

## Comprehensive Treatment Area 2: Market Street



Feasibility Study and Treatment Plan

Cabinet Office

11th August 2021

## Site Context

The site is situated in an excellent town centre location with easy access to the following key destinations within Douglas:-

- The primary retail streets of Strand Street and Castle Street (adjacent to the eastern site boundary);
- The key retail anchor of Marks & Spencer to the south east of the site.
- The primary visitor destination of Douglas Promenade and the beach (in close proximity to the eastern site boundary);
- The combined cultural offer of the Manx Museum, Gaiety Theatre and the Villa Marina, all of which is located within 400 metres of the site to the north/north-west, and
- The business district; a number of offices – including Main Government Office – are located to the west/south-west of the site along Finch Road, Mount Havelock and Bucks Road which connect into Athol Street.

### KEY

- 1 Strand Street
- 2 Castle Street
- 3 Marks and Spencer
- 4 Douglas Promenade
- 5 Business District (Finch Road and Athol Street)
- 6 Premier Inn Hotel
- 7 Former Greeba Works Site
- 8 Chester Street Multistorey Car Park
- 9 St. Thomas' School
- 10 St. Thomas Church

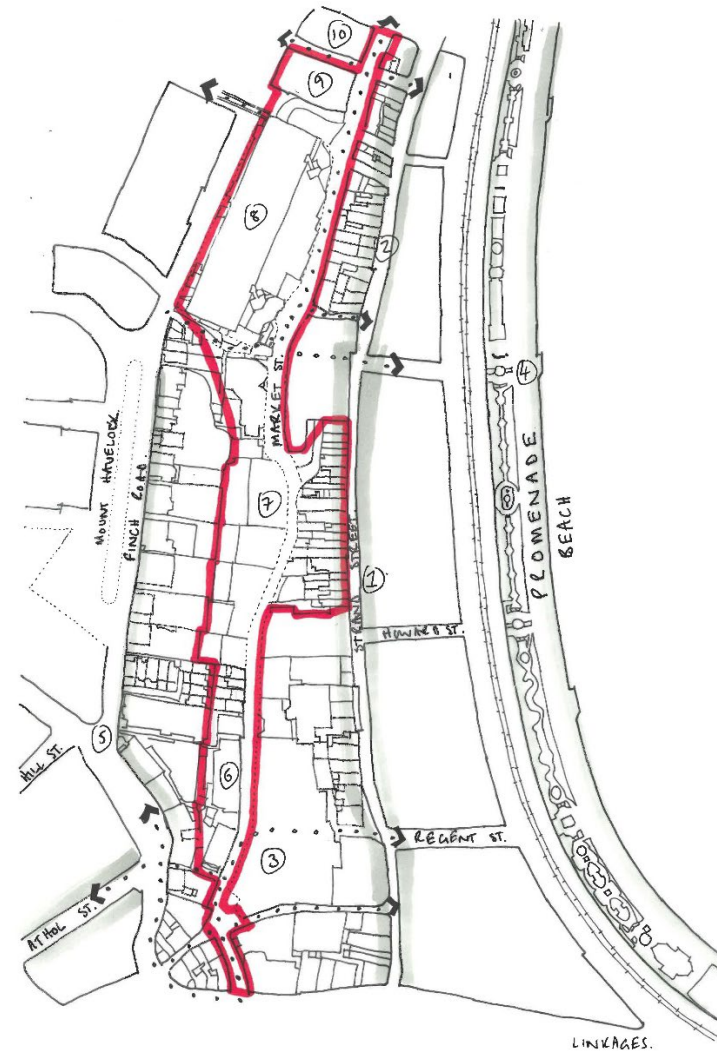


Fig. 1 Illustrative plan to show site context and linkages

## Historic Townscape Evolution

Historically, this area consisted of land uses which supported back of house uses associated with the public houses, retail units and hotels of Strand Street and Loch Promenade, as well as containing a large area of high-density residential streets in the area (now the site of Chester Street car park).

Storage warehousing, bakeries and cool storage depots are evident on historic plans. Other historic records indicate that the housing in this area was in very poor condition, with a piece in the Isle of Man Examiner, entitled: "Living (For Some) in Douglas – 1965 Style" detailing the run down and partially derelict nature of the area, calling it a "blot in the capital town landscape".

Notable shifts in land uses occurred in the late 1960's. Edward Lane, Chester Street, Frederick Street and Wellington Square were subject to a demolition process that removed all residential land uses in the extent of CTA 2, and introduced civic land uses. The demolition of the area and the development of a modern multi-story car park was therefore seen at the time as a vast improvement to the urban fabric of Douglas. Functioning as one of two main multi-storey car parks in town, it is well used. The ground floor lost its supermarket leaseholder some years ago but has been a fortuitous space for vaccinations in recent times.



Fig. 2: Aerial photograph of former residential area which now forms Chester Street Car park (1964) (iMuseum)

### Historic Townscape Evolution (cont.....)

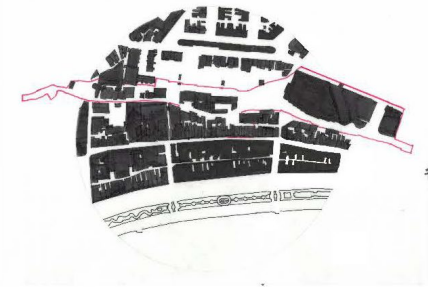
The majority of the storage and loading facilities serving the retail units on Strand Street remain; Market Street is a strategic freight corridor, despite its narrow width in places and therefore this is a key consideration in further development and improvement works.

There is a sense of openness part way along Market Street on the west as a result of the long since demolished Greeba Works which now serves as contract car parking, and the tendency for low level buildings on the eastern side of Market Street between the Strand Centre and Marks and Spencer.

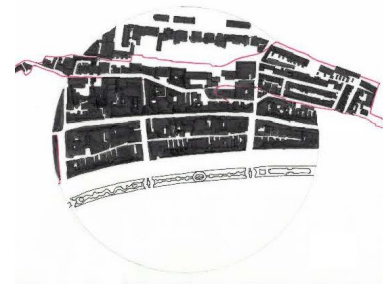
The figure ground illustrations detail changes in the urban block form, density and grain of development over time.



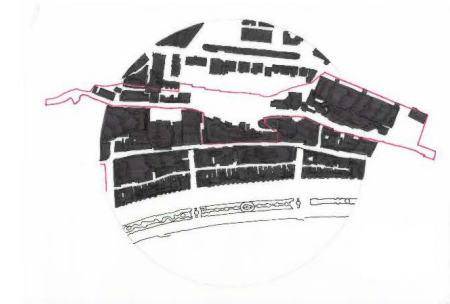
1869 Plan



1980 Plan



1960 Plan



Present day Plan

Fig. 3: Figure ground illustrations to show urban block form



## Urban Block Form

Historic plans show that the urban block form has significantly changed within this area. Much of the historic street layout has now been removed by the introduction of large sites, creating one long, very large block from Wellington Street up to St. Thomas's Walk.

A strong frontage onto Strand Street is evident, where the historic finer grain building stock still exists, but the rears of these premises back onto Market Street. The architectural design of the multi-storey car parks multi-floored retail units results in blank and inactive facades, which serves to reinforce the 'back of house' character of Market Street. Gap sites further contribute to this back of house feel.

Interestingly, finer grain retail premises on Castle Street have introduced dual aspect retail frontages that overlook Market Street and re-introduce active frontage on this section. This model could be encouraged further along Market Street.

Opposite the surface car parking in the central part of the CTA and immediately to the south (to the Premier Inn), some older warehouse type buildings still exist used both as service areas for existing shops, but also some light industry, professional services, leisure and some creative industries. This would suggest that commercial rents, combined with the convenient central location between the business district and the primary retail offer of Strand Street, can support a viable business model.

Other coarse grain buildings in the northern part of this CTA are currently vacant, such as St. Thomas's School

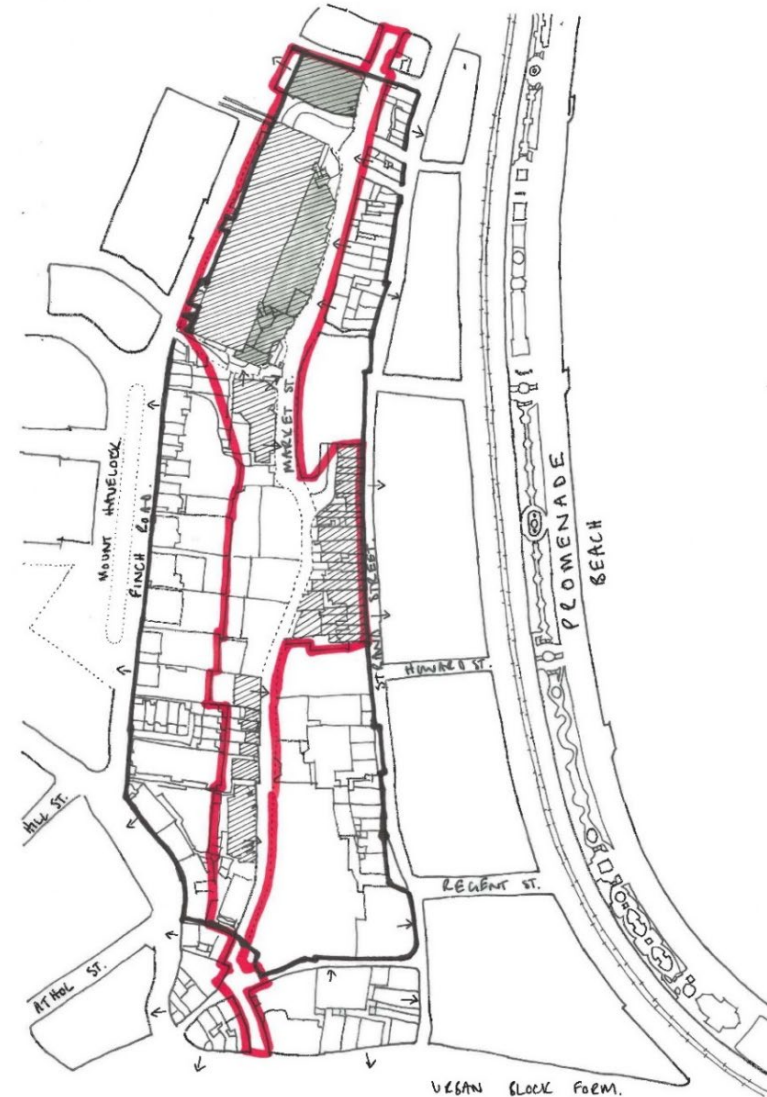


Fig. 4: Illustrative plan to show urban block form

## Land Use

The broad location is characterised by shops, food and drink, public administration uses, leisure and beauty uses. The area within the CTA is largely comprised of car parking (surface and multi-storey car parks occupy just under a half of land within the CTA, as shown in grey on the land use plan), followed by a mixture of comparison retail, service retail and convenience retail shopping (35% of overall land use in the area, as shown in yellow, orange and red of the land use plan), vacant ground floor supermarket<sup>1</sup>, and hotel/leisure.

The central section is very much a Servicing zone to the rear of the retail section of Strand Street. In the central section of the CTA at least, this gives rise to what has become 'back land' development, housing the ancillary uses, such as loading bays, bin storage and car parking. There is limited active frontage and is not well frequented at night although busy in the daytime. That said, the area does enjoy good sunlight penetration, particularly in the earlier parts of the day.

Existing uses do not lend themselves to night time activity, although there is more activity now that has come with the opening of the hotel.

Broad brush vacancy levels are more difficult to determine, and a more detailed exploration of vacancy levels would help to assess more accurately current levels of economic activity within this area.

In summary, there is scope for this area to work much more effectively. There are opportunities here to reduce surface car parking and introduce more intensive land uses situated within a

safer public realm environment which in turn would bring significant benefits to the wider local economy in the form of higher value economic land uses.

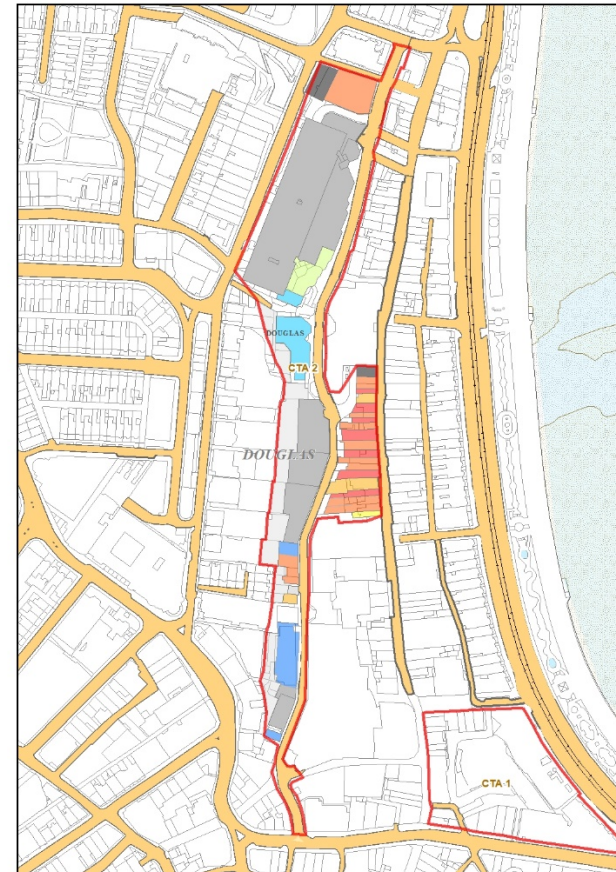


Fig. 5: Illustrative plan to show existing land uses

<sup>1</sup> Temporary vaccination centre

## Townscape Quality and Building Condition

The northern half of the CTA is dominated by Chester Street car park; a brutalist structure, constructed of brick and concrete (post 1960), with painted steel fencing to the northern elevation. The structure is reportedly sound, actively used as a car park and successfully softened by a row of trees facing Mona Terrace but ultimately has a significant impact on the townscape.

To the north, nestled together between the sweeping car park ramp and the Church is the former St Thomas's School, hidden behind a utilitarian flat roofed retail unit, that also served as a playground when the school still provided educational facilities..

Opposite, on the eastern side of Market Street there is a mix of building heights and styles but there does appear to be an attempt to tie the external finishes together in this area by use of red brick which follows through to Markwell House and the Strand Centre.

Markwell House is a five storey office building, currently in civic use and The Strand Centre was erected in the 1990s, following planning approval in 1994. Both of these buildings are imposing and the character differs from the traditional character evident in the area but they both make a contribution to the townscape quality and street enclosure in this area.

Further south, surface car parks are in use but serve as visual detractors within the townscape. Regeneration and the right development in this area would benefit townscape quality.

The Premier Inn opened in 2019. This building, together with pavement improvements, has improved the appearance of Market Street.

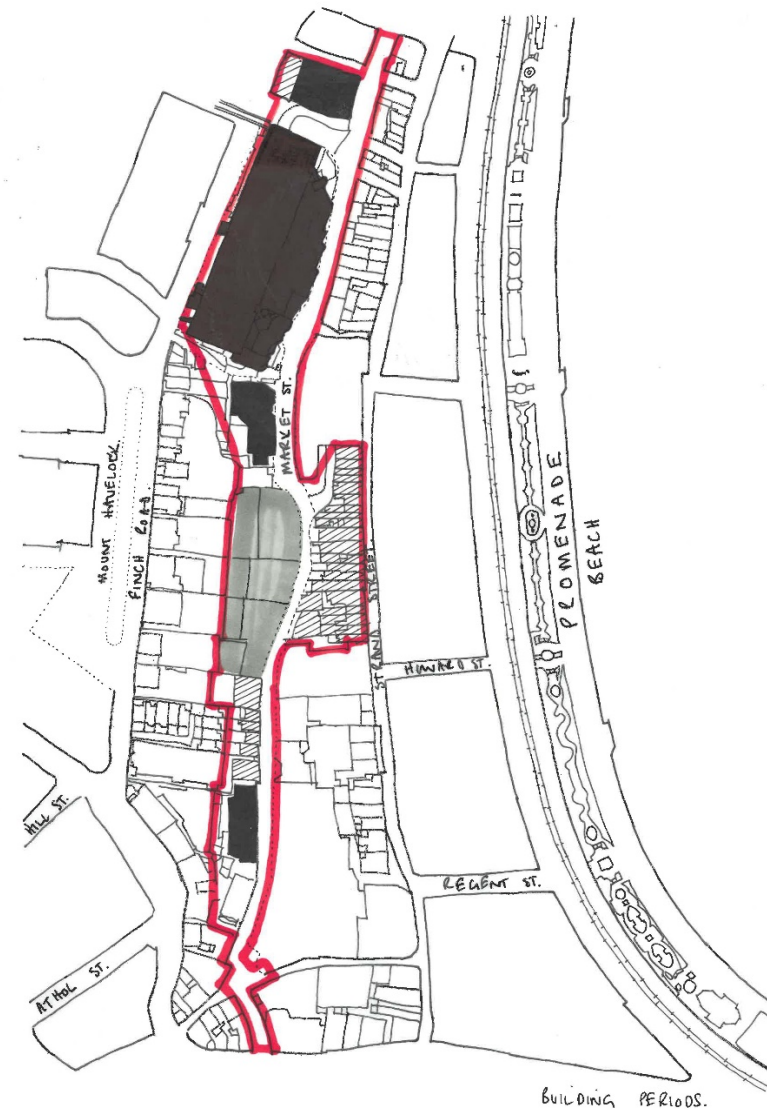


Fig. 6: Illustrative plan to show building periods and gap sites



### Townscape Quality and Building Condition (cont...)

The CTA extends up to the front of Strand Street in the central section. These are more domestic in scale, displaying a finer grain with variation in building height and eaves line. Evident on the 1869 plan, these properties occupy a deep plot, and have been extended over time, resulting in a varied roofscape, dropping down in height to Market Street.

Rear elevations on Market Street provide servicing, car parking and commercial waste storage in support of the retail units on Strand Street, but this creates an unattractive environment that departs from the typical street enclosure found elsewhere within Douglas town centre. The upper floors generally are given over to storage and there is physical evidence of some deterioration, stemming often from overgrown gutters and lack of roof maintenance.

There is no uniform style in the buildings opposite Marks and Spencer. Some former warehousing type premises remain, functional and utilitarian in character, having been designed as back of house storage uses to support the retail and leisure offer within Douglas. They are occupied but vegetative growth is apparent at roof level which is likely to affect building conditions and lead to deterioration if no action taken.



Fig. 7: Photograph of Market Street north



Fig. 8: Photograph of Market Street central



## Levels and Vehicular Access

Historic plans show that the original street layout allowed for permeability between the upper areas of Douglas and the lower areas leading down to the Promenade, but many of these routes have now been blocked off.

The steepness of Crellin's Hill to the north west and similarly Well Road Hill and the steps both from Finch Road and Prospect Hill Road, demonstrate the ground level changes in this area of town. Interestingly, the physical height of Chester Street allows access to the Manx Museum and beyond over the bridge.

Some of the retaining walls to the rear of Finch Road, are clearly visible from Market Street and building design over the years has help to navigate these level changes to allow for more developable sites. A number are old structures however and any future re-development in this area would need to assess their condition and need for further engineering solutions. Legal issues associated with shared boundaries would need to be addressed.

The topography restricts vehicular access from the West, with access for vehicles at grade being located at the junction of Church Road Marina and Market Street, although it is worth noting that a minor access available from the junction of Crellin's Hill and Mona Terrace. These two access points lead to a one-way vehicular system on Market Street, which also serves as the service route for existing retail premises on Strand Street. Vehicular ingress and egress is available on Victoria Street and it two-way up to M&S car park which does help with traffic circulation and offers an alternative route to M&S but does cause some conflict between cars and pedestrians in this area.

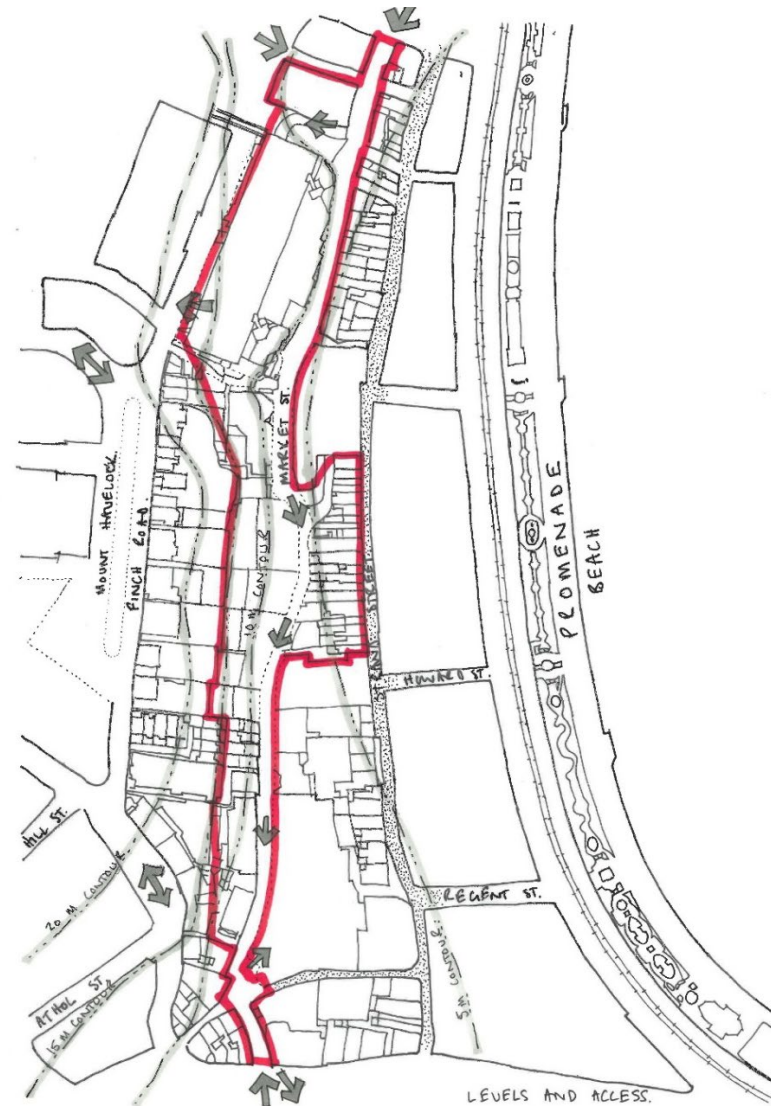


Fig. 9: Illustrative plan to show site contours and access

## Vehicular and Pedestrian Permeability

During the day this CTA is regularly used by vehicular traffic and is typically used as a thoroughfare for pedestrians.

Pedestrian permeability within the area is good, but changes in topography limit inclusive access for those who suffer from impaired mobility. Some of these access points would not meet with Part M Building Control requirements if they were to be constructed in the present day.

Across its length there are a number of pedestrian routes to the main shopping streets and to the business district at the higher levels in the West, including the following routes:

- Wellington Road, Nelson Street and Thomas Street
- Guttery Gable
- Strand Centre
- Marks and Spencer
- St. Andrews pass

Pedestrian access points at grade into Market Street are possible on Wellington Road, Nelson Street and Thomas Street (linking with Victoria Street), Guttery Gable, Church Road Marina and Marks and Spencer.

A further pedestrian link between market Street and Strand Street around the mid-point (in the location of the Post Office) would aid permeability and development options.

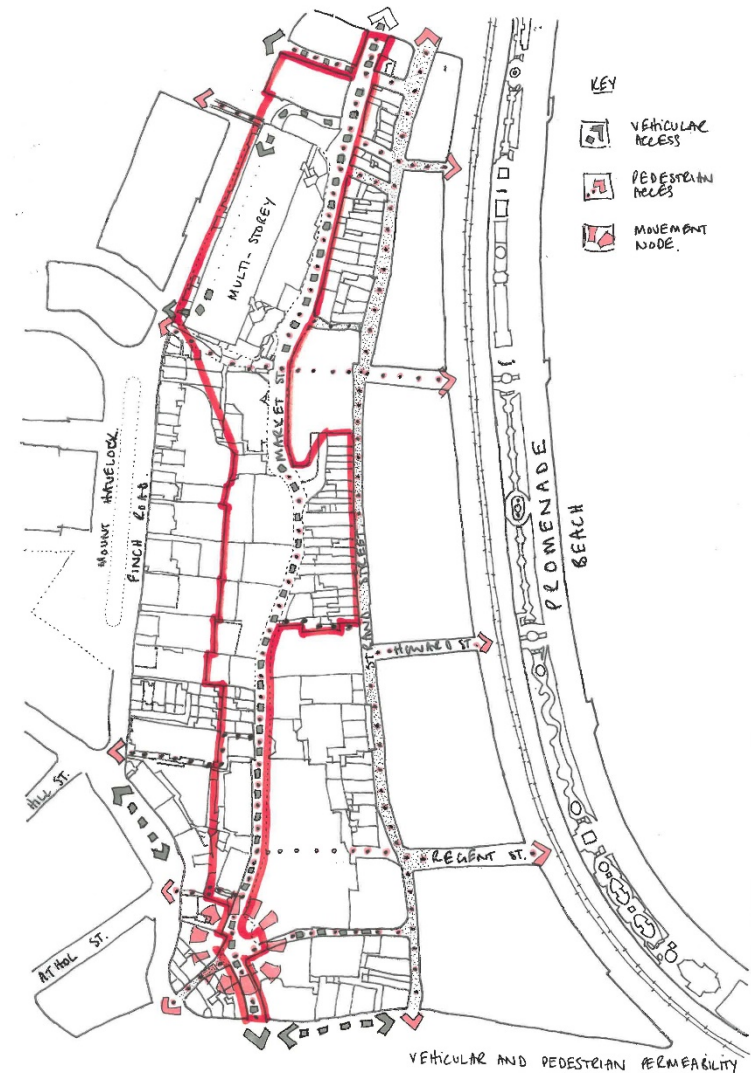


Fig. 10: Illustrative plan to show vehicular and pedestrian permeability

### Vehicular and Pedestrian Permeability (cont...)

Generally, the area relies on significant engineered structures to overcome the topographic challenges in this area, in order to allow for permeability across the site.

There is a stepped access from Prospect Hill to Athol Street, St. Andrew's Pass and also from Market Street on to Finch Road and the wide pedestrian steps/ramp to the first floor of the Strand offers an alternative connection into town from Well Road Hill and beyond.

The steel bridge that spans from the multi-storey car park to the Museum provides an alternative pedestrian access to the steeper slopes of Crellin's Hill, and aids access to the Museum. Similarly, the multi-storey car park affords egress onto the higher levels of Finch Road and Mona Terrace, including lift access.

A significant movement node is located where Wellington Street intersects with Market Street. Priority is given to vehicles in this area, with pedestrians given lower priority (as mentioned above). Public realm improvements could help to address this hierarchy of users in the future.

Turning to the condition of the public realm, pavements further north are often narrow and this brings cars and pedestrians close together. This serves to slow traffic down as a result.

Re-development within CTA 2 brings the possibility of breaking through to Strand Street and creating a stronger entrance point into Market Street itself. Stepped access points are identified in the Central Douglas Masterplan and represent an opportunity for an upgrade in access between the Business Quarter that is Athol Street and the Retail Area based on Strand Street.



Fig. 11: Photograph to show steeped access



## Environmental Constraints

There are no registered buildings within the extent of the CTA, but it should be noted that St. Thomas's Church and the Strand Cinema are both registered buildings that are situated adjacent to the boundary of the CTA, and a number of Registered Buildings occur on Finch Road, with rear aspects that overlook the CTA (shown in pink on the illustrative plan).

None of the CTA falls within a conservation area boundary. Manx National Heritage should be consulted in respect of the potential for archaeological interest.

Registered trees are situated on the Brooghs on the north western site boundary of the CTA, alongside the multi-storey car park. The Brooghs are essentially the former sea cliff and this treed historic coastline can be picked out at distance.

Historically, Well Road Hill has experienced surface water issues resulting from fast flows of surface water sheeting off steeply sloping ground onto impermeable ground at the lower levels, with limited drainage provision. Any future development on this site would need to consider future drainage provision, and the Flood Risk Viewer Map confirms wider issues with surface water drainage within CTA 2.

Any future development in this area would need to take account of these environmental constraints.

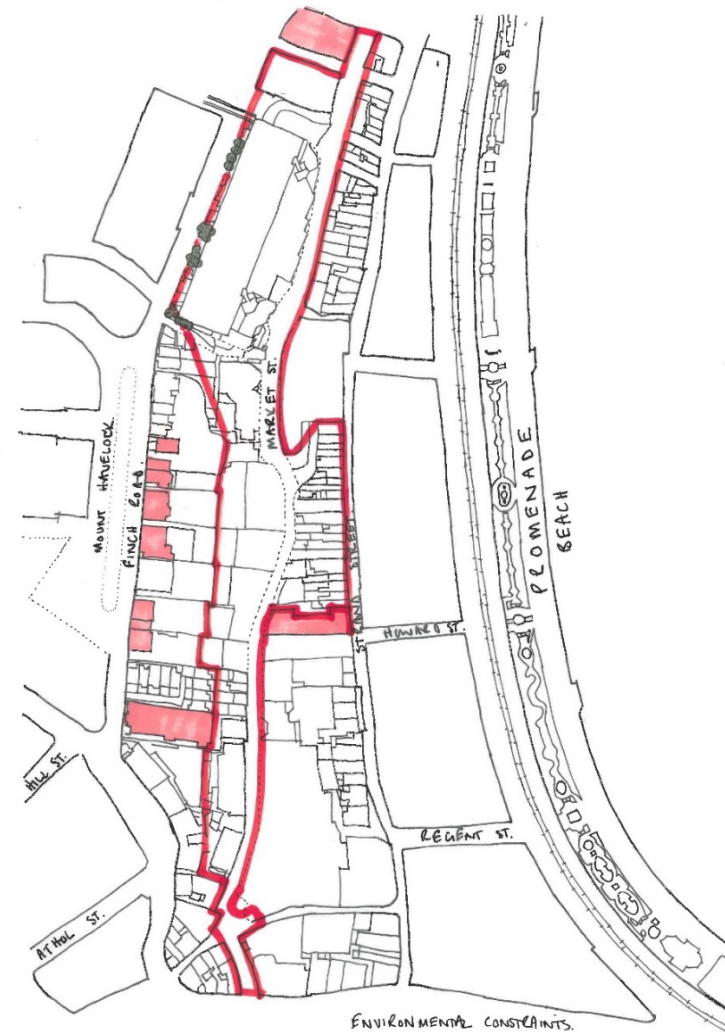


Fig. 12: Illustrative plan to show environmental constraints

## Visual Assets and Detractors

In the northern apex of CTA 2, the former St. Thomas's School and St. Thomas's Church are significant visual assets within this area, but views of these assets are only available from Mona Terrace and Church Road Marina. Opening up views towards these visual assets would help to enhance the townscape quality within the CTA.



Fig. 13: Photograph to show St. Thomas' Church and School

The utilitarian design of Chester Street multi-storey car park and the retail premises currently occupied by M&C serve as detractors in the northern section, and pay scant regard to the historic building

legacy evident elsewhere in CTA 2. In particular, the low massing of the retail unit, combined with high security fencing that forms the perimeter boundary of the former play area is unwelcoming. The opportunity for active frontage in M&Co. is missed due to retail advertising policies that block views out of the store.



Fig. 14: Photograph to show retail unit to the rear of St. Thomas's School

### Visual Assets and Detractors (cont...)

The neglected site of the former Greeba Works detracts from the surrounding townscape, with a range of different, low quality materials evident on the site. Site boundary treatments are varied on the site. Historic retaining structures vary in height and treatment. Brick walls sub-divide the open character of the site, reducing permeability across the site. Boundaries fronting onto Market Street are of cheap timber construction, allowing views into the site.

One redeeming point on the former Greeba Works site relates to self-seeded tree cover that helps to soften the hard treatments in this area and screen views of rear buildings on Finch Road.

Re-development of this site would help to address this existing visual detractor.

The lower building mass associated with the rear of retail premises on Strand Street allows for sunlight penetration into the site, but elsewhere, high buildings create areas of shade.

Views of Douglas Head are afforded from ground floor level in the central area of CTA 2. There is the potential for these views to be capitalised upon at higher levels within a future building on the Greeba Works site, and form part of a commercial marketing strategy for new development in CTA 2.



Fig. 15: Photograph to show the former Greeba Works Site and retaining structures to the rear of Finch Road



## Utilities Provision and Waste Storage

Underground utilities and infrastructure provision for existing buildings on site is accessed via the surrounding road and pavement layout. This would cause issues if there was a desire to conjoin development plots on opposite sides of Market Street, to build larger floor plate premises. Installation of utilities is also likely to have taken place some time ago. Given the growth of Douglas in the intervening period, there may be capacity issues. A full assessment of utilities provision is recommended, to better understand the relevant constraints on this issue.

Commercial waste storage is located to the rear of existing older premises, or contained within the main envelope of the Markwell House. Commercial waste storage currently serves as a visual detractor and would be better accommodated within a designated bin store, or should any of the site be re-developed, within the building envelope.



Fig. 16: Photograph to show Market Street rear elevations

## Relevant Planning Considerations

### Area Plan for the East

The eastern area of the CTA and the immediate area surrounding the eastern boundary of the CTA forms the core of retail shopping for not only Douglas, but the Island as a whole. CTA 2 borders the rear elevation of Marks & Spencer's, with associated parking provision. This site forms a major retail anchor within Douglas town centre. Existing uses include a hotel, fine grain retail, storage that supports the retail uses fronting onto Strand Street, a former school and car parking. The former Strand Cinema is also sited within CTA 2.

The future vision for Strand Street is for it to continue as the primary retail area of Douglas, but there is scope for the northern area of Strand Street to align more closely with the cultural offers of both the Gaiety Theatre and Villa Marina, by including more food and drink outlets.

CTA 2 is situated within the Area Plan for the East as a designated mixed use proposal area for Strand Street<sup>2</sup>. The broad extent of CTA 2 is denoted as an orange diagonal hatch on the map extract above. The primary shopping frontage is notated by the dashed green line on Map 5.

The former Greeba Works site falls within CTA 2 (UU Site 29). The Report for the Unoccupied Urban Sites Register (East) suggests that

a tailored package of support measures could be made available for the former Greeba Works, subject to an assessment of site viability.

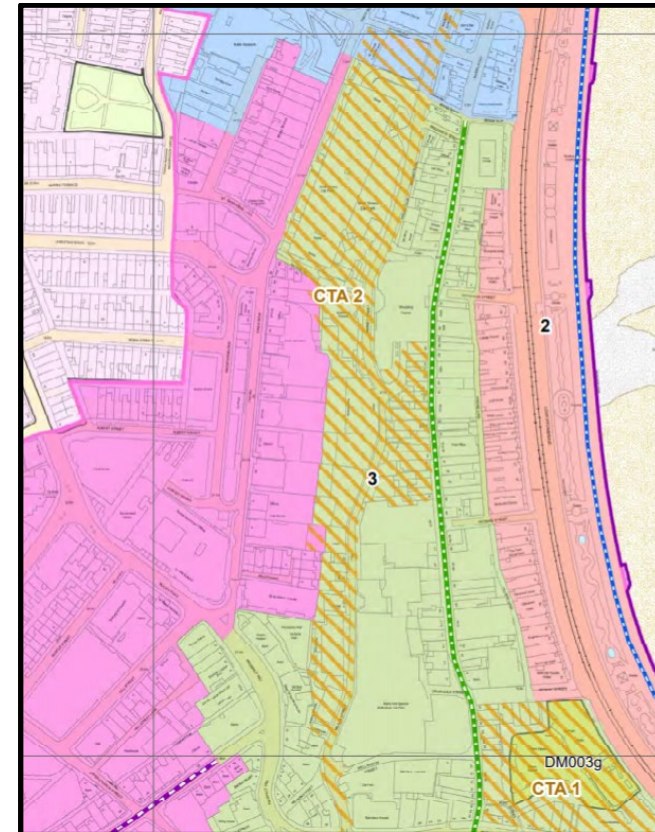


Fig. 17: Extract from Map 5: Douglas Central, an accompanying map for the Area Plan for the East

<sup>2</sup> CTA 2 falls within the boundary extent for the Central Douglas Masterplan 2014. It is included within the character area of Strand Street.

## Relevant Planning Considerations (cont...)

### Planning History

Given the scale of the CTA and the multitude of properties and uses, the area has been the subject of many planning applications over the years.

Historic planning applications show that Chester Street not only includes the car park. There is still potential for supermarket at ground floor although this use ceased a number of years ago. Part of the building was a GP surgery (application ref. 06/01745/B), there were public toilets, sandwich shop on ground floor opposite the entrance to the supermarket. The close proximity to the multi-storey car park supports changing market demands for a range of uses.

The central area of the CTA consists of three car parks; the most recent permission on the most northern of these (the former Greeba Works) being 08/02279/B which permitted the use of temporary parking which is its current use.

The most recent application (14/00580/B) approved an extension to an earlier permission to develop the site with commercial use in 2014. However, this approval will now have lapsed.

The central car park has no identifiable planning history, whilst the southern of the three received full permission (98/02322/B) for 32 car parking spaces in 1999.



Fig. 18: East elevation of 2014 approval for development on the former Greeba Works Site

Prior to the Premier Inn Hotel gaining approval on the former print works (17/00823/B), this site too was subject to temporary car parks applications and applications for a mix of uses (1-15 Market Street).

Other than those applications mentioned, most of the others in the area and area roundabout relate to alterations and extensions to retail premises and also for shop fronts and signage. These have had no significant impact on the wider uses within the area.



## Land Ownership and Legal Tenure

A significant area in the northern section of the CTA lies in Government ownership, including Chester Street car park and retail outlet to the north, and Markwell House.

It is understood that the central and southern section of this CTA lies in private ownership. Land ownership to the south of the site is unknown, but is likely to be more mixed.

Land tenure will be further complicated by current leaseholds, including annual leases for car parking.

A more detailed study in respect of land ownership and tenure would enable a better understanding of the challenges for site assembly within this CTA.

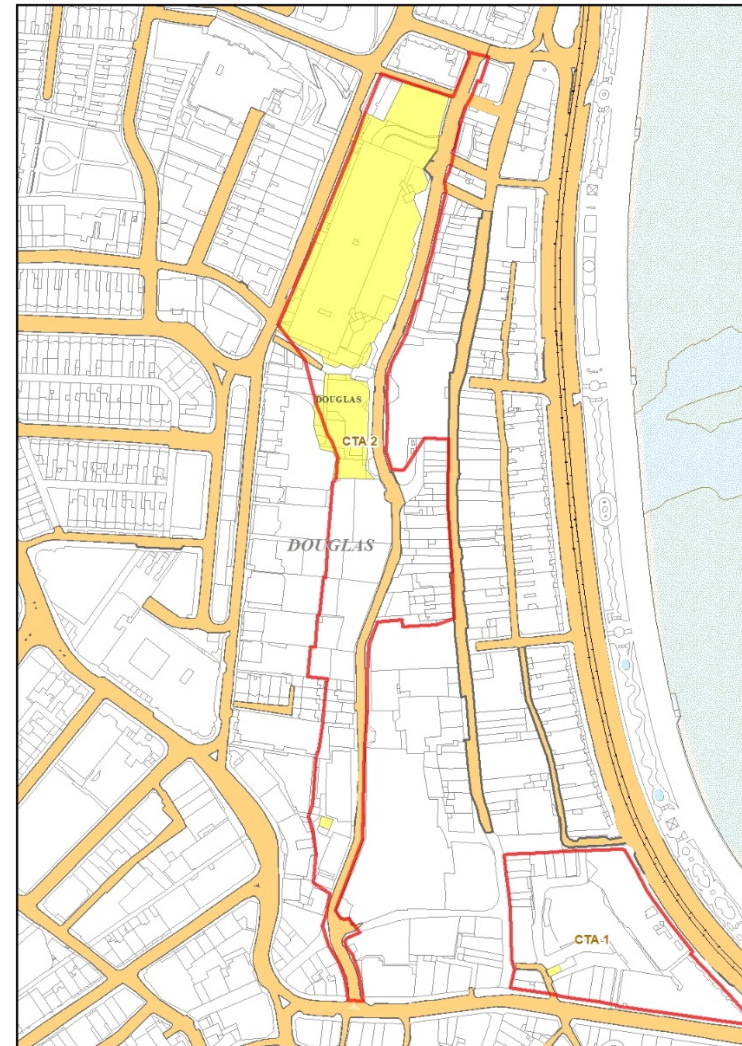


Fig. 19: Plan to show land in government ownership (shown in yellow)

## Site Opportunities and Possible Outcomes

CTA 2 benefits from a town centre location with easy access to the primary retail offer, the cultural quarter and the business district. There are significant investment and regeneration opportunities available within this area, to suit a range of developer appetites over an extended period of time.

There is scope for this area to contribute significantly to the wider local economy by bringing in higher value economic land uses, using a range of measures that are phased over time.

### Short Term Opportunities

Short term opportunities include the following:

- existing surface car parking could be considered for 'pop-up' shops, market stalls and eateries that could contribute to an evening economy and stimulate interest in longer term permanent development;
- Pedestrian permeability would be significantly strengthened by opening up a street link through to Strand Street, not just 'through the shop'. Further work needed to look at the implications and safety aspects, pros and cons etc. especially given this is a recognised freight route;
- Some existing retail premises on Strand Street could introduce dual aspects and extend the available retail frontage on to Market Street. This could further enhance pedestrian permeability between Strand Street and Market Street;
- Food and drink uses, combined with residential uses for upper floors could be introduced to provide further activity and natural surveillance, both during the day and evening,

and allow for the development of an evening economy within the area that supports the cultural uses of the Gaiety Theatre and the Villa Marina;

- The central location, combined with cheaper commercial rents in former warehousing provides a good location for entrepreneurial start-ups, and
- St. Thomas's School could be brought back into active use.

All of these measures will increase footfall and vibrancy within the area in the short term and support the wider local economy.



Fig. 20: Pop up bar in Brixton

## Site Opportunities and Possible Outcomes (cont...)

### The Cultural Quarter

Going forward the northern apex of CTA 2 is in a prime location close to the cultural quarter/new public realm area outside the Gaiety Theatre and there are already good links to Castle Street in this area from Market Street and Upper Douglas.

Opening up views to the historic assets of the former St. Thomas's School and St. Thomas Church would help to highlight existing historic reference points within the CTA and increase the townscape quality of the area. Having said this, it should be noted that larger floor plates are few in the town centre so loss of or redevelopment of this unit to the east of the school building would have to be carefully considered.

Existing strategic planning policy is supportive of redevelopment of previously developed sites, and detailed policies support a mix of land uses associated with retail, leisure, residential and professional services, with retention of active frontages to ground floor levels.

### Car Parking

In the longer term, development of the temporary car parking areas could accommodate a mix of uses which could also prove beneficial to the area. The former Greeba Works is identified on the Unoccupied Urban Sites Register, is centrally located and could be used more effectively.

There is a need to continue the discussion about the long term future of Chester Street car park and how this sits in with any approved car parking strategy for Douglas town centre. The car park provides significant benefits to the retail provision in the area

and allows for inclusive access to the higher levels on Finch Road and Mona Terrace. However, it is a townscape detractor and occupies a significantly large plot.

The multi-storey car park has the potential to be reconfigured to provide a mixed use scheme, with some retention of car parking. In the short term it shall remain but measures should be explored to consider future treatments. Should it be re-clad, or would demolition and replacement with a larger mixed use development be more beneficial to the wider area in the longer term?

### Pedestrian Permeability

There is a great opportunity to upgrade current access arrangements between the Business Quarter that is Athol Street and Finch Road and the Retail Area based on Strand Street.



## Broad Site Viability Issues

### Structural Condition and Site Remediation

The historic development within CTA 2 has resulted in a number of previously developed sites within Market Street that will require site remediation, and any future scheme to re-develop the existing car parking areas would need to consider the structural condition of old retaining walls to the rear of Finch Road. These structures will fall on shared boundaries and legal issues will need to be addressed. These factors will impact upon site viability but can be overcome, subject to the right market conditions. Financing is likely to be an issue for these larger sites.

### Vehicular and Pedestrian Access

Vehicular and pedestrian access is restricted within CTA 2, due to a number of factors, as detailed below:

- Site topography
- Erosion of the original street layout
- Large retail floor plates and
- Pedestrianisation measures (restricting vehicular access only)

Market Street is one way for most of its length, and this access is used as the principle service route for premises on Strand Street. The Market Street CTA is also a strategic freight corridor and maintaining access for commercial vehicles, including HGV's, must be considered in any proposed development. Any schemes to improve or develop the area need to take into account these restrictions and carefully consider the juxtaposition of pedestrians and cars sharing the same space.

Similarly, a significant movement node is located where Wellington Street intersects with Market Street. The needs of vehicles are prioritised over and above the needs of pedestrians in this area which could be re-examined in the future.

Stepped pedestrian access leading from Finch Road and Prospect Hill is not compliant with Part M Building Regulations and could be looked at for improvement.

Generally, the area relies on significant engineered structures to overcome the topographic challenges in this area, in order to allow for permeability across Market Street site.

### Other Issues

St. Thomas's Church and the Strand Cinema are both Registered Buildings that are situated adjacent to the boundary of the CTA, and a number of Registered Buildings exist on Finch Road, with rear aspects overlooking the CTA. Any future development within CTA 2 would need to consider the setting of these historic assets.

Registered Trees are situated on the north western site boundary of the CTA, adjacent to the multi-storey car park and any proposals for re-development of the car park would need to take account of the impact.

Manx National Heritage should be given the opportunity to assess whether CTA 2 is situated within an area of archaeological interest.

Other matters that would benefit from further exploration include drainage, utilities and infrastructure and servicing provision, including waste storage. A better understanding of existing building conditions and land ownership could help to inform future proposals in the area.

## Recommendations

The Market Street CTA offers a major opportunity for significant townscape regeneration, given the proliferation of brownfield sites and its location, immediately adjacent to the main retail street. The central section of the CTA containing large scale brownfield sites could provide considerable opportunities for intervention, particularly combined with additional pedestrian links through to Strand Street. This would help to bolster the 'dwell time' within the town and thus supporting the night time economy. With the exception of the sites already identified in the Unoccupied Urban Sites Register, the availability of cleared demolition land such as this provides unrivalled opportunity for redevelopment in this part of the island's capital.

A phased strategy for re-development within CTA 2 could help to deliver real change over the longer term, whilst managing expectations in the interim period. Early discussions with lending institutions could help to assess current lending appetites and aid in the preparation of financing models. Similarly, early conversations with property market specialists would help to assess current market demands. The outcome of these discussions will help to inform a phased strategy for redevelopment and improvement and help establish the need for any negotiation or work with compulsory purpose in mind. An assessment of viability could inform a tailored package of supporting measures to enable development to take place.

A more detailed study in respect of vacant premises, land ownership and tenure would enable a better understanding of the challenges for site assembly within this CTA.

A building condition survey could be undertaken to assess the general condition of older properties within the CTA, and achieve better stewardship of historic building stock.

Any future development in this area would need to consider future drainage provision. Further investigation is recommended to identify current drainage provision and any required improvements.

A full assessment of utilities provision is recommended, to better understand the relevant constraints on this issue.

Commercial waste storage would be better accommodated within a designated bin store, or should any of the site be re-developed, within the building envelope.

A review of the pedestrian priority scheme could be undertaken along with use of surface treatment of the road and pavements to make Market Street a safer route for pedestrians especially if future uses may encourage higher footfall in this general area - where it ends up being a destination rather than a through route. Future measures should aim to improve the servicing and access requirements within CTA 2. Discussions with DOI will be necessary to successfully achieve these measures.

Public realm improvements could help to address this hierarchy of users where Wellington Street intersects with Market Street and whilst it is recognised that greening can be inhibited by the need to accommodate manoeuvring of trucks, carefully placed singular trees can enhance a public space significantly – there is evidence of this close by opposite Marks and Spencer in Regent Street.