

Annex 4: Sites considered as a location for Margate market and rejected as

Top of the High Street Amenity Site (at start of pedestrianisation) – TDC-owned but considered by stallholders as too divorced from the main shopping area and also is quite distant from shops in the lower High Street and College Square. Not large enough to accommodate a reasonably-sized market.

Upper High Street – Pedestrianised during market hours but not acceptable in Highways terms as too narrow to allow for emergency vehicles with stalls in place. Also difficult to place stalls without blocking shop windows – stalls have been repositioned when shops have opened after being vacant.

The Centre / Regal Walk – Privately owned. Landlord asked for market to vacate the site as was considered to be detrimental to letting shops due to proximity to shop windows and the quality of the current offer.

Highway in front of Store 21 – Not pedestrianised and not acceptable in Highways terms as placement here would impede safe traffic flow and emergency vehicles. Would also require suspension of parking bays (financial implications).

Lower High Street from KFC to The Parade – Too narrow resulting in blocking of shop windows. Not pedestrianised and not acceptable in Highways terms as placement here would impede safe traffic flow and emergency vehicles. Would also require suspension of parking bays (financial implications).

The Parade, Old Town – Would likely not help to drive footfall up the High Street.

Cottage Car Park – TDC-owned. Sloping site & not easily visible. Would likely not help to drive footfall up the High Street. Would also require suspension of parking bays (financial implications).

New Street Land behind former M&S building – TDC-owned but not easily visible and would require capital to remodel / resurface. Also some land contamination from former garage on site.

Old Town Queens Arms Yard Site – Part TDC-owned but not easily visible. Would not help to drive footfall up the High Street.

College Square – Privately-owned. Areas around shops too narrow resulting in blocking shop windows. Too divorced from High Street.

Seafront Sites – Marine Gardens / Charlotte Square considered but adverse weather (wind) in winter seen as not conducive to market viability. Would also require suspension of parking bays (financial implications).

Cecil Square – Highly visible, well-located to help drive footfall to High Street & College Square, spacious enough for reasonably-sized market without blocking any shop windows. Would require suspension of parking bays (potential loss of £9.1K p.a. parking revenue) and traffic Orders to utilise the site. Current site of Taxi rank would need to be moved to the opposite end of the Square (see Annexes 1 & 2). No problems with deliveries to Store 21 as these are from the High Street, but possible cash delivery issues for NatWest Bank and Lloyds Bank which could likely be overcome.