

# RACECOURSE PARK

PRELIMINARY DESIGN REPORT PARK DEVELOPMENT PROJECT

ISSUE: PLANNING 03/2021

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## 1. PROJECT BACKGROUND

Fingal County Council proposes to undertake a park development project at the Racecourse Park located between the towns of Baldoyle and Portmarnock. This scheme is an essential part of the implementation of the Portmarnock South and Baldoyle/Stapolin Local Area Plans. These LAPs cater for the construction of at least 2500 homes and a potential population increase of 10,000 people.

While being separate residential areas, the preparation of these LAPs was coordinated as they are both located next to the Baldoyle Bay Special Area of Conservation (SAC) and Special Protection Area (SPA). It was recognized within the plans that an increase in population would likely result in increased visitor pressure on Baldoyle Bay and the surrounding lands which are used by migratory birds associated with Baldoyle Bay as feeding and roosting grounds. Both plans had associated Strategic Environmental Assessments and Appropriate Assessments which informed the plan making. Arising from these assessments an overarching Green Infrastructure Masterplan Strategy was adopted that centred on the provision of the Racecourse Park Regional Park. The masterplan strategy aims to develop an attractive natural amenity area for existing and new residents in the area, while also protecting the natural environment. Development has begun within the LAP lands and the first houses are occupied meaning the population of the area has already begun to increase. As a result, the development of the Racecourse Regional Park is required as soon as possible to avoid damaging Baldoyle Bay.

A park development plan has been developed that will guide the overall development and management of the park. When fully developed Racecourse Park will be a ca 80ha regional park, which will offer a variety of amenity facilities. The proposed park development project will consist of the following works:

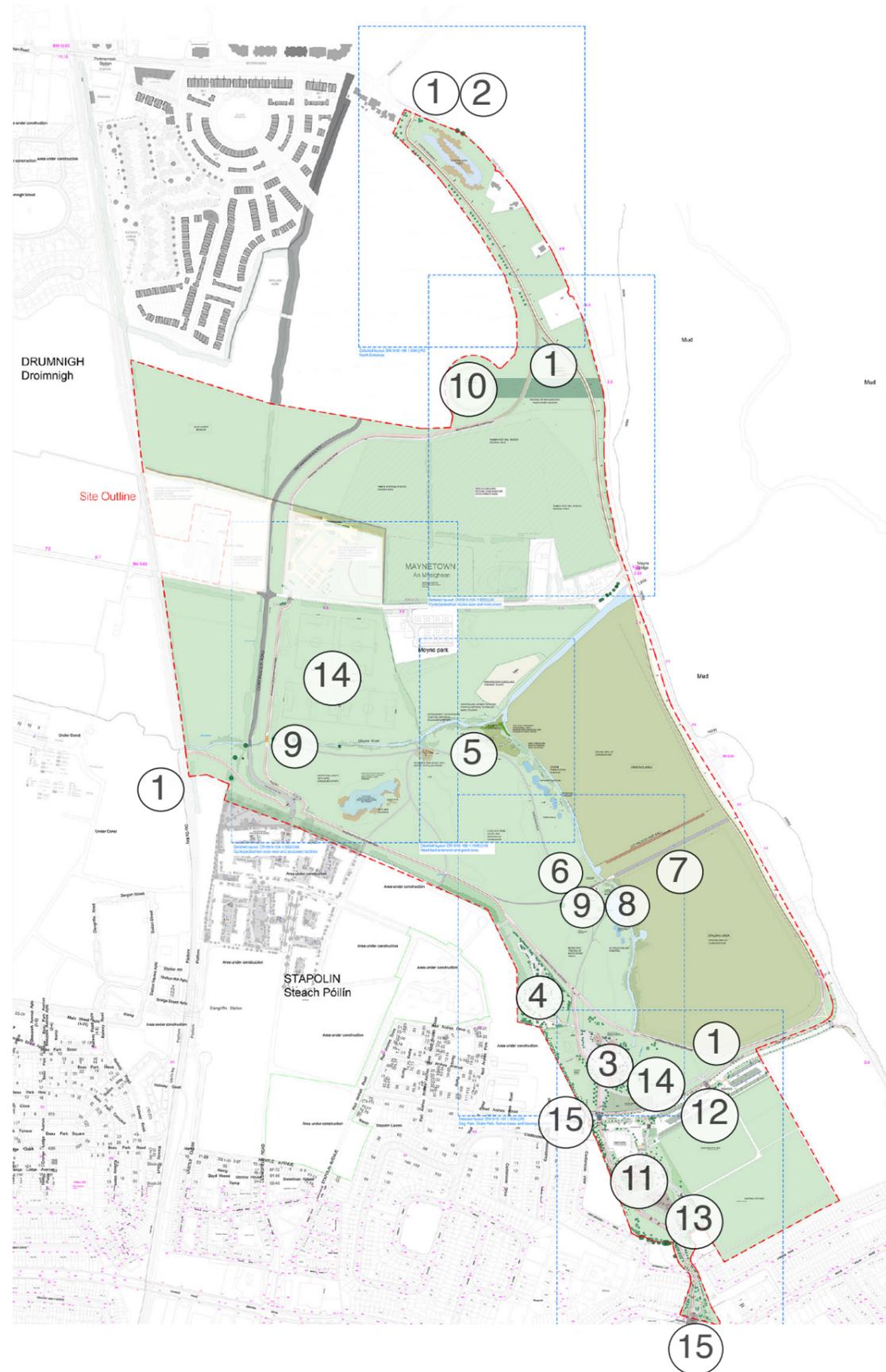
- Construction of 4.5km of new segregated walking and cycling routes including a bridge over the Mayne river and the repair to the railway underpass
- Provision of toucan crossing facilities on the Grange Road, Red Arches Road and Moyne Road
- Construction of a new car park catering for 161 spaces
- Upgrading and expanding the existing playground
- Construction of a Skate park and Teenage Adventure Playground
- Construction of a Multi-Use Games Area (MUGA)
- Construction of a new 3-acres dog run
- Amendments to existing park entrances
- Construction of a low embankment on a Protected Monument
- Construction of seating areas and viewing platform
- Development of four grass sports pitches
- Development of a Bowls green
- Provision of a controllable, intelligent Public lighting system along key walking and cycling routes
- All landscaping works in the park, including the development of new reedbeds, brackish grassland and wetland features.

The main aim of this Preliminary Design Report is to outline the preliminary design of the park development proposals and provide information required for the application to An Bord Pleanála under Section 177AE of the Planning and Development Act, 2000, as amended.

This report should be read in conjunction with the Planning Report, Park Development Plan, Natura Impact Statement, EIA screening report and the Environmental report.

## 2. PARK DEVELOPMENT PLAN AND PARK DEVELOPMENT PROJECT

REFER TO DRAWING 'DN1815-101A'



The park development plan for the Racecourse Park will guide the development and management of the park over the next couple of years. Some parts of the park development plan are subject to further studies such as the horse riding facility and tourism facility and will not form part of this park development project for which the Council is currently seeking permission.

The proposed park development project will consist of the following works:

- ① Pedestrian/cycle routes linking to Portmarnock Greenway
- ② Northern Greenway Entrance and Connection
- ③ Skate park / teenage activity area
- ④ Dog run
- ⑤ Wetland walking route and extension of existing reed beds
- ⑥ Viewing platform
- ⑦ Stop off point, seating area
- ⑧ Riverside paths and picnic area
- ⑨ Bridges
- ⑩ Northern Enclosure
- ⑪ Existing Play area upgrade and expansion
- ⑫ Car Park
- ⑬ Bowling Green
- ⑭ Playing Pitches and MUGA
- ⑮ Entrance and framing/way-finding/shelter structures
- ⑯ Public Lighting (not indicated on this key-plan)

### 3. PARK DEVELOPMENT PROJECT

# 3.1. PEDESTRIAN AND CYCLE ROUTES

## 3.1 New Pedestrian and Cycle routes

Connectivity and provision of good quality routes are essential to encourage people to walk and cycle in and to the park. The pathway network will comprise of segregated walking and cycling routes linking the nearby housing developments at Portmarnock, Baldoyle and Clongriffin with the facilities in the park. The pathway network will provide for a range of looped routes, that will allow people to choose a variety of routes depending on the amount of time available to them. The walking and cycling routes will also be connected to the wider strategic network of walking and cycling routes in the area such as the Fingal coastal greenway and Seagrang Park



For details of all path designs please see drawing 1876-CORA-C202-PL1 on page 7 of this document. In order to give the highest quality of service for cyclists, it is envisaged that a smooth asphalt surface course will be used with 10mm aggregate as recommended by the National Cycle Manual. For ease of construction and continuity, it is proposed to use the same surfacing for the footpaths and shared areas throughout the scheme. The exact construction depth for the footpath and cycle track pavements is subject to the outcome of ground investigations to be carried out at detailed design stage.

The design team has made the greatest efforts to provide for a clear legible circulation system that caters to both pedestrian and cyclists whilst maintaining high levels of safety. Where possible existing paths have been incorporated in the new pathway network. Some of the existing pathways will be demolished and all materials will be re-used in the construction of new pathways where possible.

Pedestrian only paths are located in the floodplain area and are to be constructed of asphalt with a poured concrete kerb on either side. The kerb height is flush so that any run off can drain naturally to either side of the path during high rainfall events. Please see TYPICAL SECTION THROUGH PROPOSED PEDESTRIAN PATH AT NORTHERN END OF PARK for details.

The proposed pedestrian and cycle path just north of Red Arches Road will be situated on top of the existing construction haul road. This route will be the key route linking Clongriffin with the existing Baldoyle to Portmarnock greenway. The design for this pathway is fairly similar to the existing coastal greenway and caters for a 3m wide pedestrian path and a 3m wide cycleway separated by a central margin that will be sown with wildflowers and grasses. The margin is wide enough to allow for mechanical maintenance as required. The walking and cycling route is wide enough to allow for access by park maintenance vehicles and Irish water maintenance crews. Please see TYPICAL SECTION THROUGH PROPOSED PEDESTRIAN/CYCLE PATH ON EXISTING CONSTRUCTION ROAD for details. This design is also proposed for the walking and cycling route that runs in a north-south direction at the western end of the park. Please see TYPICAL SECTION THROUGH PROPOSED PEDESTRIAN/CYCLE PATH AT NORTHERN END OF PARK for details. It is proposed to construct a no-dig pathway where the walking and cycling route is located in close vicinity of the Monument. Please see drawing 1876-CORA-C203-PL1 on page 8 for details.

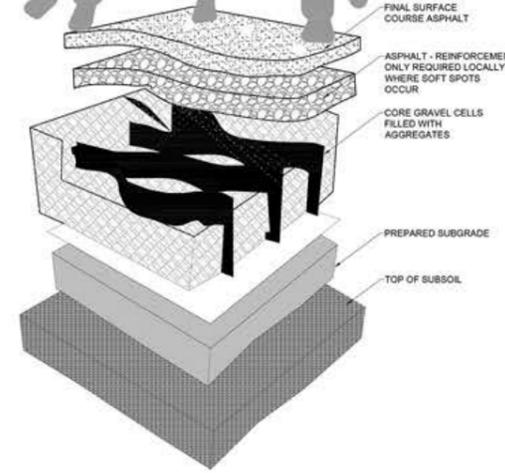
There is less space available for the walking and cycling route in the parkland between the Grange Road and Red Arches Road. It is proposed to develop a 3m wide cycleway and a 2m wide pedestrian route, but it should be noted that there is a much wider pedestrian zone between the bowls green and the future community centre. Because of the frequent interaction between cyclists and pedestrians in this area it is proposed to demarcate the cycleway with coloured tarmac and to provide a raised central kerb between the cycleway and footpath. Please see TYPICAL SECTION THROUGH PROPOSED CYCLE / PEDESTRIAN PATH AT SOUTHERN END OF PARK for details.



# 3.1. PEDESTRIAN AND CYCLE ROUTES



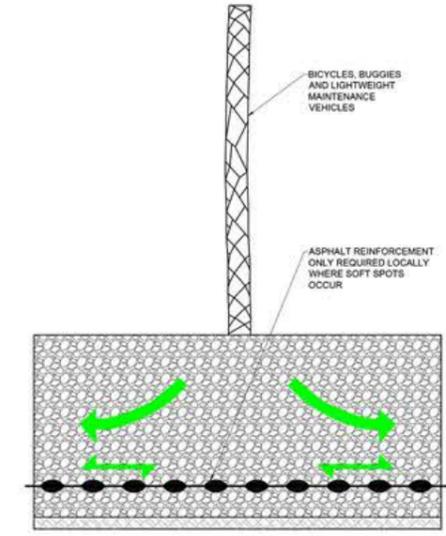
**DESCRIPTION OF MINIMUM DIG PATHWAY**  
 MINIMUM DIG PATHWAY INVOLVES TAKING THE SOD OFF. MINIMUM BUILD UP OF 175mm FROM UNDERSIDE OF SOD TO TOP OF FINISHES. ASPHALT REINFORCEMENT IN THE ASPHALT LAYERS OVER CORE GRAVEL CELLS FILLED WITH AGGREGATES ON PREPARED SUBGRADE. THE PATH WILL BE RAISED ABOVE EXISTING LEVEL AND WILL REQUIRE AN EDGING OR RAMPED EDGE TO THE SIDES.



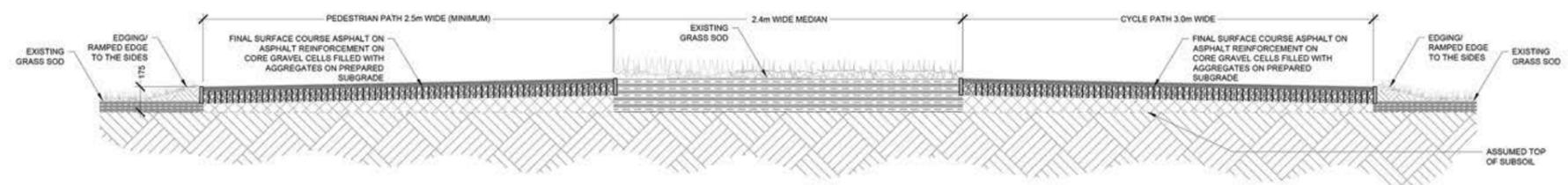
3D VIEW OF BUILD UP TO MINIMUM DIG PATHWAY  
 NTS

NOTE: REFER TO DRAWING NO. C200 FOR LOCATION OF PATH TYPES

REVISION SCHEDULE				
REV. NO.	REV. DESCRIPTION	REV. DATE	DRAWN	CHECKED
P1	Issue for comment	25/02/2021	KJD	LE
P2	Issue for comment	02/03/2021	KJD	LE
P3	Issue for comment	09/03/2021	KJD	LE
PL1	Issued for Planning	30/03/2021	KJD	LE



CROSS SECTION THROUGH ASPHALT REINFORCEMENT - ONLY REQUIRED WHERE SOFT SPOTS OCCUR  
 NTS



TYPICAL SECTION THROUGH PROPOSED MINIMUM DIG PATHWAY  
 SCALE 1:20

Drawing Stage: <b>Planning</b>	Project Details:		Notes	Drawn by:	Checked by:	Approved by:	Date:	Behan House, 10 Lower Mount Street, Dublin 2. D02 HT71 Tel: +353 1 661 1100 e-mail: info@cora.ie Web: www.cora.ie		
	Site Address:	Baldoyle		KJD	LE	LE	02/21			
	Client:	Fingal County Council		Project Name:		Scale:	Project Number:		1876	
	Architect:	Bernard Seymour Landscape Architects		Racecourse Park Baldoyle		1:1000				
	M&E Designer:			Project:	Originator:	Zone:	Level:		Type:	Discipline:
Contractor:		RPB	CORA			DR	C	203		PL1

## 3.2 ROADS CROSSINGS

Road crossings are proposed at six locations as set out below:

### Grange Road

A proposed raised table with a Toucan crossing and Belisha Beacons is proposed across the Grange road to the west of the Brookstone Road and Willie Nolan Road junction. The raised table will reduce speeds on approach to the Toucan crossing and will be full kerb height, allowing pedestrians and cyclists to cross the road unhindered and providing continuity between the Racecourse Park and Seagrang Park.

### Red Arches Road:

A proposed raised table with a Toucan crossing and traffic lights is proposed across the Red Arches Road near the entrance of the Community Garden. The raised table will reduce speeds on approach to the crossing and will be full kerb height, allowing pedestrians and cyclists to cross the road unhindered and providing continuity from one end of the park to the other.

A proposed raised table with a Zebra crossing and Belisha Beacons is proposed across the Red arches road next to the entrance to the new main car park. The raised table will reduce speeds on approach to the Zebra crossing and will be full kerb height, allowing pedestrians to cross the road unhindered and providing continuity from one end of the park to the other.

### Red Arches Road roundabout:

The existing park entrance arrangement at the Red Arches roundabout will be changed to allow for direct access into the park for both pedestrians and cyclists. The new entrance will be created by removing some of the stone wall and the existing cycling route located along the Coast road will be removed. The road crossing itself will not be altered.

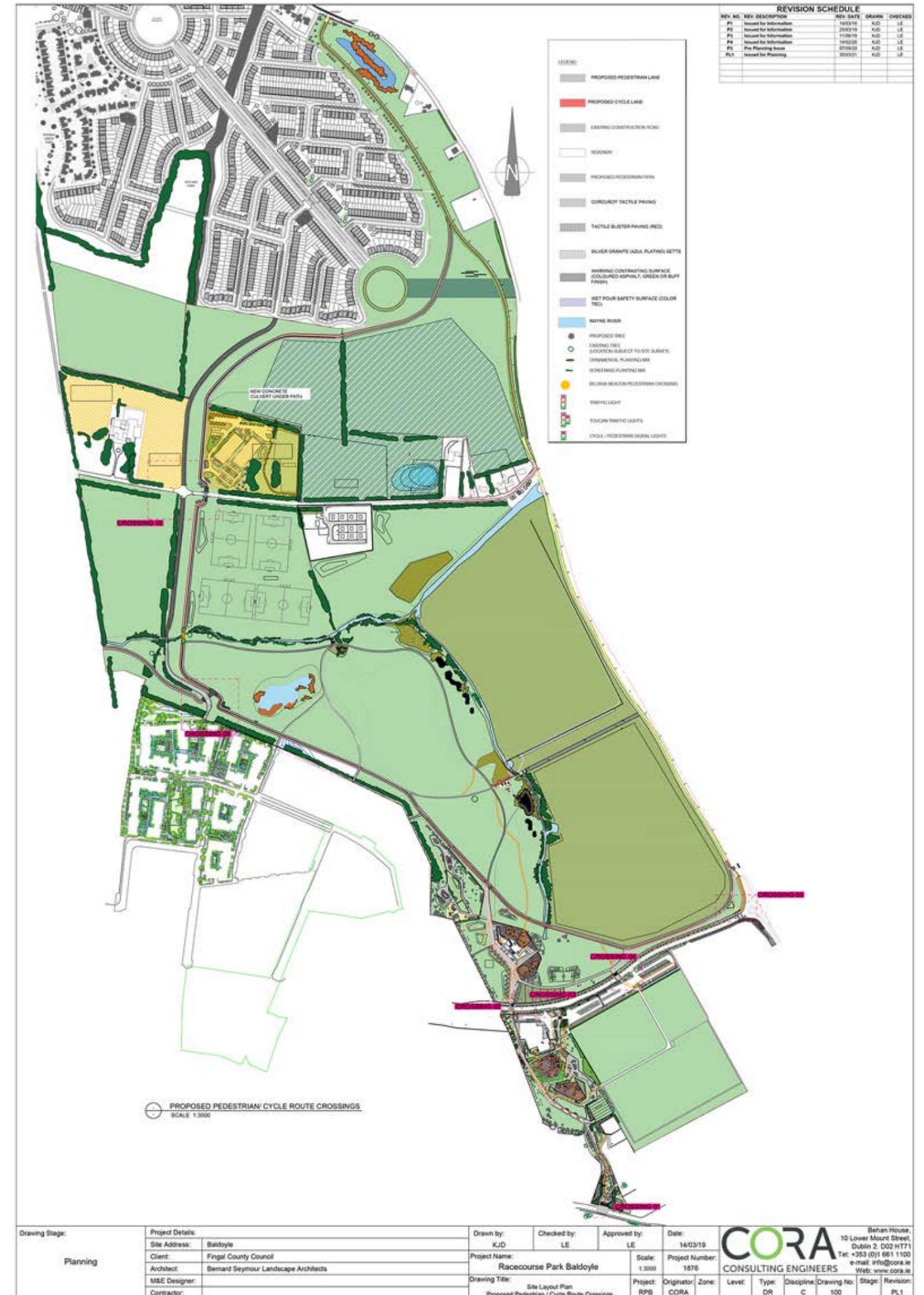
### Moyne Road:

A proposed a Toucan crossing and traffic lights are proposed across the Moyne road.

### Construction Haul road South of Moyne Road:

The new construction road from the Moyne Road to the residentially zoned lands at Stapolin will cross the main walking and cycling route from Clongriffin to the Red Arches road. It is envisaged that there will be a high number of construction vehicles crossing the main walking and cycling route on a regular basis. To address this road safety issue, it is proposed to construct a Toucan crossing and traffic lights across the temporary Construction Haul road. Once the haul road is removed upon completion of the housing development in the area, the traffic lights will be removed.

Tactile paving will be installed at all crossings in accordance with current guidance. Audible crossings signals will also be included.



# 3.2 ROADS CROSSINGS

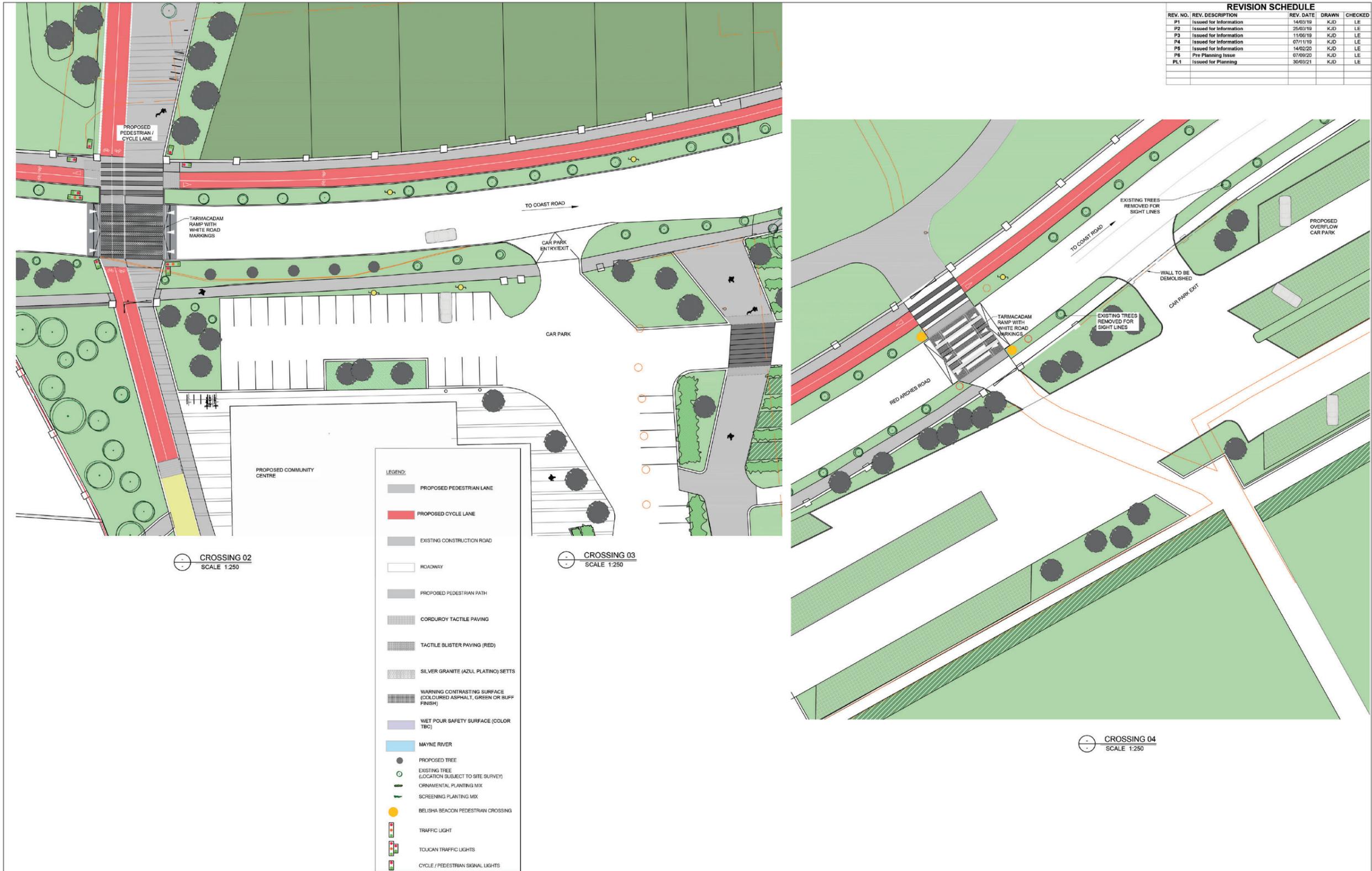
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REV. NO.	REV. DESCRIPTION	REV. DATE	DRAWN	CHECKED
P1	Issued for Information	14/03/19	KJD	LE
P2	Issued for Information	25/03/19	KJD	LE
P3	Issued for Information	11/06/19	KJD	LE
P4	Issued for Information	14/02/20	KJD	LE
P5	Pre Planning Issue	07/09/20	KJD	LE
PL1	Issued for Planning	30/03/21	KJD	LE



LEGEND	
	PROPOSED PEDESTRIAN LANE
	PROPOSED CYCLE LANE
	EXISTING CONSTRUCTION ROAD
	ROADWAY
	PROPOSED PEDESTRIAN PATH
	CORDUROY TACTILE PAVING
	TACTILE BLISTER PAVING (RED)
	SILVER GRANITE (AZUL PLATINO) SETTS
	WARNING CONTRASTING SURFACE (COLOURED ASPHALT, GREEN OR BLUFF FINISH)
	WET POUR SAFETY SURFACE (COLOR TBC)
	MAYNE RIVER
	PROPOSED TREE
	EXISTING TREE (LOCATION SUBJECT TO SITE SURVEY)
	ORNAMENTAL PLANTING MIX
	SCREENING PLANTING MIX
	BELISHA BEACON PEDESTRIAN CROSSING
	TRAFFIC LIGHT
	TOUCAN TRAFFIC LIGHTS
	CYCLE / PEDESTRIAN SIGNAL LIGHTS

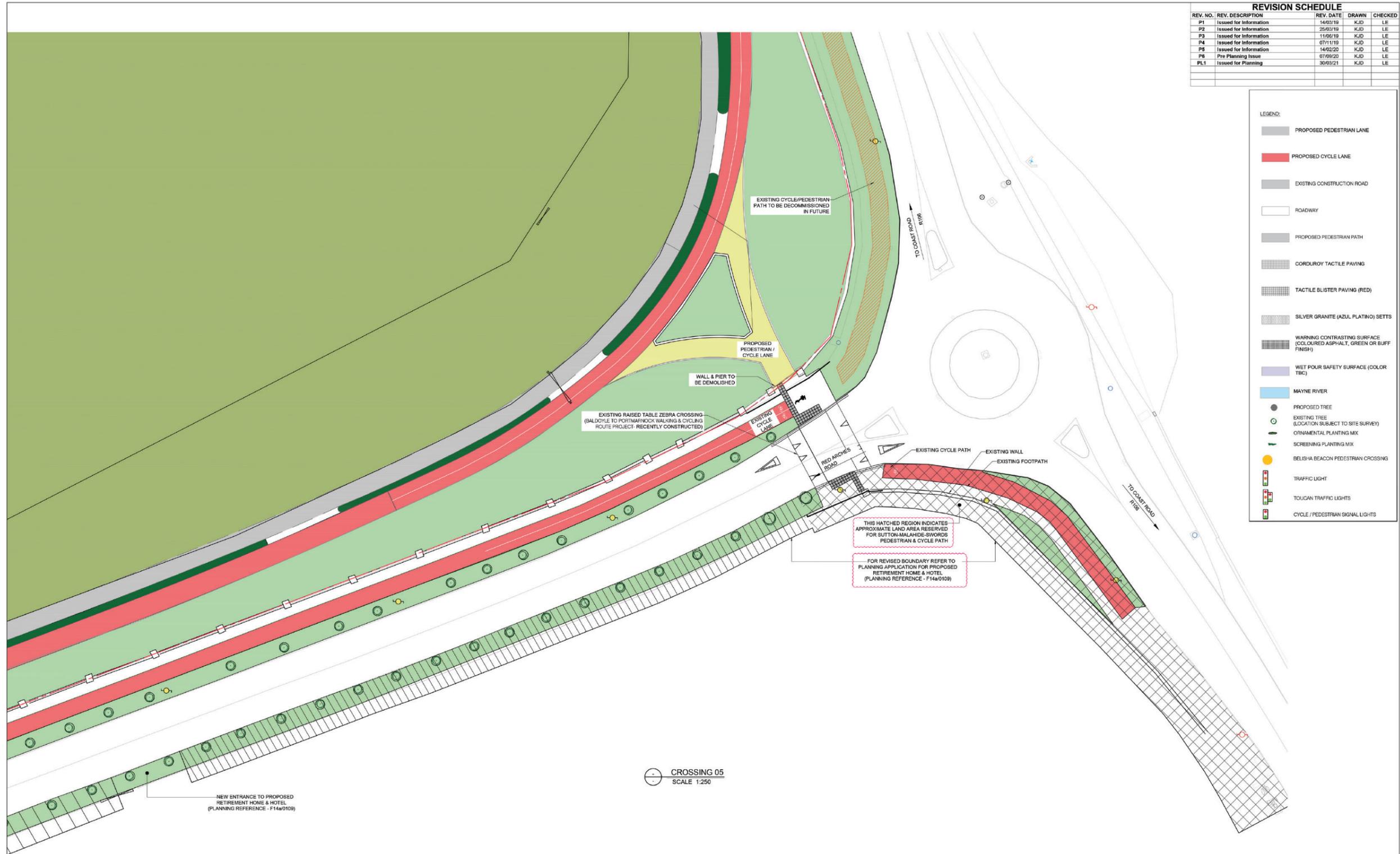
Drawing Stage:  <b>Planning</b>	Project Details:		Notes	Drawn by:	Checked by:	Approved by:	Date:	Behan House, 10 Lower Mount Street, Dublin 2, D02 HT71 Tel: +353 1 661 1100 e-mail: info@cora.ie Web: www.cora.ie			
	Site Address:	Baldoyle		KJD	LE	LE	14/03/19				
	Client:	Fingal County Council		Project Name:		Scale:	Project Number:				
	Architect:	Bernard Seymour Landscape Architects		Racecourse Park Baldoyle		1:250	1876				
	M&E Designer:			Drawing Title:		Project:	Originator:		Zone:		
Contractor:		Proposed Crossings - Crossing 01		RPB	CORA		Level: DR	Type: C	Discipline: 101	Stage: PL1	Revision:

# 3.2 ROADS CROSSINGS



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	Client:	Fingal County Council		Project Name:		Scale:	Project Number:					
	Architect:	Bernard Seymour Landscape Architects		Racecourse Park Baldoyle		1:250	1876					
	M&E Designer:			Drawing Title:		Project:	Originator:		Zone:			
Contractor:		Proposed Crossings Crossings 02, 03 & 04		RPB	CORA		Level:	Type:	Discipline:	Drawing No:	Stage:	Revision:
								DR	C	102		PL1

# 3.2 ROADS CROSSINGS



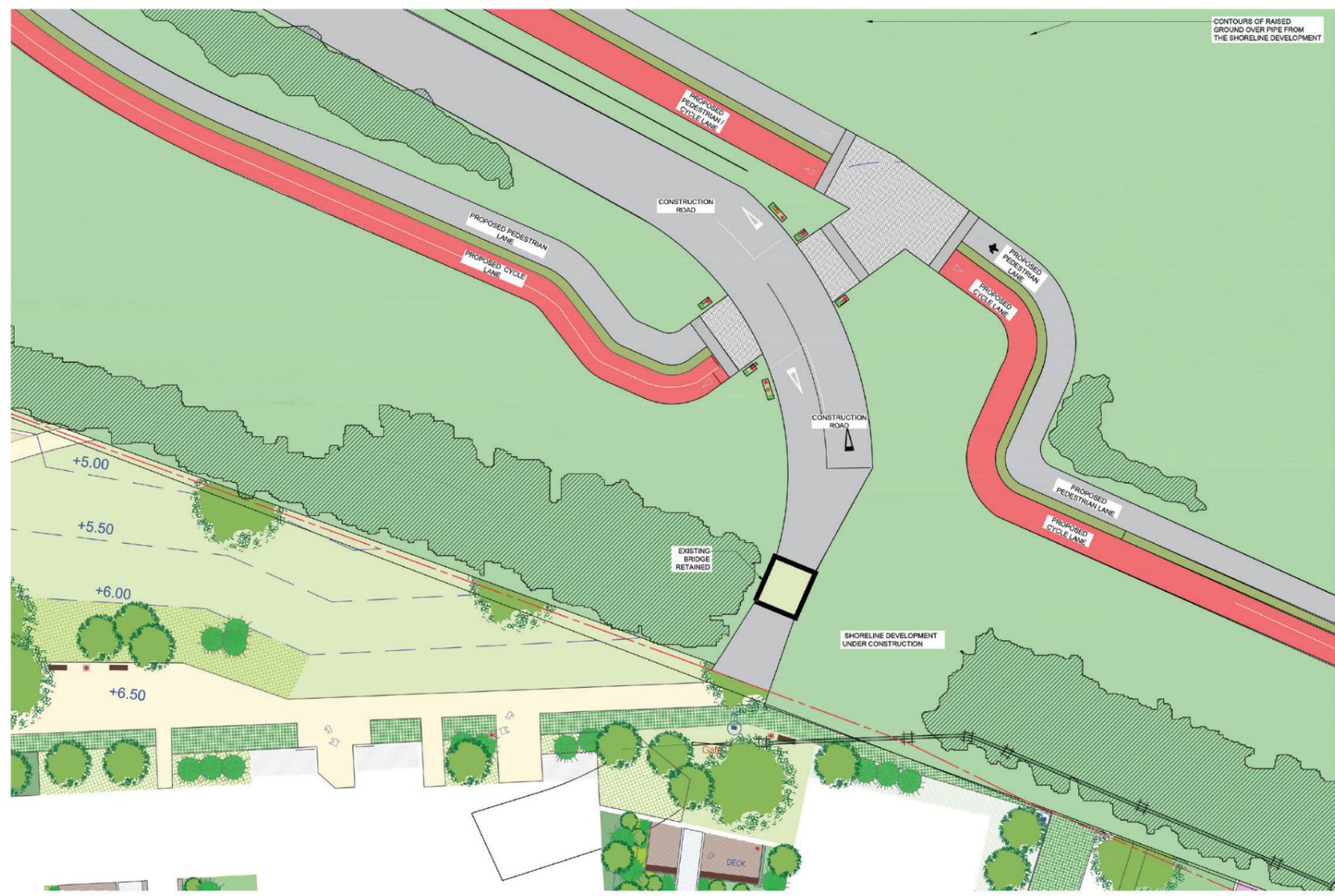
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	Architect:	Bernard Seymour Landscape Architects		Racecourse Park Baldoyle		1:250	1876		
	M&E Designer:			Drawing Title:		Project:	Originator:		Zone:
Contractor:		Proposed Crossings Crossing 05		RPB	CORA		Level: Type: Discipline: Drawing No: Stage: Revision:		

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REVISION SCHEDULE				
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P1	Issued for Information	14/03/19	KJD	LE
P2	Issued for Information	25/03/19	KJD	LE
P3	Issued for Information	11/06/19	KJD	LE
P4	Issued for Information	17/10/19	KJD	LE
P5	Issued for Information	11/11/2019	KJD	LE
P6	Issued for Information	14/02/2020	KJD	LE
P7	Issued for Discussion	26/02/2020	KJD	LE
P8	Issued for Information	28/02/2020	KJD	LE
P9	Pre Planning Issue	07/08/20	KJD	LE
PL1	Issued for Planning	30/03/21	KJD	LE

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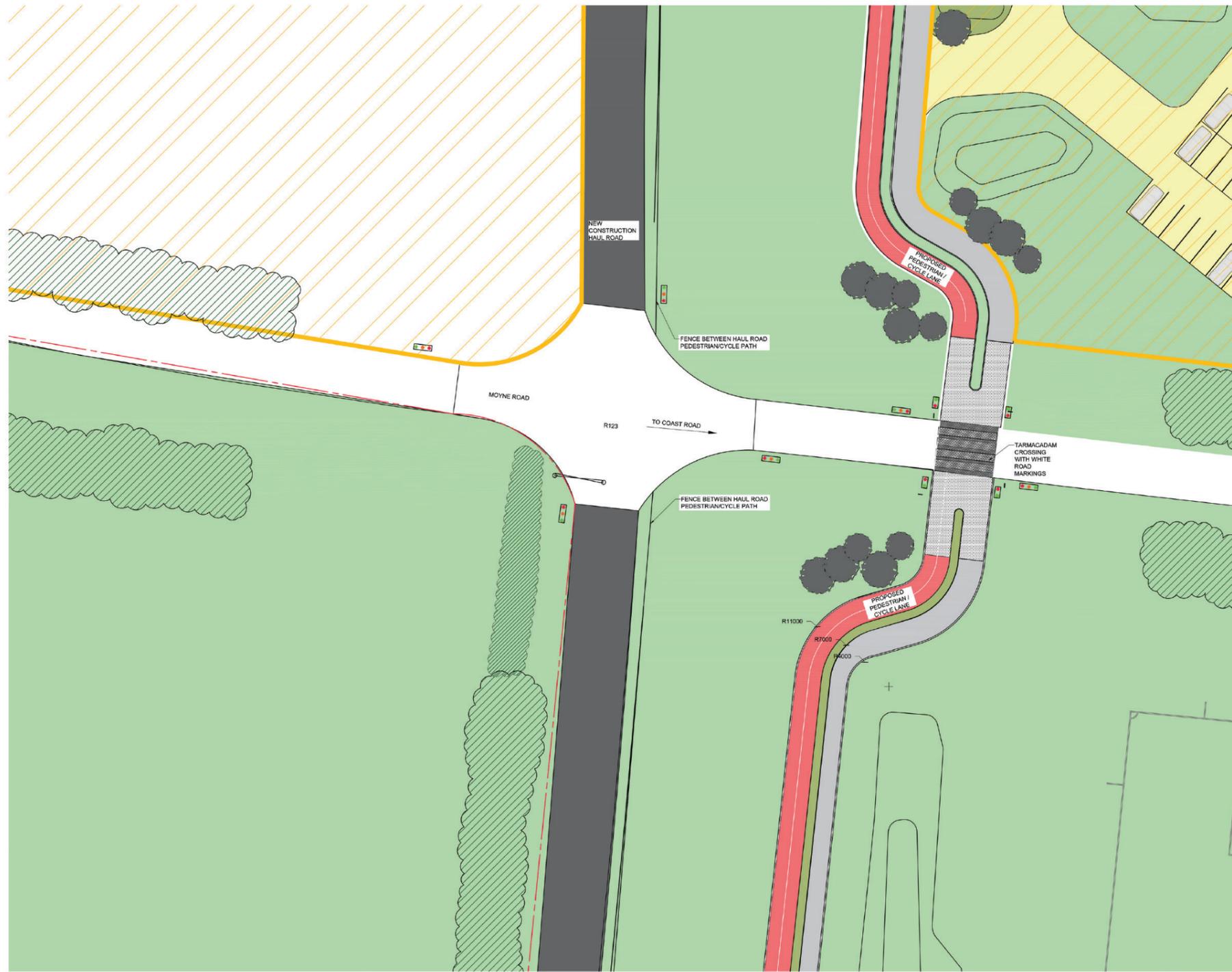
- PROPOSED PEDESTRIAN LANE
- PROPOSED CYCLE LANE
- EXISTING CONSTRUCTION ROAD
- ROADWAY
- PROPOSED PEDESTRIAN PATH
- CORDUROY TACTILE PAVING
- TACTILE BLISTER PAVING (RED)
- SILVER GRANITE (AZUL PLATINO) SETTS
- WARNING CONTRASTING SURFACE (COLOURED ASPHALT, GREEN OR BUFF FINISH)
- WET POUR SAFETY SURFACE (COLOR TBC)
- MAYNE RIVER
- PROPOSED TREE
- EXISTING TREE (LOCATION SUBJECT TO SITE SURVEY)
- ORNAMENTAL PLANTING MIX
- SCREENING PLANTING MIX
- BELISHA BEACON PEDESTRIAN CROSSING
- TRAFFIC LIGHT
- TOUCAN TRAFFIC LIGHTS
- CYCLE / PEDESTRIAN SIGNAL LIGHTS



CROSSING 08  
SCALE 1:250

Drawing Stage:  <b>Planning</b>	Project Details:		Notes	Drawn by:	Checked by:	Approved by:	Date:		Behan House, 10 Lower Mount Street, Dublin 2, D02 HT71 Tel: +353 1 661 1100 e-mail: info@cora.ie Web: www.cora.ie		
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	Client: Fingal County Council			Project Name:		Scale:	Project Number:				
	Architect: Bernard Seymour Landscape Architects			Racecourse Park Baldoyle		1:250	1876				
	M&E Designer:			Drawing Title:		Project:	Originator:			Zone:	
Contractor:		Proposed Crossings Crossing 08		RPB	CORA		Level: DR	Type: C	Discipline: 104	Stage: PL1	Revision:

# 3.2 ROADS CROSSINGS



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	EXISTING TREE (LOCATION SUBJECT TO SITE SURVEY)
	ORNAMENTAL PLANTING MIX
	SCREENING PLANTING MIX
	BELISHA BEACON PEDESTRIAN CROSSING
	TRAFFIC LIGHT
	TOLCAN TRAFFIC LIGHTS
	CYCLE / PEDESTRIAN SIGNAL LIGHTS

CROSSING 10  
SCALE 1:250

Drawing Stage:  Planning	Project Details:		Notes	Drawn by:	Checked by:	Approved by:	Date:	Behan House, 10 Lower Mount Street, Dublin 2, D02 HT71 Tel: +353 1 661 1100 e-mail: info@cora.ie Web: www.cora.ie	
	Site Address:	Baldoye		KJD	LE	LE	14/03/19		
	Client:	Fingal County Council		Project Name:		Scale:	Project Number:		
	Architect:	Bernard Seymour Landscape Architects		Racecourse Park Baldoye		1:250	1876		
	M&E Designer:			Drawing Title:		Project:	Originator:		Zone:
Contractor:		Proposed Crossings Crossing 10		RPB	CORA		Level: Type: Discipline: Drawing No: Stage: Revision:		

### 3.3 PUBLIC LIGHTING

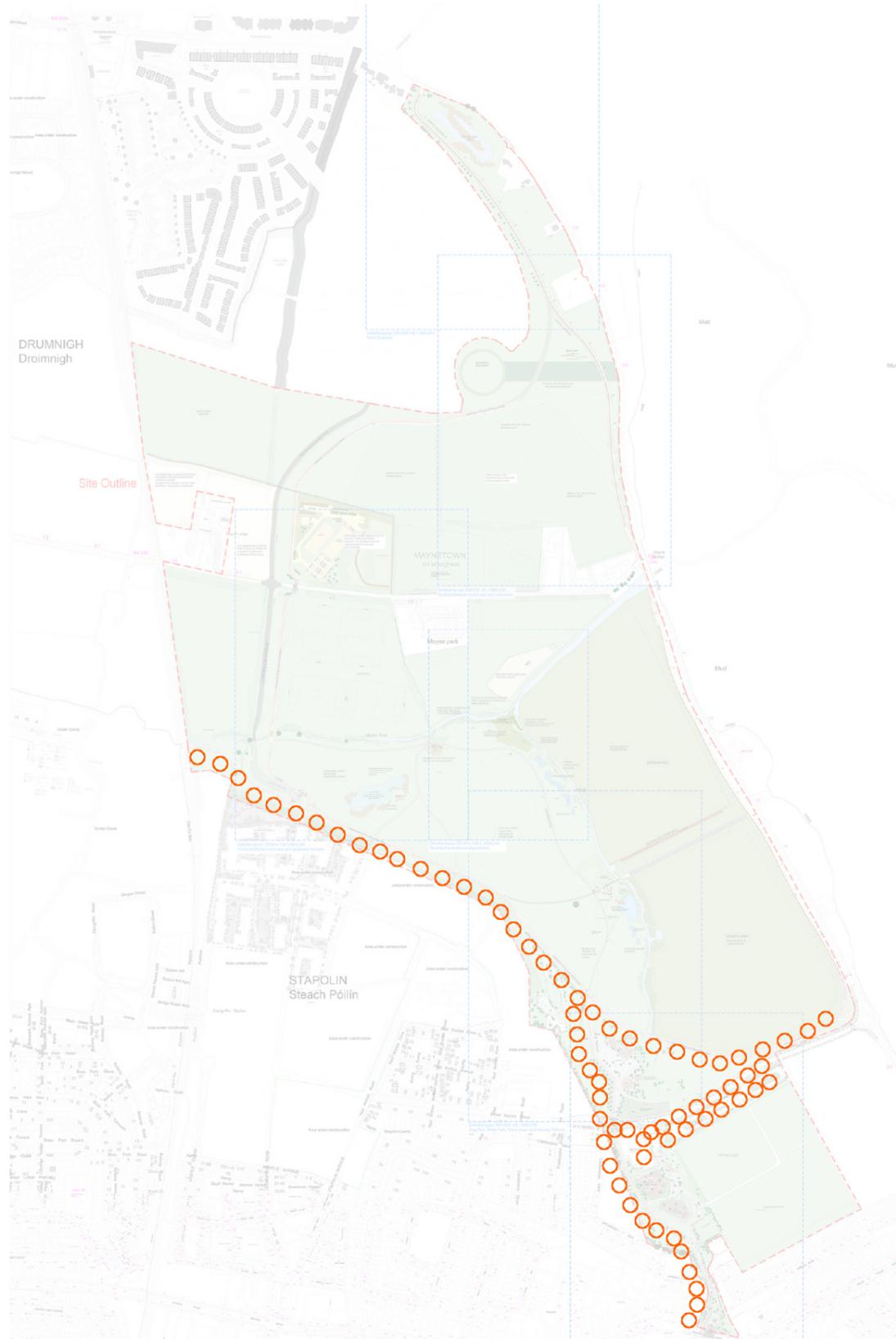
REFER TO DRAWING '1906-E1000' BY HOMAN O'BRIEN

It is proposed to provide public lighting along the main walking and cycling route from Clongriffin towards the coastal greenway and towards the Grange Road. The main carpark is also to be provided with lighting columns. It is envisaged that this will increase visibility on the walking and cycling routes during hours of darkness and make it safer to use.

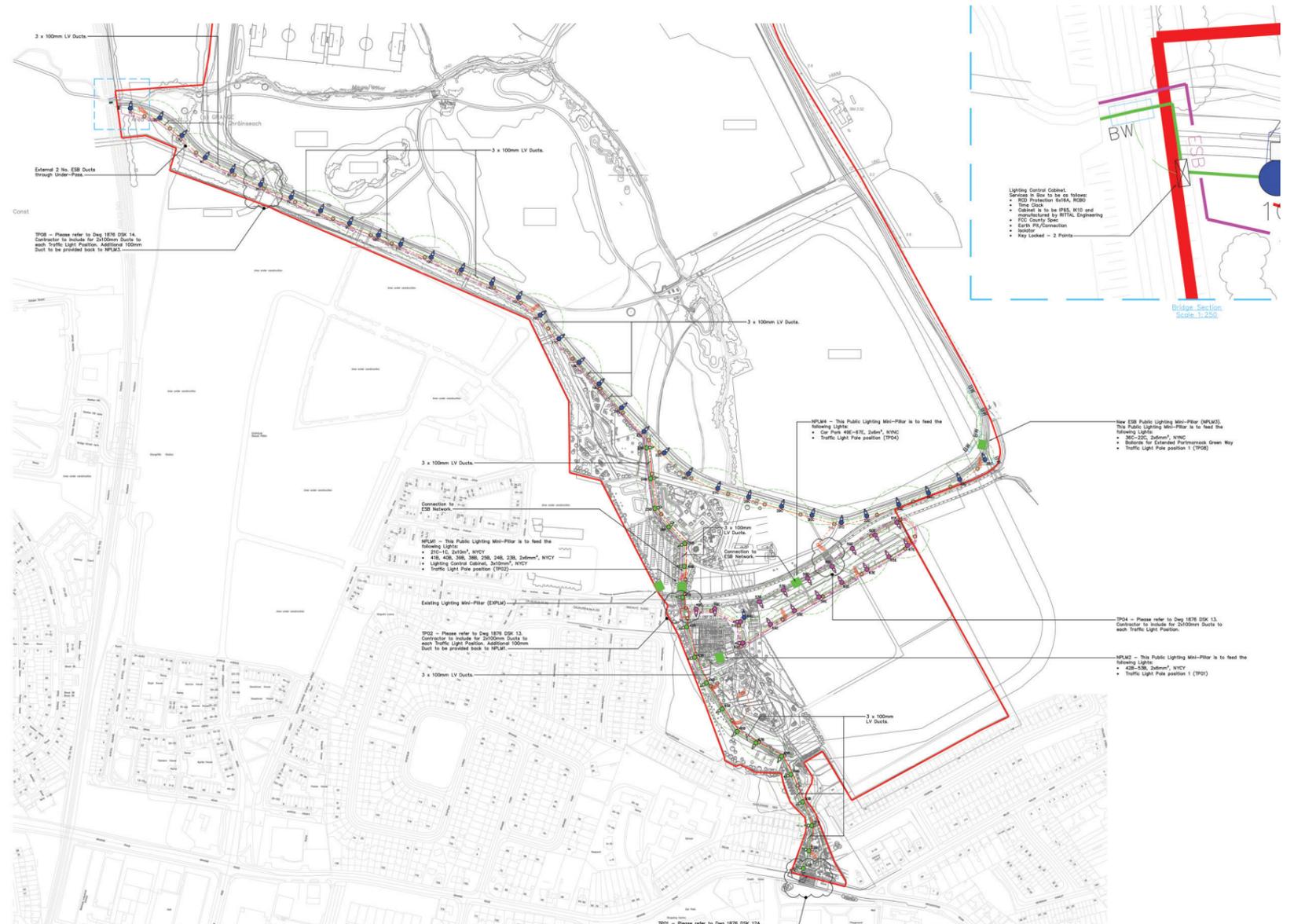
The public lighting design is based on 6m high columns at 25m centres with LED lanterns. The proposed columns will sit along the southern and western boundary of the proposed greenway route, limiting the visual impact. The LED lanterns will allow for lighting to be directional with no light spilling towards the park or the estuary. The proposed layout is shown in xxx

Periodic cleaning of the lens is required and the design of the pathway will need to take into account the machinery requirement associated with the cleaning and maintenance operations. This option does not require a lot of maintenance, is less susceptible to vandalism and is relatively inexpensive.

The proposed lighting regime will include for automatically dimming the lights between 11pm and 6am to reduce the impact on sensitive wildlife. A Central Management System (CMS) for the lighting will be installed as part of the works, allowing for greater control and management of lighting levels post installation.



Public lighting diagram

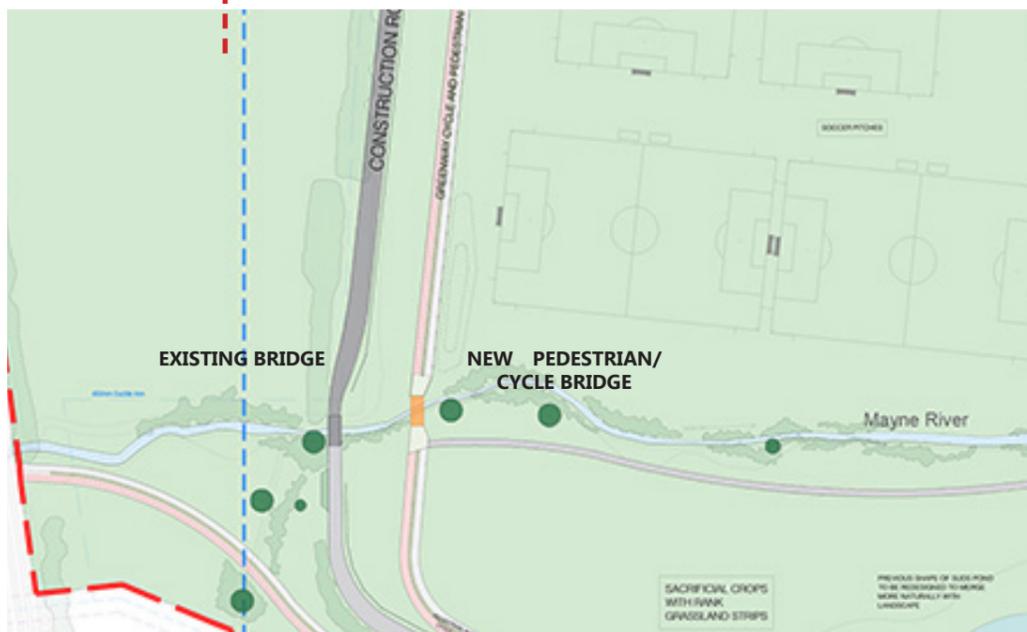
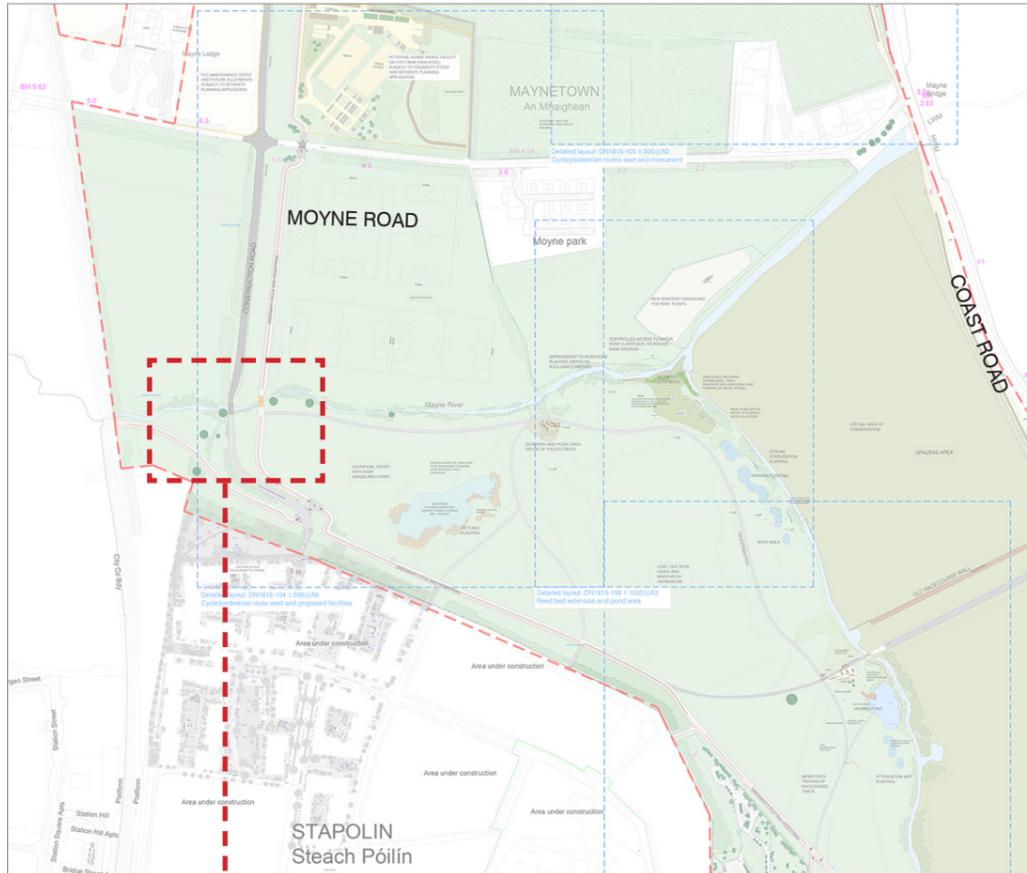


Electrical services layout - Refer to Homan O'Brien layout. 1906-E1000.



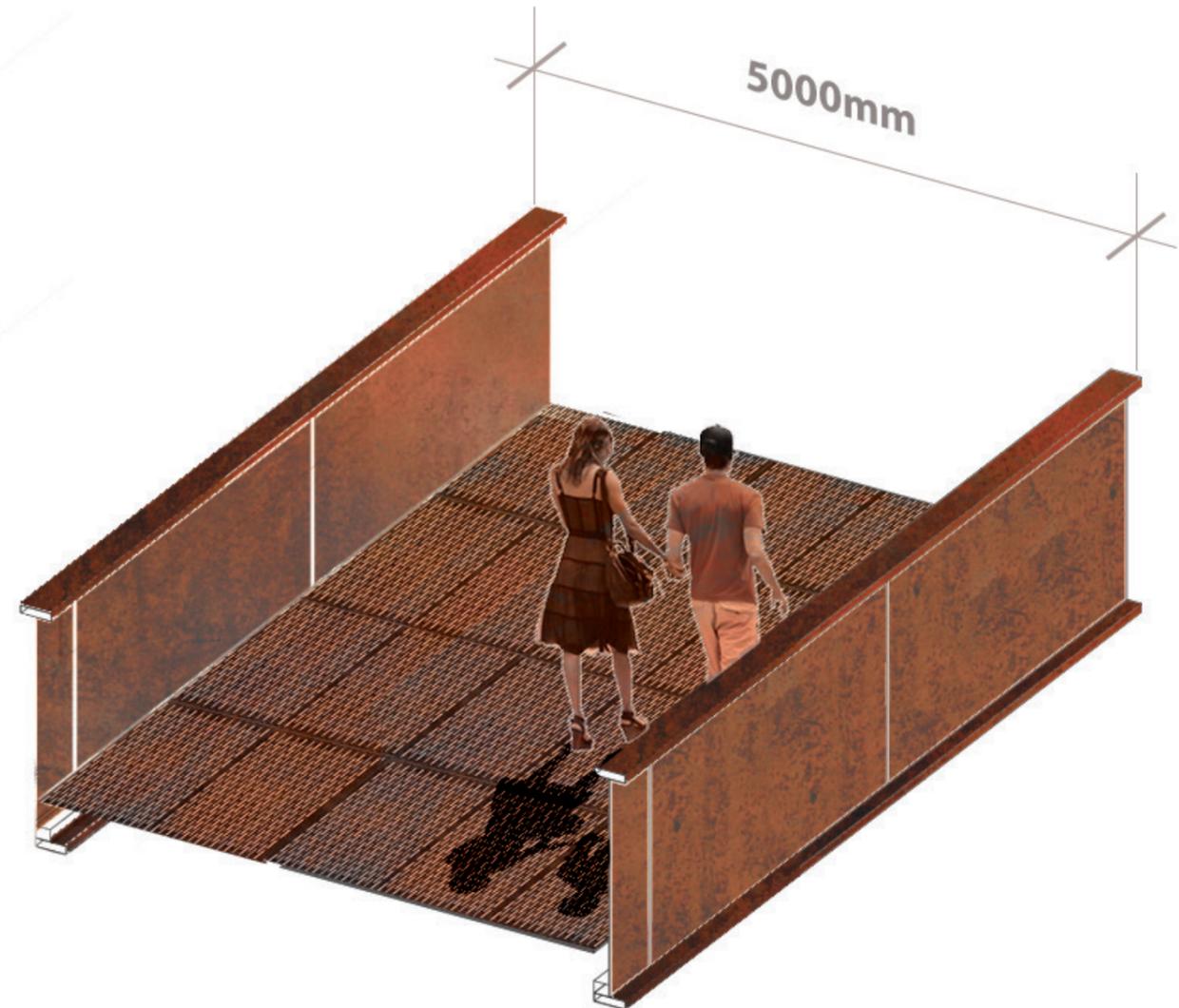
### 3.5 PEDESTRAIN - CYCLIST BRIDGE

It is proposed to construct a new bridge next to the existing construction haul road bridge across the Mayne River. The bridge will be 10m long and 5m wide and provide a shared surface for pedestrians and cyclists to cross the river without creating a bottleneck and avoiding the risk of collisions that comes with a narrower span. The bridge surface and uprights will be made of perforated Corten steel with the abutments made of concrete.



Pedestrian bridge location in relation to existing (temporary) Construction bridge

The new pedestrian/cycle bridge is envisioned to have a 5m span, seeking to accommodate both pedestrians and cyclists without creating a bottleneck and avoiding the risk of collisions that comes with a narrower span. To integrate with the wider natural setting, the balustrades are perforated to allow the bridge not to feel like a solid entity, moreover, the surface is also envisioned to be a perforated mesh which allows cyclist to pass through yet slow down.



Pedestrian/cycle bridge axonometric and dimension

### 3.5 PEDESTRAIN - CYCLIST BRIDGE

#### INTENT



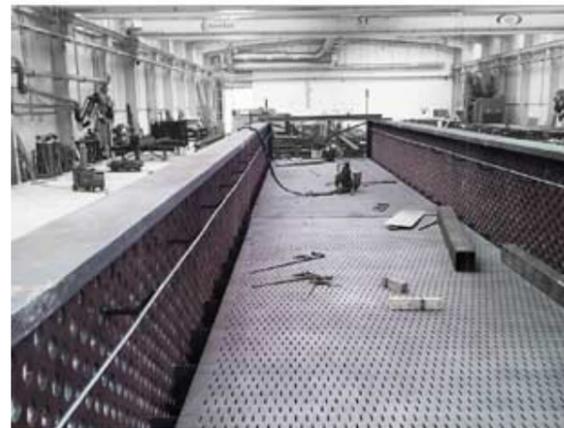
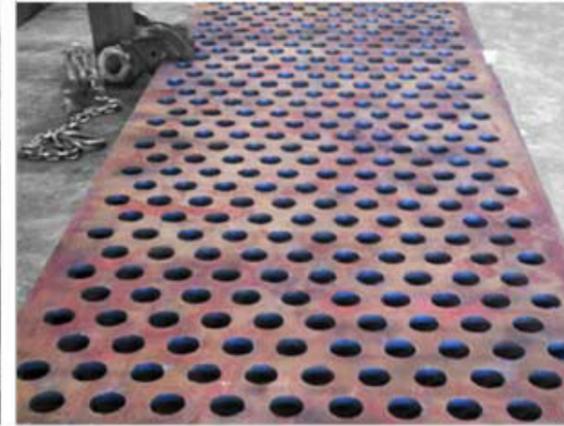
Algaida Path- Bahía de Cádiz, Spain



PEDESTRIAN BRIDGE

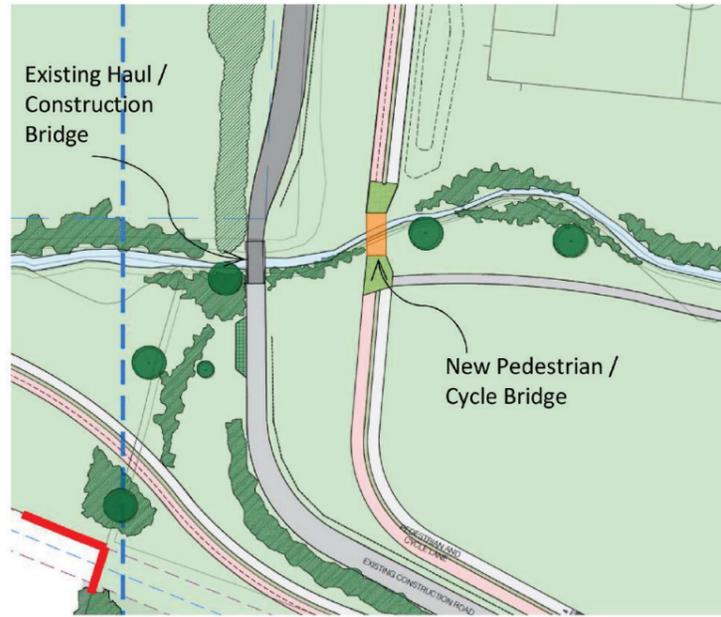
Aranzadi Park- Pamplona, Spain

Pedestrian bridge separated from the existing construction bridge - Perforated corten steel to blend as much as possible with surroundings



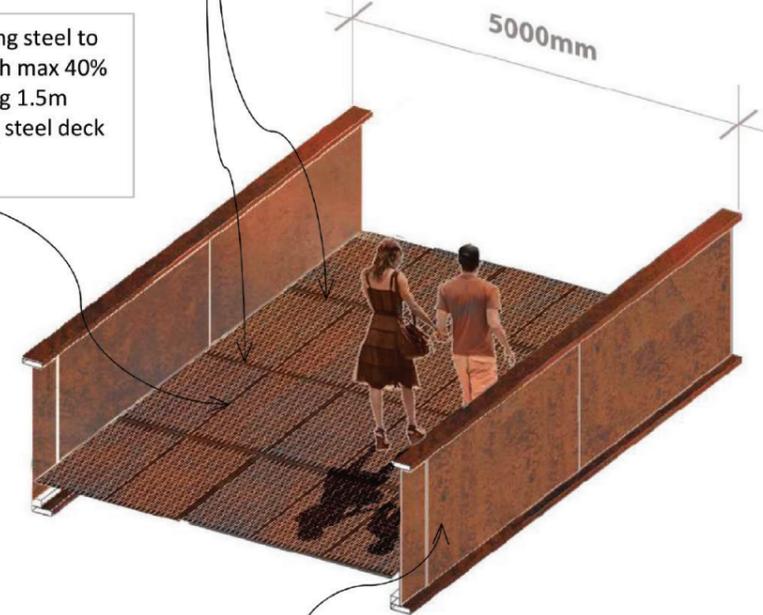
Pedestrian bridge is envisioned to be slotted into site after abutments have been constructed.

### 3.5 PEDESTRAIN - CYCLIST BRIDGE



Deck beams of Universal beam sections 203d x 133mm wide weathering steel spanning 5m between two main beams

Perforated weathering steel to deck 20mm thick with max 40% perforations spanning 1.5m between weathering steel deck beams.



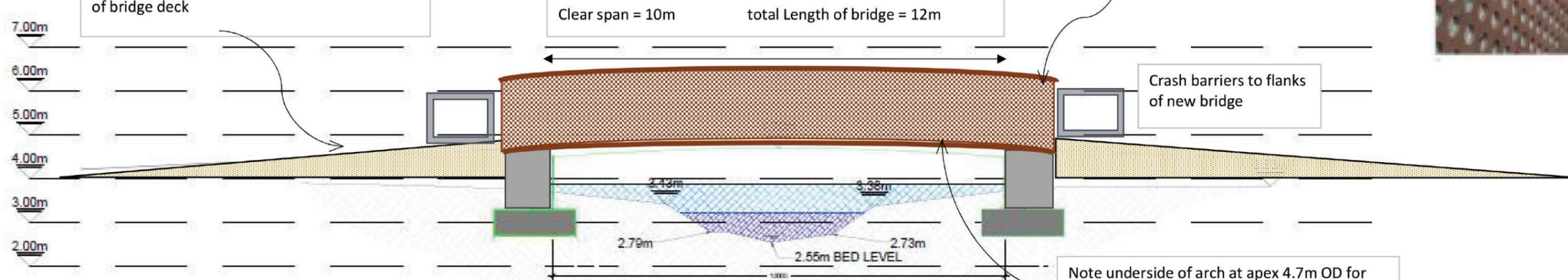
Main beams full height of parapet formed of 200mm wide x 40mm thick flange plates that form bottom rail of bridge and also top handrail. Web of beam formed of 20mm thick perforated plate, max 40% perforations



**Assumed Sequence of Construction:**

- Lay base course to new paths from construction road to new bridge crossing.
- Excavate bases either side of river during low water and pour foundations
- Note dumper delivery of all materials including concrete
- Deliver steelwork by tractor trailer - note heaviest sections are main deck beams at approx. 3.5 tonne
- Sling beams into position with Crawler crane - approx. 8-10m lift length and 3.5 tonne load.
- Temporarily brace main beams to each other, assemble scaffold under bridge for safety of steel erectors
- Fit floor beams and floor.
- Repair sub base to cycle paths, lay top course to cycle paths

Ground to be built up in ramp before and after bridge to achieve maximum 5% slope to height of bridge deck



Crash barriers to flanks of new bridge

Note underside of arch at apex 4.7m OD for Section 50 flood compliance

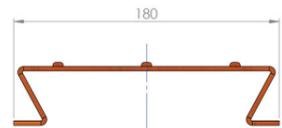
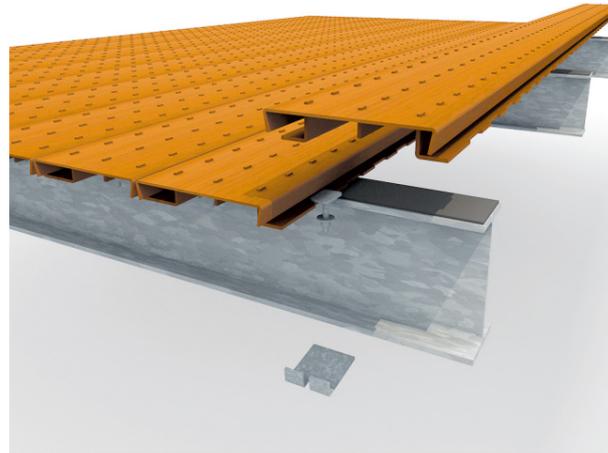
New Pedestrian and Cycle bridge 10m clear span 5m wide designed to take park maintenance vehicles

Drawing Stage: <b>PRELIMINARY</b>					Drawn By: KJD	Checked By: LE	Approved By: LE	Date: 16/05/2019	 Behan House, 10 Lower Mount Street, Dublin 2. D02 HT71 Tel: +353 (0)1 661 1100 e-mail: info@cora.ie web: www.cora.ie							
Project Details: Racecourse Park		PL1	Issued for Planning	30/03/2021	LE	Project Name: <b>Racecourse park Baldoye</b>		Scale: NTS								Project Number: 1876
Site Address: Baldoye		P3	For client approval as Sk31	09/10/2020	KJD	Drawing Title: <b>New Pedestrian and Cycle Bridge</b>		Project:								Originator:
Client:	FCC	P2	Previously issued as Sk22 and 31	12/02/2020	KJD											
Architect:	BSLA	REV. No.	REVISION DESCRIPTION	DATE	ISSUED BY											

### 3.6 UPGRADE TO EXISTING BRIDGE

It is proposed to replace the existing decking with Corten steel planks and repaint the railings. It is proposed to keep the kissing gate at this bridge to make sure this pedestrian only route is not used by cyclists.

#### INTENT



Cordeck profiles - Streetlife

Modular corten steel profiles attached to structural beams - maximum length ca. 3000mm  
(<https://www.streetlife.nl/en/products/cordeck%C2%AE-dots>)



Existing pedestrian bridge to be repainted and unnecessary railings to be removed

### 3.7 PORTMARNOCK COASTAL GREENWAY ENTRANCE

As part of phase 1 of the masterplan, an improved boundary to the coastal greenway is proposed to provide a more defined termination/entry point through the introduction of a low wall comprised of granite blocks and the introduction of a proprietary walkway to tie into existing infrastructure.

This proposal also seeks to enhance this area through the provision of wildflower/herbaceous planting bordering the new boundary wall to provide a softer transition between the park land and this end of the Coast Rd. Moreover, the proposal also includes the provision of signage which ties into the wider area in its materiality and finish to ensure that this area is not left neglected and is read as forming another integral part to the masterplan.



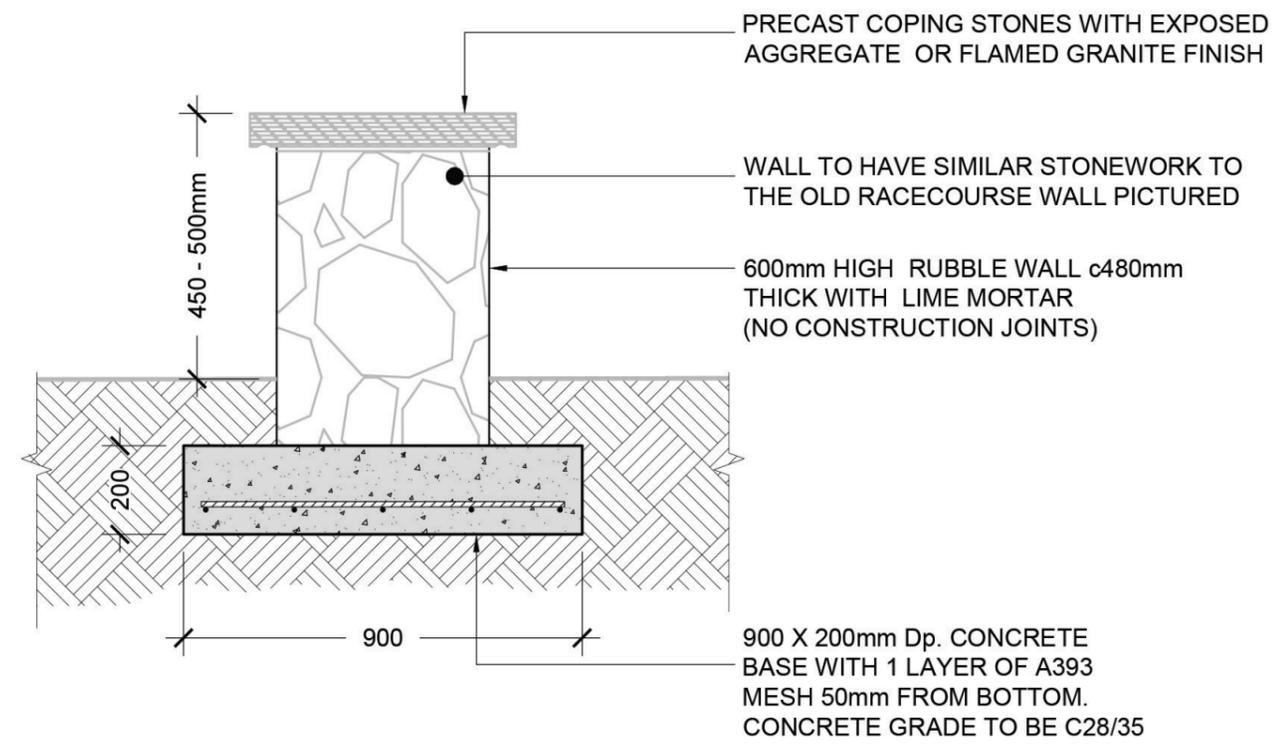
Artists impression of the new entrance to the pedestrian cycle route at the north end of Racecourse Park.

### 3.7 PORTMARNOCK PARK ENTRANCE

REVISION SCHEDULE				
REV. NO.	REV. DESCRIPTION	REV. DATE	DRAWN	CHECKED
C1	Issued for construction	06/03/19	KJD	LE
C2	Issued for pricing	21/03/19	KJD	LE
PL1	Issued for Planning	30/03/21	KJD	LE
PL2	Issued for Planning	20/04/21	KJD	LE



⊖ OLD RACECOURSE WALL  
NTS



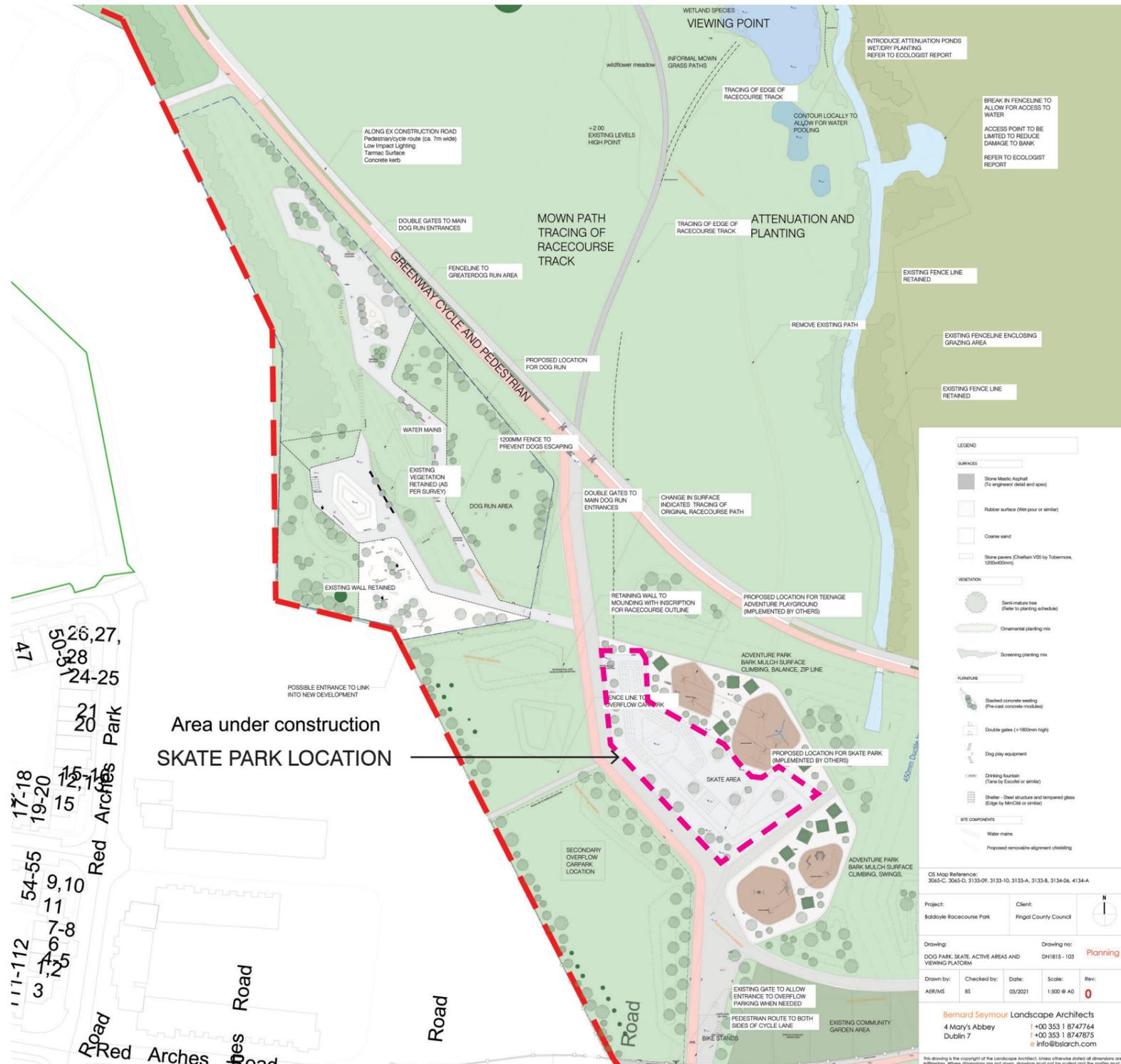
⊖ TYPICAL SECTION THROUGH RUBBLE WALL  
SCALE 1:20

Drawing Stage:  <b>Planning</b>	Project Details:		Drawn by:	Checked by:	Approved by:	Date:	 Behan House, 10 Lower Mount Street, Dublin 2. D02 HT71 Tel: +353 (0)1 661 1100 e-mail: info@cora.ie Web: www.cora.ie					
	Site Address:	Baldoyle	KJD	LE	LE	06/03/19						
	Client:	FCC	Project Name:		Scale:	Project Number:						
	Architect:	BSLA	Racecourse Park Baldoyle		1:20	1876						
	M&E Cons.:		Drawing Title:		Project:	Originator:		Zone:	Level:	Type:	Discipline:	Drawing No:
Contractor:		Entrance Wall at Coast Road		RPB	CORA			DR	C	C901		PL2

NORTH OF RED ARCHES ROAD

# 3.8 TEEN ZONE - SKATE PARK

The proposed Skate park covers around 2000m<sup>2</sup> and will be multi-functional for the practice of all urban sports such as skateboarding, rollerblading and BMX, but also adapted to all levels of experience, from the beginner to the professional. The skate park will include a street style plaza with multiple levels with steps and grind rails, shallow ¼ pipes, curved ramps and a large open bowl.



## TYPICAL ELEMENTS

Small bowls/ Big bowls  
Cradle  
Deep-end with pool coping, street plaza,

### 3.9 TEEN ZONE – ACTIVITY AREA

It is proposed to develop an exciting and active environment alongside the Skate Park aimed at teenagers (12+ years). The area will include seating arrangements which overlook the adjacent skate park, ziplines, birds nest swing and an outdoor DJ booth.

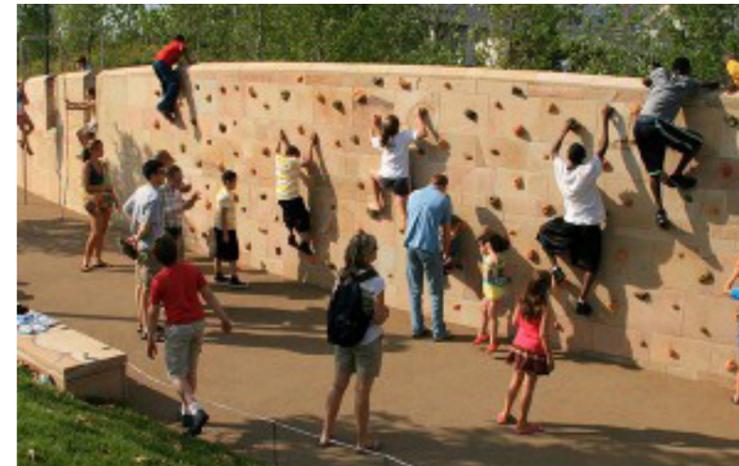


**Location :** North of Red Arches Road

**Key objectives:**

The masterplan proposes the location of teenage entertainment facilities in the proximity of the skate park and will include several pieces of equipment requested by local teenagers following public consultations.

- Safe and easy access of surrounding housing developments in association to other elements of a similar category.
- Design and Build Contract by specialist
- Climbing wall, Rope bridge, Zip line, Adapted to all levels of practice, Cantilever ‘bird nest’ swing, an ‘Encounter 16 seating area by Playdale and a ‘Fono DJ booth’ by Yalp



Examples of Climbing wall and seating areas



Examples of Zip lines and Cantilever birds nest swing equipment to activity area

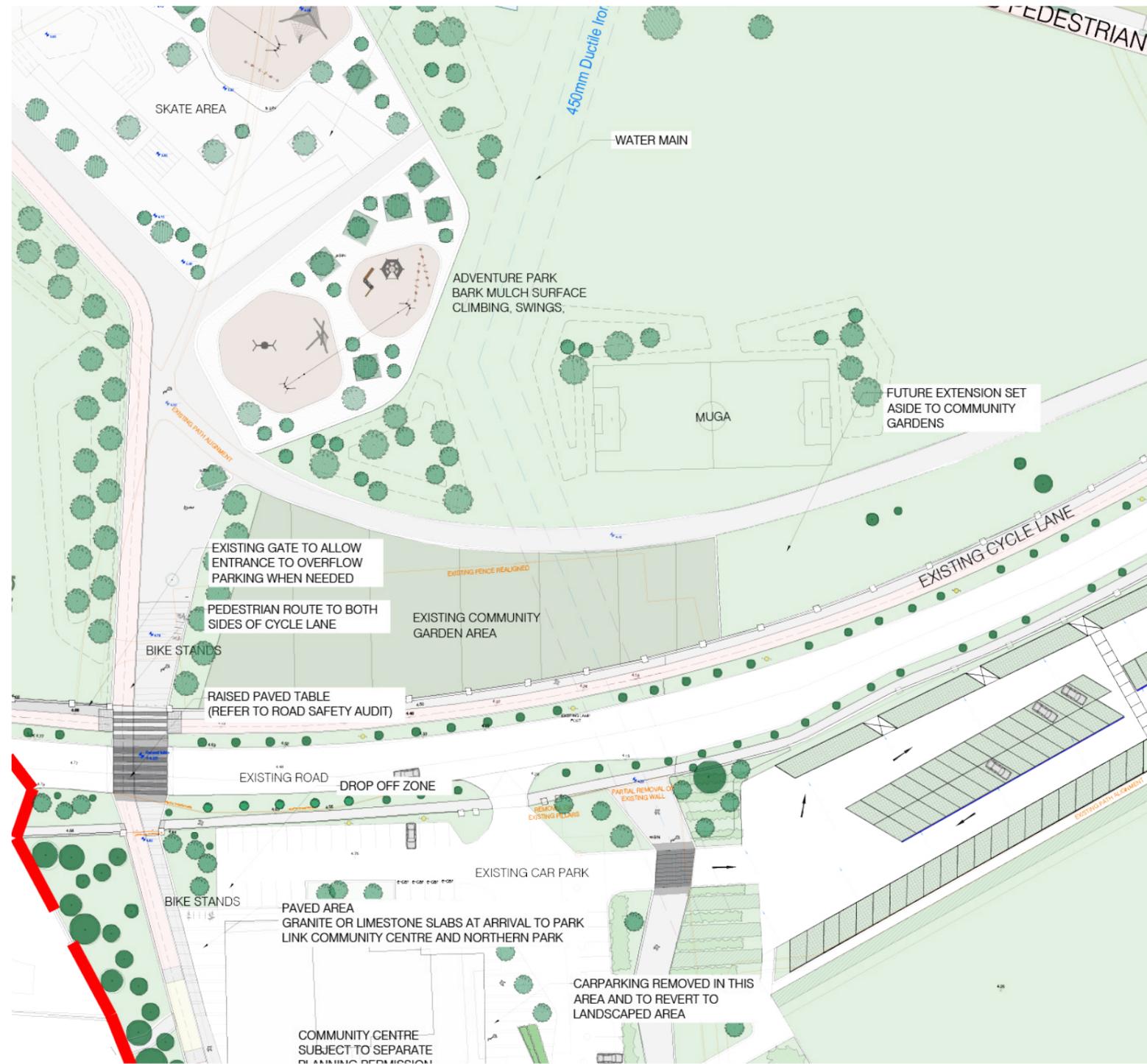


Examples of DJ booth equipment and swings aimed at older age groups

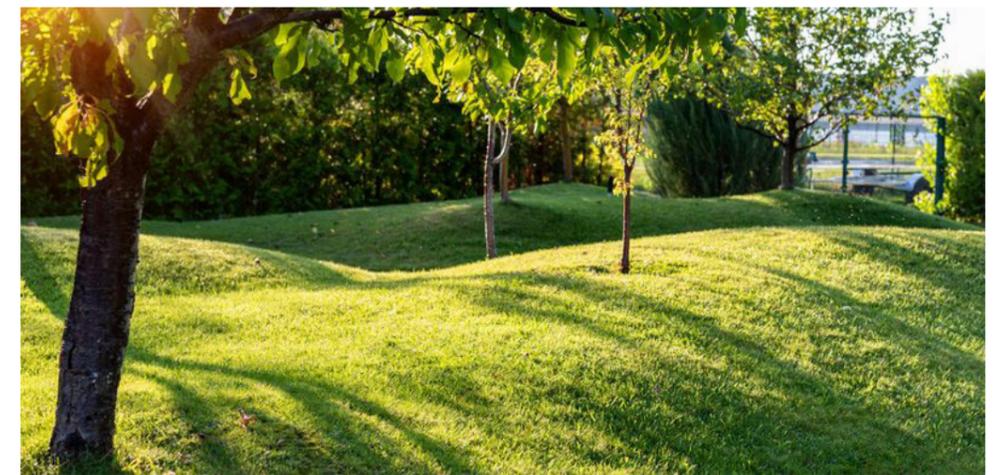
### 3.10 TEEN ZONE – MULTI-USE GAMES AREA

It is proposed to develop a 18m x 40m Multi Use Games Area (MUGA) that will cater for both 5-a-side football and basketball. It will have a tarmacadam surface and will include a metal fence surround with a goal and a basketball hoop on both ends.

The design includes a generous amount of planting and mounding to integrate these facilities in the natural setting and to provide visual screening for the Silverbank Apartment block. The planting and mounding will also act as a natural barrier to deflect the noise generated by these facilities and provide adequately shelter from strong winds.



PROPOSED MUGA AS PART OF ACTIVITY AREA



# 3.11 DOG RUN



**Location :** North of Red Arches Road

Area: 11906m2

**Key objectives:**

- Entry points with double-gates
- Fence alongside planting
- Surface materials matching the activity zones : sand, grass or rubber,
- Segregated zones for different dog sizes and characters.
- Amenities such as drinking water fountains, seating, bins
- Agility Area: A central open space within the enclosure provides dog equipment such as jumps or tunnels.



Signage

The design for the dog run area takes precedent from best practice examples and covers approx. 3 acres. The design of the dog run provides a variety of different sensations rather than just a flat empty grass area. The dog run mimics a natural setting allowing them to jump over logs, climb on rocks, play in sand and run over grass. The proposal also includes water fountains, serving both dogs who would like a drink or to plunge into it. The design of the dog run divides its area into smaller compartments, making allowance for dogs of different sizes.

Entry into the dog run is via double gates to prevent dogs escaping and it will be enclosed with a 1.2m high post and wire fence. The fence will be screened by hedge planting to allow the area to be visually incorporated into the rest of the park. Tree planting with semi-mature trees and a shrub understorey is proposed along the boundary with the Silverbank apartments to reduce the visual impact for the apartment owners.

Concrete and timber seats will be provided within the run to allow dog owners to rest and supervise their dog. A central open space within the enclosure provides dog agility equipment such as jumps or tunnels and therefore a space for dogs to socialize if desired for.

Signage will be included with local authority guidelines relevant to the dog park and its use.



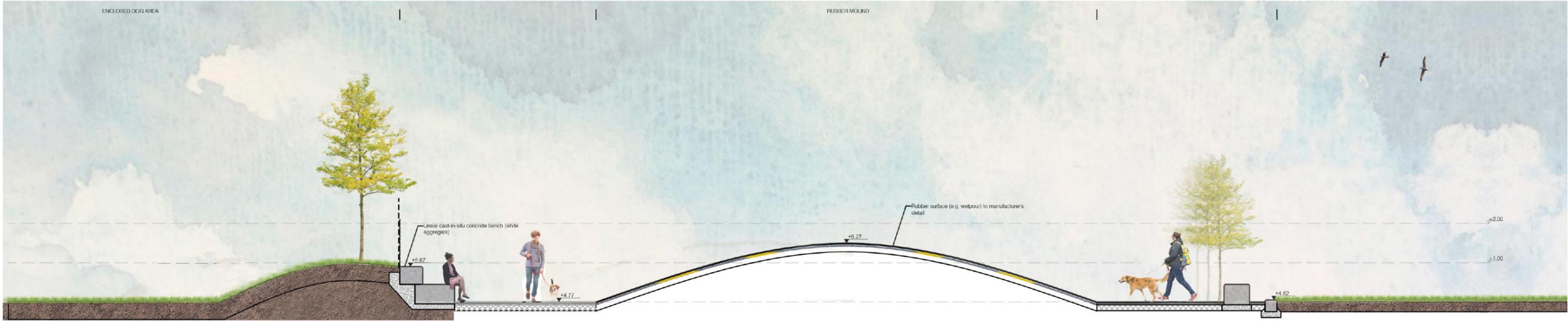
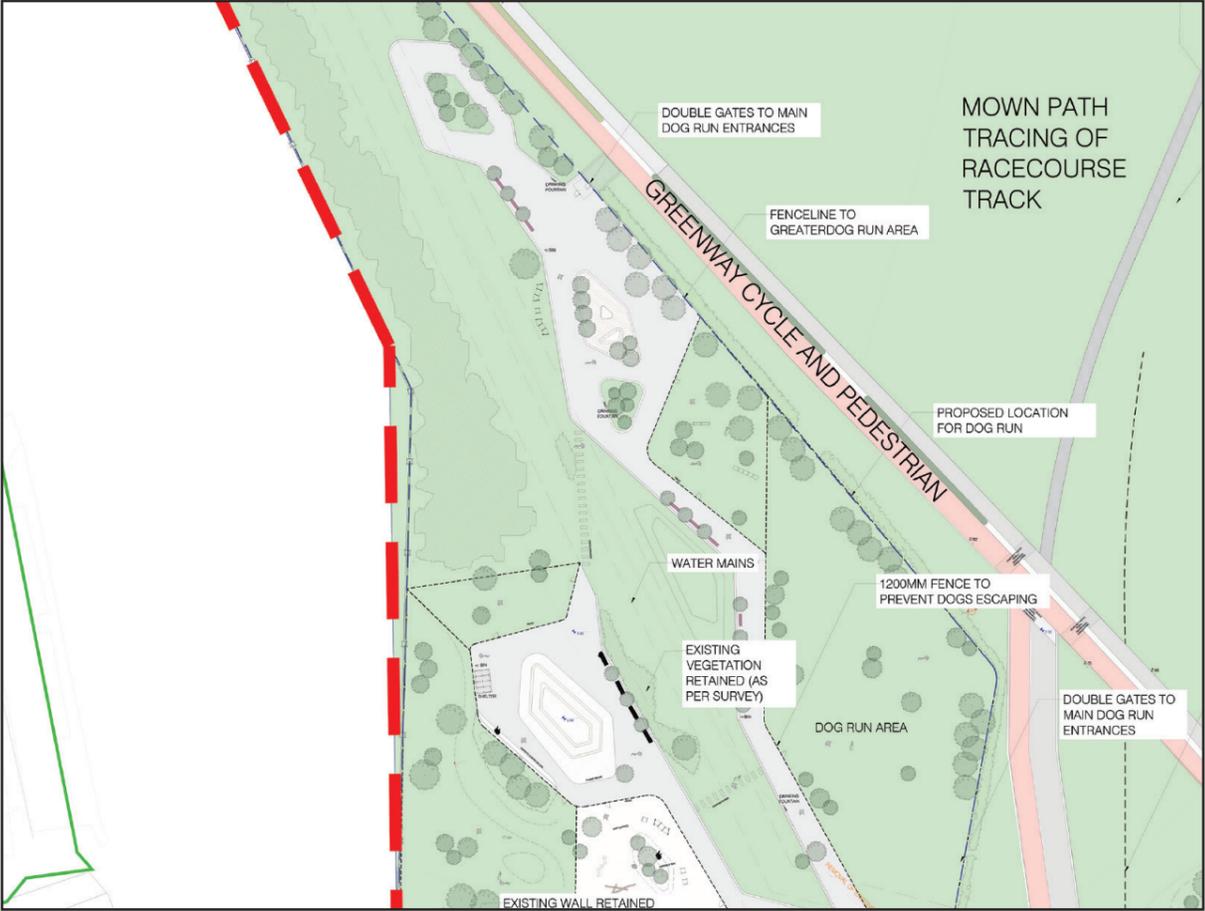
Seating overlooking rubber mound - agility area



Concrete base and timber seating, framed by planting

# 3.11 DOG RUN

## SECTION



B

B'

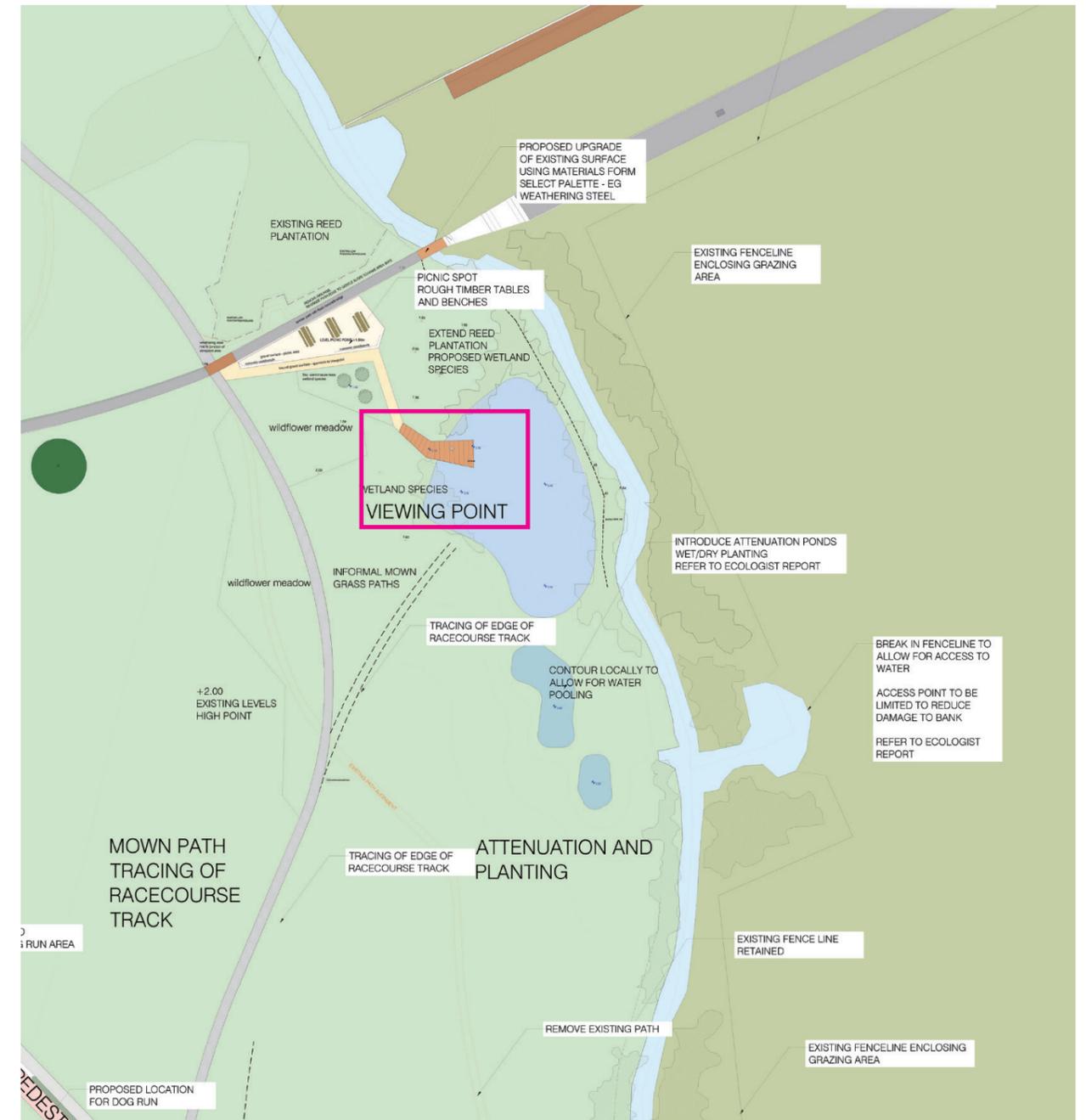
Section BB' - Dog-run area

## 3.12 VIEWING PLATFORM

### PRECEDENT STUDIES

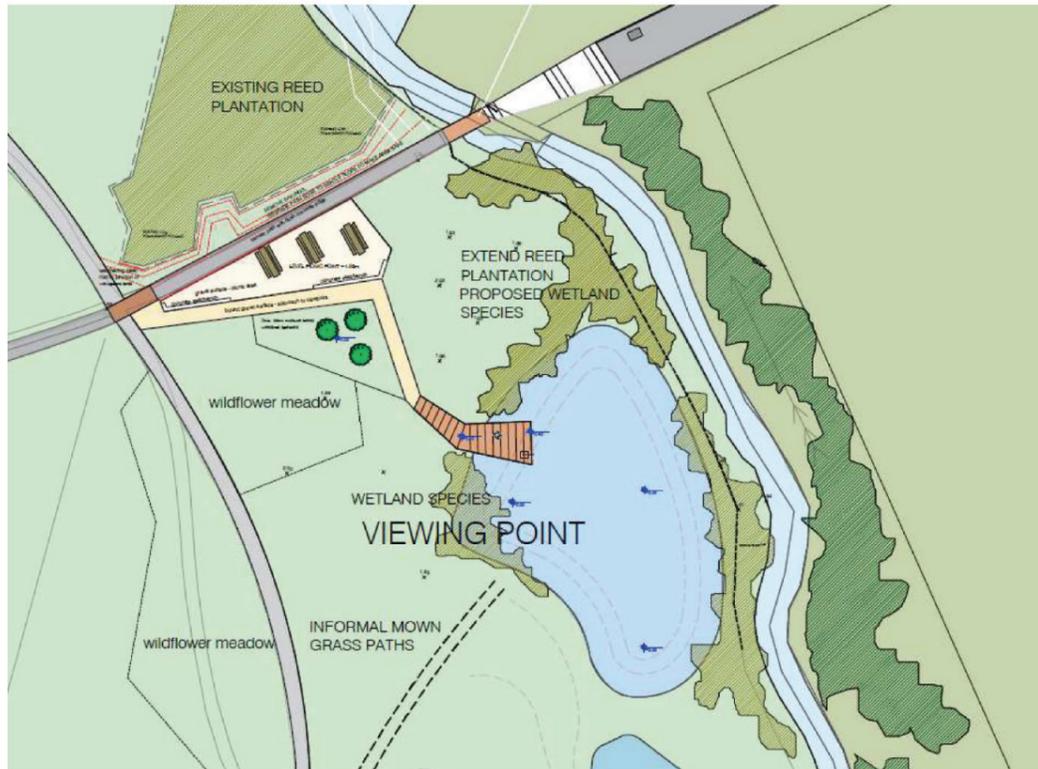
It is proposed to develop a necklace of ponds to the side of the Snugborough stream to make the water more visible to the visiting public. These ponds will be fed from the Snugborough stream. A viewing platform is proposed on the edge of the largest pond to give visitors a chance to enjoy the natural environment and pond wildlife up close.

The design of the platform is simple and the materials and colouring will blend into the existing environment. The structure will be made of Corten steel decking and Corten steel perforated uprights with concrete foundations. The materials proposed are low maintenance and minimum piling is required. Please see Drawing DN1815-103 for further details.

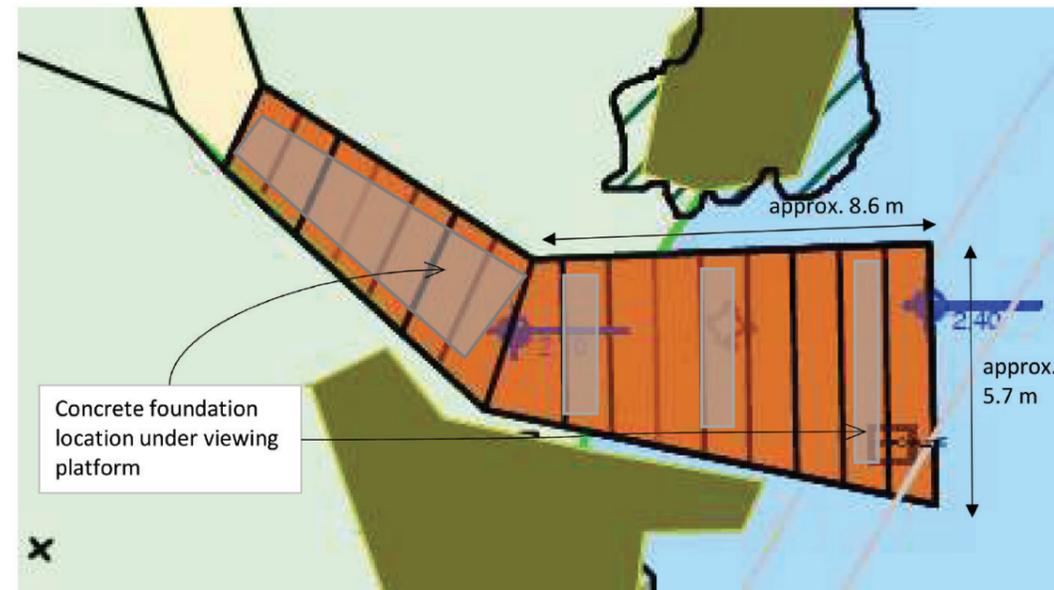


Refer to layout DN1815 Racecourse Park LM - 103 for details

### 3.12 VIEWING PLATFORM STRUCTURAL DETAILS



Viewing platform formed off concrete strip foundations with concrete rising walls and weathering steel beams over. Balustrade does not form part of main structure so it may be more extensively perforated.



Drawing Stage:					Drawn By:	Checked By:	Approved By:	Date:	 Behan House, 10 Lower Mount Street, Dublin 2. D02 HT71 Tel: +353 (0)1 661 1100 e-mail: info@cora.ie web: www.cora.ie							
<b>PRELIMINARY</b>					LE			09/04/2019								
Project Details:	Racecourse Park	PL1	Issued for Planning	30/03/2021	LE	Project Name: <b>Racecourse park Baldoyle</b>		Scale: NTS								Project Number: 1876
Site Address:	Baldoyle	P3	For client approval as Sk17	09/10/2020	KJD	Drawing Title:		Project:	Originator:	Zone:	Level:	Type:	Discipline:	Drawing No.:	Stage:	Revision:
Client:	FCC	P2	Issued for discussion	12/02/2020	KJD	<b>Viewing Platform 1 of 2</b>							C	302		PL1
Architect	BSLA	REV. No.	REVISION DESCRIPTION	DATE	ISSUED BY											

### 3.12 VIEWING PLATFORM STRUCTURAL DETAILS



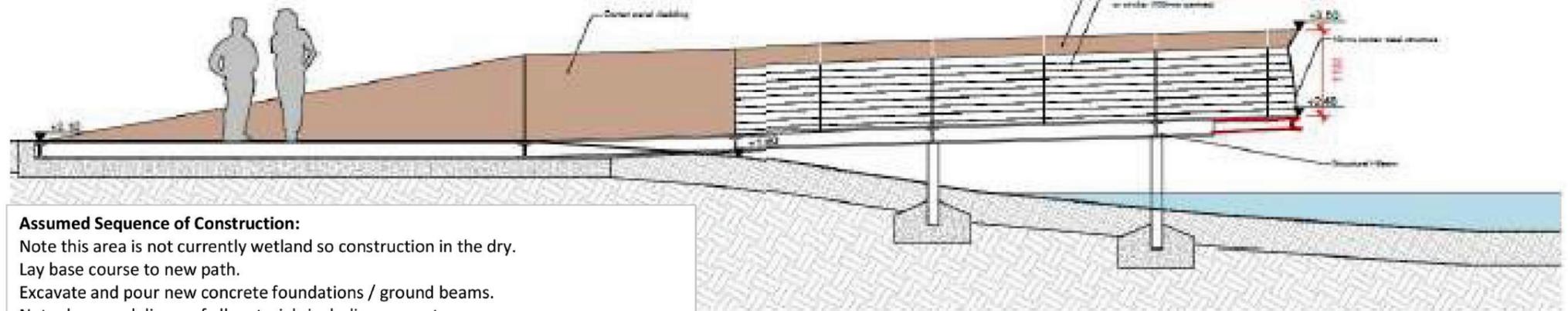
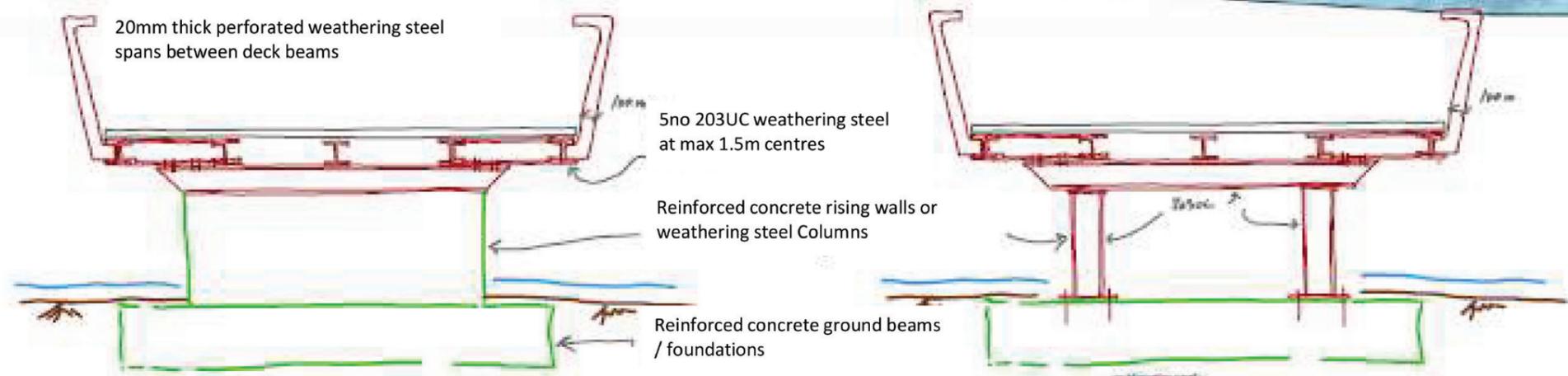
Balustrading to be lighter with more perforations spanning between vertical weathering steel uprights



Decking to be similar to Pedestrian bridge of thick perforated weathering steel



Viewing platform to span out over reed bed area



**Assumed Sequence of Construction:**  
 Note this area is not currently wetland so construction in the dry.  
 Lay base course to new path.  
 Excavate and pour new concrete foundations / ground beams.  
 Note dumper delivery of all materials including concrete.  
 Build riser walls and erect scaffold working platform.  
 Deliver steelwork by tractor trailer  
 Sling beams into position with Crawler crane  
 Repair sub base to paths, lay top course to paths

Drawing Stage: <b>PRELIMINARY</b>					Drawn By: LE	Checked By: KD	Approved By: LE	Date: 09/04/2019	 Behan House, 10 Lower Mount Street, Dublin 2. D02 HT71 Tel: +353 (0)1 661 1100 e-mail: info@cora.ie web: www.cora.ie							
Project Details:	Racecourse Park	PL1	Issued for Planning	30/03/2021	LE	Project Name: <b>Racecourse park Baldoye</b>		Scale: NTS								Project Number: 1876
Site Address:	Baldoye	P3	For client approval as Sk17	09/10/2020	KJD	Drawing Title: <b>Viewing Platform 2 of 2</b>		Project:	Originator:	Zone:	Level:	Type:	Discipline: C	Drawing No.: 303	Stage:	Revision: PL1
Client:	FCC	P2	Issued for discussion	12/02/2020	KJD											
Architect	BSLA	REV. No.	REVISION DESCRIPTION	DATE	ISSUED BY											

### 3.13 STOP OFF POINT, THE STANDS, SOUTH FACING SEATING

#### DETAILED DESIGN



Resting points are an important element in any formal or naturalistic park design. It offers the visitor an opportunity to pause and enjoy their surroundings. In the case of Racecourse Park we believe it should also offer a sculptural quality and be designed on a scale appropriate to the setting. The design of the timber seating is based on a 'viewing stand' of a Racecourse and faces south to take advantage of the sun. There are three tiers to the seating each tier measuring 500mm high and 500mm wide. Plaques with stories or pictures of the former Racecourse can be incorporated into the seating.



Rainham Marsh Public Access

### 3.14 REMOVAL OF SURFACE WATER PIPE AND EXTENSION OF REEDBED

It is proposed to remove 25m of an existing surface water pipe and associated outfall that discharges into the Mayne river at the Snugborough stream. The ground levels in this area will be lowered between 300-800mm with a slightly elevated boundary to create a permanent water layer of approx. 100mm (see drawing DSK 27 for details). This area will be planted with Common Reed (*Phragmites australis*) transplants from the adjoining reedbed to allow for extra filtration of the surface water before discharging to the Mayne River. It is envisaged that this measure will contribute to an improvement of the water quality of the Mayne and it creates extra breeding habitat for typical reedbed birds such as reed warbler.



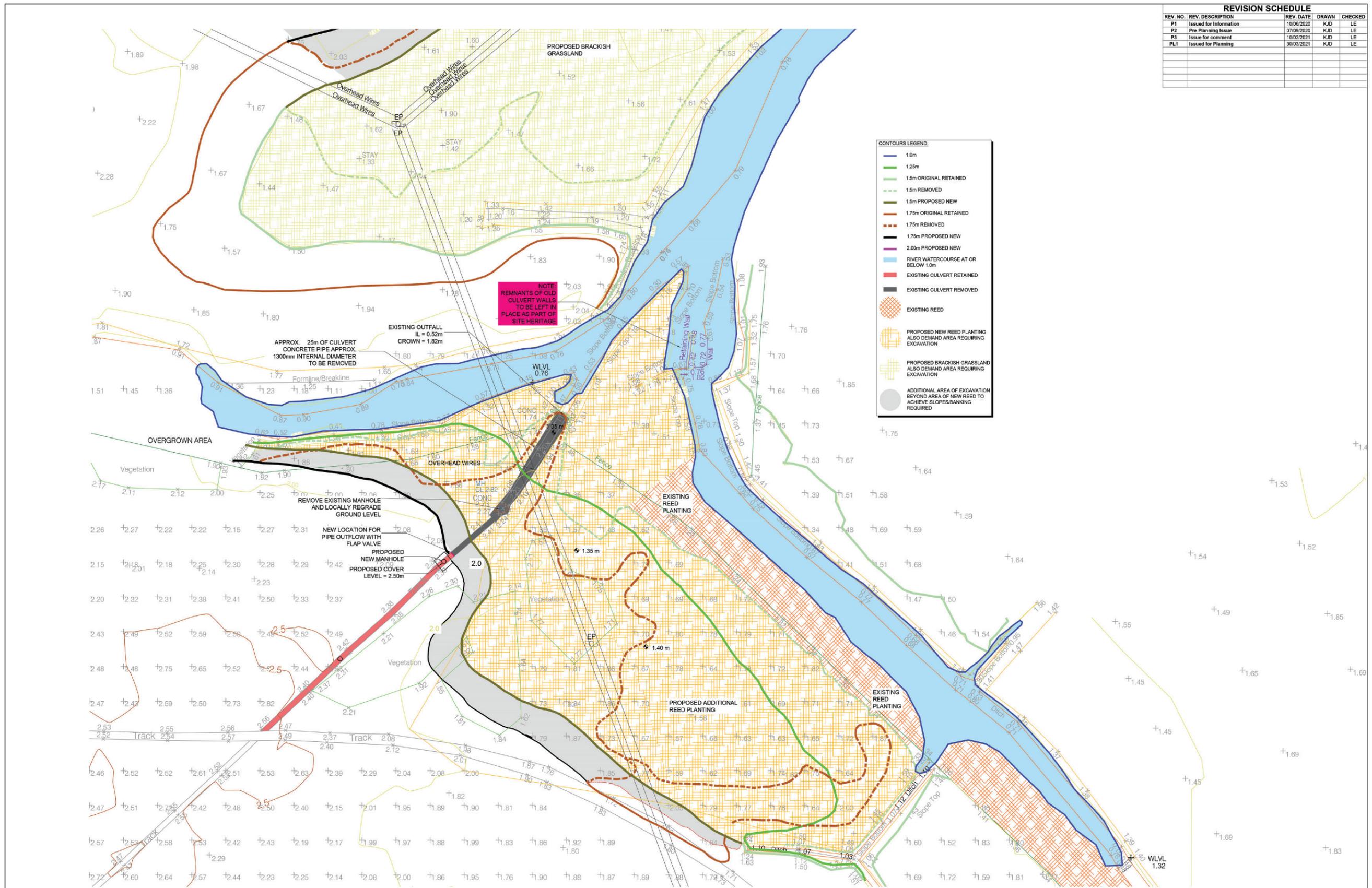
Existing reed beds dominated by Common Reed *Phragmites australis*



Common Reed - *Phragmites australis* - a program of expansion has been agreed in consultation with the Project Ecologist

# 3.14 REMOVAL OF SURFACE WATER PIPE AND EXTENSION OF REEDBED

REVISION SCHEDULE				
REV. NO.	REV. DESCRIPTION	REV. DATE	DRAWN	CHECKED
P1	Issued for Information	10/06/2020	KJD	LE
P2	Pre Planning Issue	07/09/2020	KJD	LE
P3	Issue for comment	11/03/2021	KJD	LE
PL1	Issued for Planning	30/03/2021	KJD	LE



Drawing Stage:  <b>Planning</b>	Project Details:		Notes	Drawn by:	Checked by:	Approved by:	Date:	Behan House, 10 Lower Mount Street, Dublin 2, D02 HT71 Tel: +353 1 661 1100 e-mail: info@cora.ie Web: www.cora.ie				
	Site Address:	Baldoye		KJD	LE	LE	02/20					
	Client:	Fingal County Council		Project Name:		Scale:	Project Number:		1876			
	Architect:	Bernard Seymour Landscape Architects		Racecourse Park Baldoye		1:250						
	M&E Designer:			Drawing Title:		Project:	Originator:		Zone:			
Contractor:		Proposed Relocation of Existing Outfall & Extension of Reed Planting		RPB	CORA		Level: DR	Type: C	Discipline: 501	Drawing No: 501	Stage: PL1	Revision: PL1

### 3.15 NORTHERN ENCLOSURE

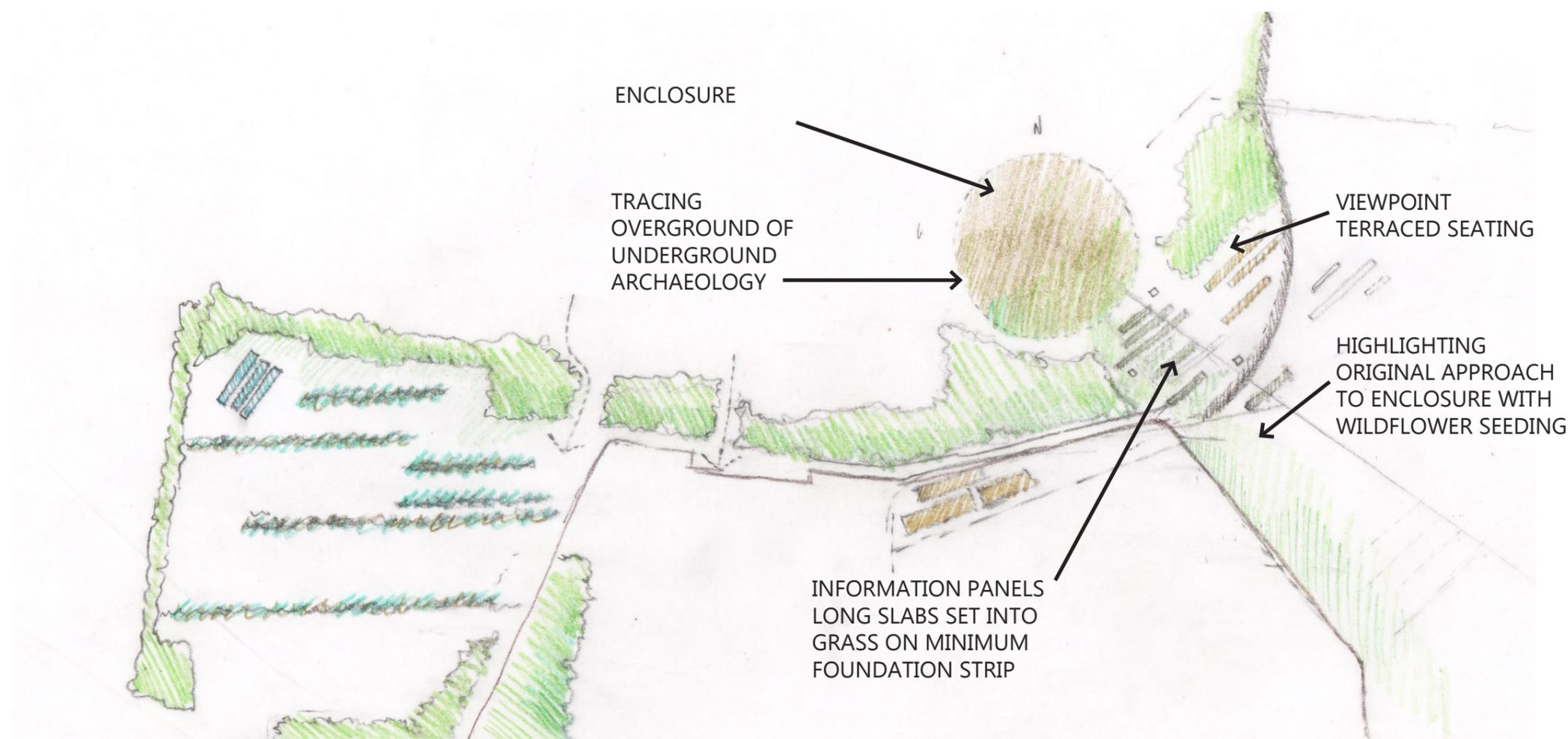
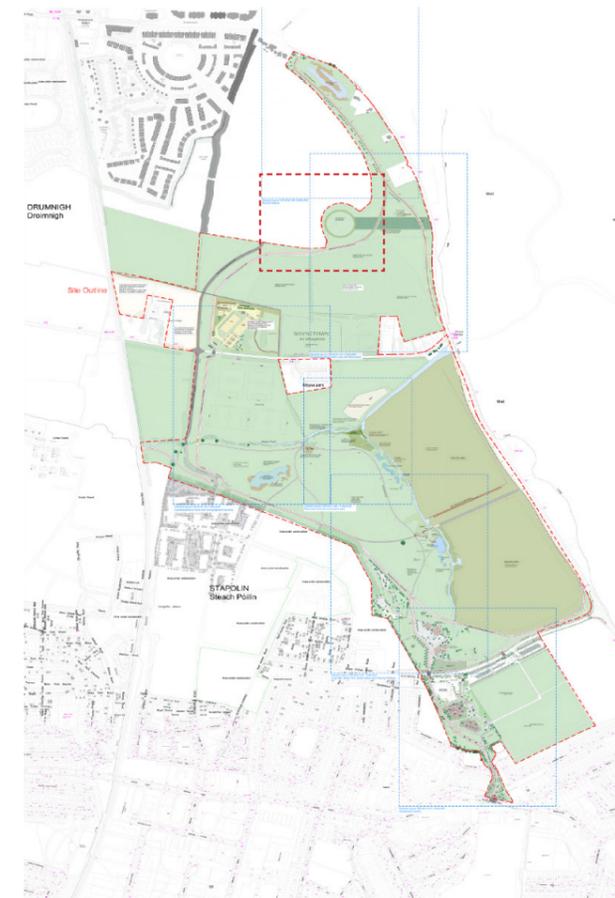
#### CONCEPTUAL SKETCH AND PRINCIPLES

Extract from 'Archaeological report on proposed Racecourse Park On behalf of Fingal County Council' by Archaeological Projects Ltd.

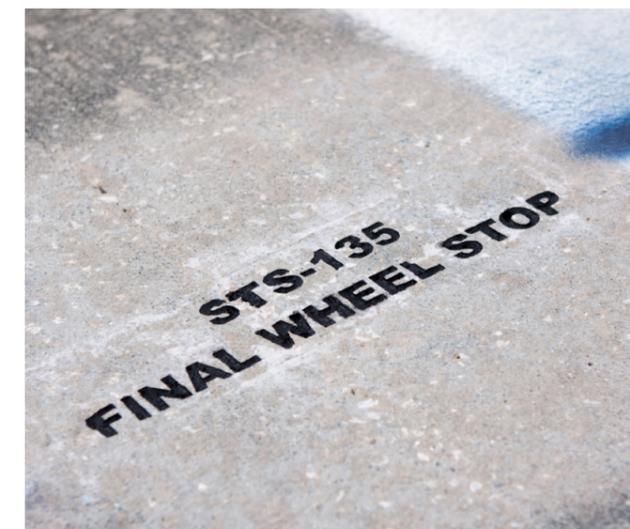
'The northern part of the site appears to have most interest from the archaeological perspective. It is proposed to integrate monument DU015-055, which is presently located as a designated green area on an adjacent housing development, into the park. The fence between the monument and the park will be removed, and the fence reinstated further north, closer to the new housing development. A tracing of the outline of the monument and the linear ditched feature extending south-east from the Entrance could be marked out on the landscape. It is proposed to mark out the original entrance and drove road with large concrete single slab elements set into the grass, with information etched into the concrete in relation to the archaeology. All ground-works here will require archaeological monitoring, and the footings of slabs should not be placed over the actual ditches/ archaeological features. Planting will be limited, and will avoid known archaeological features. A buffer of 20m- 30m from known archaeological features is recommended' (p.8)

#### ENCLOSURE SITE - LATE PRE HISTORIC ENCLOSURE

- REMOVE EXISTING RAILINGS BRINGING THE ENCLOSURE INTO THE PARK
- ENTRANCE ALIGNMENT TRACING OF 2 SPLAYED LINEAR ELEMENTS THROUGH A WILDFLOWER MEADOW
- TRACING APPROACH TO UNDERGROUND ARCHAEOLOGY - LOW GRASS MOUNDING TO TRACE ENCLOSURE OUTLINE
- INFORMATION PANELS IN GROUND - LONG CONCRETE STRIPS SET IN GRASS



Initial Conceptual sketch



#### VISITOR INFORMATION PANELS

FORMED CONCRETE SLABS SET INTO GRASS -1000X500mm units ETCHED WITH TEXT RELATING TO LOCAL HERITAGE (LOCATION OF SLABS DEPENDANT ON ARCHAEOLOGICAL INVESTIGATION/MONITORING)

Units will be max 60mm deep and set into 100mm base in locations under archaeologist monitoring.

# 3.15 NORTHERN ENCLOSURE

## DETAILED DESIGN

Archaeological assessment shows the presence a circular enclosure (DU015-055), ca. 70m in diameter. It is proposed to make this enclosure more visible by placing a 1m high and 1.5m wide embankment on a terram surface on the outer perimeter of the monument. This embankment will be sown with wildflowers. The linear underground feature that leads from the monument to the estuary will be made more visible by sowing a single colour hay meadow type. Signage will be provided at the enclosure to provide more information on the monument.

This area has been identified as one of the highest points on the site and it is proposed to introduce stacked seating to take advantage of the views out onto the Baldoyle bay, the Portmarnock golf club and Howth.

All groundworks near the Monument will be subject to archaeological monitoring.



Stacked seating element



Wildflower meadow to trace archaeological feature



ENCLOSURE (CURRENTLY SURROUNDED BY 1.8m HIGH FENCING)

CYCLE PATH ON NO DIG FOUNDATION (Details supplied by Cora Consulting engineers as part of this application).



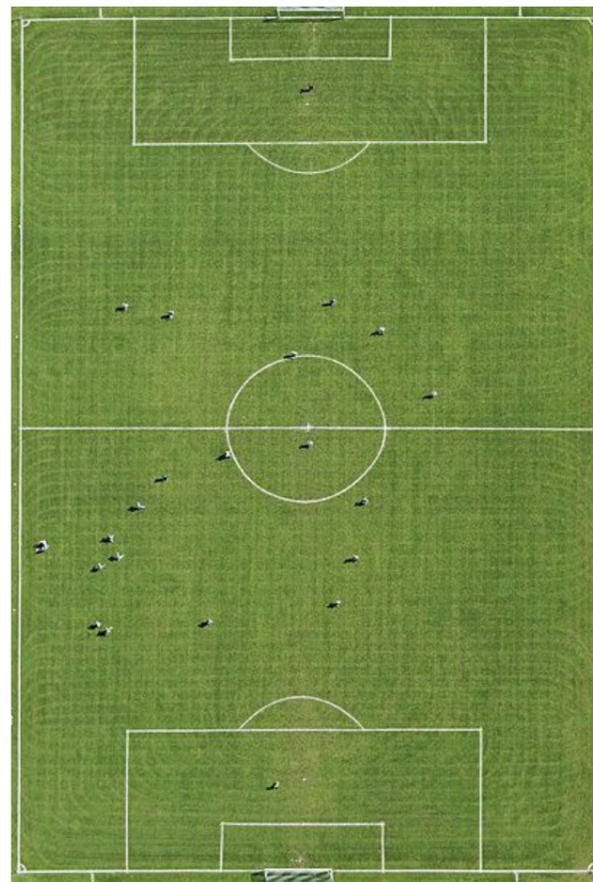
Concrete elements set into the ground for inscription

### 3.16. PLAYING PITCHES AND MUGA

Within the north western part of the park the project also includes for 4 no. playing pitches. Existing vegetation will be cut, minor re-grading, soil cultivation, grass seed sowing and line painting. Fencing or drainage works would not be implemented as part of the design or construction works.

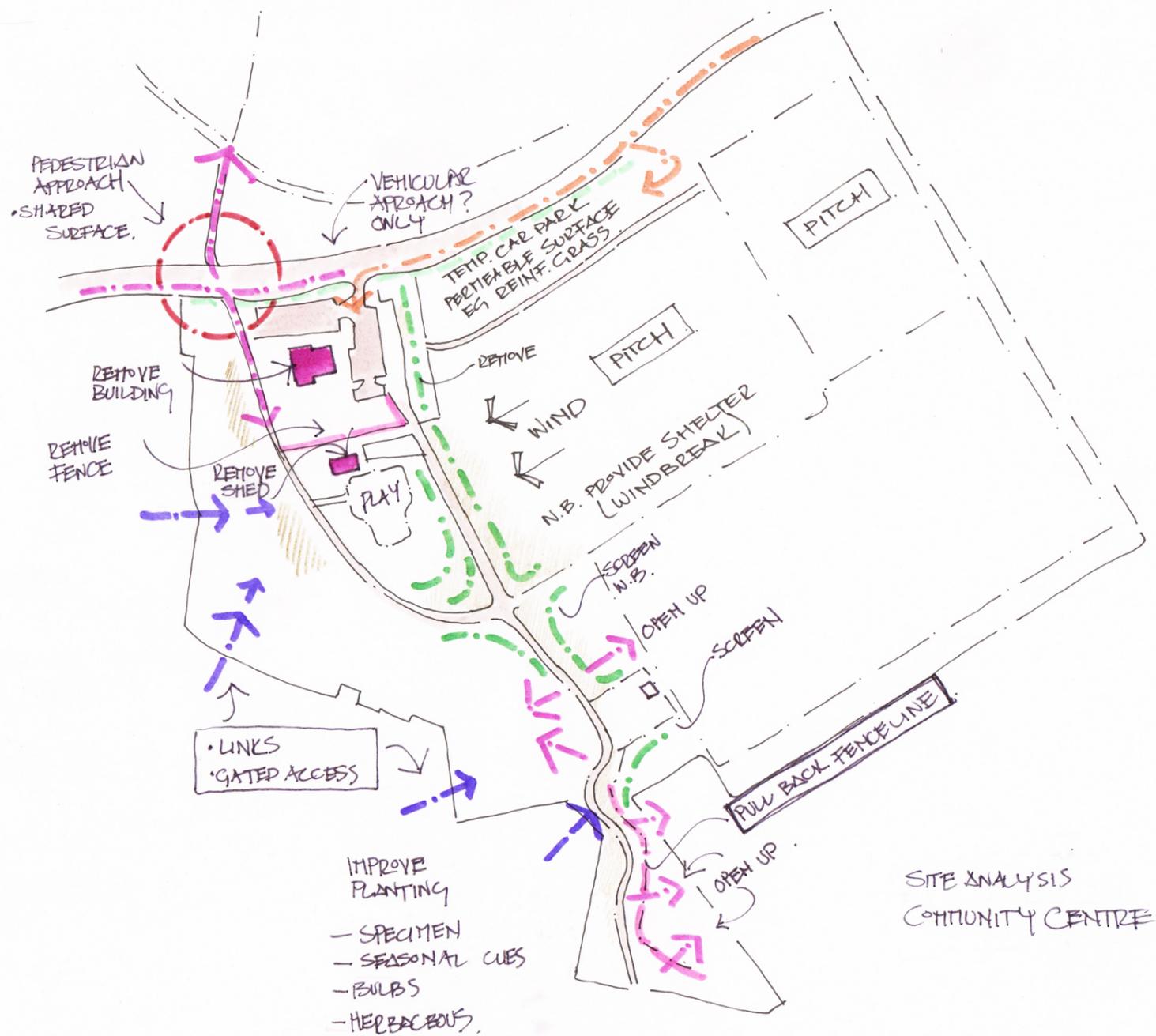
Just north of Red Arches Road (affiliated with the larger activity area) we also proposed a Multi Use Games Area (MUGA) following community feedback.

#### PROPOSED PITCHES NORTH WEST OF PARK



### 3.17. AREA SOUTH OF RED ARCHES ROAD - OVERVIEW

#### SITE ANALYSIS



#### Strengths

- Existing Infrastructure - Pitches, Parking, Play areas, Open space
- Proximity of space to housing - linkages, easily accessible
- Existing planting provides an element of maturity to space

#### Weaknesses

- Exposure - Wind factor - eastern side
- Parking - lack of - pitch users, visiting teams
- Restricted range in activities - Area used as a route rather than place to stay?
- Lack of diversity in planting - few flowers, fruit, berries, little seasonal colour.
- Pinch point to south of site - Approach unwelcoming - Enclosure - 'run through' effect, a place not observed - encourages anti social activity
- Dominance of pump station and associated barriers
- Unused space adjacent to developments
- Lack of facilities catering for early teen age bracket - only pitch related
- Lighting/cctv

#### Opportunities

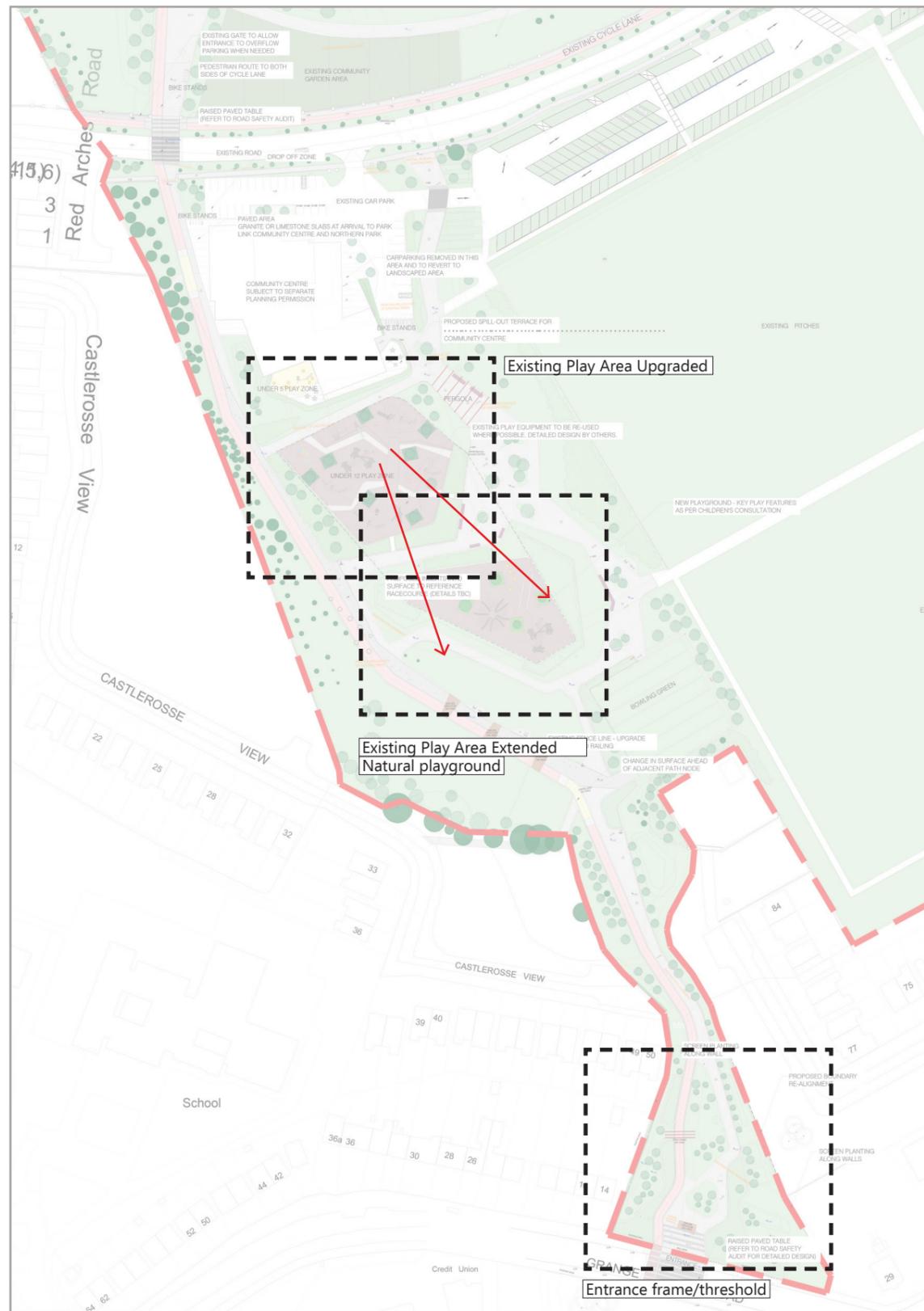
- Place-making - Design could reflect local history and culture
- Existing infrastructure - Good base for building on wider connections both within the site and to wider area .
- Provision of additional parking facilities will increase footfall to park and pitches. A used park is a safe park.
- Additional screening - Minimise wind exposure through landforms - More comfortable environment for walking and relaxing.
- Screen pump station - Provide permanent structures - Remove storage containers - Create a space that is less temporary and thus discourage antisocial activity.
- Southern entrance - Widen access through the pushing back of boundaries to remove 'run though' effect.
- Parks entrances that are not enclosed by buildings/barriers create a more welcoming environment to families and individuals - use it as a resource.
- Natural barriers - planters and frame/sculpture elements. Non Linear paths - barriers are designed into the landscape and so inappropriate use of paths is discouraged.
- Clearly marked cycle and pedestrian paths.
- Additional seating to increase passive surveillance by local community

#### Threats

- Fear of consequences of design change to park - will it create more problems?
- Maintenance - proving a landscape that can be easily kept by local authority.
- Pleasing all users - different groups value different activities or resources.

### 3.17. AREA SOUTH OF RED ARCHES ROAD - OVERVIEW

REFER TO DRAWING 'DN1815-102'



Framing element to entrance/threshold/paths for shelter and way-finding



Winding asphalt path with wide kerbing for paths



Natural playground elements will form part of the design

A segregated cycle and pedestrian path will run through the park connecting the entrances at Grange Road and Red Arches Road. A realignment and widening of the existing entrance from Grange Road provides a clearer link and connection between the parkland located on either side of the Grange Road.

As this area houses a range of facilities, a new car-park is proposed just north of the existing pitches. It will be made up of a tarmacadam roadway and grasscrete in the parking bays. This will give it a natural aesthetic and it also allows for natural water percolation and detention (refer to section xx)

The existing playing pitches south of the new carpark are retained with some minor pathway alignments to improve access to this area as part of the overall circulation strategy.

A new community centre building is planned for the site of the abandoned marketing suite. This community facility will be subject to a separate planning application, but will cater for public toilets, changing rooms for the sport clubs and a small coffee dock.

To cater for an increased number of residents and the future community centre, the proposal provides for a broader range of play amenities and a broader range of ages using the facilities such as a playground, adult exercise equipment and a bowls green.

Tree planting and mounding will provide shelter for park users from the coastal wind.

Lastly, the proposal also seeks to provide public lighting to provide comfort and visibility for park users.

## 3.18 UPGRADE AND EXTEND PLAYGROUND

### ACTIVITY AREAS (DETAILED DESIGN)



#### BESPOKE PLAY AREA

- Thematic playgrounds that fascinates and inspires both adults and children.
- Designed in conjunction with community consultation.
- Specialist firm such as Monstrum specialise in a bespoke play sculpture design reflecting local ideas and history/culture.
- Bespoke play area could apply to the younger play zone due its proposed location closer to the future community centre.



Example of thematic playground responding to local character or stories



Examples of thematic/natural playgrounds

The upgrade and extension of the existing playground was one of the key improvements identified by existing park users. The playground will have a natural theme in keeping with the natural surroundings and as requested by the local community. It will be approximately twice the size of the existing playground and this will allow the playground to cater for a wider age range from 0-12. The following pieces of play equipment are to be included at a minimum in the new playground as requested by the local kids: zipline, trampolines, water & sand play, tower & slide, obstacle course and climbing wall. Timber play equipment will be used predominantly and the base will be a grass, sand and woodchip surface. The playground will also include natural play features with water, sand, stones and tree trunks for the younger age groups. The playground will be surrounded with a 1.2m high chestnut paling fence and shrub planting to provide a natural screen around the playground. Seating will be provided around the playground for the parents to keep an eye on their kids.

#### BOUNDARY TO PLAY AREAS

The proposed location for segregation boundaries within the play areas is further detailed DN1815 102

Boundary treatment example - timber slats combined with planting buffers will create a dense and naturalistic boundary

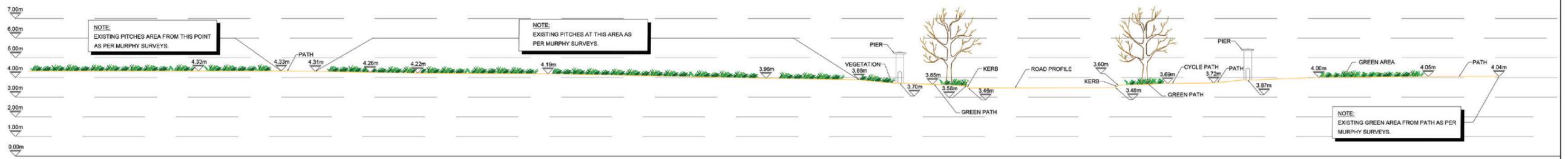




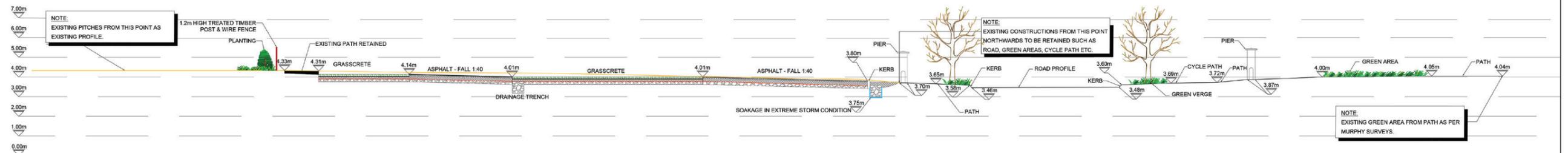
# 3.19 CARPARK

## REVISION SCHEDULE

REV. NO.	REV. DESCRIPTION	REV. DATE	DRAWN	CHECKED
P1	PRELIMINARY	25/09/2019	BF	KJD
P2	Pre Planning Issue	07/09/2020	KJD	LE
PL1	Issued for Planning	30/03/2021	KJD	LE



15-15  
C022  
**EXISTING SECTION 15-15**  
SCALE 1:100



15-15  
C022  
**PROPOSED SECTION 15-15**  
SCALE 1:100



**GRASSCRETE BUILD UP:**  
 100mm FORMER  
 20mm SAND BLINDING  
 150mm HARDCORE MATERIAL  
 GEOTEXTILE LAYER  
 150mm CAPPING MATERIAL



**TYPICAL ASPHALT BUILD UP:**  
 25mm POROUS MACADAM  
 40mm OPEN TEXTURED MACADAM  
 150mm 20-40mm OPEN STONE TERRAM  
 GEOTEXTILE LAYER

**NOTE:**  
 CAPPING/OPEN STONE LAYER THICKNESS  
 DEPENDS ON BEARING CAPACITY OF  
 SUB-GRADE - CBR TESTS REQUIRED

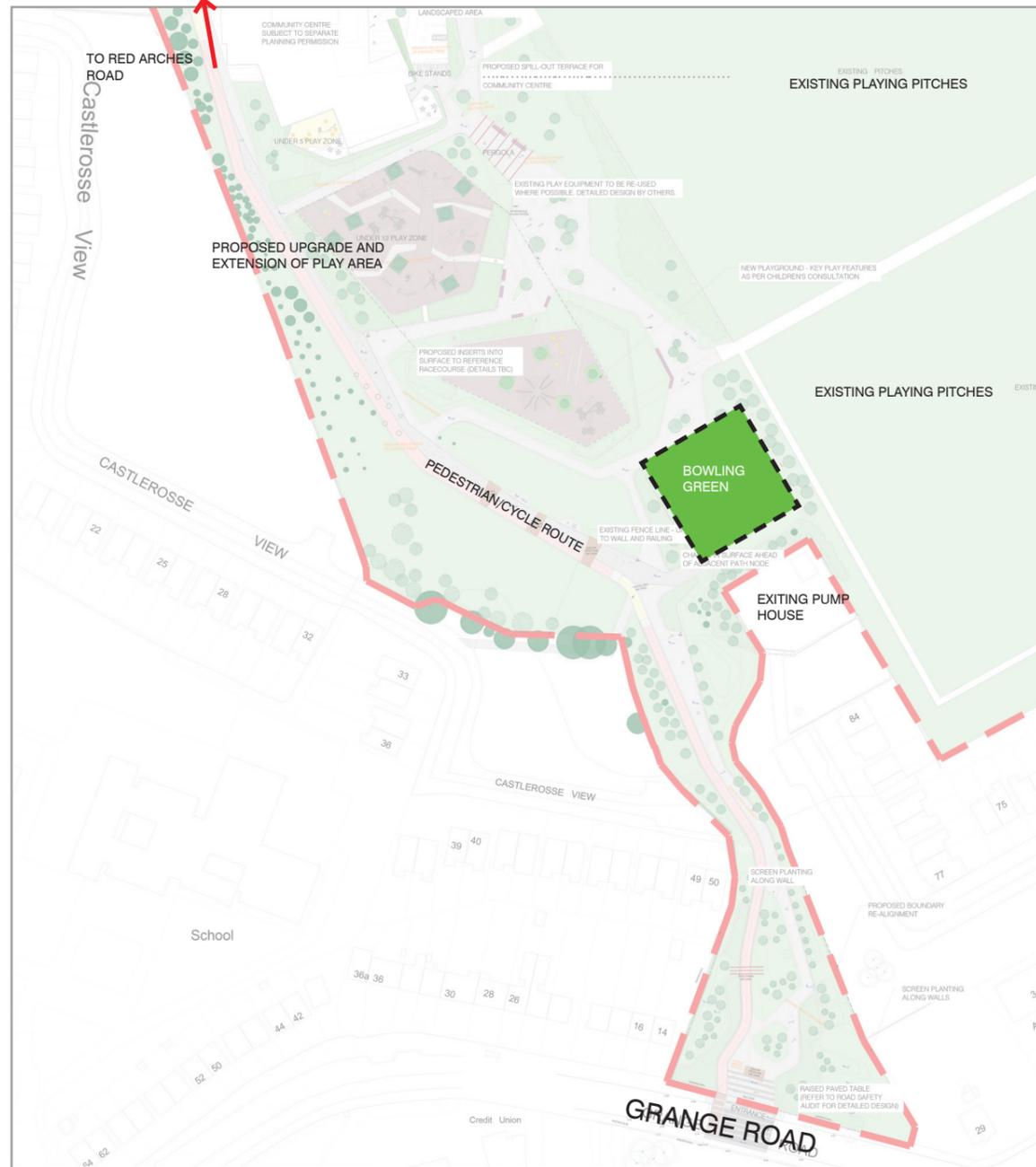
**HATCHES:**

	CAPPING/ OPEN STONE
	SAND BLINDING
	HARDCORE
	POROUS MACADAM
	OPEN TEXTURED MACADAM
	FORMER
	GEOTEXTILE
	EXISTING SECTION 15

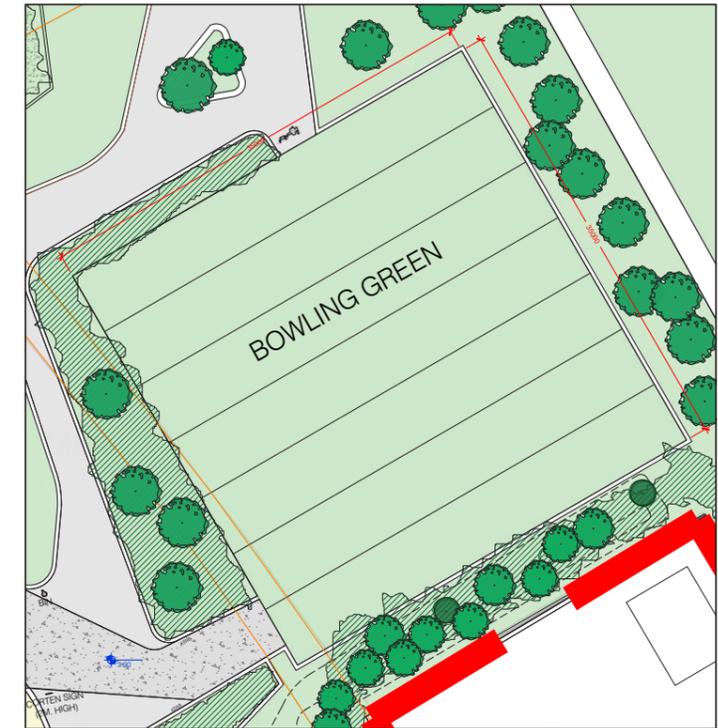
Drawing Stage:  Planning	Project Details:		Notes	Drawn by:	Checked by:	Approved by:	Date:	Behan House, 10 Lower Mount Street, Dublin 2, D02 HT71 Tel: +353 1 661 1100 e-mail: info@cora.ie Web: www.cora.ie	
	Site Address:	BALDOYLE		BF	KJD	LE	25/09/2019		
	Client:	FINGAL COUNTY COUNCIL		Project Name:		Scale:	Project Number:		1876
	Architect:	BARNARD SEYMOUR LANDSCAPE ARCHITECTS		Racecourse Park Baldoye		1:100 @ A1	1876		
	M&E Designer:	-		Drawing Title:		Project:	Originator:		Zone:
Contractor:	-	EXISTING & PROPOSED CAR PARKING - PROFILE SECTIONS		RPB	CORA	ZZ	Level: 00 Type: DR Discipline: C Drawing No: 401 Stage: PL1 Revision:		

## 3.20. BOWLING GREEN

The aim of the landscape proposal for Racecourse Park is to include for as broad a range of users as possible. One element which has been included as part of consultation with the local community and FCC is a bowling green. Bowling is popular pastime and the bowling green has frequently been part of the fabric of towns and villages. New bowling greens, which may be seeded or turfed, from greenfield sites, will also include install new drainage or irrigation systems following site investigation by specialist.



Examples of lawn bowling green



Bowling green plan

### LAWN BOWLING GREEN

- 35x35m2 lawn bowling green
- Flanked by sunken edge to retain balls and dense vegetation to provide screening
- Positioned to be easily accessible and in relation to existing playing fields

# 3.21 GRANGE ROAD ENTRANCE



Proposal 1 (partial re-alignment of fence line)



Boundary plan

LEGEND	
--- --	FENCE
=====	CONTINUOUS WALL
.....	LOW WALL + RAILING
- - - - -	FENCE (REMOVED)
.....	LOW WALL + RAILING (REMOVED)

The entrance proposal seeks to alleviate the bottleneck between the existing fence to Admiral Park and the wall/fence at Castlerosse View through partial realignment of the fence along Admiral Park. This will serve to accommodate a segregated cycle way and a pedestrian pathway through the narrowest point of the park. It also allows the cycling and walking routes to be located further away from the boundary walls of the dwellings at Castlerosse View and Grange Road.

The design seeks to create a more accommodating space for local users. Increased diversity of plant species will soften path edges. Trees are introduced and sheltered by low grass mounds sown with bulbs and wildflowers. Hedging has already been planted along the garden walls to screen these boundaries, and more trees and herbaceous planting will be added to this corridor to provide a welcoming and colourful entrance to the park.

Increased visibility and safety are created by the introduction of lighting and the opening up of the narrow space. The entrance is also widened to accommodate both a pedestrian and cycle path.



**Boundary wall treatment**  
 Where a new boundary is required, a low wall and rail option is proposed.  
 The proposal seeks to improve the appearance of the existing boundary wall by the planting of climbers and herbaceous planting.



Perspective section

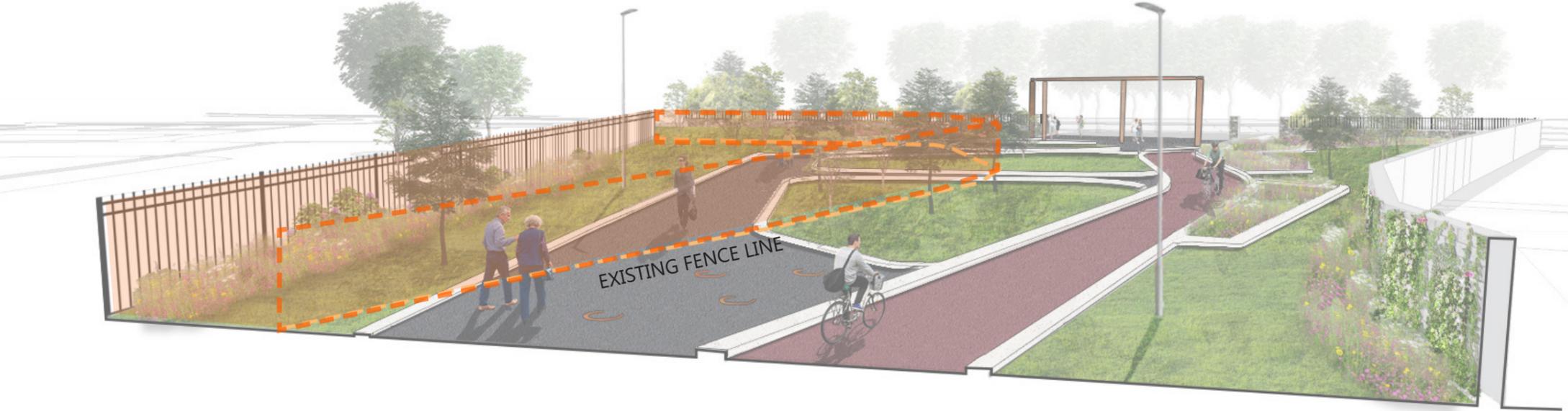
### 3.21 GRANGE ROAD ENTRANCE



Perspective section



Space gained by fence re-alignment - (Orange)



Perspective section (space gained by re-alignment overlay)

The proposal for the southern area includes for a partial realignment to the Admiral Park fence-line which seeks to alleviate the constricted alignment currently present between the fence and the adjacent wall at Castlerosse View.

With this slight realignment, the proposal will improve the privacy and the landscape setting of the current boundary through the inclusion of a planting mix in front of the fence/wall. We propose low maintenance thorny species as discussed with local residents.

# 3.22 ENTRANCE / SHELTER STRUCTURES

## SECTION

Six entrance and shelter structures are proposed between the Red Arches Road and the Grange road. These arches will span across the walking and cycling routes and are approx. 3m high. The structures are made with polished Corten Steel cladding around a concrete & steel frame (see drawing xx for details)



Framing element to entrance/threshold/paths for shelter and way-finding



## 3.22 ENTRANCE / SHELTER STRUCTURES

### INTENT



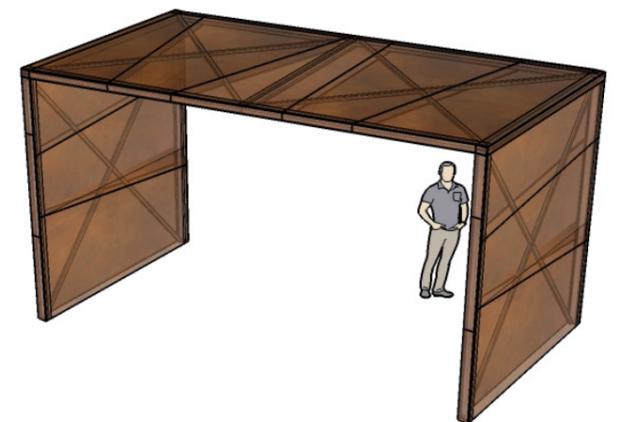
Examples of framing and way-finding structures at Houtan Park, China - Turenscape



Steel frame composed of I-beams and steel box sections



Steel frame clad with corten steel panels



View of underlying structure with cladding

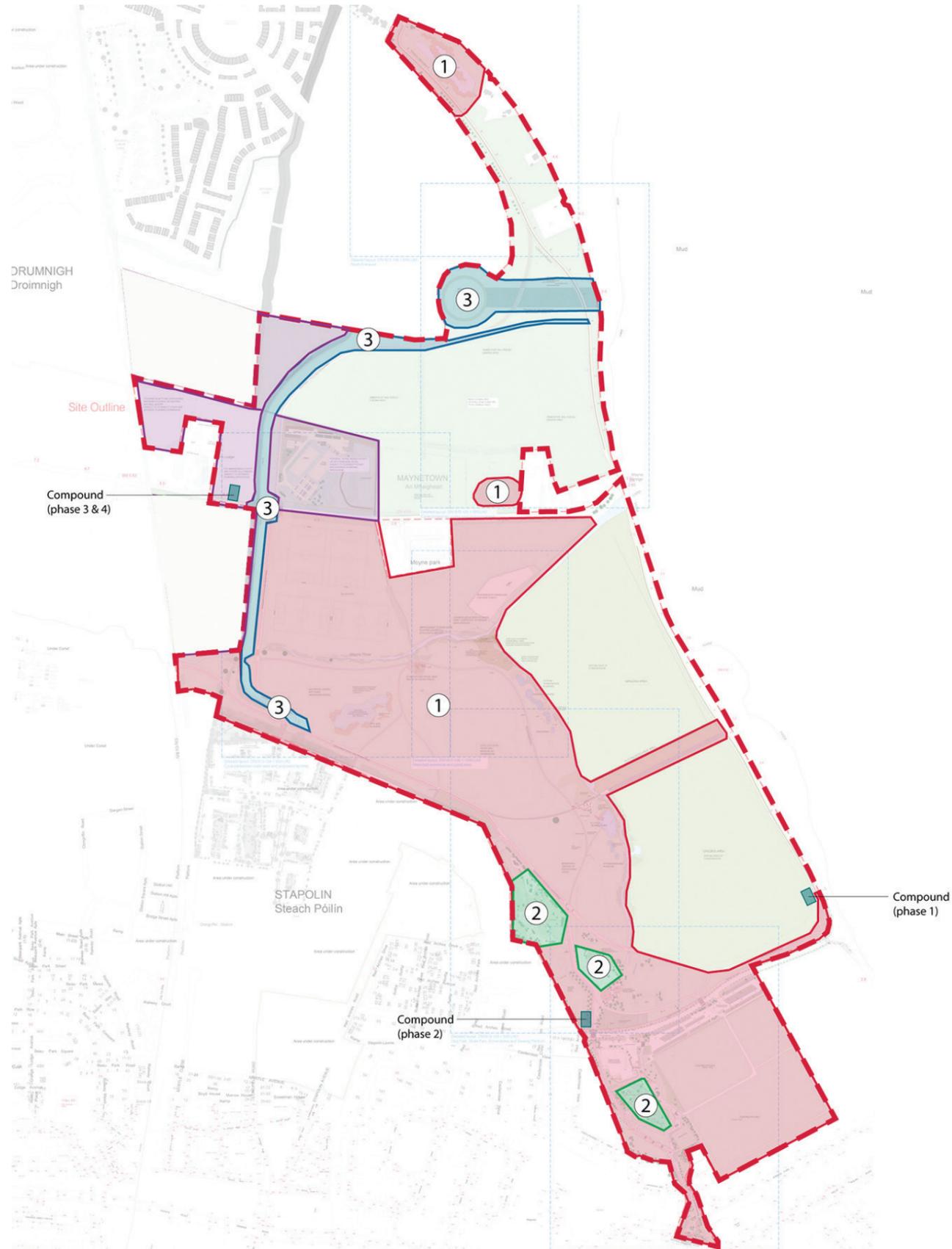
## 4. IMPLEMENTATION

## 4. IMPLEMENTATION

It is currently envisaged that the delivery of the park development plan for the Racecourse Park will take place over 4 phases. The implementation of the Park Development Plan for the Racecourse Park must occur in tandem with the phased development of the residentially zoned areas at Baldoyle and Portmarnock. Phase I and II (see map below) are to be implemented in 2022 subject to planning permission being obtained from An Bord Pleanála. Phase III is to be implemented in 2023.

The works will be programmed so that construction is completed by the 1st November at the latest in both 2022 and 2023. This will ensure that any potential impact on the wintering wildfowl associated with the Baldoyle Bay SPA is avoided.

Work on the design specification for a second recreational hub north of the Moyne Road for a Council Maintenance depot, public car park, tourism facility and all-weather pitch will continue in 2021 and 2022 and will be subject to a separate planning process.



- Phase 1:** paths, planting, ponds, re-grading, wall to northern greenway entrance, new car park off Red Arches Rd., pitches.
- Phase 2:** community centre playground, skate park/teenage play area, dog run.
- Phase 3:** route north-east along existing haul road (linking proposed cycle/pedestrian route to existing greenway), monument tracing, wildflower meadow.
- Compound location per phase

5. CONSTRUCTION METHODOLOGY  
6. CONCLUSIONS

## 5. CONSTRUCTION METHODOLOGY

### 5.1 OVERVIEW

The final construction methodology will be subject to the conditions of planning, the construction procurement process and also the methodology adopted by the main contractor who will be responsible for construction the scheme.

Notwithstanding the above, the following section has been designed to provide an overview of the likely construction methodology based on the works requirements which have been developed as part of the preliminary design process.

### 5.2 PROGRAMME

The works will be programmed so that construction is completed by 1st November at the latest in both 2022 and 2023. This will ensure that any potential impact on the wintering wildfowl associated with the Baldoyle Bay SPA is avoided.

### 5.3 TEMPORARY TRAFFIC MANAGEMENT

The vast majority of the works will be carried out away from the public road within a green field environment. To allow the construction phase to proceed as safely and efficiently as possible, temporary traffic management measures will be required where the work will cross or run adjacent to the local public roads such as the Grange Road, Red Arches Road and the Moyne Road.

Prior to the commencement of the works, the contractor will be required to develop a Temporary Traffic Management Plan. The Temporary Traffic Management Plan will be designed to provide a safe working environment for road workers and to enable the safe and efficient passage of traffic and other road users through the roadworks sites during the construction phase. The Plan will take account of any specific planning conditions and will be agreed in full with the Planning Authority and emergency services before works commence.

The temporary traffic management measures will be designed carefully to enable the works to progress and to manage the safety of workers and the passing public. The temporary traffic management measures will evolve constantly as the works progress. Road closures will not be permitted, except for exceptional and short duration circumstances where they cannot be avoided.

### 5.4 MOBILISATION

The contractor will commence the construction phase by mobilizing his construction team on site. This will involve setting up a site compound which will afford safe access and minimize potential impacts upon the adjacent designated site and parkland. The proposed location of the three site compounds for each phase is shown in Fig xx (phasing map)

### 5.5 UTILITY PROTECTION AND DIVERSION

To facilitate the main works, underground utilities which conflict with the main works will be uncovered using mechanical excavators (and hand digging where appropriate) and identified. The need for significant utility diversions is not envisaged as part of the works. This is likely to be restricted to locations where the walking and cycling facilities cross or interface with public roads.

### 5.6 WALKING AND CYCLING ROUTES

Works will commence with removing all redundant pathways and setting aside the aggregate for re-use as base material for the new pathways subject to Pyrite testing.

For all pathway types, except for the greenway located on the existing haul road, the route will be excavated and the soil removed. The excavation will be undertaken by mechanical excavator, with spoil arisings loaded into HGV tipper trucks for reuse locally. The excavated arisings will be replaced by granular material which will be placed and rolled onto a geotextile membrane to improve structural performance or in a honeycomb frame near the Monument to reduce the need for excavation. The granular material will be delivered to site using HGV's along agreed haul routes. Kerbs will be in-situ cast concrete on top of the granular base course.

The final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller. In case of the walking and cycling route on the existing haul road, the asphalt will be laid directly onto the existing surface.

The finished surface course of the walking and cycling routes will be swept using a mechanical road sweeper and immediately followed by the application of road markings. Linear edge markings and centre lines are likely to be applied using a vehicle mounted road marking Machine. The individual Stop, Yield and cycle markings are likely to be laid by hand.

Localised earth profiles will be graded to tie into the new pavement levels and followed by the top soiling and seeding process. The top soiling and seeding process will be completed using a combination of mechanical excavator, tractor unit drawing a rotavator / rake / seed spreader and as well as operatives using hand tools for areas where machinery is unable to gain access

## **5.7 DRAINAGE, TRAFFIC SIGNALS AND PUBLIC LIGHTING**

It is highly likely that the construction of drain pipes and ducting for the drains, traffic signals and public lighting columns will run in tandem with the construction of the base layer for the walking and cycling routes. Drainage works are likely to be minimal and restricted to areas where the scheme interfaces with the public road. The drainage works at these locations are likely to be limited to the relocation of existing road gullies to take account of adjusted kerb lines.

The works will also involve constructing the civil engineering elements required to facilitate the commissioning of the traffic signals and the public lighting elements at the latter stages of construction when all the heavy civil engineering works have been executed.

Initially, service chambers and underground duct sets will be laid within trenches and backfilled with granular material. Next, signal poles and public lighting columns will be erected and duct connections will be made to the base of each pole unit. Ropes will be pulled through each duct and terminated at the service chambers. The ropes will facilitate the drawing through of electrical cables as part of the final testing and commissioning phase.

## **5.8 BRIDGE CONSTRUCTION**

First measures will be set in place to minimise the risk of spillage of contaminants into the Mayne River. Such measures might include the installation of temporary impermeable ground membranes, the construction of bunds and the mobilisation of emergency equipment capable of dealing with the accidental spillage of contaminants.

Bridge works will commence with the excavation of abutments. This will be followed by the installation of piles to support the abutments. The abutments are likely to be in-situ cast reinforced concrete. Working platforms will be constructed on both sides of the river for a small piling rig to carry out this work. These platforms will be located within the footprint of the scheme and set back a sufficient distance from the Mayne River. No working within the river will be permitted.

The steelwork will be delivered to the work site by tractor and trailer. The main beams will be lifted in position first with a crawler crane. Scaffolding will be installed under the bridge for the safety of the steel erectors. The remainder of the floor beams, decking and uprights will be lifted with the crane and fixed to the main beams by hand.

## **5.9 PORTMARNOCK PARK ENTRANCE**

The existing timber and mesh fence will be removed first and disposed of in a skip at the site compound. The trench for the base of the wall will be excavated with an excavator and by hand near utility services and all surplus material shall be spread locally. A concrete foundation will be poured in the trench directly from a cement truck. When the foundation has set a rubble stone wall will be constructed by stone masons.

## **5.10 SKATEPARK**

Below ground forms will be excavated with excavators and all surplus material shall be moved to the back of site compound one. Wooden formwork will be built up to the required shapes. Steel reinforcing will be installed where necessary and the subbase will be compacted. The coping is then set along the top of the ramps. Concrete is then poured and vibrated to remove air pockets. The concrete shall be finished using a powerfloat on large flat areas, while ramps and curves will be finished using hand tools. Once the concrete is set a chemical sealant will be applied to ensure the lifespan of the concrete. Upon completion of the skatepark, it will be tested and inspected by ROSPA for compliance.

## **5.11 MUGA**

Topsoil will be excavated from within the footprint of the MUGA and all surplus material shall be moved to the back of site compound one. The excavated arisings will be replaced by granular material which will be placed and rolled onto a geotextile membrane to improve structural performance. The granular material will be delivered to site using HGV's along agreed haul routes. Foundation holes for all MUGA posts will be excavated after which the posts can be placed and set in concrete. Fencing panels will be fitted to the posts and concrete kerbs will be set on the edges of the MUGA. The final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller. The finished surface course will be swept using a road sweeper and which shall be immediately followed by the application of line markings. Localised earth profiles will be final graded to tie into the kerb levels and followed by the top soiling and seeding. Upon completion of the MUGA, it will be tested and inspected by ROSPA for compliance

## **5.12 DOG RUN**

The site shall be levelled, and surplus topsoil added to shape the dog run area. The pathways will be excavated, and the excavated material spread locally. The excavated arisings will be replaced by granular material which will be placed and rolled onto a geotextile membrane to improve structural performance. Kerbs will be in-situ cast concrete on top of the granular base course. The final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller. Paving blocks will be laid by hand on a compacted gravel base. Localised earth profiles will be final graded to tie into the kerb levels and followed by the top soiling and seeding. The sandbed shall be filled using 300mm of Silica sand which shall be brought in by HGV along an agreed haul road and spread with a mini-digger. Boundary fencing posts shall be installed using a vehicle mounted post driver after which the wire can be installed by hand.

## **5.13 VIEWING PLATFORM**

The viewing platform works will commence with the excavation of the foundation. This will be following by the installation of the ground beams. The ground beams are likely to be in-situ cast reinforced concrete. The steelwork will be delivered to the work site by tractor and trailer. The floor beams, decking and uprights will be lifted with the crane and fixed to the structure by hand.

## **5.14 REMOVAL OF SURFACE WATER PIPE AND EXTENSION OF REEDBED**

The groundlevels will be lowered first within the footprint of the wetland area and all surplus material shall be moved to the back of site compound one. The bulk excavation will be done by a tracked digger with an excavation bucket, while the final shaping will be done with a grading bucket to ensure a smooth finish and less disturbed soil in the new wetland area. Once the excavation works are completed, the outfall structure and 25m of concrete pipes will be removed. These pipes will be disposed of at a licenced waste management facility. If possible the outfall structure will be re-used and fitted at the new outfall location, otherwise a new precast concrete unit will be fitted. The wetland area will be planted with Common Reed (*Phragmites australis*) transplants taken by hand from the adjoining reedbed.

## **5.15 PLAYGROUND**

The existing playground surfacing shall be removed and disposed of at a licenced waste facility. The existing railings will be set aside for re-use in the park. The existing play equipment will be removed and suitable equipment will be set aside for re-use. Any excavated soil shall be used locally to create an undulating landform within the playground area. Foundation holes for all the play equipment shall be excavated with a mini-digger and all playground equipment shall be installed according to manufacturer's instructions. All safety areas shall be filled to required depth of CFH to each piece of equipment using Woodfibre safety surfacing to a minimum of 450mm depth and Silica Sand to a minimum depth of 300mm depth. The remainder of the playground shall be surfaced with woodchip using a mini-digger and grass sod laid by hand. Boundary fencing posts shall be installed using a vehicle mounted post driver after which the Chestnut paling can be installed by hand. The existing kissing gates will be re-used as entrances to the playground. Upon completion of the playground, it will be tested and inspected by ROSPA for compliance

## **5.16 CAR PARK**

The entire footprint of the car park will be excavated first. Suitable arising topsoil will be temporarily stored as close as possible for reuse in grasscrete areas. All surplus spoil will be transported to the back of site compound one. The excavation will be largely undertaken by mechanical excavator, with spoil arisings loaded into HGV tipper trucks. The excavated arisings will be replaced by granular material placed and rolled onto a geotextile membrane to improve structural performance. Additional strip soakaway drainage channels filled with larger single sized granular material will also be created at this stage. The granular material will be delivered to site using HGV's along agreed haul routes. Kerbs will be in-situ cast concrete on top of the granular base course. The final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller.

In the parking bays, grasscrete formwork will be laid out on top of the granular base. Concrete will be poured in place and vibrated to remove air pockets. The voids are then punched or burned out and the voids filled with locally excavated topsoil. Localised earth profiles will be final graded to tie into the new pavement levels and followed by the top soiling and seeding process.

## **5.17 ENTRANCE / SHELTER STRUCTURES**

Foundation holes for all the support poles will be excavated with a mini-digger and concrete poured around it to provide a secure base for the structures. The metal support frame and the Corten steel cladding shall be put together with hand tools and installed according to manufacturer's instructions.

The development of the Racecourse Park is a critical piece of infrastructure as required by the Fingal County Development Plan, Baldoyle/Stapolin LAP and Portmarnock South LAP.

## 6. CONCLUSIONS

The proposed project comprises of 4.5km of new walking and cycling routes, a new car park, an extended playground, Bowls Green, MUGA, Skatepark, Teen Play zone, dog run, pitches, public lighting and all associated landscaping works.

When developed, the park will offer a wide range of recreational facilities to cater for all ages as requested by the local community and it will provide much better access to the Racecourse Park lands. Connectivity and good quality routes are essential to encourage people to walk and cycle in and to the park. The pathway network will comprise of segregated walking and cycling routes linking the nearby housing developments at Portmarnock, Baldoyle and Clongriffin with the facilities in the park. The walking and cycling routes will also be connected to the wider strategic network of walking and cycling routes in the area such as the Fingal coastal greenway and Seagrang Park

The development of the Racecourse Park must occur in tandem with the phased development of the residentially zoned lands at Baldoyle and Portmarnock. Phase I and II of the project are to be implemented in 2022 and Phase III is to be implemented in 2023 subject to planning permission being granted.

As part of the application for planning under Section 177AE, a Natura Impact Statement (NIS), and Environmental Impact Assessment (EIA) screening report and an Environmental Report have been prepared. Mitigation measures and recommendations from these will be incorporated into the detailed design of the scheme.

APPENDIX 1  
PLANTING PROPOSALS

# PLANTING

## TREES

There are a large number of exiting trees particularly south of Red Arches Road within existing amenity areas. These however are suffering due to wind exposure and substrate. The proposal includes to retaining these trees, improving substrate and creating additional shelter through soil mounding and reinforcement planting. A The choice of trees is formed by a range of species which seek provide year-round interest, provide food for birds and to provide value for insects such as bees and butterflies. similar palette is proposed to the amenity areas north of Red Arches Road including extensive shelter planting along the eastern boundary to the park. Elsewhere we propose localised planting of tree groups close to picnic areas for example. FCC is keen to improve areas outside of formal amenity areas to the benefit of wildlife, in particular bird species and so new tree planting is reduced in these areas.

A selection of trees is detailed below. For full details refer to planting plans DN1815 PP 01-07 which accompany this application



*Acer pseudoplatanus* 'Worley'



*Tilia Cordata*



*Pinus nigra*



*Prunus avium* 'Plena'



*Alnus glutinosa*



*Quercus petraea*



*Crataegus monogyna*



*Tilia cordata* 'Greenspire'



*Quercus robor*



*Larix decidua*



*Betula utilis* 'jacquemontii'



*Castanea sativa*

# PLACES BY PLANT CHARACTER : TREES FOR WET SOIL AREAS

Throughout the park there are a variety of different conditions. Where screening is required but within wteer soil areas we propose a palette suited to the conditions.

## TREES:

Salix caprea - Goat Willow

Salix cinerea - Grey Willow

Salix aurita - Eared Willow

Alnus glutinosa - Alder

Betula pubescens - Downy Birch

Betula pendula - Silver birch

## TREES



Salix caprea



Salix cinerea



Salix aurita



Alnus glutinosa



Betula pubescens



Betula pendula

# PLACES BY PLANT CHARACTER : WILDFLOWER MEADOWS

Proposed in swathes within the open areas west of the proposed wetlands/viewpoint. The species list is proposed for this particular area is Wetland Wild Flora (Seasonally Flooded). It is a vigorous, medium tall (30-140cm) mixture which can compete with the often fertile wetland soils on which many wetlands are situated.

## WILDFLOWERS

- Sneezewort\*
- Tufted Vetch
- Water Avens\*
- Wild Angelica
- Wild Valerian
- Yarrow
- Yellow Rattle
- Red Rattle\*
- Corn Marigold
- Corn Poppy
- Corncockle\*
- Cornflower\*



Sneezewort



Tufted Vetch



Water Avens



Wild Angelica



Wild Valerian



Yarrow



Yellow Rattle



Red Rattle



Corn Marigold



Corn Poppy



Corncockle



Cornflower

# PLACES BY PLANT CHARACTER : WILDFLOWER MEADOWS

Proposed in swathes within the open areas west of the proposed wetlands/viewpoint. The species list is proposed for this particular area is Wetland Wild Flora (Seasonally Flooded). It is a vigorous, medium tall (30-140cm) mixture which can compete with the often fertile wetland soils on which many wetlands are situated.

## WILDFLOWERS

- Devils Bit Scabious
- Common Sorrel
- Cowslip
- Fleabane\*
- Greater Trefoil\*
- Hemp Agrimony
- Lesser Knapweed
- Marsh Cinquefoil
- Marsh Marigold
- Meadow Buttercup
- Meadowsweet
- Meadow Rue
- Oxeye Daisy
- Purple Loosestrife
- Ragged Robin
- Red Clover
- Ribwort Plantain
- Selfheal



Devils Bit Scabious



Common Sorrel



Cowslip



Fleabane



Greater Trefoil



Hemp Agrimony



Lesser Knapweed



Marsh Cinquefoil



Marsh Marigold



Meadow Buttercup



Meadowsweet



Meadow Rue



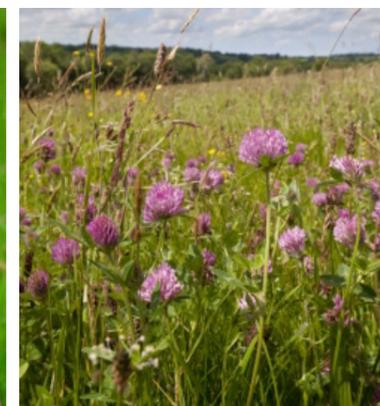
Oxeye Daisy



Purple Loosestrife



Ragged Robin



Red Clover



Ribwort Plantain



Selfheal

# PLACES BY PLANT CHARACTER : WET GRASSLAND HABITATS

Localised thinning of overgrown areas, retention of valuable species and reinforcement of from the list of species indicated. Minor regrading to enhance wet grassland and marsh habitats in proximity to proposed view point. All works carried out in consultation with ecologist.

## RUSHES

- Juncus effusus
- Juncus inflexus,
- Juncus articulatus
- SEDGES
- Carex flacca
- Carex hirta
- GRASSES
- Holcus lanatus
- Alopecurus geniculatus
- Agrostis stolonifera
- BROADLEAVED HERBS
- Cirsium palustre
- Potentilla anserina
- Filipendula ulmaria
- Mentha aquatica
- Galium palustre
- Iris pseudoacorus
- Cardamine pratensis
- Quisetum spp

## RUSHES



Juncus effusus



Juncus inflexus



Juncus articulatus

## GRASSES



Holcus lanatus



Alopecurus geniculatus



Agrostis stolonifera

## SEDGES



Carex flacca



Carex hirta

## BROADLEAVED HERBS



Cirsium palustre



Potentilla anserina



Filipendula ulmaria



Cardamine pratensis



Mentha aquatica



Galium palustre



Iris pseudoacorus



Equisetum spp.



