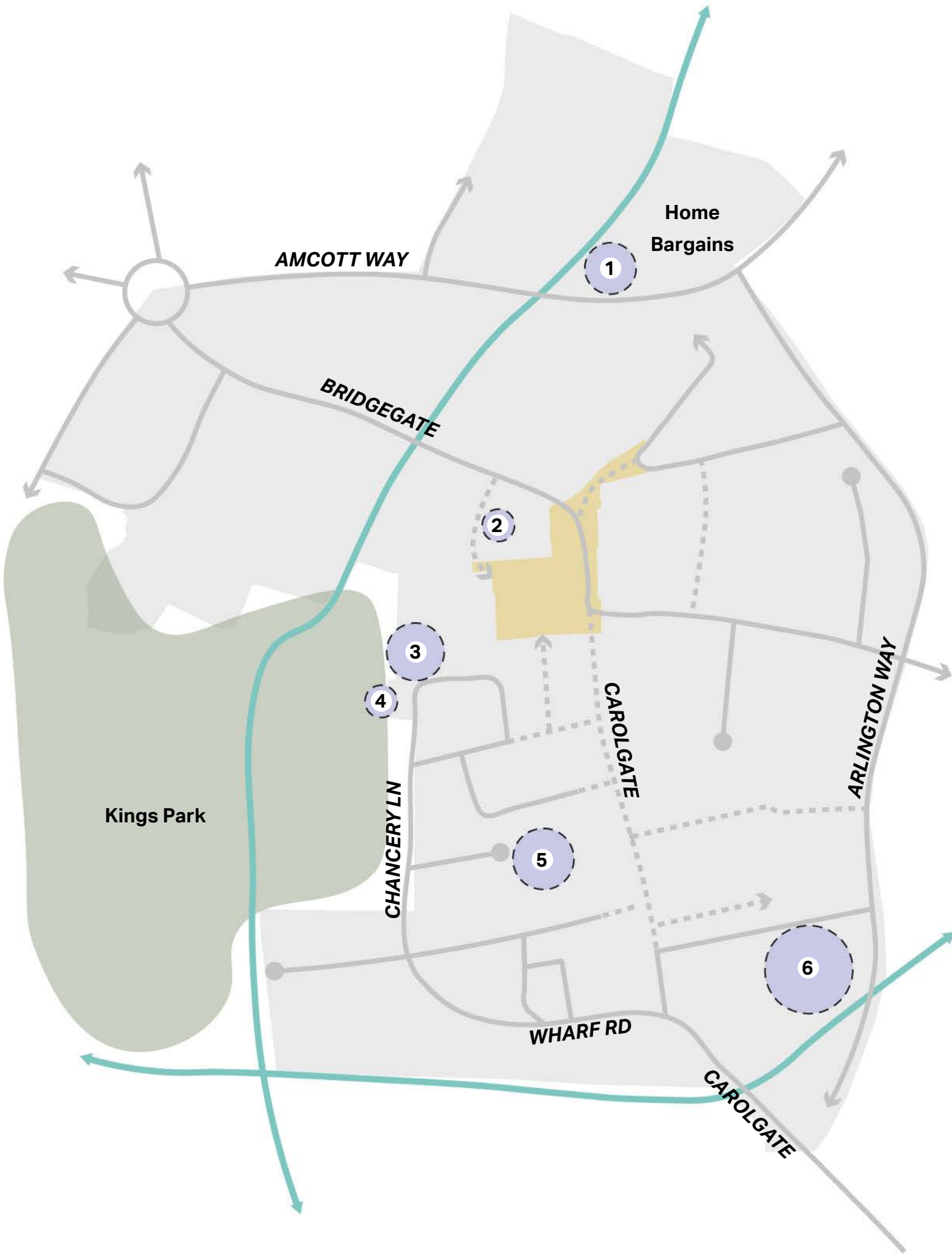
Investigation into the following specific interventions is supported for the town’s potential future regeneration sites:

- 1. The designation of the land between Home Bargains and the River Idle as a local green space.
- 2. Potential for the provision of a small public space adjacent to the pedestrian connection between Bridgegate and The Square.
- 3. The provision of a retirement living or assisted living development would be supported on the site which is currently occupied by Retford Registration Office.
- 4. The relocation of the current use of Goodwin Hall would be supported in the future, freeing up the site for an attractive new development within the setting of King’s Park.
- 5. The site currently occupied by the Telephone Exchange has potential for future adaptation. The provision of landscaping to uplift the visual amenity of Coronation Street and West Street would be supported as well as providing a pedestrian connection between the two streets to improve the town’s permeability.
- 6. The site currently occupied by Jewson has the potential to become an attractive canal facing development. Solar generation could also be considered on the site.

7. There are opportunities in the Town Centre Area for solar panels to be attached to large roof spaces to either generate power for the occupants and/or to feed back into the Grid.



Figure 35: Vacant space between Bridgegate and The Square (1)  
Figure 36: Retford Registration Office (2)  
Figure 37: Telephone Exchange (4)







## 4. Next Steps

The Masterplan provides the opportunity for transformational change within Retford Town Centre, which will generate regeneration benefits for the existing community and businesses as well as future generations.

### 4.1 Next Steps

This masterplan document forms part of the evidence base for the business-led Retford Neighbourhood Plan. Proposals within this document support the business forum's vision for the Town Centre. The business forum will work with stakeholders and partners to deliver the elements of the masterplan subject to funding and constraints on the ground.



## About AECOM

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