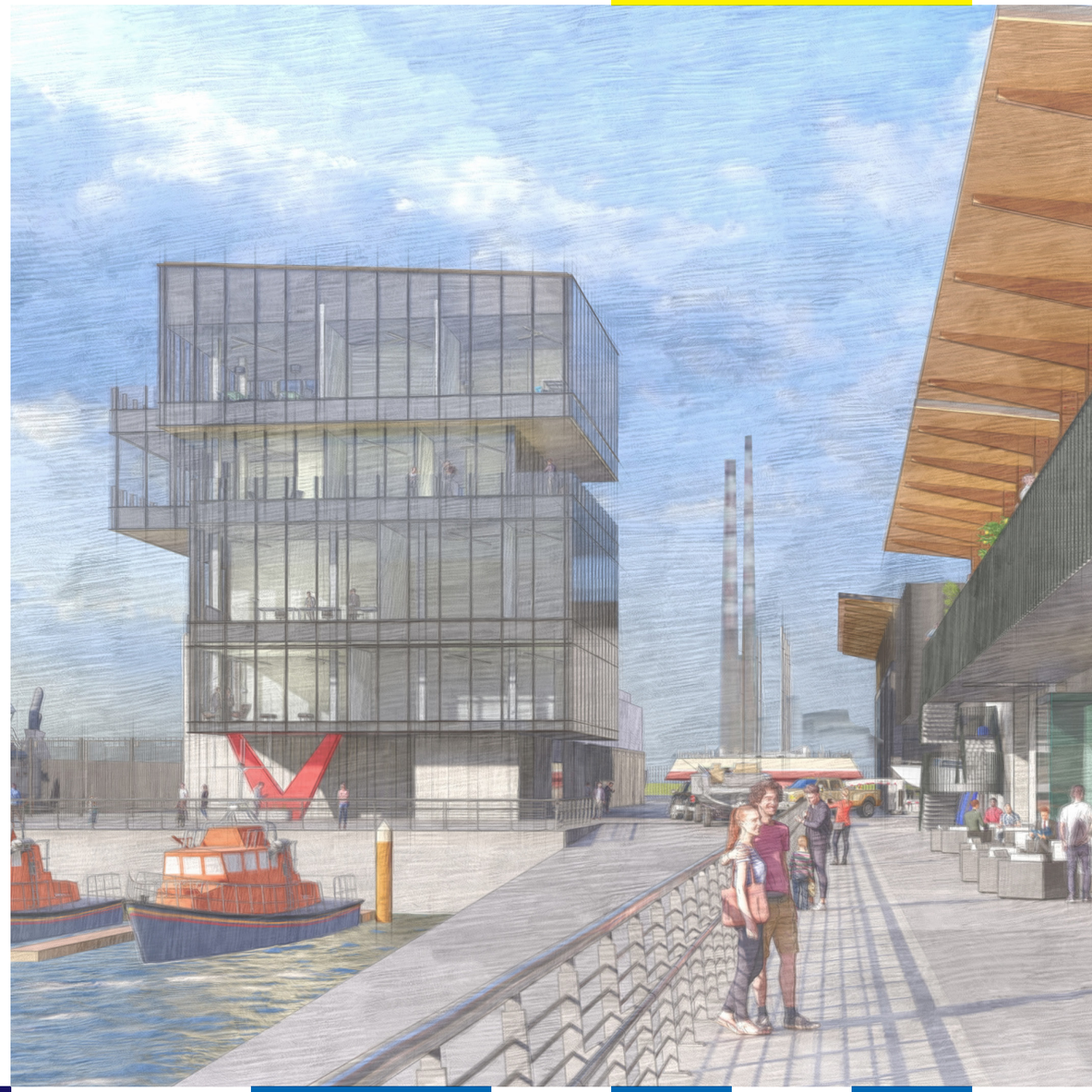
3FMProject

Bringing
Dublin Port
To 2040

Maritime Village: Architectural Design Report



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Third & Final
Masterplan
Project

Contents

Architectural Design Report for the 3FM Project, Maritime Village to be read as part of the full 3FM suite of planning documentation but in particular to be read in conjunction with the following documentation specific or relevant to the Maritime Village:

- Maritime Village Architectural Drawing Pack, prepared by Darmody Architecture
- Maritime Village Landscape Architecture Drawings & Landscape Design Report, prepared by: TTT - (thirtythreetrees) Landscape Architecture
- Maritime Village Engineering Drawings & Engineering Report for Planning, prepared by ROD
- Maritime Village Mechanical & Electrical Drawings & Mechanical and Electrical
- Services Report, prepared by Varming Consulting Engineers
- Maritime Village Concept Lighting Drawings & Concept Lighting Report, prepared by Cundall Lighting Design
- Maritime Village Marina & waterside design drawings, prepared by RPS Engineering
- Darmody Architecture Report: Great South Wall Overview of Impacts, Mitigation & Interpretation

Introduction
Foreword

This Architectural Design Report has been prepared in support of an application for the 3FM Project being submitted by Dublin Port Company (DPC), focusing in particular on the proposed new Maritime Village site which forms one part of the overall development. The 3FM Project represents the concluding phase of the Masterplan initiatives essential for realizing Dublin Port's full potential by 2040. The project primarily centres on the Dublin Port Company-owned lands situated on the Poolbeg Peninsula, which constitutes one-fifth of the entire Dublin Port estate and is commonly referred to as the southern port area.

The proposed development site for the new Maritime Village is located on the western end of the Poolbeg Peninsula in Dublin 4. It is bounded by the East Link Road and Pigeon House Road to the south, the existing Dublin Port container terminal to the east, the Liffey channel to the north, and the existing Poolbeg marina to the west. The new site will cover approximately 1.8 hectares and will combine two areas: the current boat club site, home to Stella Maris Rowing Club, Poolbeg Yacht & Boat Club, and the Ringsend Registered Fishermen & Private Boat Owner's Association facilities, and part of the adjacent MTL container terminal.

The proposed Maritime Village will offer a new city destination for boating and rowing activities, building upon the established uses fostered by local clubs, which are an integral part of the Ringsend community.

The development includes several key enabling actions. These actions involve demolishing the two existing clubhouses and all other associated structures on the club site, relocating existing boat storage areas, decommissioning the existing marina, and forming the new 1.8-hectare site by incorporating part of the adjacent container terminal site. Part of the existing club site will be surrendered for the construction of the new Southern Port Access Route (S.P.A.R) and the adjacent Active Travel Route, and new quay walls will be constructed on the western extent of the site.

The new site will feature three dedicated two-storey club buildings for the Poolbeg Yacht & Boat Club, Stella Maris Rowing Club, and a new Maritime Training Centre, with a combined area of approximately 2,364 SqM. Additionally, it will include a 1.5-storey Boat Maintenance Building with integrated amenities for the Ringsend Registered Fishermen & Private Boat Owner's Association and Liffey & Port Marine Services, totalling 1,069 SqM. A five-storey DPC Harbour Operations building with 1,670 SqM of floorspace, including a fourth-floor function room, will also be part of the site.

The waterside amenities will comprise a new 258-berth marina, a dedicated boat launch area for the rowing club, a new slipway and boat lifting facilities, dedicated pontoons for DPC Harbour Operations, a new fuel berth, and all associated gangway and pontoon access infrastructure.

The project also includes 87 car parking spaces, 148 bicycle parking spaces, dedicated waste storage facilities, a new secure boat storage yard covering 3,965 SqM, two new vehicular entrances, and a new pedestrian crossing for improved site access. Additionally, there will be new publicly accessible landscaped open spaces, new boundary treatments and ISPS fencing where necessary, and associated landscaping, lighting, and site services works.

Overall, this project aims to build on the longstanding traditions established by local clubs and provide enhanced modern facilities for maritime activities, creating a welcoming hub for the club members, the local community and visitors alike.

Maritime Village Design Team

Client	Dublin Port Company
Architecture	Darmody Architecture
Landscape Architecture	TTT - (thirtythreetrees)
Civil & Structural	Roughan & O'Donovan Consulting Engineers (ROD)
M&E	Varming Consulting Engineers
Lighting	Cundall Lighting Design
Marine Engineering	RPS Engineering

▲ Computer Generated Birdseye View of the Proposed Maritime Village

Introduction to 3FM Project

The 3FM Project is the third and final Masterplan project needed to bring Dublin Port to its ultimate capacity by 2040. The 3FM Project is a key part of Dublin Port Company's commitment under Masterplan 2040 to provide additional capacity for future growth by maximising the use of existing port lands. The proposed development focuses on Dublin Port Company-owned lands on the Poolbeg Peninsula, where one-fifth of the Dublin Port estate is located. This is also known as the south port area.

Rationale for the 3FM Project:

1. Ultimate Port Capacity

- The Dublin Port Masterplan 2040, reviewed 2018, determined that the port's ultimate capacity was 77.2m tonnes of cargo throughput per annum by 2040 based on the brownfield land available to the port. Since then, however, there has been a permanent loss of 7ha of port land to State Services in the North Port, primarily for the Office of the Revenue Commissioners, Customs Division as a result of Brexit. The consequence of this loss of land has been to reduce the port's ultimate capacity to 73.8m tonnes of cargo throughput per annum by 2040.

2. Terminal Capacities

- A new Lift-on Lift-off (Lo-Lo) container terminal with an annual throughput capacity of 550,000 Twenty-foot Equivalent Units (TEU) or 5.34m tonnes.

The Lo-Lo container terminal will consist of two main components:

- Terminal located north of the ESB's Generating Station on the eastern end of Poolbeg Peninsula with 650m of deep water berthage dredged to a depth of -13.0m CD (Chart Datum), plus associated cargo handling areas (Dublin Port Masterplan Area N). This terminal will accommodate larger Lo-Lo vessels of up to 240m length, primarily from Continental Europe.
- Transit container storage yard located on waterside land currently used for bulk cargo handling (Dublin Port Masterplan Area L).

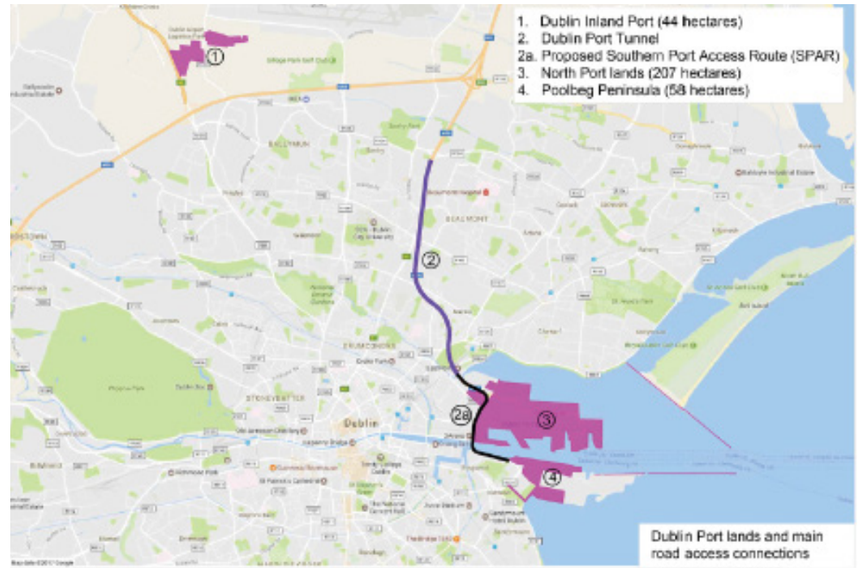
- Replacement of the existing Lo-Lo container terminal, currently operated by Marine Terminals Limited (MTL), with a new Roll-On Roll-Off (Ro-Ro) freight terminal with an annual throughput capacity of 360,000 Ro-Ro units or 8.69m tonnes.

The Ro-Ro freight terminal will consist of two main components:

- Terminal located at existing Berths 42 – 45 including provision of two berths, each with a single tier Ro-Ro ramp, plus associated cargo handling facilities (Dublin Port Masterplan Area K).
- Terminal located on Port owned land on the southern side of the Poolbeg Peninsula (Dublin Port Masterplan Area O).

This combined terminal will accommodate larger Ro-Ro vessels of up to 240m length, primarily from Continental Europe.

3FM 'Community Gain' proposals within 3FM Project inlcudes the subject Port Park, Active Travel Route, & Maritime Village



Extract from DPC Masterplan 2040 - indicaiton of inland and Portside lands covered in the Dublin Port Estate, used for shipping, cargo handling and storage, ferry and cruise ship activities, and lesiure boating areas

Aerial view of Dublin Port north & south lands subject to Third and Final Masterplan Project

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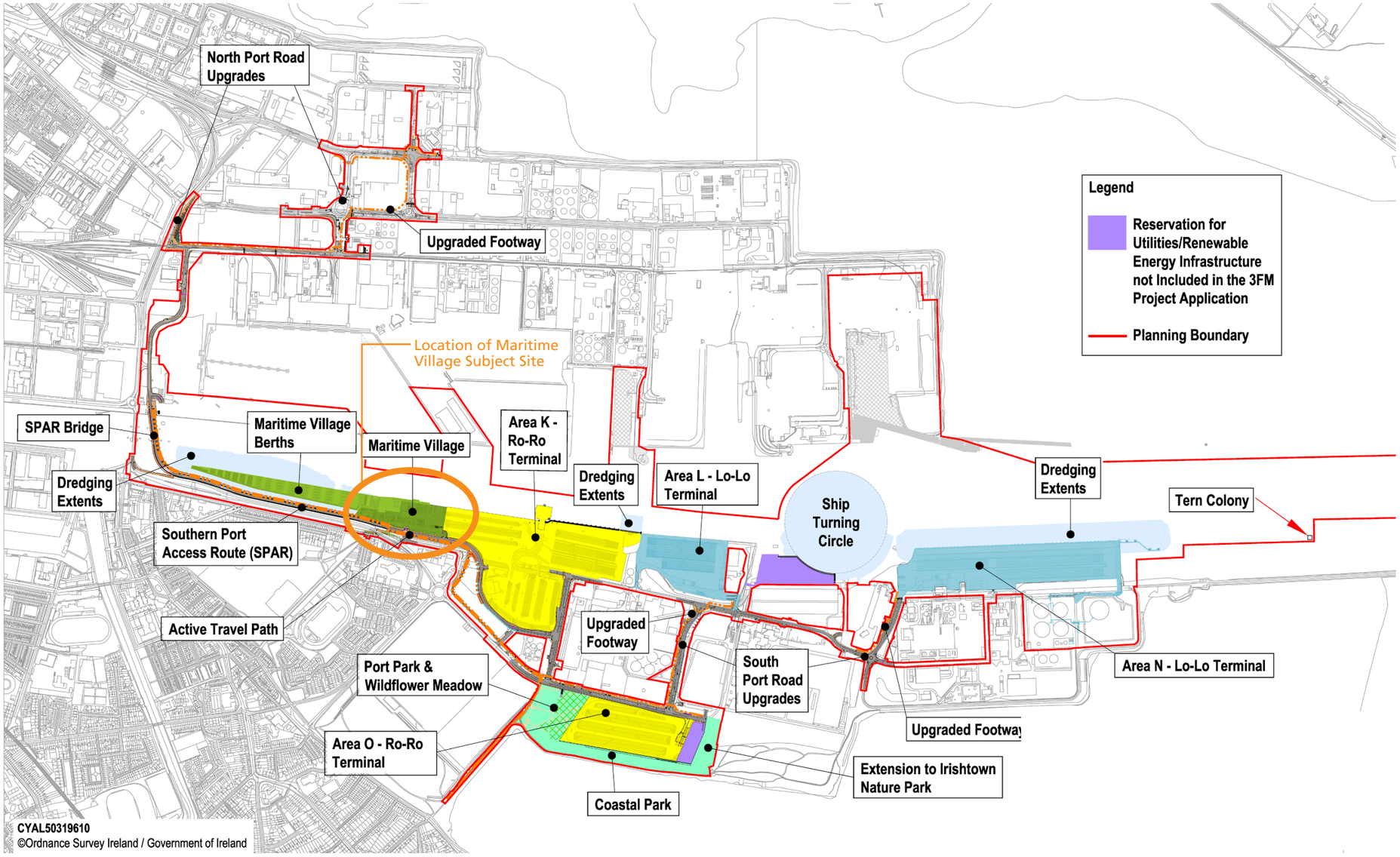
3FM Project - General Arrangement Overview



3FM Masterplan Overview, NTS
courtesy of RPS Engineers

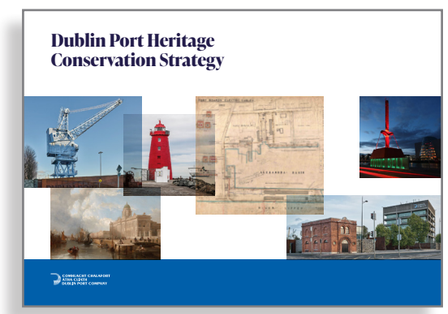
The 3FM Project, while chiefly aimed at providing additional capacity for future growth by maximising the use of existing port lands to the Poolbeg Peninsula, seeks also to continue the mission of opening up the Dublin Port to the city and the wider public.

As per the illustration map prepared by RPS Engineers, a number of Ro-Ro & Lo-Lo terminals forms the primary objective of the 3FM project to deliver the third and future masterplan to complete the development of Dublin Port and bring it to its ultimate capacity by 2040.

As part of these proposals, key to the "Opening up of Dublin Port" along the southern side of the Liffey, is the inclusion of a new Maritime Village and Marina at the entrance to the Port Lands along Pigeon House Road. This will constitute a significant community gain for local residents, as well as becoming a destination and visitor attraction for the wider public.

This new dedicated facility will be situated along a new Active Travel Route for cyclists and pedestrians, which will further help to reinforce the Ports objective of providing safe and connected travel routes within Port lands. Proposed stop points and connections to adjoining travel corridors and visitor attractions illustrate the commitment to ensure further Port & City integration with a connection into existing pathways north of Pembroke Cove for the proposed public 'Port Park' proposals.

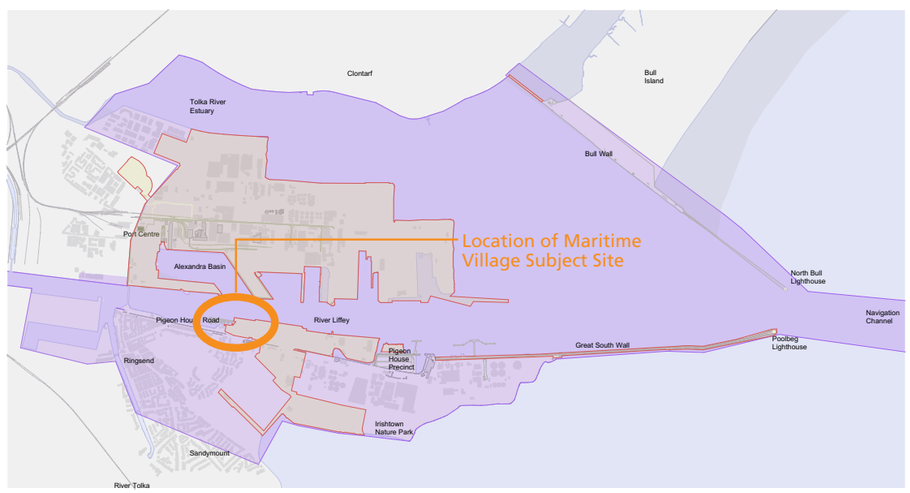
Heritage Context & Great South Wall



The Dublin Port Heritage Conservation Strategy has been developed by a dedicated team of heritage and conservation specialists and forms part of the 3FM suite of planning documentation.

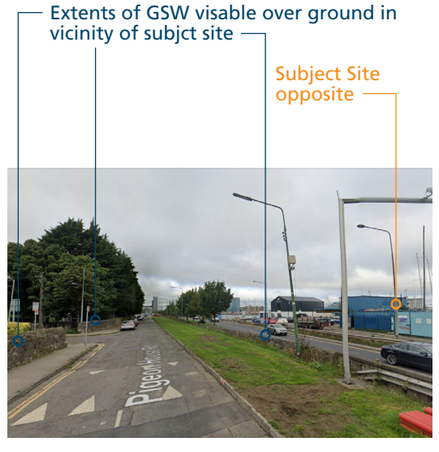
The strategy views the Port Estate as a unique collection of cultural heritage and archaeological assets, emphasizing its importance in understanding and preservation. It highlights the estate's representation of Dublin's maritime character, its role in preserving significant stories and memories, its international significance in innovation and engineering, and its historical connection to water, central to Dublin's identity and Irish national pride.

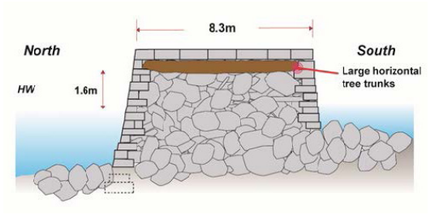
The Maritime Village Site forms part of the Conservation Management Plan Study Area and in preparation of our masterplan for the Maritime Village we have familiarised ourself with this document and taken due cognisance of the relevant conservation objectives therein.



Dublin Port Company (current estate)

CMP Study Area





GSW Cross section Between Half-moon battery and Poolbeg lighthouse
Source: Southgate for DPC

GSW Cross section between Pigeon House precinct and Ringsend (Drawn at exposed section near disused sewerage outfall)
Source: Southgate for DPC

The South Port area is defined by the Poolbeg peninsula, a finger-like extension into Dublin Bay from Ringsend. The Great South Wall (GSW), a registered monument and protected site, runs along its entire length like the spine of a fish.

Constructed from 1759-1795, the GSW was followed by the development of the Pigeonhouse Precinct and the peninsula's use as a utilities hub, creating today's complex landscape.

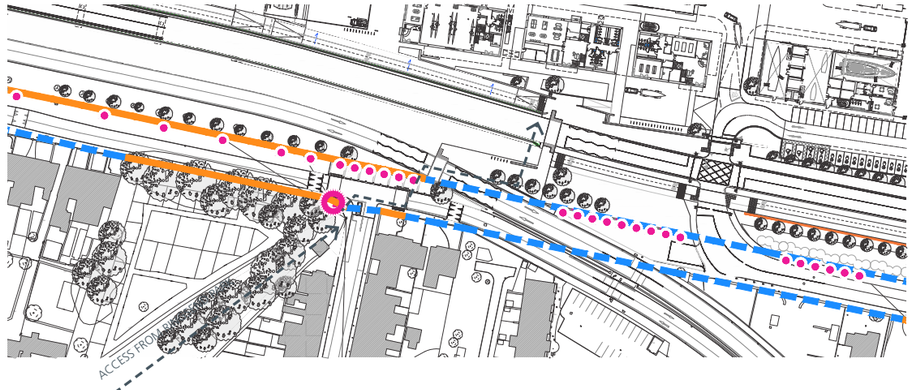
Significant portions of the original GSW are missing (presumed partially underground) due to the construction of the East Link Road and other infrastructure over the last half-century.

While the GSW lies outside the Maritime Village development scope, its location has influenced the design of roads, pedestrian crossings, and active travel routes nearby. Darmody Architecture has prepared a separate report titled **"Great South Wall Overview of Impacts, Mitigation & Interpretation"** detailing the GSW's context within the 3FM Project and proposing a mitigation and interpretation strategy across its length, which should be read in conjunction with this Report.

Plan Extract from Darmody Architecture Report: "Great South Wall Overview of Impacts, Mitigation & Interpretation" showing location of the GSW in the context of the Maritime Village and the Interpretive elements proposed in this location

Legend

- GSW - Original wall intact above ground and visible
- GSW - Existing above ground structure no longer present (assumed position below ground indicated)
- Proposed Interpretive Totems
- Proposed Interpretive Markers



Section 01 - Existing Site & Constraints

Site Location

Aerial view of Dublin Port lands and identification of proposed Maritime Village Site together with proposed Active Travel Route

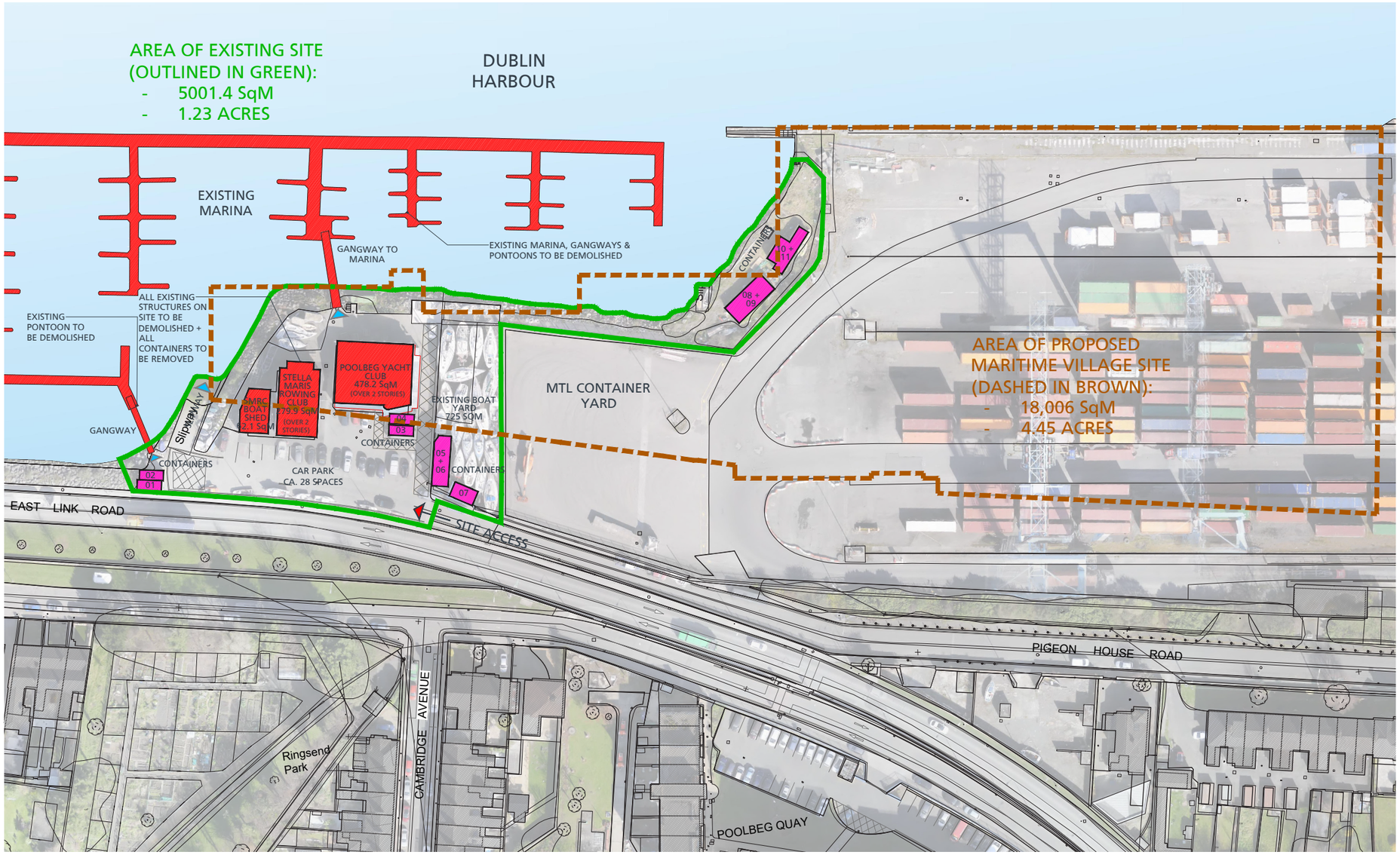
The proposed subject site is located on the western end of the Poolbeg Peninsula in Dublin 4, where one-fifth of the Dublin Port estate is located. This is also known as the south port area.

It is bounded by the East Link Road and Pigeon House Road to the south, the existing MTL container terminal to the east, the Liffey channel to the north, and the existing Poolbeg marina to the west. The new site will cover approximately 1.8 hectares and will combine two areas: the current boat club site, home to Stella Maris Rowing Club, Poolbeg Yacht & Boat Club, and the Ringsend Registered Fishermen & Private Boat Owner's Association facilities, and part of the adjacent MTL container terminal.

Legend

- Indicative Location of Proposed Maritime Village Site
- Proposed New Active travel Commuter Route (5m width)
- Future Liffey to Tolka travel route will provide Dublin city environs with connection to 3FM active travel at North Wall square (subject to separate planning consents)
- Tolka Estuary Greenway (under construction); a 3.5km leisure travel route on the northern Port boundary to Tolka Estuary (subject to separate planning consents)

Existing Site Plan



Existing Site Plan, Scale 1:1125
refer to Darmody Architecture Drawing - CP1901_010-DA-00-00-DR-A-EX001

The existing boat club site with an area of 5004.4 SqM / 1.23 acres is currently home to Stella Maris Rowing Club, Poolbeg Yacht & Boat Club, and the Ringsend Registered Fishermen & Private Boat Owner's Association facilities.

Bounded by the East Link Road and Pigeon House Road to the south, the MTL container terminal to the east, the Liffey channel to the north, and the Poolbeg marina to the west, vehicular access is from Pigeon House Road, with pedestrian access via a distant crossing over the East Link Road.

The site is a busy hub for rowing and boating with a long-standing tradition. The geography is constrained, limiting expansion. The three permanent buildings are close together, and outdoor spaces are used for parking, boat storage, and maintenance. Temporary structures, like shipping containers, are scattered throughout for additional storage.

Water access is via a slipway to the west, and there are two access points to the marina and rowing club pontoon. The shoreline is irregular with rock-armour revetments.

The MTL Container Yard to the west, with its stacked containers and cranes, dominates the view. Part of this yard will be integrated into the proposed maritime village.

Legend

- Extent of Proposed Maritime Village
- Extent of Existing Rowing, Boat & Yacht Club Site
- Existing Structures/ Buildings to be demolished
- Existing Temporary Storage Containers to be cleared from site

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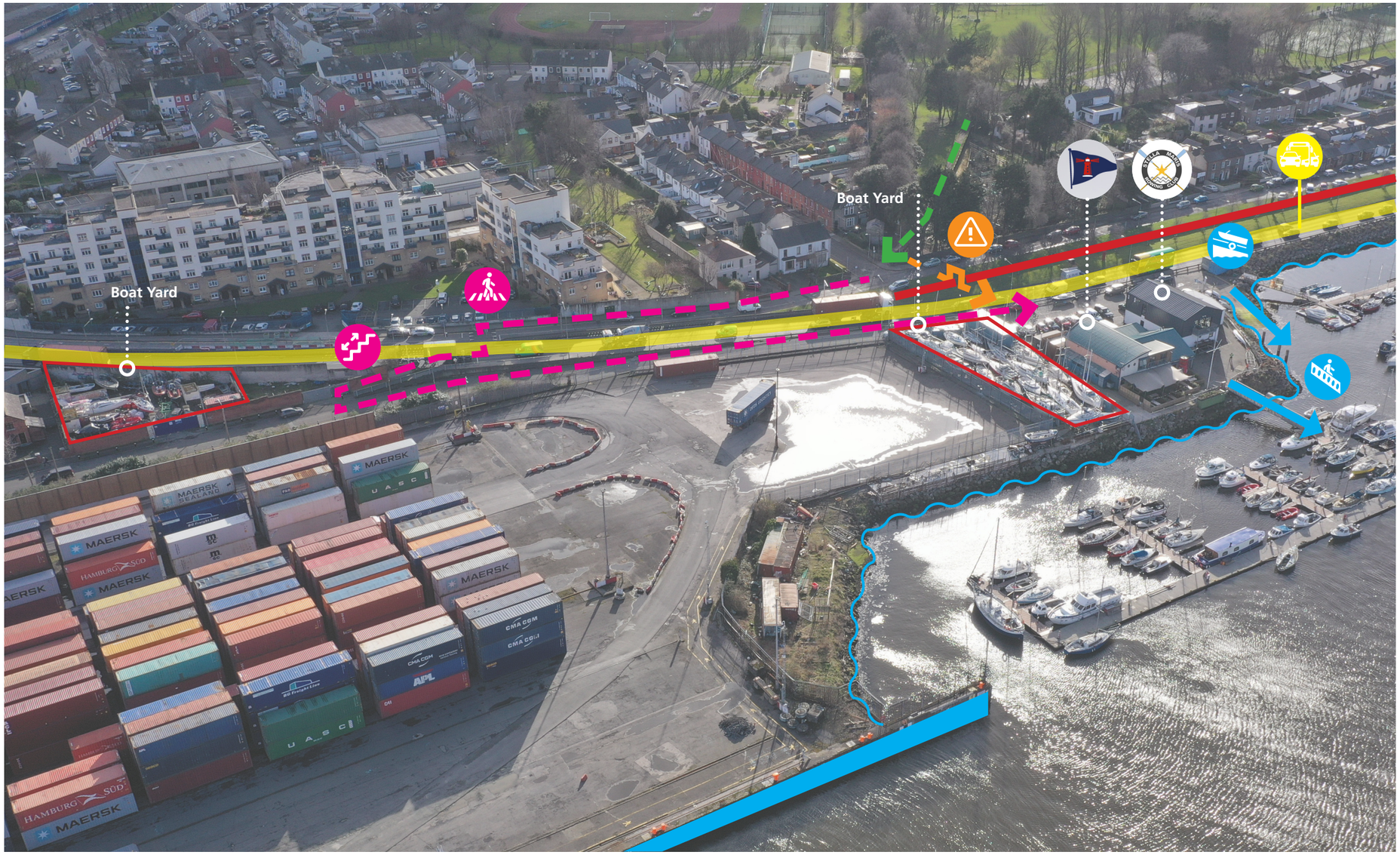
Aerial View of Existing Site



Aerial View of Existing Site showing existing site constraints

Legend

- Poolbeg Yacht & Boat Club
- Stella Maris Rowing Club
- Access to water
- Slipway / boat access
- Access to Marina
- Sloped water's edge condition
- Quay wall water's edge condition
- East Link Road - busy traffic artery cutting off the site from the local community
- Existing south wall - heritage asset and additional access barrier
- Current pedestrian access into site is very long-winded
- Current pedestrian crossing point
- Stepped access
- Current informal and dangerous route across the road
- Desire Line to site from Ringsend Park serving local community

Existing Site Photos
Landside Context & Approach

▲ Existing Site Entrance from Pigeon House Road

▲ View of existing boat clubs from other side of the East Link Road

▲ Entrance to Ringsend Park directly accross from existing site

▲ Section of old south wall showing area where pedestrians currently scale the wall to cross over to the site

▲ View of existing container yard adjacent to existing site (area to be incorporated into proposed site)

▼ View of existing historic coastguard cottages opposite site along Piegeon House Road

▼ Current vehicular approach into site along Pigeon House Road with Sea Scouts premises on the left

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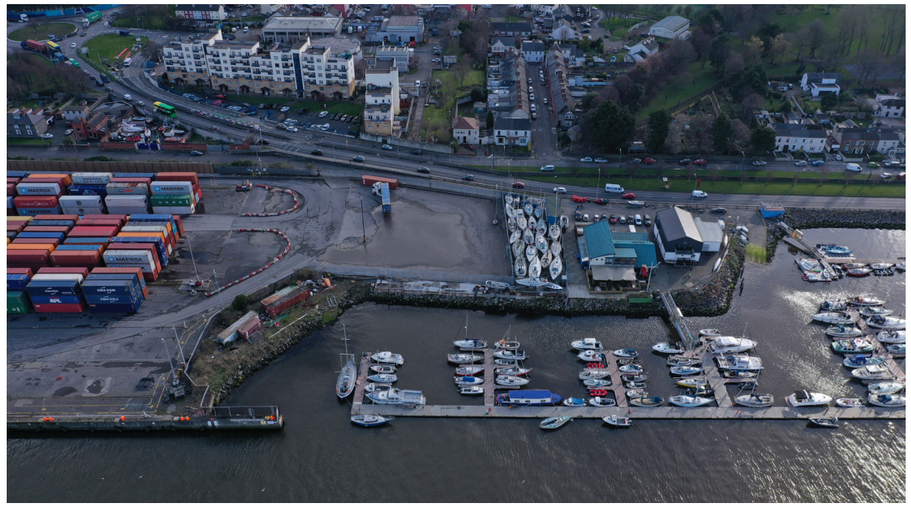
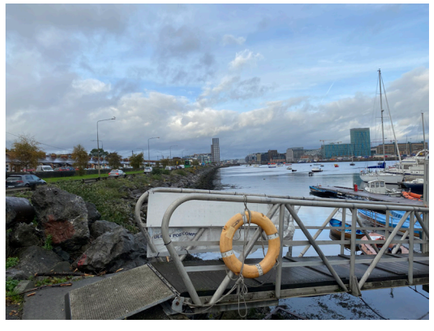
Existing Site Photos
Waterside Context



Aerial view of site

View of existing slipway access to water

View towards boat clubs from the water

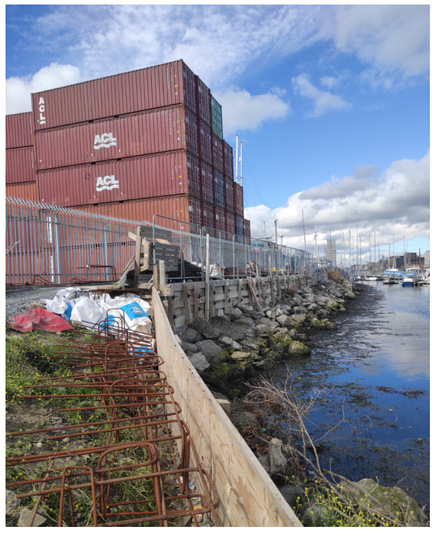


Existing gangway access to marina

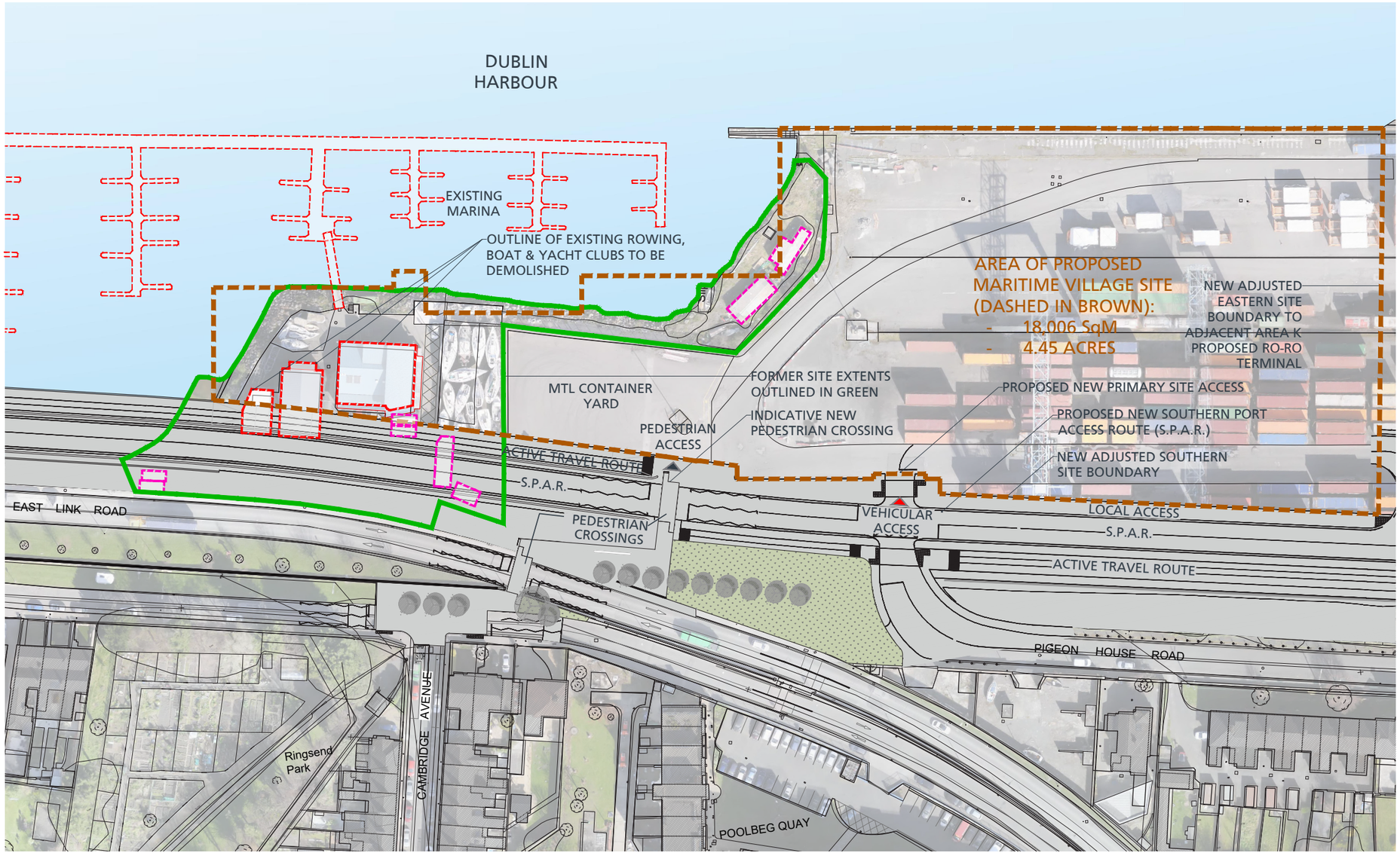
Old redundant slipway to north-eastern corner of site

View of Marina from roof terrace of Poolbeg Yacht & Boat Club

View of disused area of site to waterside of existing shipping container yard.



Proposed Extent of Site



Proposed Extent of Site
Scale 1:1125

The adjacent plan illustrates the formation of the proposed new maritime village site and its relationship to the current site configuration.

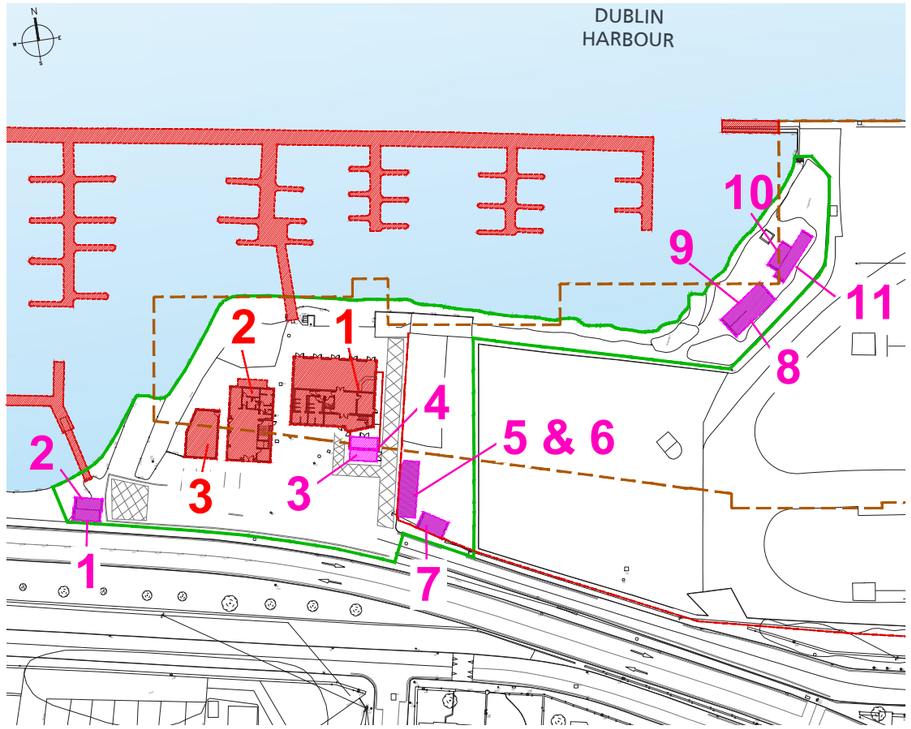
The formation of the new site involves several key enabling actions, starting with the construction of the new Southern Port Access Route (S.P.A.R) and the adjacent Active Travel Route. This significant infrastructure project, necessary to service the expansion of the southern port, necessitates the demolition of the two existing clubhouses and all associated structures on the club site, as shown on the adjacent plan. Additionally, the existing boat storage areas will be relocated to accommodate the new layout, and the existing marina will be decommissioned to make way for the new development.

The new 1.8-hectare site will be created by incorporating part of the adjacent MTL container terminal, significantly expanding the available area for the maritime village. Furthermore, new quay walls will be constructed on the western extent of the site to enhance the waterfront infrastructure. These comprehensive actions are essential to realize the vision for the new site, ensuring it meets the needs of all stakeholders while supporting future growth and activity.

Legend

- Extent of Proposed Maritime Village
- Extent of Existing Rowing, Boat & Yacht Club Site
- Existing Structures/ Buildings to be demolished
- Existing Temporary Storage Containers to be cleared from site

Proposed Demolition & Site Clearance



Keyplan of existing buildings to be demolished and temporary structures to be cleared from site, NTS

Legend

- Extent of Proposed Maritime Village
- Extent of Existing Rowing, Boat & Yacht Club Site
- Existing Structures/ Buildings to be demolished
- Existing Temporary Storage Containers to be cleared from site

As illustrated on the previous page, the demolition of the existing buildings on site is necessary to enable the construction of the new Southern Port Access Route (S.P.A.R) and the adjacent Active Travel Route. This significant infrastructure project is crucial for servicing the expansion of the southern port.

Additionally, the current site is highly congested, with buildings crowded together in a limited space, leaving little room for the existing clubs to expand and meet future needs. Stella Maris Rowing Club and Poolbeg Yacht & Boat Club both enjoy healthy membership numbers and growing junior sections, which are expected to continue increasing. The site also houses facilities for the Ringsend Registered Fishermen and Local Boat Owners, which are currently confined to temporary shipping containers due to space constraints. The Nautical Trust runs training courses out of Poolbeg Yacht & Boat Club's facility without a dedicated space of its own. Furthermore, the limited car parking on the existing site causes issues during regattas and other events.

Although the existing buildings on site have been well maintained by the clubs over the years, they do not meet modern standards of energy efficiency and accessibility and would be difficult and costly to upgrade given the current spatial constraints.

Throughout the development of this project, Dublin Port Company has engaged extensively with all stakeholders, including the aforementioned clubs, organizations, and other relevant parties. This collaborative process has been integral in shaping the design brief for new, modern, purpose-built facilities that cater to the evolving needs of all involved. Detailed proposals for these new buildings are outlined in Sections 04-06 of this document.

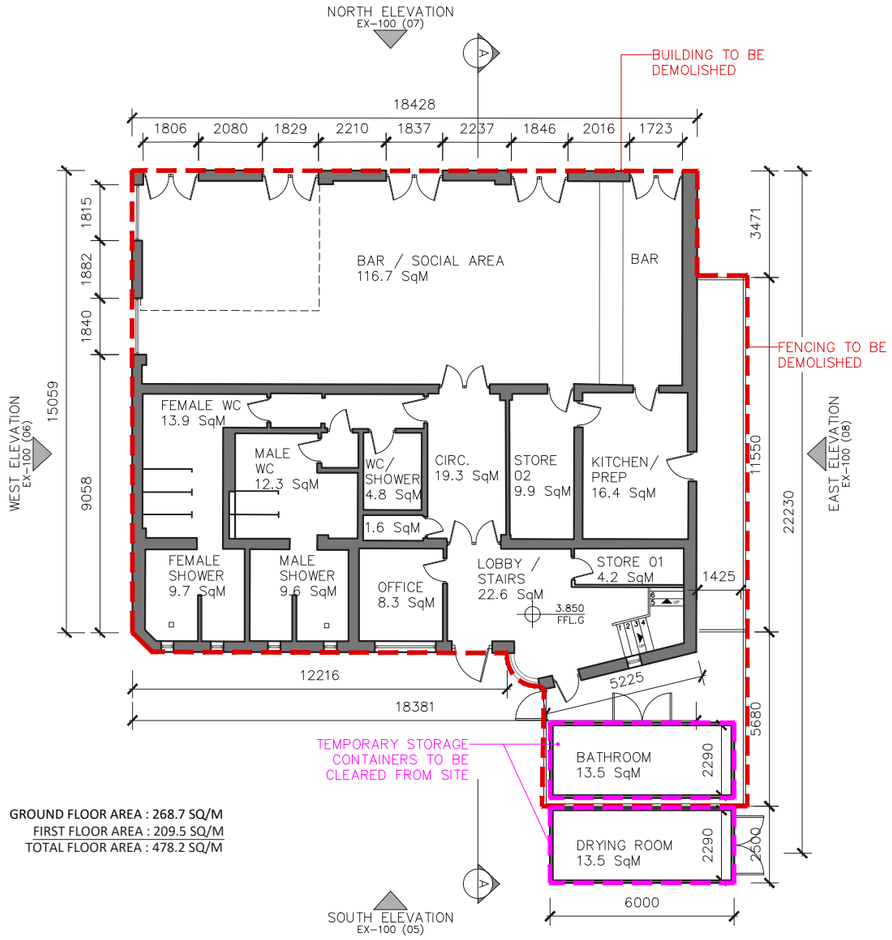
The demolition of the existing buildings is necessary to make way for these new facilities, which are designed to support future growth and activity on the site. Specific information regarding the existing buildings to be demolished is provided in the following pages.

SCHEDULE OF BUILDINGS TO BE DEMOLISHED refer to Drawing No.s EX100 & EX101		
Number	Name	Areas m2
01	Poolbeg Yacht & Boat Club	478.2 m²
02	Stella Maris Rowing Club (existing clubhouse)	279.9 m²
03	Stella Maris Rowing Club (existing clubhouse)	62.1 m²
TOTAL GROSS FLOOR AREA OF BUILDINGS TO BE DEMOLISHED (GFA)		**820.2 m²**

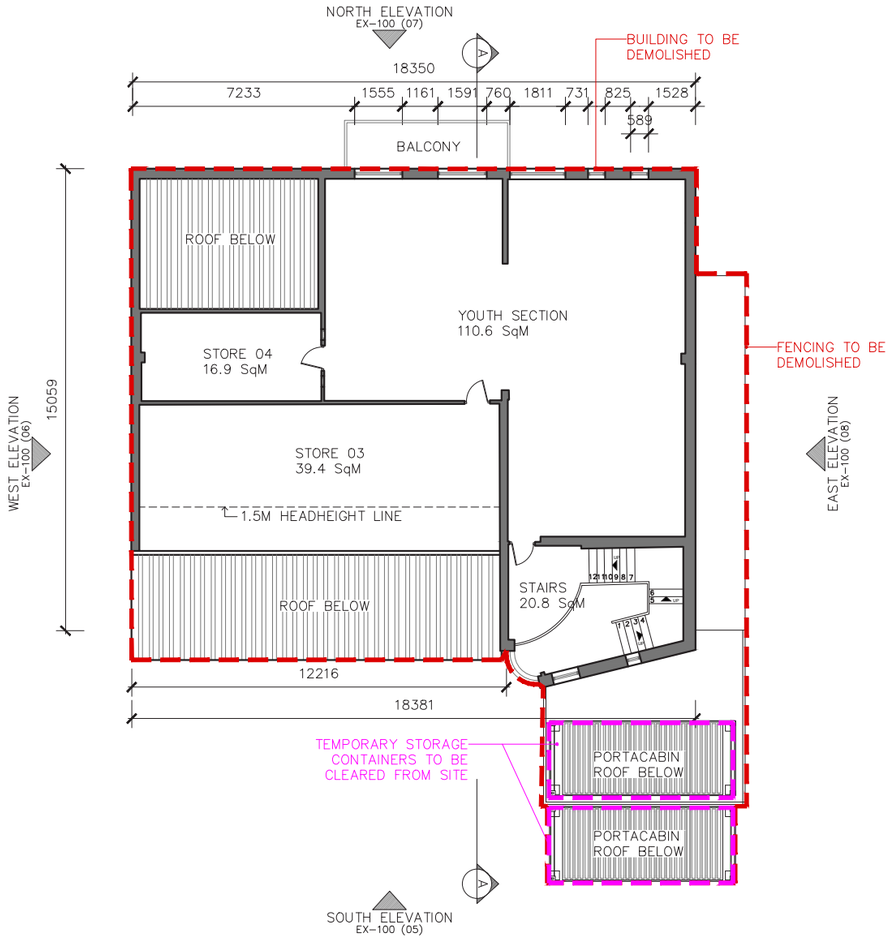
SCHEDULE OF TEMPORARY STRUCTURES TO BE CLEARED FROM SITE refer to Drawing No. EX102		
Number	Name	Areas m2
01	Temporary 20 foot Storage Container (Number 01)	13.5 m²
02	Temporary 20 foot Storage Container (Number 02)	13.5 m²
03	Temporary 20 foot Storage Container (Number 03)	13.5 m²
04	Temporary 20 foot Storage Container (Number 04)	13.5 m²
05	Temporary 40 foot Storage Container (Number 05, stacked with no. 6 below)	27.5 m²
06	Temporary 40 foot Storage Container (Number 06, stacked with no. 5 above)	27.5 m²
07	Temporary 20 foot Storage Container (Number 07)	13.5 m²
08	Temporary 40 foot Storage Container (Number 08)	27.5 m²
09	Temporary 40 foot Storage Container (Number 09)	27.5 m²
10	Temporary 20 foot Storage Container (Number 10)	13.5 m²
11	Temporary 40 foot Storage Container (Number 11)	27.5 m²
TOTAL GROSS FLOOR AREA OF TEMPORARY STRUCTURES TO BE CLEARED FROM SITE (GFA)		**218.5 m²**

Extract from "Maritime Village - Schedule of Areas" listing existing buildings to be demolished and temporary structures to be cleared from site.

Poolbeg Yacht & Boat Club Existing Facilities



Ground Floor Plan,
Scale 1:200



First Floor Plan,
Scale 1:200

View from ground floor terrace

View of members bar

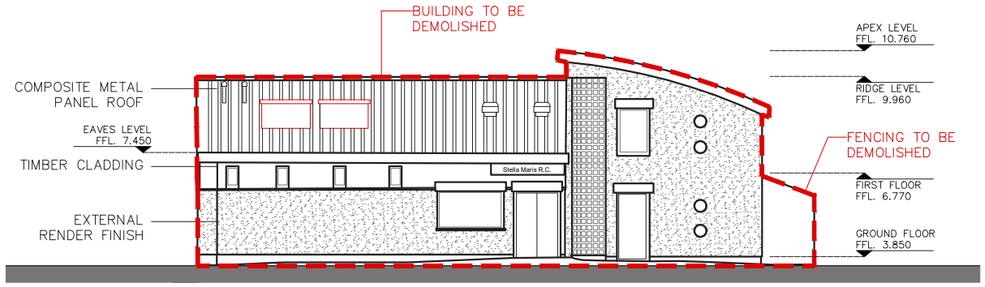
View of existing marina

Legend

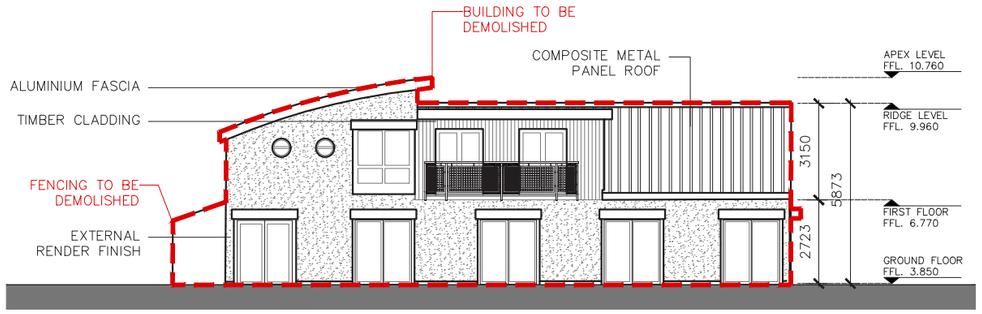
- Existing Structures/ Buildings to be demolished
- Existing Temporary Storage Containers to be cleared from site

Note: drawings on this page extracted from Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-EX100

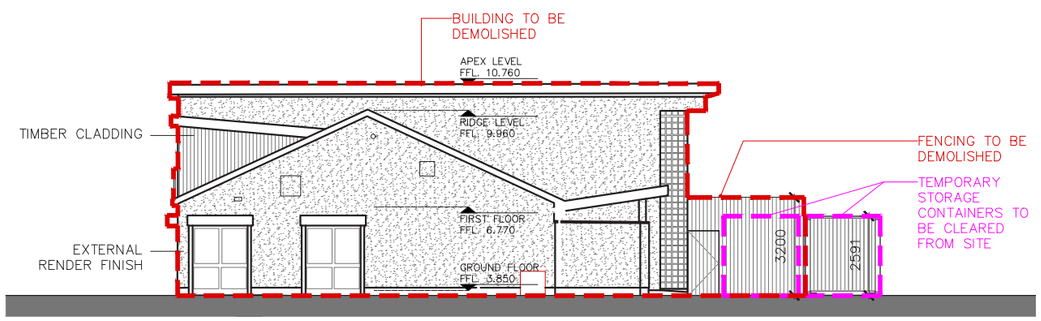
Poolbeg Yacht & Boat Club Existing Facilities cont'd.



South Elevation,
Scale 1:200



North Elevation,
Scale 1:200



West Elevation,
Scale 1:200

Legend

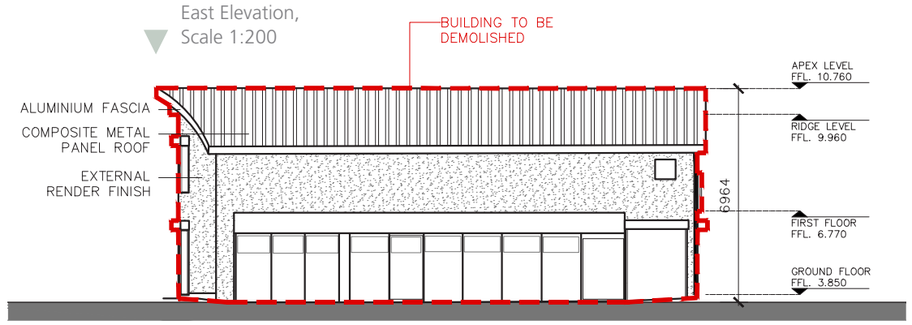
- Existing Structures/ Buildings to be demolished
- Existing Temporary Storage Containers to be cleared from site

Note: drawings on this page extracted from Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-EX100

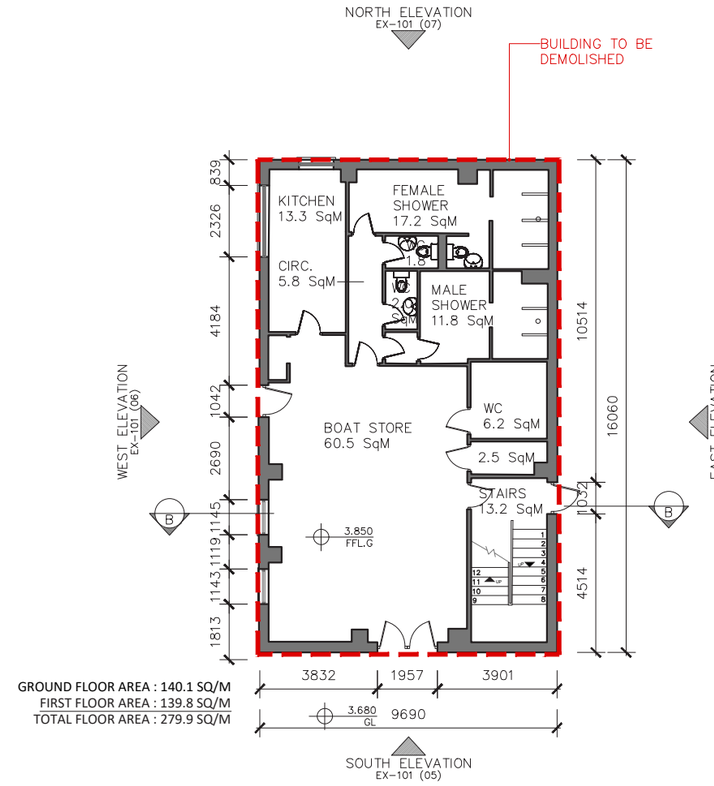
Exterior view of existing Poolbeg Yacht & Boat Club facility

Exterior view from East Link Rd

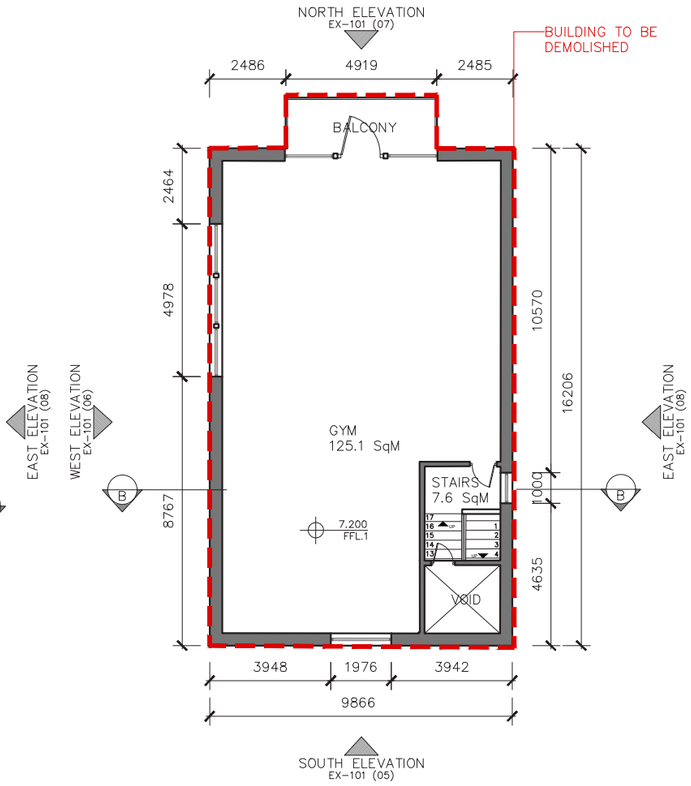
East Elevation,
Scale 1:200



Stella Maris Existing Facilities

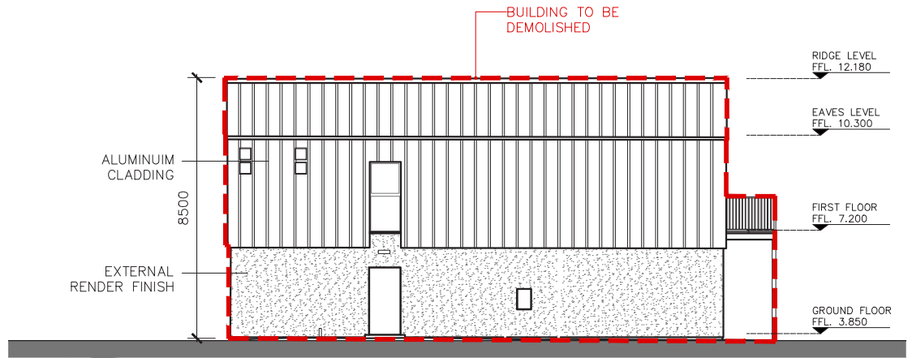


Ground Floor Plan,
Scale 1:200



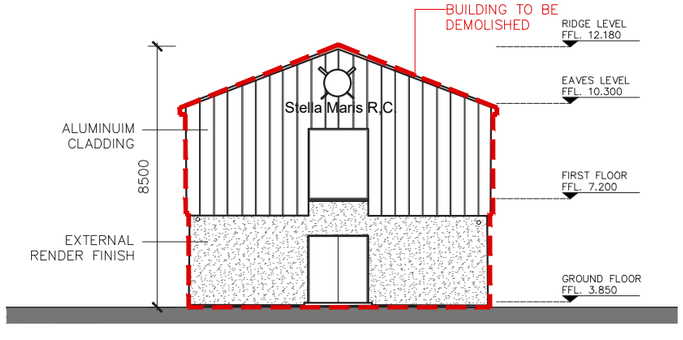
First Floor Plan,
Scale 1:200

Exterior view of existing Stella Maris Rowing Club Building with Rowing Club Store adjacent

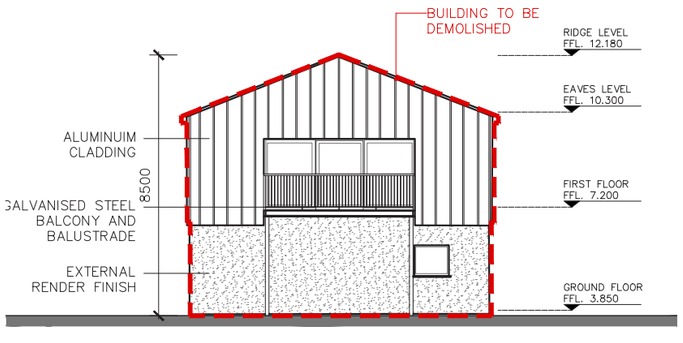


East Elevation,
Scale 1:200

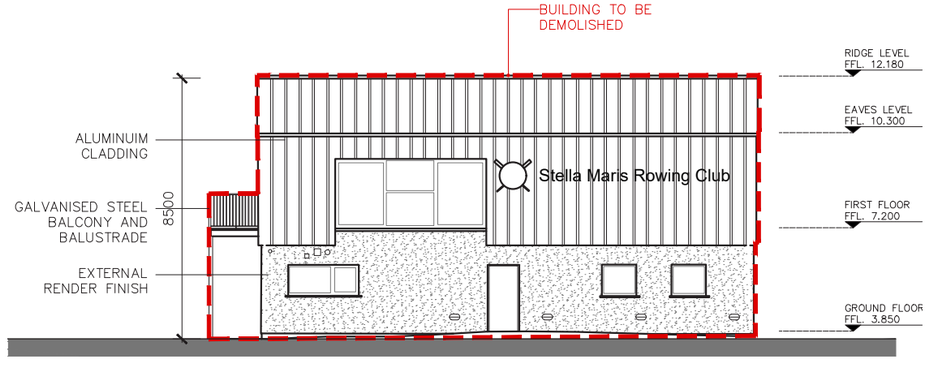
West Elevation,
Scale 1:200



South Elevation,
Scale 1:200



North Elevation,
Scale 1:200

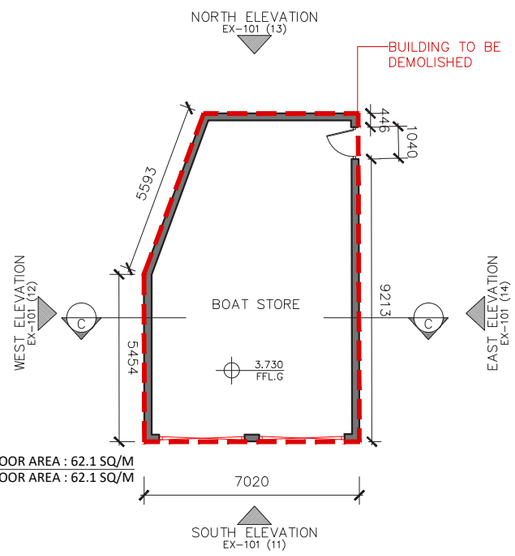


Legend

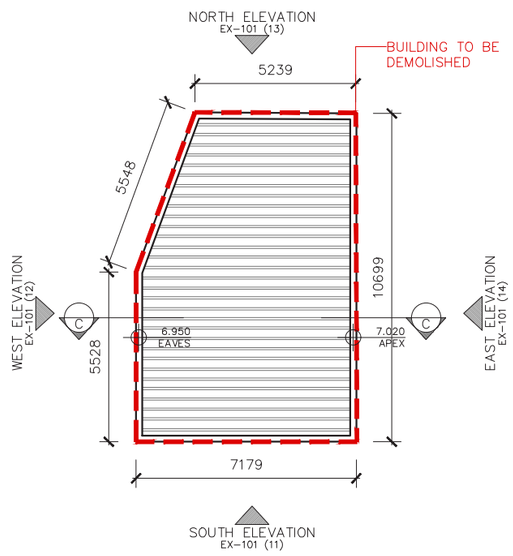
- Existing Structures/ Buildings to be demolished
- Existing Temporary Storage Containers to be cleared from site

Note: drawings on this page extracted from Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-EX101

Stella Maris Existing Facilities cont'd.



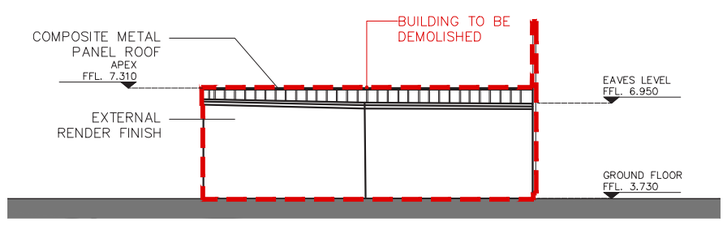
Rowing Club Store Ground Floor Plan, Scale 1:200



Rowing Club Store First Floor Plan, Scale 1:200

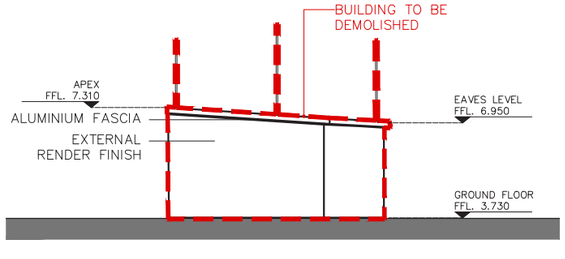
View of existing Rowing Club Store exterior

View of existing Rowing Club Store interior

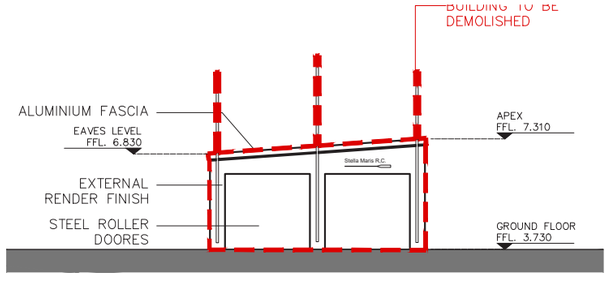


Rowing Club Store West Elevation, Scale 1:200

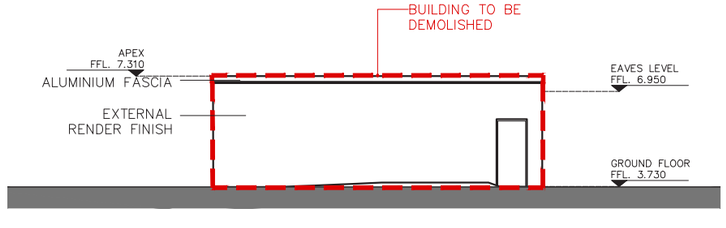
Rowing Club Store East Elevation, Scale 1:200



Rowing Club Store North Elevation, Scale 1:200



Rowing Club Store South Elevation, Scale 1:200

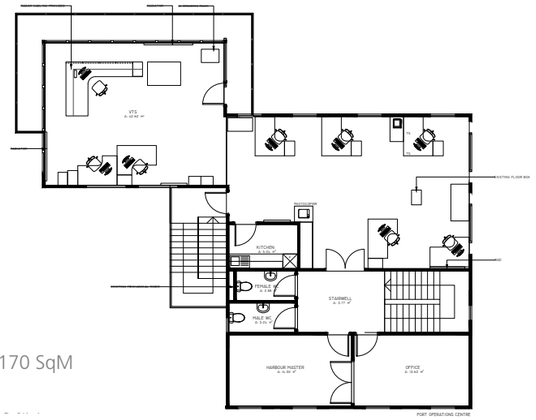


Legend

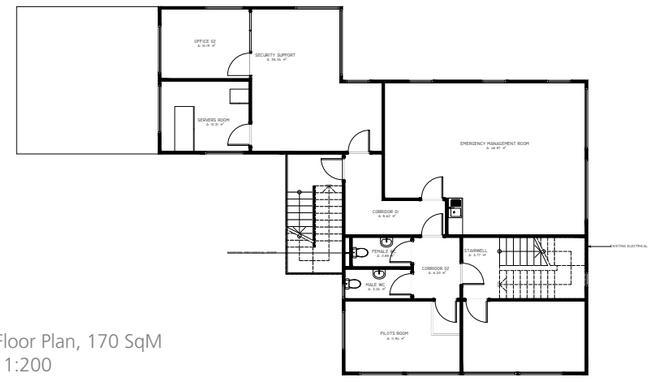
- Existing Structures/ Buildings to be demolished
- Existing Temporary Storage Containers to be cleared from site

Note: drawings on this page extracted from Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-EX101

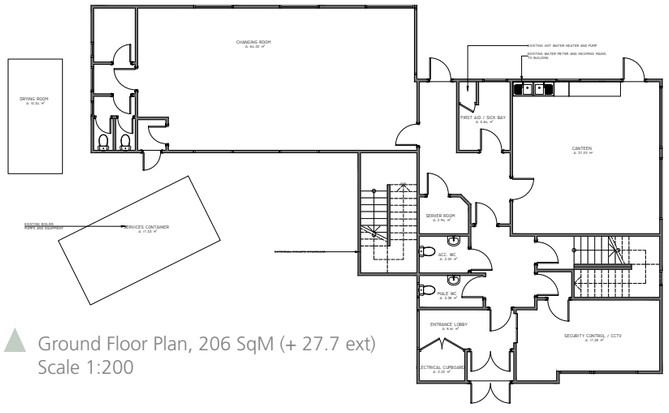
Harbour Operations Existing Facilities



Second Floor Plan, 170 SqM
Scale 1:200



First Floor Plan, 170 SqM
Scale 1:200



Ground Floor Plan, 206 SqM (+ 27.7 ext)
Scale 1:200

Harbour Operations Existing Building Schedule of Areas		
Harbour Operations Building		
Ground Floor		206 m.sq
1	Changing Room	64.02 m.sq
2	Canteen	37.2 m.sq
3	First Aid/Sick Bay	5.84 m.sq
4	Server Room	2.94 m.sq
5	Accessible WC	3.0 m.sq
6	Male WC	3.38 m.sq
7	Entrance Lobby	8.61 m.sq
8	Electrical Cupboard	2.22 m.sq
9	Security Control	17.28 m.sq
10	Stairs	10.77 m.sq
11	Circulation	20.02 m.sq
First Floor		170 m.sq
1	Security Support	36.04 m.sq
2	Server Room	10.31 m.sq
3	Emergency Management Room	46.87 m.sq
4	Circulation	14.92 m.sq
5	Female WC	2.88 m.sq
6	Male WC	3.24 m.sq
7	Pilots Room	11.94 m.sq
8	Stairs	12.5 m.sq
9	Room 01	14.5 m.sq
Second Floor		170 m.sq
1	VTS	42.62 m.sq
2	Kitchen	5.04 m.sq
3	Female WC	2.88 m.sq
4	Male WC	3.24 m.sq
5	Office 01	13.63 m.sq
6	Office 02	55.25 m.sq
7	Harbour Master	14.5 m.sq
8	Stairs	8.62 m.sq
9	Cicrulation	8.88 m.sq
External Areas		107.67 m.sq
1	Services Container	17.33 m.sq
2	Drying Room	10.34 m.sq
3	Portacabin in Filestore	20 m.sq
4	Portacabin in Ropestore	20 m.sq
5	Portacabin Female Changing Room	20 m.sq
6	Restroom	20 m.sq

Note: The Harbour Operations Existing Facility, located at at Berth 50-A on north side of Liffey already has planning permission for demolition as part of the MP2 Planning Application, An Bord Pleanala Reference number: PA29N.304888

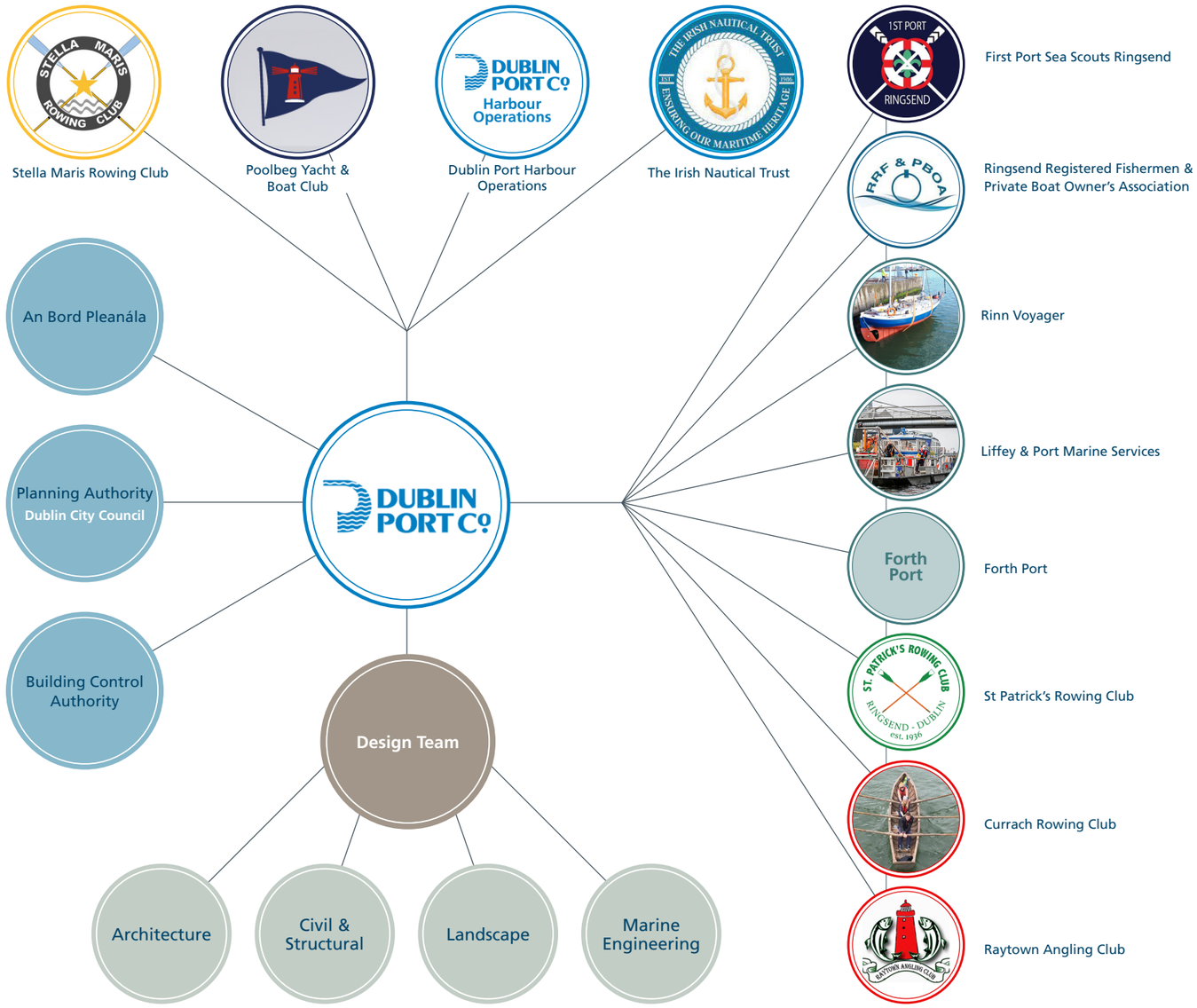
The plans and schedule shown on this page are for informational purposes only. They illustrate the layout and functioning of the existing facilities, which have been used to formulate the brief for the replacement building being provided in the new maritime village as part of this application.

Existing location of Harbour Operations Facility at Berth 50-A on north side of Liffey

View of exterior of Harbour Operations buildings, with communications mast adjacent

Section 02 - Brief & Design Development

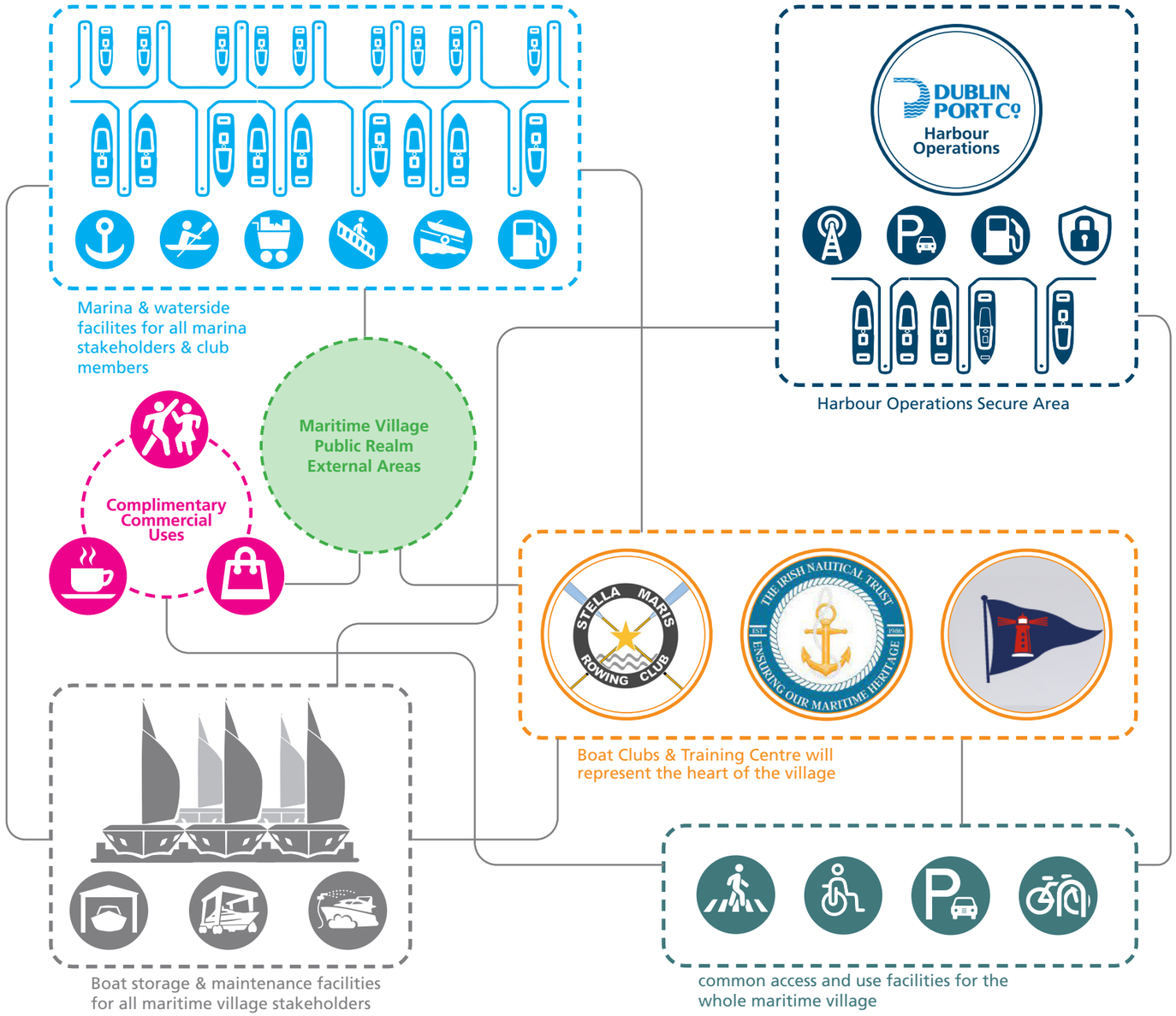
Stakeholders



Project Organisational Chart

View of existing stakeholder facilities on site and in the vicinity.

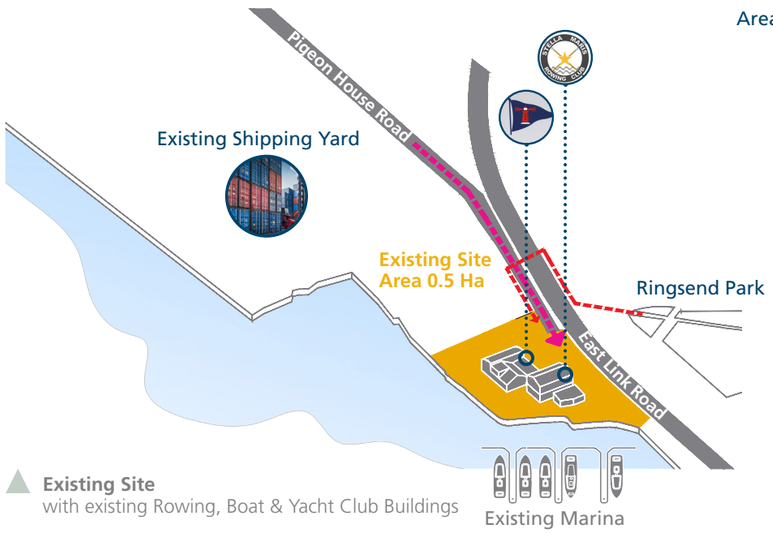
Proposed Outline Brief for Maritime Village



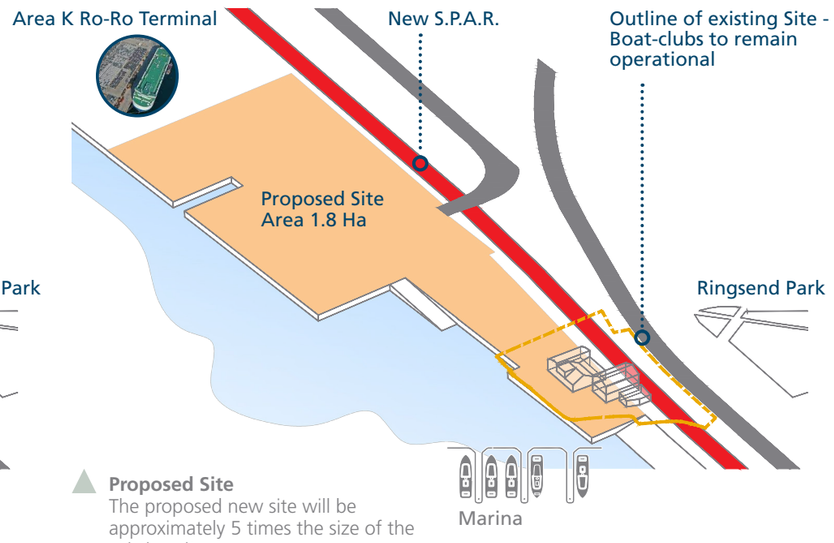
Maritime Village	
Overall Site Area (including circulation, roadways, footpaths, yards, buildings, art and heritage installations etc.)	
Schedule of Accommodation to be incorporated	
1	Poolbeg Yacht & Boat Club (2 to 3 levels of accommodation including viewing area possibly shared) including integrated storage areas.
2	Stella Maris Rowing Club (2 to 3 levels of accommodation including viewing area possibly shared) including integrated storage areas.
3	Shared Boat Maintenance Shed & Service Area including facilities
4	Multi-Purpose Combined Club Buildings including Nautical Training Centre
5	Potential for commercial building ('s)
6	Potential Future Port Operation Buildings potential 2 to 3 levels with viewing tower (must be located with direct access to Berth 41 and clear sight lines to channel, basins, quays etc.).
7	Ancillary buildings including sub-station, fuel storage,
Schedule of Site Areas and Public Areas to be accommodated in overall area	
1	Boat Storage (secure fenced areas with good vehicular access & egress)
2	Working Boat Hoist Lifting Areas including storage and boat cradles
3	Crane 290 Feature Public Attraction
4	Working Boat Hoist Lifting Areas including storage and boat cradles
5	Public event space sized to accommodate boating events, regatta's etc.
6	Seafarer's Memorial
7	Appropriate Vehicular and cycle parking for all buildings

▲ Proposed Draft Schedule of Areas

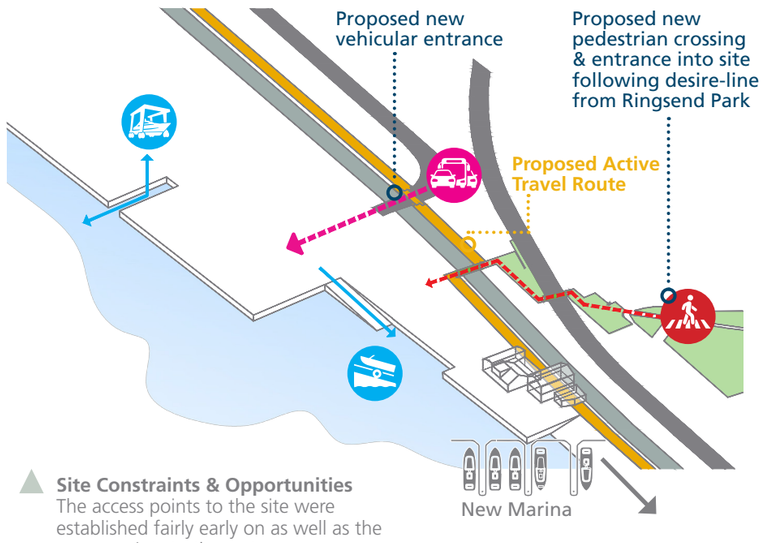
Proposed Initial Concept Development & Site Strategy



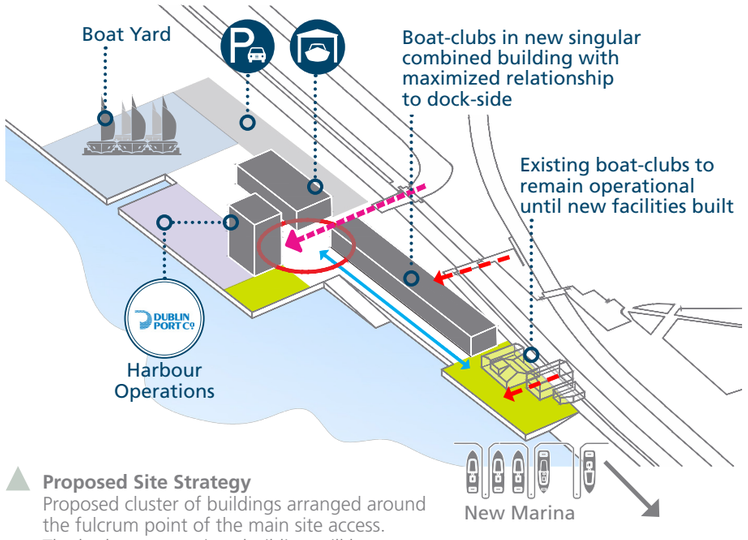
Existing Site
with existing Rowing, Boat & Yacht Club Buildings



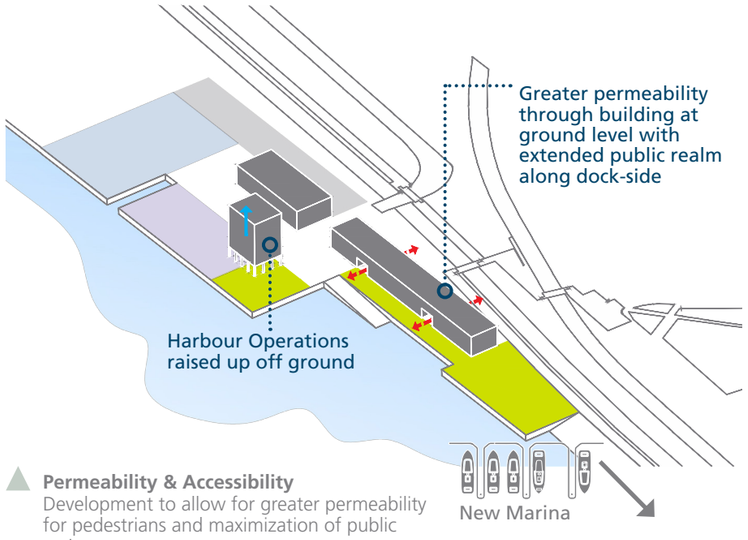
Proposed Site
The proposed new site will be approximately 5 times the size of the existing site



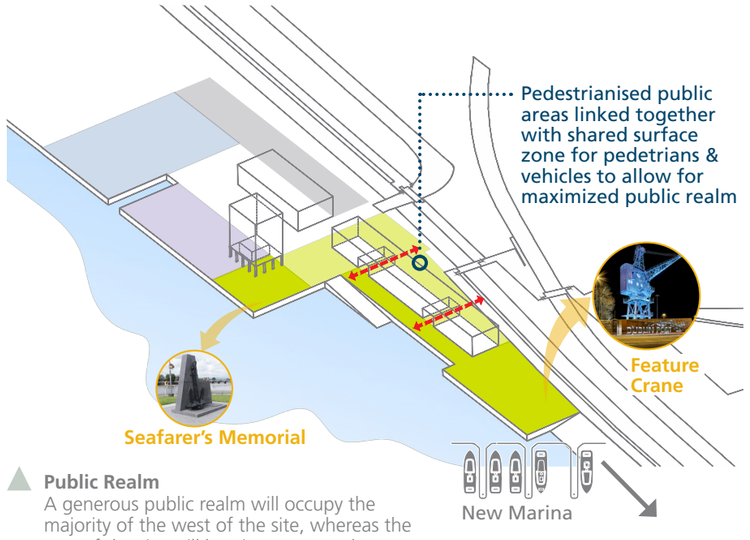
Site Constraints & Opportunities
The access points to the site were established fairly early on as well as the access points to the water



Proposed Site Strategy
Proposed cluster of buildings arranged around the fulcrum point of the main site access. The harbour operations building will have a vertical emphasis, acting as a beacon, whereas the clubhouses and Boat Maintenance Buildings will maintain a linear horizontal emphasis to create a strong relationship with the dockside

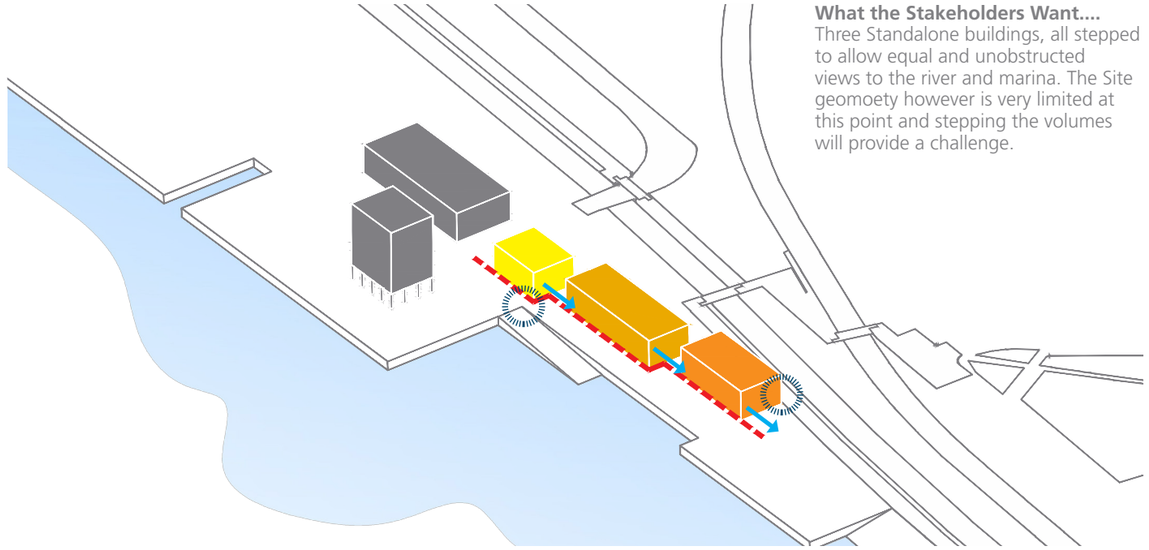


Permeability & Accessibility
Development to allow for greater permeability for pedestrians and maximization of public realm areas

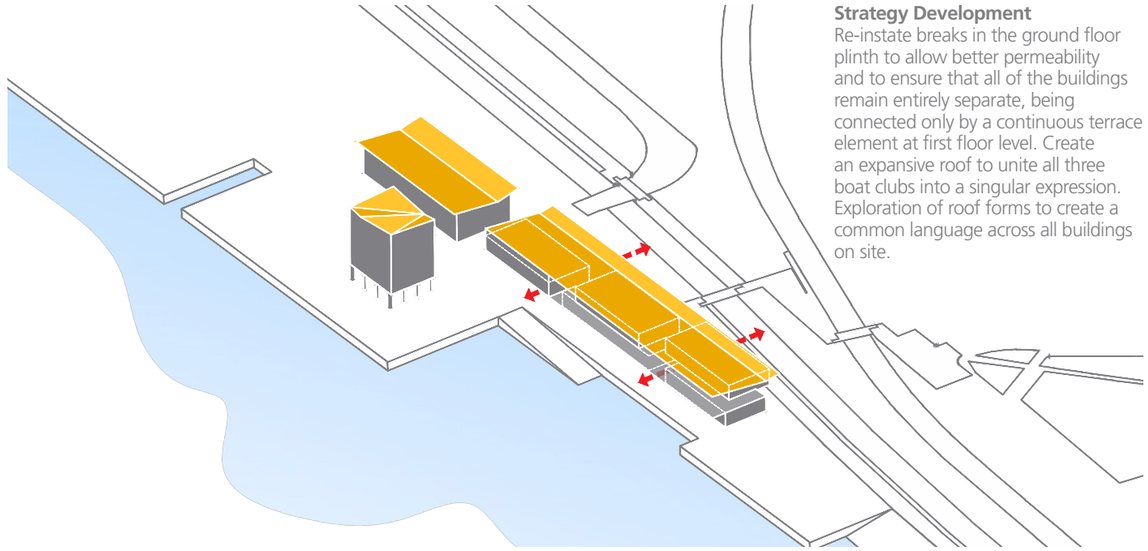


Public Realm
A generous public realm will occupy the majority of the west of the site, whereas the east of the site will be given over to the more functional areas requiring vehicle access

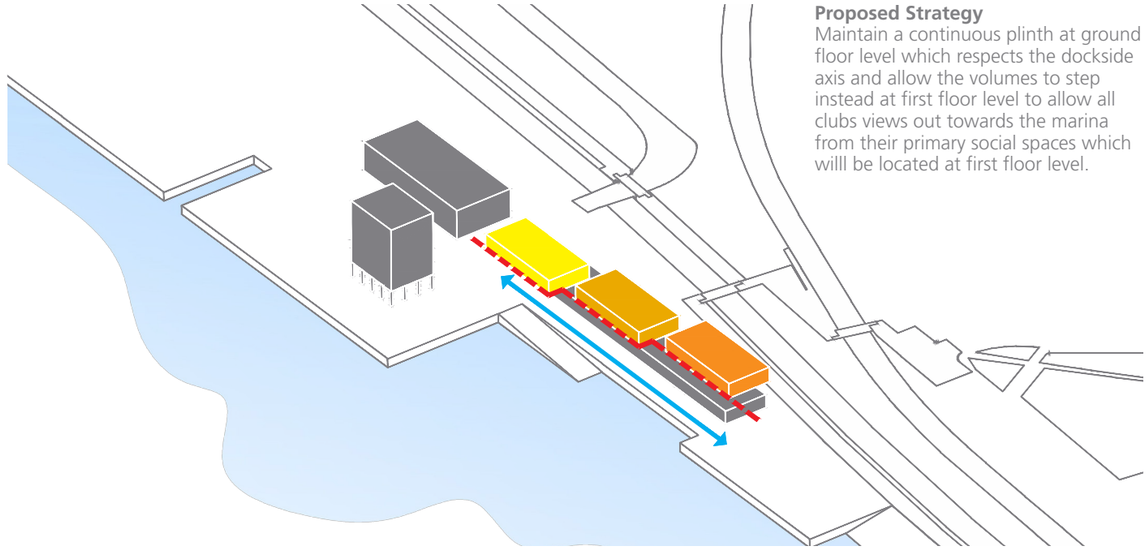
Revised Concept Development following Stakeholder Engagement



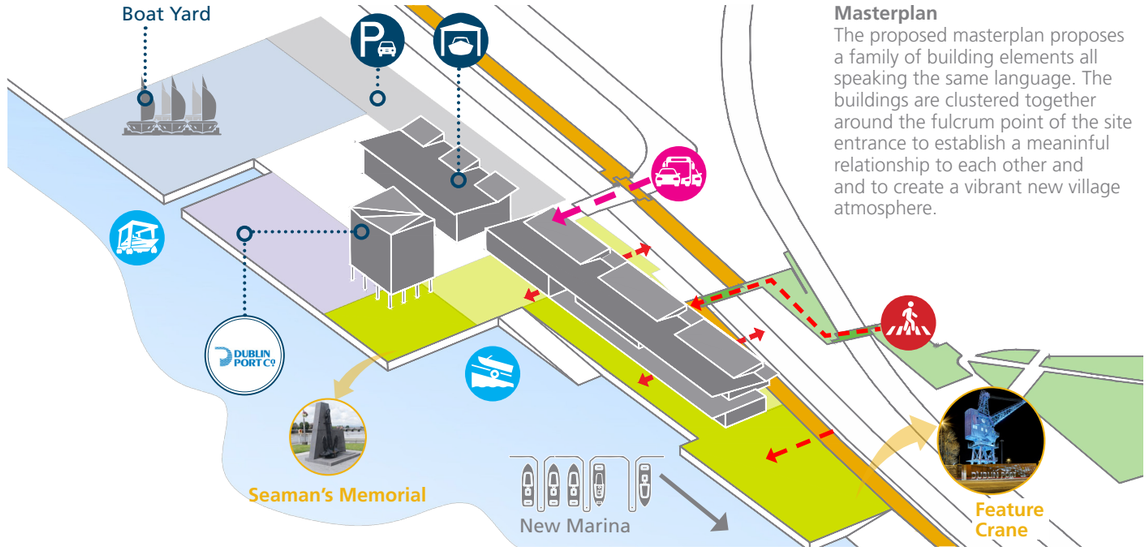
What the Stakeholders Want....
Three Standalone buildings, all stepped to allow equal and unobstructed views to the river and marina. The Site geomoety however is very limited at this point and stepping the volumes will provide a challenge.



Strategy Development
Re-instate breaks in the ground floor plinth to allow better permeability and to ensure that all of the buildings remain entirely separate, being connected only by a continuous terrace element at first floor level. Create an expansive roof to unite all three boat clubs into a singular expression. Exploration of roof forms to create a common language across all buildings on site.



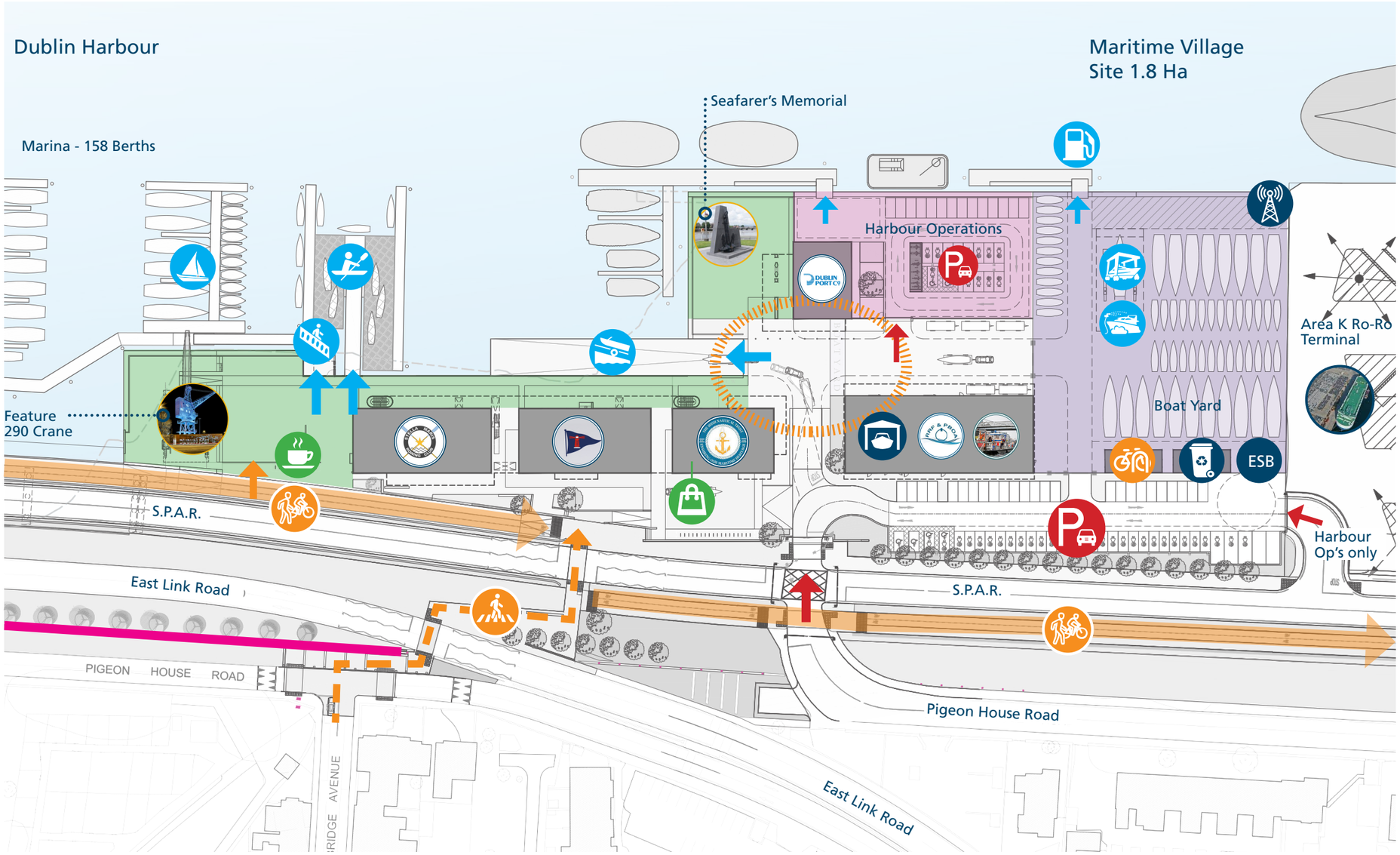
Proposed Strategy
Maintain a continuous plinth at ground floor level which respects the dockside axis and allow the volumes to step instead at first floor level to allow all clubs views out towards the marina from their primary social spaces which willl be located at first floor level.



Masterplan
The proposed masterplan proposes a family of building elements all speaking the same language. The buildings are clustered together around the fulcrum point of the site entrance to establish a meaninful relationship to each other and and to create a vibrant new village atmosphere.

Section 03 - Proposed Masterplan

Proposed Maritime Village Layout Strategy

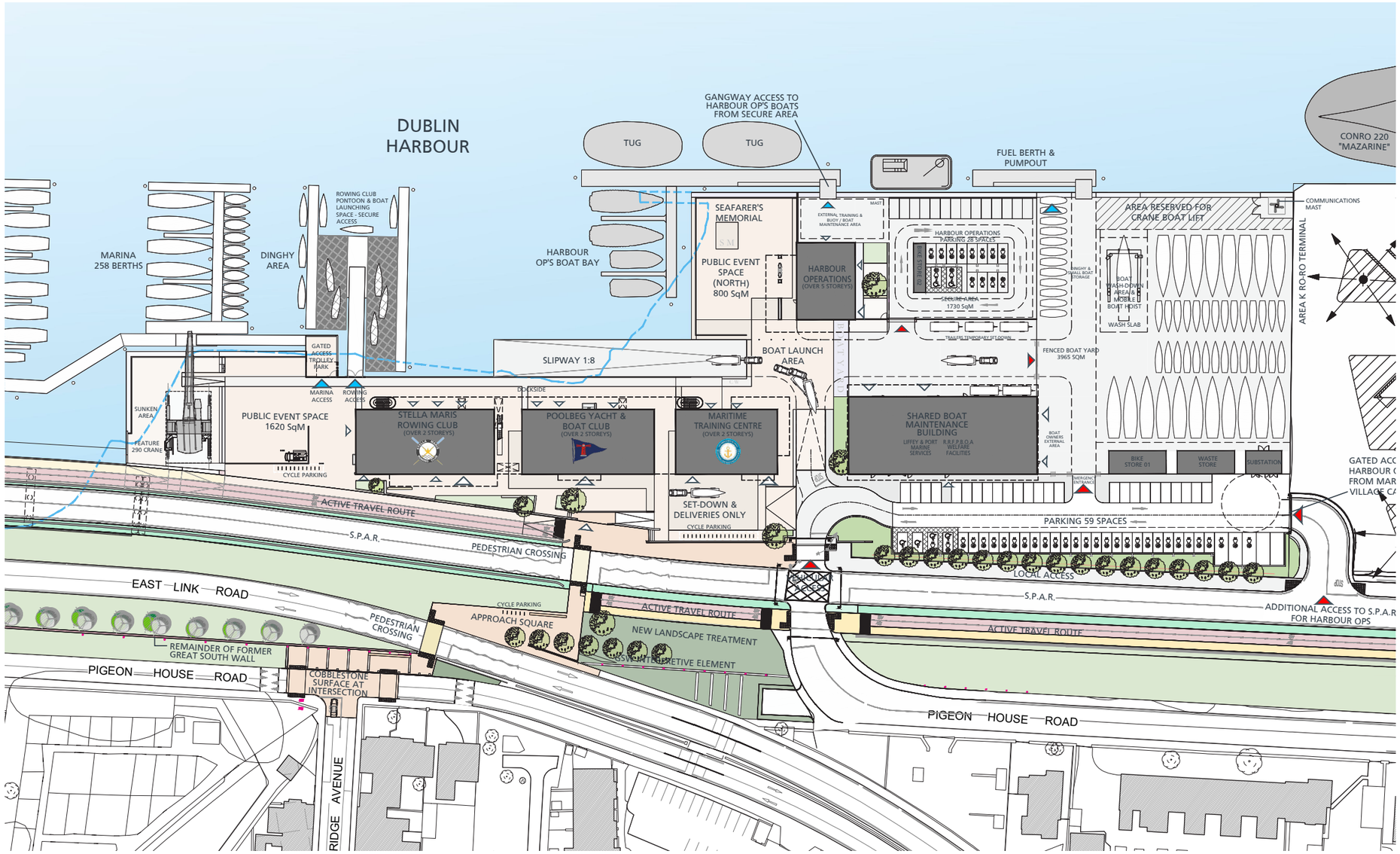


Legend

- Poolbeg Yacht & Boat Club
- Stella Maris Rowing Club
- Maritime Training Centre
- Dublin Port Harbour Operations
- Boat Maintenance Building
- Access to water
- Slipway / boat access
- Gangway Access to Marina
- Rowing Boat Launch Area
- Boat Hoist
- Boat washing
- Fuel berth
- Vehicular Access
- Car Parking
- Pedestrian Access
- New Pedestrian Crossing
- Active Travel Route
- Cycle Parking
- Coffee Truck
- Retail Marine Chandlery
- Public Realm Areas
- Secure Harbour operations Area
- Secure Boat Yard
- Waste Storage Facilities
- Existing Great South Wall

Proposed Site Strategy Diagram
Scale 1:1125

Proposed Site Layout Plan



Proposed Site Layout, Scale 1:1125
Refer to Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-PA001 for full details

The proposed site layout for the Maritime Village has been thoughtfully designed to accommodate a variety of functions within an open and inviting village setting.

The three primary building elements, namely the boat clubs (comprising Stella Maris Rowing Club, Poolbeg Yacht & Boat Club and the Maritime Training Centre), the boat maintenance building, and the harbour operations centre, have been strategically positioned around the fulcrum point of the site entrance and waterside access. This arrangement fosters a close and interconnected relationship among them, reinforcing the concept of a new village or community. The proximity to the water and the scenic views it offers were key considerations in the placement of the boat clubs and the harbour operations buildings. The latter, in particular, necessitates an unobstructed view over the channel due to its operational nature.

The three boat clubs and the boat maintenance building are organized as a series of interconnected linear elements that address both the waterfront and the street, expressed with a horizontal emphasis. In contrast, the harbour operations building stands out as a taller structure with a vertical emphasis, underscoring its functionality and serving as a prominent urban landmark on the site, visible from a distance due to its strategic location next to the channel.

Upon entering the site via the new vehicular entrance from Pigeon House Road, the site is divided into distinct functional areas. To the left of the entrance, the emphasis is on pedestrian-friendly access and public realm activities. To the right of the entrance, the focus shifts to more functional aspects, including parking, workspaces, boat storage, maintenance facilities, and supporting infrastructure, all grouped together for efficiency and public safety. The intention is to maintain as much of the site as open and permeable as possible, fostering a sense of community among the various stakeholders on-site and presenting an inviting aspect to the broader public.

Proposed Maritime Village Schedule of Areas

Existing Total Footprint GF	**807**	**m²**	**16**	**% site coverave**
Existing Total Gross Floor Area	**820.2**	**m²**	**16**	**% equals 0.19 plot ratio**
Car Parking	**28**	**no.**	**0.03**	**spaces per m² development**
Bicycle Parking	**6**	**no.**	**0.01**	**spaces per m² development**

Existing Structures	Existing Area GFA		Area to be demolished		Area to be retained	
Stella Maris Rowing Club (Existing Clubhouse)	279.9	m²	279.9	m²	0	m²
Stella Maris Rowing Club (Existing Boat Shed)	62.1	m²	62.1	m²	0	m²
Poolbeg Yacht & Boat Club	478.2	m²	478.2	m²	0	m²
Totals*	**820.2**	**m²**	**820.2**	**m²**	**0**	**m²**

* total excluding 218.5 m2 of temporary storage containers on site to be removed additionally (refer to Page 05 of this schedule)

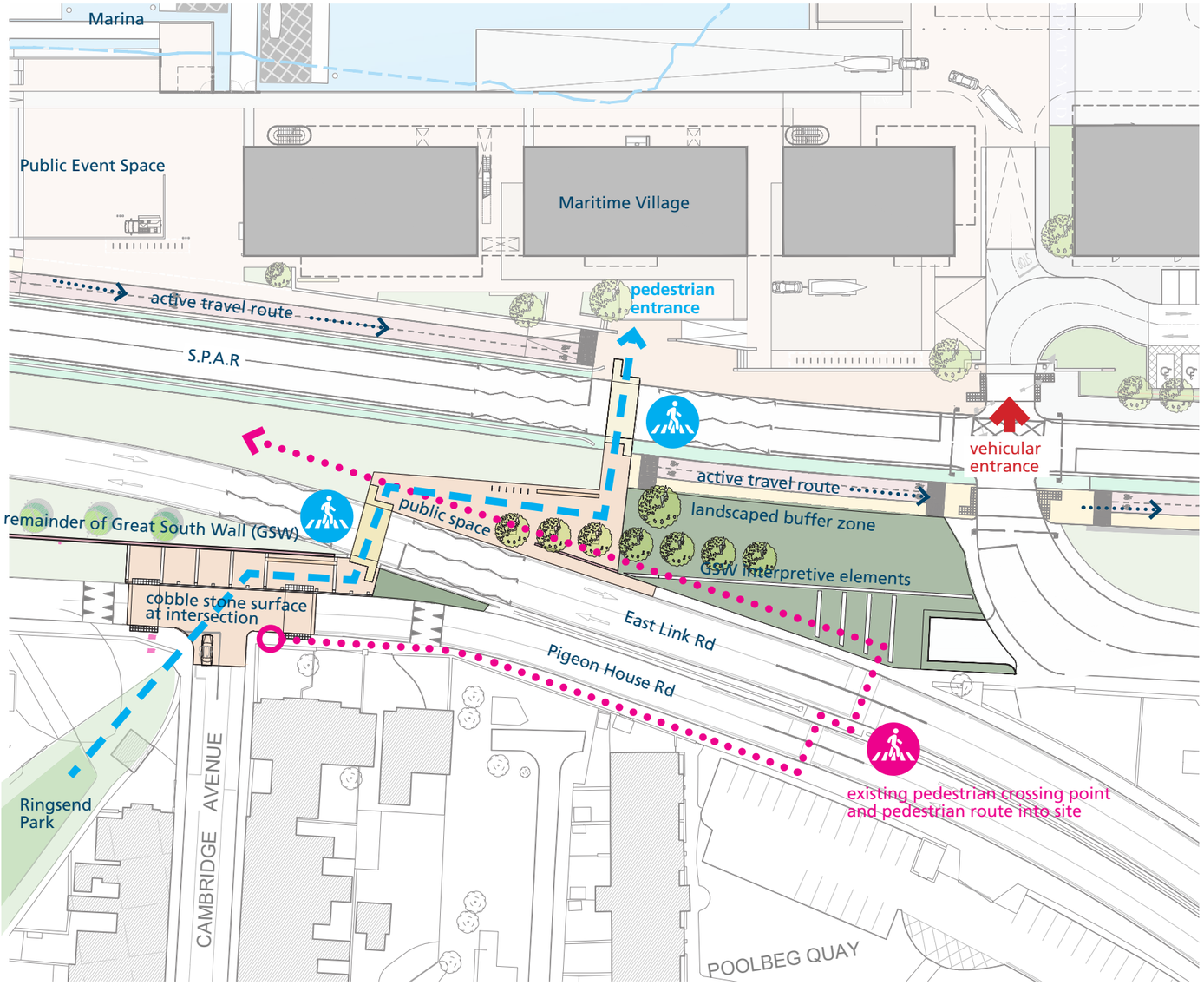
Proposed Maritime Village Site Area	**18006**	**m²**	**1.8006**	**ha**
Total Footprint GF	**2775**	**m²**	**15**	**% site coverave**
Total Gross Floor Area	**5290**	**m²**	**29**	**% equals 0.29 plot ratio**
Car Parking	**87**	**no.**	**0.02**	**spaces per m² development**
Bicycle Parking	**148**	**no.**	**0.03**	**spaces per m² development**

Proposed Structures

Floor Level	Harbour Operations	Stella Maris Rowing Club	Poolbeg Yacht Club	Maritime Training Centre	Boat Maintenance Facility	Shared Site Facilities	Total GFA per Level	
Ground Floor	235. m²	436. m²	455. m²	340.5 m²	794. m²	187. m²	**2,447.5 m²**	GFA Ground Floor
First Floor	364. m²	335. m²	335. m²	462.5 m²	275. m²		**1,771.5 m²**	GFA First Floor
Second Floor	342. m²						**342. m²**	GFA Second Floor
Third Floor	344. m²						**344. m²**	GFA Third Floor
Fourth Floor	325. m²						**325. m²**	GFA Fourth Floor
Fifth Floor	60. m²						**60. m²**	GFA Fifth Floor
	1,670. m²	**771. m²**	**790. m²**	**803. m²**	**1,069. m²**	**187. m²**	**5,290. m²**	**Total GFA**
Total GFA per building	GFA Harbour Operations	GFA Stella Maris Rowing Club	GFA Poolbeg Yacht Club	GFA Maritime Training Centre	GFA Boat Maintenance Facility	GFA Shared Site Facilities		

Proposed Summary Area Schedule for the Maritime Village, extracted from "Maritime Village - Schedule of Areas"

Safe Access, Active Travel & Adjoining Community



New Road Crossing Proposal:
Safe access to the new maritime village for boat club members as well as for the general public and local community is a top priority and of the utmost importance in delivering a new enhanced public realm

The new road crossing will pick up on a desire line coming from Ringsend park and will continue the pedestrian route network from the park across to the new Maritime Village

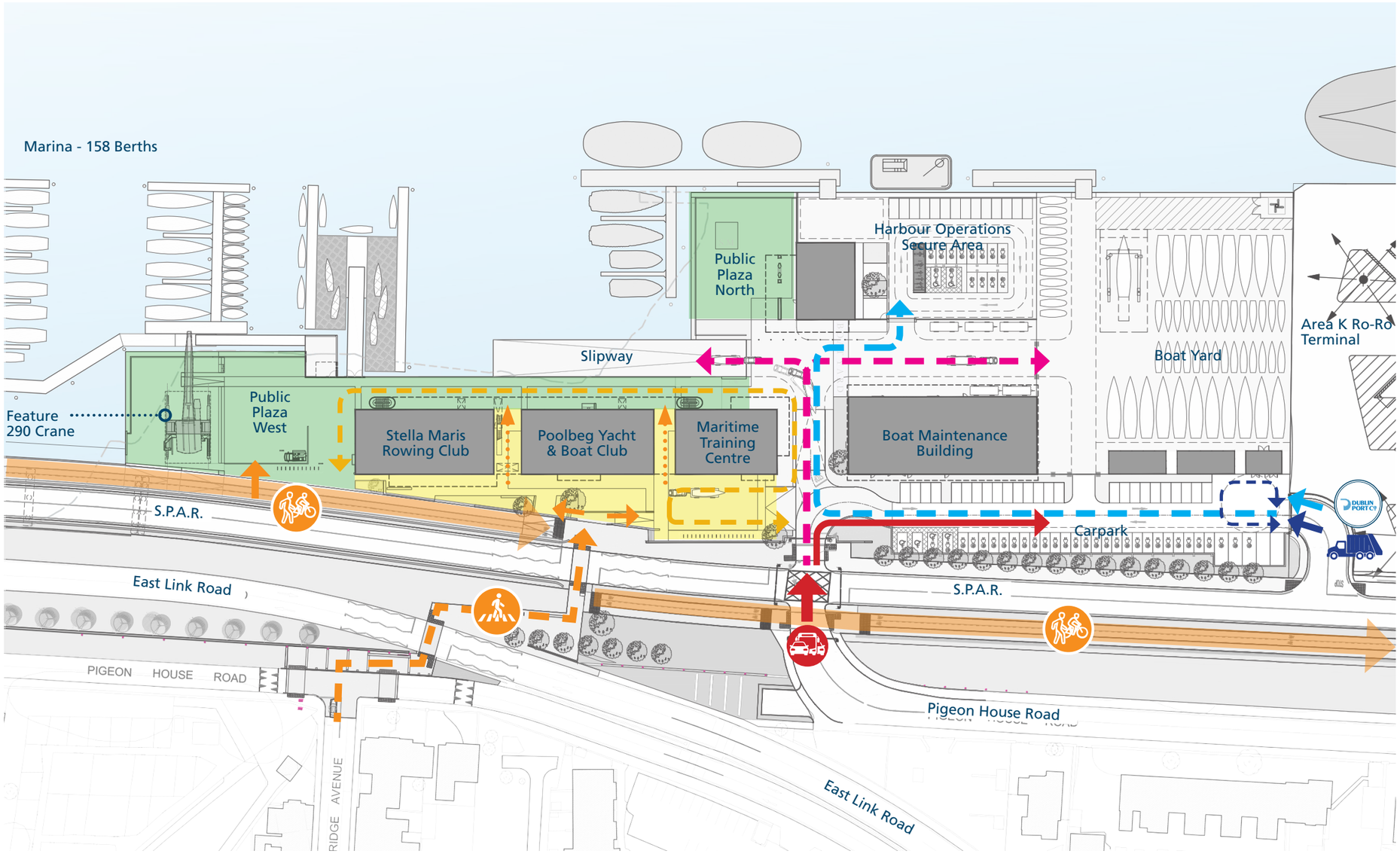
Section of old south wall showing area where pedestrians currently scale the wall to cross over to the site. The current situation clearly shows that a more direct route to the site is required that is easy to navigate for pedestrians

Proposed 3D visualization of new road crossing

COMHLACHT CHALAFORT ÁTHA CLIATH
DUBLIN PORT COMPANY

darmody architecture

Site Access Strategy



Proposed Site Access Strategy
Scale 1:1125

Legend

The Primary vehicular entrance to the site is accessed from the Pigeon House Road through a barrier controlled junction crossing the new S.P.A.R. All public and general site users will use this entrance

A secondary vehicular entrance is proposed with direct access from the S.P.A.R. This is for the use of Dublin Port staff only and for waste collection services by licence agreement.

All users entering by car will turn right directly inside the site to access the primary carpark. Smaller mini-buses can also use the carpark and there are mini-bus parking spaces provided.

All larger vehicles or vehicles carrying boat trailers will travel straight ahead into the working area of the site, where there are temporary set down areas for trailers and buses provided. From this area users can access the slipway with their trailers or alternatively the fenced boat yard.

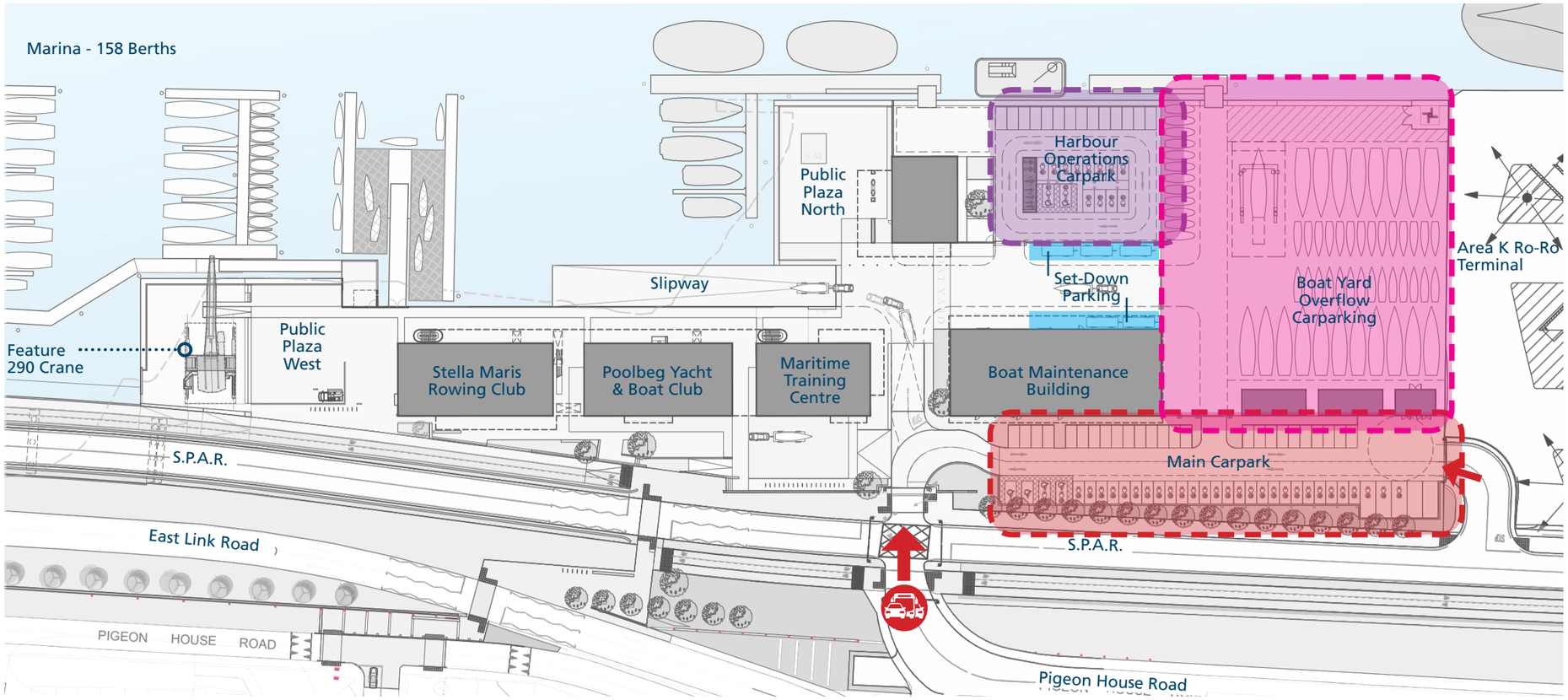
Dublin Port Harbour Operations staff can used the dedicated entrance from the S.P.A.R and then travel through the carpark and into their secure facility.

Waste Collection Services and other service vehicles can use the entrance from the S.P.A.R by licence agreement to access the waste storage facility and ESB Substation adjacent to this entrance.

The area around the boat club buildings will maintain pedestrian priority but will allow for both emergency vehicle access and service and deliveries at dedicated times.

The green highlighted areas are dedicated public realm areas which will receive an elevated landscape treatment and which will prioritise pedestrian and cyclist permeability & usability. The yellow highlighed areas are less public realm and more dedicated to the clubhouses, but maintain pedestrian priority also.

Variety and Scale of Car Parking Provisions



Proposed Site Layout (at Ground Floor Level)
Scale 1:1125

Car Parking Provision

Main Vehicular Entrance

Secondary Vehicular Entrance

Main Visitor Carpark
50 no. standard car spaces
4 no. accessible car spaces
5 no. enlarged spaces for mini-buses / trailers

59 no. total spaces including 30 no. E-Car charging spaces (50% provision)

Harbour Operations Carpark
26 no. standard car spaces
2 no. accessible car spaces

28 no. total spaces including 14 no. E-Car charging spaces (50% provision)

Temporary Set-down parking for trailers and buses

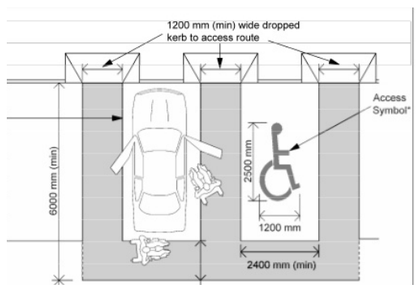
Overflow Carpark (for Events)
The boatyard can provide additional overflow parking of ca. 100+ spaces on special event days such as regattas where the yard is typically clear of boats.

The maritime village is provided with a range of different parking options to suit the various needs of a busy working site.

The primary carpark has been positioned along the street edge for ease of access and is buffered from the street with a landscaped berm and tree planting. Harbour Operations is provided with its own secure car park to safeguard access for critical workers.

Larger vehicles will be prohibited from using the main carpark and instead will be directed into the working area of the site where set down parking opportunities will be provided along with access to the boat yard. For special events the boat yard will typically be clear of boats and can cater for ca. 100+ additional car parking spaces.

The main car park will be buffered from the street with a planted berm and street trees



Accessible spaces will be provided in accordance with development plan requirements and will be situated for ease of access

EV car charging spaces will be provided throughout in accordance with development plan requirements

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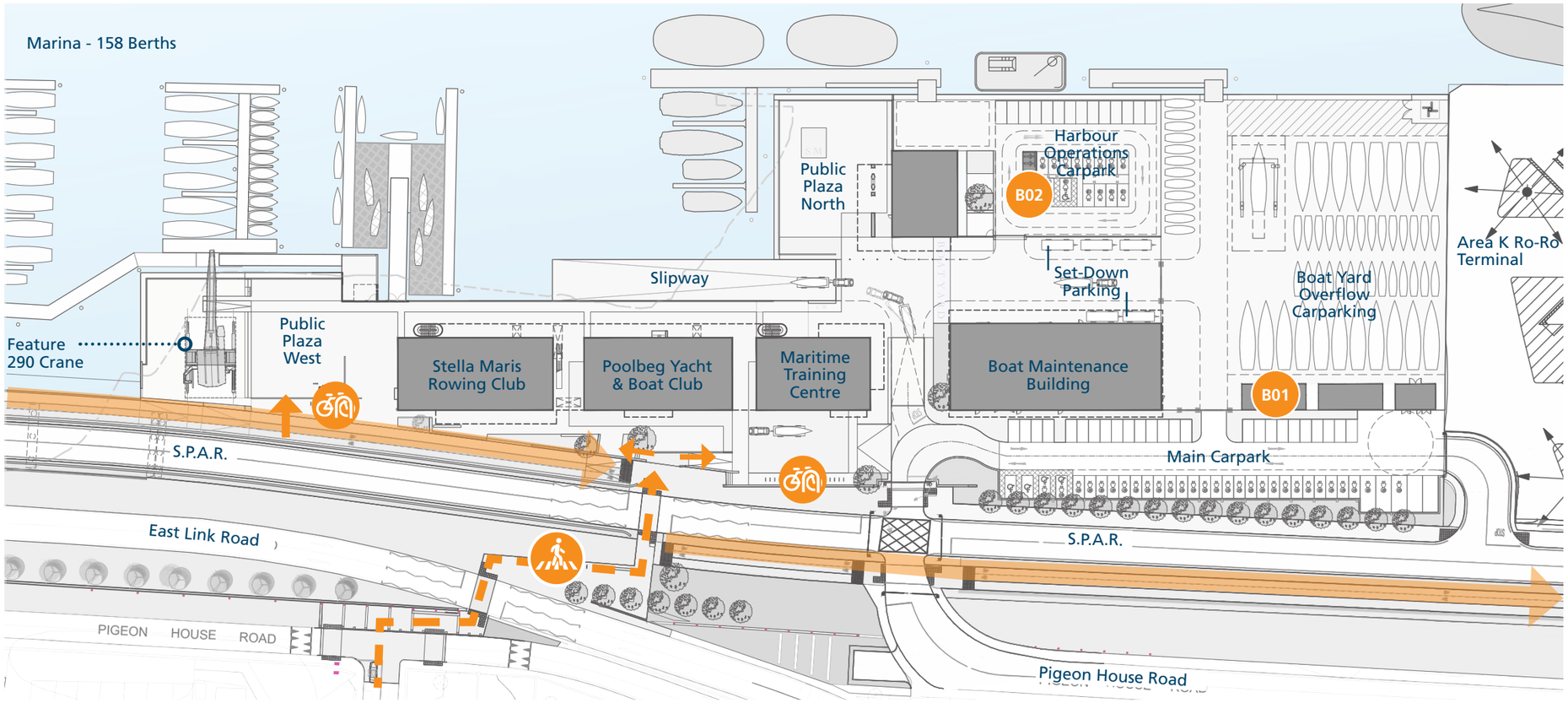
Variety and Scale of Bicycle Parking Provisions



Proposed Site Layout (at Ground Floor Level)
Scale 1:1125

Bicycle Parking Provision

- Pedestrian site entrances
- New Pedestrian Crossing
- Active travel route
- B01 — Secure Bike Storage Area 1, 76 no. bike spaces
- B02 — Secure Bike Storage Area, 16 no. bike spaces
- Visitor bike parking, sheffield stands, 56 no. bike spaces

148 no. total bike parking spaces

Bicycle parking for the maritime village is proposed in secure and sheltered locations as indicated on the drawings and by Sheffield stands externally.

The secure bike storage areas will be fitted out with a two-tier bike storage system such as the Josta® 2-tier High Capacity Racks. Such a system has a proven track record in the UK and Europe and proves a high capacity system which is space efficient, low maintenance and above all easy to use for the bicycle owner.

Sheffield stands will cater for visitor parking and short stay users. The stands are located at 2 no. positions in close proximity to the active travel route and the pedestrian site entrances, and will benefit from good passive surveillance from the nearby club buildings.

Sheffield Stands will be dispersed throughout the open spaces in close proximity to Apartment Lobby entrances

Example fo a two-tier bike rack system

Ref Image; Interior of Enclosed Bike shelter at Dublin Port Centre by Darmody Architecture

Car & Bicycle Parking Development Plan Provisions

Car Parking Maximum Provisions

Building / Use	Use Class	Area SqM GFA	DCC Development 2022-2028 Plan Max. Requirements (Zone 3)	
			Ratio	Quantity Reqd.
Harbour Operations	Office	1670	1 space per 100m^2	**17**
Stella Maris Rowing Club (excl. Marina Office)	Clubhouse / Gymnasium	771	Dependent on nature and location of use[1]	**11**
Marina Management Office	Office	31	1 space per 100m^2	**1**
Poolbeg Yacht & Boat Club	Clubhouse / Gymnasium	790	Dependent on nature and location of use[1]	**11**
Maritime Training Centre (excl. Marine Chandlery)	Community Centre	736	1 space per 75m^2	**10**
Marine Chandlery	Retail	67	1 space per 75m^2	**1**
Boat Maintenance Facility - warehouse areas	Manufacturing / Warehousing	847.5	1 space per 200m^{2}GFA	**5**
Boat Maintenance Facility - clubhouse areas	Clubhouse / Gymnasium	221.5	Dependent on nature and location of use[1]	**3**
Max Total Required				**59**
Of which, 5% to be accessible spaces				3
Of which, 50% to be E-Car charging spaces				30

Notes:

1. Assumed 1 space per 75m^2 as per community centre.

1. Assumed 1 space per 75m^2 as per community centre.

1. Assumed 1 space per 75m^2 as per community centre.

Proposed Car Parking

Proposed Element	Standard Spaces	Accessibe Spaces	Trailer / Mini-bus spaces	Total Spaces	*total of which EV Charging	
Main Carpark	50	4	5	**59**	30	50%
Harbour Operations Carpark	26	2	0	**28**	14	50%
Total Provision	76	6	5	**87**	**44**	51%
	87.4%	6.9%	5.7%	100.0%		

Notes:

DCC Dev Plan 2022-2028 Appendix 5, Section 4.2 - At least **5%** of the total number of spaces shall be designated accessible car-parking spaces, with a minimum provision of at least one such space, which ever one is the greatest.

DCC Dev Plan 2022-2028 Appendix 5, Section 5.0 - All new developments must be futureproofed to include EV charging points and infrastructure. In all new developments, a minimum of **50%** of all car parking spaces shall be equipped with fully functional EV Charging Point(s). The remaining spaces shall be designed to facilitate the relevant infrastructure to accommodate future EV charging. Space for EV charging infrastructure shall be clearly detailed in planning applications.

Table showing Dublin City Development 2022-2028 Plan Max. Carparking Requirements (Zone 3) and Proposed Carparking provision, extracted from "Maritime Village - Schedule of Areas"

Bicycle Parking Minimum Provisions

Building / Use	Use Class	Area SqM GFA	No. People	DCC Development 2022-2028 Plan Min. Requirements			
				Long Stay		Short Stay	
				Ratio	Quantity Reqd.	Ratio	Quantity Reqd.
Harbour Operations	Office	1670	68	1 space per 75m^2 GFA	**23**	To be determined by planning authority on case by case basis	**2**
Stella Maris Rowing Club (excl. Marina Office)	Clubhouse / Gymnasium	771	10	1 space per 5 staff	**2**	1 space per 50m^2 GFA	**16**
Marina Management Office	Office	31	1	1 space per 75m^2 GFA	**1**	To be determined by planning authority on case by case basis	**1**
Poolbeg Yacht & Boat Club	Clubhouse / Gymnasium	790	**10**	1 space per 5 staff	**2**	1 space per 50m^2 GFA	**16**
Maritime Training Centre (excl. Marine Chandlery)	Community Centre	736	**10**	1 space per 5 staff	**2**	1 space per 100m^2 GFA	**8**
Marine Chandlery	Retail	67	2	1 space per 5 staff	**1**	1 space per 100m^2 GFA	**1**
Boat Maintenance Facility - warehouse areas	Manufacturing / Warehousing	847.5	N/A	1 space per 200m^2 GFA	**5**	none	**0**
Boat Maintenance Facility - clubhouse areas	Clubhouse / Gymnasium	221.5	**5**	1 space per 5 staff	**1**	1 space per 50m^2 GFA	**5**
Total Required					**37**		**49**
							86

Proposed Bicycle Parking

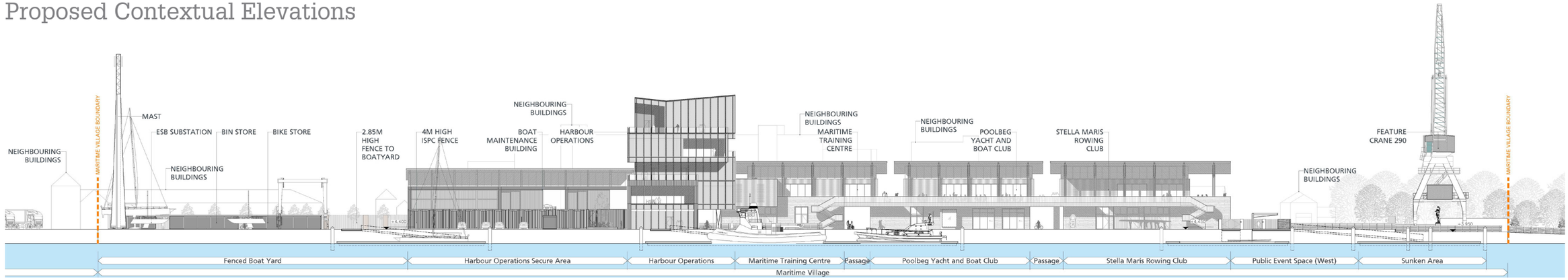
Proposed Element	Users	Long Stay Spaces	Short Stay Spaces
Secure Bike Store 01	All Site users (excl Harbour Operations)	76	
Secure Bike Store 02	Harbour Operations	16	
Short Stay Sheffield Stands	All Site Users		56
Total Provision		**92**	**56**
			148

Table showing Dublin City Development 2022-2028 Plan Min. Bicycle Parking Requirements and Proposed Bicycle Parking provision, extracted from "Maritime Village - Schedule of Areas"

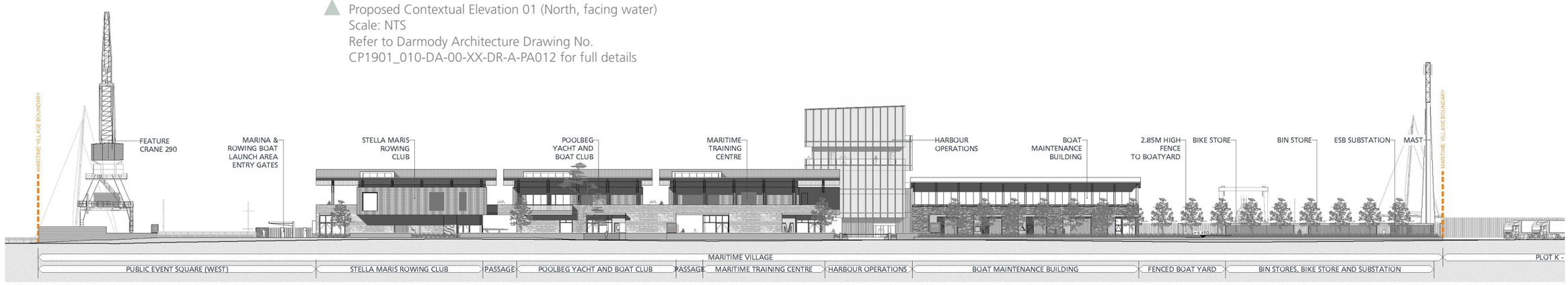
The above scheules are to be read in conjunction with "Engineering Report for Planning - CP1901_010-ROD-00-XX-RP-C-0002" prepared by ROD Engineers, speciifcally sections 7.4 & 7.5, and APPENDIX H Access & Parking Report.

This Access and Parking Report, prepared by ROD, has been prepared to describe and assess the existing access and parking infrastructure on the subject site and surrounding areas. It also provides details of the proposed access and parking strategy in respect of the proposed development including additional clarification and justification for the proposed quantum of car and bicycle parking on the site.

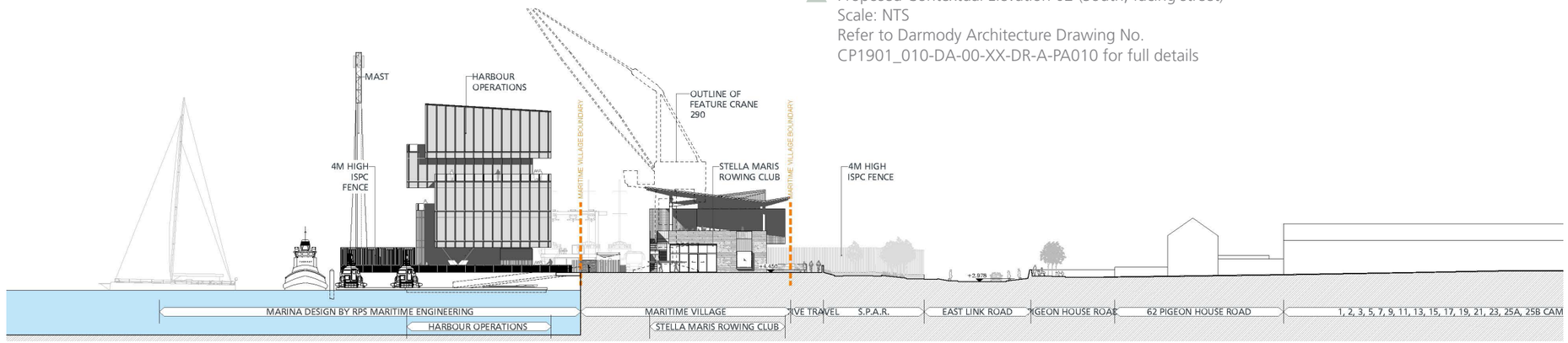
Proposed Contextual Elevations



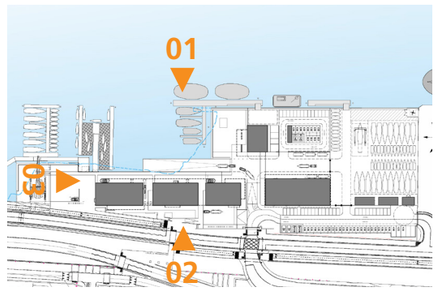
Proposed Contextual Elevation 01 (North, facing water)
Scale: NTS
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-XX-DR-A-PA012 for full details



Proposed Contextual Elevation 02 (South, facing street)
Scale: NTS
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-XX-DR-A-PA010 for full details



Proposed Contextual Elevation 03 (West)
Scale: NTS
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-XX-DR-A-PA011 for full details



Keyplan, not to scale

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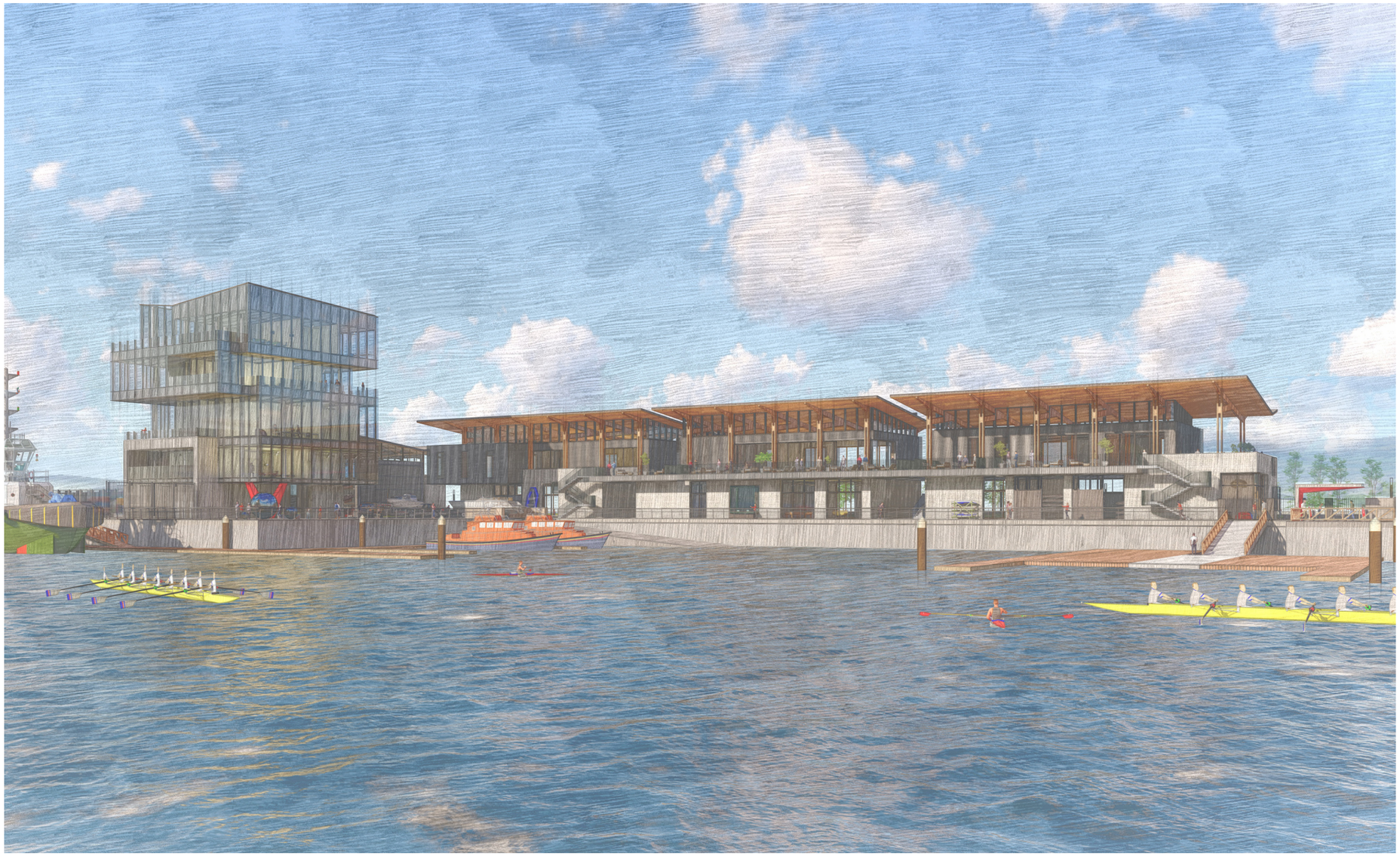
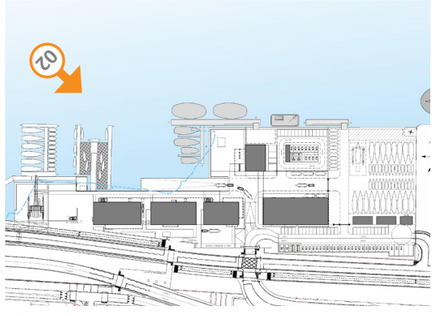
Proposed 3D View 01 - Aerial View

Proposed 3D View 01
Aerial View of Proposed Development

Proposed 3D View 02





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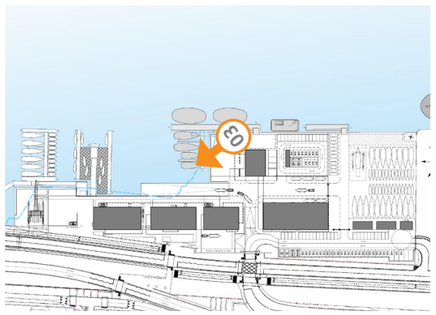
Proposed 3D View 02
View looking towards site from water

Proposed 3D View 03

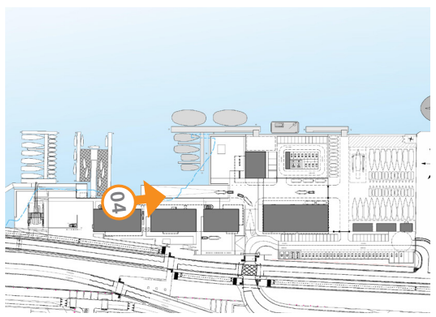


Keyplan, not to scale

Proposed 3D View 03
View from new public realm adjacent to harbour operations building looking back at boat clubs

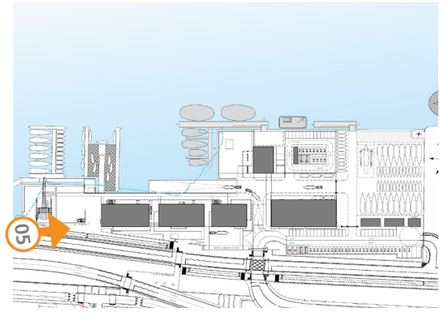
Proposed 3D View 04

Proposed 3D View 04
View looking eastwards along dockside promenade towards Harbour Operations



Keyplan, not to scale

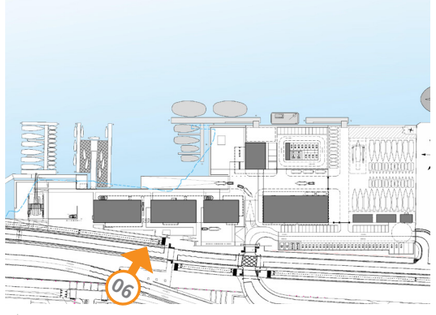
Proposed 3D View 05



Keyplan, not to scale

Proposed 3D View 05
View approaching site from city centre on the new active travel route

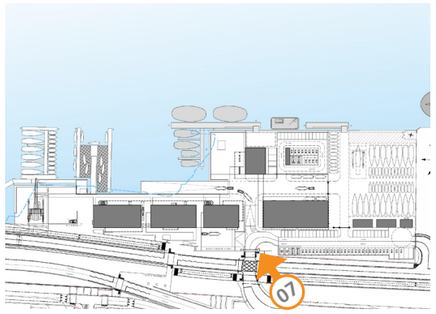
Proposed 3D View 06



Keyplan, not to scale

Proposed 3D View 06
View of proposed new pedestrian crossing leading over to the new Maritime Village

Proposed 3D View 07



Keyplan, not to scale

Proposed 3D View 07
View looking towards new vehicular entrance
and streetside elevation of the maritime village

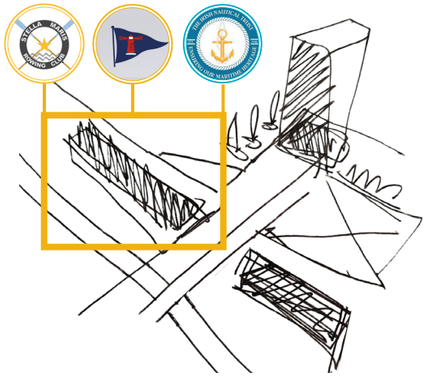
Section 04 - Boat Clubs

Overview

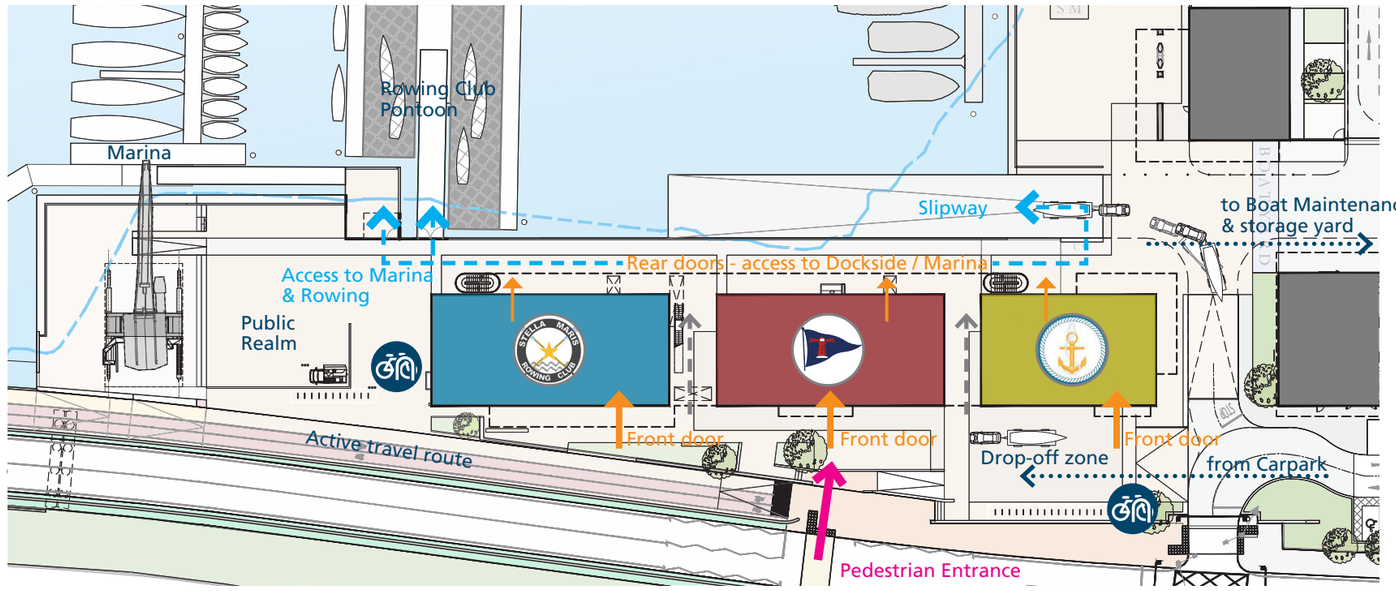
Perspective View of Boat Club Buildings as seen from water

Exterior view of existing Stella Maris facility with shed ajcacent

Exterior view of existing Poolbeg Yacht & Boat Club facility

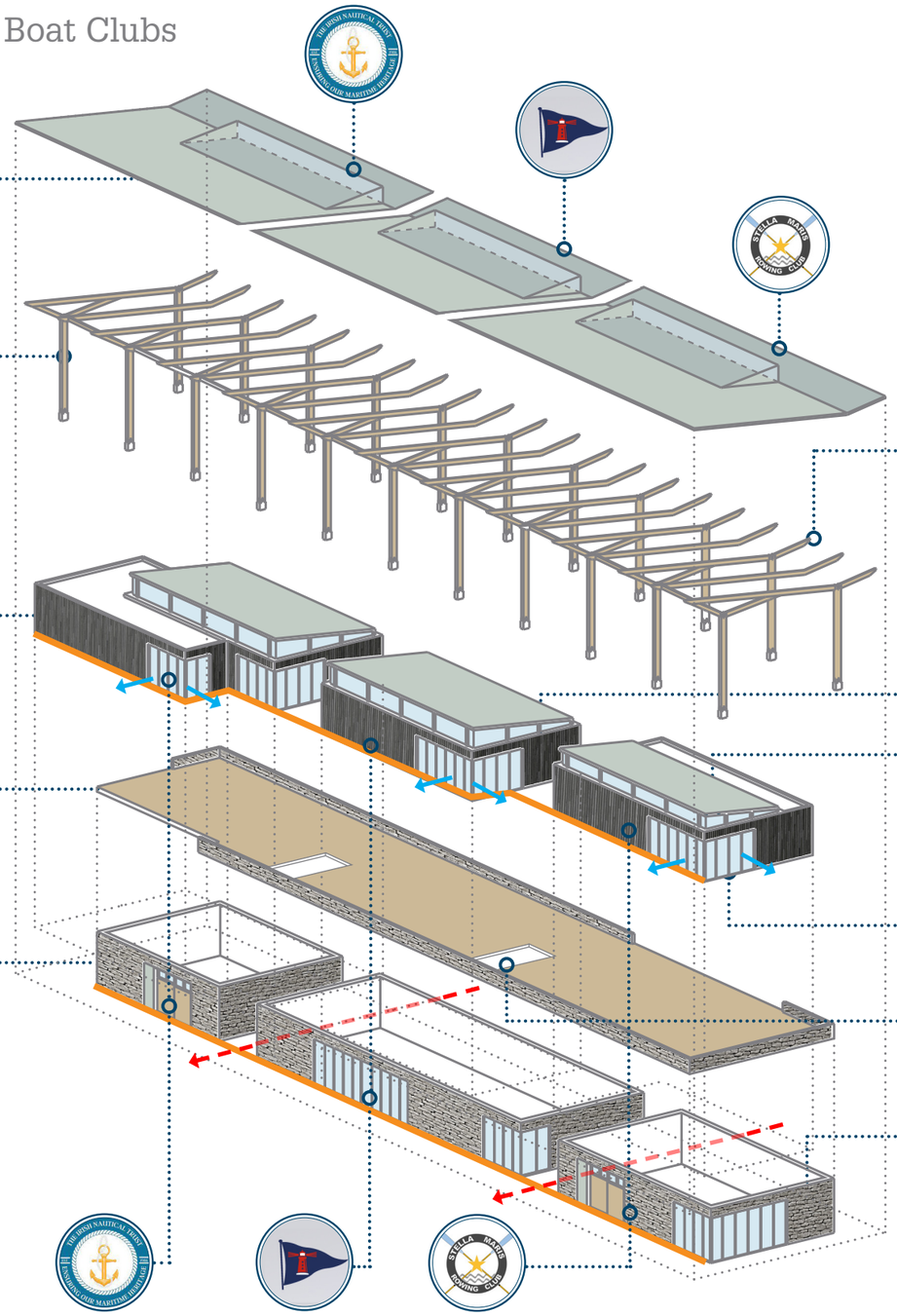


Reference Image of a similar boat club structure by Norman Foster with vibrant waterside frontage and expressive timber roof



Keyplan of Boat Clubs at ground level, NTS

Conceptual Development of Boat Clubs



3 no. separate expansive sculptural roof forms oversailing all three buildings to create a unified piece of architecture

Roof structure supported by timber frame echoing traditional boat building construction

Three distinct building volumes at first floor level, staggered in plan to allow each to each building to enjoy views westwards towards Marina as well as uninterrupted views northwards towards water

Unified deck area at first floor levels to unite the three volumes and provide an extensive private external area for the clubs to enjoy

Three distinct building volumes at ground floor level for each club forming a strong consistant line with the dock edge and allowing pedestrian permeability through from the streetside to the dockside

The use of timber construction will add a warmth and tactility to the expression and will allow for a coherent language to be formed by both the both club buildings and the adjacent shed/ workshop

Perforated metal cladding is proposed for the first floor elements where more shelter is provided. Use semi-transparent cladding will allow for additional daylighting to more private areas

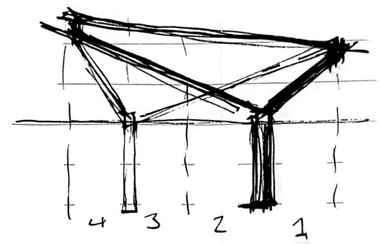
The building volumes a first floor level will be expressed separately to the roofscape and will enjoy generous clearstory glazing which will allow for good daylighting and also allow for the roof structure to be read coherently

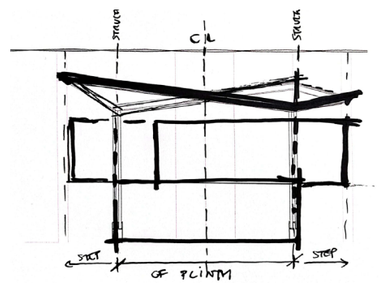
Generous glazing at first floor level will connect the social spaces with the deck area and maximize views from inside the buildings

Strategically placed voids at deck level will allow for separation where required between the clubs and also views between the upper and lower levels

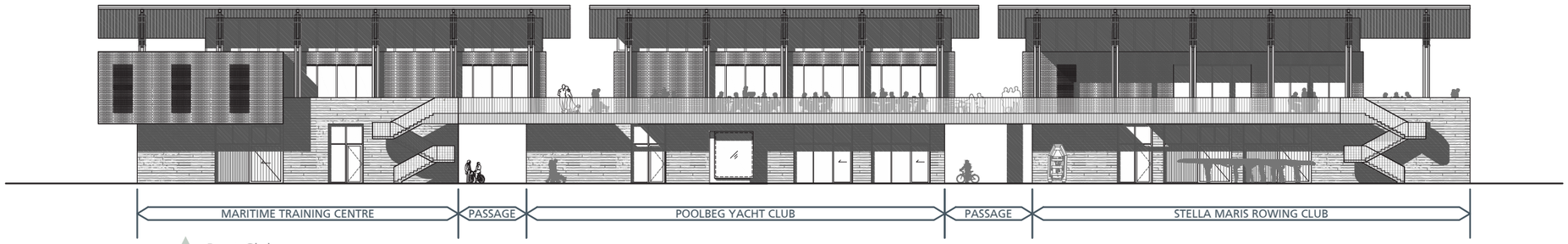
The ground floor level will be expressed as a solid plinth and constructed in boardmarked concrete to echo the nearby old sea wall and to ensure a robust and hardy material that will withstand the harsh waterside environment

Roof Form Explorations
The starting point for the design was an acknowledgement of the waterside site and a wish to celebrate the beauty of the rowing and boating activities with a contemporary take on traditional timber boat-house structures. A sculptural roof form was developed taking direction from the geometry and angles of rowing movements, with an expression formed by a series of timber trusses evoking a sense of movement and dynamism, and echoing traditional boat building construction.

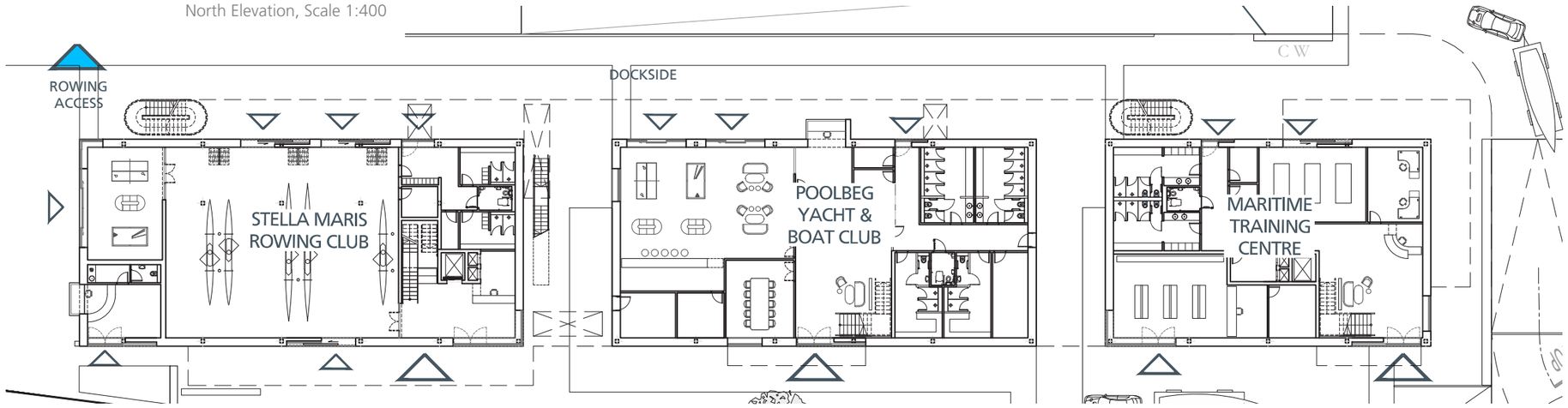




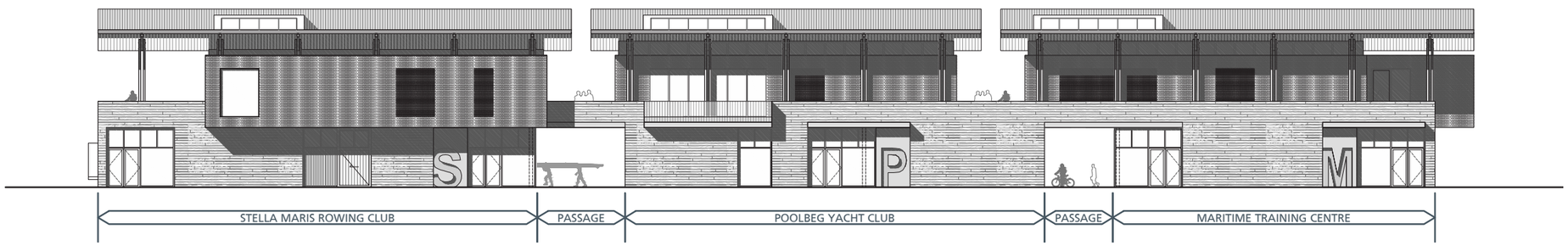
Boat Clubs Overview



Boat Clubs
North Elevation, Scale 1:400



Boat Clubs
Ground Floor Plan, Scale 1:400



Boat Clubs
South Elevation, Scale 1:400

Stella Maris Rowing Club, 2 Storeys

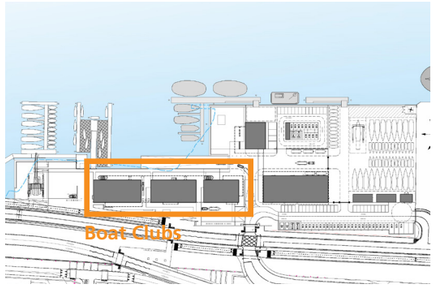
Ground Floor	436. m²
First Floor	335. m²
Total GFA	**771 m²**

Poolbeg Yacht & Boat Club, 2 Storeys

Ground Floor	455. m²
First Floor	335. m²
Total GFA	**790 m²**

Maritime Training Centre, 2 Storeys

Ground Floor	340.5. m²
First Floor	462.5. m²
Total GFA	**803 m²**



Keyplan, not to scale

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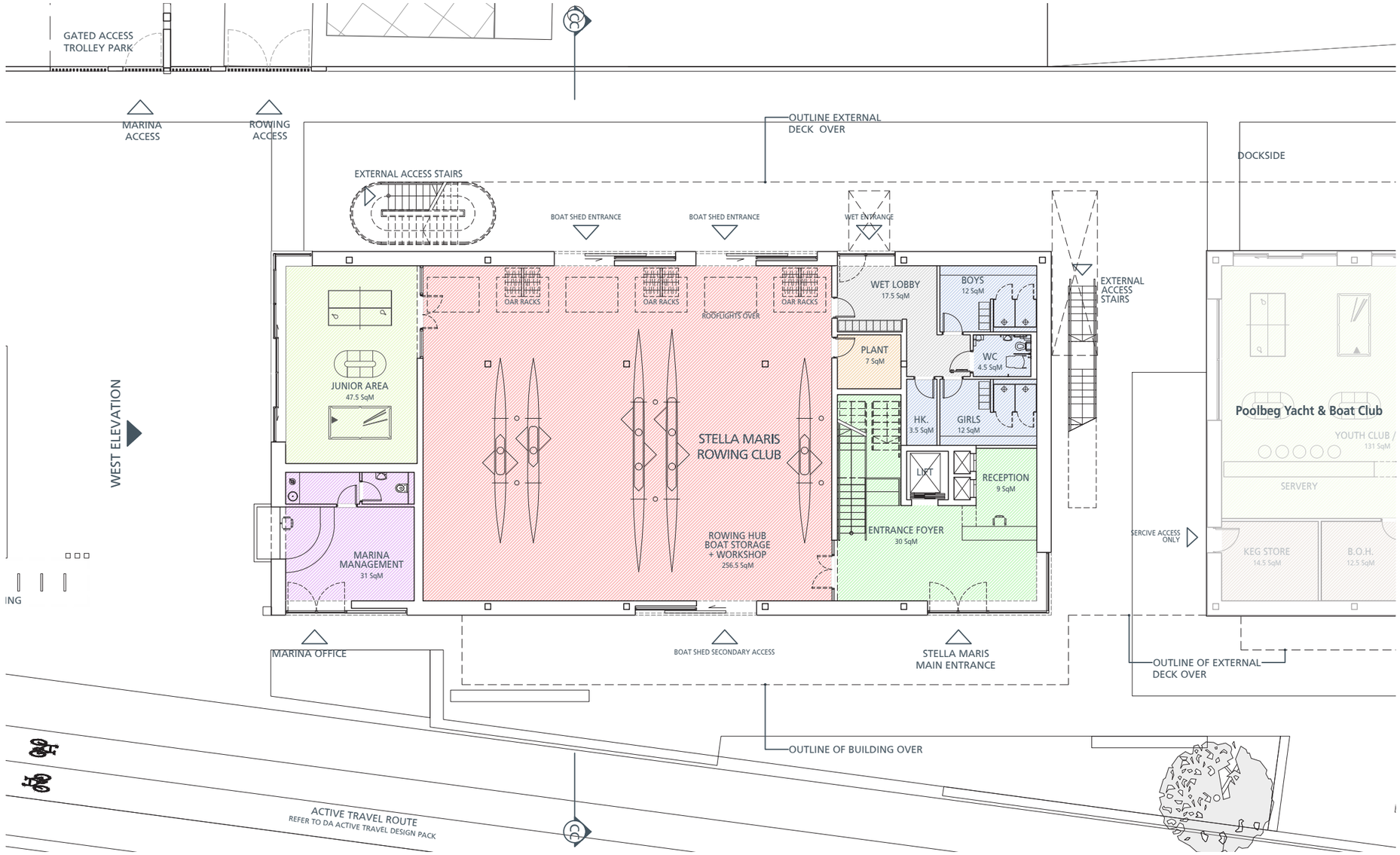
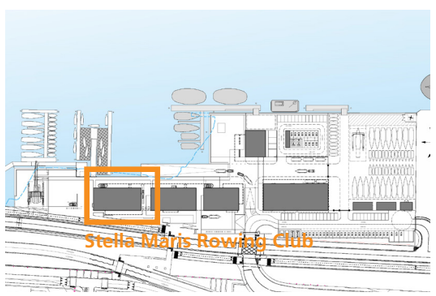
Stella Maris Rowing Club Ground Floor Plan



Legend

- Reception / Entrance Foyer
- Social Spaces
- Office / Meeting Room / Staff
- Plant / Storage / Ancillary
- Kitchen & Catering Facilities
- WC's & Changing Facilities
- Circulation
- Classroom / Training facilities
- Boat Storage / Workshops



Keyplan, not to scale

Stella Maris Rowing Club
Ground Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s
CP1901_010-DA-00-00-DR-A-(PA110-PA111)
for full details

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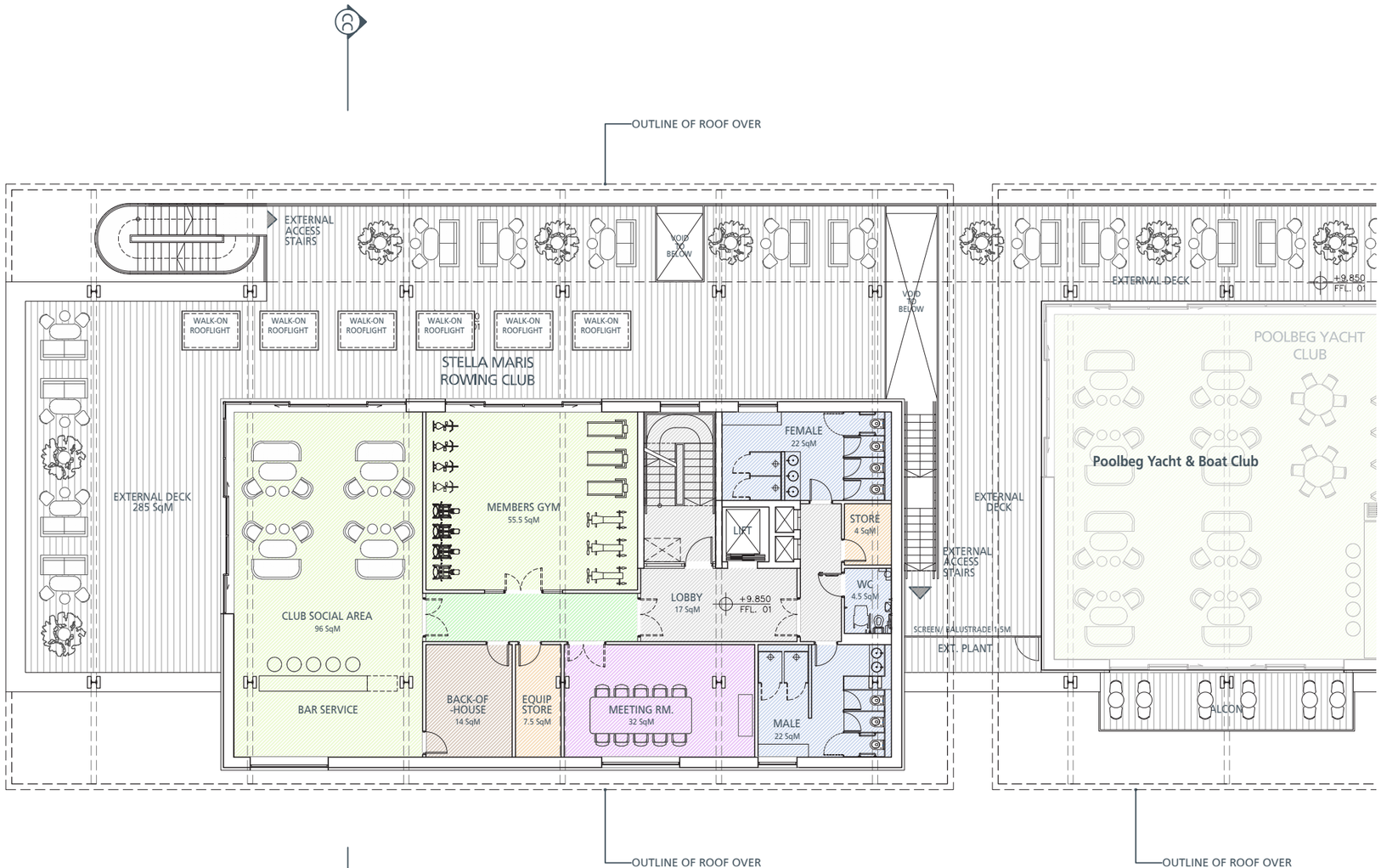
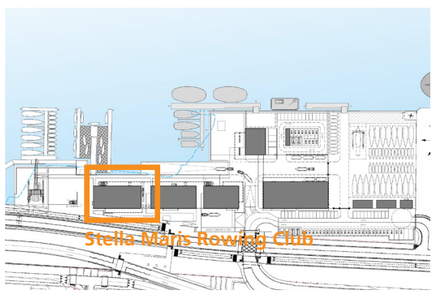
Stella Maris Rowing Club First Floor Plan



Legend

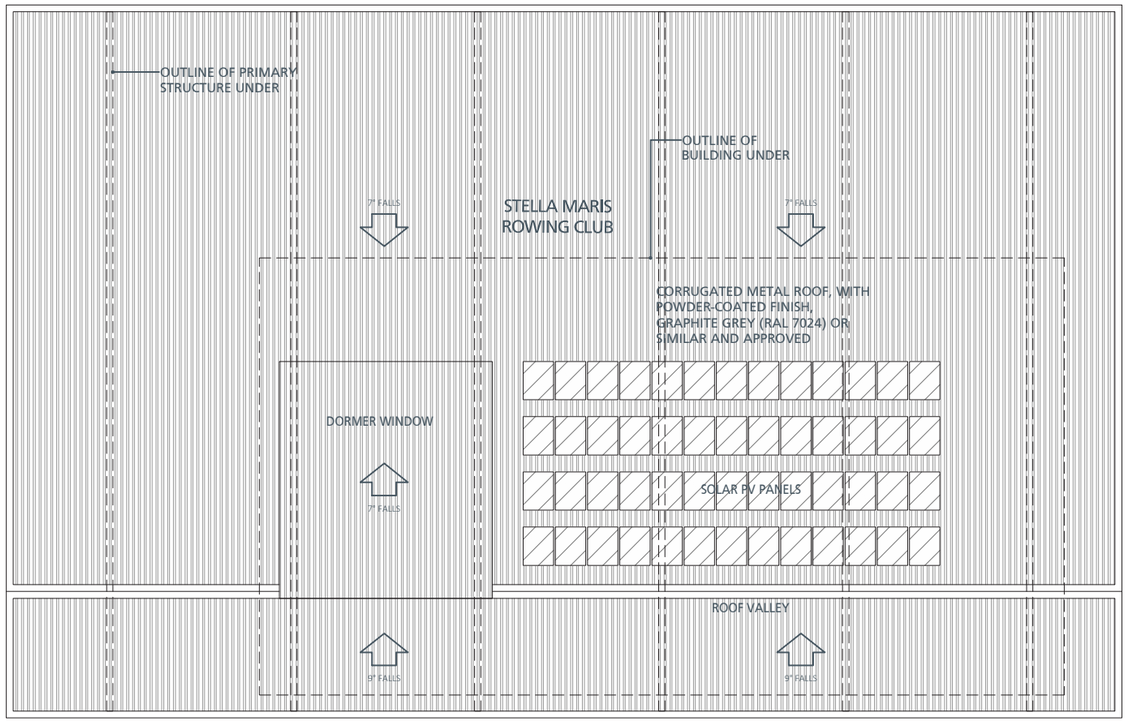
- Reception / Entrance Foyer
- Social Spaces
- Office / Meeting Room / Staff
- Plant / Storage / Ancillary
- Kitchen & Catering Facilities
- WC's & Changing Facilities
- Circulation
- Classroom / Training facilities
- Boat Storage / Workshops



Keyplan, not to scale

Stella Maris Rowing Club
First Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s
CP1901_010-DA-00-00-DR-A-(PA110-PA111)
for full details

Stella Maris Rowing Club Roof Plan



Stella Maris Rowing Club
Roof Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-(PA110-PA111) for full details

STELLA MARIS ROWING CLUB - PROPOSED SCHEDULE OF AREAS refer to Drawing No.s PA110 & PA111				
Room Number	Room Name	Areas m²		Totals m²
		Net Internal Areas m²	Circulation m²	
Ground Floor				
0.01	Entrance foyer		30. m²	
0.02	Stairs		13. m²	
0.03	Reception	9. m²		
0.04	Rowing hub / boat storage	256.5 m²		
0.05	Junior Area	47.5 m²		
0.06	Plant	7. m²		
0.07	Wet lobby		17.5 m²	
0.08	Boys changing & WC's	12. m²		
0.09	Accessible WC	4.5 m²		
0.10	Girls changing & WC's	12. m²		
0.11	Housekeeping	3.5 m²		
Total Ground Floor Net Areas		**352. m²**	**60.5 m²**	**412.5 m²**
Total Ground Floor Gross Floor Area (GFA)		80.73% net to gross		**436. m²**
First Floor				
1.01	Stairs		16. m²	
1.02	Lobby		17. m²	
1.03	Corridor		8.5 m²	
1.04	Female changing & WC's	22. m²		
1.05	Store	4. m²		
1.06	Accessible WC	4.5 m²		
1.07	Male changing & WC's	22. m²		
1.08	Corridor		15. m²	
1.09	Meeting room	32. m²		
1.10	Equipment Store	7.5 m²		
1.11	Bar / service back-of-house	14. m²		
1.12	Club social area	96. m²		
1.13	Members gym	55.5 m²		
Total First Floor Net Areas		**257.5 m²**	**56.5 m²**	**314. m²**
Total First Floor Gross Floor Area (GFA)		76.87% net to gross		**335. m²**
TOTAL STELLA MARIS NET AREAS		**609.5 m²**	**117. m²**	**726.5 m²**
TOTAL STELLA MARIS GROSS FLOOR AREA (GFA)		79.05% net to gross		**771. m²**

Extract from "Maritime Village - Schedule of Areas"

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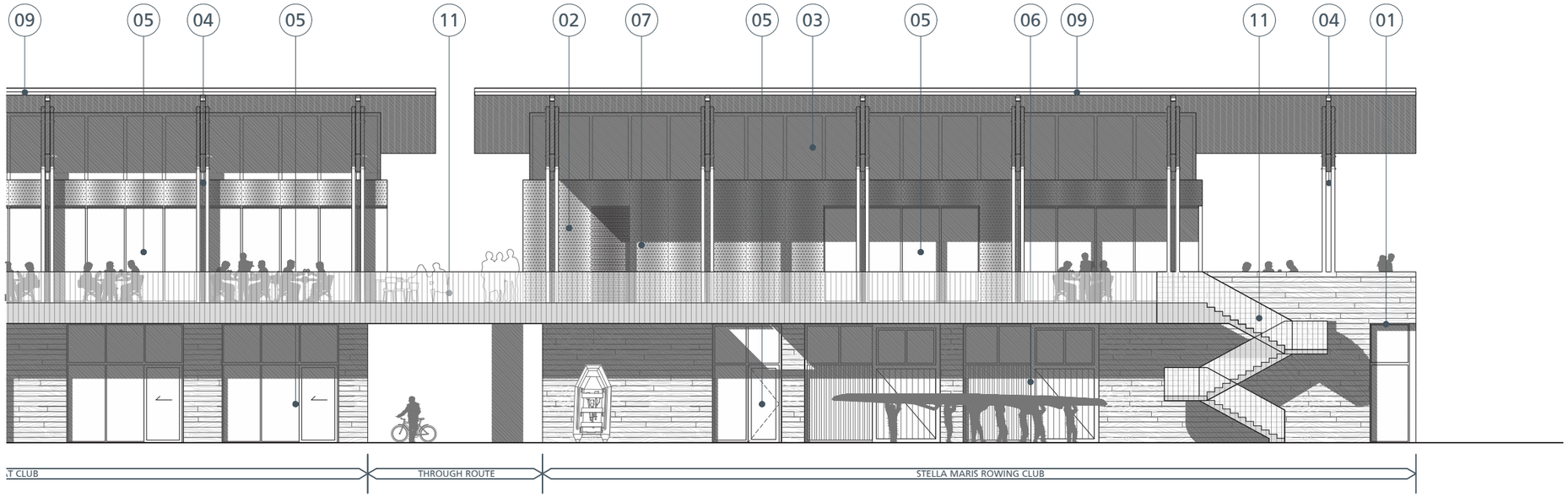
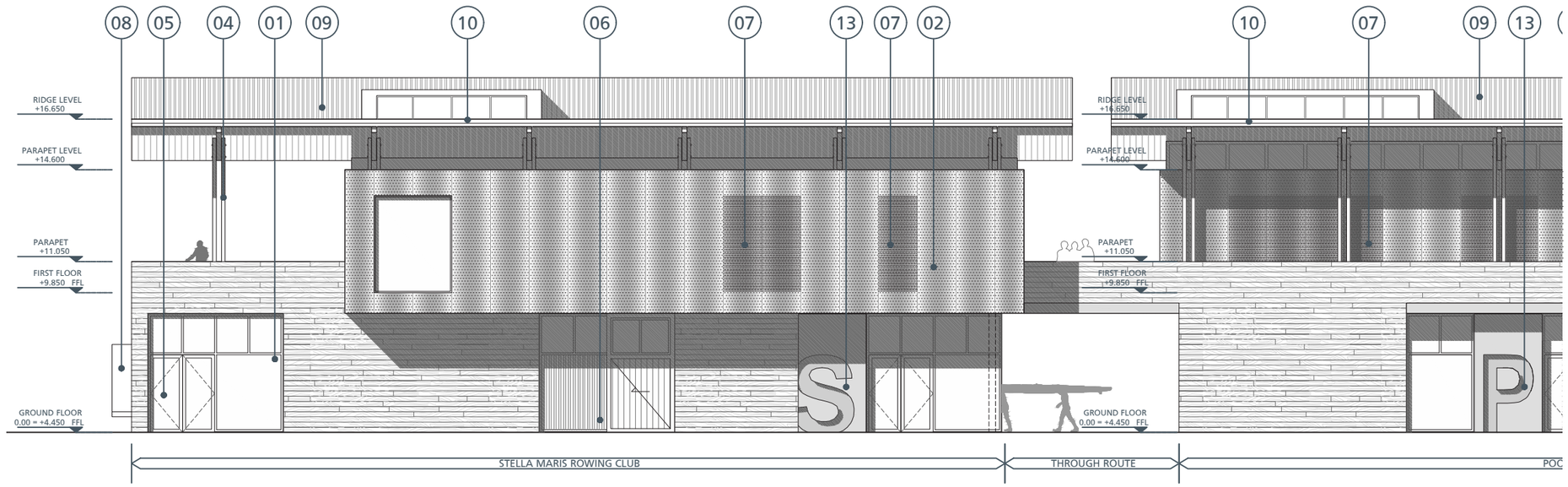
Stella Maris Rowing Club North & South Elevations



Stella Maris Rowing Club
North Elevation (Dockside), Scale 1:200

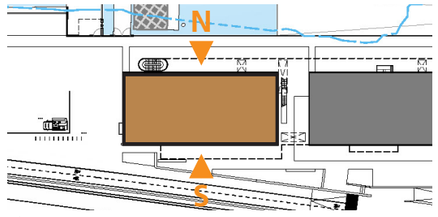


Stella Maris Rowing Club
South Elevation (Roadside), Scale 1:200

For Elevations shown on this page refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-PA310 for full details

Materials Legend

01 Selected boardmarked concrete wall finish
02 Corrugated perforated metal rainscreen cladding system with powder-coated finish, graphite grey (RAL 7024)
03 Clerestory glazing, hardwood timber double glazed windows
04 Exposed timber frame / glulam columns & beams
05 Aluminum double glazed windows, graphite grey (RAL 7024)
06 Sliding top hung timber barn doors
07 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024)
08 Frameless Glass Oriel window
09 Corrugated metal roof, with powder-coated finish, graphite grey (RAL 7024)
10 Aluminum double glazed dormer windows, graphite grey (RAL 7024)
11 Metal balustrade to balcony / stairs with powder-coated finish, graphite grey (RAL 7024)
12 Cantilevered canopy in fair-faced concrete above club entrances
13 Fair-faced concrete panel with recessed custom club signage adjacent to club entrances, design to be agreed.
14 Aluminum double opaque glazed windows, graphite grey (RAL 7024) or similar and approved
15 Composite timber / aluminum external door



Keyplan, not to scale

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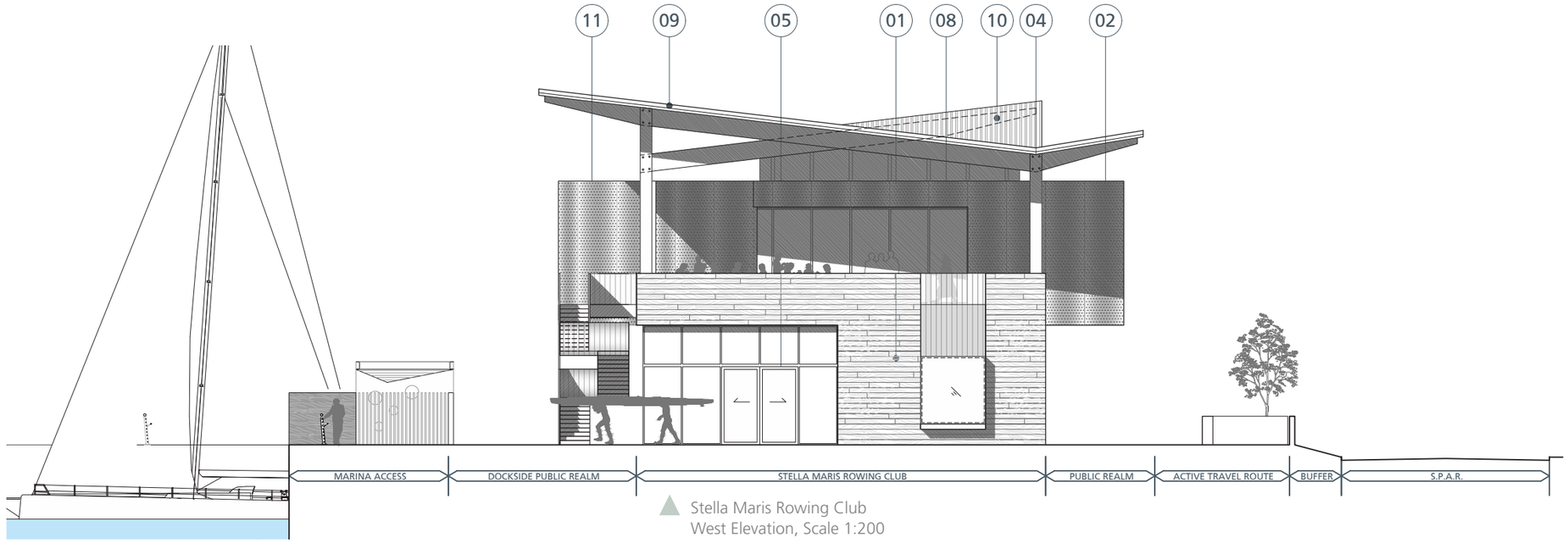
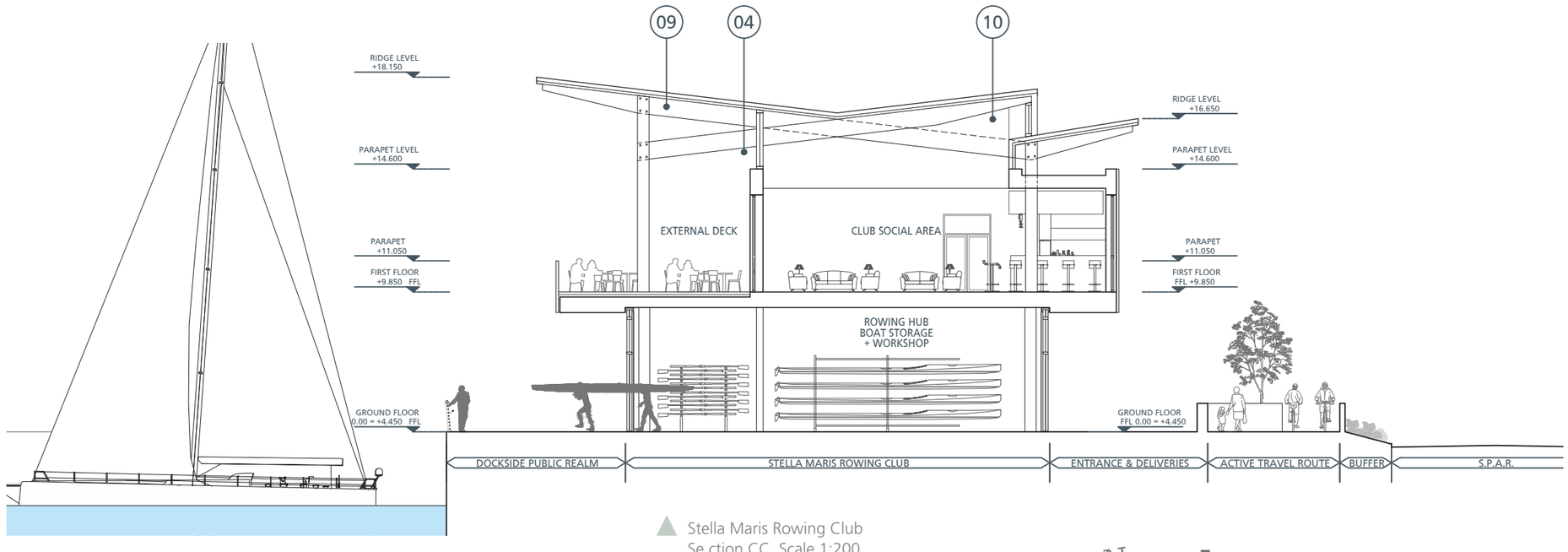
Stella Maris Rowing Club West Elevation & Section CC



Stella Maris Rowing Club
West Elevation, Scale 1:200



Stella Maris Rowing Club
Se ction CC, Scale 1:200

For Elevations shown on this page refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-PA210 & CP1901_010-DA-00-00-DR-A-PA310 for full details

Materials Legend

01 Selected boardmarked concrete wall finish
02 Corrugated perforated metal rainscreen cladding system with powder-coated finish, graphite grey (RAL 7024)
03 Clerestory glazing, hardwood timber double glazed windows
04 Exposed timber frame / glulam columns & beams
05 Aluminum double glazed windows, graphite grey (RAL 7024)
06 Sliding top hung timber barn doors
07 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024)
08 Frameless Glass Oriel window
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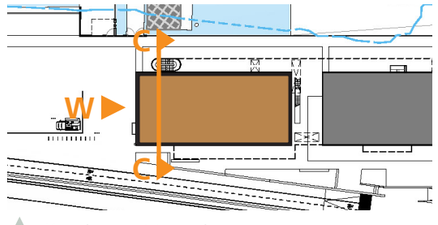
14 Aluminum double opaque glazed windows, graphite grey (RAL 7024) or similar and approved
15 Composite timber / aluminum external door



Keyplan, not to scale

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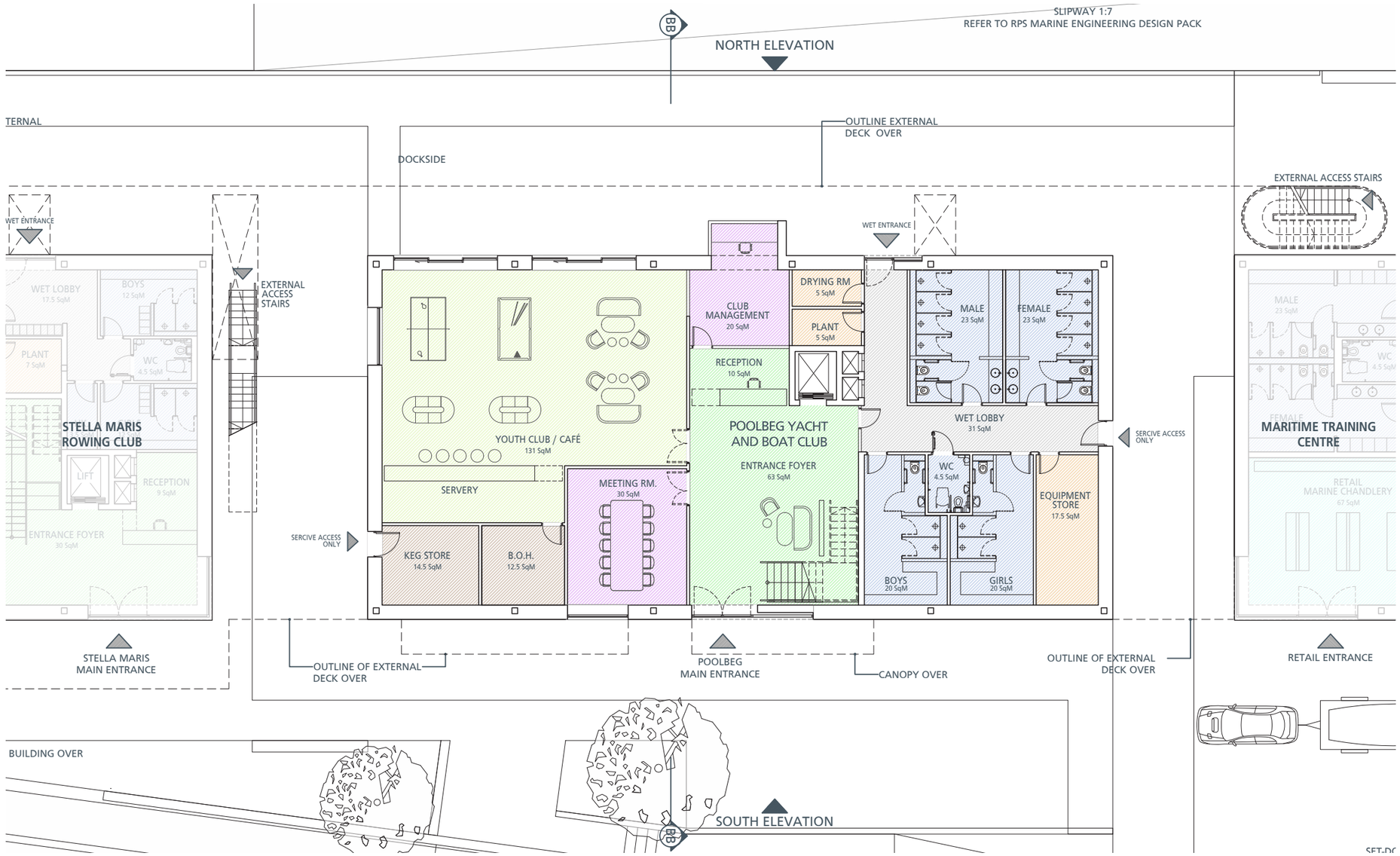
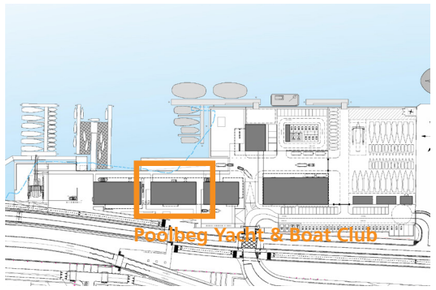
Poolbeg Yacht & Boat Club Ground Floor Plan



Legend

- Reception / Entrance Foyer
- Social Spaces
- Office / Meeting Room / Staff
- Plant / Storage / Ancillary
- Kitchen & Catering Facilities
- WC's & Changing Facilities
- Circulation
- Classroom / Training facilities
- Boat Storage / Workshops



Keyplan, not to scale

Poolbeg Yacht & Boat Club
Ground Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s
CP1901_010-DA-00-00-DR-A-(PA110-PA111)
for full details

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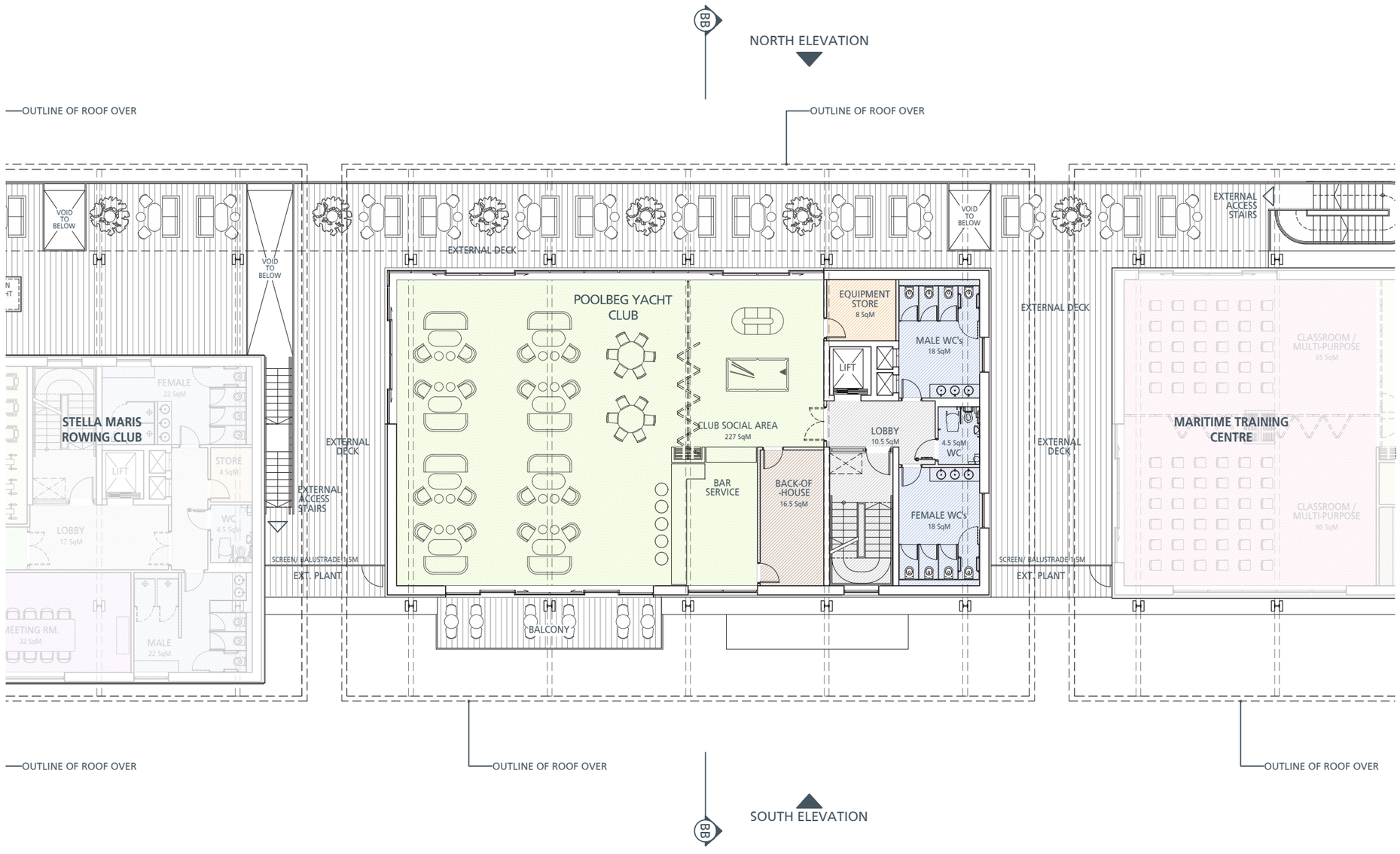
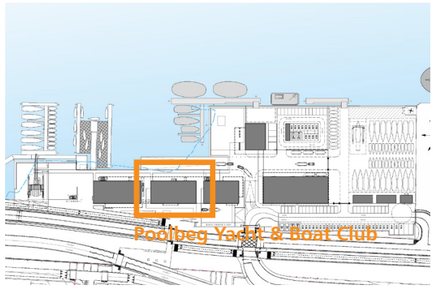
Poolbeg Yacht & Boat Club First Floor Plan



Legend

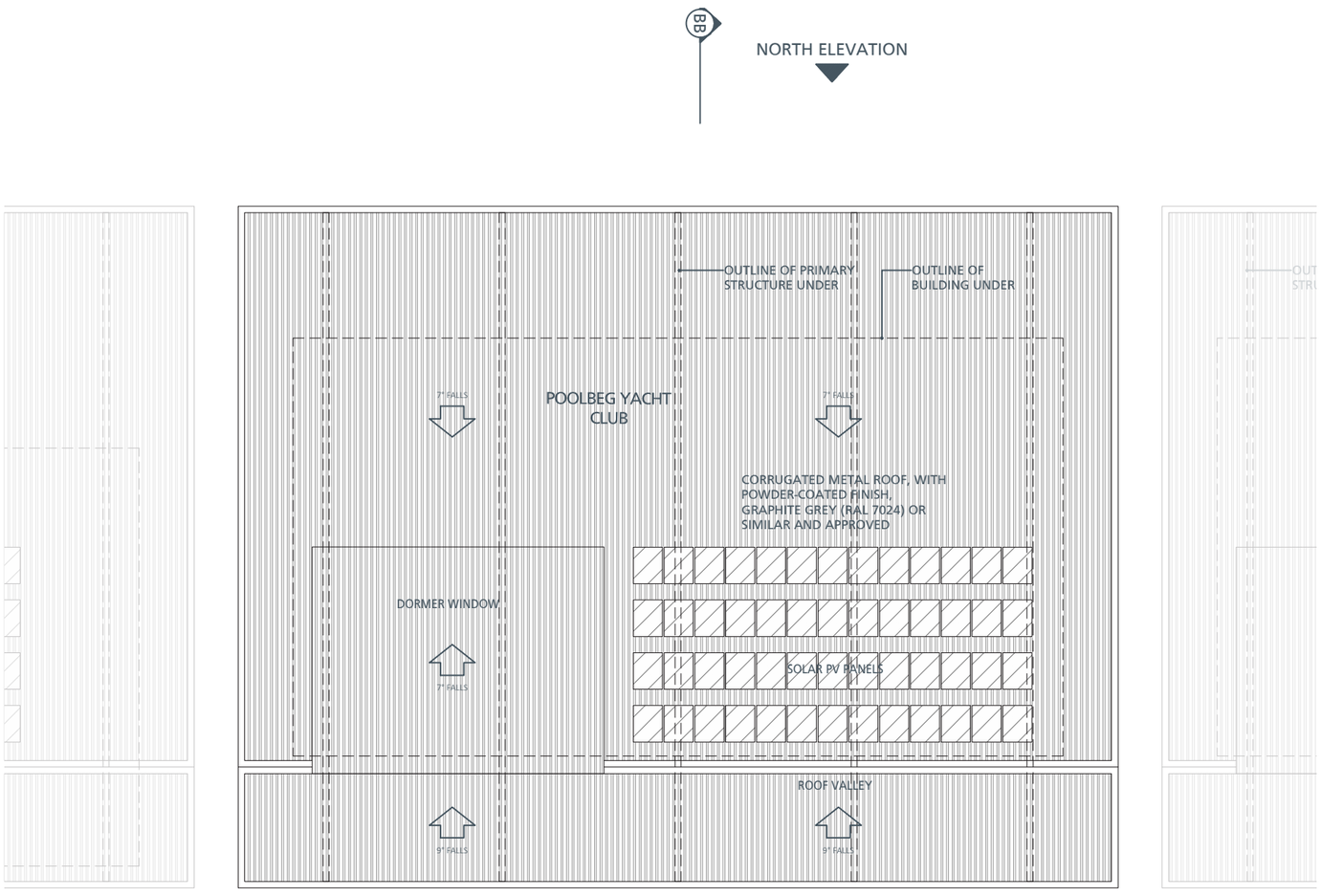
- Reception / Entrance Foyer
- Social Spaces
- Office / Meeting Room / Staff
- Plant / Storage / Ancillary
- Kitchen & Catering Facilities
- WC's & Changing Facilities
- Circulation
- Classroom / Training facilities
- Boat Storage / Workshops



Keyplan, not to scale

Poolbeg Yacht & Boat Club
First Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-(PA110-PA111) for full details

Poolbeg Yacht & Boat Club Roof Plan



POOLBEG YACHT & BOAT CLUB - PROPOSED SCHEDULE OF AREAS refer to Drawing No.s PA110 & PA111				
Room Number	Room Name	Areas m²		Totals m²
		Net Internal Areas m²	Circulation m²	
Ground Floor				
0.01	Entrance foyer incl. stairs		63. m²	
0.02	Reception	10. m²		
0.03	Club management office	20. m²		
0.04	Meeting room	30. m²		
0.05	Youth club / café	131. m²		
0.06	Wet lobby		31. m²	
0.07	Plant	5. m²		
0.08	Drying room	5. m²		
0.09	Male changing & WC's	23. m²		
0.10	Female changing & WC's	23. m²		
0.11	Equipment Store	17.5 m²		
0.12	Girls changing & WC's	20. m²		
0.13	Accessible WC	4.5 m²		
0.14	Boys changing & WC's	20. m²		
Total Ground Floor Net Areas		**309. m²**	**94. m²**	**403. m²**
Total Ground Floor Gross Floor Area (GFA)		67.91% net to gross		**455. m²**
First Floor				
1.01	Stairs		16. m²	
1.02	Lobby		10.5 m²	
1.03	Male WC's	18. m²		
1.04	Accessible WC	4.5 m²		
1.05	Female WC's	18. m²		
1.06	Club social area & bar	227. m²		
1.07	Service back-of-house	16.5 m²		
1.08	Equipment Store	8. m²		
Total First Floor Net Areas		**292. m²**	**26.5 m²**	**318.5 m²**
Total First Floor Gross Floor Area (GFA)		87.16% net to gross		**335. m²**
TOTAL POOLBEG NET AREAS		**601. m²**	**120.5 m²**	**721.5 m²**
TOTAL POOLBEG GROSS FLOOR AREA (GFA)		76.08% net to gross		**790. m²**

Extract from "Maritime Village - Schedule of Areas"

Poolbeg Yacht & Boat Club
Roof Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-(PA110-PA111) for full details

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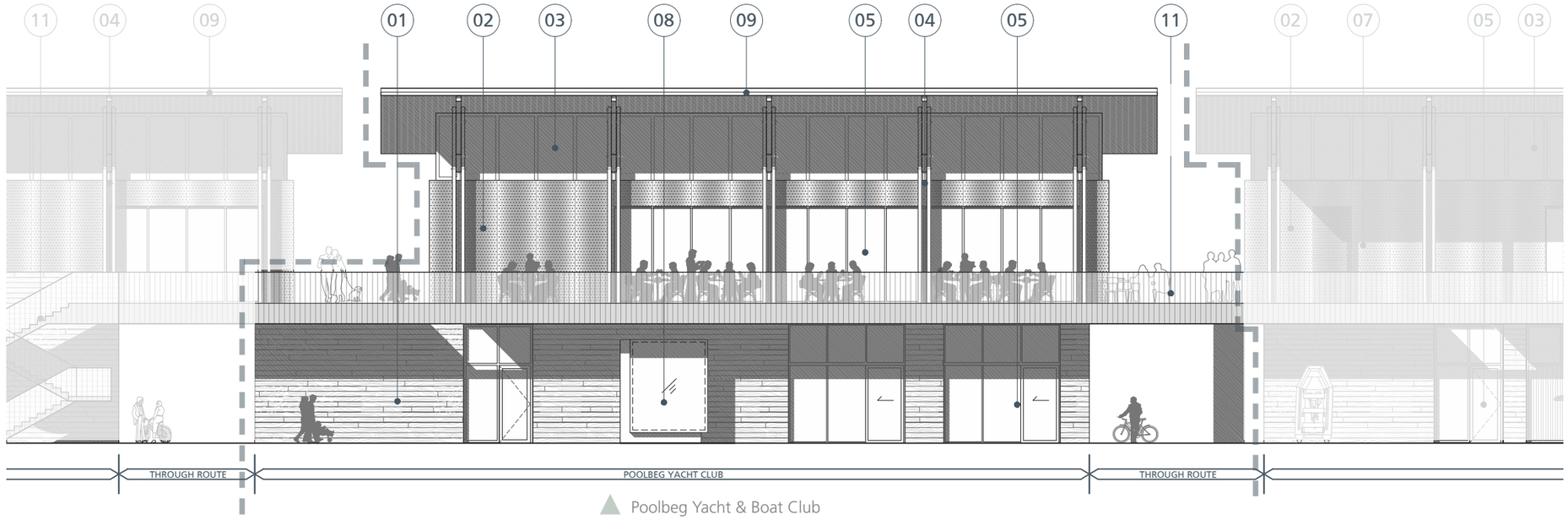
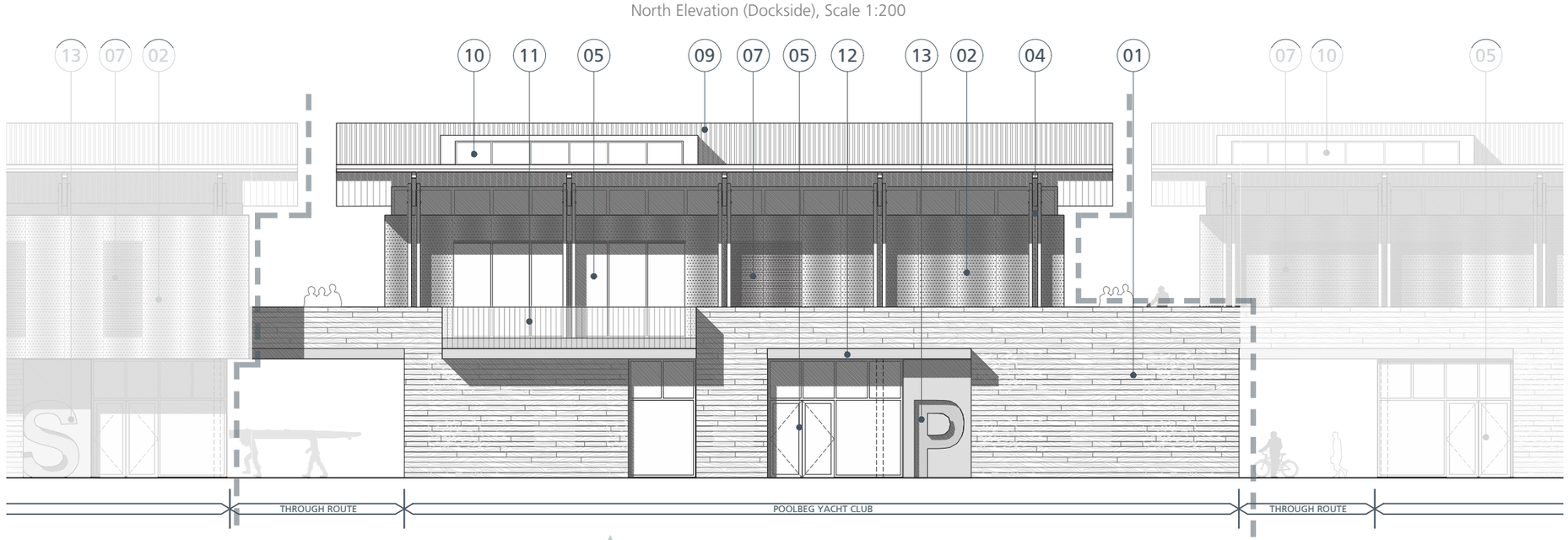
Poolbeg Yacht & Boat Club North & South Elevations



Poolbeg Yacht & Boat Club
North Elevation (Dockside), Scale 1:200



Poolbeg Yacht & Boat Club
South Elevation (Roadside), Scale 1:200

Materials Legend

01 Selected boardmarked concrete wall finish
02 Corrugated perforated metal rainscreen cladding system with powder-coated finish, graphite grey (RAL 7024)
03 Clerestory glazing, hardwood timber double glazed windows
04 Exposed timber frame / glulam columns & beams
05 Aluminum double glazed windows, graphite grey (RAL 7024)
06 Sliding top hung timber barn doors
07 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024)
08 Frameless Glass Oriel window
09 Corrugated metal roof, with powder-coated finish, graphite grey (RAL 7024)
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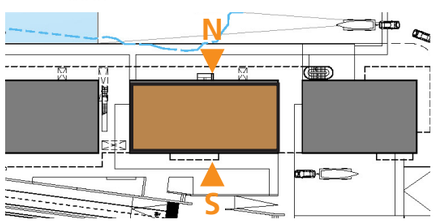
12 Cantilevered canopy in fair-faced concrete above club entrances
13 Fair-faced concrete panel with recessed custom club signage adjacent to club entrances, design to be agreed.
14 Aluminum double opaque glazed windows, graphite grey (RAL 7024) or similar and approved
15 Composite timber / aluminum external door



Keyplan, not to scale

For Elevations shown on this page refer to Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-PA310 for full details

COMHLACHT CHALAFORT ÁTHA CLIATH
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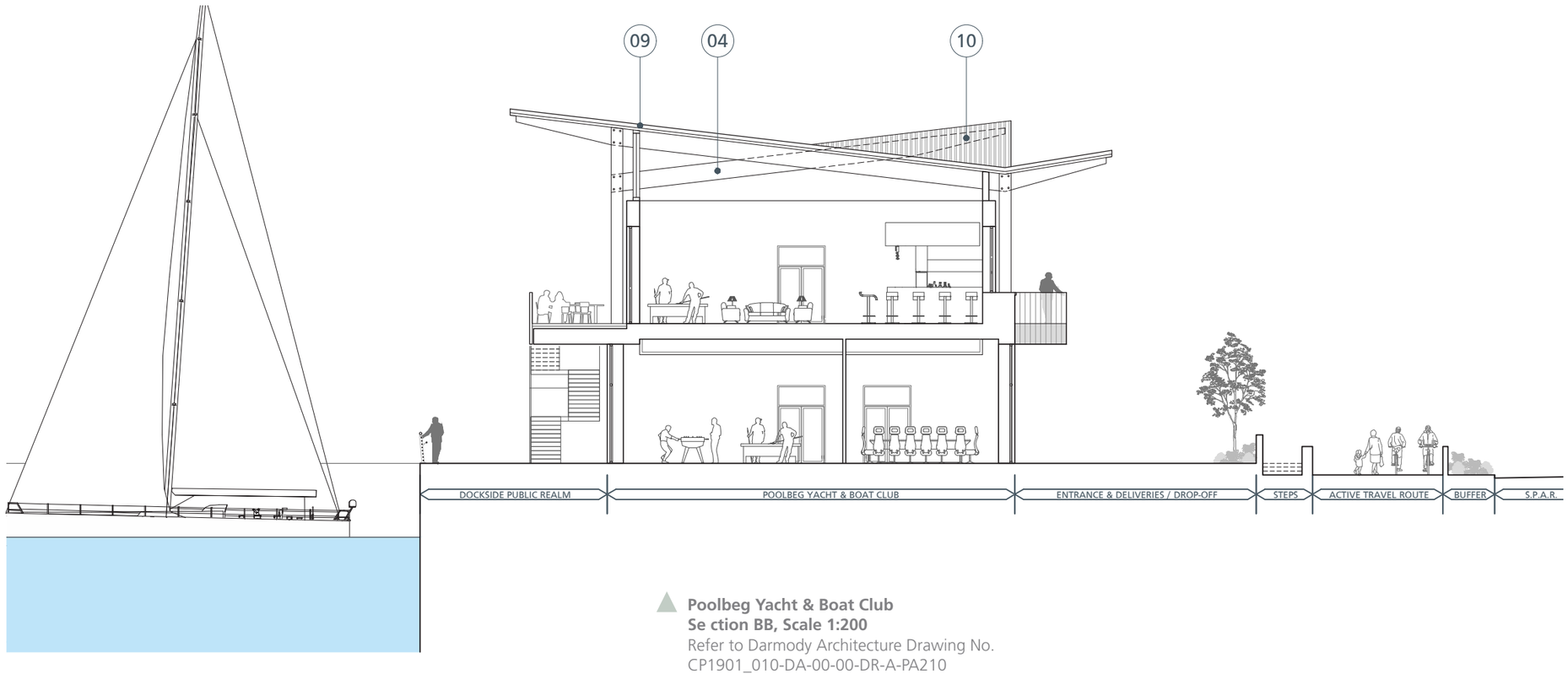
Poolbeg Yacht & Boat Club Section BB



Poolbeg Yacht & Boat Club
Se ction BB, Scale 1:200
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-00-DR-A-PA210
for full details

Materials Legend

01 Selected boardmarked concrete wall finish
02 Corrugated perforated metal rainscreen cladding system with powder-coated finish, graphite grey (RAL 7024)
03 Clerestory glazing, hardwood timber double glazed windows
04 Exposed timber frame / glulam columns & beams
05 Aluminum double glazed windows, graphite grey (RAL 7024)
06 Sliding top hung timber barn doors
07 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024)
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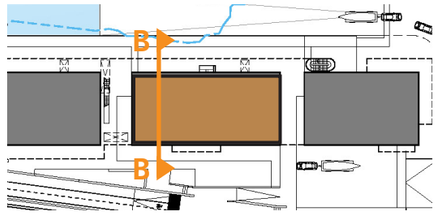
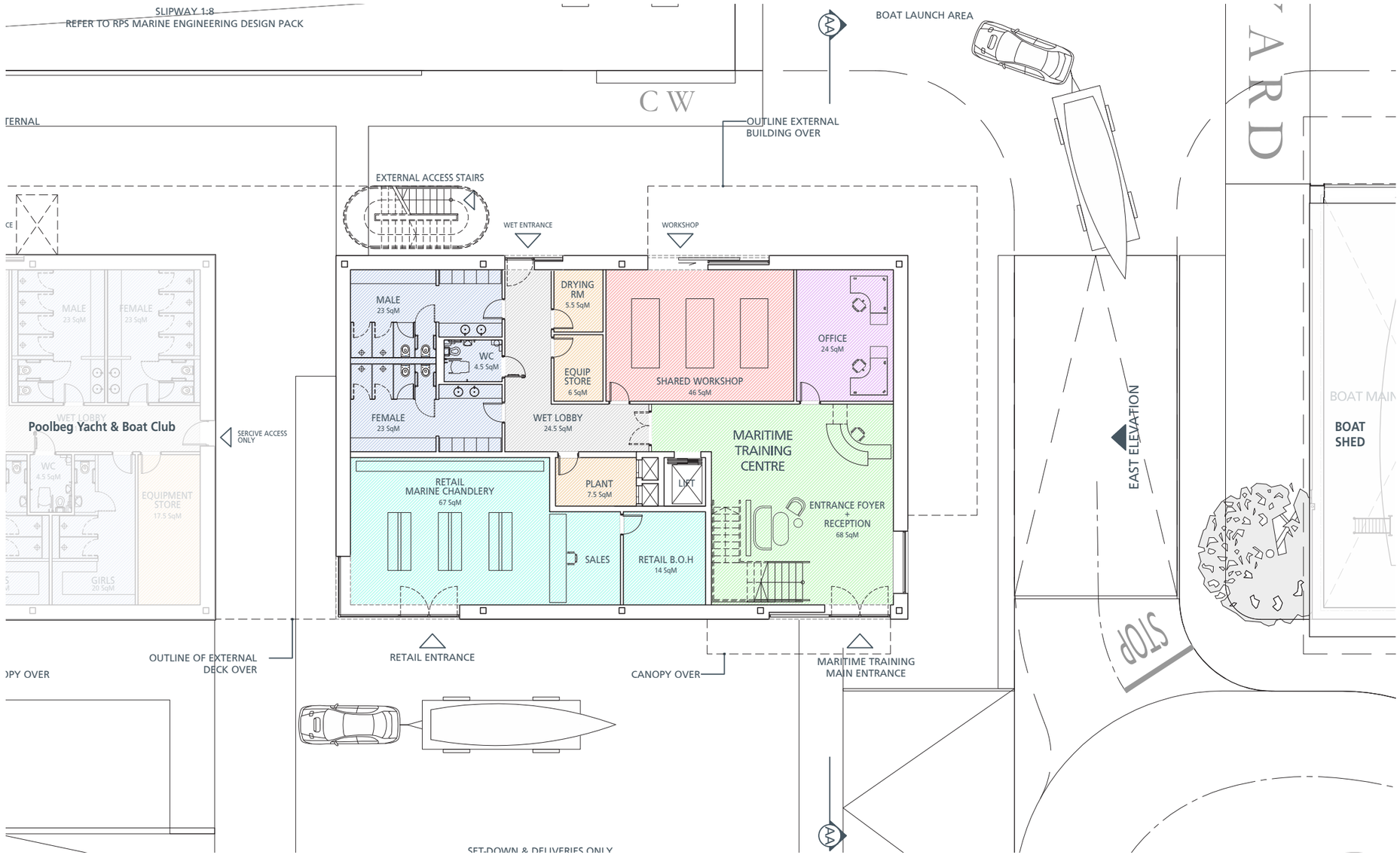
14 Aluminum double opaque glazed windows, graphite grey (RAL 7024) or similar and approved
15 Composite timber / aluminum external door



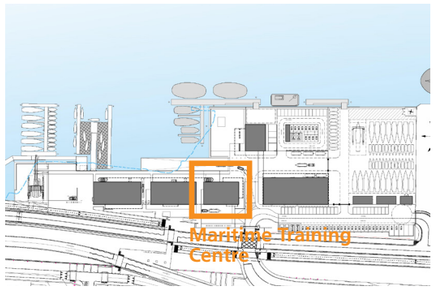
Keyplan, not to scale

Maritime Training Centre



Legend

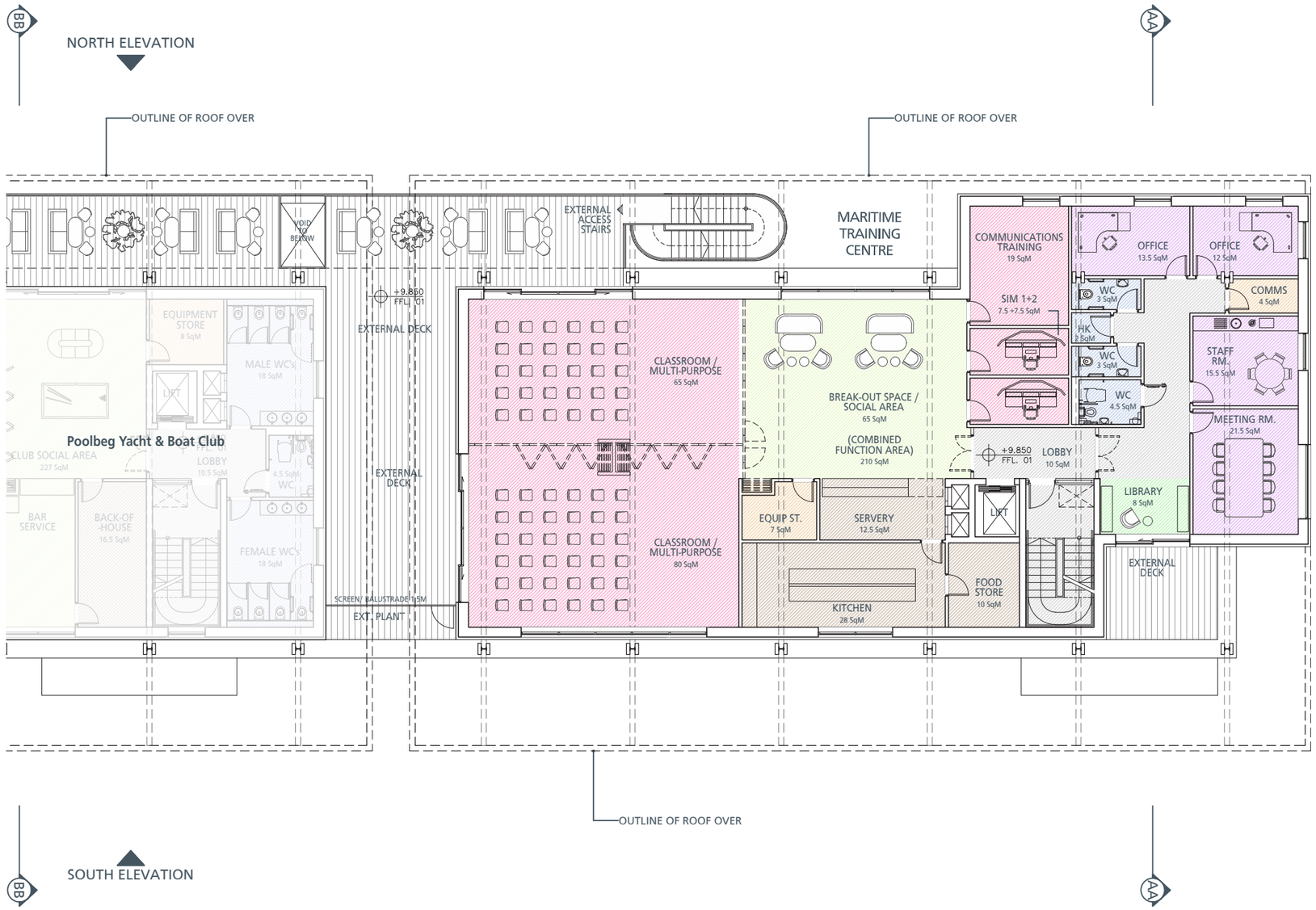
- Reception / Entrance Foyer
- Social Spaces
- Office / Meeting Room / Staff
- Plant / Storage / Ancillary
- Kitchen & Catering Facilities
- WC's & Changing Facilities
- Circulation
- Classroom / Training facilities
- Retail
- Shared Workshop



Keyplan, not to scale

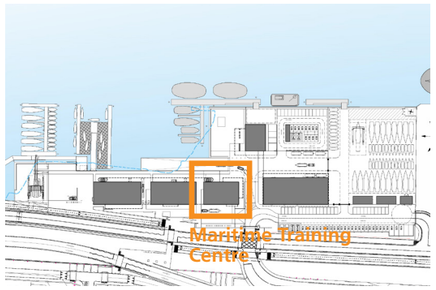
Maritime Training Centre
Ground Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-(PA110-PA111) for full details

Maritime Training Centre



Legend

- Reception / Entrance Foyer
- Social Spaces
- Office / Meeting Room / Staff
- Plant / Storage / Ancillary
- Kitchen & Catering Facilities
- WC's & Changing Facilities
- Circulation
- Classroom / Training facilities
- Retail
- Shared Workshop



Keyplan, not to scale

Maritime Training Centre
First Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-(PA110-PA111) for full details

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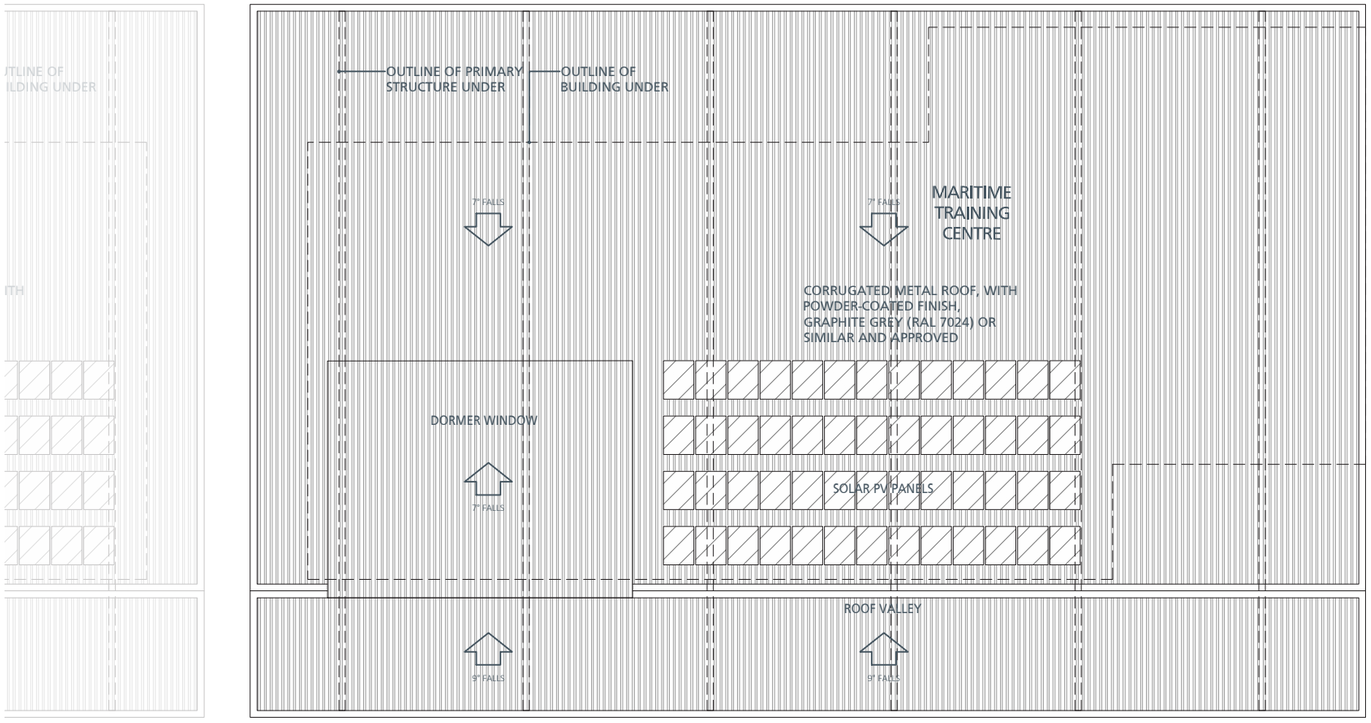
Maritime Training Centre Roof Plan



Extract from "Maritime Village - Schedule of Areas"

Maritime Training Centre
Roof Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-(PA110-PA111) for full details

MARITIME TRAINING CENTRE - PROPOSED SCHEDULE OF AREAS
refer to Drawing No.s PA110 & PA111

Room Number	Room Name	Areas m²		Totals m²
		Net Internal Areas m²	Circulation m²	
Ground Floor				
0.01	Entrance foyer incl. stairs		68. m²	
0.02	Office	24. m²		
0.03	Wet lobby		24.5 m²	
0.04	Plant	7.5 m²		
0.05	Female changing & WC's	23. m²		
0.06	Accessible WC	4.5 m²		
0.07	Male changing & WC's	23. m²		
0.08	Drying room	5.5 m²		
0.09	Equipment Store	6. m²		
0.10	Workshop	46. m²		
0.11	Retail Store - Marine Chandlery	67. m²		
0.12	Retail B.O.H.	14. m²		
Total Ground Floor Net Areas		**220.5 m²**	**92.5 m²**	**313. m²**
Total Ground Floor Gross Floor Area (GFA)		64.76% net to gross		**340.5 m²**
First Floor				
1.01	Stairs		16. m²	
1.02	Lobby		10. m²	
1.03	Break-out space / social area	65. m²		
1.04	Servery	12.5 m²		
1.05	Equipment Store	7. m²		
1.06	Kitchen	28. m²		
1.07	Kitchen stores	10. m²		
1.08	Classroom 01 / multi-purpose space	80. m²		
1.09	Classroom 02 / multi-purpose space	65. m²		
1.1	Communications Training	19. m²		
1.11	Simulation room 01	7.5 m²		
1.12	Simulation room 02	7.5 m²		
1.13	Corridor		22. m²	
1.14	Library / reading area	8. m²		
1.15	Accessible WC	4.5 m²		
1.16	Male WC	3. m²		
1.17	Housekeeping	2. m²		
1.18	Female WC	3. m²		
1.19	Office	13.5 m²		
1.2	Office	12. m²		
1.21	Comms room	4. m²		
1.22	Staff room	15.5 m²		
1.23	Meeting room	21.5 m²		
Total First Floor Net Areas		**388.5 m²**	**48. m²**	**436.5 m²**
Total First Floor Gross Floor Area (GFA)		84.00% net to gross		**462.5 m²**
TOTAL MARITIME TRAINING NET AREAS		**609. m²**	**140.5 m²**	**749.5 m²**
TOTAL MARITIME TRAINING GROSS FLOOR AREA (GFA)		75.84% net to gross		**803. m²**

3FM Project: Maritime Village Schedule of Areas

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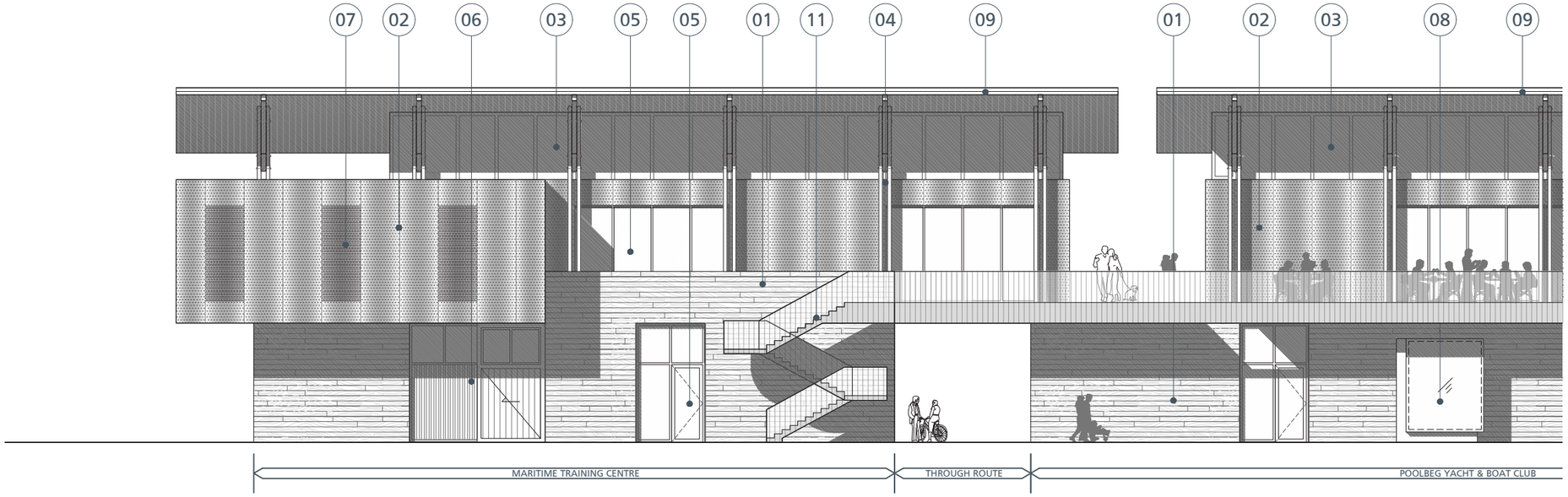
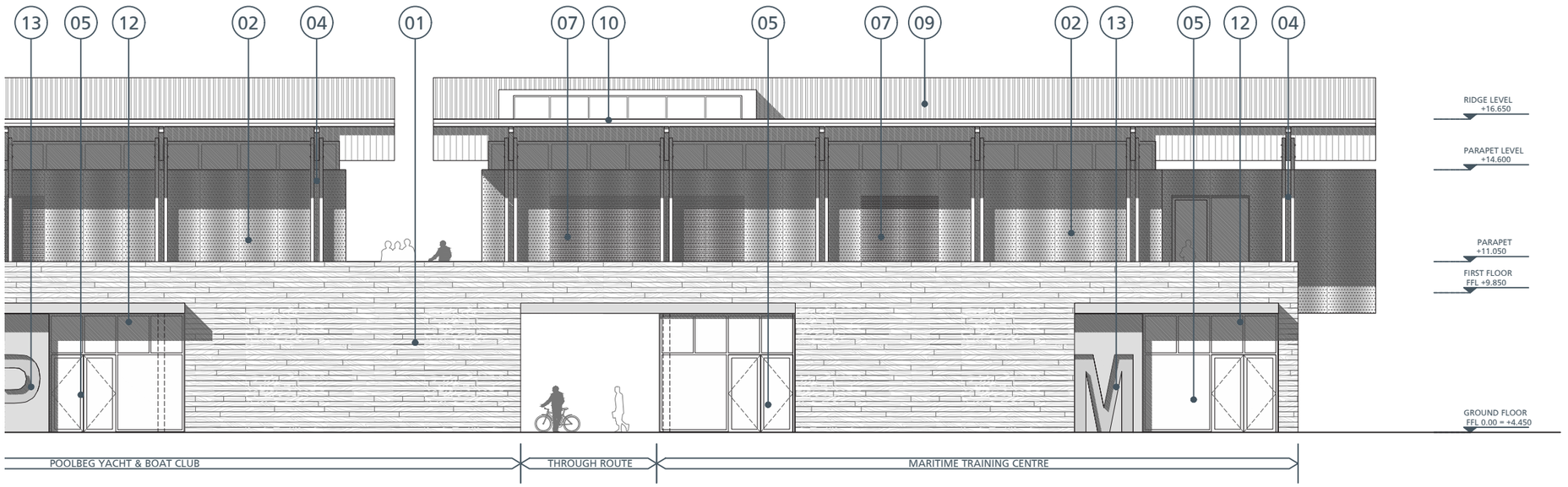
Maritime Training Centre North & South Elevations



Maritime Training Centre
North Elevation (Dockside), Scale 1:200



Maritime Training Centre
South Elevation (Roadside), Scale 1:200

For Elevations shown on this page refer to Darmody Architecture Drawing No.CP1901_010-DA-00-00-DR-A-PA310 for full details

Materials Legend

01 Selected boardmarked concrete wall finish
02 Corrugated perforated metal rainscreen cladding system with powder-coated finish, graphite grey (RAL 7024)
03 Clerestory glazing, hardwood timber double glazed windows
04 Exposed timber frame / glulam columns & beams
05 Aluminum double glazed windows, graphite grey (RAL 7024)
06 Sliding top hung timber barn doors
07 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024)
08 Frameless Glass Oriel window
09 Corrugated metal roof, with powder-coated finish, graphite grey (RAL 7024)
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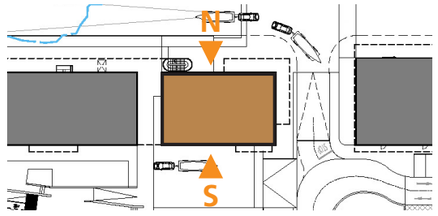
13 Fair-faced concrete panel with recessed custom club signage adjacent to club entrances, design to be agreed.
14 Aluminum double opaque glazed windows, graphite grey (RAL 7024) or similar and approved
15 Composite timber / aluminum external door

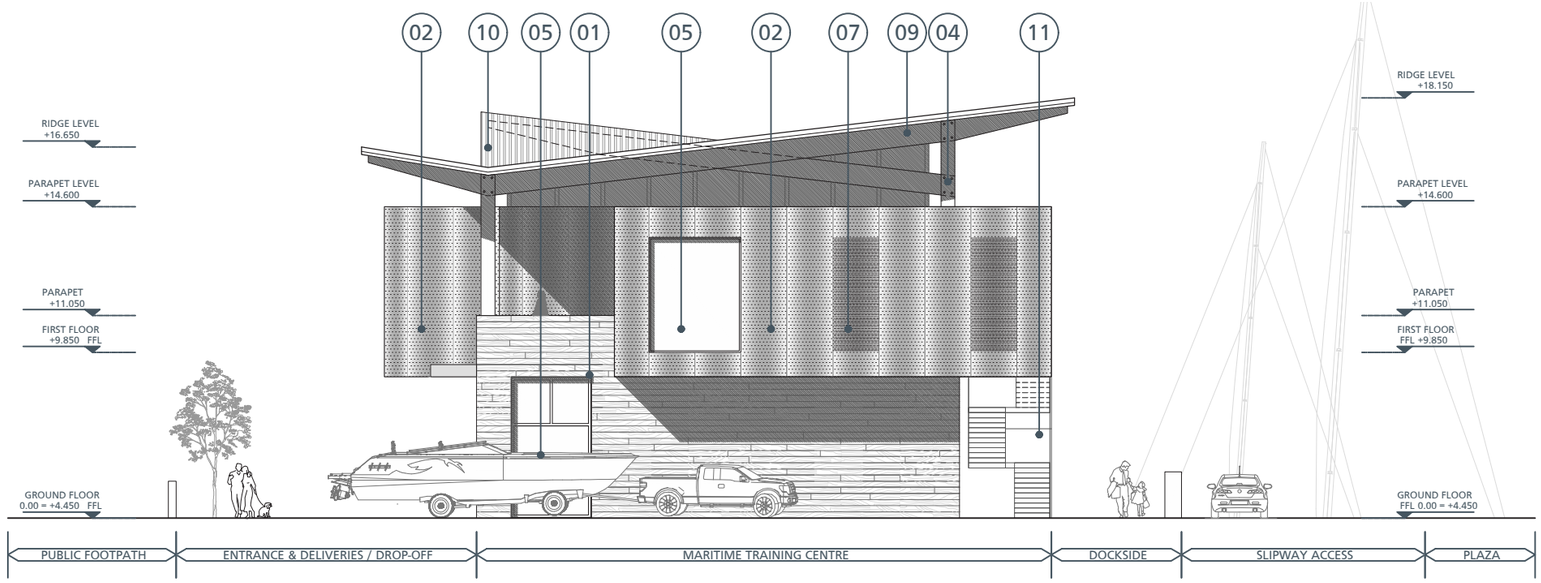


Keyplan, not to scale

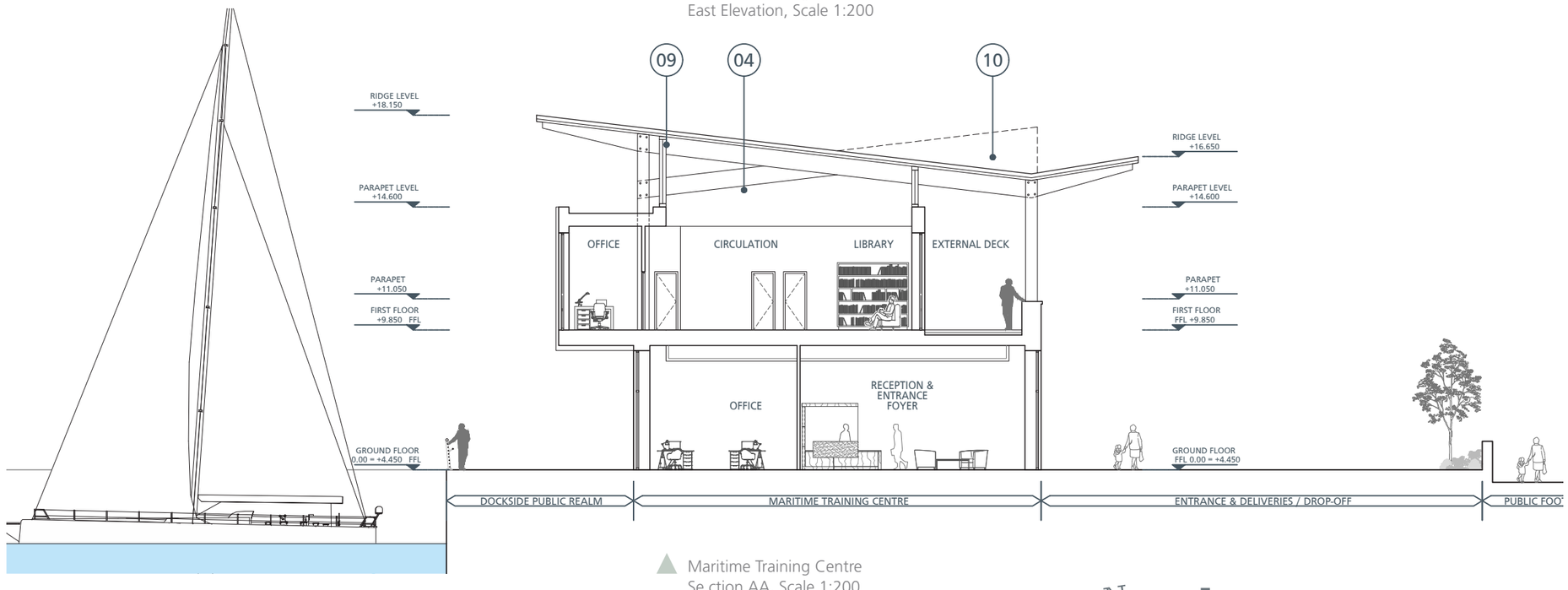
COMHLACHT CHALAFORT ÁTHA CLIATH
DUBLIN PORT COMPANY

darmody architecture

Maritime Training Centre East Elevation & Section AA



Maritime Training Centre
East Elevation, Scale 1:200

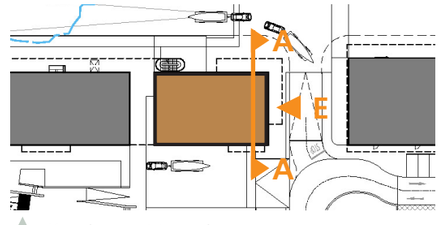


Maritime Training Centre
Se ction AA, Scale 1:200

For Elevations shown on this page refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-PA210 & CP1901_010-DA-00-00-DR-A-PA310 for full details

Materials Legend

01 Selected boardmarked concrete wall finish
02 Corrugated perforated metal rainscreen cladding system with powder-coated finish, graphite grey (RAL 7024)
03 Clerestory glazing, hardwood timber double glazed windows
04 Exposed timber frame / glulam columns & beams
05 Aluminum double glazed windows, graphite grey (RAL 7024)
06 Sliding top hung timber barn doors
07 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024)
08 Frameless Glass Oriel window
09 Corrugated metal roof, with powder-coated finish, graphite grey (RAL 7024)
10 Aluminum double glazed dormer windows, graphite grey (RAL 7024)
11 Metal balustrade to balcony / stairs with powder-coated finish, graphite grey (RAL 7024)
12 Cantilevered canopy in fair-faced concrete above club entrances
13 Fair-faced concrete panel with recessed custom club signage adjacent to club entrances, design to be agreed.
14 Aluminum double opaque glazed windows, graphite grey (RAL 7024) or similar and approved
15 Composite timber / aluminum external door



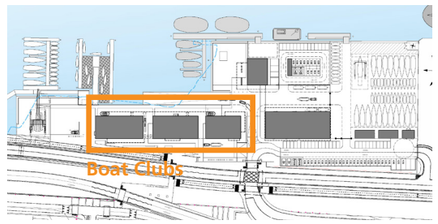
Keyplan, not to scale

Boat Clubs - Internal Spaces

View from first floor deck area with uninterrupted views out over the marina and Dublin Bay

View from typical ground floor space on the northern elevation with view out over the dockside public realm and visual connection towards the marina entrance

View from typical first floor social area of boat clubs with generously proportioned space and panaoramic view out over the Liffey



Keyplan, not to scale

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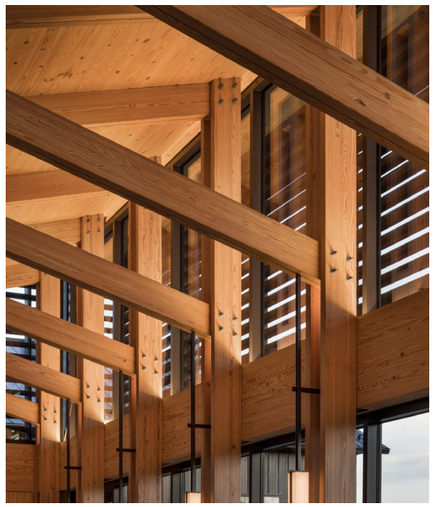
Boat Clubs - Materials & Reference

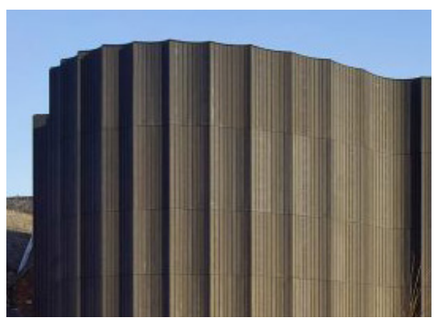
A series of timber framed asymmetric butterfly roofs with a generous overhangs will oversail the boat clubs at first floor level, providing a unity of expression and also ensuring that external deck areas are well sheltered from the elements. The timber structure will also provide a counterbalance to the more robust nature of the solid concrete plinth.
A generous clerestory separates the expressed roof from the shifting first floor volumes of the clubs, allowing for a clear legibility of both and also ensuring a good level of daylighting to all interior spaces.

Rowing Club building in Oxford with use of strong plinth and a strong timber roof oversailing a sheltered deck area above



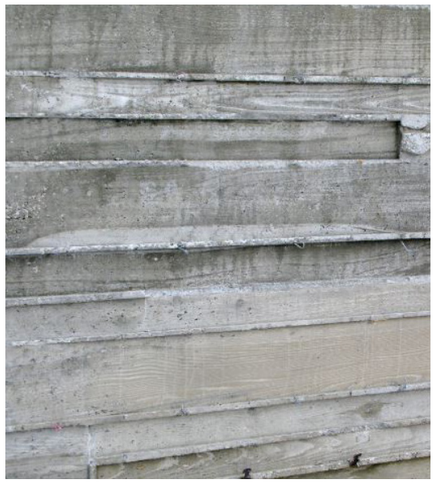
A series of glulam timber colums and beams will support the upper level and butterfly canopy roof. The repetitive grid of the structure will bring a strong rhythm to the long elevations and in cross-section the geometry is reminiscent of that of rowing boats in motion with oars criss-crossing into the water. A timber structure has been chosen as a reference to traditional boat-building techniques.

The first floor volumes will be clad in a semi-transparent rainscreen cladding system, made up of a series of concave perforated metal mesh panels which will evoke a sense of movement and create interesting shadow play along the facade. The semi-transparent facade will create a unified expression and help to accommodate /mask a variery of different window types necessary for the varying interior accomodation behind the facade



Fair-faced concrete panel with cast-in recessed signage to mark individual club primary entrances

The ground floor level of the boat clubs is expressed as a continuous base or plinth which will be formed in board-marked concrete, adding a robust but textured expression to the club's base at street level.



Materials Legend

01 Selected boardmarked concrete wall finish
02 Corrugated perforated metal rainscreen cladding system with powder-coated finish, graphite grey (RAL 7024)
03 Clerestory glazing, hardwood timber double glazed windows
04 Exposed timber frame / glulam columns & beams
05 Aluminum double glazed windows, graphite grey (RAL 7024)
06 Sliding top hung timber barn doors
07 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024)
08 Frameless Glass Oriel window
09 Corrugated metal roof, with powder-coated finish, graphite grey (RAL 7024)
10 Aluminum double glazed dormer windows, graphite grey (RAL 7024)
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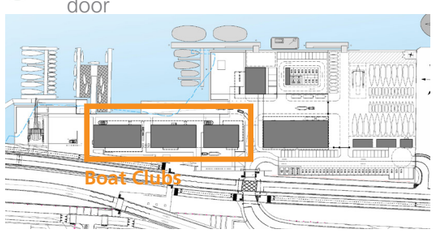
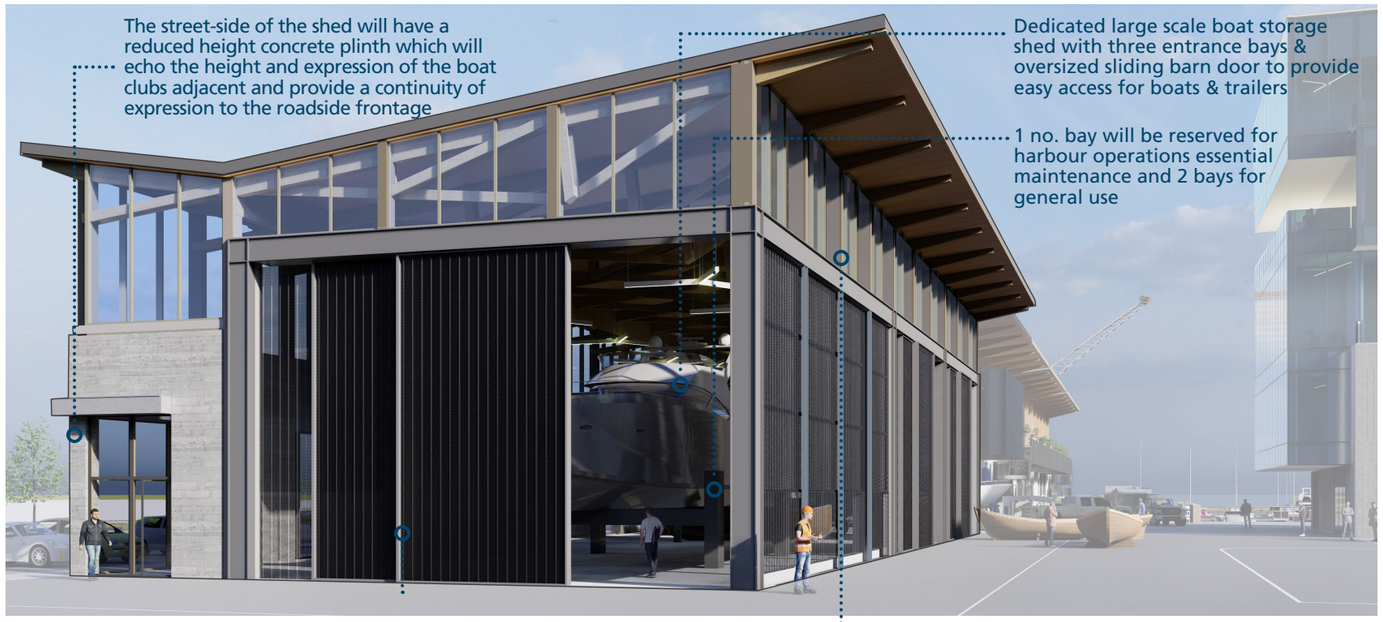
13 Fair-faced concrete panel with recessed custom club signage adjacent to club entrances, design to be agreed.
14 Aluminum double opaque glazed windows, graphite grey (RAL 7024) or similar and approved
15 Composite timber / aluminum external door

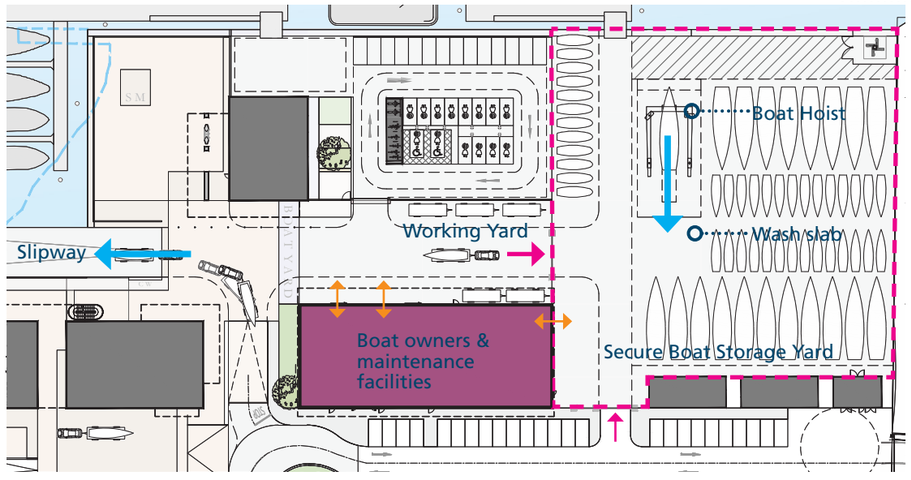


Keyplan, not to scale

Section 05 - Boat Storage & Maintenance Facilities

Overview



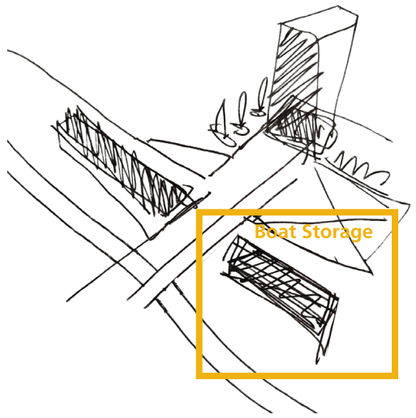


Keyplan of proposed boat storage and maintenance facilities, NTS

A dedicated boat-lift will be provided within the secure boat yard and will allow for easier and safer lifting of larger boats onto land for storage and maintenance purposes. A wash slab area adjacent to the boat lift will allow for washing & de-fouling of boats and the safe interception and treatment of waste run-offs

Boat Storage will be provided in a secure fenced area with ca. 300% of existing capacity

A large dedicated boat storage shed of ca. 1000 SqM will be provided that will allow for and celebrate boat maintenance and workshops



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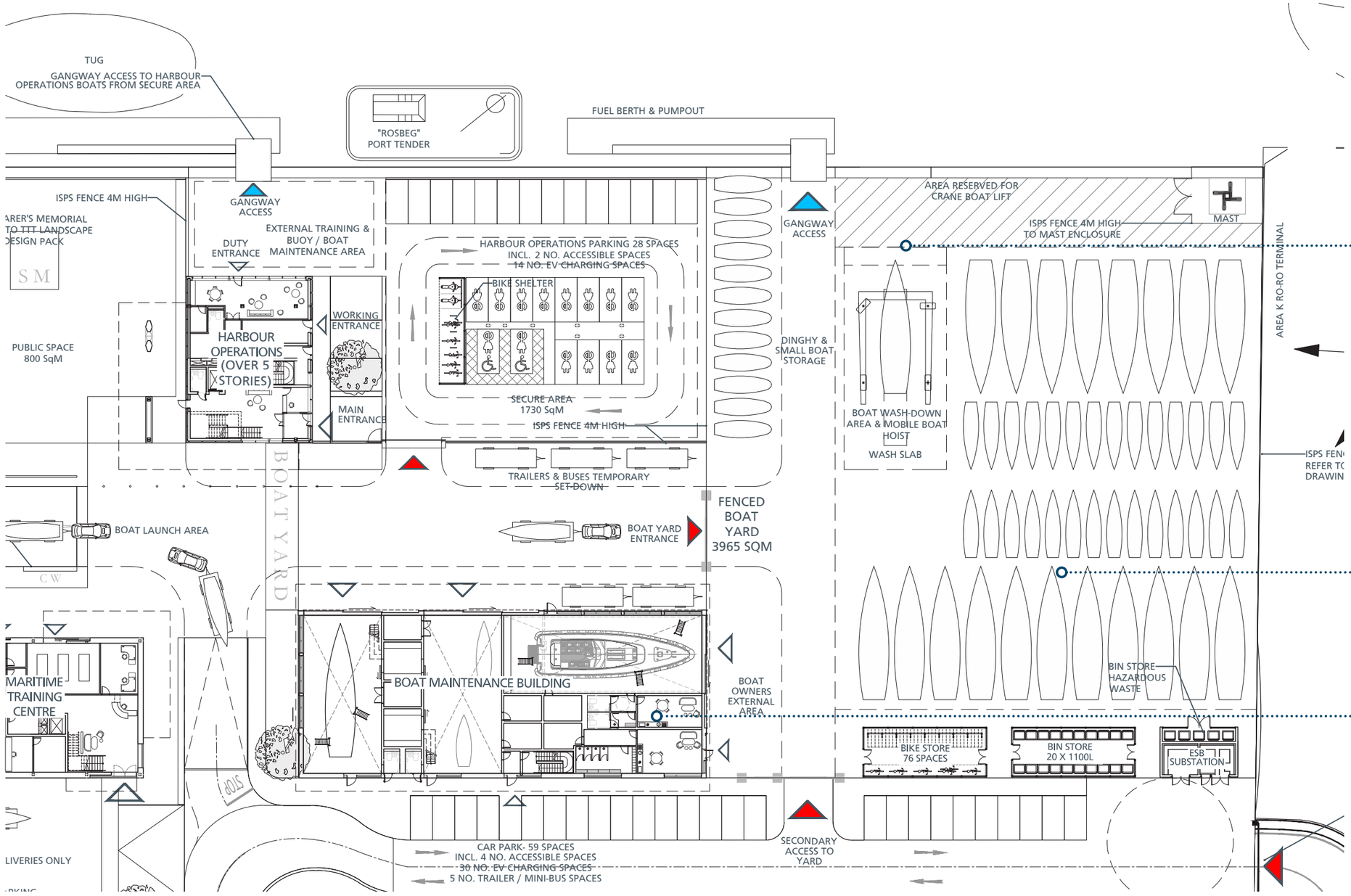
Boat Maintenance Building Context Plan



Parial Siteplan,
Scale 1:500

Boat Maintenance Building, 2 Storeys

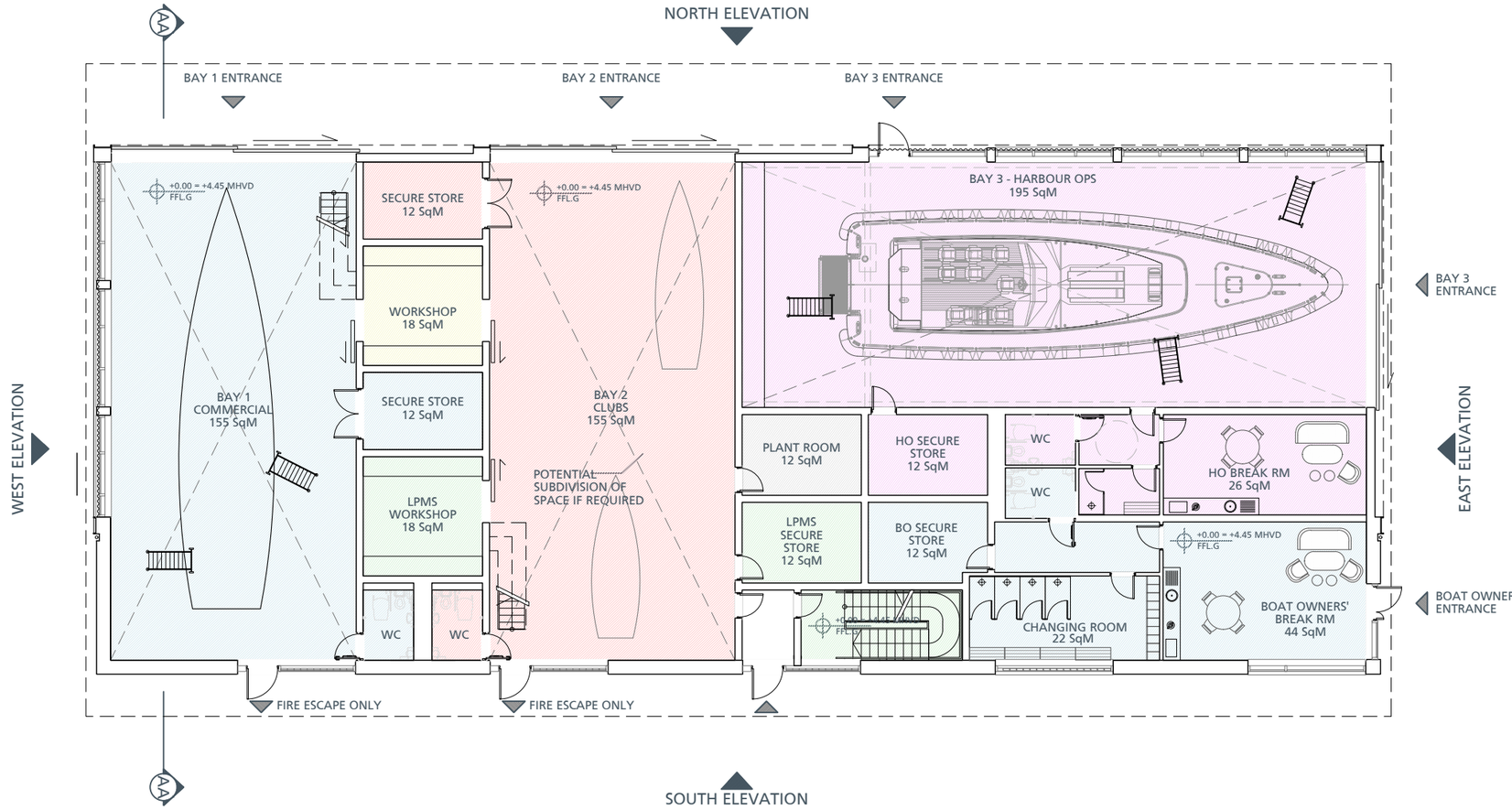
Ground Floor	794. m²
First Floor	275. m²
Total GFA	**1069 m²**

Mobile Boat Hoist on Finger Piers

Secure Boat Storage Yard

Boat Maintenance Building

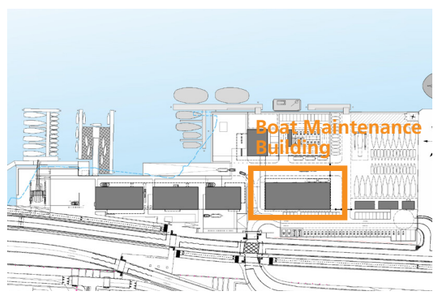
Boat Maintenance Building



Boat Maintenance Building
Ground Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-(PA120-PA121) for full details

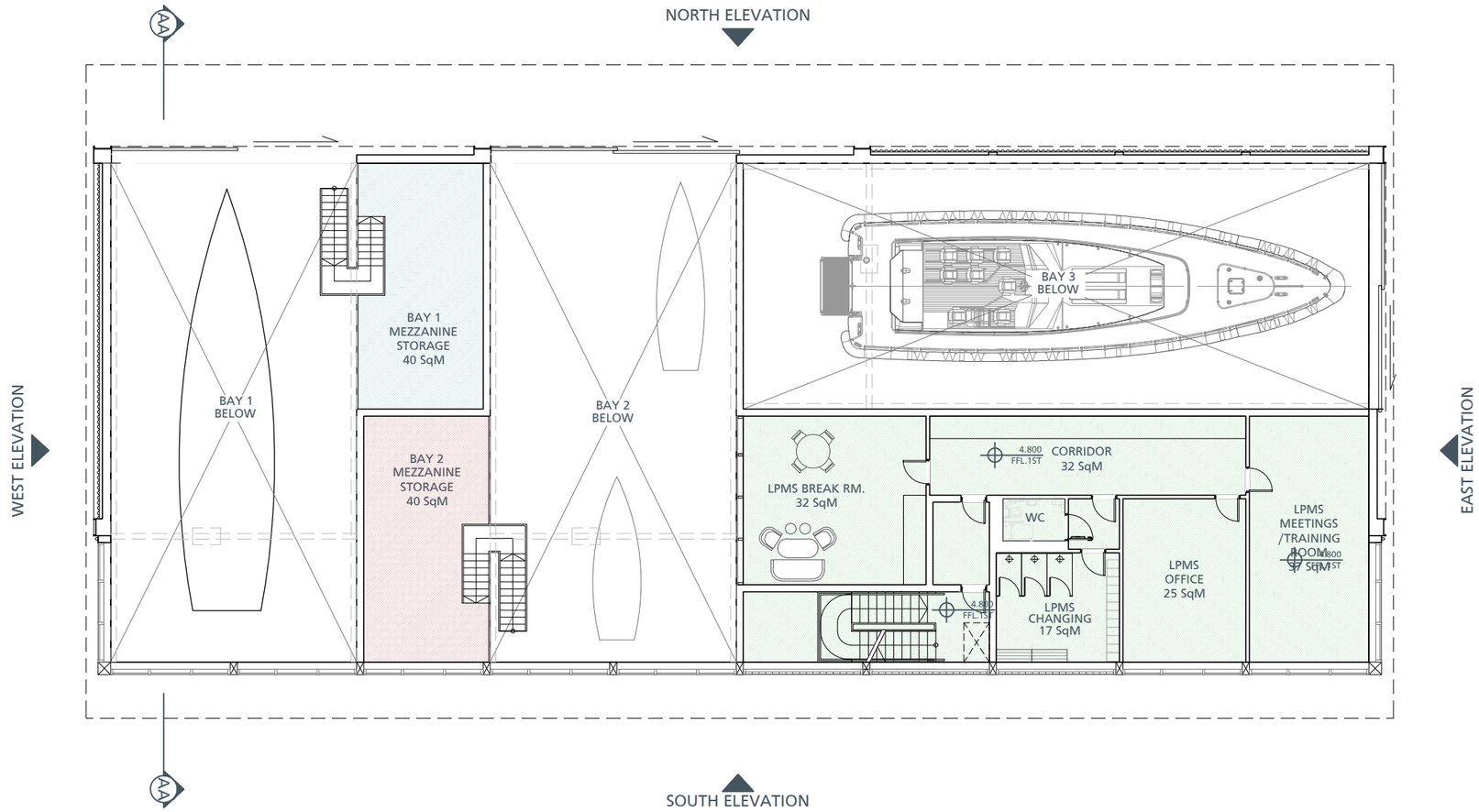
Legend

- Common Use facilities for users of Bays 1 & 2
- Harbour Operations Facilities
- Facilities for Ringesnd Registered Fishermen & Private Boat Owners Association
- Facilities for Liffey Port Marine Services
- Shared Facilities for Poolbeg Yacht & Boat Club, Stella Maris Rowing Club & the Irish Nautical Trust
- Plant / ancillary



Keyplan, not to scale

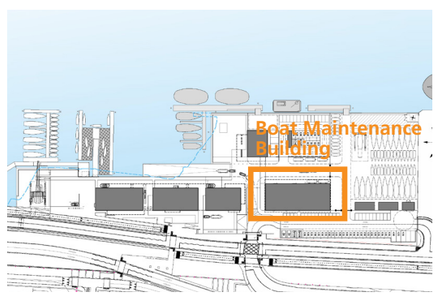
Boat Maintenance Building



Boat Maintenance Building
First Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-(PA120-PA121) for full details

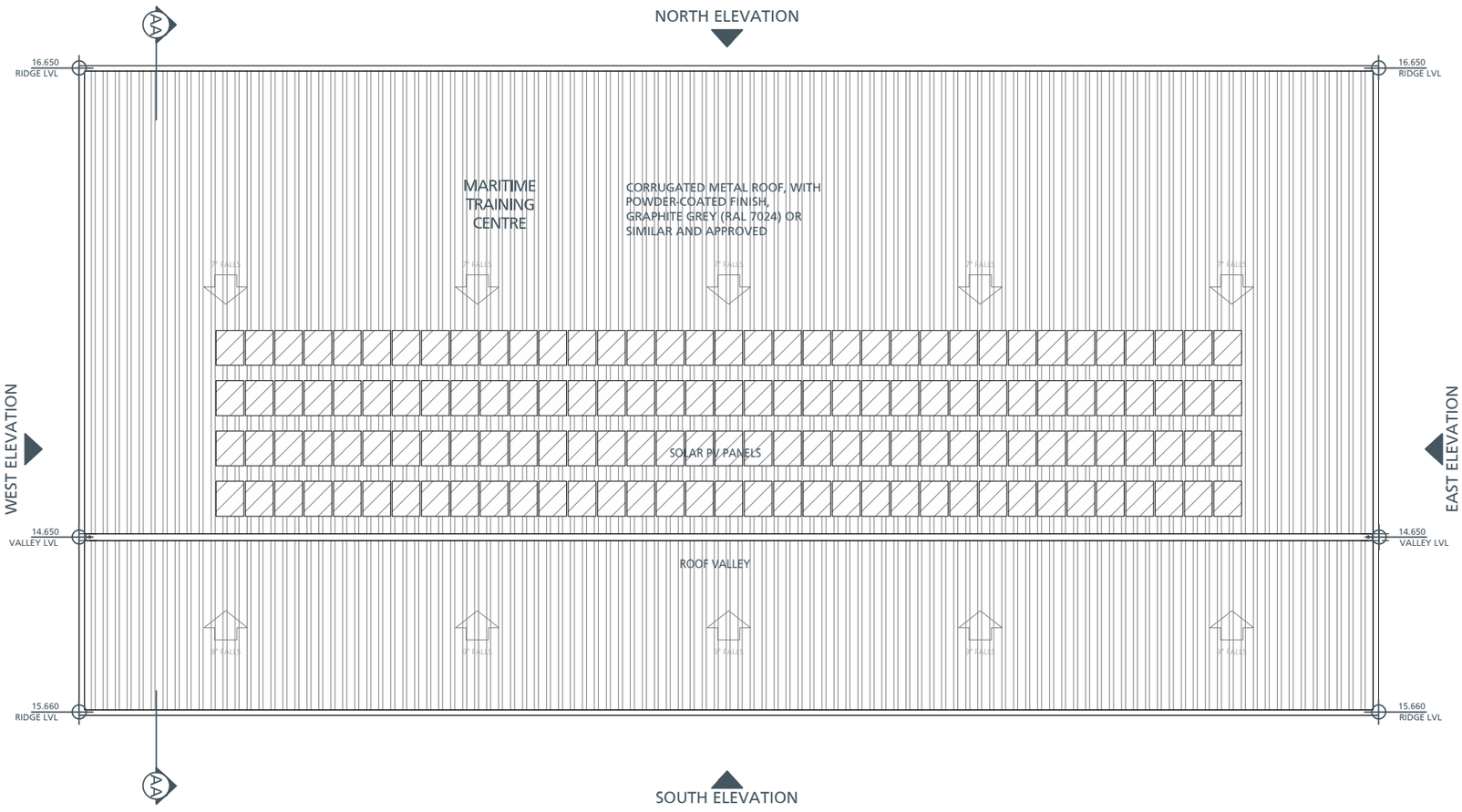
Legend

- Common Use facilities for users of Bays 1 & 2
- Harbour Operations Facilities
- Facilities for Ringesnd Registered Fishermen & Private Boat Owners Association
- Facilities for Liffey Port Marine Services
- Shared Facilities for Poolbeg Yacht & Boat Club, Stella Maris Rowing Club & the Irish Nautical Trust
- Plant / ancillary



Keyplan, not to scale

Boat Maintenance Building Roof Plan



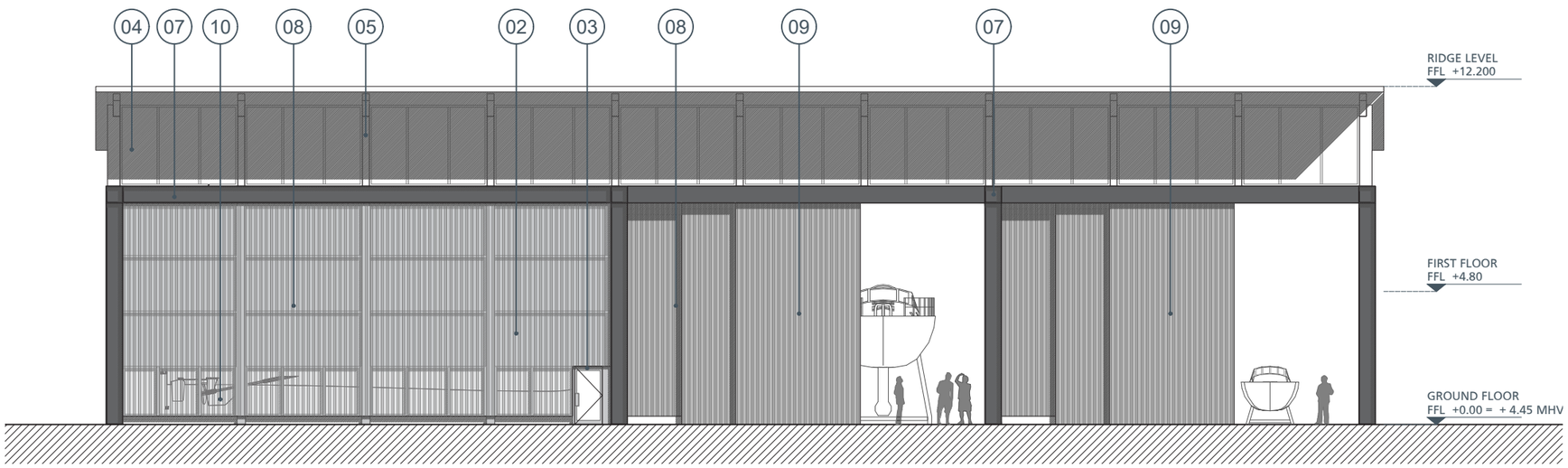
Boat Maintenance Building
Roof Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.s
CP1901_010-DA-00-00-DR-A-(PA120-PA121)
for full details

Extract from "Maritime Village - Schedule of Areas"

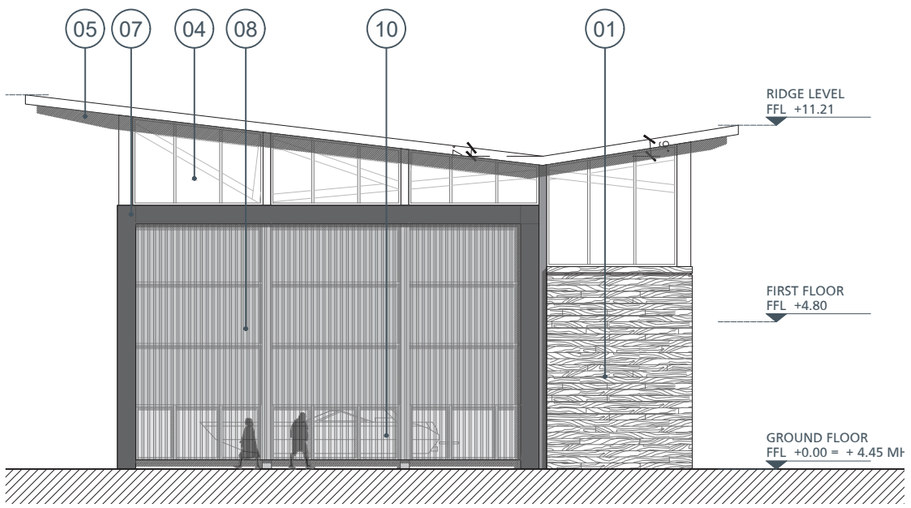
BOAT MAINTENANCE BUILDING - PROPOSED SCHEDULE OF AREAS
refer to Drawing No.s PA120 & PA121

Room Number	Room Name	Areas m²		Totals m²
		Net Internal Areas m²	Circulation m²	
Ground Floor				
0.01	Boat Bay 01 - Commercial	155. m²		
0.02	Shared Workshop Commercial / Clubs	18. m²		
0.03	Secure Store Commercial / Clubs	12. m²		
0.04	Accessible WC	4.5 m²		
0.05	Boat Bay 02 - Clubs	155. m²		
0.06	Clubs Secure Store	12. m²		
0.07	LPMS Workshop	18. m²		
0.08	Accessible WC	4.5 m²		
0.09	General Plant	12. m²		
0.10	LPMS Secure Store	12. m²		
0.11	Boat Bay 03 - Harbour Operations (HO)	195. m²		
0.12	HO Secure Store	12. m²		
0.13	HO Lobby	5. m²		
0.14	HO Break room	26. m²		
0.15	HO Accessible WC	4.5 m²		
0.16	HO Changing room	5. m²		
0.17	Ringsend Registered Fishermen & Private Boat Owner's Association (RRFPBOA) - Break room	44. m²		
0.18	RRFPBOA changing room	22. m²		
0.19	RRFPBOA Accessible WC	4.5 m²		
0.20	RRFPBOA Secure Store	12. m²		
0.21	Lobby		4.5 m²	
0.22	Stairs to first floor		14.5 m²	
Total Ground Floor Net Areas		**733. m²**	**19. m²**	**752. m²**
Total Ground Floor Gross Floor Area (GFA)		92.32% net to gross		**794. m²**
First Floor				
1.01	Stairs		15. m²	
1.02	Lobby		6. m²	
1.03	Corridor		32. m²	
	Liffey Port Marine Services (LPMS) break room	32. m²		
1.04	LPMS changing area	17. m²		
1.05	LPMS Accessible WC	4.5 m²		
1.06	LPMS Office	25. m²		
1.07	LPMS Meeting / training room	37. m²		
1.08	Bay 01 Storage mezzanine	40. m²		
1.09	Bay 02 Storage mezzanine	40. m²		
Total First Floor Net Areas		**195.5 m²**	**53. m²**	**248.5 m²**
Total First Floor Gross Floor Area (GFA)		71.09% net to gross		**275. m²**
TOTAL BOAT MAINTENANCE NET AREAS		**928.5 m²**	**72. m²**	**1,000.5 m²**
TOTAL BOAT MAINTENANCE GROSS FLOOR AREA (GFA)		86.86% net to gross		**1,069. m²**

Boat Maintenance Building North & West Elevations



Boat Maintenance Building
North Elevation, Scale 1:200



Boat Maintenance Building
West Elevation, Scale 1:200

For Elevations shown on this page refer to Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-PA320 for full details

The Boat Maintenance Building seamlessly extends the cohesive architectural style established by the boat clubs with its strong linear design and building alignment. Both structures are meant to be perceived as a unified whole, featuring a shared material palette and similar asymmetrical butterfly roofs. While the materials and forms subtly differ due to their distinct functions, they still maintain a sense of belonging to the same architectural family.

On the gable facades, the asymmetrical roof profile allows for a partitioning of the lower facade into two distinct volumes with differing materials, reflecting the various functions and activities taking place within the building. Facing the street, the building showcases a solid concrete plinth akin to that of the boat clubs with human scale openings and a lower overall shoulder height, whereas the opposite side of the structure exhibits a more imposing height and robust industrial appearance, necessary to accommodate the large-scale hangar-style doors, which provide boat access. Unlike the solid concrete plinth, these areas are adorned with a combination of corrugated metal and perforated corrugated metal cladding, creating intriguing interplays of transparency and allowing glimpsed views of the interior activity.

Furthermore, the presence of a generous clerestory between the lower volumes and the butterfly roof ensures an abundance of natural daylight permeates the interior spaces. This not only enhances the ambiance but also allows for a clear appreciation of the timber roof structure and its form. The warm and tactile nature of the timber supporting structure and cladding underneath the roof offers a delightful contrast to the more industrial materials used in other parts of the facility. This blend of elements contributes to a balanced and inviting architectural expression.

Materials Legend

01 Selected boardmarked concrete wall finish

02 Selected metal cladding

03 Pilkington or similar approved frosted dark channel glazing

04 Clerestory glazing, hardwood timber double glazed windows

05 Exposed timber frame / glulam columns & beams

06 Double glazing

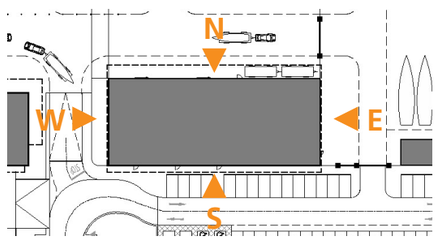
07 Expressed steel C-channel with powder-coated finish, oxide red (RAL 3009) or similar approved

08 Corrugated perforated metal cladding system withpowder-coated finish, graphite grey (RAL 7024) or similar approved

09 Sliding top hung hangar doors colored graphite gray (RAL 7024) or similar approved

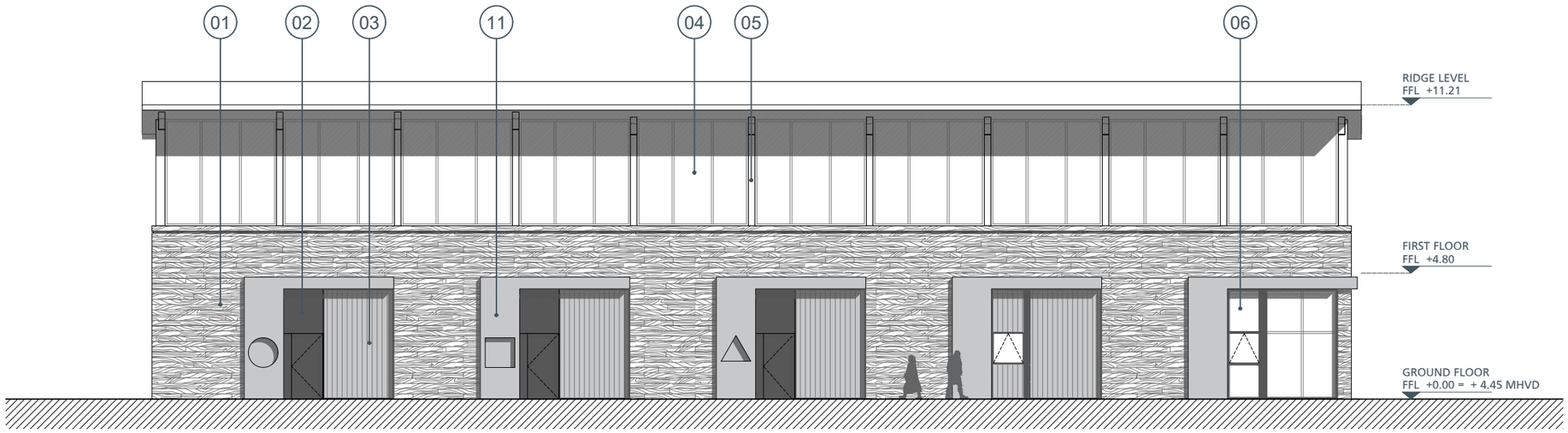
10 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024) or similar approved

11 Selected smooth sandblasted concete wall finish

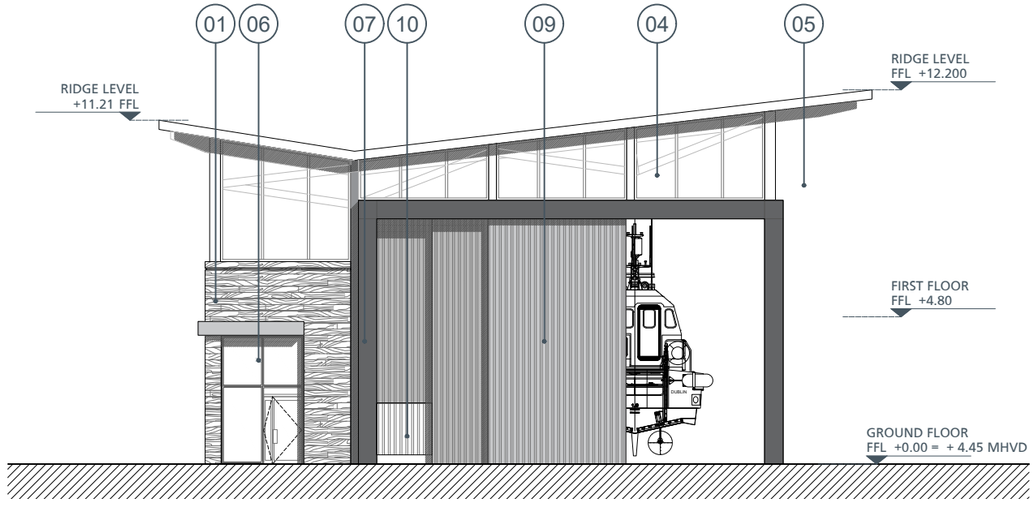


Keyplan, not to scale

Boat Maintenance Building South & East Elevations



Boat Maintenance Building
South Elevation, Scale 1:200



Boat Maintenance Building
East Elevation, Scale 1:200

For Elevations shown on this page refer to Darmody Architecture
Drawing No. CP1901_010-DA-00-00-DR-A-PA320
for full details

Rendered view of Boat Maintenance
Building, eastern elevation

Materials Legend

01 Selected boardmarked concrete wall finish

02 Selected metal cladding

03 Pilkington or similar approved frosted dark channel glazing

04 Clerestory glazing, hardwood timber double glazed windows

05 Exposed timber frame / glulam columns & beams

06 Double glazing

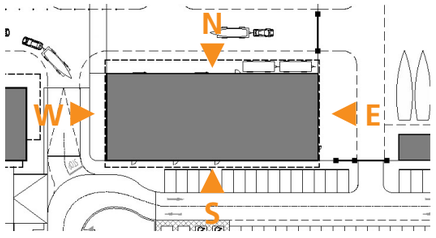
07 Expressed steel C-channel with powder-coated finish, oxide red (RAL 3009) or similar approved

08 Corrugated perforated metal cladding system withpowder-coated finish, graphite grey (RAL 7024) or similar approved

09 Sliding top hung hangar doors colored graphite gray (RAL 7024) or similar approved

10 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024) or similar approved

11 Selected smooth sandblasted concete wall finish



Keyplan, not to scale

Boat Maintenance Building Materials & Reference

A timber framed assymetric butterfly roof with a generos overhang will continue the expression of the adjacent boat clubs and will provide a counterbalance to the more industrial materials of the shed

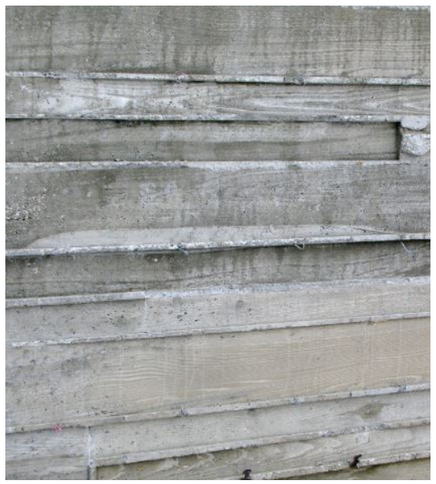
A perforated corrugated metal rainscreen facade will be used to clad the larger elements of the Boat Maintenance Building. This will allow for human scale fenestration to be accommated behind the facade which will provide interest at ground level and allow a hint of the internal activity to passers by.

Example of a perforated metal rainscreen facade which provides an appropriate industrial materiality to the building, whilst also allowing for a more playful expression accommodating varying degrees of openness paired with potential signage integration behind facade.

Similar to the boat clubs, the plinth to the roadside elevation will be formed in board-marked concrete which will add a robust but textured expression to the shed's base at street level.

A generous clerestory separates the expressed roof from the more solid plinth elements of the shed, allowing for a clear legibility of both and also ensuring a good level of daylighting to all interior working spaces.

Large scale hangar style sliding doors will be contained within a supporting expressed steel frame and when left open will provide a generous view of the shed interior with its contrasting warm timber interior



Materials Legend

01 Selected boardmarked concrete wall finish

02 Selected metal cladding

03 Pilkington or similar approved frosted dark channel glazing

04 Clerestory glazing, hardwood timber double glazed windows

05 Exposed timber frame / glulam columns & beams

06 Double glazing

07 Expressed steel C-channel with powder-coated finish, oxide red (RAL 3009) or similar approved

08 Corrugated perforated metal cladding system withpowder-coated finish, graphite grey (RAL 7024) or similar approved

09 Sliding top hung hangar doors colored graphite gray (RAL 7024) or similar approved

10 Double glazing behind corrugated perfortated metal cladding system with powder-coated finish, graphite grey (RAL 7024) or similar approved

11 Selected smooth sandblasted concete wall finish

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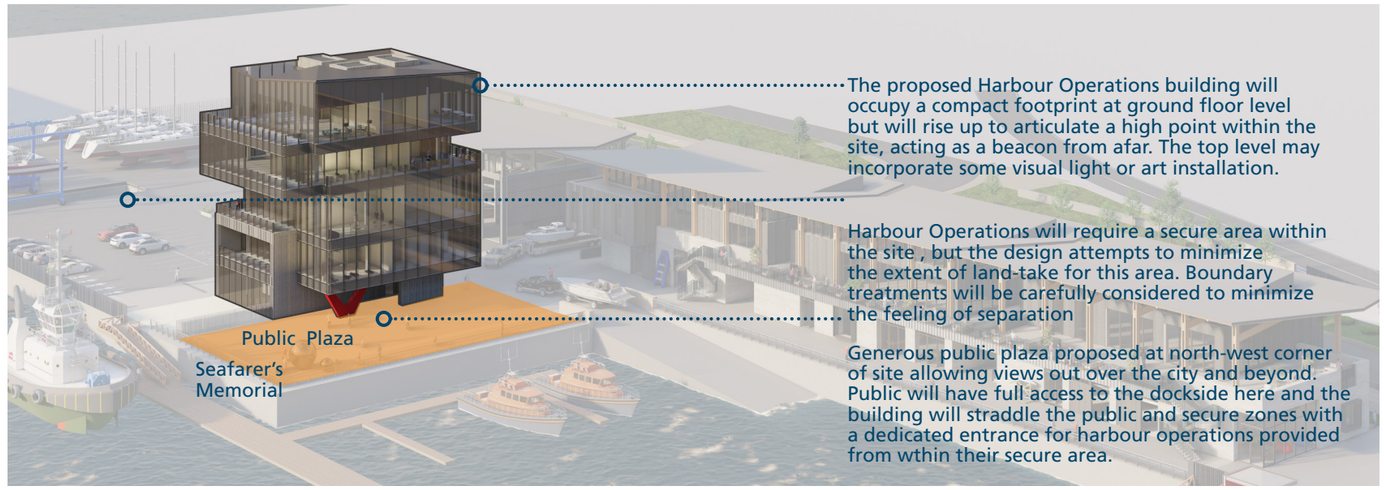
Section 06 - Harbour Operations

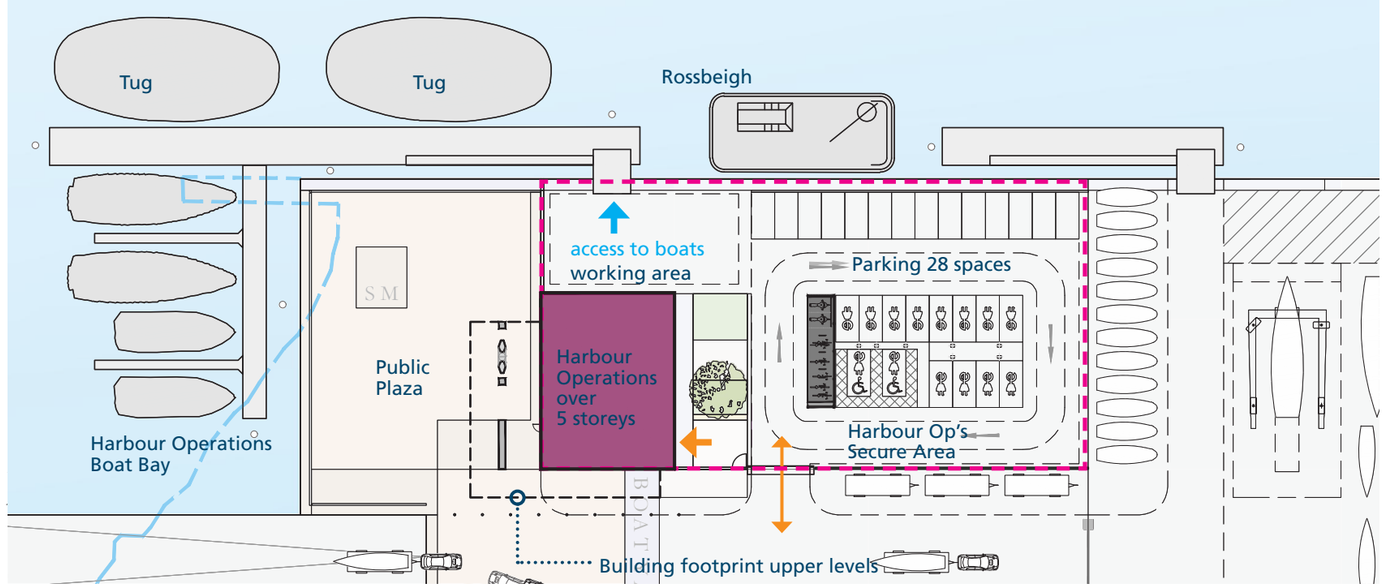
Overview



The proposed Harbour Operations building will occupy a compact footprint at ground floor level but will rise up to articulate a high point within the site, acting as a beacon from afar. The top level may incorporate some visual light or art installation.

Harbour Operations will require a secure area within the site , but the design attempts to minimize the extent of land-take for this area. Boundary treatments will be carefully considered to minimize the feeling of separation

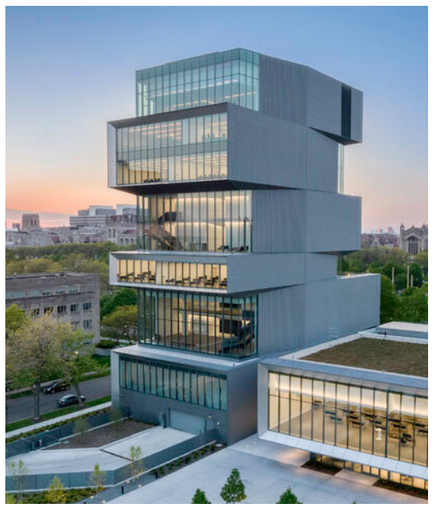
Generous public plaza proposed at north-west corner of site allowing views out over the city and beyond. Public will have full access to the dockside here and the building will straddle the public and secure zones with a dedicated entrance for harbour operations provided from wthin their secure area.



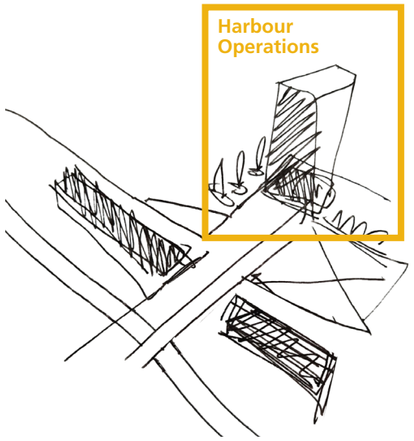
▲ Keyplan of proposed Harbour Operations area, NTS

▲ Reference Image of a similar vertically stacked structure

The Harbour Operations building will act as visual marker on the site, occupying a prime position and with a vertical emphasis that contracts with the other more horizontal buildings

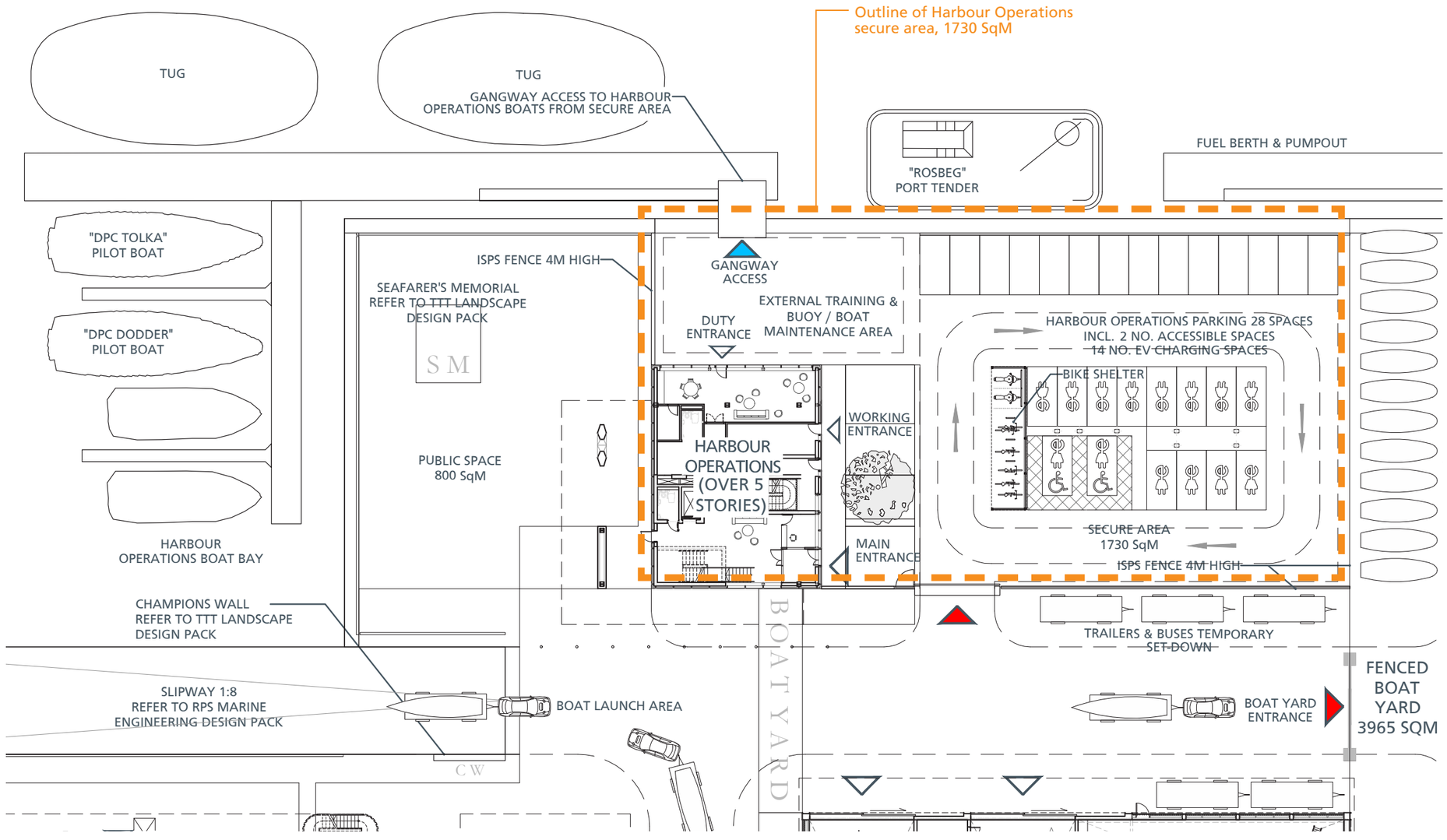


▼ Port Control Tower in Marina diRagusta, Italy, by Maria Giuseppina Architects



▲ Example of a light installation to building facade, depicting the movement of water

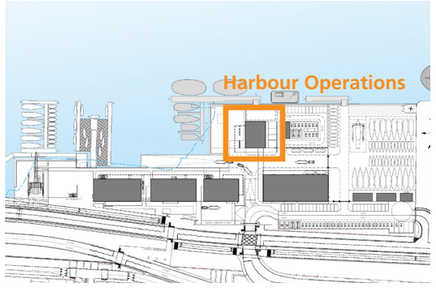
Harbour Operations Context Plan



Harbour Operations
Ground Floor Plan in context, NTS
Refer to Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-PA100 for full details

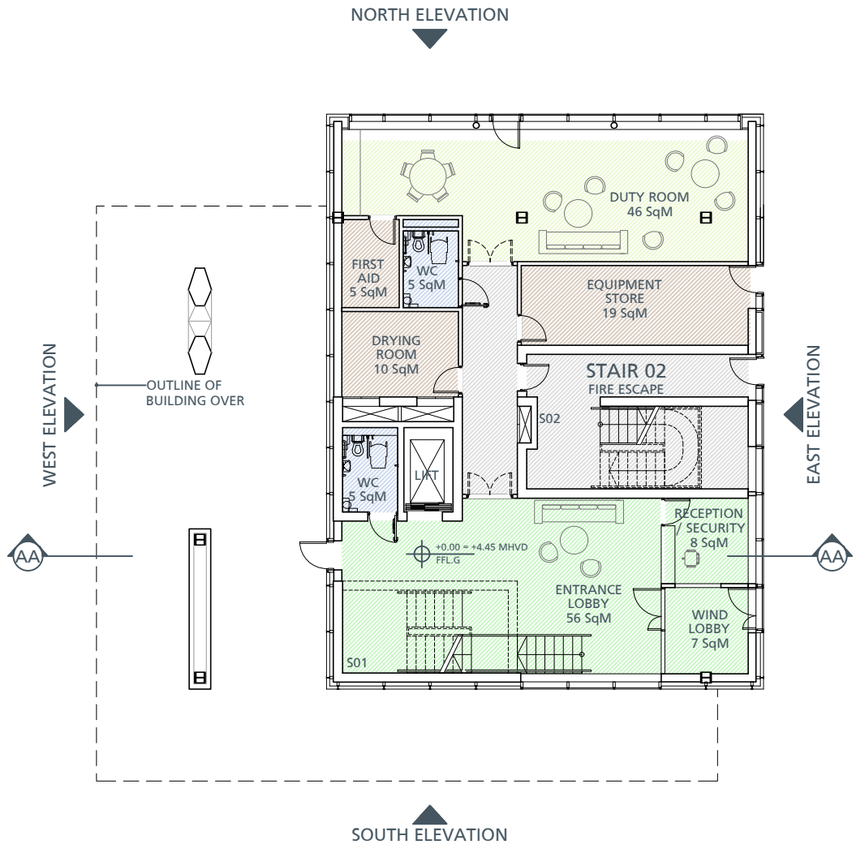
Harbour Operations Building, 5 Storeys

Ground Floor	235. m²
First Floor	364. m²
Second Floor	342. m²
Third Floor	344. m²
Fourth Floor	325. m²
Fifth Floor	60. m²
Total GFA	**1670 m²**

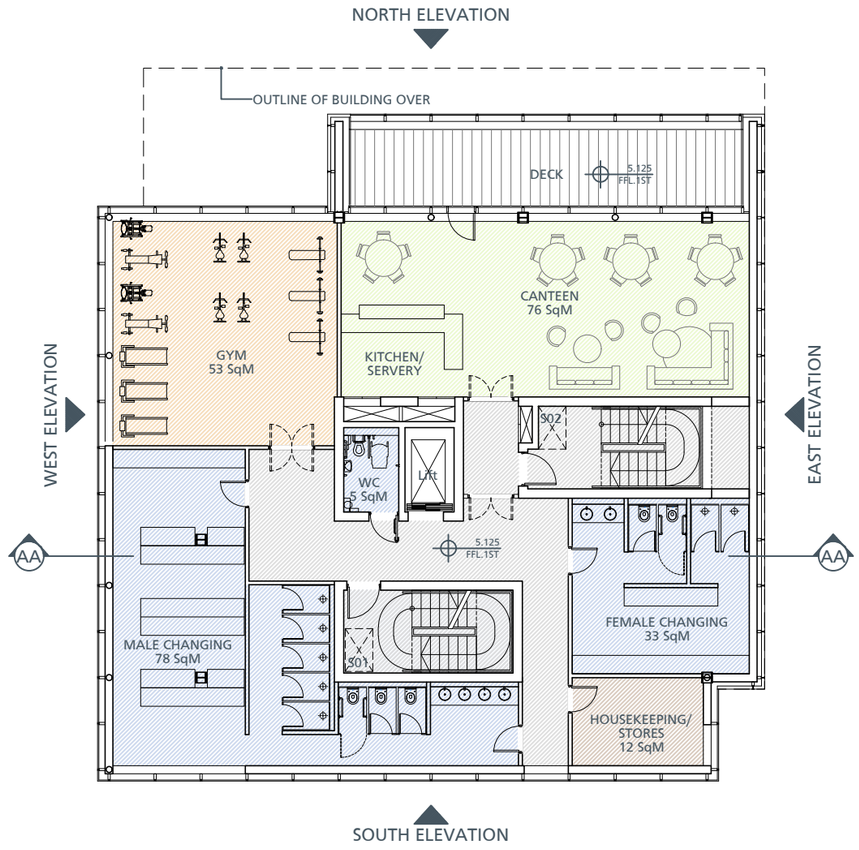


Keyplan, not to scale

Harbour Operations Floorplans



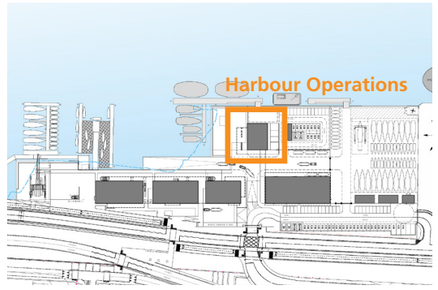
Harbour Operations
Ground Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-00-DR-A-PA101
for full details



Harbour Operations
First Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-00-DR-A-PA101
for full details

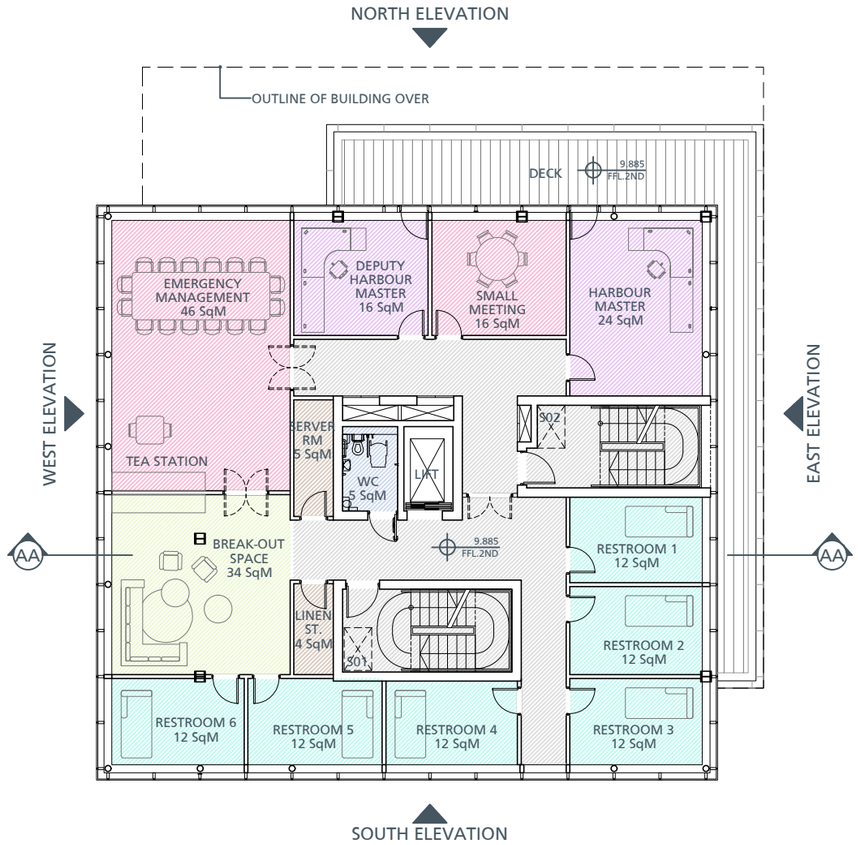
Legend

- Reception / Entrance Foyer
- Social Spaces
- Offices
- Gym
- Plant / Storage / Ancillary uses
- WC's & Changing Facilities
- Circulation
- Meeting Rooms
- Restrooms
- Vessel Traffic Services (VTS)

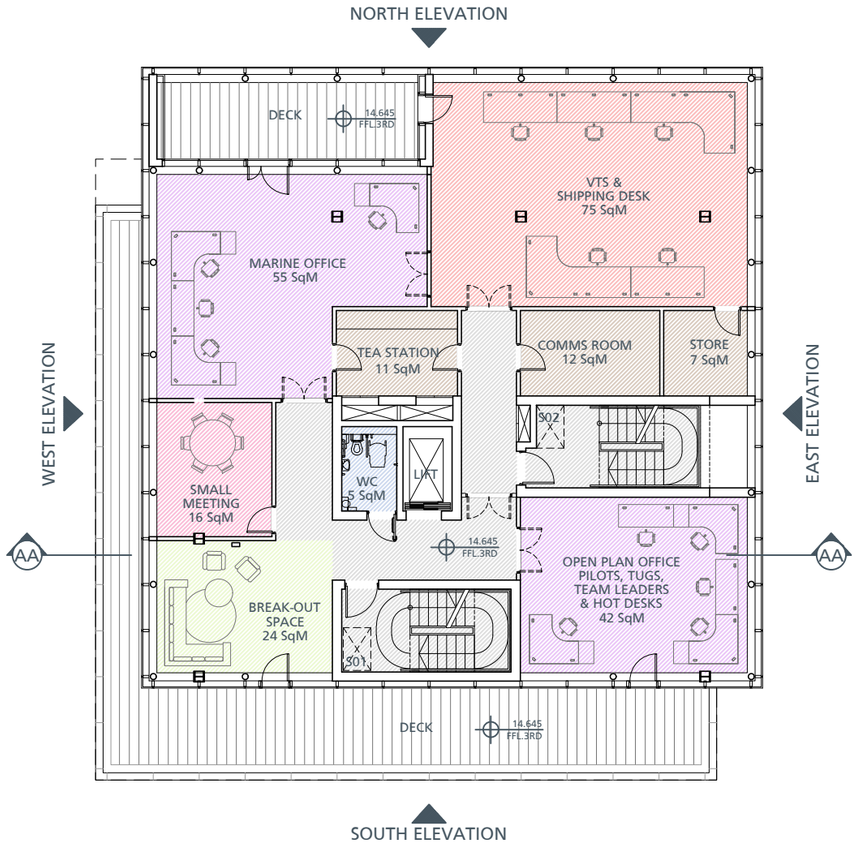


Keyplan, not to scale

Harbour Operations Floorplans



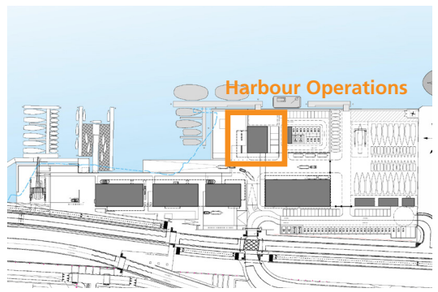
Harbour Operations
Second Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-00-DR-A-PA101
for full details



Harbour Operations
Third Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-00-DR-A-PA101
for full details

Legend

- Reception / Entrance Foyer
- Social Spaces
- Offices
- Gym
- Plant / Storage / Ancillary uses
- WC's & Changing Facilities
- Circulation
- Meeting Rooms
- Restrooms
- Vessel Traffic Services (VTS)



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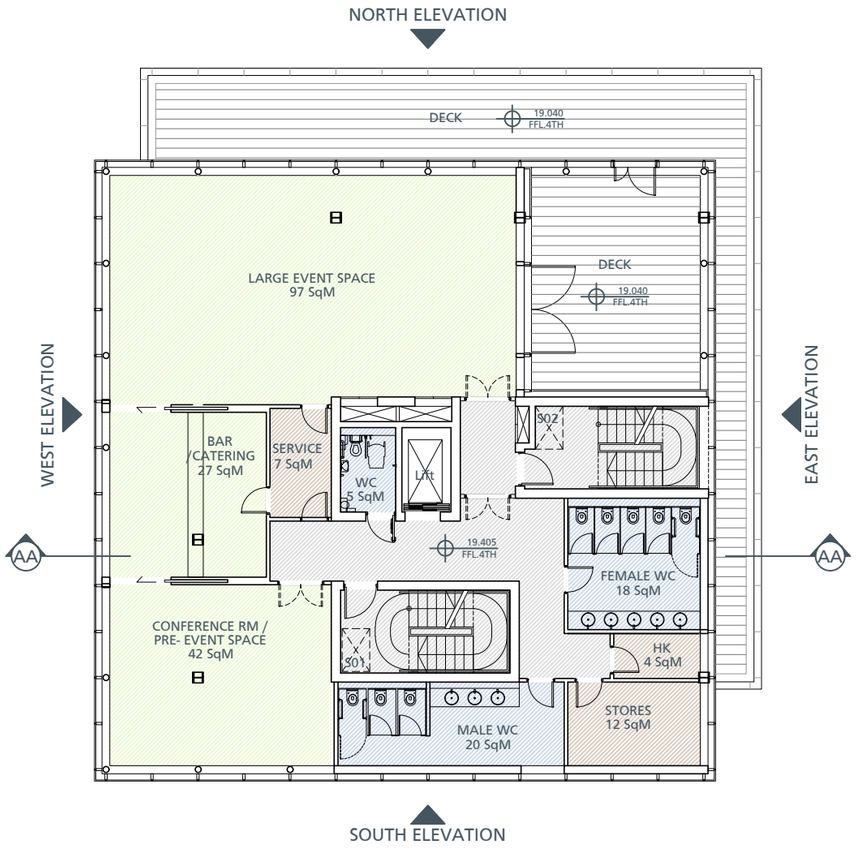
Harbour Operations Floorplans



Harbour Operations
Fourth Floor Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.
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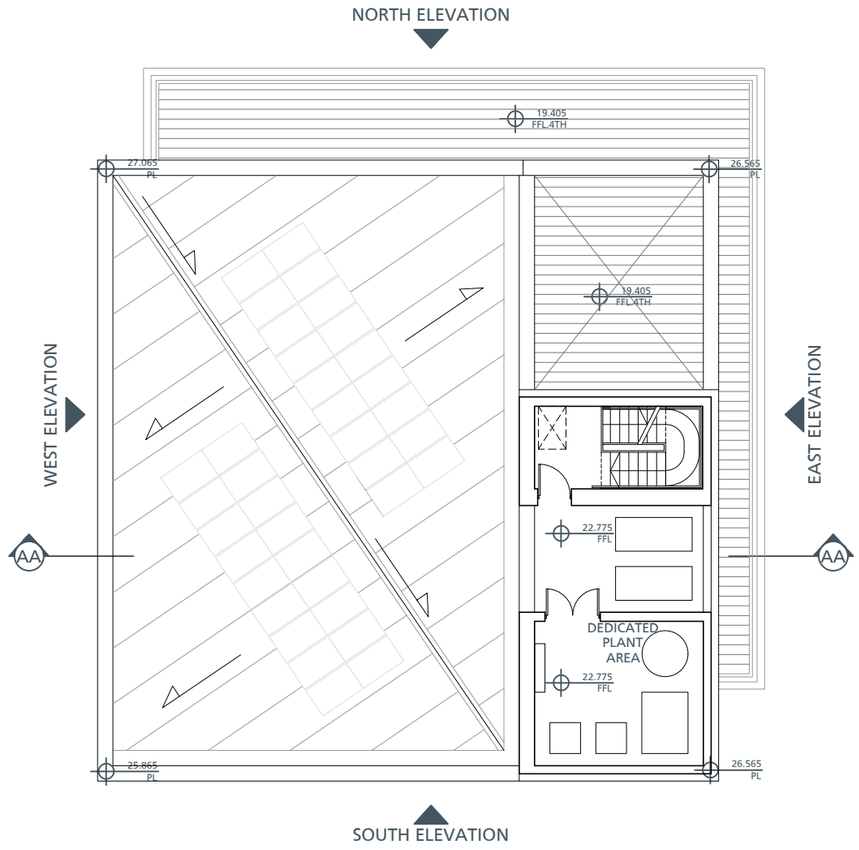
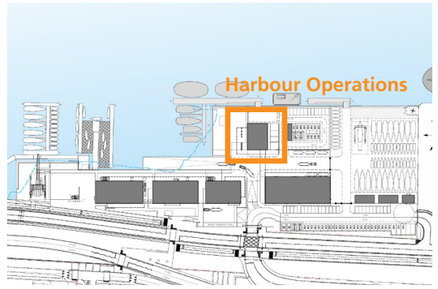
for full details



Harbour Operations
Roof Plan, Scale 1:200
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-00-DR-A-PA101
for full details

Legend

- Reception / Entrance Foyer
- Social Spaces
- Offices
- Gym
- Plant / Storage / Ancillary uses
- WC's & Changing Facilities
- Circulation
- Meeting Rooms
- Restrooms
- Vessel Traffic Services (VTS)



Keyplan, not to scale

Harbour Operations Area Schedule

3D View of the Harbour Operations building viewed from the public dockside area adjacent to the boat clubs.

Extract from "Maritime Village - Schedule of Areas"

HARBOUR OPERATIONS - refer to Drawing No.s PA100 & PA101				
Room Number	Room Name	Areas m²		Totals m²
		Net Internal Areas m²	Circulation m²	
Ground Floor				
0.01	Wind lobby		7. m²	
0.02	Reception / Security	8. m²		
0.03	Entrance Lobby incl. Stair 01		56. m²	
0.04	Accessible WC	5. m²		
0.05	Corridor		13.4 m²	
0.06	Stair 02		29.6 m²	
0.07	Drying room	10. m²		
0.08	Equipment store	19. m²		
0.09	Accessible WC	5. m²		
0.10	First aid	5. m²		
0.11	Duty room	51. m²		
Total Ground Floor Net Areas		**103. m²**	**106. m²**	**209. m²**
Total Ground Floor Gross Floor Area (GFA)		43.83% net to gross		**235. m²**
First Floor				
1.01	Stair 01		15. m²	
1.02	Corridor		38. m²	
1.03	Accessible WC	5. m²		
1.04	Male changing & WC's	78. m²		
1.05	Gym	53. m²		
1.06	Canteen	76. m²		
1.07	Corridor		5. m²	
1.08	Stair 02		15. m²	
1.09	Female changing & WC's	33. m²		
1.10	Housekeeping / Stores	12. m²		
Total First Floor Net Areas		**257. m²**	**73. m²**	**330. m²**
Total First Floor Gross Floor Area (GFA)		70.60% net to gross		**364. m²**
Second Floor				
2.01	Stair 01		15. m²	
2.02	Corridor		29. m²	
2.03	Accessible WC	5. m²		
2.04	Linen store	4. m²		
2.05	Break-out space	34. m²		
2.06	Restroom 05	12. m²		
2.07	Restroom 06	12. m²		
2.08	Server room	5. m²		
2.09	Emergency management room	46. m²		
2.10	Corridor		22. m²	
2.11	Deputy harbour master's office	16. m²		
2.12	Small meeting room	16. m²		
2.13	Harbour master's office	24. m²		
2.14	Stair 02		15. m²	
2.15	Restroom 01	12. m²		
2.16	Restroom 02	12. m²		

HARBOUR OPERATIONS - refer to Drawing No.s PA100 & PA101				
Room Number	Room Name	Areas m²		Totals m²
		Net Internal Areas m²	Circulation m²	
2.17	Restroom 03	12. m²		
2.18	Restroom 04	12. m²		
Total Second Floor Net Areas		**222. m²**	**81. m²**	**303. m²**
Total Second Floor Gross Floor Area (GFA)		64.91% net to gross		**342. m²**
Third Floor				
3.01	Stair 01		15. m²	
3.02	Corridor		21. m²	
3.03	Accessible WC	5. m²		
3.04	Break-out space	24. m²		
3.05	Small meeting room	16. m²		
3.06	Marine office	55. m²		
3.07	Vessel traffic services (VTS) & shipping desk	75. m²		
3.08	Corridor		11. m²	
3.09	Tea-Station	11. m²		
3.10	Comms room	12. m²		
3.11	Store	7. m²		
3.12	Stair 02		15. m²	
3.13	Open plan office	42. m²		
Total Third Floor Net Areas		**247. m²**	**62. m²**	**309. m²**
Total Third Floor Gross Floor Area (GFA)		71.80% net to gross		**344. m²**
Fourth Floor				
4.01	Stair 01		15. m²	
4.02	Corridor		33. m²	
4.03	Accessible WC	5. m²		
4.04	Conference room / pre-event space	42. m²		
4.05	Bar / catering	27. m²		
4.06	Service B.O.H.	7. m²		
4.07	Large event space	97. m²		
4.08	Stair 02		15. m²	
4.09	Female WC's	18. m²		
4.10	Housekeeping	4. m²		
4.11	Stores	12. m²		
4.12	Male WC's	20. m²		
Total Fourth Floor Net Areas		**232. m²**	**63. m²**	**295. m²**
Total Fourth Floor Gross Floor Area (GFA)		71.38% net to gross		**325. m²**
Fifth Floor				
5.01	Stair 02		14.7 m²	
5.02	Plant Room	25.8 m²		
Total Fifth Floor Net Areas		**25.8 m²**	**14.7 m²**	**40.5 m²**
Total Fifth Floor Gross Floor Area (GFA)		43.00% net to gross		**60. m²**

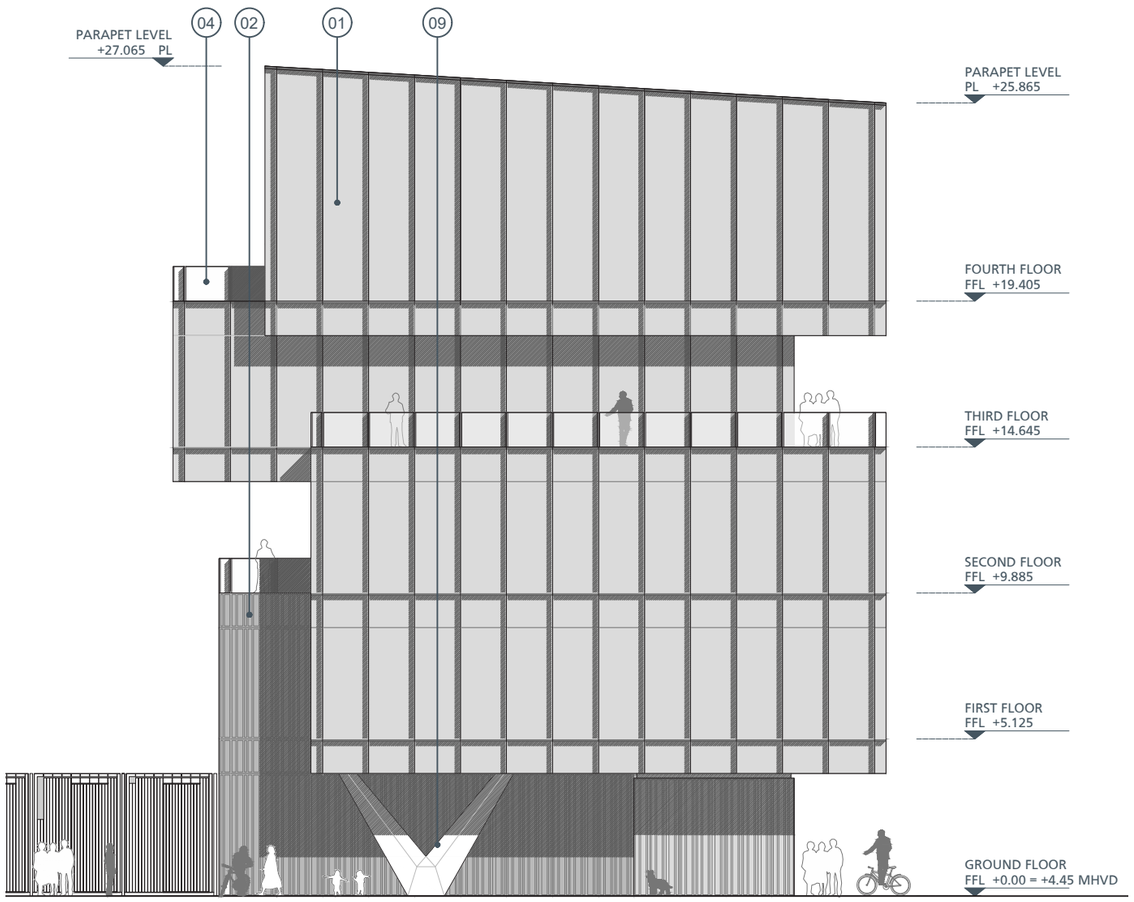
TOTAL HARBOUR OPERATIONS NET AREAS	**1,086.8 m²**	**399.7 m²**	**1,486.5 m²**
TOTAL HARBOUR OPERATIONS GROSS FLOOR AREA (GFA)	65.08% net to gross		**1,670. m²**

COMHLACHT CHALAFORT ÁTHA CLIATH
DUBLIN PORT COMPANY

darmody architecture

Harbour Operations North & West Elevations

Harbour Operations
North Elevation, Scale 1:200
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-00-DR-A-PA300
for full details



Harbour Operations
West Elevation, Scale 1:200
Refer to Darmody Architecture Drawing No.
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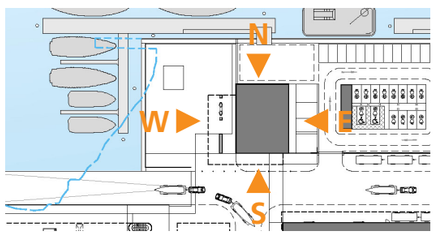
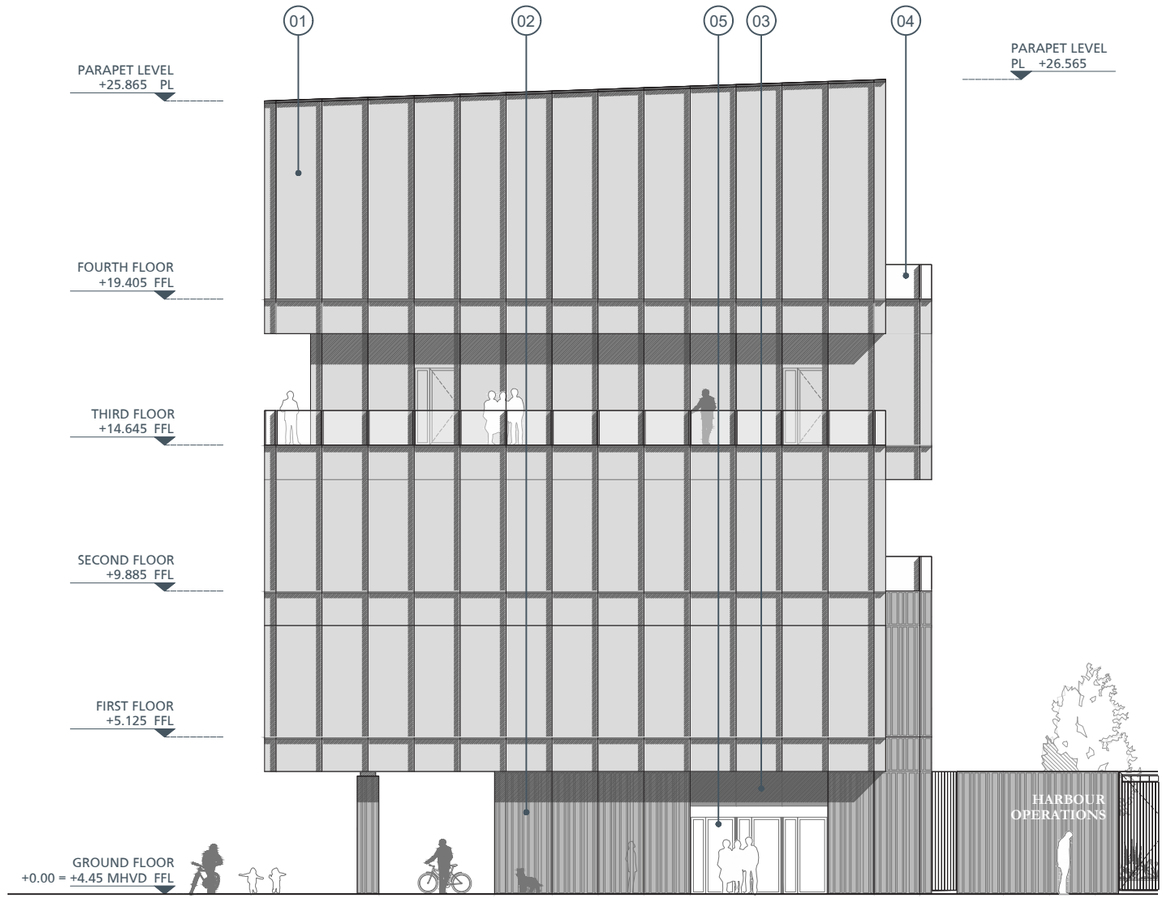
for full details



Keyplan, not to scale

Harbour Operations South & East Elevations



Harbour Operations
South Elevation, Scale 1:200
Refer to Darmody Architecture Drawing No.
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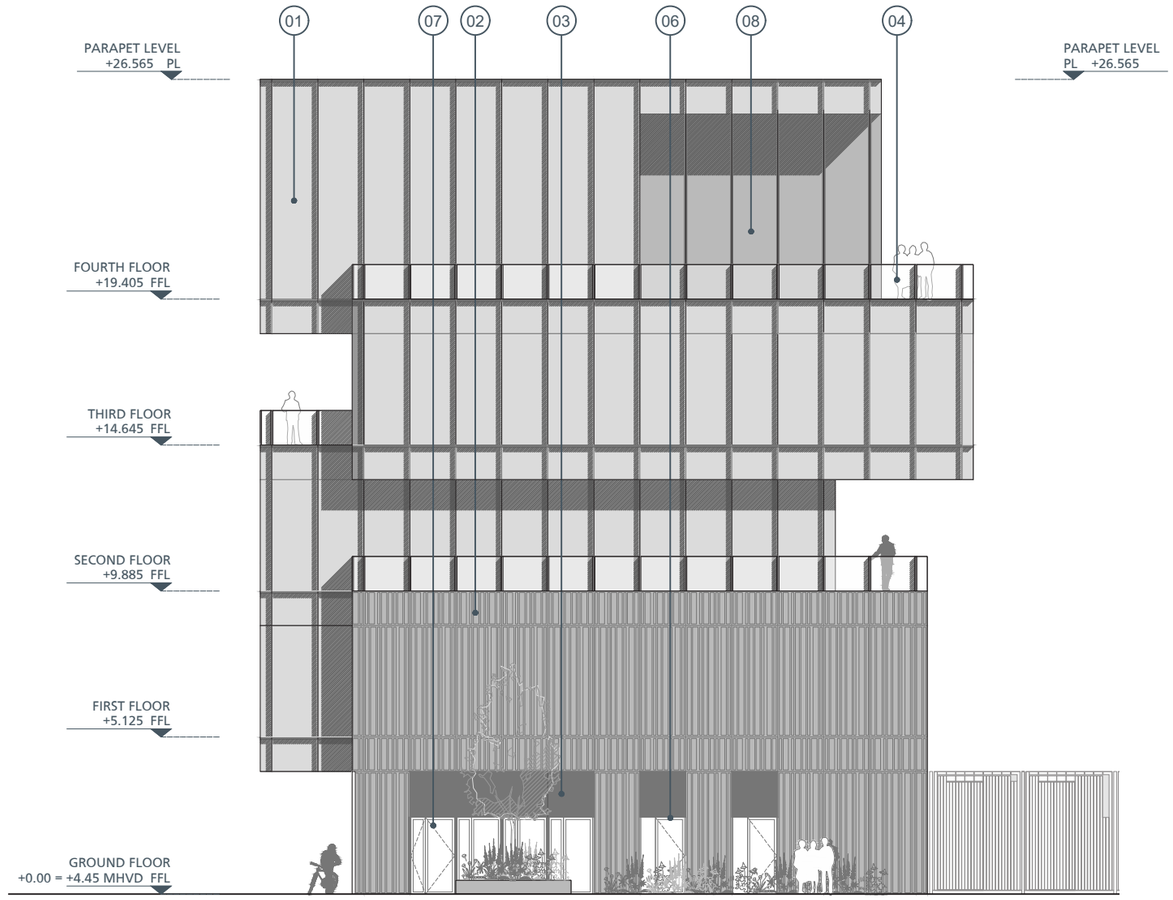
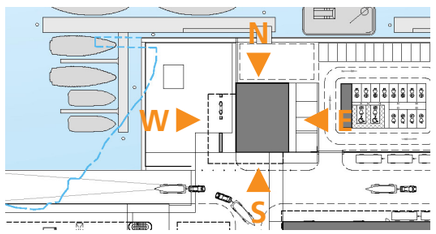
for full details



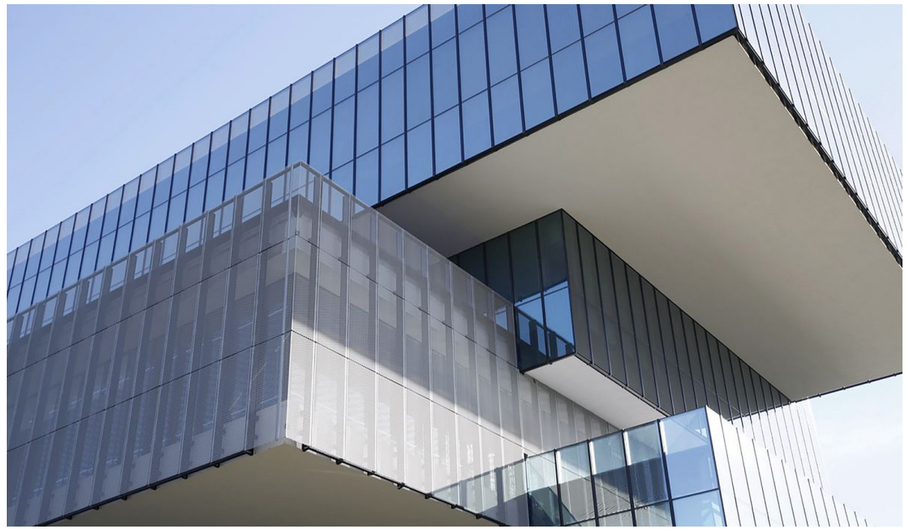
Harbour Operations
East Elevation, Scale 1:200
Refer to Darmody Architecture Drawing No.
CP1901_010-DA-00-00-DR-A-PA300
for full details



Keyplan, not to scale

Harbour Operations Materials & Reference

A series of abstract stacked glass volumes sit a top a stone plinth in Sheyang Gemdale AI City by Geedesign Architects



The simplicity of the repetitive grid and flush detailed glazing help to emphasize the clear expression of the sliding volumes

The dramatic cantilevers of the different floors will be most prominent facing the waterside where the stepped volumes are reacting to the internal building programme and the need for maximizing views and connection to the water.

Example of a light installation to building facade, depicting the movement of water

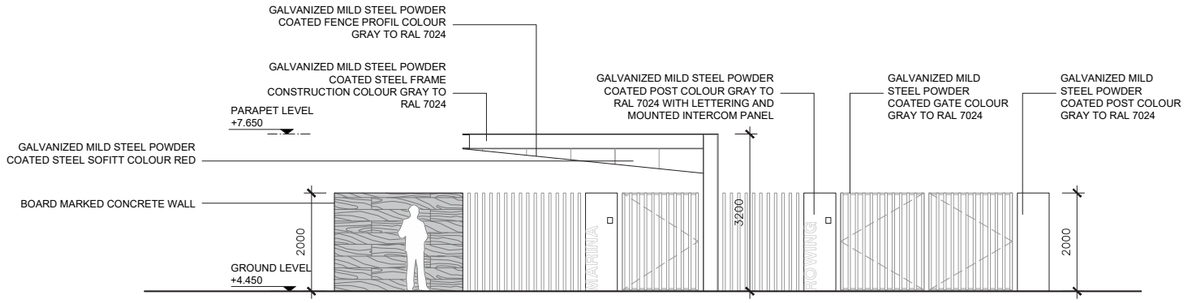
The base of the building will be formed by a solid plinth, clad in concrete to provide a continuity of expression with the other buildings in the village. The Harbour Operations building will receive a special treatment consisting of vertically expressed In-situ concrete cladding panels with expressed rhythmical formwork, reference Mac Belfast by Hackett Hall McKnight Architects

Materials Legend

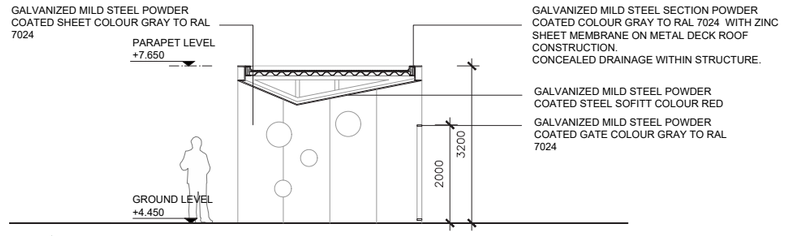
01. Curtain wall glazing system to Architect's specification
02. Architectural precast concrete wall finish panels to Architect's specification
03. Selected metal cladding system with powder-coated finish, graphite grey (RAL 7024) or similar and approved
04. Selected glazed balustrade to Architects Detail & Specification.
05. Selected Alu-clad or similar fixed glazed panels to Architect's specification
06. Selected Alu-clad or similar door with optional fixed glazed panels
07. Selected Alu-clad or similar door to lobby area.
08. Curtain wall glazing system to deck areas
09. Externally exposed structural steel V-shaped columns.

Section 07 - Detail Areas

Detail Area - Marina Access



Marina Access Elevation 03
Scale 1:125

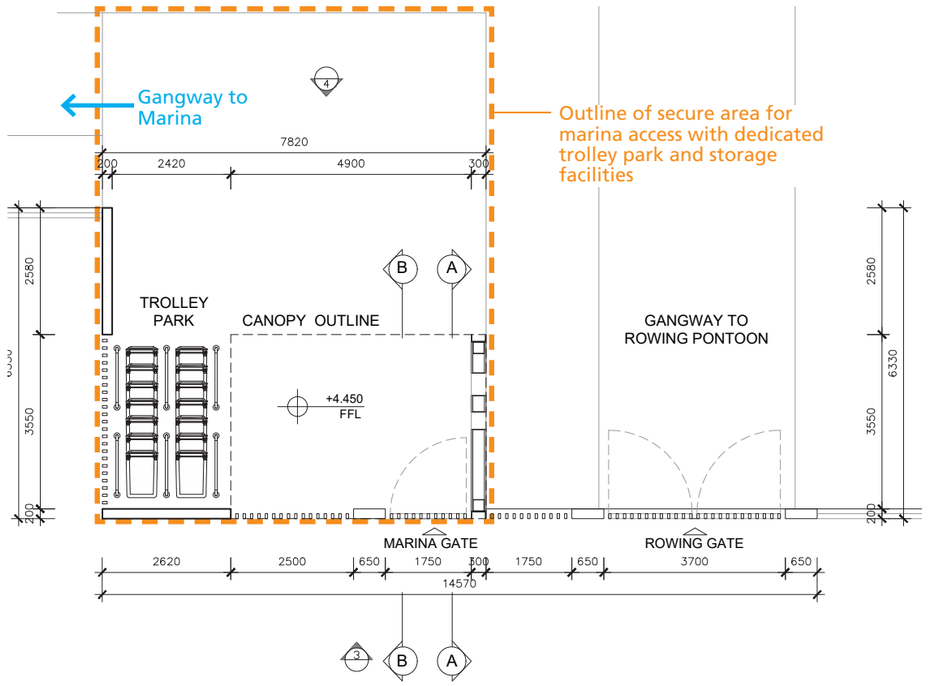


Marina Access Section AA
Scale 1:125

Adjacent to the public plaza, a secure gated access ensures both the marina and rowing club pontoon are easily and safely accessible. Designed for visual coherence, the two access gates stand side by side, featuring harmonious enclosures and signage for seamless continuity.

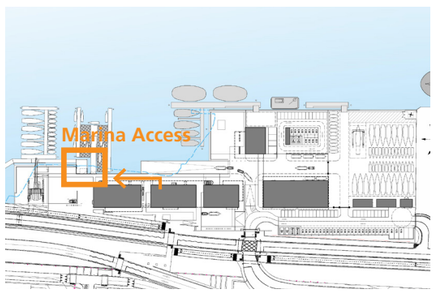
The marina access gate stands out with a distinctive canopy, emphasizing its significance and ensuring clear visibility from the boat clubs and beyond. Inside the marina's gated area, ample secure space is provided for users to temporarily store their belongings while transporting items to and from their boats. Additionally, a designated trolley parking area facilitates efficient transportation.

Constructed with a blend of sturdy metal railings and solid boardmarked concrete elements, the enclosure mirrors the materials used throughout the village's architecture. Echoing the sculptural roof forms found elsewhere in the maritime village, the canopy above the marina entrance boasts a vibrant red underside, distinguishing it as a focal point



Marina Access Plan
Scale 1:125

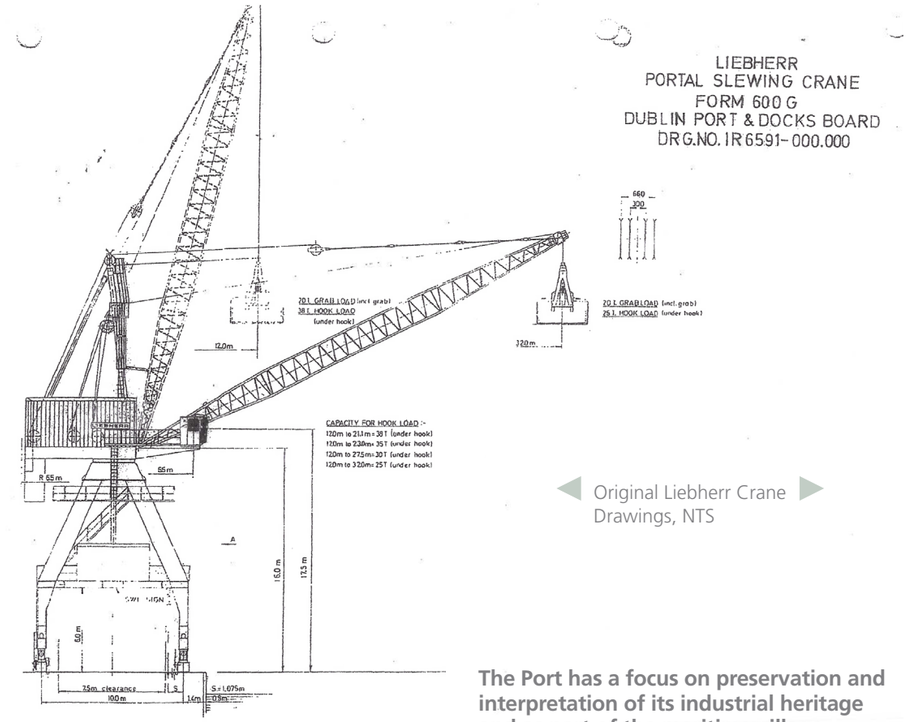
Proposed Computer Geerated 3D image of proposed marina entrance



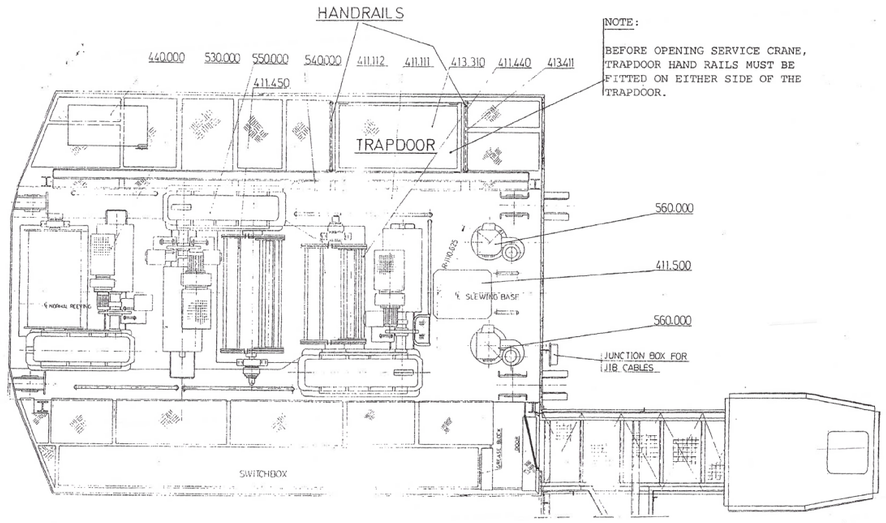
Keyplan, not to scale

For further detail on the Marina Access, refer to Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-PA401

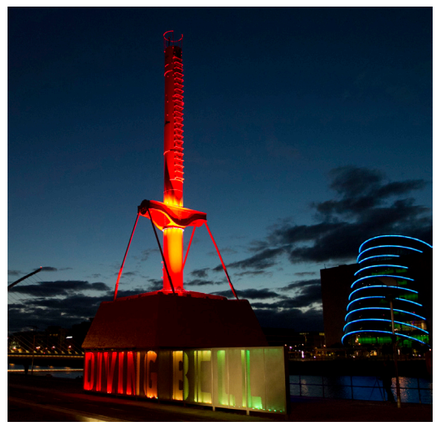
290 Crane Feature Installation



◀ Original Liebherr Crane Drawings, NTS ▶



▲ Image of the 290 Crane in-situ at the Odlums site prior to dismantling



▲ Bindon Blood Stoney's Diving Bell transformed into a walk-through museum at Sir John Rogerson Quay

The Port has a focus on preservation and interpretation of its industrial heritage and as part of the maritime village masterplan includes plans to integrate one of its remaining cranes (Crane number 290) as a feature installation on the new western public plaza.

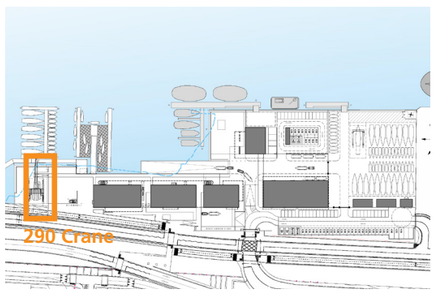
The purpose of the installation would be to emphasise the connection between the City and the Port, and to highlight the historic uses of the Campshires. The chosen location is sited at the western most end of the Maritime Village, essentially at the gateway to the site and to the Port beyond when approaching from the city. It will act as a beacon and visible anchor to the newly formed public plaza, creating a focal point both on the ground and when viewed from afar.

Crane 290 is larger than the crane erected at Dublin Port Centre Precinct, with a different jib attachment mechanism. It is currently dismantled and being kept in safe storage ready for re-assembly. Its key dimensions and statistics are as follows:

- Total height: c.40m
- Total weight: Est. 350t
- Height to Cabin: c.16m
- Length at base: 16m
- Width at base: 10m

Since 2015, the Dublin Port Company (DPC) has been actively involved in a wide range of initiatives, all of which align with its mission to foster greater public connection with Dublin Port's rich history, heritage, and its vital role in the city. These initiatives encompass both tangible and visible elements, such as the iconic Dublin Port Diving Bell located on Sir John Rogerson's Quay (designed by MOLA), as well as recent enhancements made to the public areas and the former ESB substation at its headquarters on Alexandra Road (designed by Darmody Architecture).

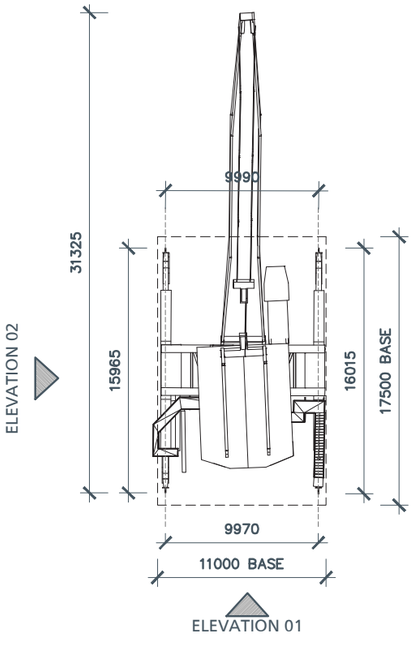
The inclusion of the 290 Crane at the Maritime Village represents a continuation of DPC's commitment to encouraging public engagement. This move also signals an imminent increase in public accessibility to the Port. This increased access will gradually become apparent as various ongoing projects are completed. These projects include the development of the Liffey-Tolka Greenway, the future Sea Organ and public space to be constructed at the new eastern breakwater as part of the MP2 project. Additionally, the future Odlums Flour Mill Project will contribute to this ongoing transformation.



▲ Keyplan, not to scale

290 Crane Feature Installation cont'd

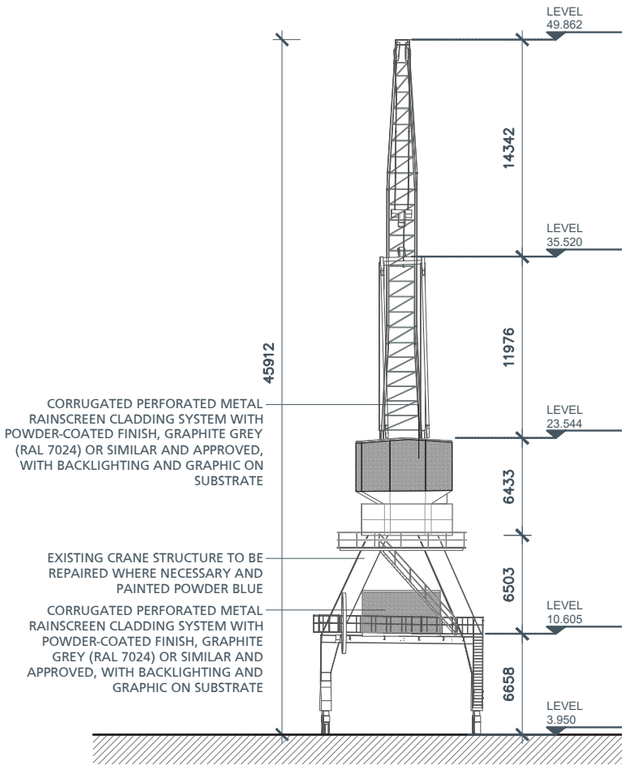
3D View of the proposed 290 Crane provding a focal point to the new public plaza at the western end of the Maritime Village



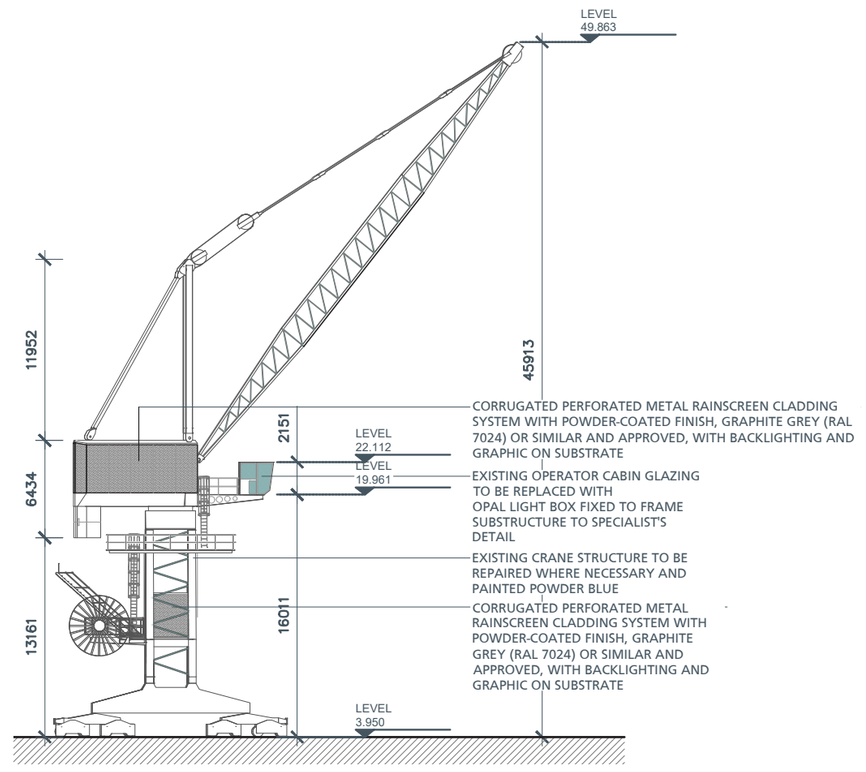
Plan
Scale 1:500

For further detail on Crane 290, refer to Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-PA403

Nightime view of the refurbised crane at Dublin Port Precinct on Alexanra Rd.



Elevation 01
Scale 1:400

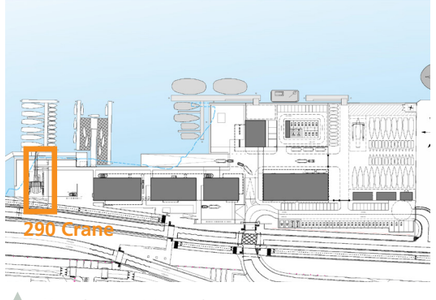


Elevation 02
Scale 1:400

Similar to the Crane at Dublin Port's headquarters on Alexandra Rd, the 290 Crane will receive a full refurbishment and upgrade to its finishes to make it worthy as a Public Installation Feature.

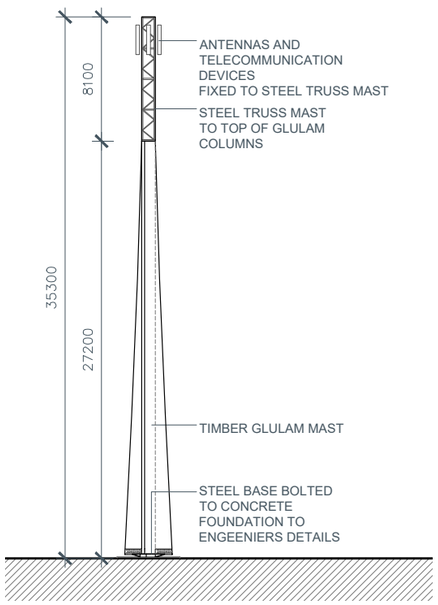
The existing structure will be repaired and receive a new paint finish throughout. The existing machine room will be overclad in a perforated metal rainscreen cladding, similar to other structures in the maritime village, providing a continuity of expression. Additionally, the new cladding will accommodate backlighting and a custom graphic incorporated into the perforations, design to be agreed at a later date. The existing operator cabin's glazing will be replaced with an internally illuminated opal light box.

The crane will be fitted with anti-climb detail to ensure health and safety within the public realm, consisting of a horizontal skirt of galvanized steel frame infilled with heavy duty stainless steel plain weave wire mesh.

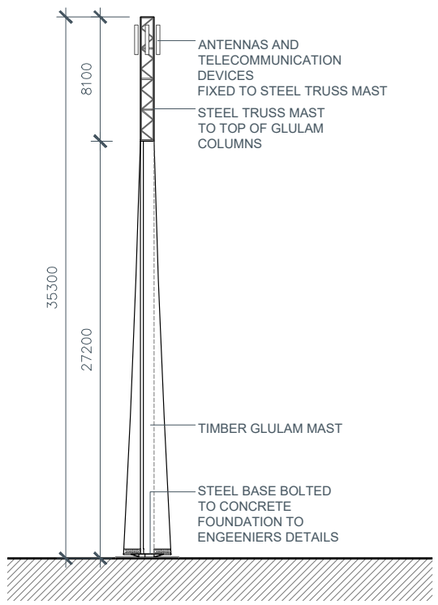


Keyplan, not to scale

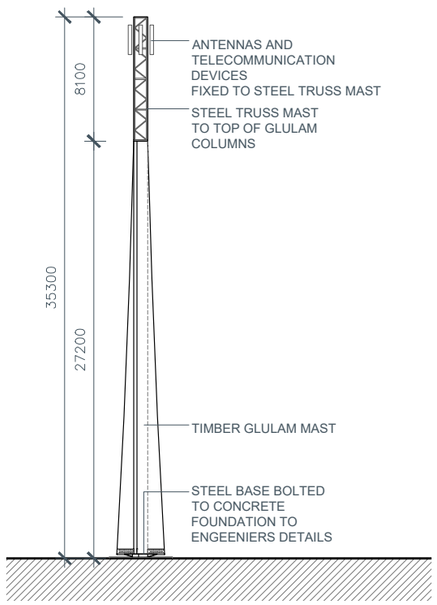
Communications Mast



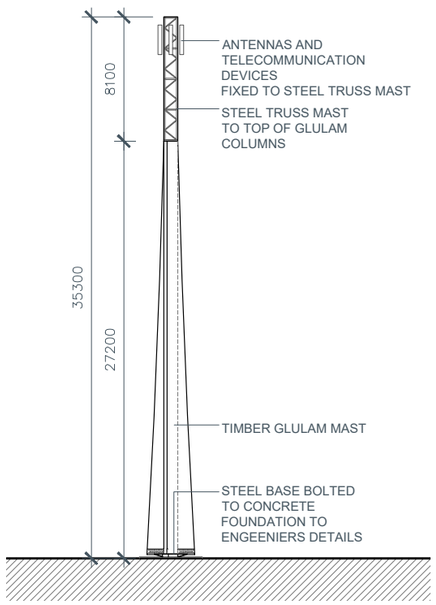
Elevation 01
Scale 1:400



Elevation 02
Scale 1:400

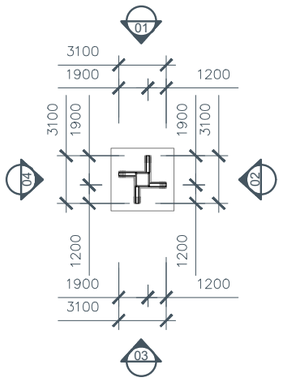


Elevation 03
Scale 1:400



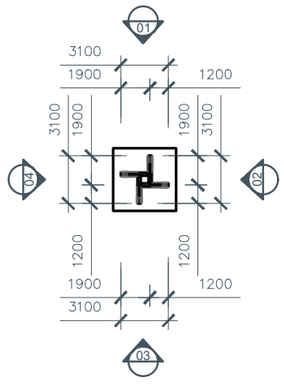
Elevation 04
Scale 1:400

Precedent Image of timber glulam mast structure in Bechtolsheim Germany



Plan from above
Scale 1:400

For further detail on the Communications Mast, refer to Darmody Architecture Drawing No. CP1901_010-DA-00-00-DR-A-PA404



Plan at base
Scale 1:400

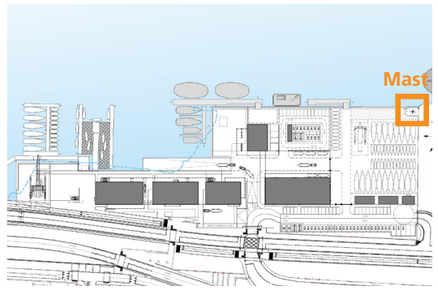
The first ever radio mast constructed out of glulam timber has been erected earlier this year in Germany.

The Ecopol radio mast from the Finnish start-up Ecotelligent is intended to be a more environmentally friendly and aesthetically pleasing alternative to the currently known steel and concrete structures in suitable locations.

Against the background of rising raw material prices, wood is now becoming more relevant as a renewable building material. Wooden mast structures can also play an important role in the fight against global climate change in the future: Built with recyclable wood, the Ecopol transmission masts have, according to the manufacturer, a CO2 footprint of up to half of comparable masts made of steel or concrete.

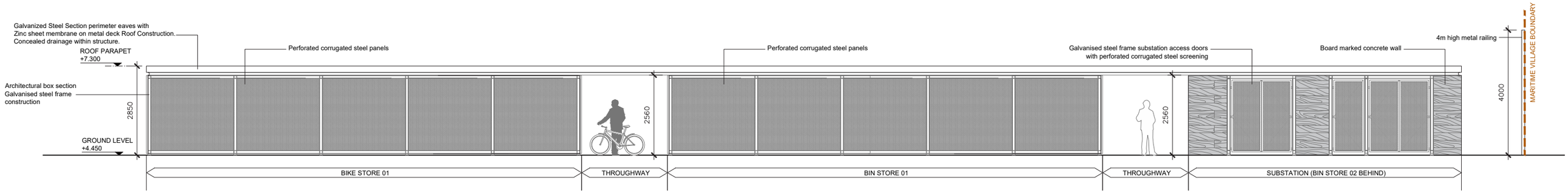
They have an expected lifespan of 30 years and are protected from environmental influences by a weather-resistant protective layer. In order to achieve the required load capacity, the poles in the Ecopol range are additionally reinforced with a steel structure on the inside.

The use of timber for the mast structre will continue the language of timber construction used in other structures across the maritime village and as a highly visible element, will send a clear message about the importance of using sustainable materials on the site.

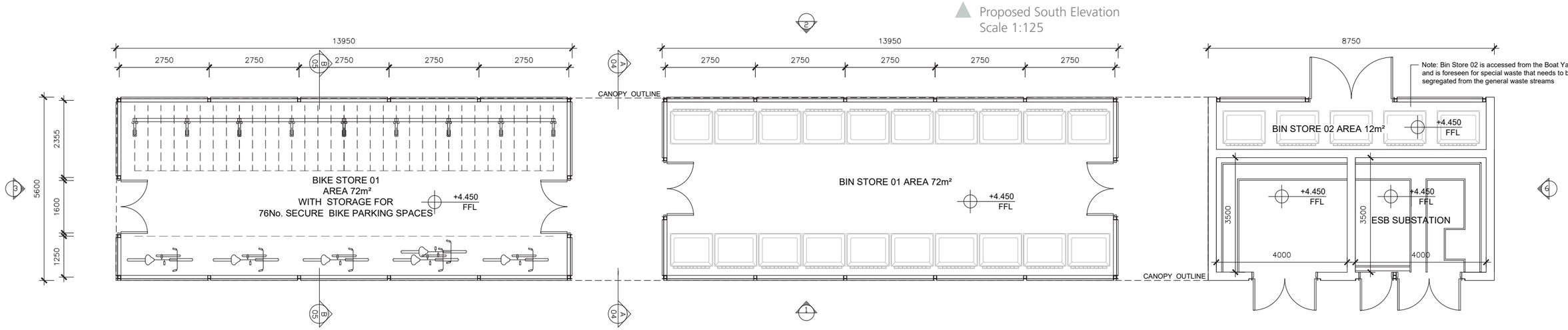


Keyplan, not to scale

Detail Area - Bike & Bin Storage Enclosures



Proposed South Elevation
Scale 1:125



Plan of Bike & Bin Storage Enclosures & ESB Substation
Scale 1:125

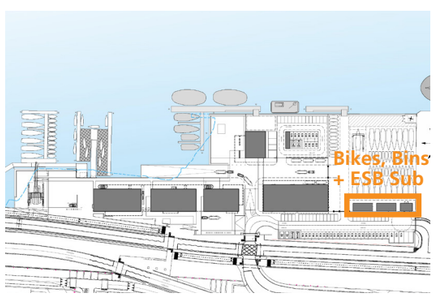
Ref Image; Josta double-stacking bike storage units

Ref Image; Interior of Enclosed Bike shelter at Dublin Port Centre by Darmody Architecture

A contemporary selection of materials is proposed for the bicycle and waste enclosures within the development. These materials will seamlessly integrate with and complement the existing palette used throughout the village.

To create a unified appearance, both enclosures, along with the ESB substation, are brought together under a single floating roof plane, giving them the visual impression of a single cohesive structure. These storage units are purposefully designed to provide secure and inconspicuous storage for all site users and are conveniently situated at the southeast corner of the site with direct access from the main car park.

The units are constructed with a galvanized steel frame and feature infill steel mesh panels, ensuring proper ventilation. This design not only enhances the aesthetics of the enclosures but also contributes to a durable and visually appealing solution for the external and public spaces within the development.



Keyplan, not to scale

For further detail on Bike & Bin Storage Enclosures, refer to Darmody Architecture Drawing No.s CP1901_010-DA-00-00-DR-A-PA400 & CP1901_010-DA-00-00-DR-A-PA402

Section 08 - Conclusion

Conclusion

In summary, the proposals discussed in the preceding sections aim to solidify the concept of "Opening up Dublin Port," with the new Maritime Village site at its core. This site, a crucial component of the entire Dublin Port estate, is set to become a thriving hub for maritime activities, supporting the existing community of local boating and rowing enthusiasts in Ringsend.

The proposed architectural interventions encompass a spectrum of transformative measures, such as merging two distinct sites under DPC ownership, demolishing existing clubhouses, repositioning facilities, and updating the waterfront area to provide modern amenities. This development involves the construction of new club buildings, a boat maintenance building, a Harbour Operations building, and a comprehensive waterside infrastructure, including a commercial marina, boat launch areas, slipways, and secure docking facilities. In addition, the project will deliver essential supporting amenities such as ample parking, designated bicycle storage, waste disposal provisions, boat storage facilities, and enhancements to the public realm.

Altogether, this development promises to breathe renewed vitality into the area, forging a new focal point at the entrance to the southern port, elevating and celebrating established maritime activities, while concurrently crafting an inclusive and inviting environment for the local community and visitors alike.

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