

**nick moss architects**

JUNE 2023  
FEASIBILITY PROPOSALS

# THE ARCADE, BOGNOR REGIS



# AERIAL VIEW





# SITE PLAN





# SITE PHOTOS



1. The Arcade, High Street entrance



2. The Arcade interior



3. View from north west, junction of High Street and York Road



4. York Road



5. View from south east



6. View from south west corner towards the sea





7. Overhead view of site from drone



# CONDITION



1. Exterior, Belmont Street



2. Exterior, service yard



3. Exterior, roof over single storey unit on Belmont Street



4. Interior



5. Interior

The majority of the upper floors are in poor condition and some areas have not been occupied for a considerable period of time. There is water ingress in numerous areas which is causing damage to the building fabric. There is a significant amount of asbestos within the building, and best practice would be to entirely remove this in a safe manner during the course of refurbishment. The upper floors were previously in use as offices, and part of the second floor on the east side was used as a flat for the resident caretaker. The upper floors are currently accessed from ground floor doors on High Street, York Road, Belmont Street and from within the Arcade itself. There are parts of the upper floors that have had their access routes removed, rendering them inaccessible. The upper floors are in need of significant investment in order to bring them back to a lettable standard.



# HISTORIC MAPS



1. Ordnance Survey map, Sussex LXXIV.6, 25" to 1 mile, revised 1896, published 1898



2. Ordnance Survey map, Sussex LXXIV.6, 25" to 1 mile, revised 1910, published 1912



3. Ordnance Survey map, Sussex LXXIV.6, 25" to 1 mile, revised 1932, published 1934



4. Ordnance Survey map, Sussex LXXIV.6, 25" to 1 mile, revised 1940, published 1947



# SITE HISTORY



1.



2.



3.

The Arcade runs from Belmont Street through to High Street and consists of a central shopping arcade with a glazed roof, three storey buildings to the east and west sides with distinctive turrets framing the arcade entrance, and a two storey link to the southern side. There are retail units and food outlets of varying sizes on both sides of the arcade. The site is strategically located between the heart of the town centre and the Regis Centre. The site has elevations onto three street frontages, High Street (north), Belmont Street (south) and York Road (west). The site is owned entirely by Arun District Council.

Prior to the construction of the Arcade, the gardens of York House occupied the site, which was an impressive doctor's residence at the junction of York Road and High Street. William Tate, a local builder, purchased the land and commenced construction work in 1901. It was officially opened on 26 July 1902, and comprised of 24 shops with a similar number of offices above known as Arcade Chambers. It was intended to be an approach to the Theatre Royal and the Kursaal (which Tate also built), both of which have since been replaced by the Regis Centre. There was a serious fire on 5 November 1930 which caused extensive damage to 14 shops and all the offices. A major restoration took place after this costing in the region of £25,000. The outward appearance of the building facing the High Street was not altered by the restoration. The site was purchased by Arun District Council in October 2017.

In Margaret McKeith's 1985 publication, "Shopping Arcades: A Gazetteer of Extant British Arcades, 1817-1939", the Bognor Arcade is described as of 'Edwardian seaside architecture, of single storey structure with glass gable ends'. The High Street entrance was noted as being 'between corner turrets of twin three storey blocks, built of brick and timber with tiled spires and finials'.

The Arcade is not a nationally listed building however, 'the Arcade and associated buildings' are included on the local list of 'buildings or structures of character', having being deemed to fit Arun District Council's local listing criteria, which include:

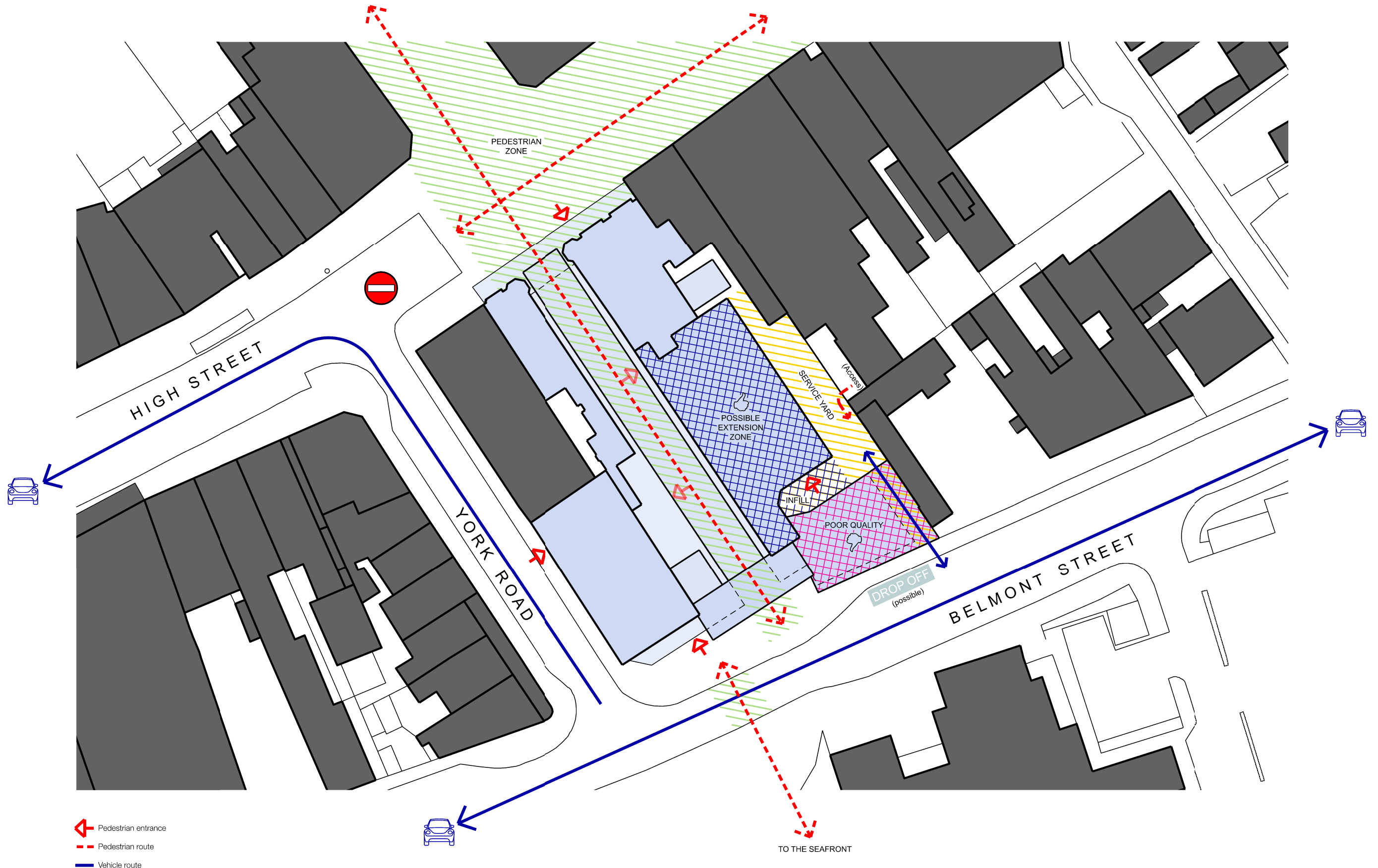
- Buildings which are extremely good examples of traditional or established style, or unusual type;
- In special cases, buildings or structures which contribute towards the local townscape or have important historical associations;
- Largely intact and not adversely affected by later extensions or alterations;
- Make a positive contribution to their surrounding or the street scene.

The Arcade is not in a conservation area and does not materially impact any of the conservation areas nearby, the closest of which are 200m to the west, 400m to the north west and 500m to the north east. The former Sussex Hotel diagonally opposite the Arcade on the northern side of High Street is a Grade II nationally Listed Building. Other nearby nationally listed buildings and monuments include the Grade II listed Bognor Regis Town Hall and Grade II War Memorial. The back of the Town Hall is visible from the site to the west on Belmont Street.

Policy HER DM2 of the Arun Local Plan states that 'proposals for the alteration or extension of buildings on the Local List will be expected to relate sensitively to the building or structure and its setting and respect its architectural, landscape or historic interest. The Local Planning Authority will seek to preserve features of such buildings which contribute to that interest'. It is considered that the appearance and visual presence of The Arcade on the High Street, (north) elevation, are of greater importance in terms of the criteria for local listing than the elevations to York Road or Belmont Street and the proposals described in this document are sensitive to this. The later addition in the south eastern corner does not contribute positively to the character of the building, its local listing, nor to the setting of the Grade II listed Town Hall, hence the proposal to demolish this isolated element.



# SITE STRATEGY



-  Pedestrian entrance
-  Pedestrian route
-  Vehicle route



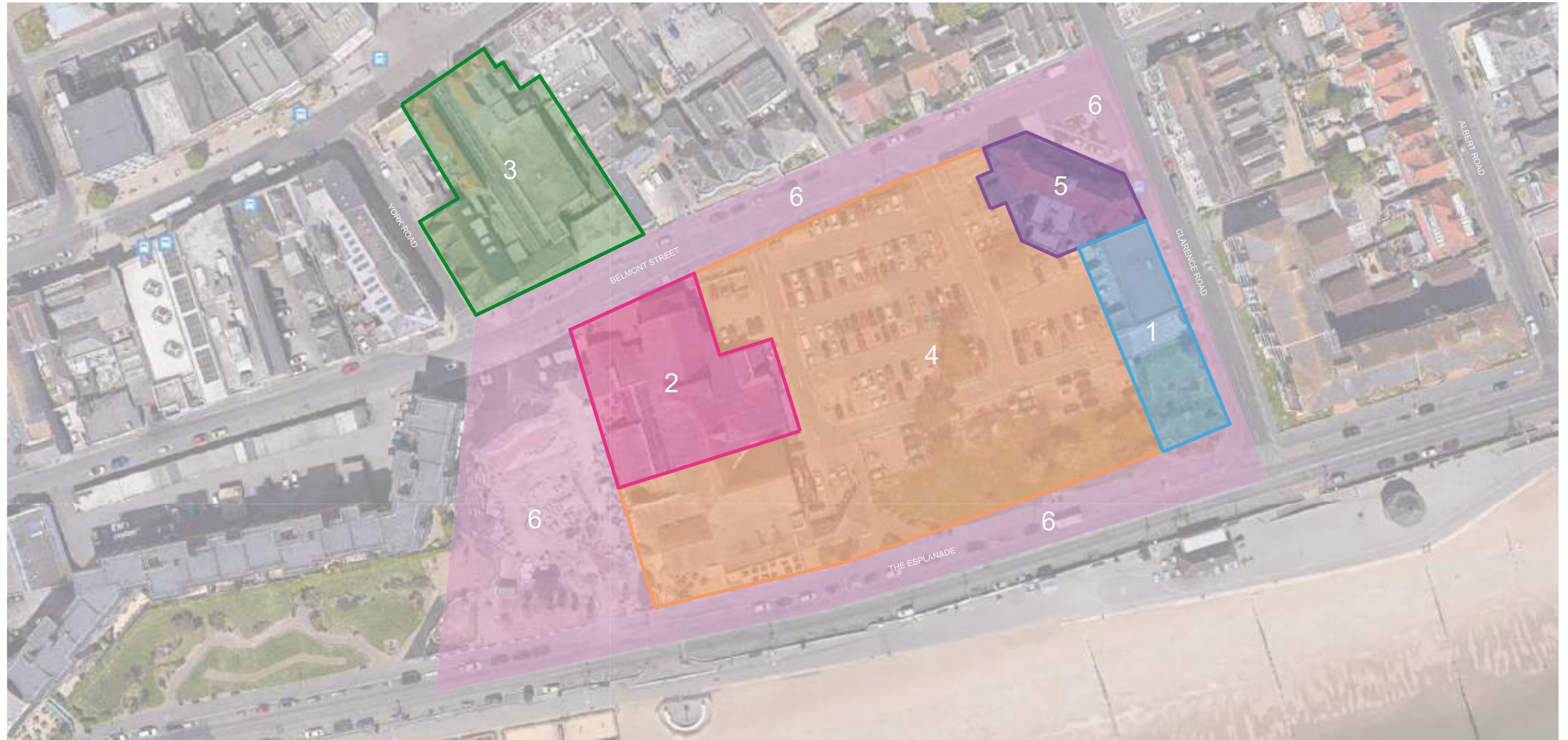


# SITE STRATEGY





# REGENERATION STRATEGY



The Regis Quarter Regeneration

- 1. Phase 1: New Premier Inn, (circa 100 beds)
- 2. Phase 2: New build / part refurbished Alexandra Theatre / Regis Centre: 386 seat auditorium, 2 performance studios, circa 170 seats, 3 further studios, cafe / bar
- 3. Phase 3: The Arcade: Retail / food and beverage / residential (market rent)
- 4. Phase 4: Regis Centre car park: mixed use redevelopment - public car park - ground, residential car park - first floor
- 5. Phase 5: Grade II listed Town Hall refurbishment - possible civic / commercial / hotel uses
- 6. Overall phase development set in enhanced public / private realm with placemaking / circulation and wayfinding potential, year round events space, hard and soft landscaping providing connections and linkages



**EXISTING PLANS**



# GROUND FLOOR, EXISTING





# UPPER GROUND FLOOR, EXISTING





# FIRST FLOOR, EXISTING





# SECOND FLOOR, EXISTING

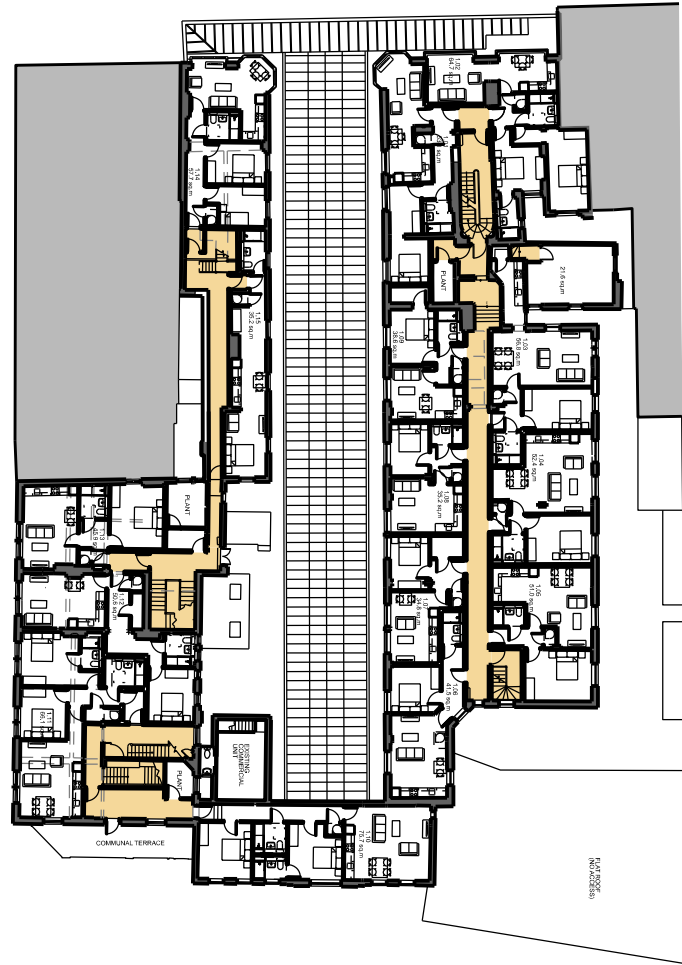




**OPTIONS**

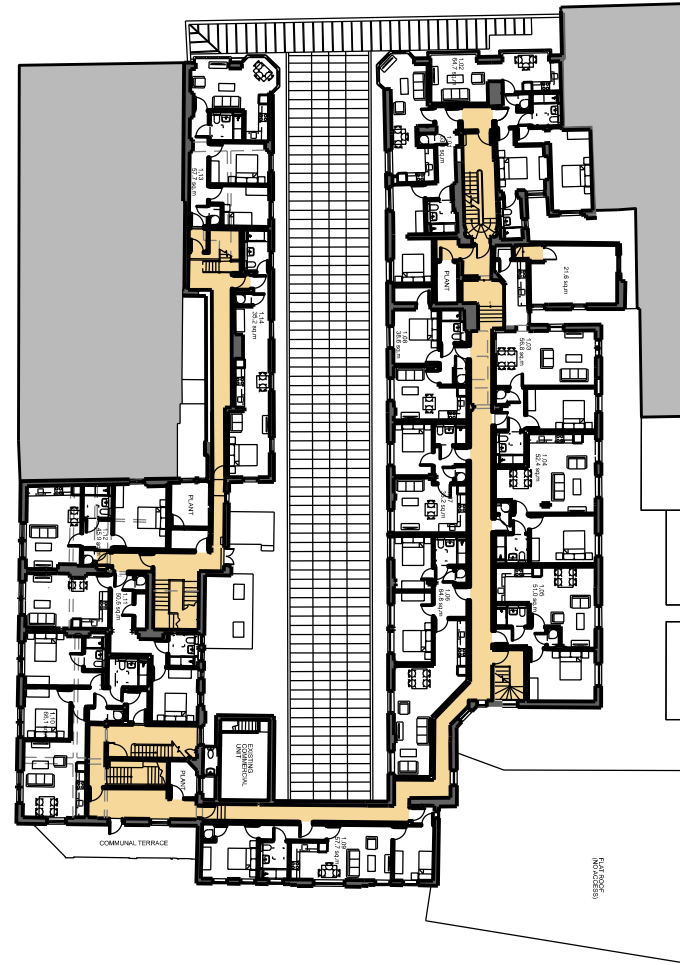


# FIRST FLOOR, OPTIONS



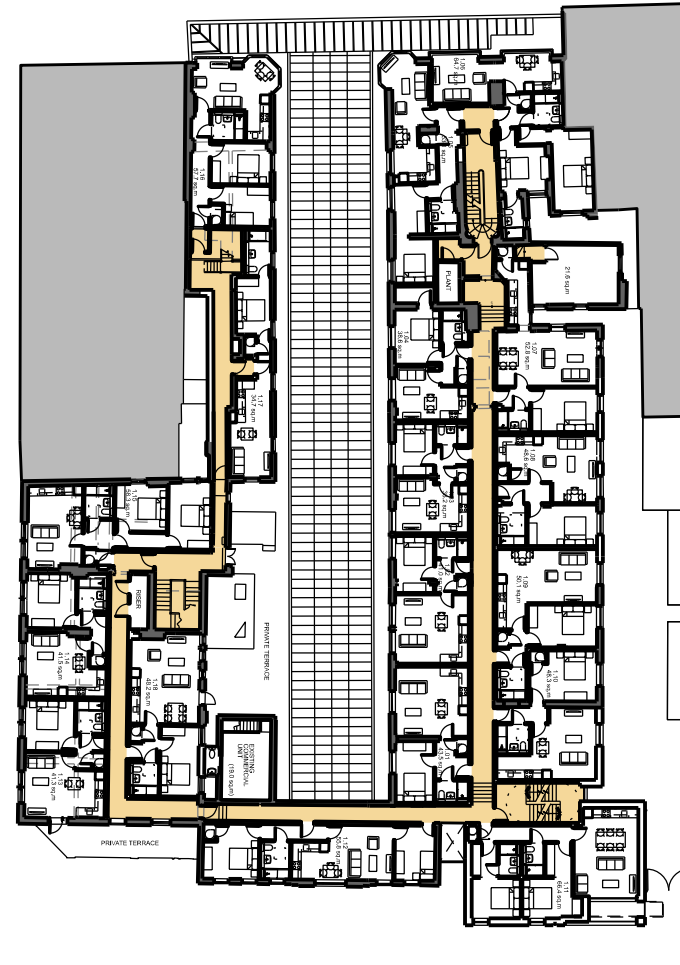
**OPTION 1**

studio	1
1 bedroom	16
2 bedroom	6
<b>TOTAL</b>	<b>23</b>



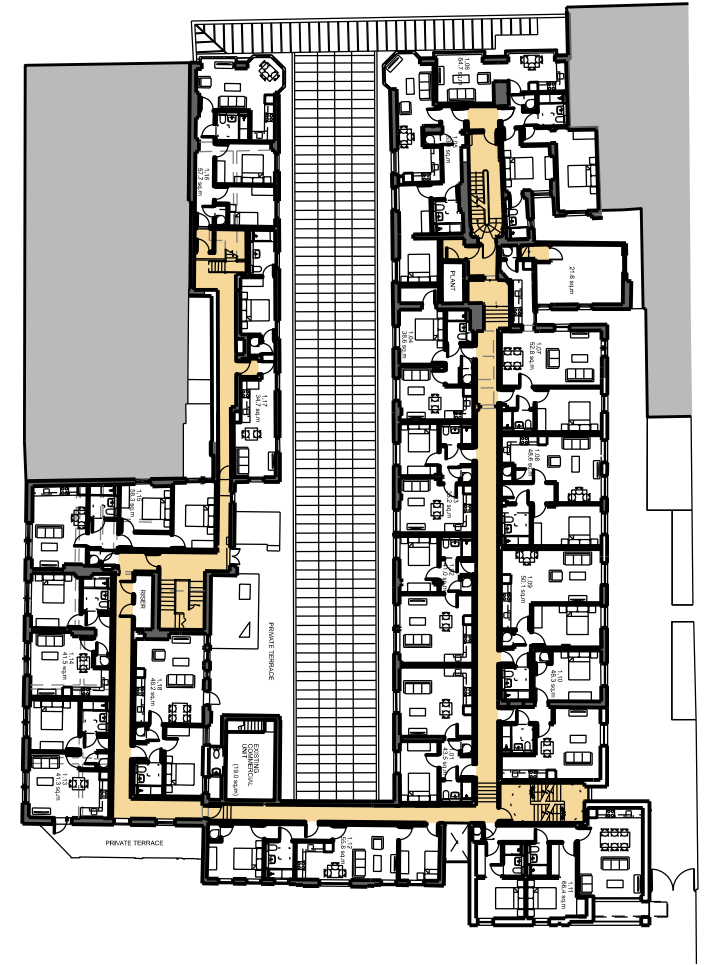
**OPTION 2**

studio	1
1 bedroom	14
2 bedroom	7
<b>TOTAL</b>	<b>22</b>



**OPTION 3**

1 bedroom	21
2 bedroom	7
<b>TOTAL</b>	<b>28</b>
Commercial Unit	72.3m <sup>2</sup>



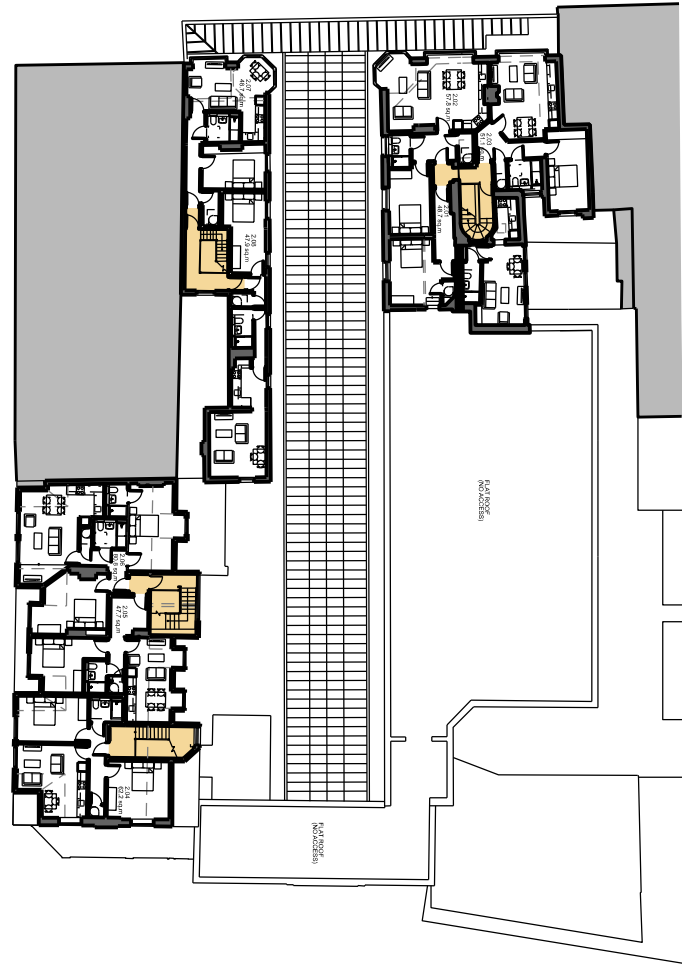
**OPTION 4**

1 bedroom	28
2 bedroom	7
<b>TOTAL</b>	<b>35</b>
Commercial Unit	72.3m <sup>2</sup>



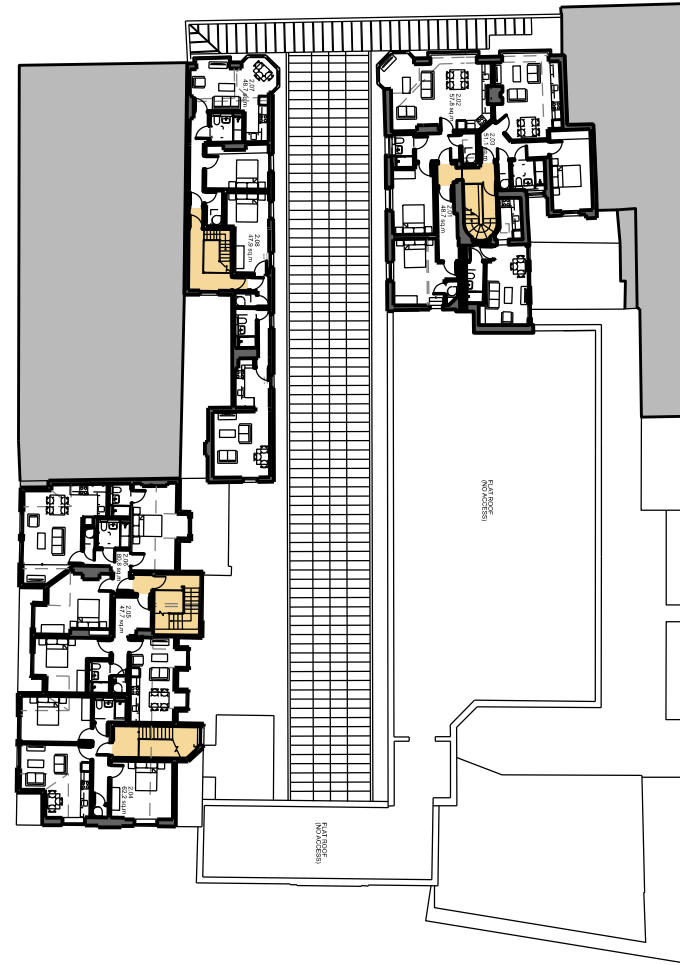


# SECOND FLOOR, OPTIONS



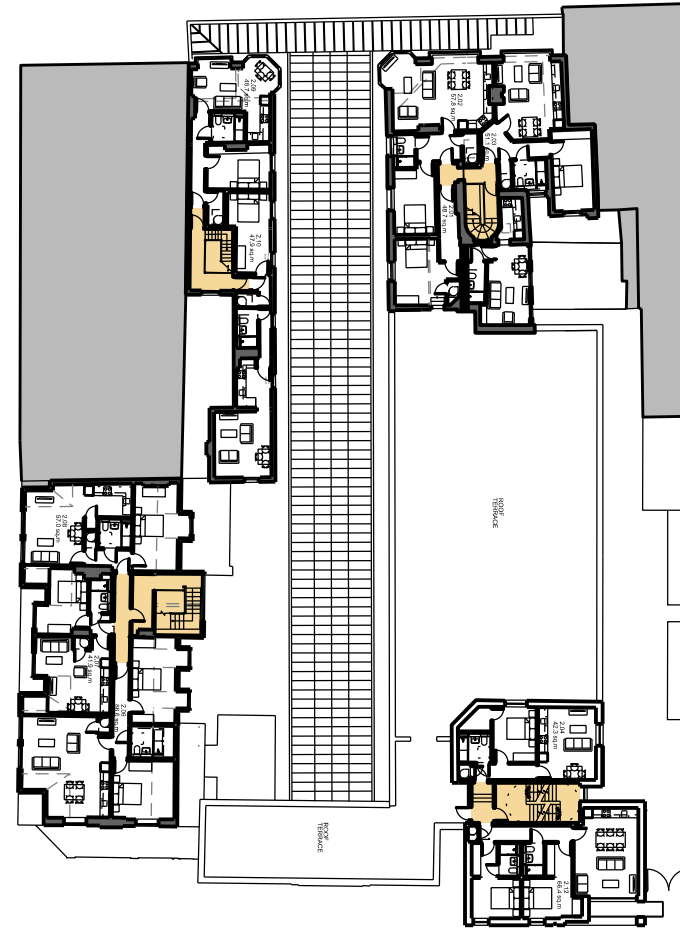
**OPTION 1**

studio	1
1 bedroom	16
2 bedroom	6
<b>TOTAL</b>	<b>23</b>



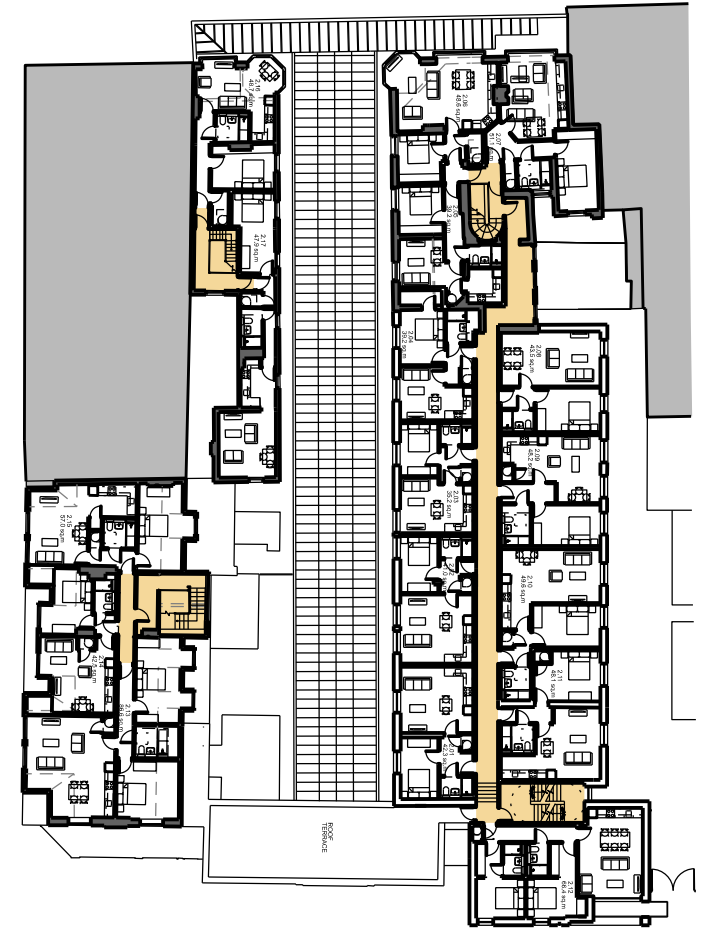
**OPTION 2**

studio	1
1 bedroom	14
2 bedroom	7
<b>TOTAL</b>	<b>22</b>



**OPTION 3**

1 bedroom	21
2 bedroom	7
<b>TOTAL</b>	<b>28</b>
Commercial Unit	72.3m <sup>2</sup>



**OPTION 4**

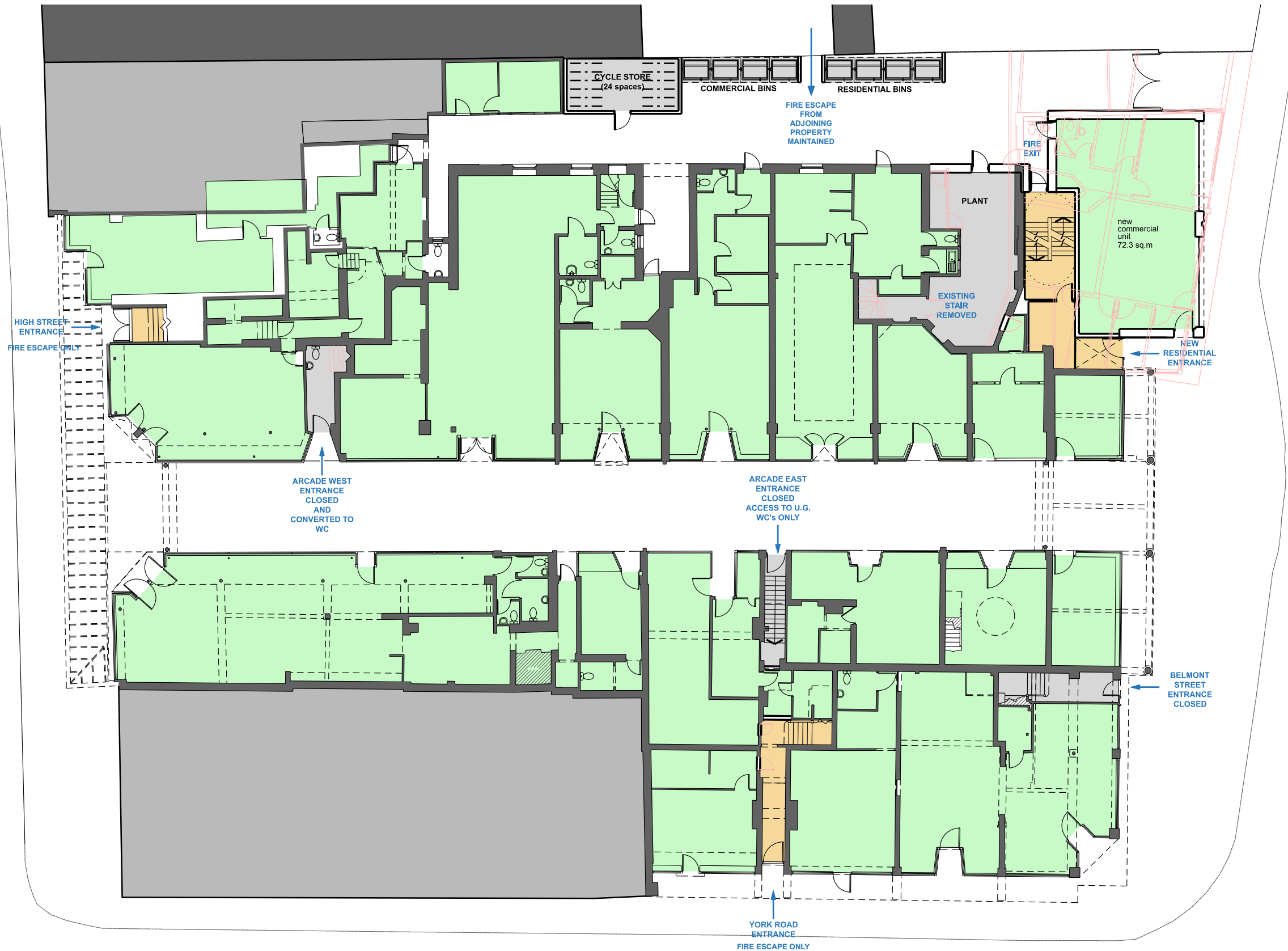
1 bedroom	28
2 bedroom	7
<b>TOTAL</b>	<b>35</b>
Commercial Unit	72.3m <sup>2</sup>



**PREFERRED OPTION (4)**



# GROUND FLOOR, PROPOSED



# FIRST FLOOR, PROPOSED



- EXISTING FABRIC
- FABRIC TO BE CAREFULLY DEMOLISHED
- STAIR CORE
- UTILITY
- ESTATE OFFICE
- COMMERCIAL
- STUDIO APARTMENT
- 1 BED APARTMENT
- 2 BED APARTMENT
- 3 BED APARTMENT





# SECOND FLOOR, PROPOSED



- EXISTING FABRIC
- FABRIC TO BE CAREFULLY DEMOLISHED
- STAIR CORE
- UTILITY
- ESTATE OFFICE
- COMMERCIAL
- STUDIO APARTMENT
- 1 BED APARTMENT
- 2 BED APARTMENT
- 3 BED APARTMENT



# PROPOSALS



Local beach huts

The preferred option (Option 4) proposes the conversion and extension of the first and second floors to form 28 one bedroom apartments and 7 two bedroom apartments, to create 35 apartments in total.

The existing single storey structure in the south east corner of the site, which has most recently been used as offices for the Bognor Regis Business Improvement District, is a later addition to the site and is of poorer quality than the original building. It is felt that the existing single storey structure on Belmont Street would not in itself meet the Local Listing criteria and it detracts from the streetscape and the main arcade, as well as having a negative impact on the setting of the nearby Grade II listed Town Hall. It is therefore proposed to demolish this structure and for it to be replaced with a better quality three storey building with a commercial unit at ground level and apartments above. This new build element replicates the scale of the existing wing on York Road to the west of the central glass arcade and the new roof ridge aligns with the ridge line of the existing western block. The roof of the new structure is composed of a double pitched roof, which distinguishes it from the existing wing on York Road, but is also a nod to the familiar roof form of lines of adjoining beach huts.

The new structure is offset from the existing building adjacent to form a new communal entrance to the residential building. Part of the internal alterations include the removal of the existing stair in the south west corner and alteration of the link block above the southern entrance to the Arcade to form a continuous corridor at first floor level that serves to connect all apartments across the entire floor plate.

It is proposed to extend part of the existing eastern wing of the Arcade with an additional storey constructed over the flat roof of the existing two storey block, reverting to what is understood to have been the height of the original pitched roof structure before it was damaged by the fire in 1930.

The alterations to the existing building have sought to minimise any changes to positions of existing windows to preserve the character of the existing building and its heritage value. Similarly, existing wall positions and drainage locations have been retained as far as possible. This does mean that some of the apartments are smaller than Nationally Described Space Standards, but there is a balance to be struck between preserving the fabric of an existing structure with heritage value and stripping it out in order to meet current standards. Whilst there is no on site parking provision, there is adequate on-street parking nearby, which will be demonstrated through a transport study prior to the planning application. The site is in a highly sustainable location with excellent links to the town centre amenities and main public transport hubs. Sustainable transport will be further enhanced with the addition secure storage for 24 cycles at ground floor level.

The proposals seek to unify the disparate elements of the existing building whilst making a clear distinction between the existing and new elements in a manner that is sympathetic to the existing locally listed building and which will enhance the setting of nearby designated heritage assets.



# BELMONT STREET ELEVATION



PROPOSED REAR ELEVATION



EXISTING REAR ELEVATION

# VIEW FROM SOUTH EAST



As-proposed



As-existing



# AREAS / SPACE STANDARDS

Level	Non-residential (GIA - m2)	One bed (GIA - m2)	Two beds (GIA - m2)	Ext. amenity (m2)	Sea view	Floor GIA (GIA - m2)	National Space Standards compliant
<b>Level 0 (Ground)</b>						<b>138.3</b>	
New commercial unit	72.3						

Level 1						1183	
1 01		43.5					YES (1 bed, 1 person)
1 02		41					YES (1 bed, 1 person)
1 03		35.2					<b>NO (-1.8 m<sup>2</sup>)</b>
1 04		38.6					YES (1 bed, 1 person)
1 05		53.1					YES (1 bed, 2 person)
1 06			64.7				YES (1 bed, 3 person)
Estate Office	21.6						
1 07		52.8					YES (1 bed, 2 person)
1 08		48.6					YES (1 bed, 1 person)
1 09		50.1					YES (1 bed, 2 person)
1 10		48.3					YES (1 bed, 1 person)
1 11			70	4.5	YES		YES (2 bed, 2 person)
1 12			55.8	9.1	YES		<b>NO (-5.2m<sup>2</sup>)</b>
1 13		41.3		11.8	YES		YES (1 bed, 1 person)
1 14		41.5					YES (1 bed, 1 person)
1 15			58.3	21.5			<b>NO (-2.7m<sup>2</sup>)</b>
1 16			57.7				<b>NO (-3.3m<sup>2</sup>)</b>
1 17		34.7		11.2			<b>NO (-2.3m<sup>2</sup>)</b>
1 18		48.2		21.5			YES (1 bed, 1 person)

Second Floor			70 (communal)			1014	
2 01		42.3					YES (1 bed, 1 person)
2 02		41					YES (1 bed, 1 person)
2 03		35.2					<b>NO (-1.8 m<sup>2</sup>)</b>
2 04		39.2					YES (1 bed, 1 person)
2 05		39.2					YES (1 bed, 1 person)
2 06		48.6					YES (1 bed, 1 person)
2 07		51.1					YES (1 bed, 2 person)
2 08		43.5					YES (1 bed, 1 person)
2 09		48.2					YES (1 bed, 1 person)
2 10		49.6					YES (1 bed, 1 person)
2 11		48.1					YES (1 bed, 1 person)
2 12			70	4.5	YES		YES (2 bed, 2 person)
2 13			86.6		YES		YES (2 bed, 2 person)
2 14		42.5					YES (1 bed, 1 person)
2 15		57					YES (1 bed, 2 person)
2 16		48.7					YES (1 bed, 1 person)
2 17		47.9					YES (1 bed, 1 person)

<b>Unit totals</b>		<b>28</b>	<b>7</b>				
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<b>Overall Total (NIA)</b>		<b>1259</b>	<b>463.1</b>			<b>1722.1</b>	
<b>Overall Total (GIA)</b>						<b>2335.3</b>	

<b>Total One Beds</b>	28
<b>Total Two Beds</b>	7
<b>Overall Number of Apartments</b>	<b>35</b>

The proposed development is the conversion of an existing building therefore apartment layouts are designed around the structure and fabric of the existing building. Where possible, window openings have been retained in their existing positions but have been moved when the existing position places an unacceptable constraint on the proposed layouts. Wherever possible apartments are designed in accordance with Nationally Described Space Standards. Due to the constraints of the existing building however, six apartments fall below these standards, as indicated in the accompanying table.

Apartment layouts are illustrated in the proposed floor plans to demonstrate that where any apartments do fall slightly below the nationally described space standards, the proposed layouts are still functional.

National Space Standards	1 storey dwelling	Built-in storage
1 bedroom, 1 person	39m <sup>2</sup> (37 m <sup>2</sup> ) *	1.0m <sup>2</sup>
1 bedroom, 2 person	50m <sup>2</sup>	1.5m <sup>2</sup>
2 bedroom, 3 person	61m <sup>2</sup>	2.0m <sup>2</sup>
2 bedroom, 4 person	70m <sup>2</sup>	2.0m <sup>2</sup>

\*with shower room in lieu of bathroom

# DISABLED ACCESS

Level	Access Compliant (Part M4)			Notes
	(Category 1)	(Category 2)	(Category 3)	
<b>Level 0 (Ground)</b>				
New commercial unit				
<b>Level 1</b>				
1 01	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
1 02	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
1 03	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
1 04	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
1 05	NO	NO	NO	Access to apartment is via an existing stair that is not Part M4 (1) compliant. No scope to introduce lift for M4 (2) compliance
1 06	NO	NO	NO	Access to apartment is via an existing stair that is not Part M4 (1) compliant. No scope to introduce lift for M4 (2) compliance
Estate Office				
1 07	YES	NO	NO	No communal lift and kitchen is too narrow to be M4(2) compliant
1 08	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
1 09	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
1 10	YES	NO	NO	No communal lift and kitchen is too narrow to be M4(2) compliant
1 11	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
1 12	YES	NO	NO	
1 13	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
1 14	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
1 15	YES	NO	NO	
1 16	NO	NO	NO	Existing corridor providing access to the apartment is too narrow for Part M4 (1) compliance
1 17	NO	NO	NO	Existing corridor providing access to the apartment is too narrow for Part M4 (1) compliance
1 18	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
<b>Second Floor</b>				
2 01	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
2 02	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
2 03	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
2 04	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
2 05	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
2 06	YES	NO	NO	No communal lift and space around bed not M4(2) compliant
2 07	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
2 08	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
2 09	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
2 10	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
2 11	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
2 12	YES	NO*	NO	*Apartment could be M4(2) compliant, with a communal lift and no stepped access within common corridor
2 13	TBC	NO	NO	Access is via an existing stair, dimensions of which to be confirmed to determine Part M compliance.
2 14	TBC	NO	NO	Access is via an existing stair, dimensions of which to be confirmed to determine Part M compliance.
2 15	TBC	NO	NO	Access is via an existing stair, dimensions of which to be confirmed to determine Part M compliance.
2 16	NO	NO	NO	Existing level 1 corridor and stair, which provide access to the apartment are too narrow for Part M4 (1) compliance
2 17	NO	NO	NO	Existing level 1 corridor and stair, which provide access to the apartment are too narrow for Part M4 (1) compliance

The constraints of the existing building present some issues with regards to disabled access. Three existing stairs have been retained and although a new stair that complies with current building regulations for general access has been introduced by the main entrance, a number of apartment are, in part, still served by the three existing stairs. These existing stairs are not compliant with current building standards for general access and due to the constraints of the existing structure could not be re-built in accordance with current standards without rebuilding entire sections of the existing building. In some instances sections of the proposed communal corridor do not meet the minimum width requirements for communal circulation due to constraints of the existing structure. The proposals are further constrained by the existing floor levels that vary around the building, therefore the common corridor that links the proposed apartments together includes a number of steps. The level changes are such that these steps could not be replaced by ramps. The requirement for steps within the common circulation therefore precludes incorporating a lift to serve each floor because at best it could only serve three of the 35 apartments as level access to the remaining 32 apartments would be compromised by steps within the communal corridors.

Both the new stair and the new steps within the common circulation areas will comply with Building Regulations Approved Document Part M(1) requirements for visitable dwellings. Nine apartments however are served, in part, by the three existing stairs and existing corridors that do not fully comply with Part M(1), as indicated in red the accompanying table.

To comply with the optional requirements of Building Regulations Part M4, Category 2 (Accessible and Adaptable Dwellings) and Category 3 (Wheelchair User Dwellings), level access from a lift to the front door of an apartment is a fundamental requirement. Constraints dictated by the existing structure mean that not all proposed apartment layouts could comply with the requirements of Approved Document Part M4(2) however, if level access could be provided to all apartments, there are 11 apartments that could be designed in accordance with the requirements of Building Regulations Part M4(2). These apartments are indicated in green in the accompanying schedule but fundamentally they cannot meet the full requirements of Part M4(2) due to the existing floor levels that dictate that there will be steps within the communal circulation. The layouts of these apartments nevertheless can still be designed in accordance with Part M4(2) and access to the front door of these apartments would still be in accordance with Part M4(1) for visitable dwellings.

To meet the requirements of Part M4(3), it would be necessary to combine two of the proposed apartments into single larger apartments to meet the additional spatial requirements for wheelchair user dwellings. This would reduce the overall number of apartments, which would impact the viability of the proposals, but given the fundamental issue that level access cannot be provided to the front door from the landing of any proposed lift, these apartments could never be suitable for a wheelchair user. For these reasons the requirements of Part M4(3) cannot be met for any of the proposed apartments and consequently no Part M4(3) wheelchair user dwellings have been proposed.



# SEPARATION DISTANCES

The constraints of the existing building also present some issues with regards to separation distances within the development as well as between neighbouring buildings. The Arun District Design Guide SPD sets out minimum separation distances between dwellings.

- Front to Front: >16m
- Back to Back: >21m
- Back to Side: >14m
- Back to landscaped rear boundary: >12m
- Front to front boundary: >2m

The constraints of the existing building and the existing urban grain dictate that these minimum separation distances cannot be met if the existing building is converted to residential use. The design guide recognises that separation distances between properties cannot always be met and outlines possible mitigation measures in such instances. Where separation distances between habitable rooms are between 16-20m the design guide suggests:

- offsetting windows,
- introduction of mature landscaping.

Where separation distances are less than 15m, suitable mitigation is noted as:

- staggering facades,
- recessing balconies,
- introduction of mature landscaping,
- louvres on windows.

The accompanying sketch illustrates the separation distances within the development and between adjoining properties. Where separation distances are particularly close, proposed mitigation measures are indicated, which include fitting privacy glazing to kitchen windows and repositioning existing windows so that windows in habitable rooms do not directly oppose one another.

