

Maritime Village: Landscape Design Report

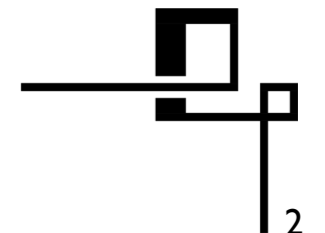


CONTENTS

CONTENTS	Pg.
1.0 DEVELOPMENT DESCRIPTION	
1.1 Development Description	03
2.0 DESIGN STATEMENT: PROPOSALS	
2.1 Design Rationale Overview	04
2.2 Design Rationale, West side of Site	05
2.3 Design Rationale, East Side of Site	06
2.4 Design Rationale, Pedestrian Approach	07
2.5 3D View	08
2.6 3D View	09
3.0 REFERENCE IMAGES / MATERIALITY	
3.1 Reference / Materiality	10
4.0 PLANTING	
4.1 Trees, Proposed	11
4.2 Planting, Swales and Groundcover	12

Report to be read in conjunction with landscape drawings submitted under separate cover:

1. **33-P-001** (Proposed Landscape Masterplan)
2. **33-P-002** (Proposed Planting Plan)
3. **33-P-100** (Proposed Landscape Plan West)
4. **33-P-101** (Proposed Landscape Plan Central)
5. **33-P-102** (Proposed Landscape Plan East)
6. **33-P-200** (Proposed Cross Section AA)
7. **33-P-201** (Proposed South Boundary Elevation)
8. **33-P-202** (Proposed South Boundary Elevation, 1:100)
9. **33-P-203** (Proposed Boundary Treatment Fencing)
10. **33-P-300** (Proposed Quay Wall Sections 1 & 2)
11. **33-P-301** (Proposed Quay Wall Sections 3 & 4)



1.0 DEVELOPMENT DESCRIPTION

1.1 DEVELOPMENT DESCRIPTION

This Landscape 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.

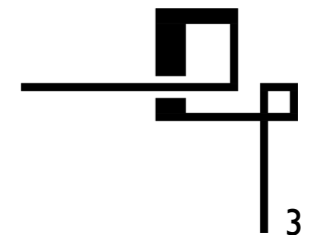
The development includes several key enabling actions. These actions involve demolishing the two existing clubhouses and all other associated structures on the club site, relocating existing boat storage areas, decommissioning the existing marina, and forming the new 1.8-hectare site by incorporating 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 facility 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 hard and soft landscape works, 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.



2.0 DESIGN STATEMENT: PROPOSALS

2.1 DESIGN RATIONALE OVERVIEW

The organisation of the site for the proposed Maritime Village has been particularly characterised by its relationship to the River Liffey, its Docksides, Dublin Port and the city of Dublin. Another key influence on the hard landscape design was the requirements of the various stakeholders and the general public.

The site has been designed as a continuous podium, rising above the proposed SPAR with a consistent quay wall height matching that of the finish floor levels of the buildings, (IE. all surface water run-off falls away from the river. The continuous natural stone paved podium to the west of the site, features an inset paving design which defines the main east/west dockside edge with paved connections to the face of Poolbeg Yacht and Boat Club and Stella Maris Rowing Club.

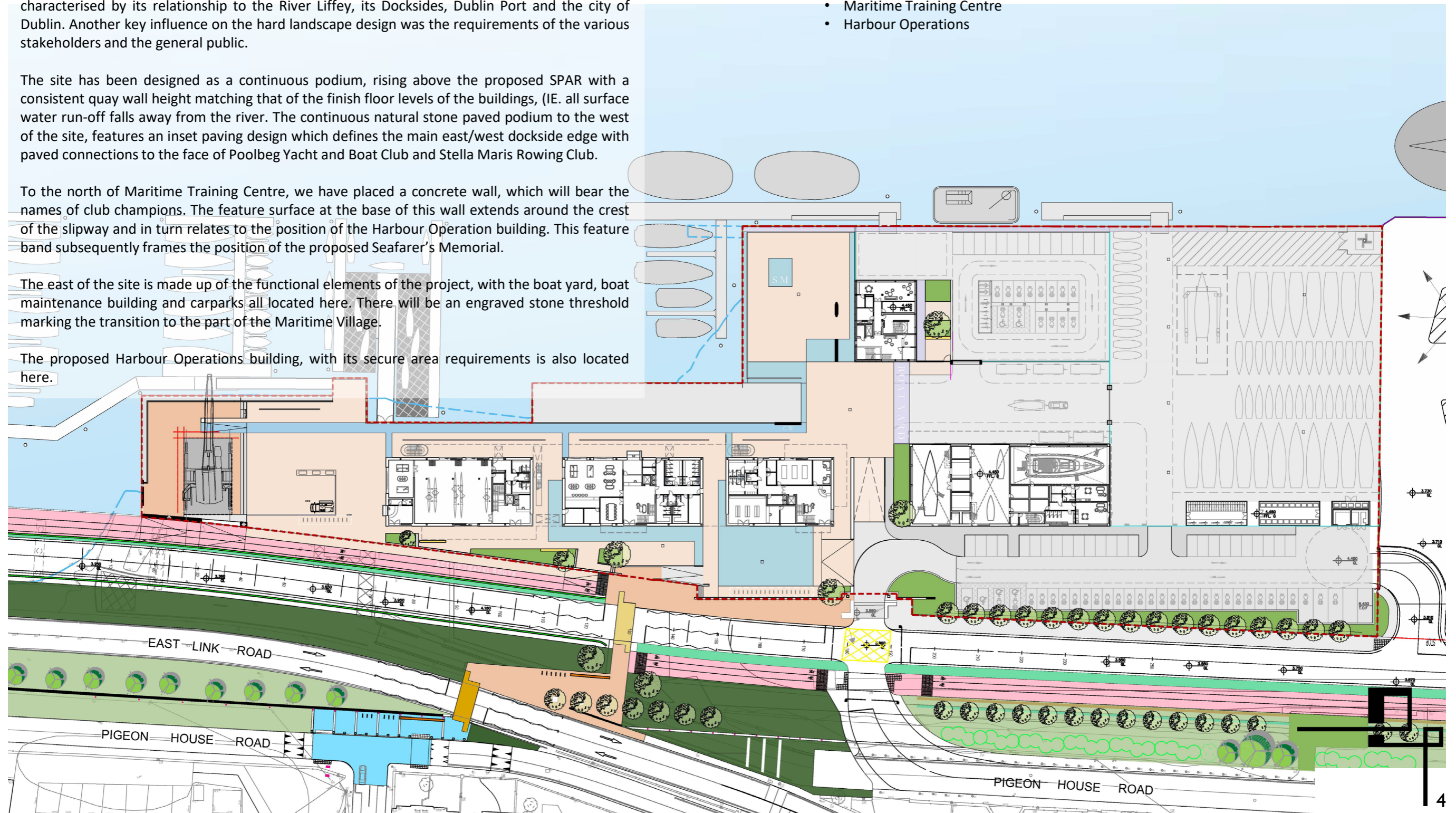
To the north of Maritime Training Centre, we have placed a concrete wall, which will bear the names of club champions. The feature surface at the base of this wall extends around the crest of the slipway and in turn relates to the position of the Harbour Operation building. This feature band subsequently frames the position of the proposed Seafarer's Memorial.

The east of the site is made up of the functional elements of the project, with the boat yard, boat maintenance building and carparks all located here. There will be an engraved stone threshold marking the transition to the part of the Maritime Village.

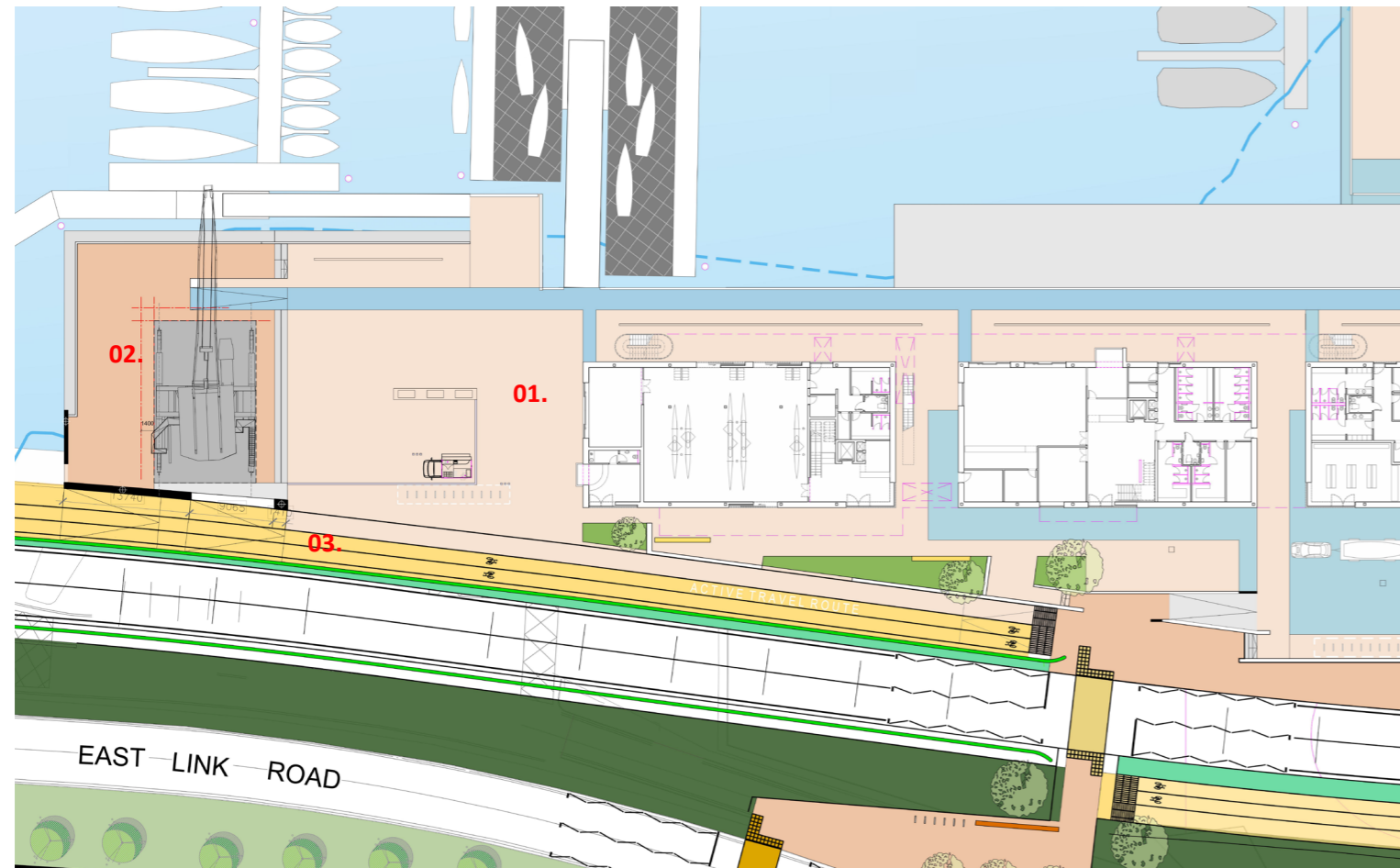
The proposed Harbour Operations building, with its secure area requirements is also located here.

Key Maritime Village Stakeholders:

- Stella Maris Rowing Club
- Poolbeg Yacht and Boat Club
- Maritime Training Centre
- Harbour Operations



2.0 DESIGN STATEMENT: PROPOSALS



West side of Maritime Village site: Refer to TTT Drawing 33-P-100 for details

2.2 DESIGN RATIONALE: WEST SIDE OF SITE

01. Public Events Space

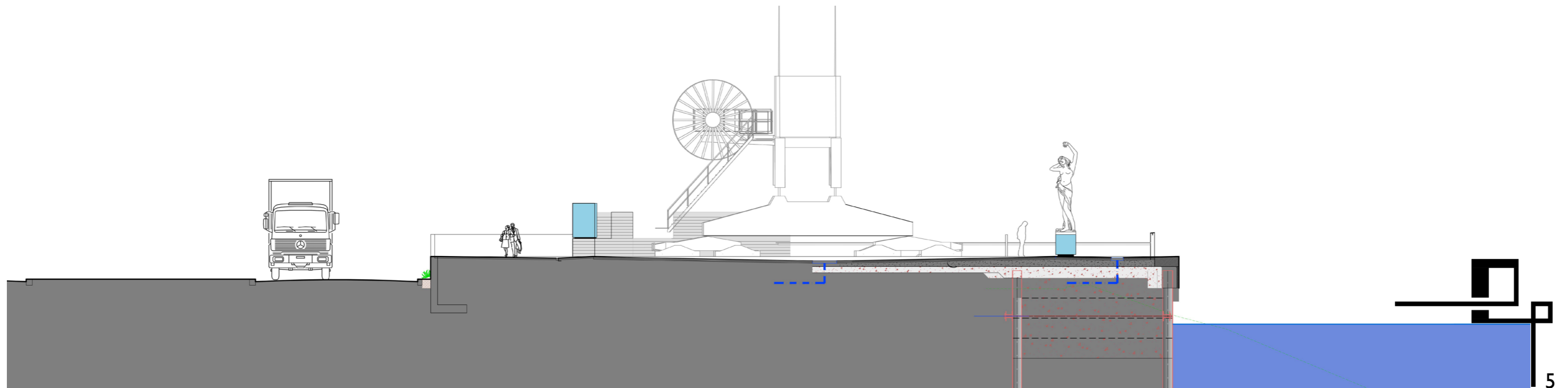
The west side of the Maritime Village site is dominated by a large open space, known as the Public Events Space. This space has, for the most part, been kept clear of fixed elements to allow for continuous views towards Dublin Port and Dublin City and greater flexibility of use. Surface water will drain to a proposed central drainage grille feature. A paving inset detail will de-mark the parking location for a mobile coffee dock. This proposed docking position is located to the south of the Public Events Space, adjacent to bicycle parking, to allow for views towards the city to remain unobstructed. We propose to frame the gentle slope, universal access, down to the sunken area with a commissioned piece of sculpture, provisionally proposed to be figurative in nature.

02. Sunken Area

There is one sunken area to the extreme west of the site, which creates a feature setting for the 290 Port Crane while spatially tying the language of the Maritime Village composition to the new Tolka Estuary Dublin Port Greenway. This one dramatic change in level provides a north south seating feature for the public to rest and view the workings of Dublin Port and the city beyond.

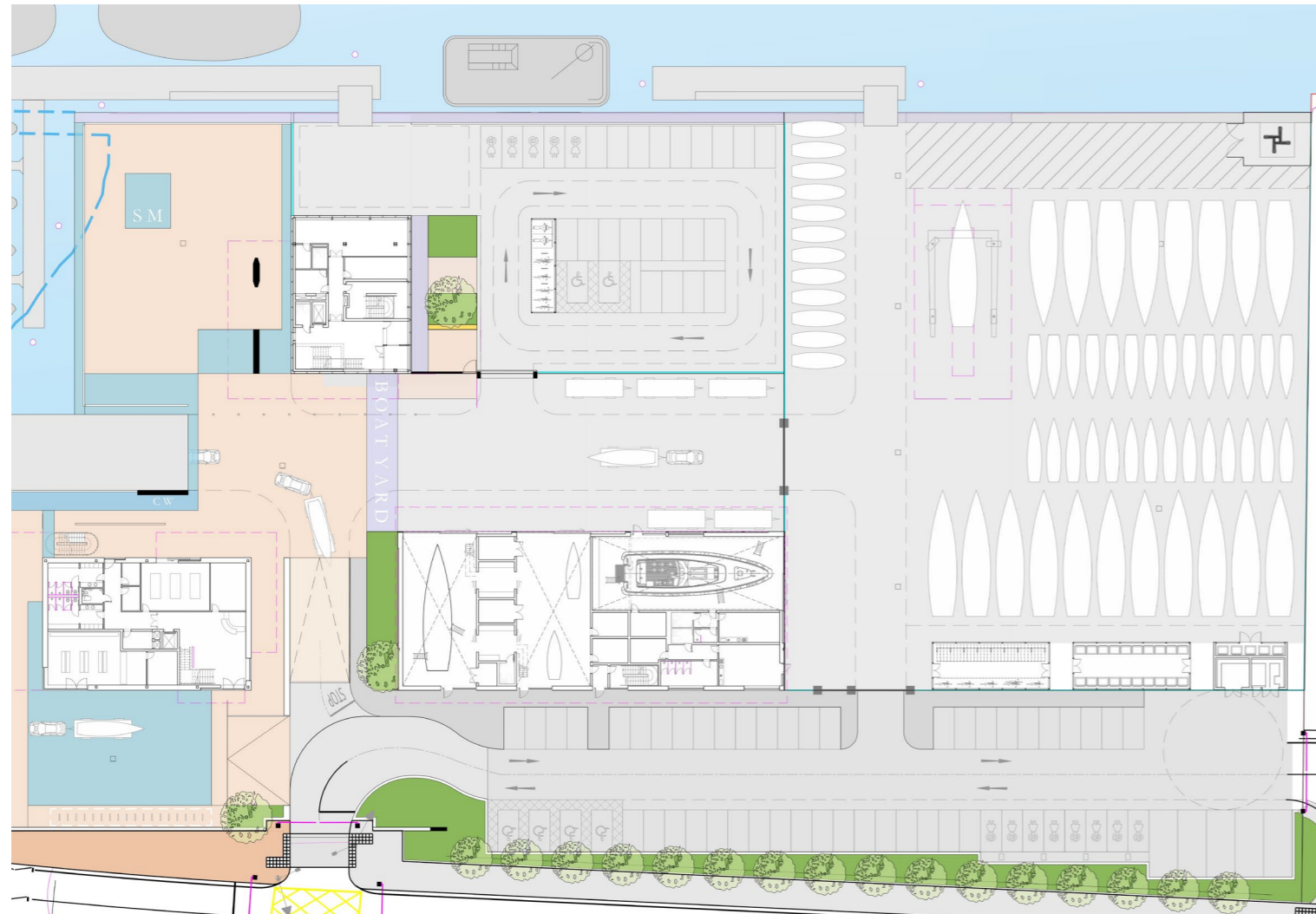
03. Merging Active Travel with Maritime Village

Considerable attention has been dedicated towards ensuring the Active Travel Route merges with the Maritime Village, at the west side of the Maritime Village, with the route rising to meet the level of the Public Events Space. The route slopes back down to the level of the proposed SPAR and progresses south across the SPAR and due east.



• Cross section through Public Events Space: Refer to TTT Drawing 33-P-200 for details

2.0 DESIGN STATEMENT: PROPOSALS



East side of Maritime Village site: Refer to TTT Drawings 33-P-101 and 33-P-102 for details

2.3 DESIGN RATIONALE: EAST SIDE OF SITE

Fenced Boat Yard

The east of the Maritime Village site is made up of the more functional elements of the project, with the boat yard, boat maintenance building, boat hoist and carpark all located here. We propose to highlight this transition from public use to stakeholder use with a feature stone threshold, marking the ground with an inscription. The proposed Harbour Operations building, with its secure area requirements is also located here and will feature a landscaped entrance area to create a buffer to the carpark.

Public Events Space, North

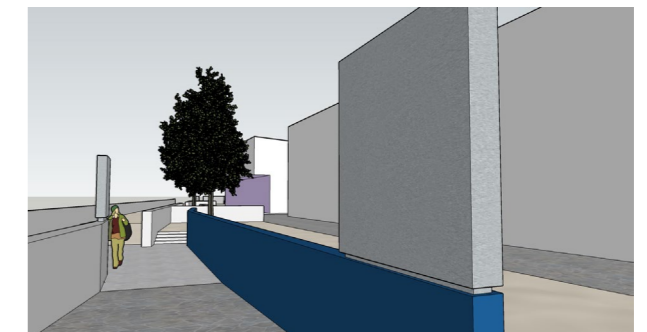
A secondary Public Events Space is situated to the north of the boat launching area. The ground surface at the base of the Champions Wall extends north to establish a surface relationship with the proposed location Seafarer's Memorial.

Carpark

The proposed new Carpark will be softened considerably to the south with a line of new semi-mature trees between it and the public footpath. The Vehicular Entrance will be clearly defined with feature cast in-situ concrete walls with a proposed engraved stone feature resting on a low concrete wall, bearing the identity of the Maritime Village.

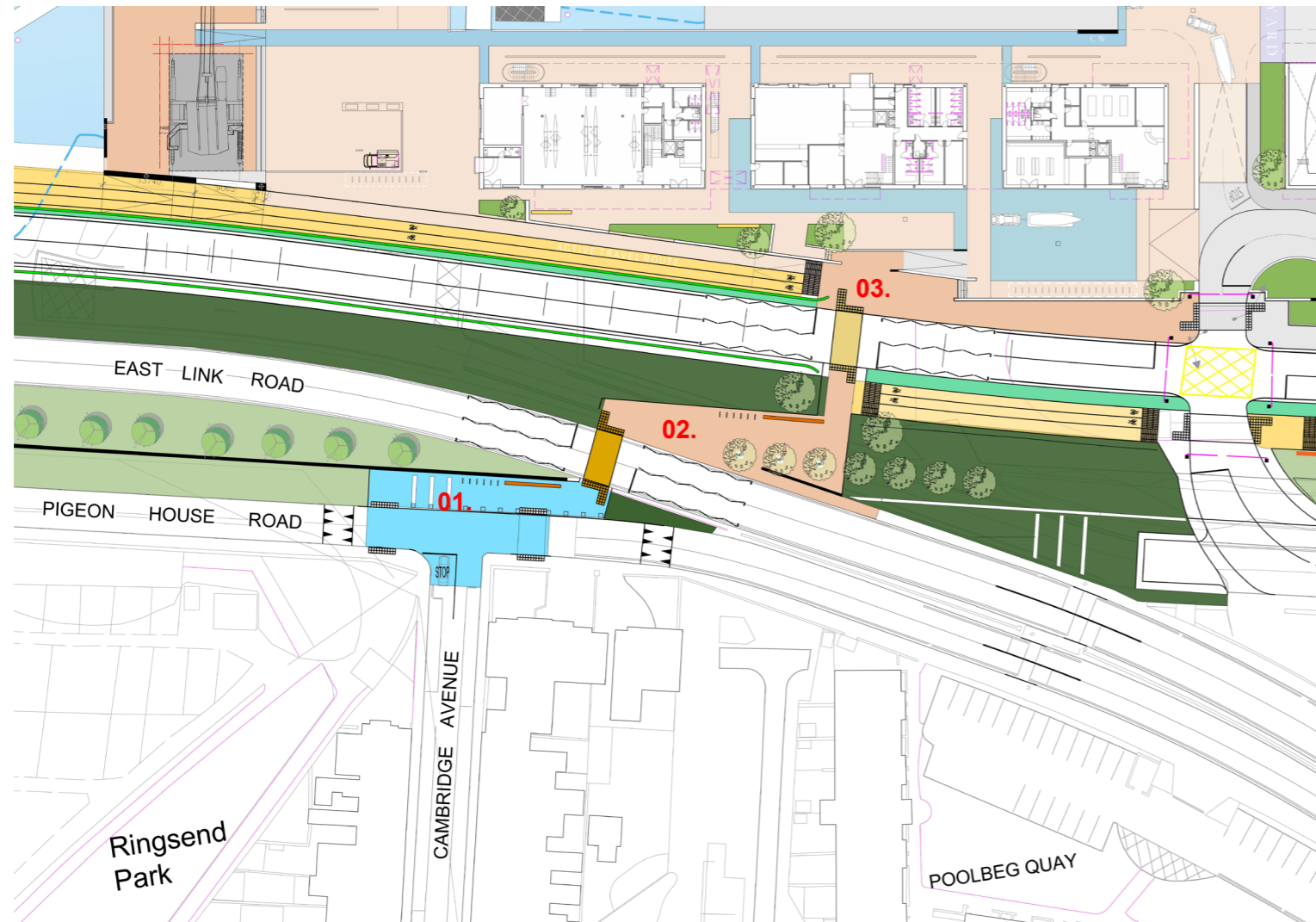
NOTE:

See landscape drawings prepared by TTT and submitted under separate cover for all SuDS related information



Views to proposed new Carpark to be softened with new line of trees

2.0 DESIGN STATEMENT: PROPOSALS



Pedestrian Access from South side of Site

2.4 PEDESTRIAN ACCESS: (GREAT SOUTH WALL) Ringsend Park, Cambridge Avenue

We have established a safe and clear pedestrian approach connecting the south side of East Link Road, (Pigeon House Road, Cambridge Avenue, Ringsend Park etc.) to the proposed new Maritime Village. This connection is made significantly more user friendly with the introduction of 3 small public spaces along this route, one at north end of Cambridge Avenue

01. New Public Space 1:

We are proposing a change in surface to granite cobble, at north end of Cambridge Road on Pigeon House Road. This surface will continue to form a pedestrian zone, separated from the roadway by a raised kerb. This space is backed by the historic visible remains of the Great South Wall balustrade wall. We propose to feature an interpretive element in the ground here to explain to the public the status of this wall feature and what lies below. The content of this will be developed by interpretive designers.

02. New Public Space 2:

We are proposing a new wedge-shaped seating/rest area between the proposed new SPAR and East Link Road with a new public green space to the east of this space. The green space will feature an interpretive element in the ground depicting the location of the Great South Wall. This element of interpretation will be expressed within feature ground slabs and/or steel; plates to detail by interpretive designers.

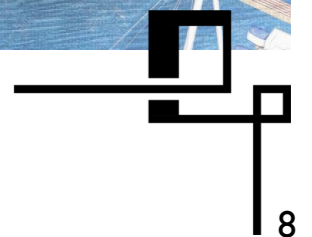
03. Pedestrian Access:

The SPAR crossing point to the Maritime Village connects pedestrians to the village itself, and is defined by a composition of low stone and concrete walls with the public encouraged through differentiated ground markings, to veer east towards the gaps between the clubs and on to the Dockside.



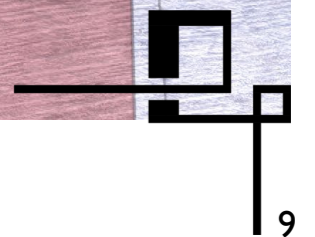
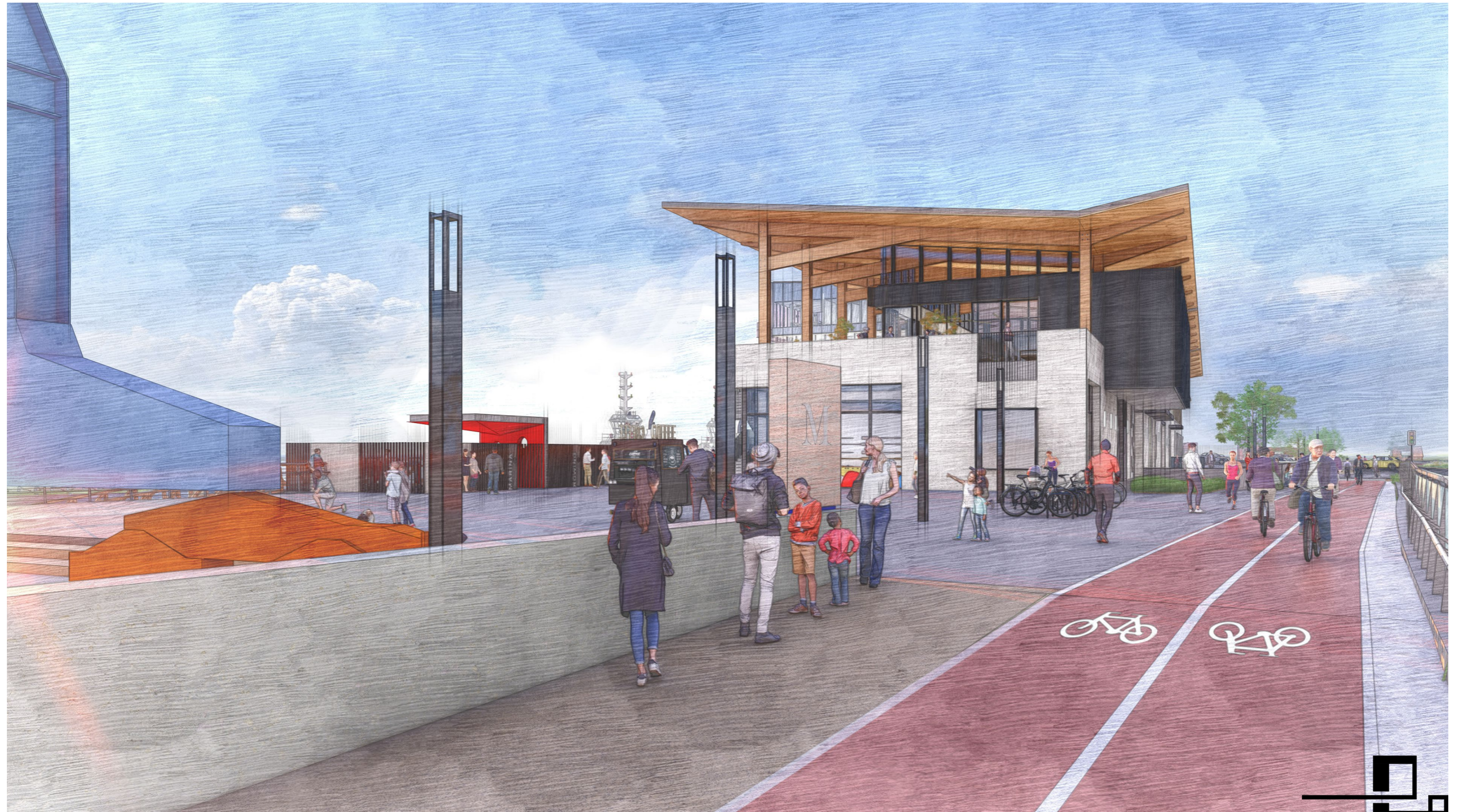
2.0 DESIGN STATEMENT: PROPOSALS

AERIAL VIEW FROM NORTHWEST



2.0 DESIGN STATEMENT: PROPOSALS

VIEW ON APPROACH FROM WEST SIDE, ON ACTIVE TRAVEL ROUTE:

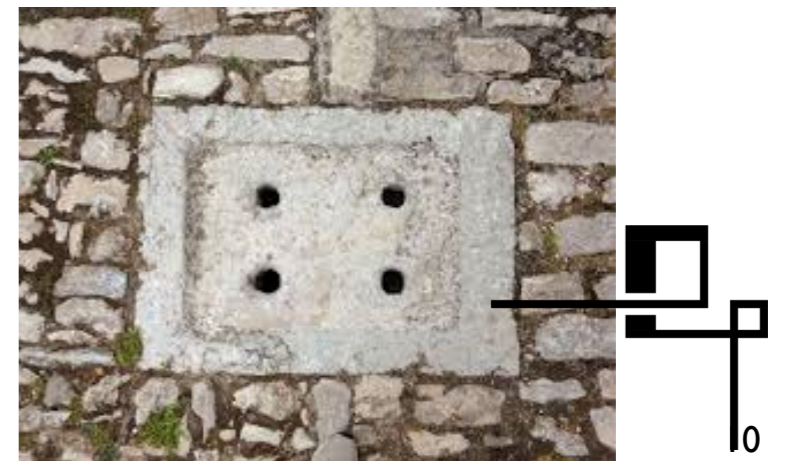


3.0 REFERENCE / MATERIALITY



3.1 Reference / Materiality

As a practice TTT is careful to use as reference only those places that we have designed or visited in person. The careful use of materials and texture, even in a single plane can substantially define transitions within a landscape from one space to the next, enriching the experience of passing through that landscape. Landscape and bodily movement become harmonised.



4.0 PLANTING



Tilia cordata 'Greenspire'

4.1 Trees, Proposed

All trees are chosen for their ability to withstand exposed seaside conditions as well as their form, leaf texture, and autumn colour. See TTT drawing 33-P-002 for location, species, size, spacing and quantity of proposed trees.

New ornamental planting to comprise of predominately native trees, mixed swale planting and hardy mat forming groundcover giving a varying palette of textures and colours throughout the seasons. Grass and wildflower seed with bulbs will be added to the 'Approach' area promoting biodiversity and providing additional colour throughout the growing season.

There are no existing trees on the Maritime Village site.



Quercus cerris



Acer campestre 'Elsrijk'



Ulmus 'Dodoens'



Pinus sylvestris

4.0 PLANTING



Luzula nivea 'Lucius'



Osmundo regalis



Carex pendula

4.2 Swale Planting

South side of site, planting creates a subtle separation from the public aspect of the Active Travel Route while contributing to the sustainable drainage on the site.

The south side of the Carpark will also contribute to the sustainable drainage on the site while screening the more utilitarian character of the Boat Maintenance Building.



Salix purpurea 'Nana'



Polystichum setiferum



Zantedeschia aethiopica

