



Urban Design Statement

Lands at Loreto Road, Lisdaran, Cavan Town
for Lisdaran Developments Ltd

URBAN DESIGN STATEMENT

Large-scale Residential Development for lands
at Loreto Road, Lisdaran
Cavan Town

PREPARED BY:

Genesis Planning Consultants, Planning and Urban Design



Contents

Executive Summary	vi
Introduction & Background	2
1.1 Purpose of an Urban Design Statement.....	3
1.2 Proposed Development	3
1.3 Site Location	5
1.4 Site History	9
1.5 Planning History.....	10
Context	12
2.1 National Policy Context	14
2.2 Regional Spatial Economic Strategy	14
2.3 Local Policy Context.....	15
2.4 Local Connections	17
2.5 Urban Structure	19
2.6 Local Context & Density	21
2.7 Local Residential Character	22
2.8 Site Context.....	23
Design Proposal	26
3.1 Introduction.....	27
3.2 Context	31
3.3 Layout	35
3.4 Connections.....	53
3.5 Variety	57
3.6 Public Realm	61
3.7 Distinctiveness.....	65
3.8 Inclusivity	69
3.9 Efficiency.....	81
3.10 Adaptability	82
3.11 Privacy & Amenity	85
3.12 Parking	89
3.13 Detailed Design.....	97



EXECUTIVE SUMMARY

This design statement has been prepared on behalf of the applicant, Lisdaran Developments Ltd, to support a LRD planning application.

This design statement has been prepared to provide an overview of the proposed development and how the design rationale responds to the site and context.

As part of the preparation for the design for this project careful analysis was carried out to identify the important urban characteristics of the area.

In terms of context the site has exceptional road frontage alongside Loreto Road and provides an opportunity to open up this pivotal site in Cavan Town, delivering high quality public amenities and connections as well as creating a sustainable residential community.

In response the proposal aims to provide a residential design that creates a sustainable, liveable community within a quality landscaped environment that will also be an attractive addition to the local area.

The urban design of the scheme as proposed is a contemporary suburban space; which takes reference from the immediate context, the adjacent public open spaces and the overall site layout is structured around forming a sense of place for residents.

On reviewing the current site constraints, a series of key objectives were put in place that the proposed development would need to respect:

1. Proposed buildings to the road frontage of the site are required to respect the established character of the existing Loreto Road.
2. Proposed buildings and architectural form are required to provide a design response that are sympathetic to its surrounding context.
3. Any proposed building(s) heights should respect the buildings height and character of the suburban area.
4. Proposed buildings and overall design should create an active and attractive frontage onto Loreto Road.
5. Any proposed layout and density is to be consistent with relevant planning standards in terms of density and qualitative design standards.

6. Apartments building(s) to be incorporated to the proposed design in accordance with national policy requiring an increased provision of apartment units in urban areas.
7. Existing services on-site to be incorporated into the design.
8. A pedestrian/cycle path is to be installed alongside the Loreto Road to improve connectivity to & from the site.

The project architects were supported by a team of engineering, landscape, traffic and planning specialists to ensure an appropriate design has been incorporated into all aspects of the project and ensure an attractive scheme is proposed which adheres to all design standards as required as specified under:

- Urban Design Manual: A best practice guide (2009)
- Design Manual for Urban Roads and Streets (2013)
- Section 28 Guidelines for Apartments
- Sustainable Residential Development and Compact Settlement Guidelines (2024)

This statement describes the site, it's context and the key aspects of the proposed design and also sets out how the proposal is in accordance with the 12 criteria as set out in the Urban Design Manual.

In summary the project design has evolved to provide a high quality urban design response to both the opportunities and constraints which the site presents.



The background image shows a row of traditional brick houses with white window frames and doors. A paved path curves through a grassy area in the foreground, where a person and a child are walking. The sky is clear and blue.

01 | Introduction & Background

- 1.1 Purpose of an Urban Design Statement
- 1.2 Proposed Development
- 1.3 Site Location
- 1.4 Site History
- 1.5 Planning History

01 Introduction & Background

1.1 Purpose of an Urban Design Statement

The purpose of this Design Statement is to support the overall planning application and demonstrate how the proposed development responds to it's context and positively contributes to the surrounding local community and neighbourhood.

Overall, a design-led approach has ensured that the proposed development and its layout are based around the fundamental principles of good urban design, responding to the needs of residents and visitors of all ages with consideration for future generations to come.

1.2 Proposed Development

The proposed development provides for a total of 109No. housing units comprising of:

- 8no. 1 bed units
- 41no. 2 bed units
- 44no. 3 bed units
- 16no. 4 bed units

The proposed development also provides for a childcare facility, public open spaces, car and bicycle parking, associated ancillary site works including foul and surface water drainage, internal roads and footpaths, boundary treatment and landscape works.

Vehicular access to the proposed development is to be from the Loreto Road.



01 Introduction & Background

1.3 Site Location: National

The lands are located to the north-east of Cavan Town centre; a tier one 'principle town'. Cavan Town is one of county Cavan's major towns and functions as a housing, retail, service and employment provider for the surrounding community.

In terms of built context Cavan Town has a strong compact town core with an existing street pattern that lends itself well to further development at the periphery. The retail and service function of the town is mainly confined to the town core.

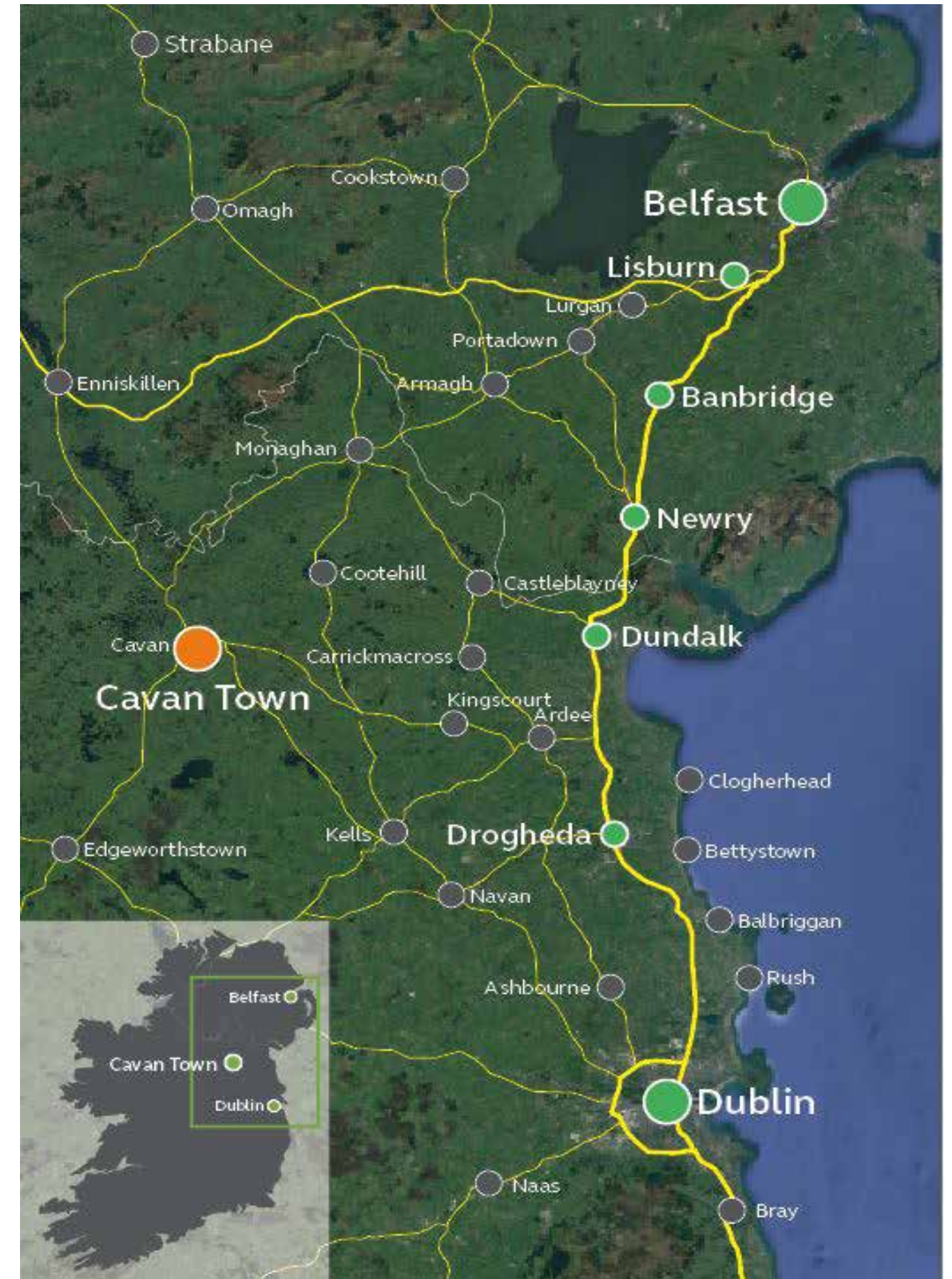
In terms of local demographic context Cavan Town has a population of 11,714 people (as of the 2022 census).

As set out in section 3.8.4 of the Regional Spatial Economic Strategy Cavan is a key town and future priorities include:

- Promote Cavan Town as an attractive investment location for the County, utilising Cavan County Economic Forum and building upon the towns proven track record as an excellent investment location, which is aided by the IDA business park in the town. Promote the delivery of third level education in the Cavan/Monaghan sub-region, building on the foundations and success of the Cavan Institute.
- Support the delivery of additional economic development lands in Cavan Town recognising the lack of suitably zoned lands.



Cavan Town is recognised in the RSES as a key town



Location of Cavan Town in relation to the Eastern Economic Corridor

01 Introduction & Background

1.3 Site Location: Local

The site is situated in Lisdaran Townland, adjacent to Loreto Road, in close proximity to key local amenities and infrastructure which includes the Greenway.

The site itself consists of a greenfield parcel of land covering approximately 8.6 hectares (gross). This undeveloped area offers significant potential for future development.

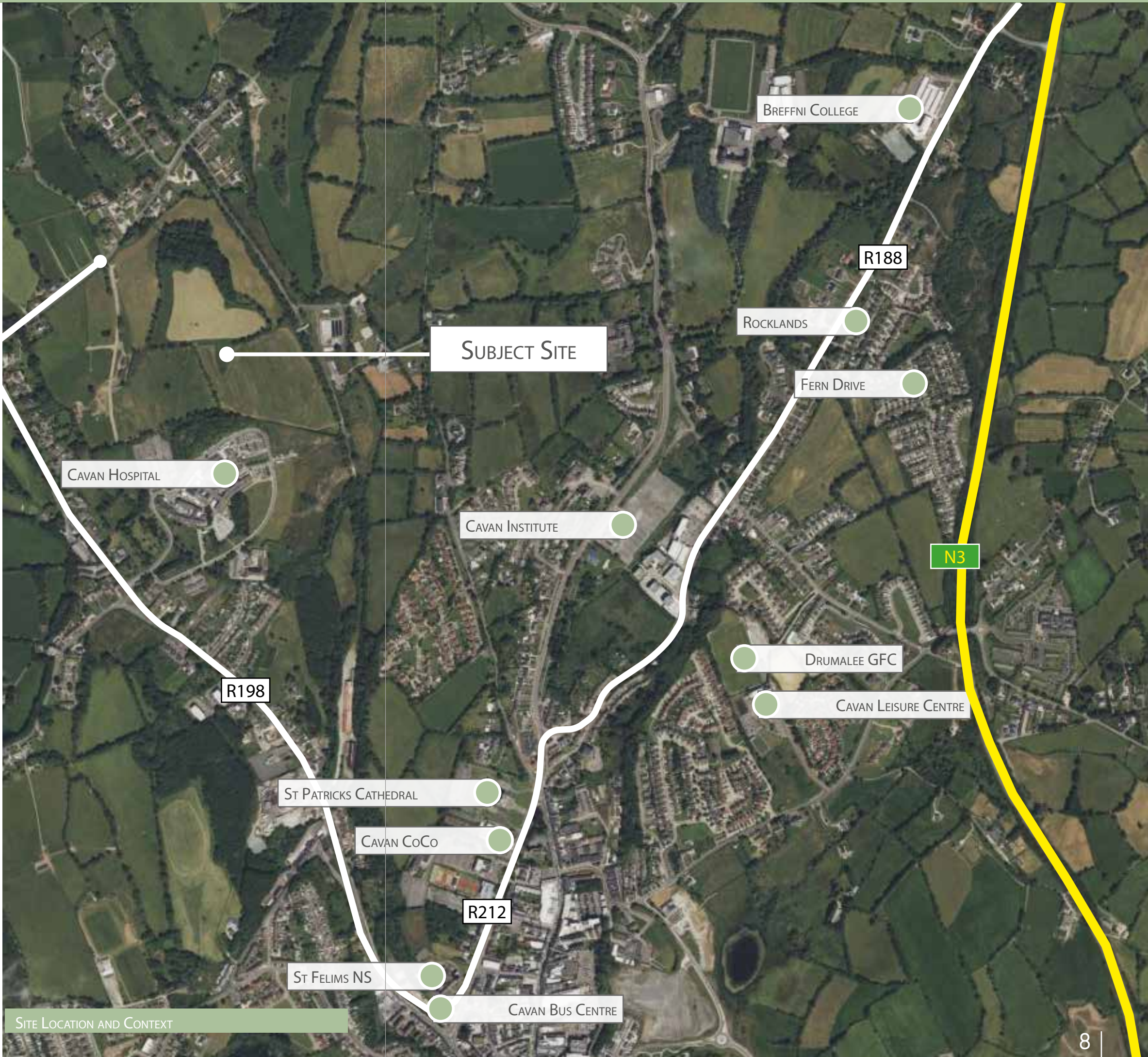
The site's boundaries are currently largely undefined, with sections framed by existing hedgerows. The open nature of the land provides flexibility for potential layout and design configurations.

Essential infrastructure, including foul sewer and mains water services, are already in place along Loreto Road, with sufficient existing capacity to accommodate development on the site.

The land has an irregular shape and comprises multiple plots within the overall folio. This configuration, along with the strategic location, makes it well-suited for a mix of complementary land uses, supporting both commercial and community-oriented development.

Notably, the site holds strategic importance being proximate to Cavan General Hospital.

Overall the site benefits from a prime location along a key arterial route serving the northern environs of the Town.



01 Introduction & Background

1.5 Planning history

A review of the planning register identifies a number of previous applications and permissions associated with the wider environs.

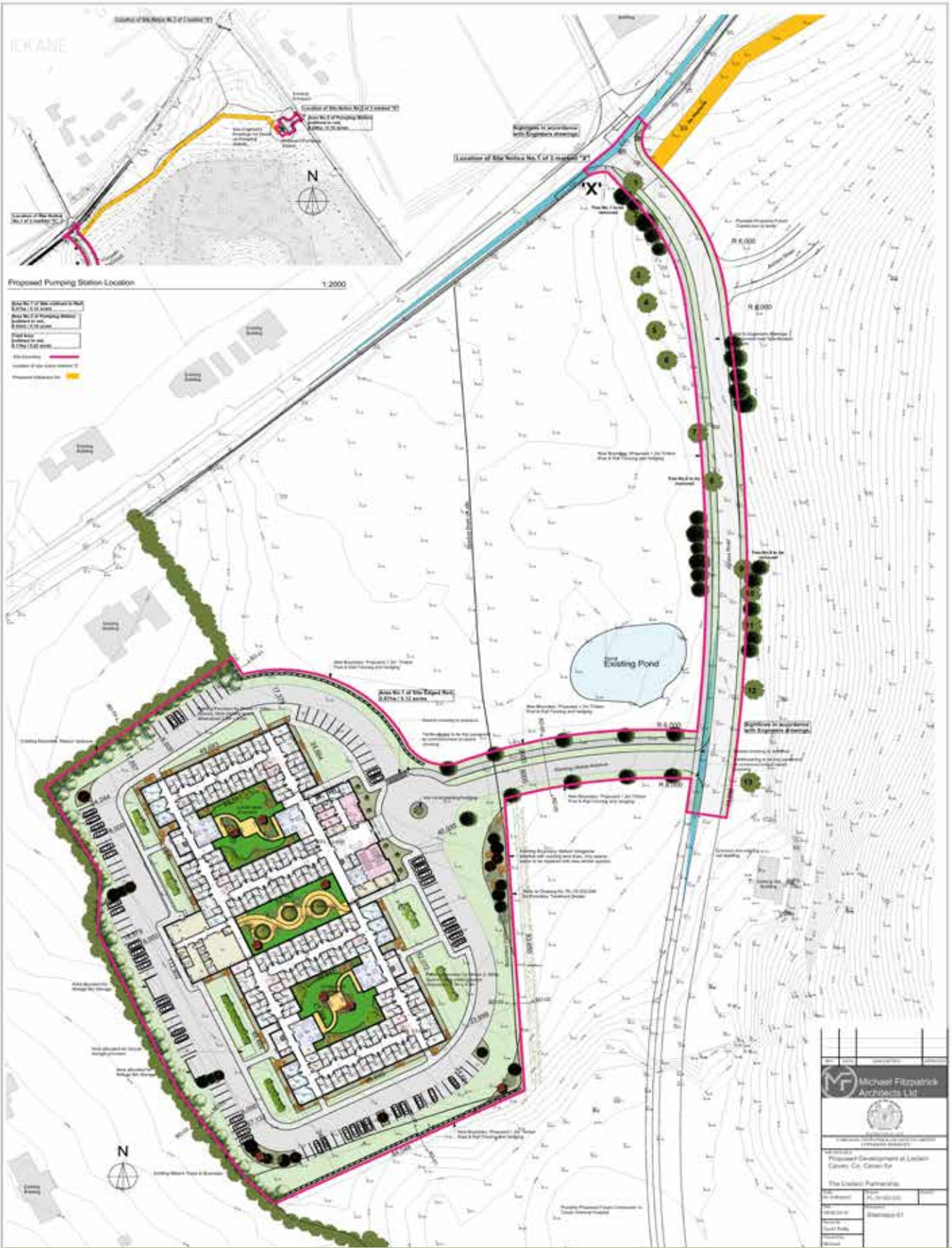
File Number:	08618
Applicant Name:	CLS- Crystal Partners Ltd
Development Description	Permission for development comprising a scheme of 197 no. dwelling units, a creche, 16. no. serviced residential sites, 381 car parking spaces and all associated landscaping and site accommodation works including the installation of 2. no new
Decision (Date)	Granted with Conditions (26/05/2008)

File Number:	19236
Applicant Name:	Lisdarn Partnership
Development Description	Permission to erect fully serviced 2 Storey 160 Bed Nursing Home in two phase of 80 beds, alterations to existing site entrance & upgrade of access road, installation of pumping station and rising main and connecting to public foul drainage system and watermain, parking provision, landscaping and all ancillary site works. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with this application.
Decision (Date)	Granted with Conditions (19/06/2019)

File Number:	21601 & ABP Reference 312752-22
Applicant Name:	Lisdarn Partnership
Development Description	Permission to erect fully serviced 3 storey Medical Centre, the extension of existing access road, associated parking, drop off areas, associated bicycle spaces, connection to public foul drainage system and watermain, landscaping and all ancillary site works.
Decision (Date)	Granted with Conditions (2022)

In summary permission having been granted for the above developments clearly demonstrates the lands are to be regarded as 'Tier 1', serviced and appropriate for development.

Overall in terms of planning history we note the planning history has deemed the location as being planned and in accordance with the wider policy context to provide new development(s) as per the zoning objectives under the Cavan Town Plan 2022-2028.



EXTRACT FROM SITE LAYOUT AS GRANTED UNDER 19236



02 | Context

- 2.1 National Policy Context
- 2.2 Regional Spatial Economic Strategy
- 2.3 Local Policy Context
- 2.4 Local Connections
- 2.5 Urban Structure
- 2.6 Local Context & Density
- 2.7 Local Residential Character
- 2.8 Site Context



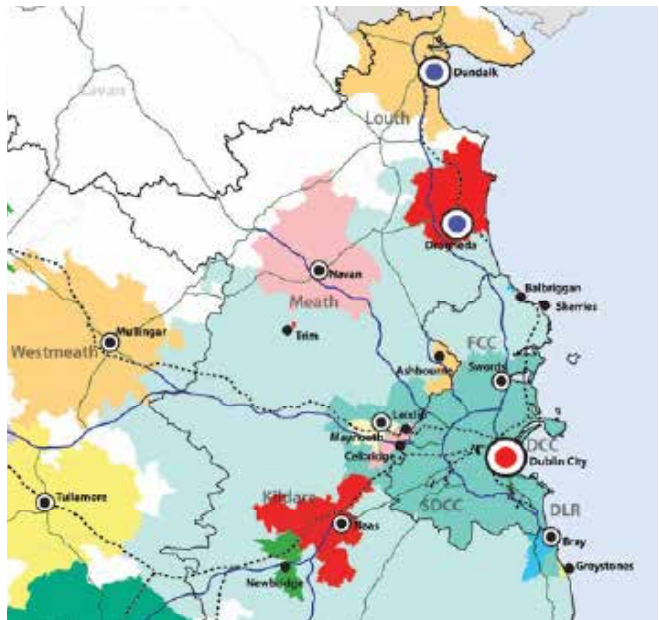
2.1 National Policy Context

The National Planning Framework 2040 sets out the importance of development within existing urban areas by “making better use of under-utilised land including ‘infill’ and ‘brownfield’ and publicly owned sites together with higher housing and job densities, better services by existing facilities and public transport”.

Also, under the NPF Cavan Town is recognised as a key town in the context of a Dublin-Belfast corridor, and being of importance due to its links with Dublin and Belfast. Cavan Town is to be targeted for growth and investment as a key driver for the border region.

Within the northern and western region the NPF recognises that most of county Cavan has a more easterly focus than elsewhere in the NWRA Region. This easterly focus comprises part of the north-eastern functional area that also includes county Louth in the Eastern and Midland Regional Assembly area.

In response we submit that the proposed development in a regional growth centre such as Cavan Town is wholly consistent with the strategy and objectives as set out in the NPF.



2.2 Regional Spatial Economic Strategy

The RSES for the Northern and Western region replaces the planning guidelines for the Border Region which set out a settlement strategy which aimed to:

‘...maximise and optimise the development potential of the Region taking account of strengthening linkages between economies of Northern Ireland and the Republic, and the increasing recognition of the prospects for both economies on the island of Ireland.’

02 Context

2.3 Local Policy Context

The Cavan Town Local Area Plan sets out the strategic land use objectives and policies for the overall development of the Town, acting as a guide to inform development proposals.

In terms of settlement hierarchy Cavan Town Plan is identified as a Tier 1 Settlement – Principal Town.

We note the subject lands are located within the settlement boundary and zoned 'Proposed Residential', partly zoned 'Residential Strategic Reserve' and partly zoned 'Proposed Low Density Residential'.

The zoning objectives are:

- Public and Community: Provide for and protect civic, religious, community, education, health care and social infrastructure.
- Proposed Residential: 'Provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.
- Proposed Low Density Residential: Facilitate serviced low density residential development in a structured and coordinated manner.
- Residential Strategic Reserve: Provide for and protect the future housing requirements of the town. Also section 14.8.2 of the plan states: 'Consideration will be given to alternative uses on these lands only in exceptional circumstances i.e. where it has been demonstrated that the alternative use better facilitates sustainable development and would not prejudice the principle use of these lands for urban residential expansion in the future.
- Amenity and Open Space: Protect and provide for amenity and open space areas.

In respect of the access road it encroaches onto lands zoned Strategic Reserve and and also Public and Community. On review section 14.1.3 of the CDP applies and states:

"Proposed land-uses which are not listed in the indicative land-use zoning matrix will be considered on their merits having regard to the overall vision and objective of the zoning, the most appropriate use of a similar nature indicated in the matrix, the proper planning and sustainable development of the area and compliance with the relevant policies and objectives, standards set out in both this Plan and relevant Section 28 Guidelines'.

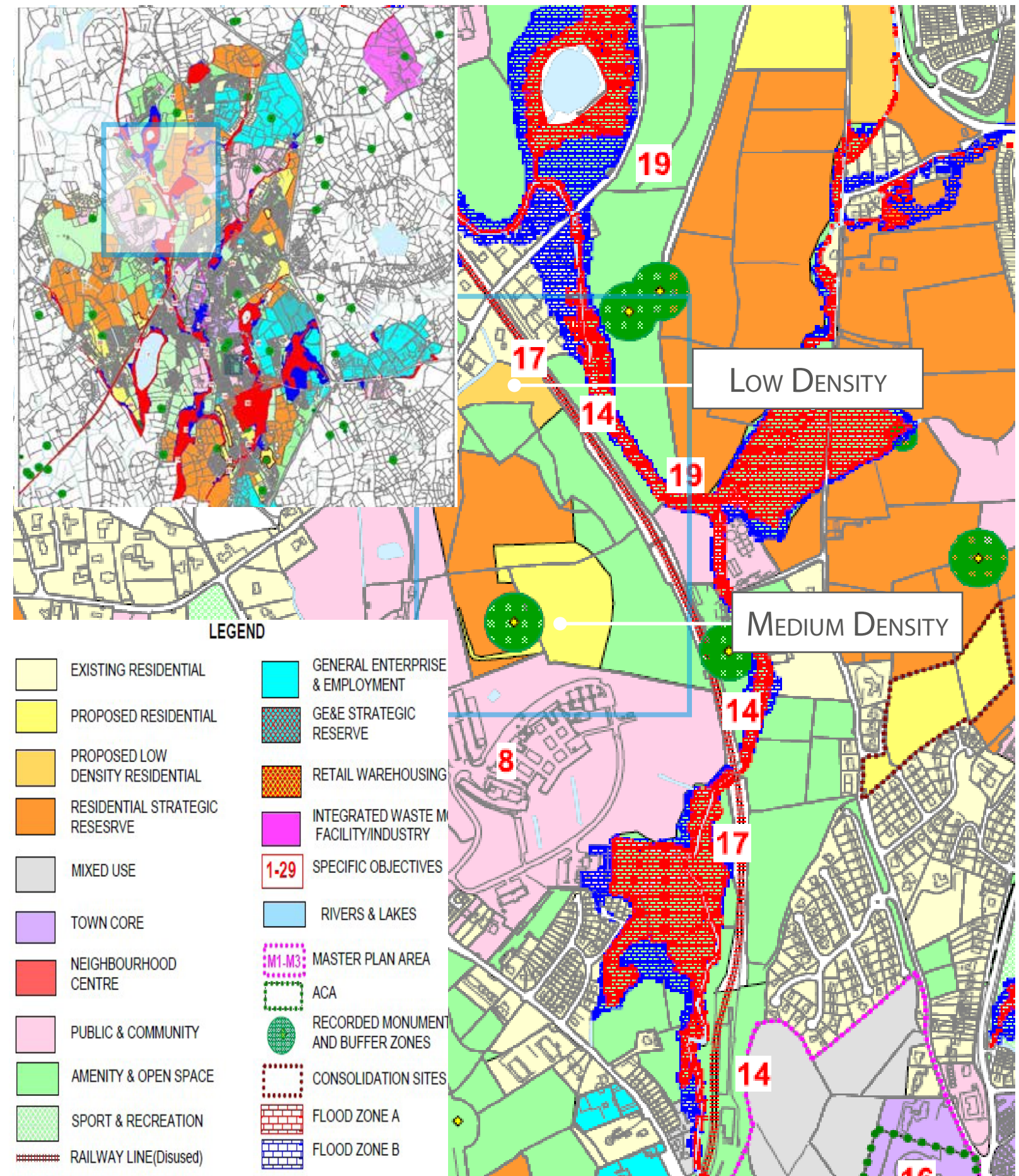
In respect of the access road and it's alignment this is necessary to gain access to both the low density and medium density housing as proposed.

Having regard to Sections 14.1.3 and 14.8.2 of the CDP and with the access road achieving, in part, the sustainable development of residential zoned lands we submit this aspect of the works is acceptable in land-use terms.

Also in respect of the encroachment onto lands zoned 'Amenity and Open Space' this area is solely being used for buffer planting, a walkway and general passive amenity purposes.

Finally all housing units are proposed on lands zoned either Proposed Residential or Low Density with the Creche located on lands Public and Community.

In this context the development is plan-led as the zoning and land use objectives are being complied with.



EXTRACT FROM THE LAND USE ZONING MAP FOR CAVAN TOWN

02 Context

2.4 Local Connections

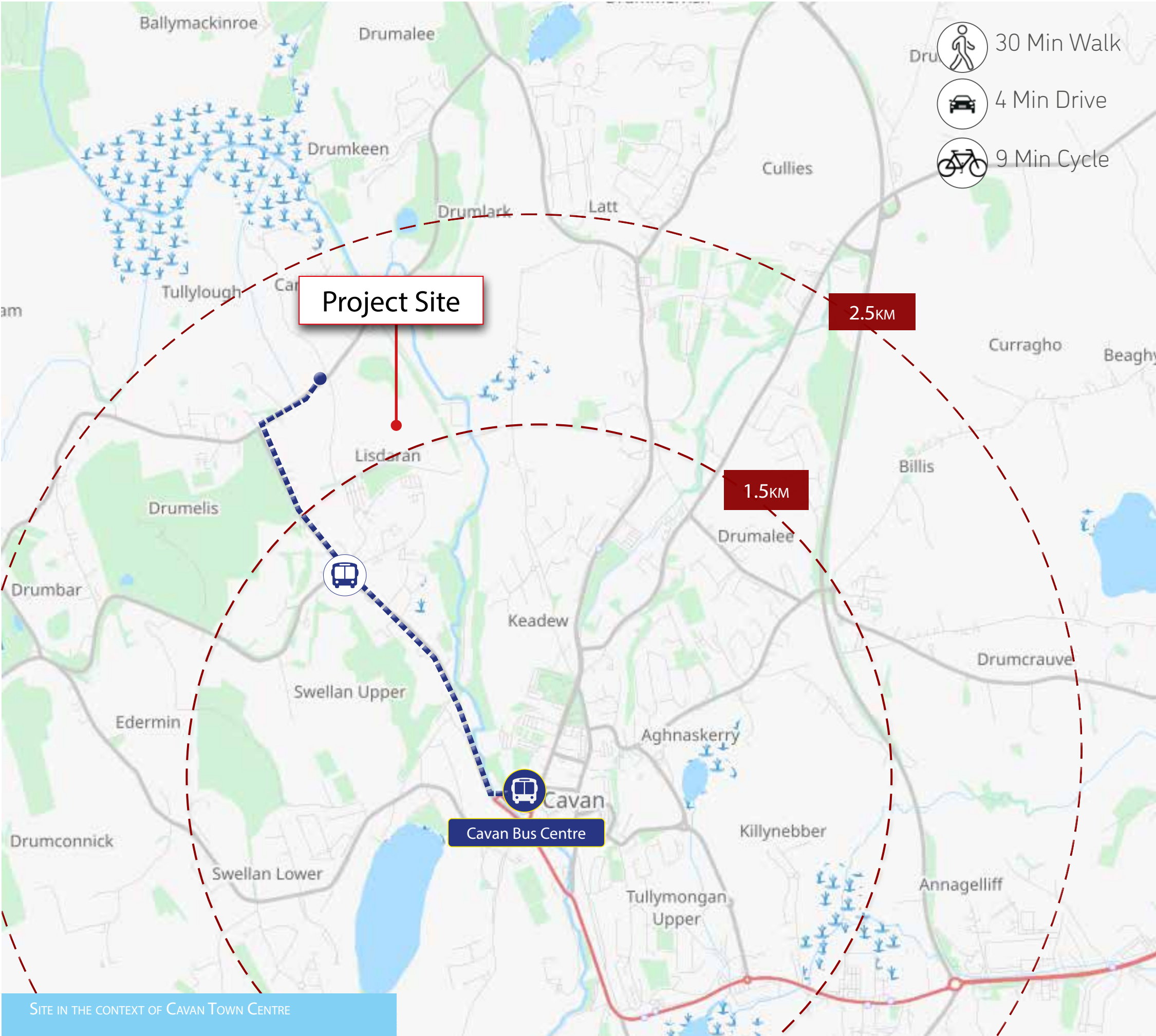
We highlight the primary frontage of the subject lands extends along the Loreto Road, connecting the site to Cavan Town centre, the R212 and the N3. The site is also within walking distance of the town centre and is accessible via the Greenway for pedestrians and cyclists.

Access to public transport is available via the existing bus stop located at General Hospital bus stop a few minutes away and the Cavan bus station in the Town Centre.

A dedicated footpath is to be provided on the Loreto road. Also the Greenway aligning the eastern boundary of the lands provides a strong pedestrian linkage for cyclists and pedestrians going forward.

Also there is a clear opportunity for future connectivity to be provided between the subject lands and Cavan General Hospital given the access road already commenced by our client.

Overall the site benefits from it's location along an important arterial route and is regarded as one of the most accessible residential sites in the Cavan Town area.



2.5 Urban Structure

The urban structure of the surrounding area is characterised by typically suburban residential typologies; ranging in height from single storey to three storeys. There are a range of architectural styles that can be found in the local area.

The accompanying Landscape and Visual Impact Assessment sets detailed analysis of the Landscape Character of the area.



View A - Along Loreto Road



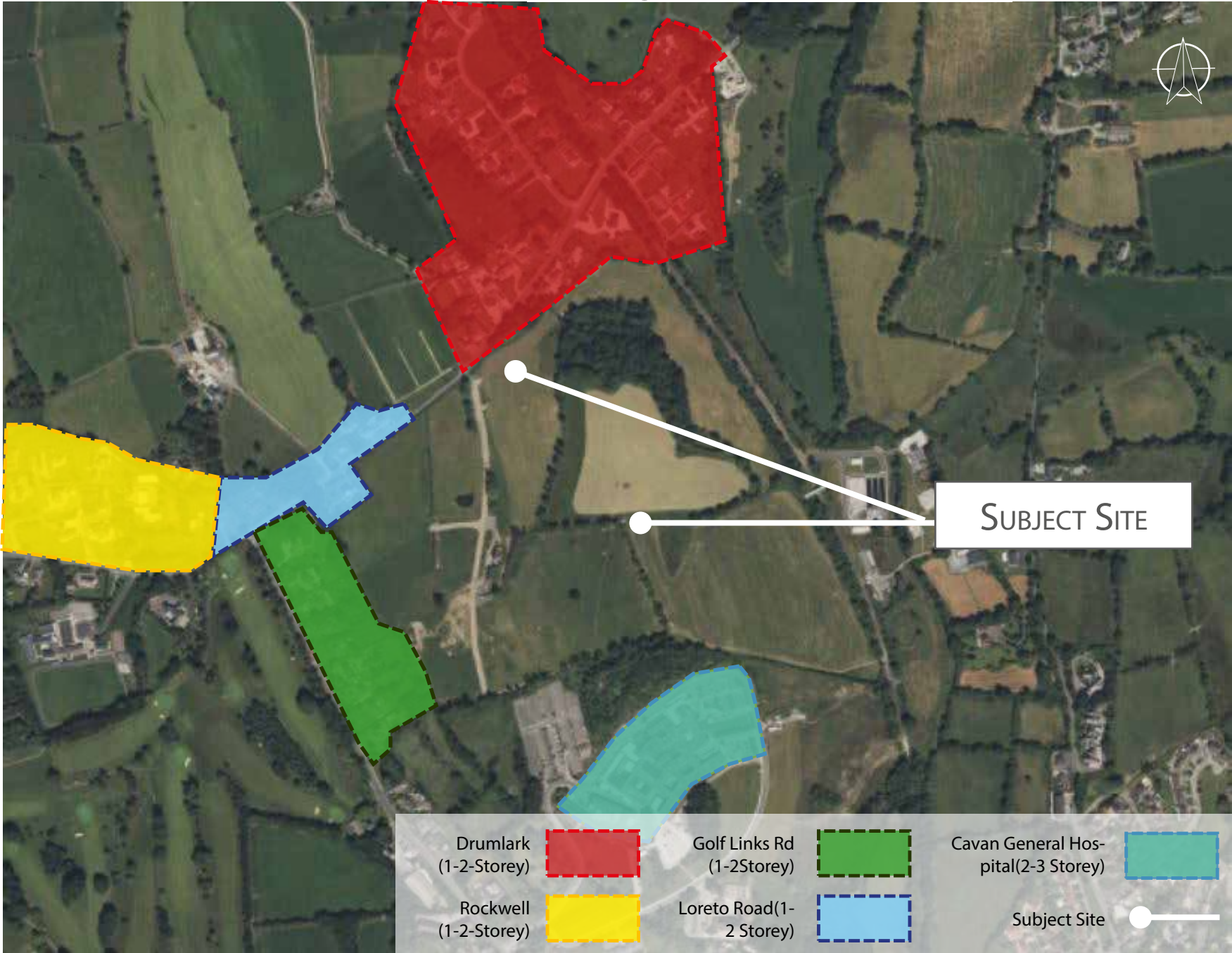
View B - Along Loreto Road



View C (Indicated above) -View of eastern extent of site



View D (Indicated above) -View facing site



CONTEXT OF LOCAL DEVELOPMENT TYPOLOGY

2.6 Local Context & Density



Using the existing context of the area as a starting point in the design process for any new development, local context includes the as constructed Lisdaran at a density of typically 2.93 units per hectare.

However, the proposed development will have a maximum density of 30.12p/ha (zone 1) on the medium density zonings and 8p/ha (zone 2) on the lower density housing.

On this basis in order to respond to the policy and zoning provisions both under the Cavan CDP and the Section 28 Compact Settlement Guidelines there are a variety of density and unit typologies proposed.

The main design approach to the local context and zonings is:

- provision of low denisty housing to the Zone 2 alongside Loreto Road;
- provision of medium density housing to theZone 1 which is positioned at the hill top.

Regard has also been given to unit design and built form for both zones to ensure an appropriate design response for the site.

2.7 Local Residential Character



Loreto Road



Golf links Road

2.8 Site Context

The subject lands are located approximately just over 1.2km from the town centre.

The site area comprises a total of 8.6 hectares of open and mostly undeveloped land with topography sloping upwards towards the drumlin at the south-eastern corner.

In terms of boundaries the northern and western boundaries are framed by existing residential development and dense hedgerows.

On review of site constraints the existing topography has determined the lands which are suitable for development purposes, with zones 1 & 2 shown opposite being appropriate for development purposes, as per the Cavan CDP 2022-2028.

Zone 1 comprises a net site area of 3.22ha with zone 2 comprising 1.5ha to respond to site restraints and local character.

In terms of site features the lands have an irregular shape, encompassing several plots in the overall folio. This existing configuration and overall setting of the lands renders the lands ideal for a combination of complimentary housing types, along with the Creche being positioned at the entrance to the site.





03 | Design Proposal

- 3.1 Introduction
- 3.2 Context
- 3.3 Layout
- 3.4 Connections
- 3.5 Variety
- 3.6 Inclusivity
- 3.7 Public Realm
- 3.8 Efficiency
- 3.9 Distinctiveness
- 3.10 Adaptability
- 3.11 Privacy & Amenity
- 3.12 Parking
- 3.13 Detailed Design

3.1 Introduction

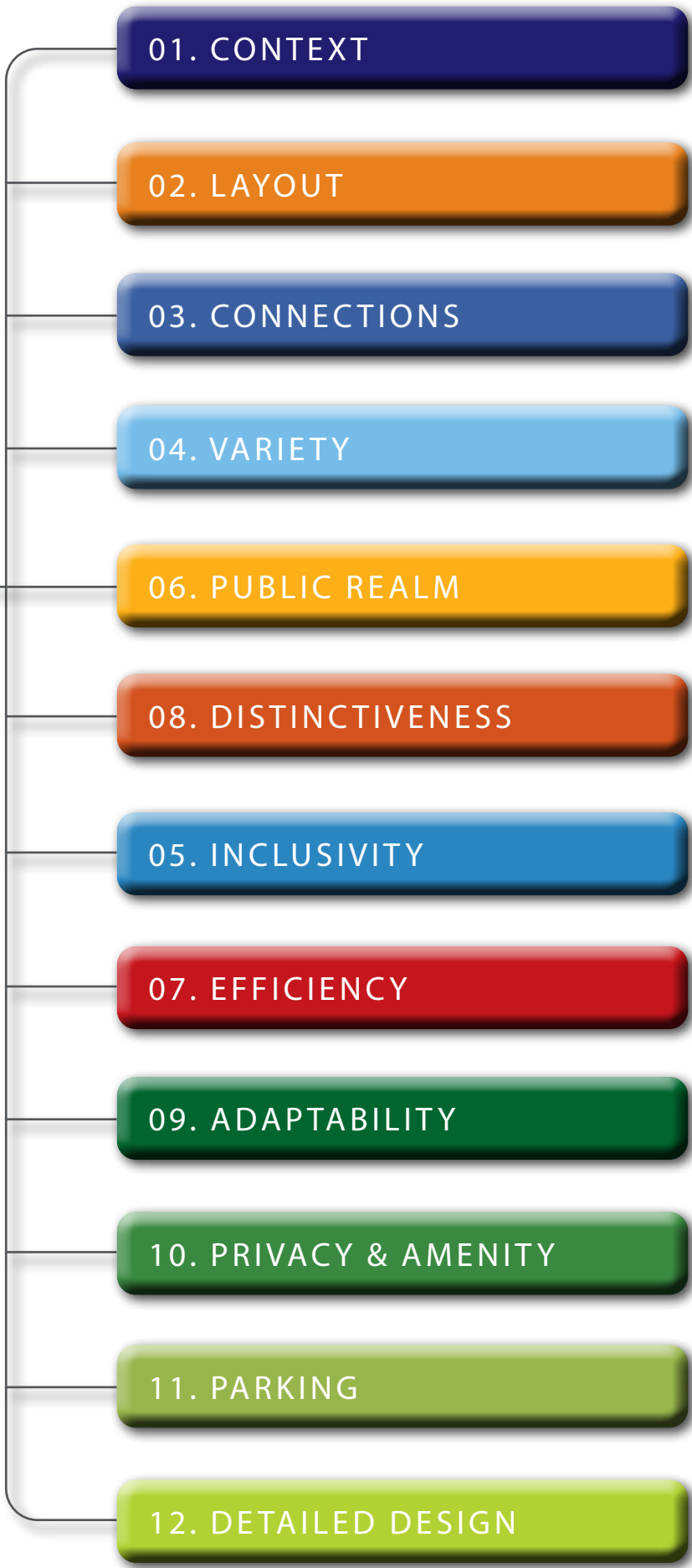


Well-designed homes in the right locations are fundamental to building strong, sustainable communities. Such communities will ensure Ireland's continued success in attracting and generating investment and improving the quality of life for its residents.

The Urban Design Manual: A best Practice Guide (2009) accompanies the Department of Environment, Heritage and Local Government guidelines on 'Sustainable Residential Development and Compact Settlement Guidelines'.

This Guide provides best practice advice on the practical implementation of the policies contained within the guidelines, using both real and illustrative examples to focus on creating well-designed sustainable neighbourhoods that will stand the test of time.

Contained within the design manual are 12 core principles of urban design and sustainability which have been informed by the qualities of successful places – places that people time and again choose to make their homes. They are, in essence, a distillation of current policy and guidance and tried and tested principles of good urban design.



The structure of this chapter has been informed by the 12 core principles of urban design and sustainability in relation to residential development as outlined in The Urban Design Manual: A best Practice Guide (2009).

The approach in this design statement sets out how the proposal is appropriate in terms of:

- Site context, opportunities & constraints;
- Site layout;
- How the proposal has evolved;
- Key features of the design;
- How units meet required standards;
- How pedestrians, cyclists and vehicles are accommodated;
- How high quality and durable building designs are incorporated.



3.2 Context

Response to Context

Being in a suburban location the design challenge was to create a high quality residential development which responds to its existing context and improves permeability as part of the areas redevelopment.

The analysis opposite illustrates how these have informed the conceptual layout for the Lisdaran development.

Opportunities

1. Location: Residential area
2. Transport: Readily accessible
3. Access: Direct access from Loreto Road
4. Amenity: Create a high quality residential environment with usable amenity spaces,
5. Sustainable use of lands
6. Create an active frontage/interaction along Loreto Road.
7. Provide cycle and pedestrian connectivity.
8. Create focal buildings for key views, interaction and legibility along Loreto Road and throughout.

Constraints

1. Topography to access Medium Density zoned lands.
2. Neighbouring developments & connections.
3. A need to design appropriate to local context
4. Achieving connections with neighbouring areas with challenging topography and level differences
5. Steep topography on the eastern boundary.
6. Avoiding buildings being positioned on the Drumlin that would appear inappropriate relative to surrounding views.

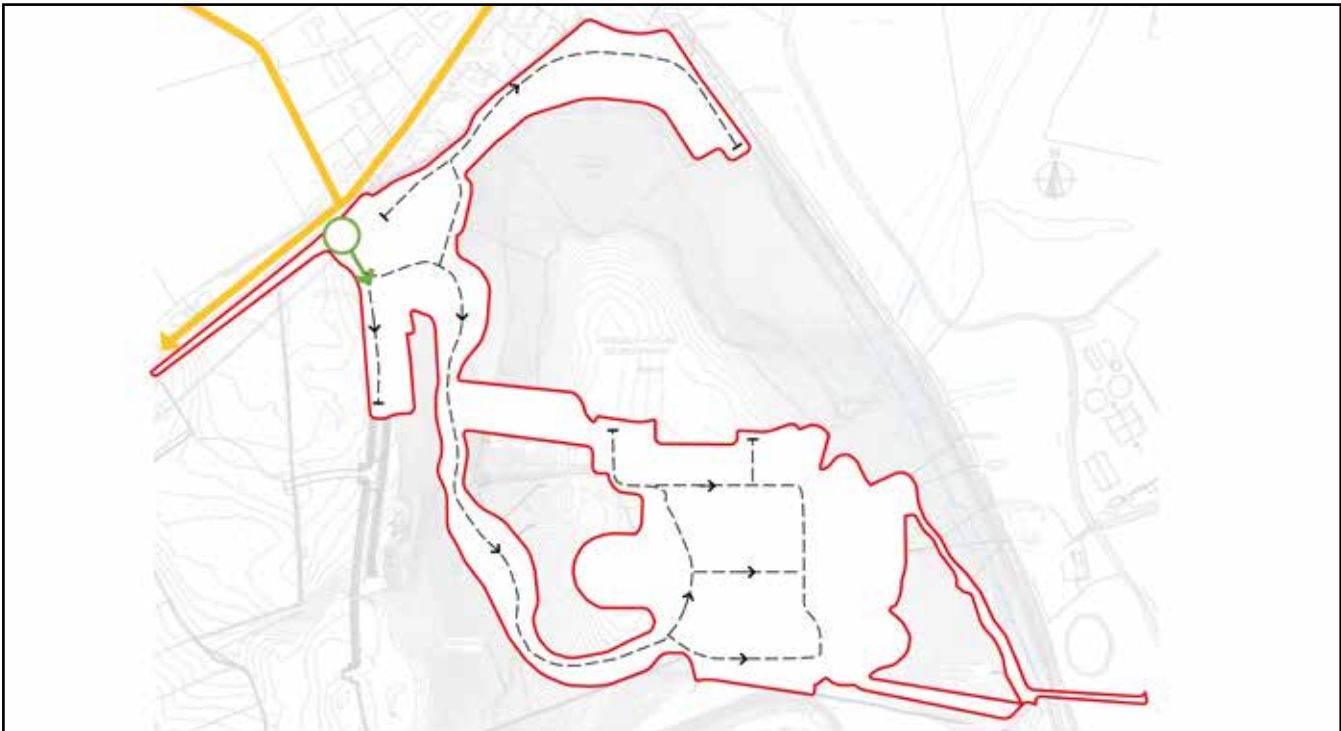
The overarching concept for the design is therefore to achieve:

- Provision of a scheme which is appropriate in terms of density relative to context
- Create a sense of place both within the site and its surrounds, particularly along the Loreto Road.
- Provision of a scheme which is sustainable in terms of building types and design
- Improve wider connections and encourage sustainable transport.
- Designing the scheme for the Drumlin.



3.2 Context

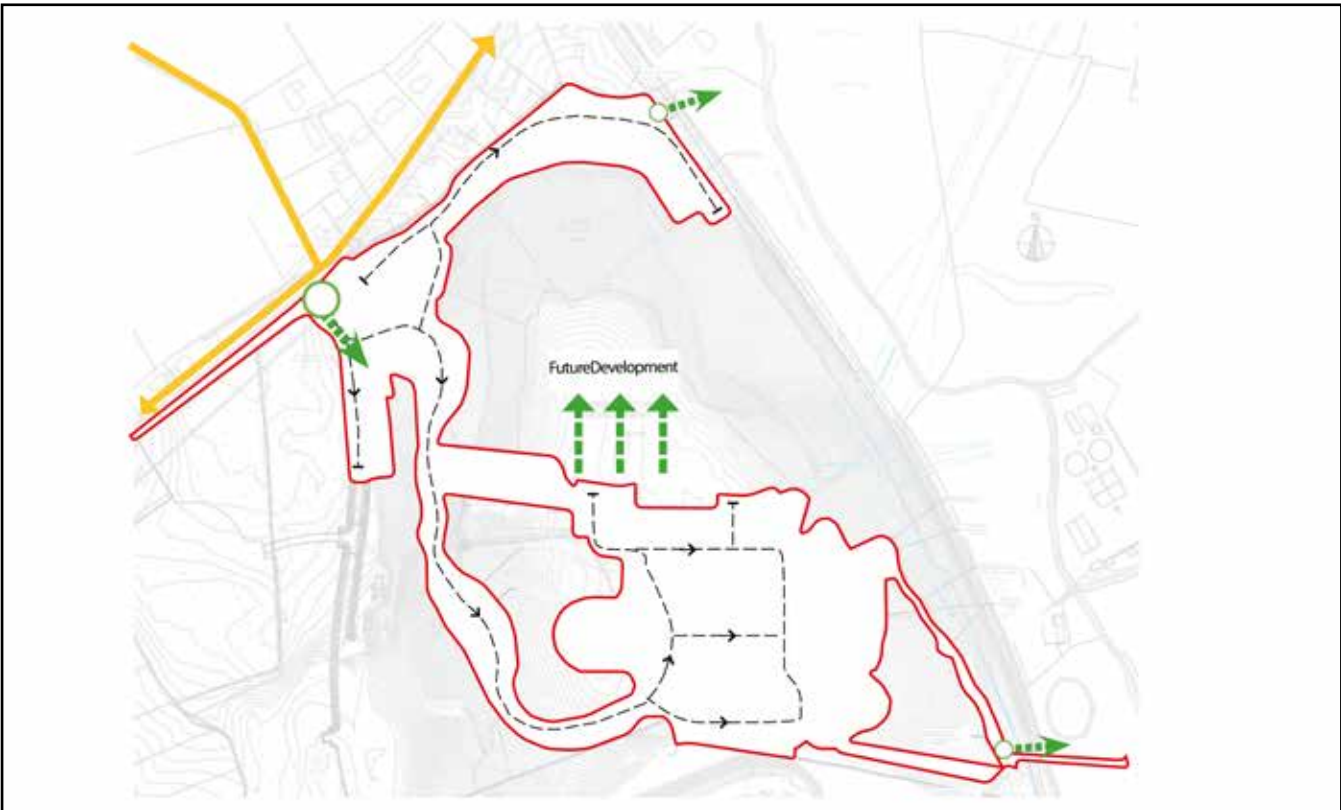
Design Approach



01. Utilise existing infrastructure to create a legible road hierarchy.



03. Create a connected, attractive public realm network with retention of existing woodland area and also incorporated the Ringfort into the open sapce. Provide for pedestrian desire lines and maximise access.



02. Establish connections to neighbouring areas where possible, with pedestrian and cyclist connection onto the Greenway.



04. Utilise the Loreto Road access to establish an active and attractive frontage. Also position dwellings in the lowe density zone that will respect existing dwellings.

3.3 Layout

Proposed Site Layout



The layout above was the draft which formed the basis of stage 1 LRD discussions in September 2024. This layout was reviewed by the design team and key matters to be addressed identified as:

- Development would acceptable in principle; plan-led in terms of zoning.
- Provision of access & internal road to DMURS requirements.
- Unit numbers of 113 proposed;
- Provision 15% open space
- A crescent of units overlooking the open space.
- A need for open space to be overlooked, usable and not dissected by a road.
- Avoiding rear gardens being orientated towards open spaces.
- Permeability from the site to adjacent lands (provision made for future connections).
- A need for apartment units and increased building heights as per the Section 28 Guidelines.
- Communal open space for apartment units.
- Apartment units to be orientated/positioned to maximise internal daylight and minimise overshadowing to adjacent units.
- Provision of the main open space area where the medium density housing is proposed; no public space or pocket parks proposed for low-density housing given the size of private amenity spaces.



Subsequent to the Stage 1 LRD meeting a number of revisions were made to the development proposal by the design team. The amended proposal which forms the basis for Stage 2 LRD discussions now includes for:

- Unit numbers revised to 109 units.
- Zone 1 net density of 30.12dp/ha (medium density).
- Zone 2 net density of 8p/ha (low density).
- A revised arrangement of low density housing to create an active frontage.
- Unit mix that is appropriate for the local demographic.
- An active frontage to Loreto Road with provision for Smarter Travel with connections onto the Greenway.
- 18% public open space for low density zone and 22% for high density zone.
- A creche positioned proximate to the main entrance to the overall land holding.
- Responding to site contours to deliver appropriate road gradients.
- The main open space area positioned as a focal point for the Medium Density Housing.
- Pocket parks for the Low Density Housing.
- Separate communal space for duplex apartment units.
- Block sizes of 60-80 metres as per DMURS.
- Provision for tree-lined avenues and quality open space for each phase.
- Improved vehicular & pedestrian permeability with connections to the Greenway for pedestrians.
- Well located open spaces that will be passively overlooked.
- Dual aspect duplex and apartment units that will overlook communal spaces.



03 Design Proposal

3.3 Layout

Integration with Surrounding Area

As noted in the planning statement the site is adjacent to the existing Loreto road and Greenway. The appropriate design response has therefore been to integrate the proposal with the existing Lisdaran area.

A clear and welcoming entrance is created through the placement of focal buildings, including a crèche, which anchors the entrance to this new residential neighbourhood. Additional housing lines the internal road where possible, reinforcing the built edge and supporting an efficient layout. The design also encourages pedestrian connectivity and permeability, while respecting the suburban environment.

This will give this area of the site it's own identity, with the continuation of the road around the central open green space allowing residents, existing and new, to access all areas of the site. A small cul-de-sac will also be completed with the provision of semi-detached dwellings.



03 Design Proposal

3.3 Layout

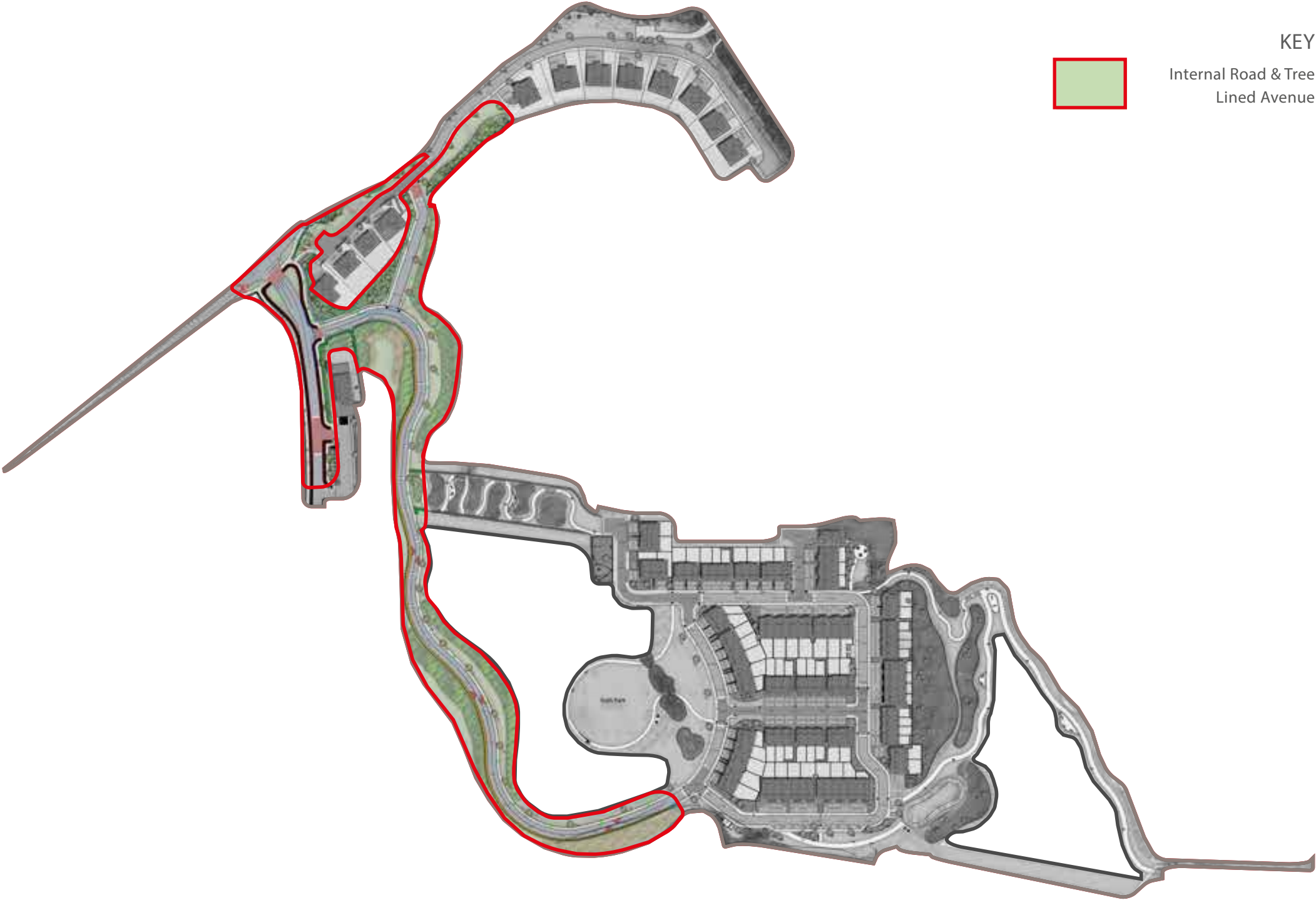
The Entrance - Tree Lined Avenue Approach

The proposed development will have a new vehicle, pedestrian & cycle access from the Loreto Road. The entrance point from Loreto Road will be emphasized with the use of feature curved boundary walls as an entrance feature. Pedestrian access is also proposed on the eastern border of the site to the community greenway.

This design approach accentuates the main access point into the site.

As well as performing an important functional role by providing the major access to the development, this entrance will create an distinctive sense of place in accordance with DMURS.

The access road to the residential development will curve up the gradient which will feature green landscaping and open space including the ring fort, providing a distinct feature to the development in this scenic location. The alignment of this internal road has been informed by site topography and represents the optimum design response.



3.3 Layout

The Central Open Community Space & Pocket Parks

A crèche is proposed for the entrance of the site. The building is designed to be doubled fronted to relate to the courtyard in front and the open green space to the rear.

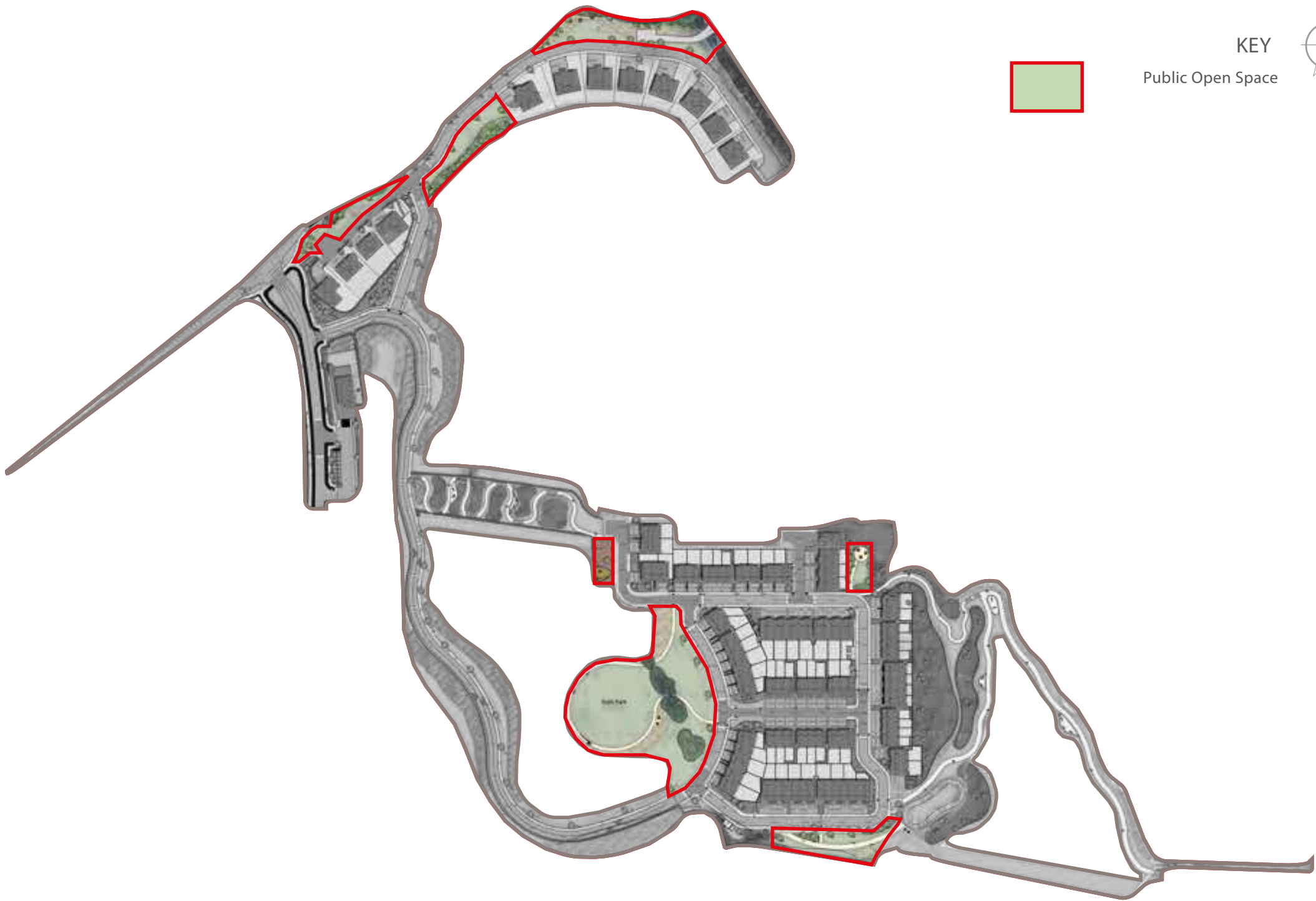
The green spaces are proposed at a series of intervals both in the low density and medium density housing.

As shown opposite:

- Pocket parks are proposed to serve the low density housing (zone 2) at the lower part of the site;
- Main open space areas are proposed to incorporate the Ringfort with other play equipment zones and Communal Space also proposed.

Passive walkways are also incorporated connecting the site onto both the Greenway and internal roads.

All public areas are overlooked by housing arranged around this space to provide active and passive surveillance. A dedicated drop-off point for the Crèche is also located on the southern boundary of the central community space.



3.3 Layout

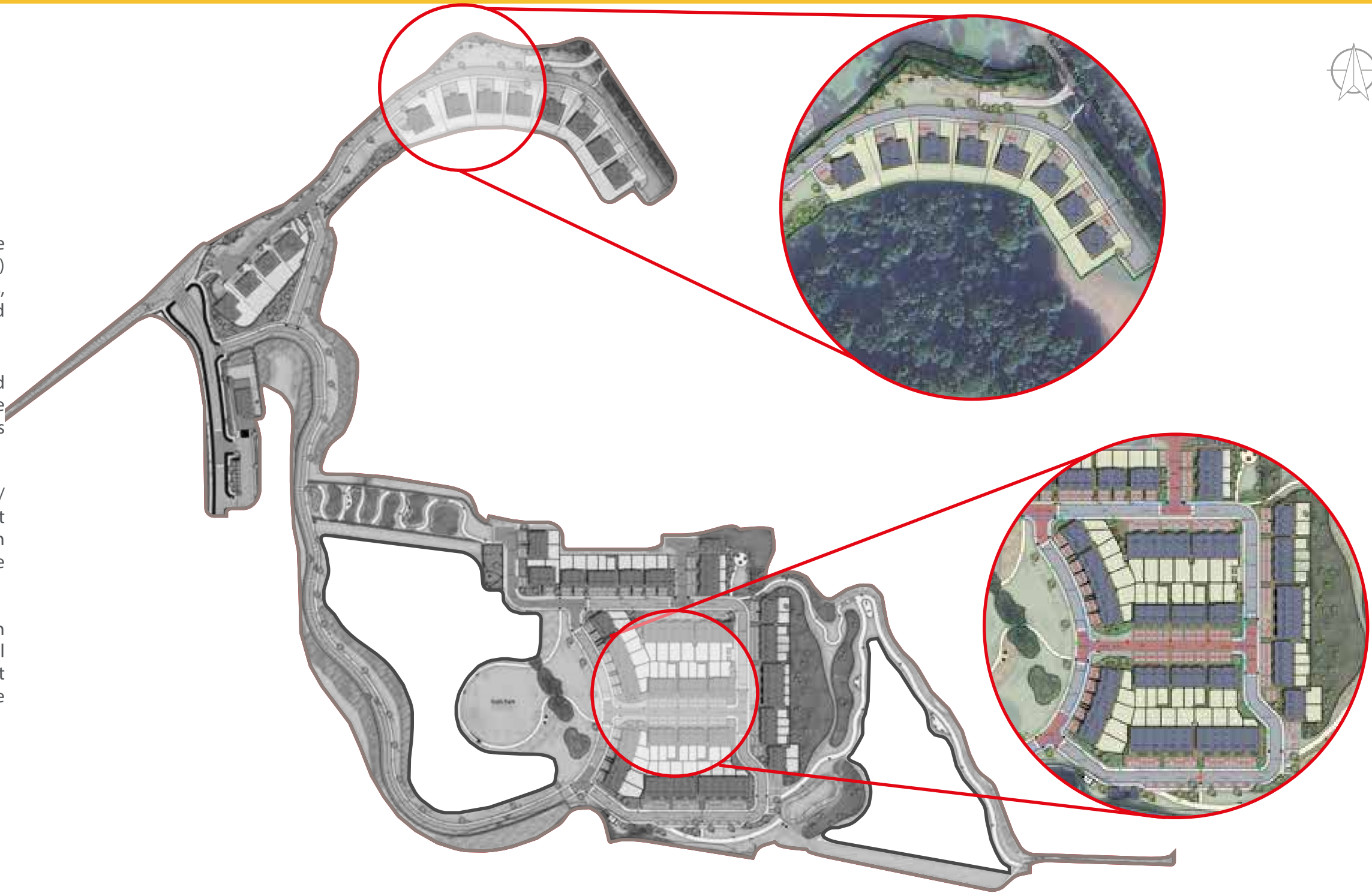
Residential Zones

The residential zones contained within the scheme have been designed as a living street (or group of streets) which primarily meet the needs of pedestrians, cyclists, children and residents, and where the speeds and dominance of cars is reduced.

In some of these areas perpendicular parking, trees and other planting are incorporated to create an attractive streetscape and as alternative traffic calming measures to regulate traffic speed.

These residential areas create defined neighbourhood/communities within the greater development, but also form part of a greater network spaces which make up an interconnected series of routes which are logical and easy to navigate.

Each area of the site is designed each to have their own recognizable features and focal points, these residential zones encourage interaction and greater use of the street as places where social activity takes place, serving the people of the development rather than their vehicles.



3.3 Layout

Building Height & Distribution

Due regard has been given to the section 28 guidelines 'Urban Development and Building Heights' which set out the need for such sites to incorporate a variety of building heights and typology.

In response a series of key design objectives were put in place:

- Increased building heights ranging from between 2-3 storey within the central core of the site in Zone 1.
- A transition zone adjacent to existing dwellings to ensure context and amenity of adjacent lands and residential units are respected in Zone 2.

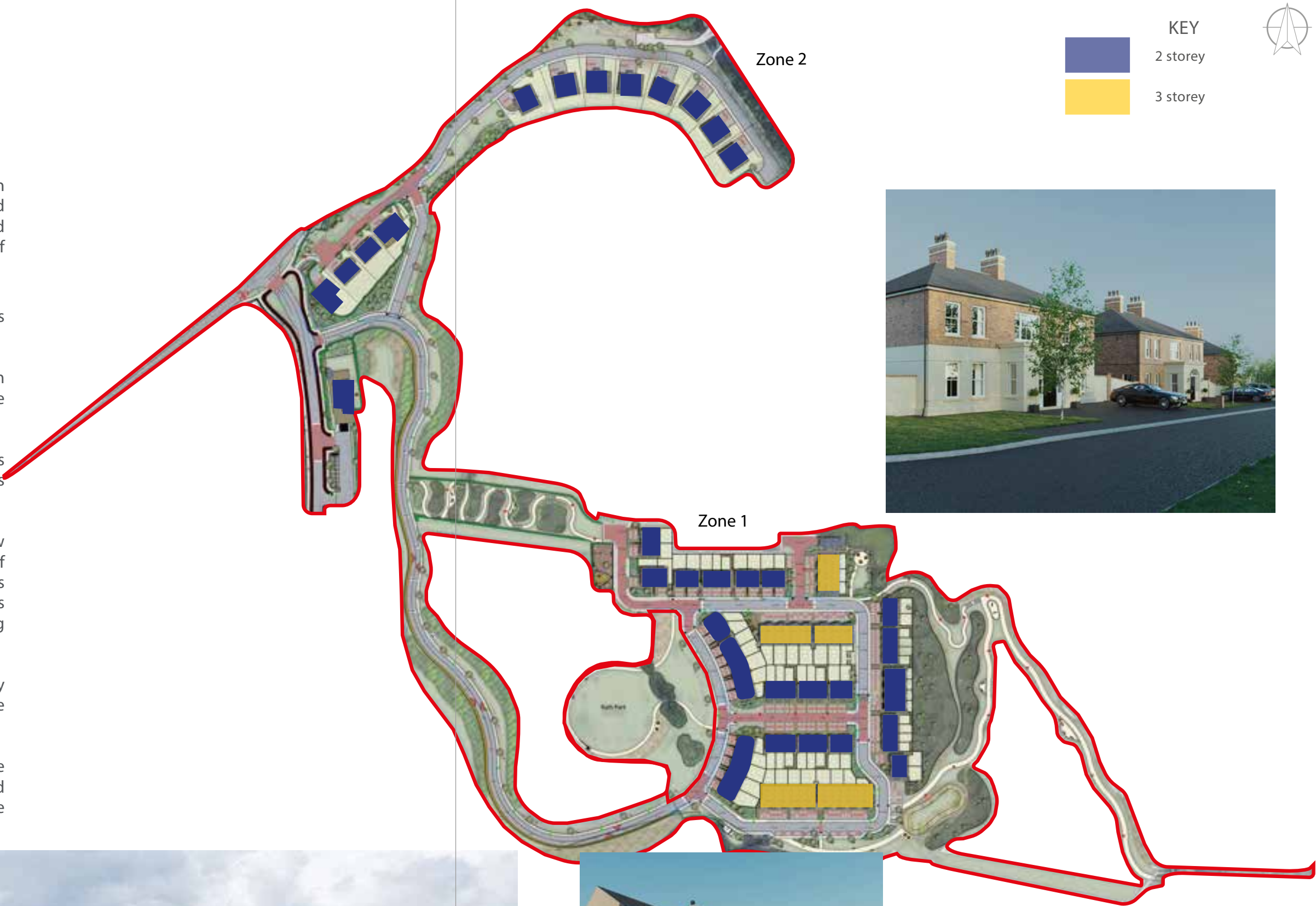
Only 2 storey dwellings are proposed in the low density area and also at the outer boundaries of the scheme on the drumlin. The 3 storey buildings on the drumlin are strategically positioned so as to not be visually obtrusive from the surrounding environs.

The accompanying photomontages and LVIA by Parkhood set out how the proposal relates to the wider landform, with an extract shown below.

As can be seen the proposal is appropriate for the zoning of the site, and also cognisant of the need to avoid monolithic buildings of inappropriate heights.



47 Extract from the LVIA and view of Zone 1 from the eastern perspective



3.4 Connections

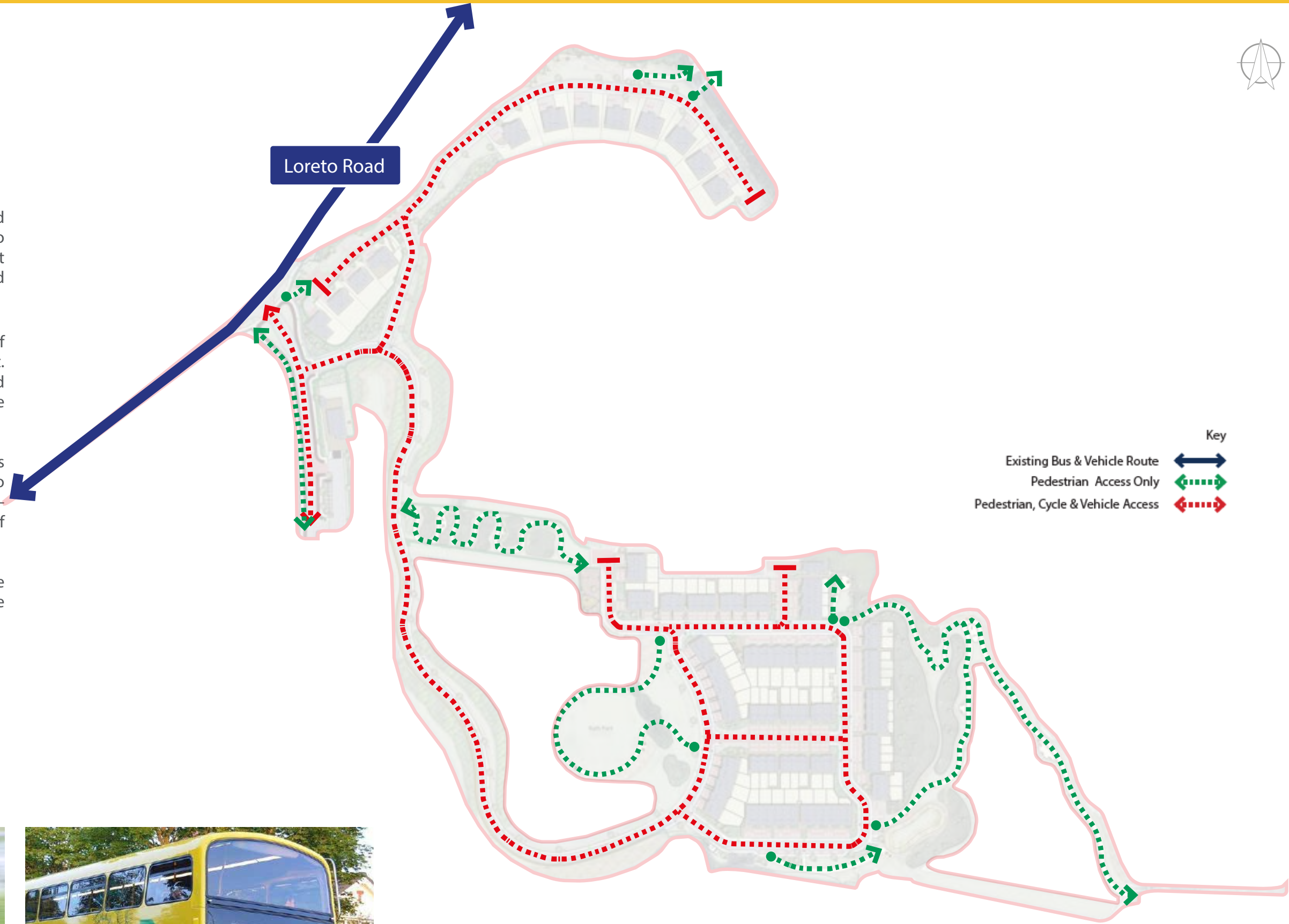
Site Permeability & Access

Successful neighbourhoods are well connected to places, facilities and amenities that help to support a good quality of life. The site layout has been carefully designed to ensure that good connections to and from the site are provided.

Care also needs to be taken with the quality of the links for non-motorised forms of transport. In response to this a hierarchy of pedestrian and cyclist connections are prioritised within the development, in line with DMURS.

Direct connections for pedestrians and cyclists are also provided onto the Loreto Road to encourage accessibility to existing bus stops of which there is one in close proximity(Golf Links Rd).

Specific attention has also been given to the design to ensure a seamless connectivity with the Greenway.



03 Design Proposal

3.5 Variety

The site has been designed to include a mixture of unit types throughout the site. In order to promote vibrant neighbourhoods a total of 19 house types have been developed which provide detached, semi-detached & terrace unit options. Apartments and duplex units have also been provided within 2-3 storey buildings.

The design rationale behind these unit types is based on the demographics of the area and provides an appropriate mix for a wide section of housing needs - providing additional housing type and tenure to that which is available in the local area.

Overall the designs for each house type, apartment/duplex and community building is based on a common language which aims to provide a strong aesthetic coherence across the site.





03 Design Proposal

3.6 Public Realm

The development has been designed to create a sense of place - a sustainable community centred around a series of green zones with careful consideration given to both public and private spaces. Public areas are a key determinant of the image that people form of the quality of a development as a whole.

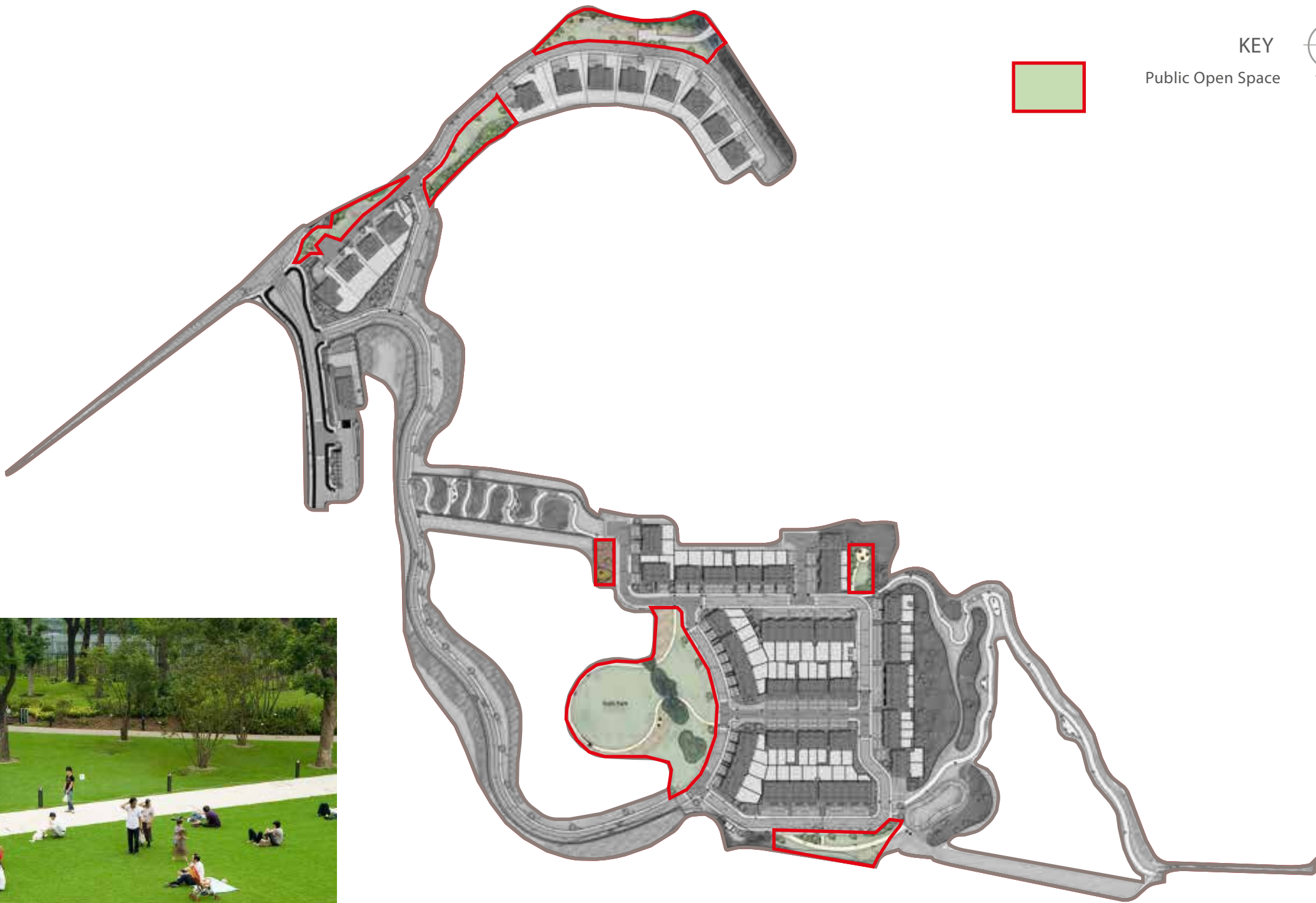
To ensure a high quality scheme the development incorporates a formal open space play area for children in the main open space.

The design approach has been to focus on delivering high-quality open spaces to ensure usability which will be augmented by appropriate soft and hard landscaping works.

In terms of public realm and pedestrian movements, distinct entrance routes have also been designed to lead seamlessly throughout the site, with adequate crossing points and a series of pedestrian routes.

Careful consideration has also been given to the location, frequency and quality of public benches and seating areas to provide rest stops for all residents and visitors, not just the elderly.

Overall qualitative standards are met and complied with and also communal spaces for apartment units as per the Apartment Guideline requirements.



“ All units adjacent to open spaces have primary elevations fronting onto the spaces to ensure passive surveillance and security...”



3.7 Distinctiveness

Key to the success of any neighbourhood are features which are particular to that place and which encourage people to call a place home.

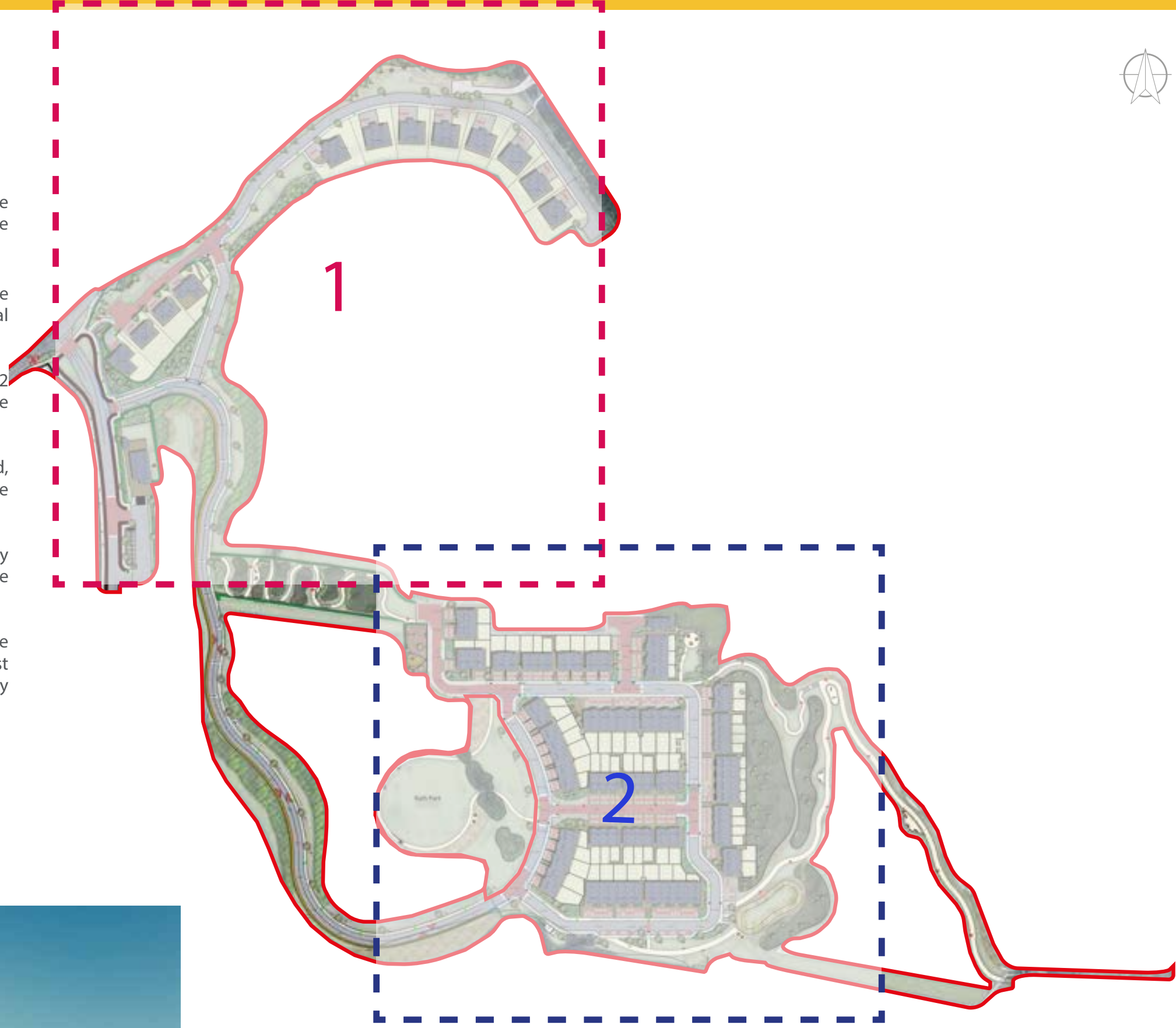
The use of key buildings, nodes and a hierarchy of roads and spaces are therefore required to create a sense of place, whilst establishing a physical and visual linkage between the subject site and its immediate environs.

In response, the low density buildings both fronting onto Loreto Road (2 storey) and at the central core of the site (2-3 storey) each create an appropriate design response for the site.

The design approach in areas 1 & 2 has been to both address the Loreto Road, respond to zoning provisions and also create an appropriate transition to the site context.

Being able to successfully orientate their way around an area is another key determinant in people's sense of personal security and safety. In response a permeable site layout has been achieved.

Overall the proposed layout makes the most of the opportunities the site presents, successfully exploiting views into and out of the site whilst creating a series of recognisable features which will allow people to easily describe where they live.



3.7 Distinctiveness (cont.)

Key to the success of any neighbourhood are features promote a good mix of activities and that the development breaks down the blocks into a number of distinctive areas.

The proposed scheme will create a new local centre with a number of distinctive residential neighbourhoods and is of a density and character that is appropriate for this suburban setting.

The proposed layout of the streets and design of the buildings will create a high quality residential environment which contributes to the visual landmarks within the development.

The street designs also create distinct character areas, each characterized thought a combination of varying facade modulation and a palette of high quality finishes.



Childcare is an important aspect of all residential developments, especially in a time of under supply in the market. We are incorporating a crèche to attract young families to the development along with provision of designated play areas for older and younger children respectively.



The proposed development includes for the provision of a mix of home types ranging from one-four bedrooms that will attract a mix of individuals, families and older people to occupy the development. Facilities have been included to provide for all of these types.



Location and layout has been incorporated into the site layout in order to cater for the future growth of the development and encourage sustainable travel throughout the Town.



Open space and Communal Space has been provided for in a number of ways. Courtyards and green spaces to provide open space amenity for both the public and scheme residents. See accompanying landscape architects report for full details on the landscape design strategy.



A generous quantum of bicycle storage facilities have been provided to ensure that there are no impediments to people being able to store them. This includes accessible bicycle storage for those with mobility impairment and also spaces for cargo bicycles.

3.8 Inclusivity

Range of People and Households

Inclusive design is defined as that which meets the needs of all users, regardless of age, gender, race or sensory and mobility abilities. In it’s broadest sense, it also means creating places that can be enjoyed by people from all cultural and socio-economic backgrounds.

For a residential development to be considered inclusive, it should include provision for housing of different types, sizes and tenures. In response a total of 109 housing units have been provided throughout the development, designed to include a mixture of house types such as detached, semi-detached, terrace, duplex and apartments. Within these various typologies there are a range of floor plan areas containing 1-4 bedrooms.

Providing this choice will enable people from different backgrounds to benefit from the opportunity afforded by the development, and will help to create a balanced, sustainable community.

The development has also been designed with reference to the key principles of universal design (see opposite), meaning the development can support a variety of people through all stages of their lives, again ensuring the overall mix in the neighbourhood is conducive to maintaining a healthy balanced community.

The proposed development also includes an allocation of 22 units to social housing in compliance with Part V requirements.



7 PRINCIPLES OF UNIVERSAL DESIGN

- Principle 1 - Equitable use**
The design is useful and marketable to people with diverse abilities.
- Principle 2 - Flexibility in use**
The design accommodates a wide range of individual preferences and abilities.
- Principle 3 - Simple & Intuitive use**
Use of the design is easy to understand, regardless of the user’s experience, knowledge, language skills, or current concentration level.
- Principle 4 - Perceptible Information**
The design communicates necessary information effectively to the user, regardless of ambient conditions or the user’s sensory abilities.
- Principle 5 - Tolerance for Error**
The design minimizes hazards and the adverse consequences of accidental or unintended actions.
- Principle 6 - Low Physical Effort**
The design can be used efficiently and comfortably and with a minimum of fatigue.
- Principle 7 - Size & Space for Approach & Use**
Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user’s body size, posture, or mobility.

DESCRIPTION	NUMBER	PERCENTAGE
1 Bed (Apartments)	8	7%
2 Bed (inclusive of apartments and terrace dwellings)	41	38%
3 Bed	44	40%
4 Bed	16	15%
Total	109	100%

3.8 Inclusivity

Residential Unit Design & Access
Universal Design

The development as a whole will comply with the guidelines and principles of universal design. There is a high percentage of the units which have been designed in compliance with the guidelines for universal design and while other units do may not comply with all aspects of the guidance, they do comply with the majority of the guidelines.

Principle 1 - Equitable Use

The design provides for persons/users with a wide range of abilities and it’s intention is to make the design appealing to all users. There are a wide variety of unit types within the estate to cater for this variety/use/range.

Provisions for privacy, security, and safety are equally available to all users within the respective units, through a variety of means. There is a clear distinction between the public and private domain, all units have private amenity space.

There are a variety of high quality landscaped amenity spaces provided for within the design, all with a variety of uses intended for them. All amenity spaces are accessible and useable by all. All dwellings and ground floor apartments are accessed at ground floor via a Part M compliant access route from the parking space to the front door. Access to all parts of the site is provided for all users.

Principle 2 - Flexibility in Use

The residential accommodation offers a wide variety of layouts for different preferences & uses with 19 different unit types including conventional 2 storey housing of different styles and a variety of apartments and duplex accommodation. All dwellings are compliant with TGD Part M.

Specific 2 storey units are designed with the ability to convert ground floor living accommodation into a bedroom and provide for an accessible bathroom at ground floor. A majority of 2-storey units are also designed for future extension to the rear and into the attic.

Principle 3 - Simple & Intuitive Use

The language of the design is simple, clearly identifying distinctions between public and private domains (different material finishes), simple features to identify access points to units (e.g. porches) and clear visual (and physical) links into and around the site. Internally dwellings have simple and familiar layouts to navigate simply.

Principle 4 - Perceptible Information

Tactile paving will be used in the detail design of the landscaping to identify road crossings and other hazards. Material selection for the creche and apartment building will ensure that visual contrasts are provided as required by Part M.

The nature & layout of the scheme as well as clear visual and physical linkages to and from the main amenity space should simplify wayfinding within the estate.

Principle 5 - Tolerance for Error

Tactile paving will be used to warn users of road crossing and other hazards. The raised traffic tables, road alignment and landscaping provide traffic calming and a low speed environment providing safety for all.

Principle 6 - Low Physical Effort

Access around the site is through low gradient pedestrian routes, without significant alteration of the topography. Access to all public or semi-public amenity spaces are through these routes. Car parking is provided within the curtilage of houses reducing travel distances, and for apartments parking is provided generally in close proximity to it.

Principle 7 - Size & Space for Approach & Use

All entrances are provided with clear approaches and access routes in compliance with TGD Part M. All dwellings are provided with sanitary facilities in compliance with TGD Part M.

03 Design Proposal

3.8 Inclusivity

Residential Unit Design & Access Compliance with Lifetime Homes

Criteria 1B - Parking

Parking is provided at surface level which is readily accessible from all units.

Criteria 2 - Approach from Parking

The distance from the car parking space of criterion 1 to the apartment entrances (or relevant lift core) should be kept to a minimum and be level. Also, the distance from visitor parking to relevant entrances should be as short as practicable and be level or gently sloping. In response, the car parking arrangement complies with relevant standards given clear access routes allocated to all lift cores and stair wells.

Criteria 3 - Approach to All Entrances

The approach to all entrance should preferably be level or gently sloping. In response, entrances are provided on a level surface, which is defined as a surface with a gradient no steeper than 1:20.

Criteria 4 - Entrances

All entrances should:

1. Be illuminated
2. Have level access over the threshold; and
3. Have effective clear opening widths and nibs as specified below. In addition, main entrances should also:
4. Have adequate weather protection
5. Have a level external landing.

In response the requirements of criteria 4 have been met throughout.

Criteria 5(a) - Communal Stairs

Principal access stairs should provide easy access in accordance with the specification below, regardless of whether or not a lift is provided. Apartments within the Planning Application Area have been designed to meet, or will be met in later detailed design, the following design requirements:

- Communal stairs providing a principal access route to a dwelling regardless of whether or not a lift is provided should be easy going, with:

- Uniform rise not exceeding 170mm.
- Uniform going not less than 250mm.
- Handrails that extend 300mm beyond the top and bottom.
- Handrails height 900mm from each nosing.
- Step nosings distinguishable through contrasting brightness.
- Risers which are not open.

Criteria 6 - Internal Doorways and Hallways

Movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects. As a general principle, narrower hallways and landings will need wider doorways in their side walls. The width of doorways and hallways should conform to the specification below. In response apartments have been designed to meet the following design requirements:

Hallway widths:

- The minimum width of any hallway/landing is 900mm.
- The minimum width of any hallway/corridor/landing within a communal area is 1200mm.

Criteria 7- Circulation Space

There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere. In response units have been designed to meet the following design requirements:

- Living rooms/areas and dining rooms/areas are capable of having either a clear turning circle of 1500mm diameter, or a turning ellipse of 1700mm x 1400mm.
- Kitchens have a clear width of 1200mm between kitchen unit fronts / appliance fronts and any fixed obstruction opposite (such as other kitchen frontings or walls). This clear 1200mm is maintained for the entire run of the unit, worktop and/or appliance.
- The main bedroom is capable of having a clear space, 750mm wide to both sides and the foot of a standard sized double bed.
- Other bedrooms are capable of having a clear space, 750mm wide, to one side of the bed.

- Where it is necessary to pass the foot of the bed a clear width of 750mm is also provided at the foot of the bed.

Criteria 8 - Entrance Level Living Space

A living room / living space should be provided on the entrance level of every residential unit. In response all units have been designed to meet the design requirements of Criteria 8.

Criteria 9 - Potential for Entrance Level Bed-space

All units meet this requirement.

Criteria 10 -Entrance level WC and Shower

All apartments meet this requirement

Criteria 11 - WC and Bathroom Walls

Walls in all bathrooms and WC compartments should be capable of firm fixing and support for adaptations such as grab rails; all units meet this requirement.

Criteria 12 - Potential Hoists in Bedrooms and Bathrooms

All apartments are designed to meet this requirement if so needed.

Criteria 13 - Bathrooms

An accessible bathroom is provided within each apartment.

Criteria 14 - Glazing and Window Handle Heights

Windows in the principal living space should allow people to see out when seated; in response all apartments meet this requirement.

Criteria 15 - Location of Service Controls

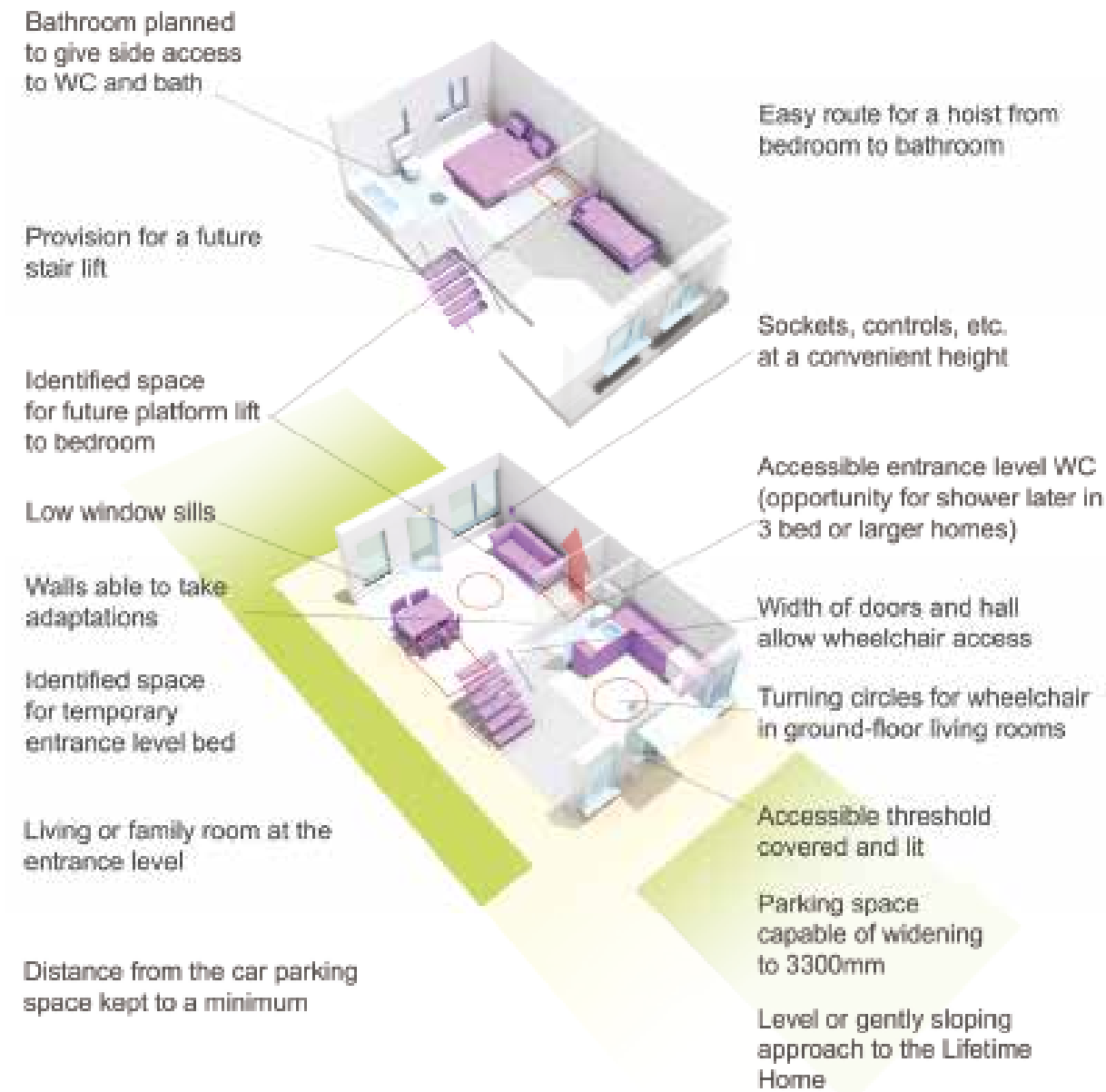
Service controls should be within a height of band of 450mm to 1200mm from the floor and at least 300mm away from any room corner; in response all apartments meet this requirement.





3.8 Inclusivity

Residential Unit Design & Access
Compliance with Lifetime Homes



3.8 Inclusivity

Site Layout



The site layout responds in the best possible manner to the site context. As well as ensuring all public areas are designed for inclusive access, the amenities and facilities have been designed so that all residents and visitors can use them.

Space has been provided for children to play safely whilst facilities have also be provided for teens and older people to congregate through the careful location of seating. Placing these areas centrally in the development will also help bring together different groups (infants through to elderly) where they can all intermingle safely, securely and comfortably.

All opportunity has been taken to ensure public access throughout the development. Houses fronting onto the Loreto Road generate street activity whilst privacy of existing and proposed dwellings is factored into the design. Throughout the layout communal spaces being overlooked also provide passive surveillance and creates a sense of identity to the development.

Attractive through routes from the Loreto Road also presents an open frontage to the development promoting public access and amenity further. This inviting design encourages visitors into the neighbourhood and achieves a new residential quarter that will be permeable.

03 Design Proposal

3.9 Efficiency

The approach to the scheme design has been to achieve potential of higher density in accordance with national policy and also to maximise the site's potential given accessibility by both public transport and the adjacent road network. Also, being a brownfield and infill site it is an ideal scenario for sustainable land use and efficiency.

The existing context provides for low density development and the proposed development aims to balance an efficient use of the land via density with the local character. The overall average density of 30.12 units/ha for zone 1 and 8 units/ha for zone 2 is considered wholly appropriate for the efficient development of the site given the outer suburban location, the existing character of the area and relative proximity to public transport and social infrastructure.

Significant public open space will also be provided across the entire scheme incorporating sustainable urban drainage (SUDS), promoting biodiversity, and providing residential amenity. Each of the amenity areas are designed to provide for a specific use suitable for the demographic of the estate, along with provision of open space at the ringfort and existing forest which will bring considerable benefit to the area.

All rear gardens will enjoy sufficient daylight and sunlight provisions throughout the day to maximise efficiency of buildings.

Also, whilst the public open spaces are all overlooked by residential accommodation, the setback of the units from the spaces, along with their location/orientation will ensure that these spaces enjoy optimum sunlight provision.

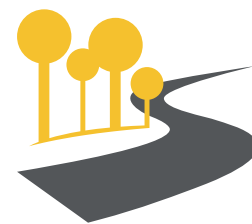
Communal bin stores will be provided for within the development close to relevant apartment blocks, as well as space for recycling bins within the identified bin store areas.



Screened bin storage and recycling facilities



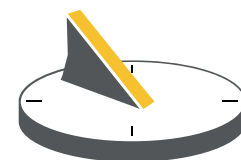
Connected pedestrian and cycle networks



Landscaped open spaces for amenity, biodiversity and sustainable drainage



Building density of 30.12 units per hectare (medium density)

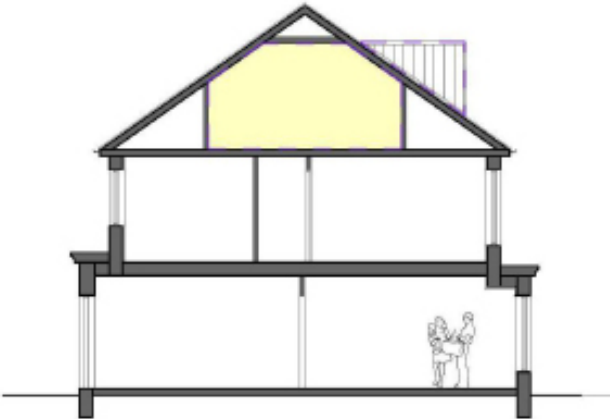


East-West-orientation for passive solar gain



Accessible by public transport

3.10 Adaptability



The success and sustainability of a housing development can be measured by its longevity. Much of the most successful housing of the past is still in use because it has been able to adapt to changing circumstances - family sizes, car ownership, market demands and expectations etc. One of the key ingredients in successfully adapting neighbourhoods is a stock of high quality adaptable homes.

The layout of the housing units have been designed to be adaptable from two perspectives:

- The structure and pitch of roof design for dwellings will enable for future attic conversion(s) to a habitable room.
- There are a series of housing units with adequate rear garden spaces which can accommodate future extensions without compromising private amenity space(s).

- Dwellings are designed to meet Universal Design & Lifetime Homes guidelines and accommodate internal alterations/soft zones as required.

These adaptations can be carried out without affecting the character of the overall scheme.

Given the nature of apartment accommodation and proximity of adjoining units, their ability to extend is restricted. The apartments within the scheme do incorporate the following:

- All ground floor apartments are universal design compliant allowing for longer term occupation and more flexible tenure
- The internal layouts allow for flexible furniture arrangements.

03 Design Proposal

3.11 Privacy & Amenity

One of the major design elements of the scheme has been to create an active frontage on all aspects of the site area and elevations as proposed. This ensures passive surveillance and security throughout the site.

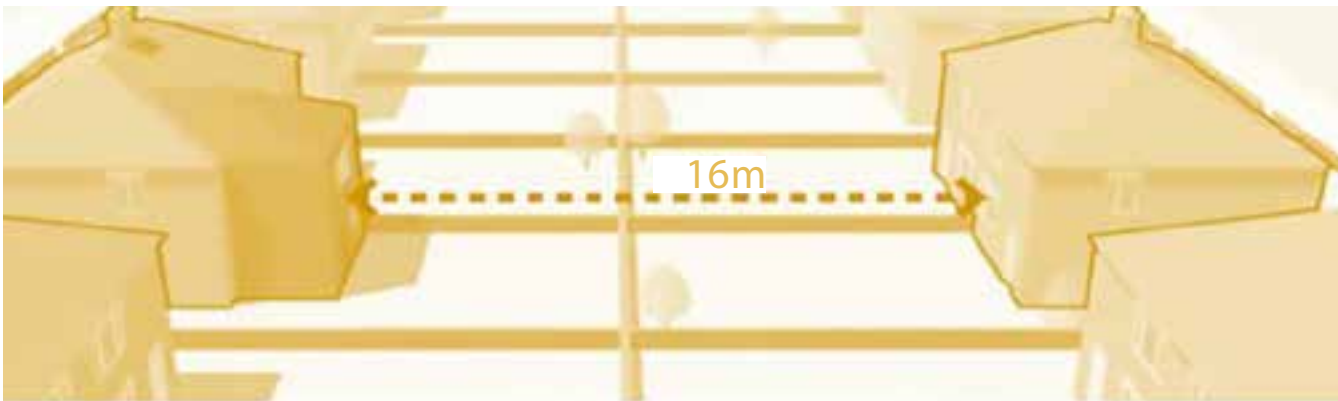
Separation distances between opposing rear floor windows meets the required standard of 22 metres.

All units have access to useable private amenity space in excess of minimum standards. The majority of the amenity spaces are west or south west facing to maximise the quality of sunlight within. The design also provides for all homes to be dual aspect accommodation throughout again to maximise quality of sunlight and potential for cross ventilation within the units.

Within the apartment accommodation, the spaces at ground floor have been carefully considered and boundary 'privacy strips' incorporated. There are privacy buffers accommodated within the layout and reinforced by physical boundaries (railings). Balconies and terraces are located to interact with communal amenity spaces for all apartments/ duplexes and/or be south/south west facing to take advantage of orientation (depending on site location).

Overlooking

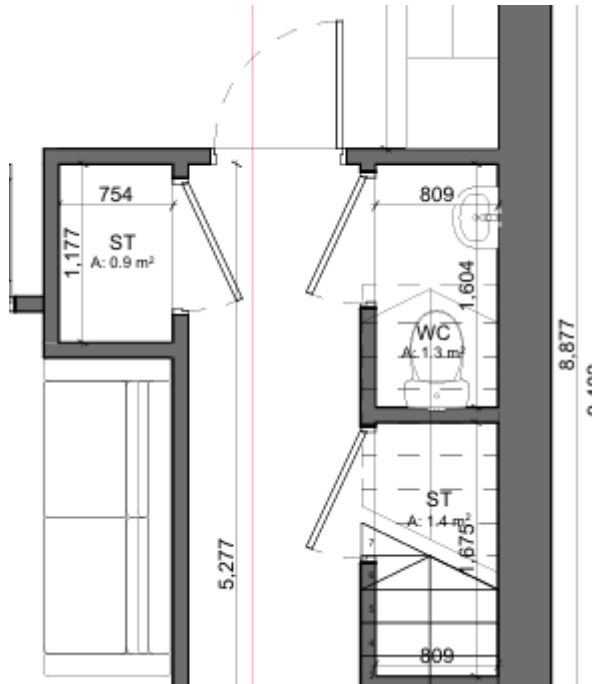
Care has been taken in the site layout to ensure proposed dwellings and the apartments to prevent overlooking of neighbouring units, in line with the provisions of the Compact Settlement Guidelines.



Storage

Details of the Storage provision is provided within the Housing Quality assessment report. The storage provision within the units is in compliance with the standards set out in the following documents

- "Design Standards for New Apartments"; and
- "Quality Housing for Sustainable Communities"





03 Design Proposal

3.12 Parking (Bicycle)

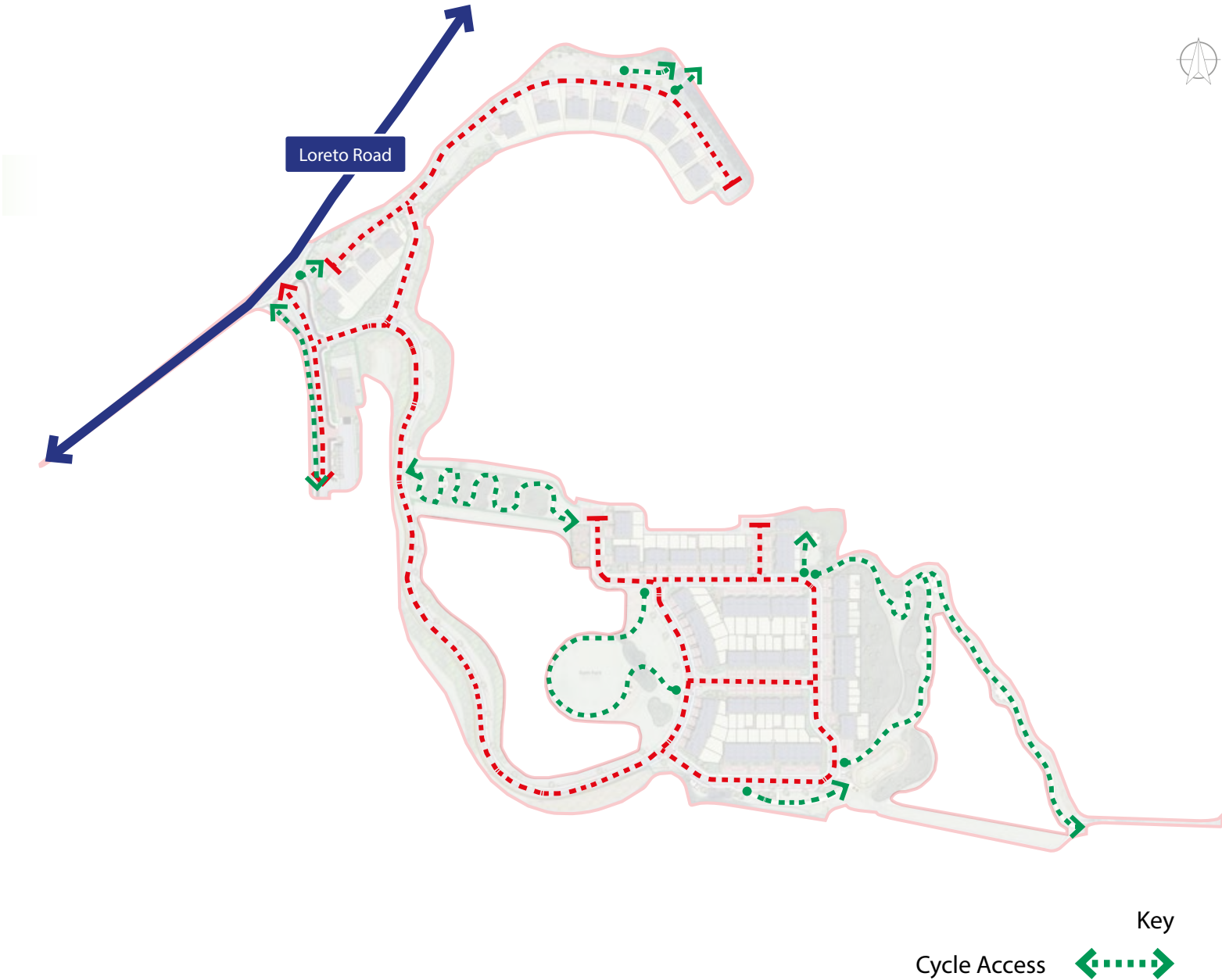
The design approach to bicycle parking/storage has been for all dwelling units to accommodate bicycles in-curtilage, given the adequate space available in-curtilage.

This approach has also been adopted for duplex apartments, given the external storage areas available.

Also, provision of bicycle storage is made for the creche & playing pitch/open space areas to encourage sustainable local trips.



Land Use/ Unit Type	No. of Units	Apartment Guidelines minimum cycle storage per bedroom unit at 1 per bedroom	No. of cycle spaces proposed per unit type (total)	No. of visitor cycle spaces proposed per unit type **(2025 Apartment Guidelines)
1 bed apartments	8	8	1 (8 Total)	4 **(1 Space per 2 Units)
2 bed apartments	18	36	1 (40 Total)	9 **(1 Space per 2 Units)
3 bed apartments	18	54	1 (84 Total)	9 **(1 Space per 2 Units)
Apartment Totals	44	98		22
Creche		10 spaces		
Required residential bicycle storage spaces (shelter/rack/ internal)	**(Total derived based on apartment units & visitors only; excludes dwellings)		Apartments: 98 Visitors: 22 Creche: 10 Total 130	
Overall total			160 bike spaces	



3.12 Parking (Vehicular)

Proposed car parking is designed in accordance with requirements of the Cavan County Development Plan. In total there are 205no. spaces to serve 65 dwellings and 44 apartments.

This reduces parking requirements for apartments to 1 per unit & provision is also made for visitors at a rate of 1space per 4 units as per 2018 Apartment Guidelines.
For housing units, parking will be in curtilage for each dwelling and within easy reach of front door.

For apartments, this is to be provided on street and designated for each unit. Visitor parking will be provided communally along with a number of disabled parking spaces. All parking will enjoy passive surveillance.

The site layout incorporates parking via a combination of hard and soft landscaping works to ensure a high-quality streetscape, and in particular in the communal parking at the front of the creche via a cobble/paving finish to distinguish it from the public road.

LAND USE/UNIT TYPE	AREA/NO. OF UNITS	CCDP CAR PARKING RATE P/UNIT (**2020 APARTMENT GUIDELINES)	NUMBER OF CAR PARKING SPACES PROPOSED P/UNIT *(TOTAL) **(2025 APARTMENT GUIDELINES)
2-4 bed dwellings	65	2 per dwelling	130
1 bed apartments	8no.	1 space per unit	8 * **(Also 1 visitor space per 2 apartments as per below)
2 bed apartments	18no.	1 space per unit	18* **(Also 1 visitor space per 2 apartments as per below)
3 bed apartments	18no.	1 space per unit	18* **(Also 1 visitor space per 2 apartments as per below)
Residential Totals	109no.	130 spaces for dwellings	45 spaces for apartments
Creche			9 spaces
Visitor Spaces			**22 (1 per 2 apartment units)
Overall Total			206 spaces Note 2: 10% of communal spaces for EV vehicles= 20 EV charge points



Parking arrangement around the proposed Creche (above left), and parking provision around proposed dwellings fronting onto the Loreto Road (above right)



03 Design Proposal

3.13 Detailed Design

Landscape Design

A comprehensive approach has been followed in the scheme design to ensure there is an appropriate balance between privacy, amenity and public realms. Some key components include:

- Green Infrastructure and Connectivity;
- Central Parkland and Amenity Core;
- Woodland Integration and Edge Planting;
- Sustainable Drainage and Ecological Enhancement.

The accompanying Landscape Design Statement by Parkhood sets out in detail how the Landscape strategy responds to the site and context.



03 Design Proposal

3.13 Detailed Design
Landscape Design - Open Space Detail

The central community spaces will be at the heart of the Lisdaran development, with large open green spaces providing the platform for community activities and events.

Public Open space is allocated to the lower residential zone to the North along the existing stream and is well surveillanced from the proposed row of dwellings. To the South within the upper residential zone the public Open space is centred around the existing Ring fort and proposed play area both of which are well placed from a surveillance point of view from the adjacent dwellings.

There are two areas area of communal open space to the very South positioned along an existing woodland edge and North of The upper residential area with connections to the proposed link path to Railway Walk.

“Ancillary Landscapes ” are defined as the peripheral areas site wide that could be useable by their incidental characteristic or simply provide a soft aesthetic through buffer planting, screening and biodiversity contribution.



Landscape detail for primary community childrens playpark



Landscape detail for ringfort open space



03 Design Proposal

3.13 Detailed Design

Landscape Boundary Proposals

A comprehensive approach has been followed in the scheme design to ensure there is an appropriate balance between privacy, amenity and public realms.

As can be noted from the accompanying drawings, a variety of boundary treatments are proposed:

- Sustainable Drainage Systems (SuDS): Use SuDS techniques to manage surface water runoff and mitigate flood risk. SuDS can include measures such as green roofs, rain gardens, permeable paving, and retention ponds.
- Vegetation and Biodiversity: Incorporate planting schemes and design features that promote biodiversity, provide habitats for wildlife, and improve people's health and wellbeing. This can include green walls, tree-

lined streets, and community gardens.

- Open Spaces and Recreation: Provide wellconnected green spaces and recreation areas, such as parks, playgrounds, and sports facilities, that promote physical activity, community interaction, and social well-being.
- Water Management: Incorporate water management features such as wetlands, ponds, and water quality treatment measures. These features can help to manage and conserve water resources, improve water quality, and enhance the natural character of the development.

This approach ensures a high-quality scheme is proposed, with active frontages and high-quality aspect is presented throughout the scheme. It also ensures adequate privacy is provided for existing and future residents.

Shrub Mix 01



Carex acutiformis



Iris pseudacorus



Juncus effusus



Lythrum salicaria



Filipendula ulmaria



Lotus pedunculatus



Acer campestre 'Elegant'



Betula pubescens



Pryus calleryana 'Chanticleer'



Tilia cordata 'Greenspire'



Pinus sylvestris



Carpinus betulus 'Frans fontaine'



Amelanchier grandiflora



Sorbus aucuparia 'Fastigiata'



Hedge Type 01 Prunus lusitanica



Hedge Type 02 Carpinus betulus



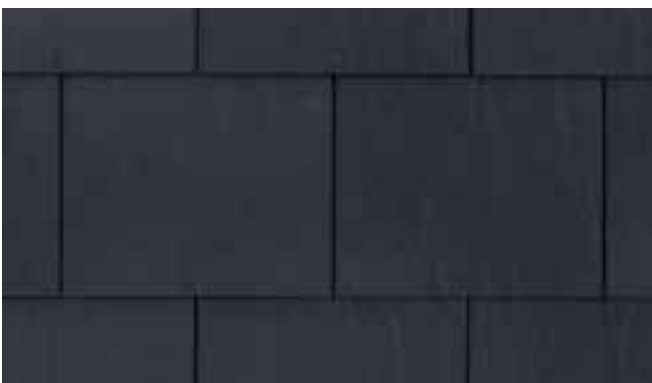
03 Design Proposal

3.13 Detailed Design

Material Finish to Dwellings, Duplexes & Apartments

The design and selection of all the external materials has been to compliment the existing local environment (Lisdaran) and to establish character areas within the development. Specifically we highlight:

- The existing neighbouring developments have been reviewed in relation to the material finish of each to understand the context of the adjoining areas, with the existing Lisdaran constructed with brick of varying colours with render.
- In response the proposal will compliment these finishes. The houses are arranged in a variety of semi-detached and terraced layouts in crescent and linear patterns.
- Care has been taken to turn corners with buildings that help identify individual areas and assist wayfinding. Each of the duplex type buildings have similar elevations facing one another to create a harmonious streetscape but also have varied corner and gable treatments to help identify them individually and to transition from one street to another.
- The low density units fronting onto Loreto Road incorporates a brick finish to ensure durability and high quality.
- Overall the buildings are to be designed in a traditional manner and similar in style to those within the surrounding area.



3.13 Detailed Design

Material Finish to Creche

The creche facility has been designed to reflect the character of the dwellings within the development thereby providing consistency in the overall design and appearance of the developments built-form.

Coloured render has been incorporated to opening surrounds and the southern facade to also provide a focal and visual aspect.





www.genesisplanning.co.uk
info@genesisplanning.co.uk

T: (+44) 2830 493 001
T: (+353) 45 571 862