



pdp architecture llp

DESIGN AND ACCESS STATEMENT

DOLPHIN QUAY
EMSWORTH
PROPOSED DEVELOPMENT
FEBRUARY 2022

28126

CONTENT

0.0	INTRODUCTION
1.0	LOCATION & CONTEXT
2.0	SITE PHOTOGRAPHS
3.0	PRE-APPLICATION ADVICE
4.0	PROPOSED DEVELOPMENT
5.0	APPEARANCE
6.0	VISUALISATION
7.0	ACCESS
8.0	FLOOD RISK ASSESSMENT
9.0	CONCLUSION

0.0 INTRODUCTION

0.1 PDP Architecture llp have been instructed on behalf of our client, Dolphin Quay Cafe Ltd, to prepare and submit an application for the development of a mobile catering unit at Dolphin Quay, Emsworth.

0.2 The scope of the project includes the development of a mobile catering unit to be erected on land between Dolphin House and No.2 Dolphin Quay.

0.3 Please note that this statement should be read in conjunction with all submitted drawings and documents relevant to this application.

1.0 LOCATION & CONTEXT

1.1 The site is a parcel of land between No.2 Dolphin Quay and Dolphin House.

1.2 The site forms a hard-standing area of underutilised land adjoining Queen Street, with the Flour Mill to the north of the site, and a river to the south.

1.3 The site is located in the Conservation Area forming part of the historic core of Emsworth.

1.4 The site was recently subject to construction works including improvements to the sea wall now completed, forming the site boundary of APP/16/00921.

1.5 The site is partially located above a culvert for the aforementioned river on the eastern side, and a public sewer on the western side.



2.0 SITE PHOTOGRAPHS



2.1 View from mooring to Flour Mill and site.



2.2 View from Site to Flour Mill.



2.3 Dolphin House as viewed from the site.



2.4 No. 6 & 7 Dolphin Quay.



2.5 View of site adjacent to 2 Dolphin Quay.



2.6 No. 2-5 Dolphin Quay.

3.0 PRE-APPLICATION ADVICE

3.1 Following our pre-application submission and subsequent feedback from the Local Authority, we revised our proposals to take on board the comments as follows:

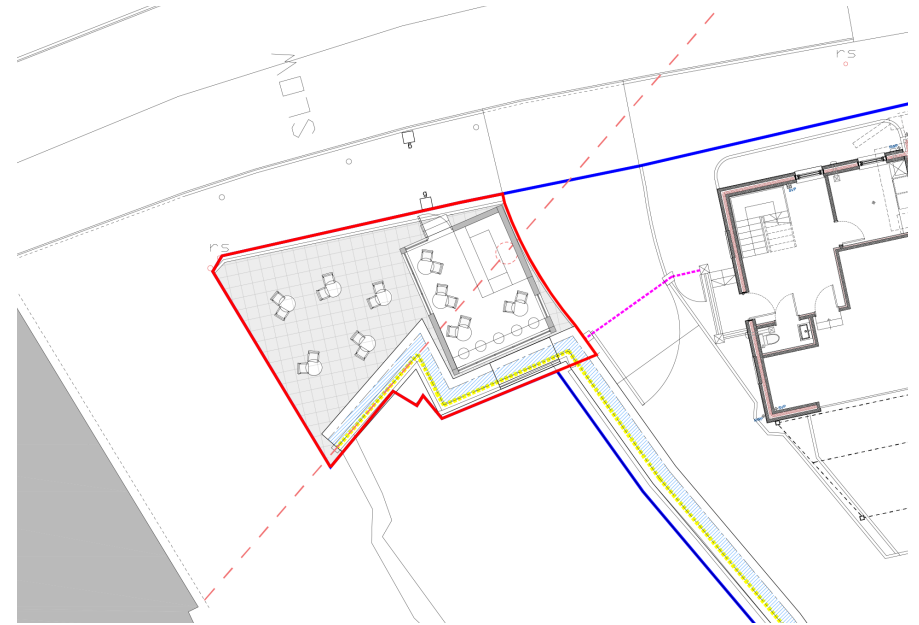
3.2 To provide a Flood Risk Assessment and address flooding concerns, which have been addressed by incorporating stilts with adjustable screw jack leg supports to the unit capable of temporarily lifting the building to a level needed in the event of a predicted high tide. For further information please see the submitted FRA by Hamill Davies.

3.3 The CGI image has been updated to show the design within the immediate local context. A Heritage Statement has been produced and submitted with this application.

3.4 Cycle provision required following Havant's Car Parking SDP guideline, which sets out the level of parking/ cycle standards required for eating and drinking establishments. To meet this requirement, locking points in the sea wall have been incorporated to add bicycle parking spots, while also being discreet. Refer to the submitted Transport Statement by Paul Basham Associates for further information.

3.5 Hours of operation would be during the daytime between 8am to 4pm with 2 to 3 staff members on site at one time, with one daily delivery by van in the morning. This would protect residential amenity and prevent noise and light disturbance to neighbouring properties at unsociable times.

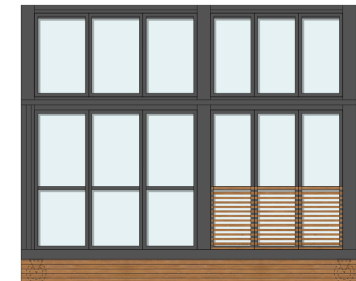
3.6 The design of the mobile unit has been amended following the pre-application comments to better reflect the local context through materiality and added privacy. Please see section 4-6 for further information.



Initial ground floor plan and site layout.



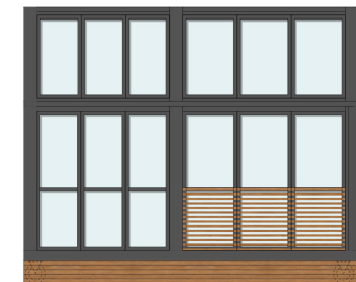
North Elevation



West Elevation



South Elevation



East Elevation

Initial elevations.

4.0 PROPOSED DEVELOPMENT

4.1 The client seeks to improve this underutilised site whilst respecting its structural and historical constraints by providing a mobile unit on the western part of the site.

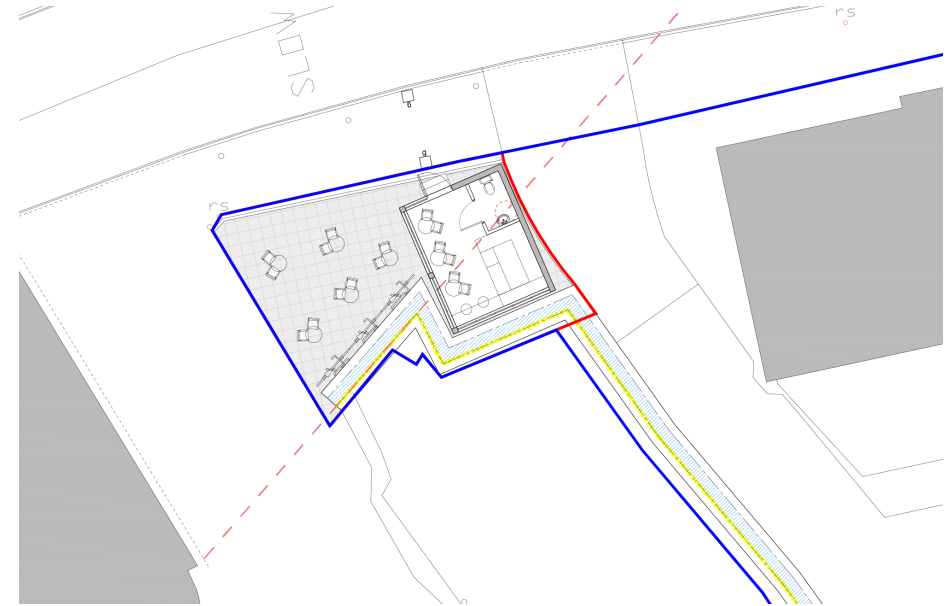
4.2 Whilst there is a documented sewer running underneath the proposed location, the use of lightweight and movable construction will not impact the structural integrity of the sewer below, and the proposed structure will be able to be moved within the site for access to the sewer as necessary. By locating the structure on this part of the site, the proposal will avoid over-sailing the culvert on the western side, and will retain direct views between the Flour Mill and moorings north and south of the site.

4.3 The proposed structure is designed to allow for the structure to be moved. The proposed design submitted shows a lightweight metal framed structure with glazing, vertical timber cladding, horizontal timber louvres and a zinc clad roof. The structure would be elevated above ground on stilts by supports capable of being jacked up to give a finished floor level of 3.7m AOD in the event of a tidal flood. Lifting eyes are incorporated into the design to allow the unit to be easily moved. Refer to Hamill Davis FRA for further information.

4.4 It is the client's intention to utilise the site for the benefit of the local community by providing a use that makes the site a destination along the scenic waterfront. The design compliments the historic setting by providing a thoughtful and partly transparent structure that allows views through the building to the historic and natural features surrounding the site.

4.5 The use of the structure will be for the sale and serving of drinks and food for either enjoyment on the premises and/or to take away. The food will be prepared off-site, therefore a commercial kitchen and/or cooking station are not proposed.

4.6 Some seating is proposed inside the structure, with temporary outdoor seating proposed to the west of the site on the remaining hard standing area.



Site Plan.



North Elevation



West Elevation



South Elevation



East Elevation



West Street Scene



North Street Scene

West and north street scenes of cafe/kiosk structure.

5.0 APPEARANCE

5.1 The materials, form and vaulted roof of the proposed structure strongly relate to No. 6 and 7 Dolphin Quay forming the contemporary residential houses to the south-east of the site. The materials were chosen to reflect No.6 and 7 Dolphin Quay's visual ties to the previous boat yard and to compliment the surrounding maritime features, such as the newly completed sea defence wall. The materials are lightweight, enabling the unit to be highly mobile.

5.2 The proposed materials consist of a grey structural metal frame; a vaulted roof wrapped with zinc cladding; timber cladding and screens for the walls to add a layer of privacy to the adjacent residential building (No. 2 Dolphin Quay).

5.3 Anti-glare and solar glass will be used on south facing windows to reduce any glare and avoid overheating.

5.4 The elevations; ground floor layout and site layout plan have been re-designed following pre-application advice and comments.

5.5 The current proposal creates a balanced relationship between traditional and contemporary design by using traditional materials and forms in a modern way.

5.6 Please refer to the Heritage Statement for further information.

6.0 VISUALISATION



Visualisation from Queen Street.

7.0 ACCESS

7.1 The site is currently accessed from Queen Street. No works are proposed to change the access. Pedestrians can access the site from Queen Street and the pathway to the South.

7.2 Locking points in the sea wall are proposed for cycle provision with a total of three spaces. Please see the submitted Transport Statement.

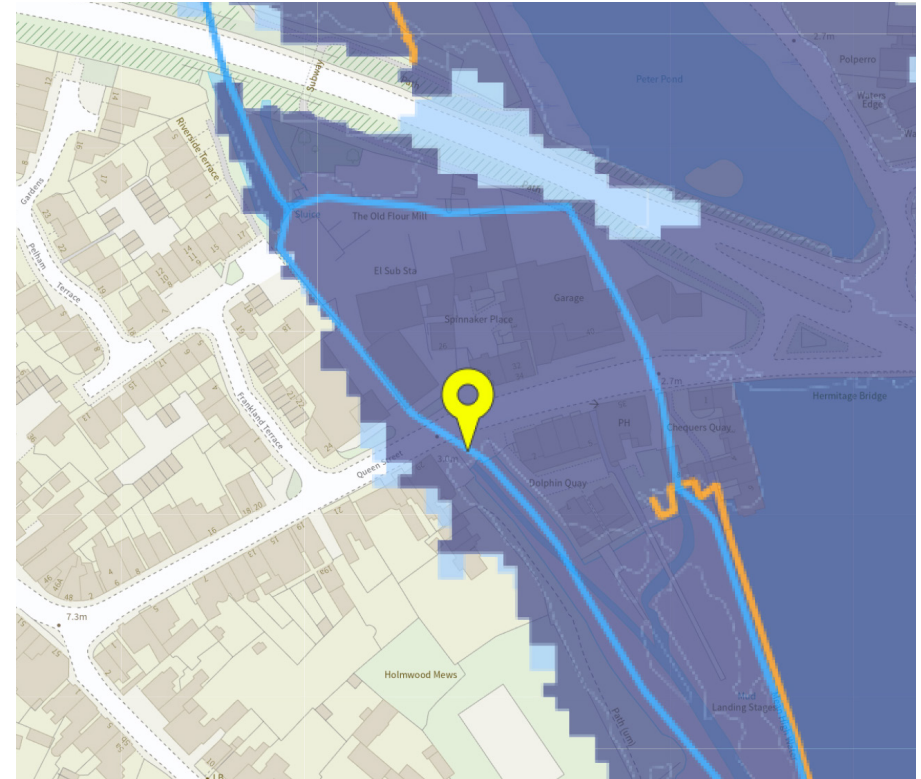
7.3 The proposed structure and the associated outdoor seating are movable and thus do not prevent access across the site in perpetuity.

8.0 FLOOD RISK ASSESSMENT

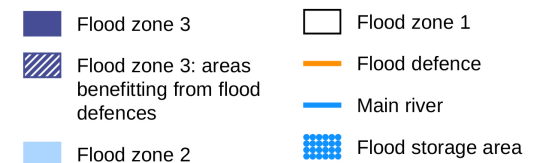
8.1 The site (defended at present) is located within Flood 3. On-site coastal defences have been provided as part of a Queen Street coastal defence scheme, which reduces the flood risk of this site and the wider defended area to that compatible for residential use (i.e. current flood zone one).

8.2 The proposed lightweight structure can be temporarily raised with supports capable of being raised up to give a finished floor level of 3.7m AOD in the event of tidal flood. This will protect the building fabric and allow flood water to pass under the building unhindered.

8.3 Refer to the submitted FRA for further information.



Flood Map.



9.0 CONCLUSION

9.1 We have addressed the pre-application advice in terms of design, impact on neighbouring properties, access, parking, flooding and drainage.

9.2 Following the re-design and advice, we believe that we have now delivered an appropriate scheme for the site. The scheme has been designed with the site constraints in mind and also taken into consideration the issue of tidal flooding.

9.3 Overall, the use of the cafe/kiosk will benefit the local community by providing food and drinks, as well as indoor and outdoor seating areas, which transforms the site into a destination along the scenic waterfront. The underutilised site is improved while respecting structural and historical constraints.

9.4 The design compliments the historic setting through the thoughtful and semi-transparent structure that allows views through the building to the historic and natural features surrounding the site. Its also offers a contemporary style mixed with traditional materials, which reflects the design to the rear of the structure.

9.5 The lightweight structure has a small mass, which does not overpower the street scene. It also retains direct views to and from the Flour Mill and moorings.