

Section 2.10 Landscape and Open Space

Overarching principle

To provide attractive, interesting and well used outdoor spaces using the latest place making and urban design principles, creating a pedestrian-centred environment with active, inviting public space, parks and private gardens.

2.10.1 Introduction

Open space and recreational facilities will be central to the delivery of Clonburris as a sustainable community. Open spaces will accommodate active and passive recreational activities and will be a key element in the green infrastructure network.

Outdoor community facilities including playing pitches and children's play facilities provide opportunities for outdoor activity and recreation.

The SDZ lands are served by the existing Griffeen Valley Park, a strategic open space to the west including the informal extension and also the large area of public open space to the south of the Canal, known as the Grand Canal Park which is a well-used and maintained open space of a significant scale predominantly serving Ashwood and Lindsfarne residential areas to the south.

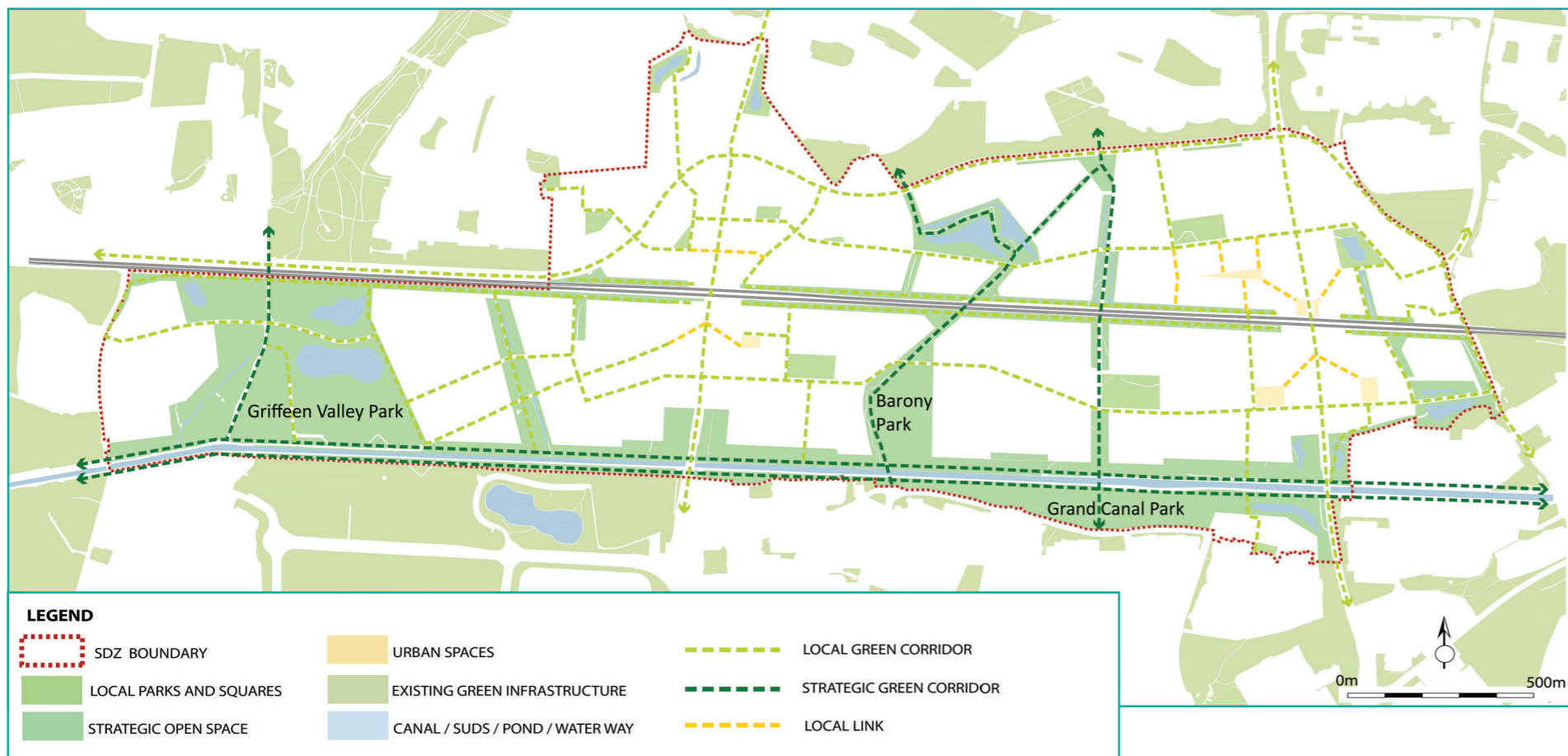
Proposed public open space on the lands will be provided in the form of strategic open spaces, local parks and squares and urban spaces, strategic routes, local links and urban squares.

Over 90 hectares of open space will be provided on the lands, supplemented by other green spaces and all residents will be within 400m of natural and semi natural open space. The Griffeen Valley extension, Barony Park, the Grand Canal Park and local neighbourhood parks will provide the main green public open spaces for active and passive recreation within the lands. In addition, public squares in the urban form will also provide access and linkages to the main hubs and local centres. The parks and open spaces will be provided in a range of sizes and delivered in phases.

Figure 2.10.1 provides an indicative layout of the hierarchy of existing and proposed parks on the lands.



Figure 2.10.1 | Open Space



Key requirements for these open spaces shall include pedestrian and cyclist connectivity through and between the parks, adjacent neighbourhoods and public transport.

Key Principles

- » Provide a hierarchy of high quality and multi-functional open spaces including, strategic spaces, local parks, urban spaces and strategic routes;
- » To allow the movement network to connect to and through open spaces by providing safe, well-overlooked and accessible routes;
- » To provide appropriate space for health and well-being, required to meet the recreational needs of the new population of Clonburris through the provision of adequate walking and cycling facilities and a diversity of green spaces for active and passive recreation; and
- » Provide recreation facilities and open spaces that are capable of accommodating a range of community sport and recreation needs and use by the community at varying times including after school hours.

2.10.2 Proposed Open Spaces

The proposed open spaces represent important interfaces between existing and proposed neighbourhoods. Key requirements for these open spaces shall include pedestrian and cyclist connectivity through and between the parks, adjacent neighbourhoods and public transport.

It is essential that the edge of the open spaces and central walkways are designed to be well lit, well overlooked, legible and accessible. In addition, it is a key requirement that the amenity of existing landscape assets within the proposed parks, including the Grand Canal, habitats and historic features are enhanced and where appropriate, integrated into the landscape structure.

The main active outdoor recreation facilities will largely be accommodated in the three main parks on the SDZ lands: the extension to Griffen Valley Park, Grand Canal Park and Barony Park. The facilities in the main parks will be complemented by local play facilities, to be provided in the local open spaces.

It is proposed to capitalise on the lands generous Canal frontage, however, it is noted that access to the Canal on the northern side is currently constrained. Appropriate access to the northern tow path of the Grand Canal shall be carefully designed, in particular, access to areas of greatest sensitivity shall be avoided. (See Section 2.11 Biodiversity & Natural Heritage also).

Parks and Landscape Strategy

A Parks and Landscape Strategy (PLS) shall be prepared by all the developers, for the entire SDZ lands and shall be submitted to and agreed in writing with SDCC prior to the commencement of development on the lands. The PLS shall be prepared by a suitably qualified Landscape Architect in conjunction with a suitably qualified Ecologist and shall include the following:

- » Overarching design details for the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links;
- » Details of active and passive recreation provision on the lands; and
- » A Biodiversity Management Plan (BMP), prepared by a qualified ecologist and guided by relevant best practice guidelines and established techniques for habitats present on the SDZ lands.

The BMP shall incorporate the following measures:

- The preservation of existing hedgerows, treelines, woodland, scrub and other semi-natural habitats where possible;
- High value historical boundary hedgerows shall be retained and management details included, in particular the Barony hedgerows;
- Where hedgerows, treelines, woodland and other semi-natural habitats are to be retained within the SDZ lands, details of their management and protection should be provided in a Habitat Management Plan (HMP); and
- Opportunities to enhance the biodiversity value of SUDS measures where relevant should be included in habitat management plans.

2.10.3 Hierarchy of open spaces

The hierarchy of open spaces is as follows:

- » Strategic open spaces;
- » Local parks and squares; and
- » Urban spaces.

These spaces shall be connected within an integrated network at strategic and local levels with strategic routes which include Local links between open spaces.

Strategic Open Spaces

Strategic open spaces provide a plan wide amenity function including links to existing and surrounding communities. The strategic open spaces include Griffeen Valley Park Extension, Barony Park North and South and the Grand Canal Park. The Design criteria for strategic open spaces is set out in Table 2.10.1.

Table 2.10.1 | Design Criteria for open spaces

| Landscape element | Objective | Components |
|-----------------------|--|--|
| Strategic open spaces | To incorporate major strategic corridors such as the Canal and Railway. To provide major parks with district-wide functions. To provide for larger scale active recreation. To provide for a range of passive amenity. To include important Sustainable Urban Drainage System functions. To protect and enhance biodiversity hubs. To provide for a range of childrens play. To assist in area-wide legibility and placemaking. | Sports fields. Amenity routes. SUDS features such as major detention ponds and swales. Controlled access areas for biodiversity enhancement and protection. Playgrounds and play areas. Mass planting in lines or drifts to enhance definition and functional areas. Retention and enhancement of selected hedgerow. |

Appropriate access to the northern tow path of the Grand Canal shall be carefully designed, in particular, access to areas of greatest sensitivity shall be avoided.



Griffeen Valley Park Extension

The Griffeen Valley Park shall be extended southwards to the Grand Canal to provide a high quality flagship park. A plan for the Griffeen Valley Park extension shall be designed in accordance with the overall Parks and Landscape Strategy for the SDZ lands and shall be submitted to and agreed in writing with SDCC at planning application stage and may include:

- » A mix of active recreational facilities in the core area of the park;
- » Formal and informal childrens play areas;
- » Walkways and cycleways (wide enough to accommodate two people passing) be constructed using suitable surface material;
- » Seating and passive recreation areas;
- » Edges of the park shall be carefully designed and laid out, forming an interface between the park's open central character and adjacent development;
- » Planting in drifts to enhance biodiversity, definition and functional areas;
- » Habitat improvements to existing ecological resources including the Griffeen River and the Grand Canal;
- » Support the creation of new habitats within the park to address changes to natural heritage elsewhere in the plan lands;
- » Retention and enhancement of selected hedgerow;
- » Surface-water attenuation ponds to the north-west, fed by the proposed SUDS system. These areas should form high quality, water based ecological landscapes; and
- » Retrofit or replace the existing pedestrian bridge over the railway line to provide 'green bridge'. The green bridge shall be integrated into the surrounding landscape and shall provide connections for pedestrians and cyclists, commuting routes for species and the park landscape as a whole. The detailed design of the bridge shall be in accordance with the Landscape Institute UK Green Bridges Technical Guidance Note 09/2015 December 2015.



Key requirements for these open spaces shall include pedestrian and cyclist connectivity through and between the parks, adjacent neighbourhoods and public transport.



Grand Canal Park

This park shall comprise an existing large area of open space located on the southern side of the Grand Canal and incorporate the green way cycle and pedestrian route on the southern tow path, to the north of the existing residential areas of Ashwood and Lindisfarne. The lands require appropriate new landscape interventions to enhance the existing character and ecological value of the canal. The Park would strengthen the amenity and function of the Grand Canal as a strategic east-west link on the southern side. This park should also form a landscape corridor that should connect the surrounding neighbourhoods. A plan for the Grand Canal Park shall be designed in accordance with the overall Parks and Landscape Strategy for the Planning Scheme and shall be submitted to and agreed in writing with SDCC at planning application stage and may include:

- » Active and passive recreational facilities;
- » Children's Play facilities;
- » Walking and cycling routes;
- » Retention and enhancement of selected hedgerow;
- » Ensure that the southern side of the canal provides a leisure function;
- » Ensure that the northern side of canal retains a more ecological character, to enhance the quality of the proposed Natural Heritage Area;
- » Appropriate access to the northern towpath will be based on ecological surveys to ensure the integrity of the Grand Canal ecological corridor is maintained enhancement of existing hedgerow and treeline would assist in this i.e. planting of thorny species such as blackthorn and hawthorn; and
- » Provide for the refurbishment of Omer's Lock house as a cultural asset, set within an appropriate landscape context.

Barony Park

This park shall comprise a new mixed character and function park that would connect the neighbourhoods away from the Canal, to the south of the railway. The hedgerows that form the historic barony boundaries, which gives the park its name, shall be retained to enhance the ecological character and identity of the lands. A pedestrian bridge over the railway shall connect the southern area and northern areas of the park. A plan for the Barony Park shall be designed in accordance with the overall Parks and Landscape Strategy for the Planning Scheme and shall be submitted to and agreed in writing with SDCC at planning application stage and may include:

- » Retention and enhancement of hedgerow;
- » The northern area should take the form of contemporary parkland, with SUDS attenuation pond, open spaces and tree planting;
- » Active recreation facilities with ancillary lighting, and parking;
- » Childrens Play facilities;
- » Walking and cycling routes;
- » New pedestrian/cycle bridge shall be designed to integrate into the park and to avoid fragmentation of linear habitats;
- » The southern half of the park closer to the Grand Canal shall retain a more ecological character with appropriate access to the northern towpath. Access to the northern towpath will be based on ecological surveys to ensure the integrity of the Grand Canal ecological corridor is maintained enhancement of existing hedgerow and treeline would assist in this i.e. planting of thorny species such as blackthorn and hawthorn;
- » Enhancing and protecting existing biodiversity;
- » Canal bridges provide opportunities to form distinct landmark elements; and
- » Some active uses, cafes and small pavilion buildings for community and educational use.

Local parks and squares

Each local park and square shall be connected through a circuit of greenways and waterways throughout the lands. 8 no neighbourhood level parks shall be provided in a range of configurations. The design and layout of the local parks and squares shall incorporate the following design criteria.

Table 2.10.2 | Design Criteria for Local parks and squares

| Landscape element | Objective | Components |
|-------------------------|---|--|
| Local parks and squares | <p>To serve the needs of residential areas.</p> <p>To provide everyday, local level amenity needs.</p> <p>To include a mix of smaller scale passive and active amenity facilities.</p> <p>To include local level SUDS function.</p> <p>To assist in local legibility and placemaking.</p> | <p>Smaller sports facilities, such as multi-use games areas.</p> <p>Sitting areas.</p> <p>Small swales and bio-retention areas.</p> <p>Playgrounds and play areas.</p> <p>Planting in lines to define edges and different functional areas.</p> <p>Retention and enhancement of selected hedgerow.</p> |

Proposed Network of urban spaces and squares

Five urban squares shall be provided as part of the Planning Scheme along with other urban spaces. These squares and spaces would connect the residential areas into the urban centres of Kishoge and Clonburris. They form part of the core urban structure of the lands and will be located in the Clonburris and Kishoge hubs, close to the major transport interchange of Fonthill Railway Station, Kishoge Railway Station and act as focal points for local, district and wider area bus, cycle and pedestrian movement.

The urban squares and spaces shall be designed to the highest quality and must take into account the quality of materials, the quality and variety of sub spaces within the squares, links into and across the squares and spaces and the maintenance and management of the spaces over time. The urban squares and spaces shall be designed in accordance with the Design criteria for the landscape elements as set out in Table 2.10.3.

Table 2.10.3 | Design Criteria for Urban Squares

| Urban Squares | Objective | Components |
|--------------------------------------|---|---|
| Clonburris Square | <p>To provide the central public space and the focus of public life and activities in Clonburris Urban Centre as part of the retail core.</p> <p>To provide the focus for the social and economic life of Clonburris.</p> <p>To provide a legible and distinctive focal space with associated pedestrian streets.</p> | <p>Well enclosed urban space. Continuous surface and comfortable gradients.</p> <p>Uncluttered central space, free of permanent features, to allow for range of activities in the space.</p> <p>High quality surface design and materials.</p> <p>High quality tree line and street furniture providing definition to the edges of the space.</p> <p>Seating opportunities at edges of space.</p> <p>Focal work of public art or monument with sitting opportunities.</p> <p>Active fronting ground floors. Passive surveillance by upper floor residential uses.</p> <p>Strong evening economy.</p> <p>Public space with 24-hour access.</p> |
| Other local squares in urban centres | <p>To provide local focal space for mixed use in the urban centres.</p> <p>To provide for a range of business and social activities.</p> | <p>Well enclosed urban space. Continuous surface and comfortable gradient.</p> <p>Uncluttered space, free of permanent features, to allow for range of activities in the space.</p> <p>High quality surface design and materials.</p> <p>High quality tree line and street furniture providing definition to the edges of the space.</p> <p>Seating opportunities at edges of space.</p> <p>Focal work of public art or monument.</p> <p>Active perimeter ground floors. Passive surveillance by upper floor residential uses.</p> <p>Supporting element of evening economy</p> <p>Public space with 24 hour access.</p> |
| Urban spaces | <p>To provide focal spaces for the urban centres, and the Planning Scheme more generally.</p> <p>To provide robust, multi-functional and adaptable design.</p> <p>To host a range of activities.</p> <p>To provide for a comfortable and inviting space for all users.</p> <p>To accommodate evening economy.</p> | <p>Hard and permeable continuous surface, with innovative SUDS measures.</p> <p>Uncluttered free space.</p> <p>Tree-lining for definition of edges of the space.</p> <p>High quality street furniture and lighting on perimeter.</p> <p>Public art or central feature.</p> <p>Managed vehicular access for loading and emergency services only.</p> |

Strategic Routes and local links

Strategic Routes and local links provide opportunities to link a network of open spaces to all the neighbourhoods and opportunities for habitat conservation.

Within both the existing and proposed amenity routes and local links, there are significant opportunities to develop Sustainable Urban Drainage Systems (SUDS). SUDS infrastructure provide an opportunity to create a series of blue and green spaces which could including riparian planting, wetlands, tree planting and ponds.

The strategic routes and local links shall be designed in accordance with the Design criteria for the landscape elements as set out in Table 2.10.4.

Table 2.10.4 | Design Criteria for Strategic routes

| Landscape element | Objective | Components |
|-------------------|---|---|
| Strategic routes | To provide routes connecting strategic open spaces. | Strategic cycle and pedestrian routes. |
| | To incorporate existing strategic corridors. | Regular rest and amenity areas. |
| | To accommodate strategic routes. | Sensitive lighting. |
| | To provide for strategic movement routes. | Protection and enhancement of hedgerow. |
| | To protect and enhance biodiversity. | New pedestrian and cycle bridges. Bridge at Griffeen Valley Park upgraded to a green bridge. |

The following strategic routes shall be provided.

Railway Ecological Corridor

This essentially provides an uninterrupted corridor throughout a vast swathe of countryside through an array of habitats and is used by a number of species for commuting between various habitats. This corridor will support the objective of the scheme to provide routes connecting strategic open spaces. The design of the railway ecological corridor shall be in accordance with the PLS and BHP for the Planning Scheme.

Grand Canal Ecological Corridor

The corridor will form a key element of the proposed Barony Park to the north and the Grand Canal Park to the south. It is an objective of the scheme to enhance the biodiversity and ecological character of the pNHA. Developments fronting onto the Canal shall facilitate the continuity of the ecological corridor through the planting of native tree and hedgerow species and with appropriate access to the northern towpath. The design of the Grand Canal ecological corridor shall be in accordance with the Parks and Landscape Strategy and Biodiversity Management Plan for the Planning Scheme.

All buildings shall be set back 50m from the Canal and development (with the exception of footpaths and bridges) shall be set 30m from the Grand Canal. Development proposals along the Grand Canal Corridor shall be accompanied by ecological impact assessments undertaken by an appropriately qualified and experienced ecologist and in line with CIEEM guidelines (2016)³.

All development proposals along the Grand Canal shall be accompanied by a detailed landscaping plan, prepared by a suitably qualified landscape architect. The landscape plan shall address the varying topography of the SDZ lands and shall have regard to the pNHA and the Protected Species using this corridor. The plan shall also include details of hard and soft landscaping, proposed planting and sensitive lighting. Where new canal crossings (i.e footbridges/cycle bridges) are proposed, they shall be designed so as to avoid fragmentation of linear habitats associated with the Grand Canal corridor.

Local links

All development proposals for arterial and local link streets shall be accompanied by a detailed landscaping plan, prepared by a suitably qualified landscape architect and in accordance with Table 2.10.5 Design Criteria for local links (See also Section 2.8). The landscape plan shall include details of hard and soft landscaping and planting schedule.

Table 2.10.5 | Design Criteria for Local Links

| Local links | Objective | Components |
|-------------|---|---|
| Local links | To provide a fine network of local routes connecting local and strategic open spaces. | High quality pedestrian and cycle links. Tree lined streets and avenues. |
| | To prioritise comfortable use by pedestrians and cyclists. | Incorporation of small scale SUDS features such as swales, where appropriate. |



This provides an uninterrupted corridor throughout a vast swathe of countryside through an array of habitats and is used by a number of species for commuting between various habitats.

³ Chartered Institute of Ecology and Environmental Management, Guidelines for Ecological Impact Assessment in the UK and Ireland- Terrestrial, Freshwater and Coastal