







# Galicia marina wins 2012 PIANC design award

Combarro Marina on the northern shore of the Ría de Pontevedra in Galicia, Spain, has won PIANC's Marina Excellence Design Jack Nichol Award for 2012. Built in the waters between the old and new Combarro fishing harbours and in front of a promenade constructed in the late 1990s, the marina was completed in June 2009 as the final phase in a waterfront rejuvenation project.

Owned by Combarromar SA and designed by Ingeniería Civil del Atlántico SA (INCAT), the facility was built by Ronáutica SA (maritime works) and

Dragados SA (civil works). Construction began in May 2007 and the first phase of berths was completed by August 2008 when the marina soft opened.

## Historic fishing village

Located within the historic fishing village of Combarro, considered to be

*Above: Combarro Marina is the jewel in the crown of the Combarro waterfront regeneration project.*

*Below: Combarro is one of the best preserved villages in Galicia and attracts thousands of tourists every year.*





# COVER STORY: COMBARRO MARINA



*The marina is a vibrant venue for all kinds of gatherings.*

## For the public

Combarro Marina is completely open to the public and accessibility for the disabled exceeds all legal requirements in public areas and at the berths. The public area is a continuation of the town promenade and has been built using the same materials so as to integrate well. The quay is made from granite, the traditional building material of the region, and perfectly complements local homes and other village buildings.

Covering an area of 6,200 sq m of reclaimed land, the public area offers open air parking for 48 cars and an underground car park for 116 vehicles. A two-storey commercial and hospitality building surrounded by a two-tier pedestrian walkway has several bars, restaurants and lounges. A piled platform, supporting all buildings, links the public spaces with the marina basin.

The unmistakable bright red marina services building acts as the activity centre. Positioned to reach out over the water, it has been designed to resemble the bridge of a ship. It is a landmark for the marina with a shiny rounded polyester facade that brightens even the gloomiest day. The building is home to the public service offices, locker rooms, customer lounge and bar/restaurant.

A nautical services building, which serves the associated shipyard, is located in the new fishing harbour where five steel-plated buildings for

one of the best preserved villages in Galicia and an attraction for thousands of annual visitors, Combarro Marina is ideally positioned to serve the needs of recreational boaters. In an area famed for sweeping bays, soft winters and moderate summers, it has good natural protection from the Atlantic waves and has been carefully designed to fit well with both its urban and natural environments.

Combarro Marina has facilities to suit many different types of customer. Unlike many other marinas, it has no associated residential development and permanent berth holders are residents and owners of summer homes in the area. Over 1,500 visiting boaters are also drawn to Combarro every year, usually staying for several days before travelling on to the Mediterranean or returning to northern Europe.

## Marina layout

The marina is divided into three specific sections: the basin; public area; and technical area.

The 36,203 sq m marina basin is protected against storms from the west by the fishing harbour breakwater. A 4m wide 160m long reinforced concrete floating breakwater has been built to protect the basin from south-east wind generated waves. A total of 329 full service berths for vessels of 6-20m in length are distributed on four 3m-wide floating pontoons accessed via a single

entrance gate. Additional berthing for vessels up to 60m is available on the outer side of the floating breakwater.

All floating pontoons are manufactured from reinforced aluminium with concrete floats and timber decking, and all berths have Ronautica utility pedestals and access to a Deloule pump-out station, supplied by Equiport and installed on the fuel dock.

Most of the berths are rented for the entire length of the 27-year concession, with 30% reserved for monthly or annual leases. In line with the terms of the concession, 10% of berths are reserved for transient boats but - due to high demand - almost all of the monthly/annual allocation is used for visitors. At peak times in August, for example, the marina can host up to 75 visiting boats.



*Jutting out over the water, the bright red marina services building is a striking landmark.*



# COVER STORY: COMBARRO MARINA



*The shipyard, which covers an area of 1,500 sq m, is set well apart from the public spaces. Extensive repair and maintenance services are offered.*

use by fishermen already exist. To maintain architectural harmony, the new building follows the same model and is constructed from the same materials.

The design for all marina buildings was a challenge as they sit within an historic site, and preservation of the scenic views of the old town was of major concern during the design stage. In order to blend with the surroundings, the commercial building – the biggest of the three – was deliberately split into modules, given different roof heights and kept as light and transparent as possible by the use of glass.

## Technical area

The technical area, where service and repair of all kinds of recreational boat up to 30m takes place, is set well apart from the public area in the fishing harbour esplanade so as to keep all noisy and dirty activities separate from leisure facilities.

Covering an area of 1,500 sq m, the shipyard has a 50 tonne GH travel hoist and a six tonne GH crane. A 36m long floating pontoon is installed for boats undergoing repair and an auxiliary pontoon is in place for the crane. A workshop and Ronáutica-operated chandlery are incorporated within the nautical services building. Ronáutica offers its services for the sale and repair of boats, engines, electronics, carpentry and sail making.

A public boat ramp and a floating

ramp for the on-site sailing school boats are also installed. The Olympic sailor, Sandra Azón, leads the Combarro Marina sailing school with courses for all ages.

## Design innovation

The unusual combination of conventional building and materials technologies prompted an innovative marina design that, in turn, ensured high performance and low costs.

The commercial building is a good example of challenges faced and cleverly overcome. Built on reclaimed land, it was designed to have an underground car park. In order to keep costs at a reasonable level, the elevation of the building foundations is slightly higher than the minimum low water. In this way, conventional construction methods could be used that took low tide periods into account. All working plans were devised around the fact that the working area was flooded twice a day. The building structure is completely rigid to prevent concrete cracking if differential subsidence should occur in the long term.

The marina services building is also innovative, largely because of the use of polyester panels on its ventilated facade. Positioned over the water, it is built on a reinforced concrete platform with the same system of piling as was used for the pontoons. The use of

such a cheap piling system was only possible due to an exhaustive quality control system.

## Environmental sustainability

Environmental impact assessments for Combarro Marina were extensive and most of the construction materials used for the project were conventional, e.g. steel, concrete, aluminium and glass, and purchased with sustainability certificates. Appropriate forestry certificates were obtained for the extensively used tropical hardwood.

The marina is well equipped with waste recycling facilities and pump-out and has an array of solar panels installed to supply hot water year round. Lighting has been used throughout the site to create adequate levels whilst avoiding light pollution. LED lights and energy saving lamps predominate.

The maintenance of water quality in the marina is guaranteed by the absence of contaminated discharge in the Ría de Pontevedra, by the high tides of up to 4m and the open basin. The marina operates a no-discharge policy with all hull cleaning water collected and treated. Staff are fully trained in the use of emergency pollution control kits.

## Winning the MEDA

PIANC established the Marina Excellence Design Jack Nichol Award (MEDA) to recognise outstanding marina design in memory of the late Jack Nichol, a distinguished member of the PIANC Recreational Navigation Commission. For 2012, Combarro Marina competed with applications from Marina di Rodi Garganico in Italy and Sant Carles Marina in Spain.

The PIANC Jury Report concludes: "The three marinas were all very close in the independent scoring; only a few points separated the three. After discussion by the selection committee, Combarro Marina was ranked highest as a facility that is safe and easy for boaters to use, well-designed, attractive and appealing to boaters, and utilises materials and construction methods that are environmentally friendly and minimise impacts on the environment. The design of Combarro Marina reflects not only the needs of the boaters it serves, but the surrounding community and environment."