

Henry J Lyons

Urban Life

Beaumont Road

LRD stage 3

ARCHITECTURAL DESIGN STATEMENT - 09/2026

PROFESSIONAL TEAM

Client	Architects	Planning Consultant	Architectural Heritage Impact Assessment Consultant	Landscape Consultant	Daylight & Sunlight Assessment
	Henry J Lyons				
Civil & Structural Engineers	Services & Sustainability	Fire & Access Consultant	Ecological Impact Assessment Consultant	AA Screening Consultant	Visual Impact Imagery & CGIS
					

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1 INTRODUCTION

1.1 Purpose of the report

This Design Statement has been prepared by Henry J Lyons Architects under the appointment of the applicant, Urban Life Limited. This document forms part of a planning application to Dublin County Council for the proposed residential development at Beaumont Road, Dublin 9.

This statement should be read in conjunction with the drawings and documents submitted by Henry J Lyons Architects and the other members of the design team as part of the planning application (Refer to drawing issue sheet).

This document and information contained herein has been produced for illustrative purposes only. All design information is property of Henry J Lyons Architects and subject to all relevant statutory permissions.

The proposed development has been informed by the planning history and the planning policy. The application site is located in Z1 Sustainable Residential Neighbourhood in the new Dublin City Council Development Plan 2022-2028.

This design statement describes a proposal for the redevelopment of the Beaumont Road site consists of the demolition and clearance of all buildings and structures on site and the construction of apartment blocks of 100 apartments, on an application site area of c. 0.58 ha. The proposed building heights range from 3 to 6 storeys. The proposal includes communal open space at ground floor. A total of 42 no. car parking spaces, 2 no. motorcycle space and 205 cycle spaces (150 for residential occupants and 50 for residential visitors) are proposed at surface level to serve the development.

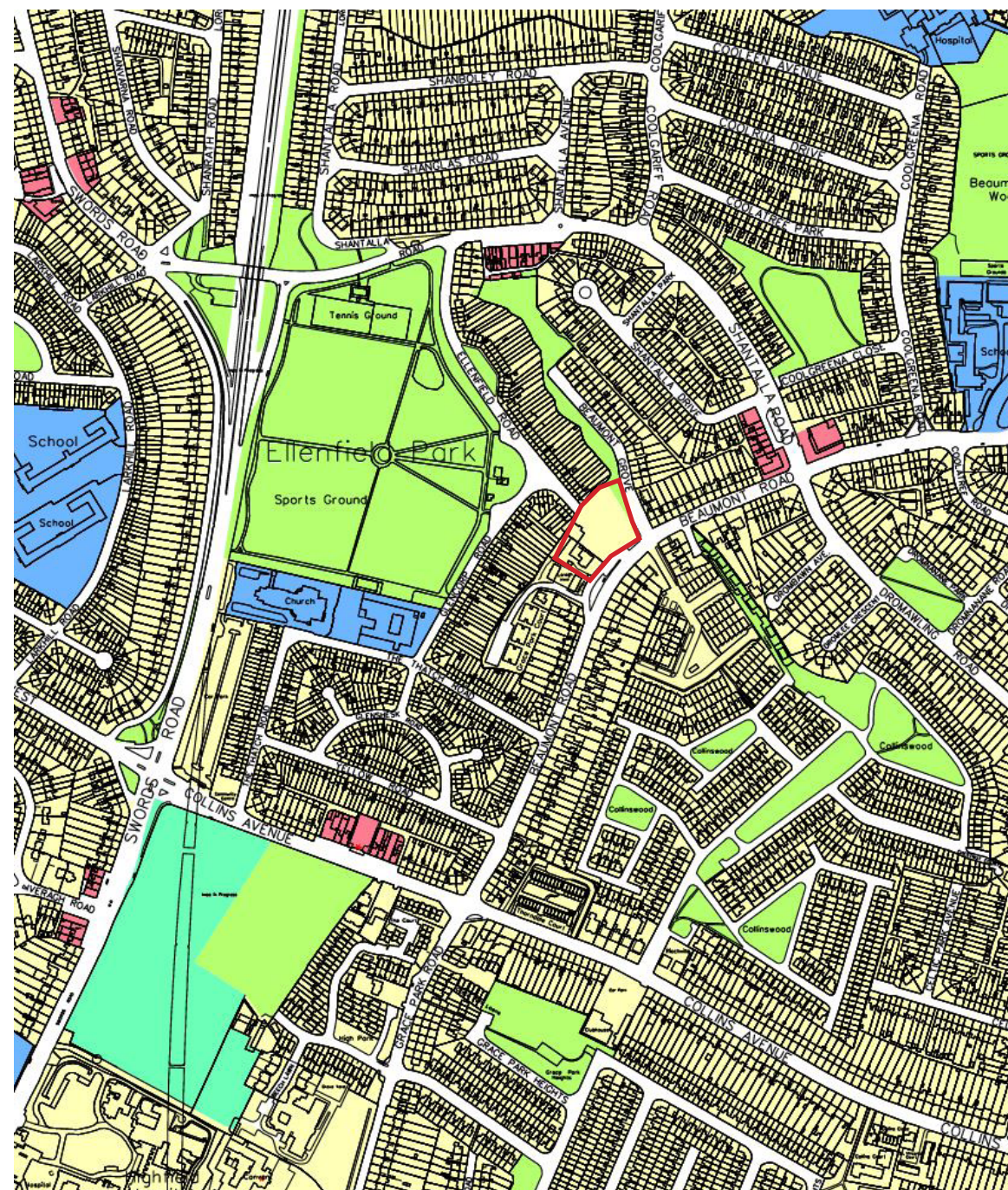


1.2 Executive Summary

The application site is located in Beaumont, Dublin 11 within Z1 Sustainable Residential Neighbourhood land use zoning in the new Dublin City Council Development Plan 2022-2028. The proposed development will play an important role at a regional level by providing new homes and facilities for people in this part of Dublin.

The proposed design within this application seeks to achieve a high quality design for the site that will be contextual and that further adds to the aspiration of the overall DCC Development Plan. The residential design is focused on delivering high quality residential units that enshrine the following criteria:

- Providing a broad mix of unit types,
- Maximising dual aspect units,
- Offering generous and high quality communal areas and internal shared areas,
- Using quality materials, and
- Enhancing the urban character of the area through a considered and appropriate facade treatment.



PRIMARY LAND USE ZONING CATEGORIES⁴

Zone Z1	Sustainable Residential Neighbourhoods	
Zone Z2	Residential Neighbourhoods (Conservation Areas)	
Zone Z3	Neighbourhood Centres	
Zone Z4	Key Urban Villages / Urban Villages	
Zone Z5	City Centre	
Zone Z6	Employment/Enterprise	
Zone Z7	Employment (Heavy)	
Zone Z8	Georgian Conservation Areas	
Zone Z9	Amenity / Open Space Lands / Green Network	
Zone Z10	Inner Suburban and Inner City Sustainable Mixed-Uses	
Zone Z11	Waterways Protection	
Zone Z12	Institutional Land (Future Development Potential)	
Zone Z14	Strategic Development and Regeneration Areas (SDRAs)	
Zone Z15	Community and Social Infrastructure	

**Extract from Dublin City Council Development Plan 2022-2028
zoning Map B showing the site outlined in red with zoning objective
'Z1 Sustainable Residential Neighbourhood'.**

1.2 Executive Summary

The proposed development of Beaumont Road will significantly transform and improve the current site. The proposals contained within this application will open up the site both for visual interaction as well as actual use by the public.

Although the site is constrained, and has a number of adjacent active uses, we are of the view that the proposals contained in this submission represent a considered, appropriate and high quality approach to addressing these issues, whilst delivering a suitable scale and density of development for this Dublin City, Beaumont and infill site.

The combination of high quality landscaping and materials, together with the intended uses, creates a strong transformation and regeneration of this currently unused, brownfield site.

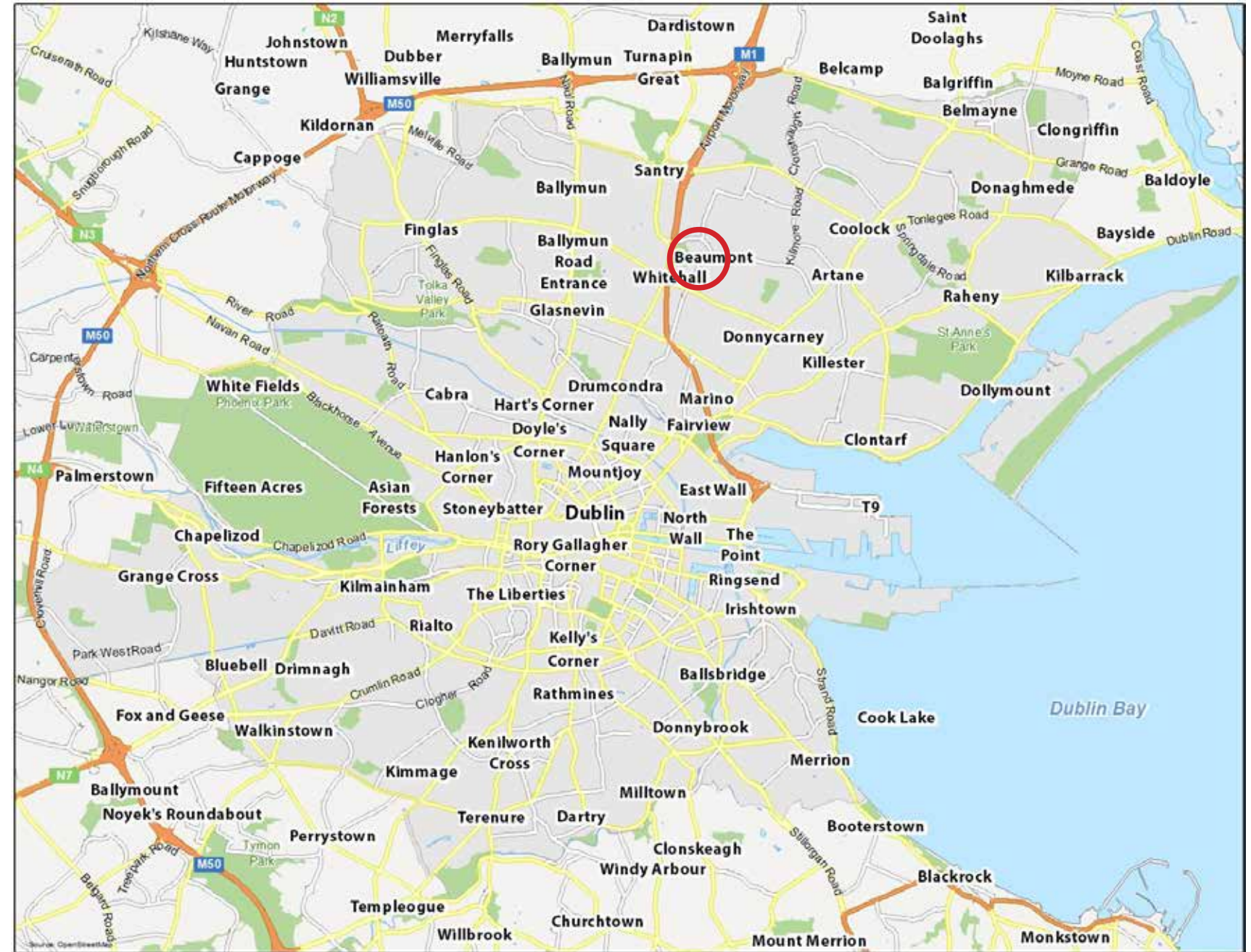


2 SITE LOCATION & CONTEXT

2.1 Site Location

LOCAL CONTEXT

The subject site is located in Beaumont, Dublin 9, approximately 800 metres from the junction of two key roads, Swords Road (N1) and Collins Avenue (R103). Swords Road is a principal arterial route linking the north of Ireland and M50 with Dublin City Centre, while Collins Avenue acts as an inner orbital route connecting Killester to Finglas. The junction lies roughly midway between the M50 and the city centre.



Location of application site in Dublin City.

2.1 Site Location

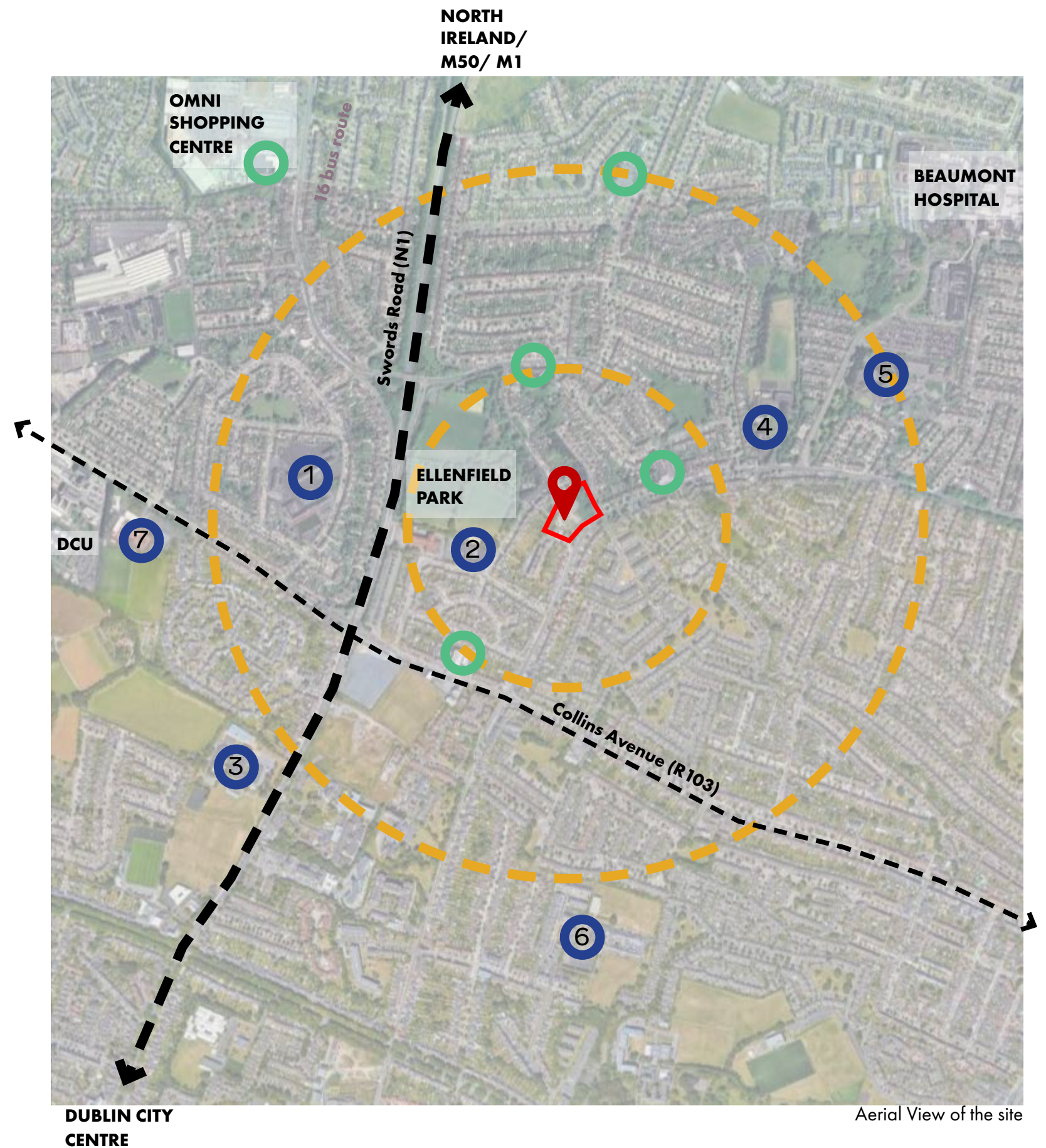
LOCAL CONTEXT

The subject site is located approximately 5 km to the north-west of Dublin City Centre, at junction of Beaumont Road and Beaumont Grove, in Beaumont, Dublin 9.

Beaumont is defined by established residential estates and major institutions. Early suburban housing schemes developed by Dublin Corporation in the 1920s–30s are located north of Collins Avenue, with more recent private estates extending further north. Key anchors such as Beaumont Hospital, Dublin City University, and the Omni Shopping Centre lie equidistant from the site, driving both employment and housing demand.

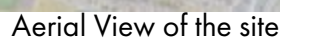
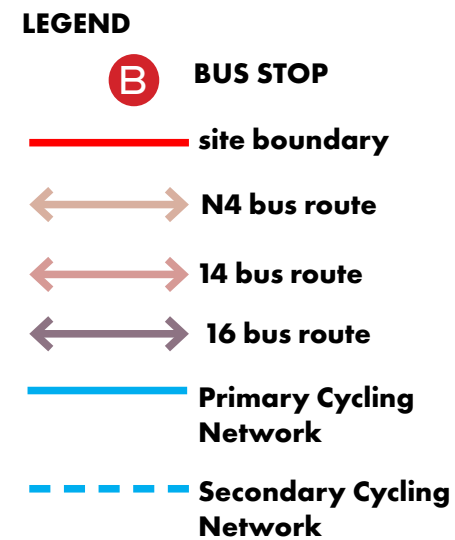
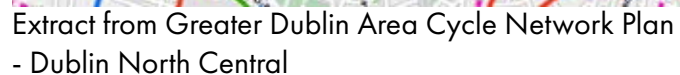
The area also benefits from strong educational provision, with several national and secondary schools within 1.5 km:

1. Holy Child National School
2. Ellenfield Community College
3. Clonturk Community College
4. Our Lady of Mercy College
5. St Fiachra's National School
6. Maryfield College
7. St Aidan's CBS, Whitehall



LOCAL CONTEXT

The diagrams opposite and on the previous page illustrate walking catchments with yellow dotted lines, showing the areas accessible within five- and ten-minute walks from the site. Within a five-minute walk there are shops, schools, open green spaces and bus stops providing regular connections to the city centre. Within a ten-minute walk there is a wider range of facilities including several secondary schools, additional shops and further open space. Moreover, DCU, Beaumont Hospital and the Omni Shopping Centre are all accessible within a fifteen-minute walk.



2.1 Site Location

BEAUMONT ROAD

Previously, Beaumont Road site was occupied by Beaumont Drive in - Superior Frech Produce. The site fell into semi-dereliction following planning refusal of a proposed residential building on the site. It is currently a brownfield site, surrounded on all sides by a mixed material boundary wall.

To the north-west, the site presents a high concrete wall to Ellenfield Road. To the south and east the site shares its boundary with the public roads - Beaumont Road and Beaumont Grove, and along the south-east with residential development of Grace Park Court.

Aerial View of the Site



2.2 Site Context

LOCAL CONTEXT

The subject site is situated within a predominantly low-rise residential neighbourhood, characterised by two-storey housing estates. The surrounding urban grain is generally suburban in scale, with established street patterns and green spaces contributing to the residential character of the area.

Site Location Plan



Site location map

2.2 Site Context

SITE TOPOGRAPHY

The site is generally flat, with a gentle gradient falling in an east–west direction. This subtle topographical change has minimal impact on development potential but is relevant for site drainage, landscaping design, and integration with adjoining street and plot levels. The even terrain provides a flexible platform for a range of building typologies and facilitates ease of access across the site.

Site Location Plan



2.2 Site Context

DESCRIPTION OF IMMEDIATE AREA

Currently the site is accessed via a gated entrance [03] approximately 110m from the Beaumont Road and Beaumont Grove junction [01]. It is bounded to the back [04] by tall (approximately 2m) blockwork wall.

The proposed site measures approximately 0.58 ha. The site is currently derelict and vacant.

There is a large expanse of grassed lawn and mature trees which form the eastern boundary of the site along Beaumont Grove.

Buildings shown with dashed lines have already been demolished.



Aerial View of Site



[02] View from Beaumont Grove



[01] View of site from Beaumont Road/Beaumont Grove junction



[03] View from Grace Park Court



[04] Ellenfield Road Cul de Sac



[05] View of site from Beaumont Road

2.3 Site History

The adjacent maps illustrate some of the recent history associated with the site. Circa 1948 the historic maps show the site as being occupied as residential site with adjacent Ellenfield Park.

Historical Site Map c. 1948



Area map c. 1948

Historical Site Map (1973)



Area map c. 1973

2.4 Site - Planning Context

BEAUMONT ROAD - PLANNING CONTEXT

The site is zoned Z1 Sustainable Residential Neighbourhood in the new Dublin City Council Development Plan 2022-2028. Primary uses supported in this zone is residential, with ancillary uses also facilitated where they deliver on the overall zoning objective. The principle of the proposed uses is acceptable under the Z1 zoning.

Z1 zone objective is to protect, provide and improve residential amenities. The vision for residential development in the city is one where a wide range of high quality accommodation is available within sustainable communities, where residents are within easy reach of open space and amenities as well as facilities such as shops, education, leisure and community services.

The objective is to ensure that adequate public transport, in conjunction with enhanced pedestrian and cycling infrastructure, provides such residential communities good access to employment, the city centre and the key urban villages in order to align with the principles of the 15-minute city.



Zoning map indicating site within Z1 Lands



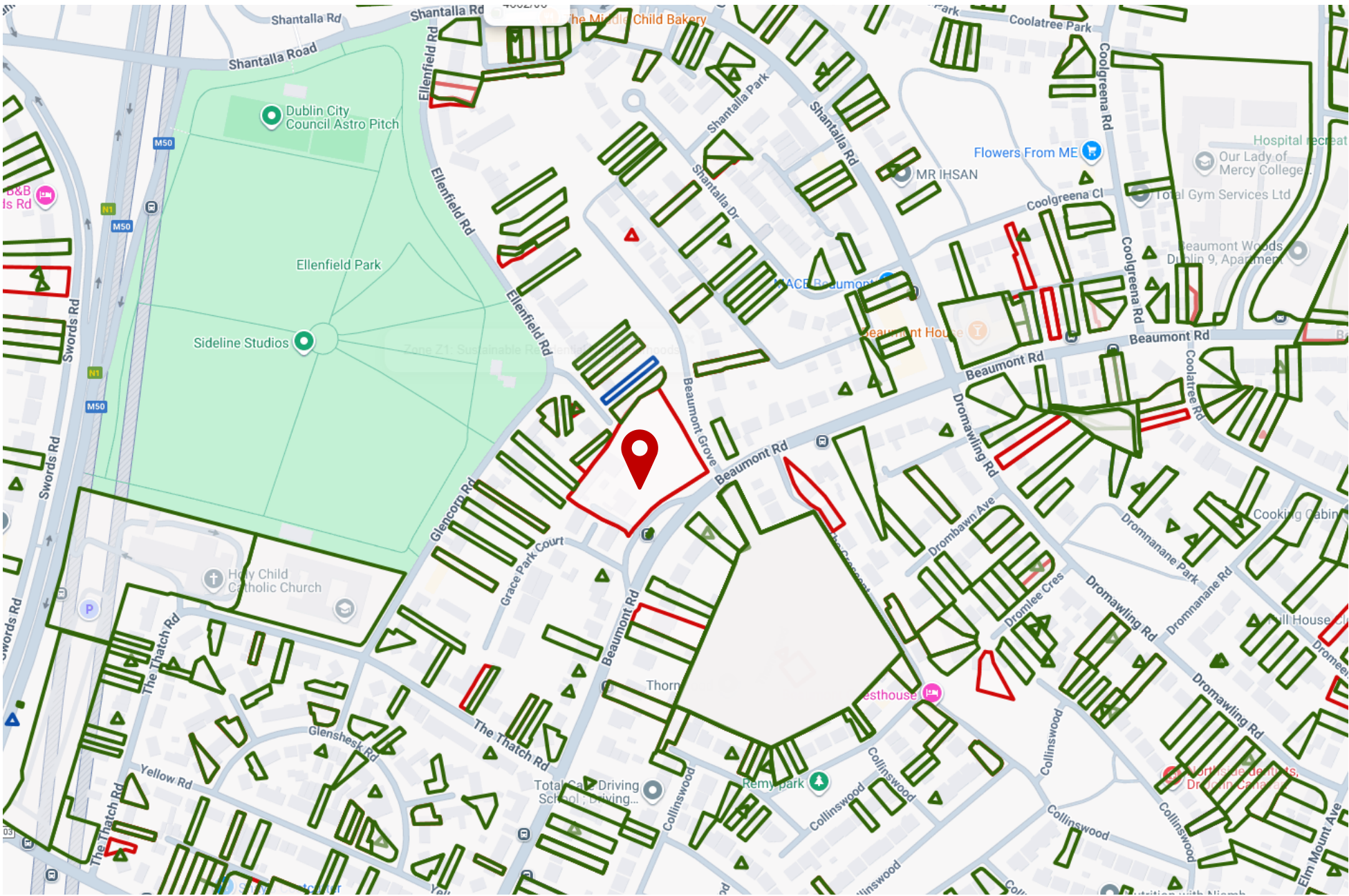
Aerial view of site in current condition

 Denotes Application Site

2.5 Site - Planning History

BEAUMONT ROAD - RECENT LOCAL PLANNING HISTORY

There havsn't been any significant planning permissions in close proximity of the subject site, as illustrated in the adjacent map (see MCG planning report for further details). The surrounding urban area is predamenly offer a ange of residential, retail, social and community and leisure uses. The proposed residential development on this small brwonfield site will complement the proposed and permitted development in the area.



Nearby recent planning applications

 Denotes Application Site

2.5 Site - Planning History



PREVIOUSLY REFUSED 2021 MIXED USE SCHEME (reg/ref: 2569/21)

The construction of two apartment buildings to contain a total of 99 no. apartments. Building A in height from **3 storeys to 8 storeys** & Building B in height from 3 storeys to 6 storeys. The overall development will comprise **a mix of 66 no. 1-bed, 30 no. 2-bed and 3 no. 3-bed apartments** and will be operated as a Build to Rent development with residential amenity rooms and communal open space including a podium garden. The development proposed provides for the creation of a non-vehicular link (pedestrian / cycle only link) through the application site from Beaumont Road/Grace Park Court to Ellenfield Road requiring the demolition of part of an existing boundary wall at the southern end of Ellenfield Road (adjacent Nos 9 and 23B Ellenfield Road). Planning permission was refused in in 2021. Order of the High Court - ABP Order ref. ABP-310709-21



PREVIOUSLY REFUSED 2022 MIXED USE SCHEME (reg/ref: 3881/22)

The construction of two apartment buildings to contain a total of 99 no. apartments. Building A in height from **3 storeys to 6 storeys** & Building B in height from 3 storeys to 6 storeys. The overall development will comprise **a mix of 2 no. Studio, 67 no. 1-bed and 30 no. 2-bed apartments** and will be operated as a Build to Rent development with residential amenity rooms and communal open space including a podium garden. The development proposed provides for the creation of a non-vehicular link (pedestrian / cycle only link) through the application site from Beaumont Road/Grace Park Court to Ellenfield Road requiring the demolition of part of an existing boundary wall at the southern end of Ellenfield Road (adjacent Nos 9 and 23B Ellenfield Road). Planning permission was refused in in 2022. An Bord Pleanale - Board Order ABP-314164-22

Decision: Refuse

Reasons and Considerations

- it's height, scale, massing and proximity to site boundaries
- would seriously injure the visual and residential amenities of the area
- would be contrary to the proper planning and sustainable development of the area



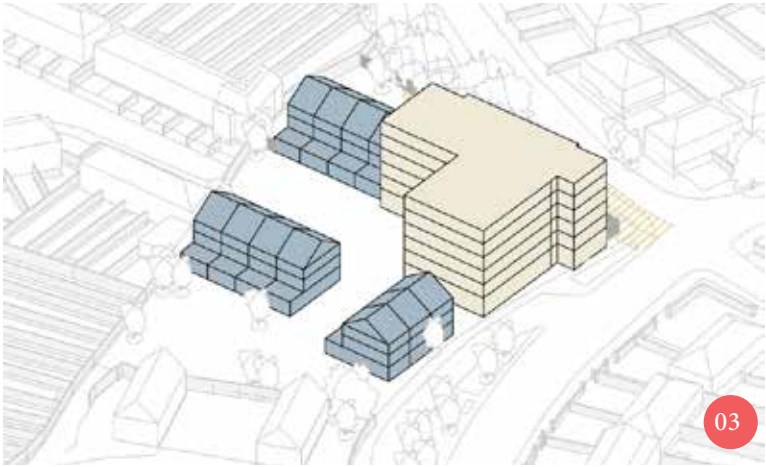
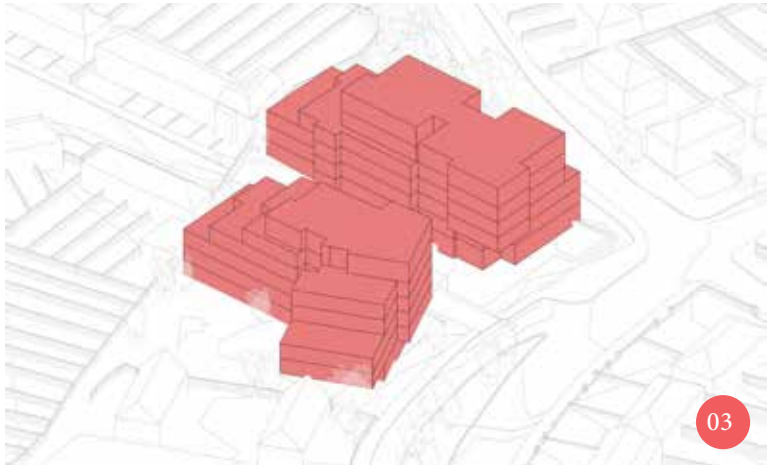
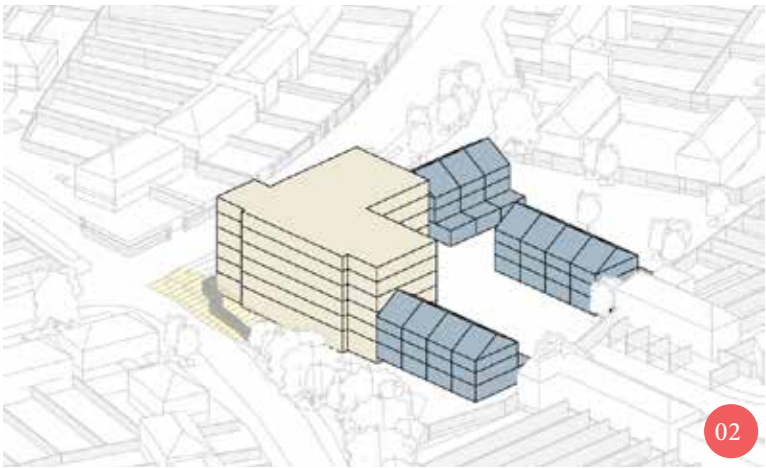
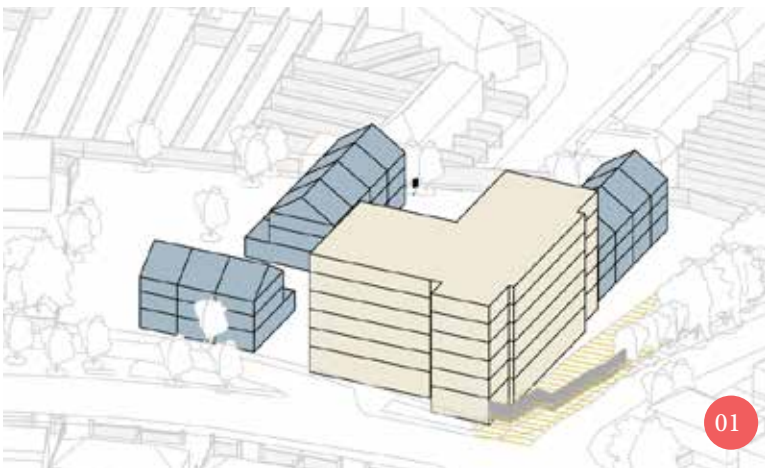
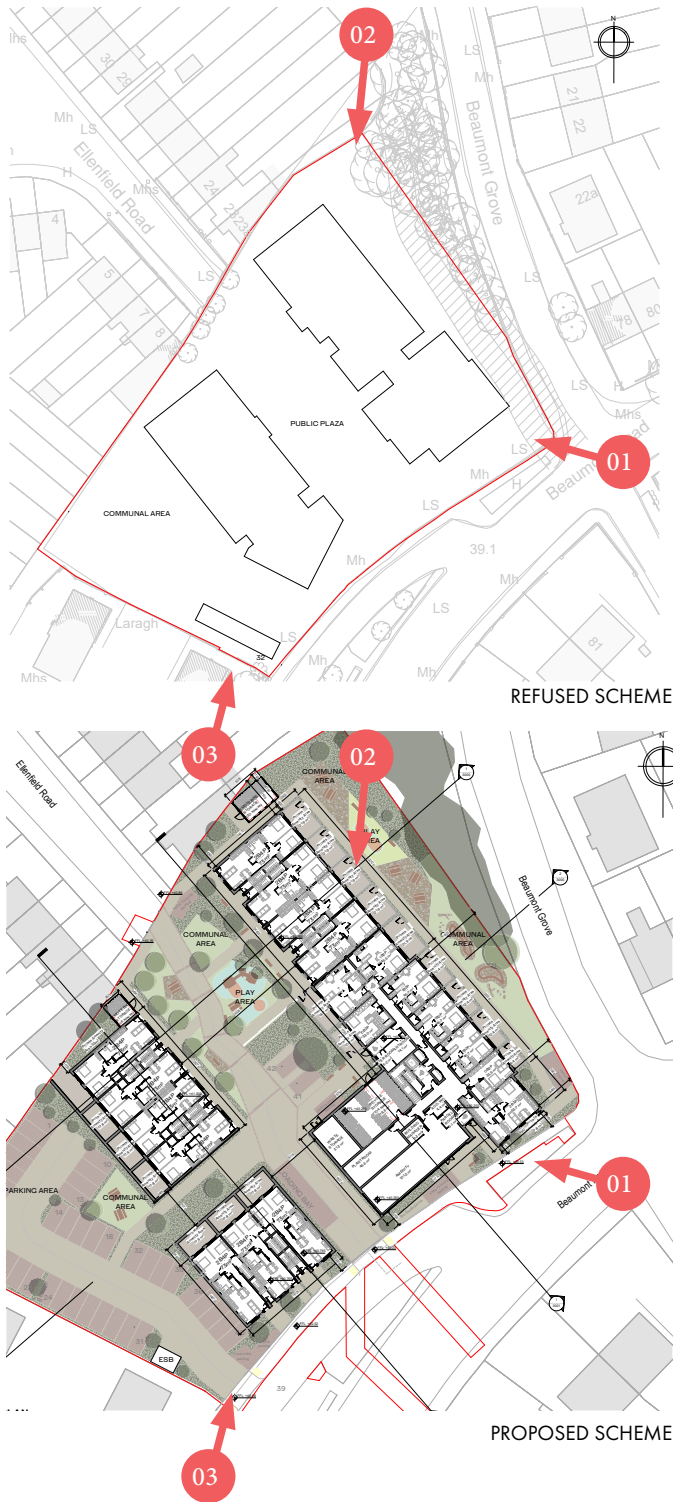
PROPOSED DEVELOPMENT

The proposed development acknowledges the surrounding context and provides for appropriate setback to address any adverse impact to the surrounding area. The scheme has been carefully designed to respect the established residential character of the area. The building form has been modulated to reduce visual impact, with stepped heights, articulated façades and appropriate separation distances provided to protect residential amenity. In this way, the development seeks to balance the need for additional housing with sensitivity to its suburban context, ensuring consistency with the principles of proper planning and sustainable development.

2.5 Site - Planning History

BEAUMONT ROAD - RECENT LOCAL PLANNING HISTORY

On this page is a comparative study of rejected planning permissions in the locality and their comparative massing with the proposed scheme. The proposed development is far smaller, in both scale and massing, and therefore has regard to its immediate context, whilst providing a suitable density and scale of development on this infill and brownfield site.



REFUSED SCHEME

PROPOSED SCHEME

3 DEVELOPMENT PROPOSAL

3.1 Design Approach

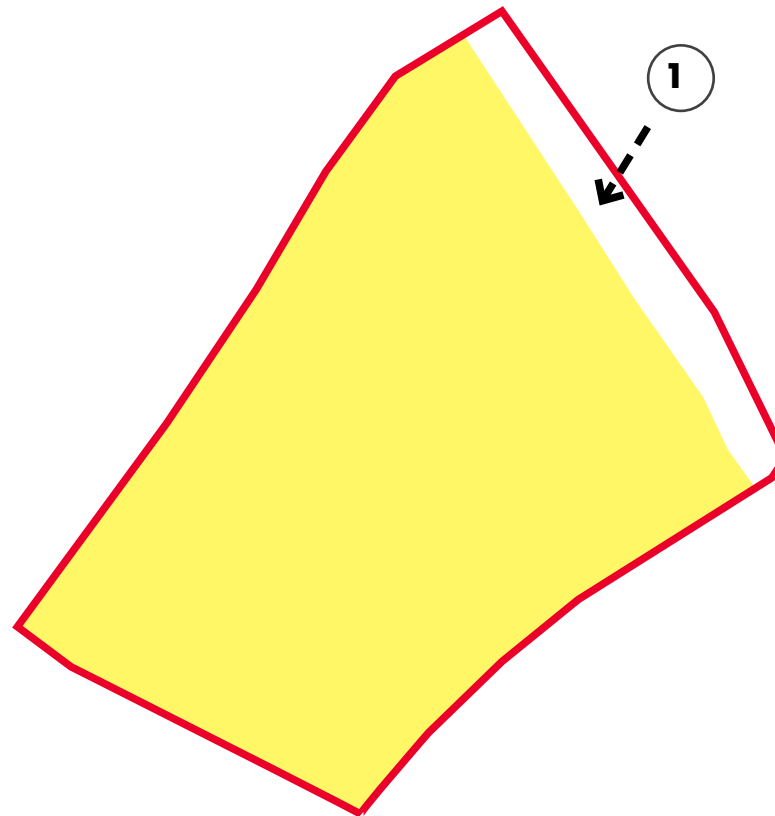
BUILDING FORM

A number of factors along the boundaries of the site, have a direct impact on the form and massing of the development, and the submitted design has been positioned on the site to respond to these factors.

1. Underground services strip
2. Existing mature trees
3. Existing residential neighbourhood
4. Communal open space

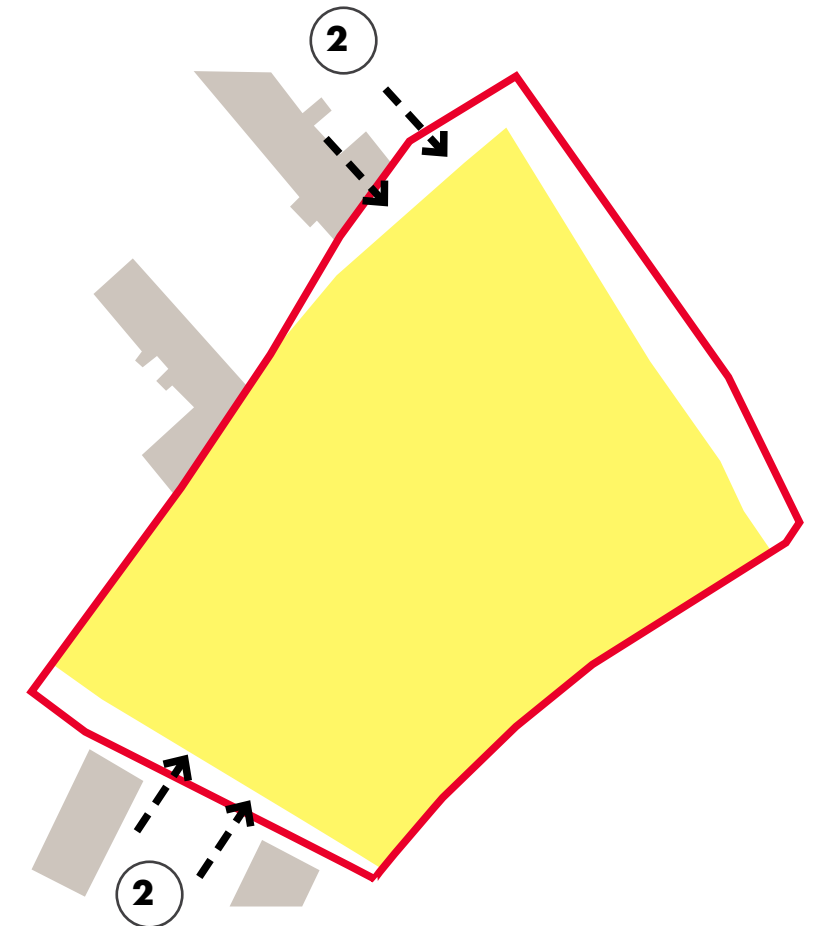
1. UNDERGROUND SERVICES STRIP

The proposed massing has been set back from Beaumont Grove due to underground services strip. This strip cannot be developed with permanent structures.



2. EXISTING RESIDENTIAL NEIGHBOURHOOD

The proposed massing has been set back from adjacent residential buildings. The northern elevation of the proposed development is significantly setback from the existing gable at Ellenfield Road No. 23b to assist in mitigating any overlooking issues. The same has been done to south-west and Grace Park Court buildings.

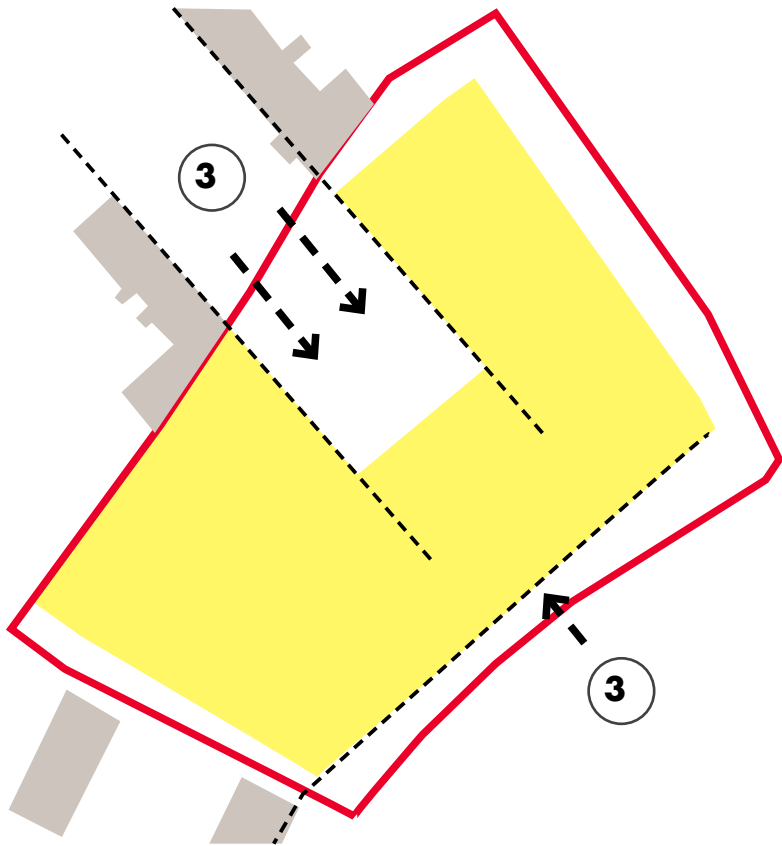


3.1 Design Approach

3. EASTERN BOUNDARY

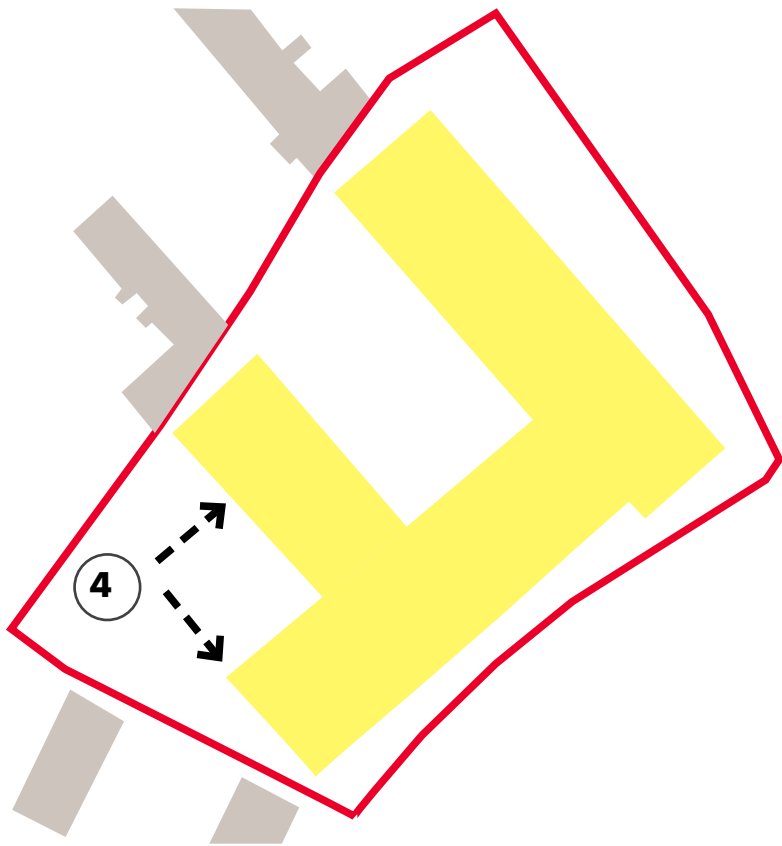
In order to maintain a distance to facilitate construction of the proposed development, the mass of the proposal has been generally set back along Beaumont Road boundary.

To properly address the residential use, the proposed massing has been set back from Ellenfield road to maintain the existing 'end of terrace' condition.



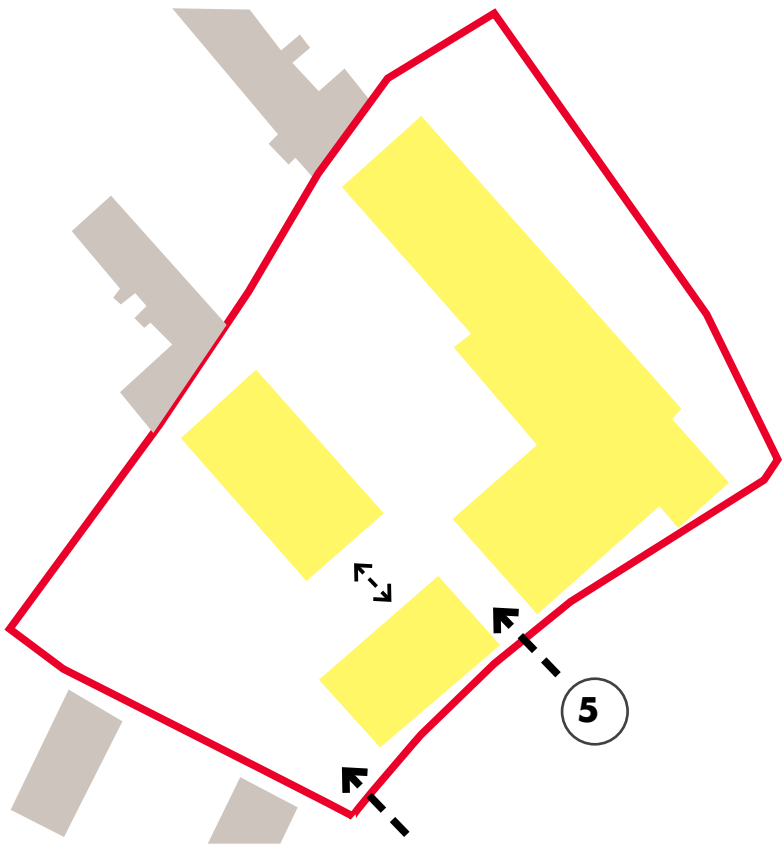
4. OPEN SPACE

In order to maximise the amount of openspace provided by the development, the east edge of the building has been squared to create a communal space beyond.



5. SITE ENTRANCE

Finally, the south edge of the building has been split to create an entrance way to the internal road and communal space beyond.

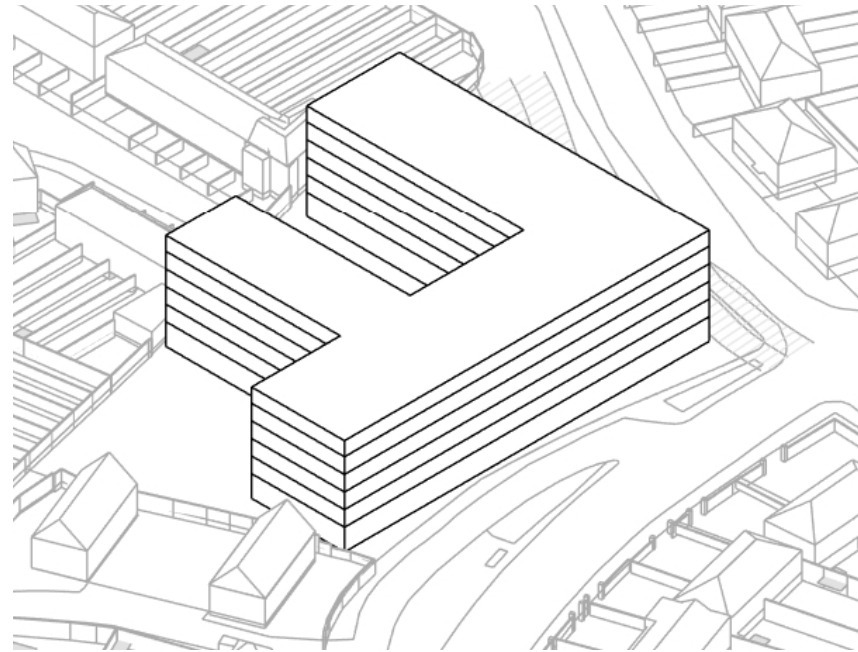


3.1 Design Approach

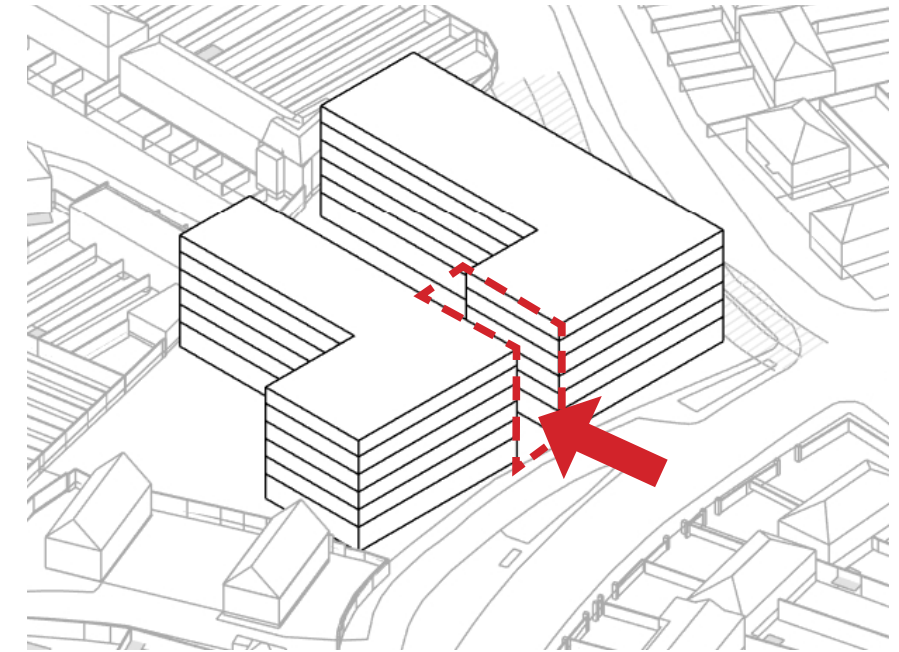
BUILDING MASSING

The adjacent series of diagrams builds on the preceding building footprint diagrams, to illustrate how the massing of the development has been developed in order to address the adjacent context.

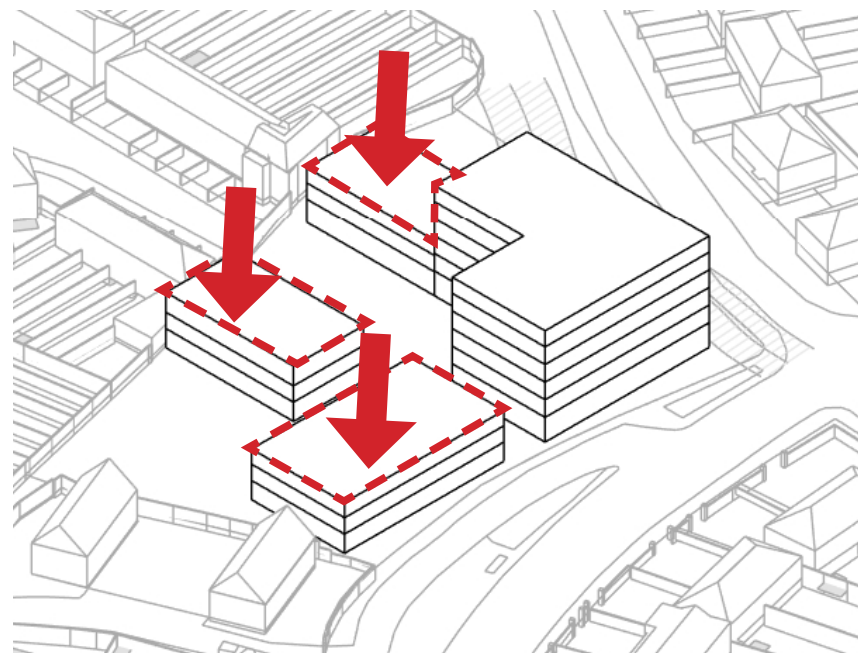
Diagrams indicating developments in the immediate locality of the application site is provided for context purposes. The purpose of this diagram is to illustrate the contextual height, scale and massing being proposed in the immediate area, so as to underline the comparable appropriateness of the massing proposed for the application site.



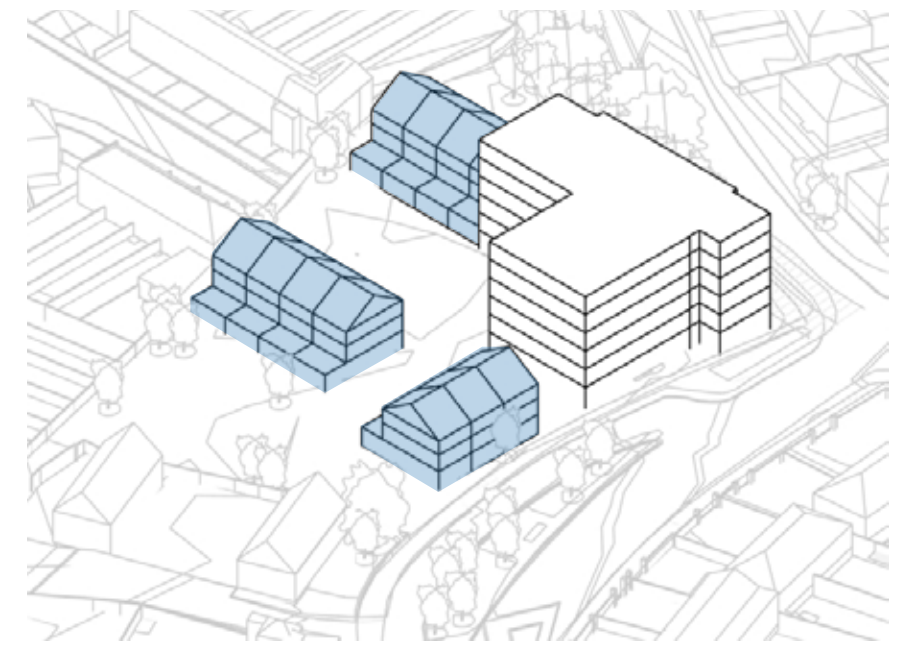
1. The massing of the site was raised as a block to illustrate bulk and massing of a 'base' scenario



2. At its centre, the mass was split to maximise potential aspect for the residents and to create an entrance way to the internal road and communal space beyond.



3. Towards Ellenfield Road and Grace Park Court, the massing steps down to create a visually prominent southern blocks, while assisting with a reduction of potential overshadowing of adjacent lands.

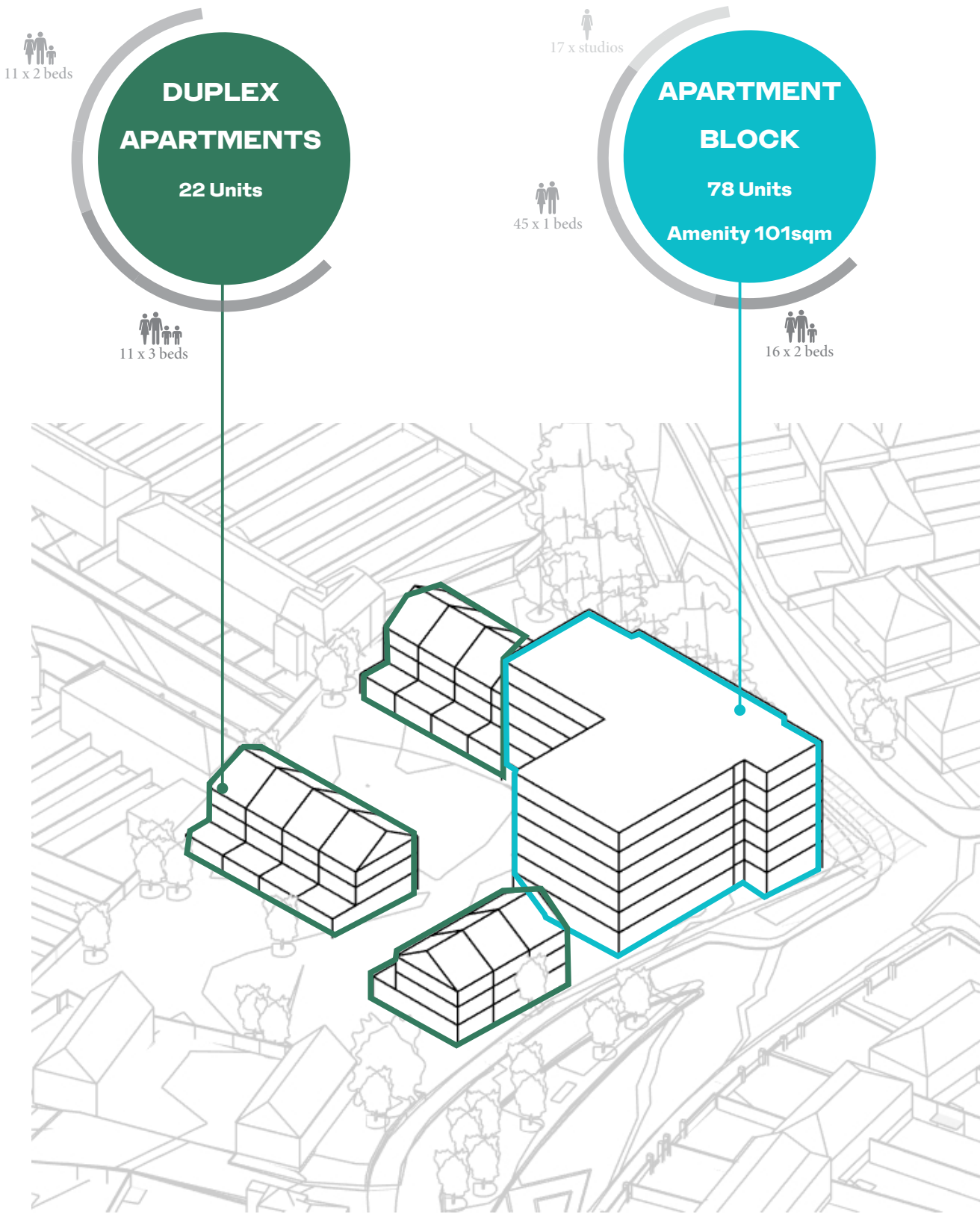


4. Further splitting massing into separate duplex apartment blocks have been added to further mitigate the risk of overshadowing, and to reduce the perception of the developments overall mass. Most noticeable the northern and eastern blocks is reduced to 3 storeys, in order to visually integrate with the residences across the Ellenfield Road and Grace Park Court.

3.1 Design Approach

SUMMARY

Studio	17	17%
1 Bed / 2P	45	45%
2 Bed / 3P	11	11%
2 Bed / 4P	16	16%
3 Bed / 5P	11	11%
Total Residential Units	100	



3.1 Design Approach

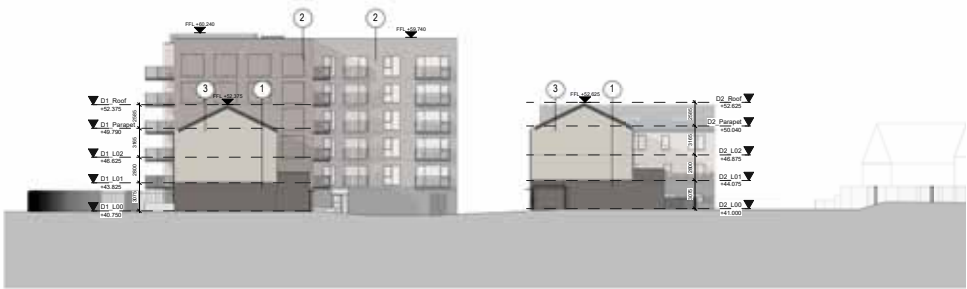
Aerial View of the Site



3.1 Design Approach



1 NORTH EAST
1:200



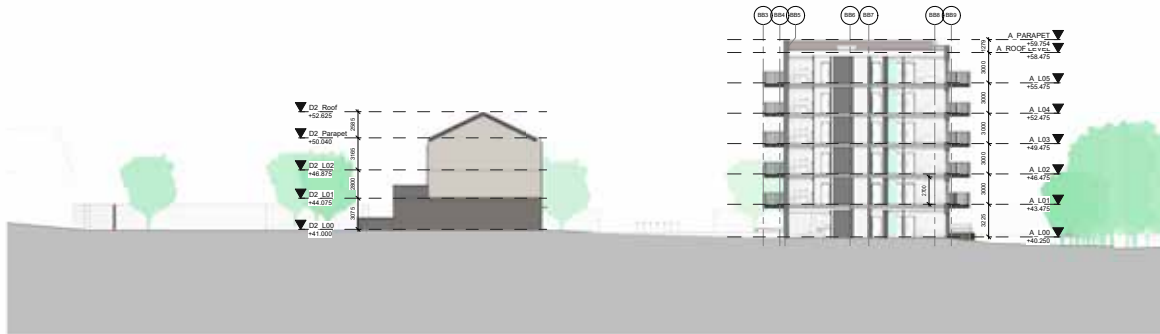
1 SOUTH EAST
1:200



2 SOUTH WEST
1:200



1 Site Section A-A
1:200



2 Site Section B-B
1:200



1 Site Section C-C
1:200



2 Site Section D-D
1:200

3.2 Building Use & Function

OVERVIEW

The proposed development consists of 78 apartment dwellings from ground to fifth floor, with Residential Amenity and plant room located on ground floor, and 11 duplex & 11 apartments in teh 3 remaining blocks, and 28 units over two levels with direct access from the street.

GROUND FLOOR ACCESS

The primary access to the development is from Beaumont Road. Currently there are no other locations to access the site from.

In the interim period, all servicing, vehicular, emergency and pedestrian access will be as shown on the adjacent drawing.

LEGEND

site boundary

Vehicle Access

Cycling Access

Fire Tender Access

Pedestrian Access



3.2 Building Use & Function

GROUND FLOOR

The ground floor provides direct access from the street to main residential core, Residential Amenity, waste storage and various plant elements in apartment block

To the north east side of the apartment building, the main internal cycle store and secondary residential entrance are located. The remaining 22 no. duplexes and apartments over two levels are all accessed through the slip road or internal road and communal space beyond.

Additional exeternal bicycle storage is located to the northern rear part of the site, either side of the internal road.

LEGEND

▲

apartment block entrance

▲

own door apartments entrance



Proposed Ground floor plan

3.2 Building Use & Function

TYPICAL RESIDENTIAL FLOOR

The majority of residences in the development (excluding the own door two level duplex apartments at ground & first floor), are accessed via one vertical core in the apartment building.

These core is located in the middle of a central corridor, as marked in red on the adjacent drawing. 100 % of residences have been provided with private amenity balconies/terraces, which are generally accessed from the living rooms of each dwelling.



Proposed First floor plan

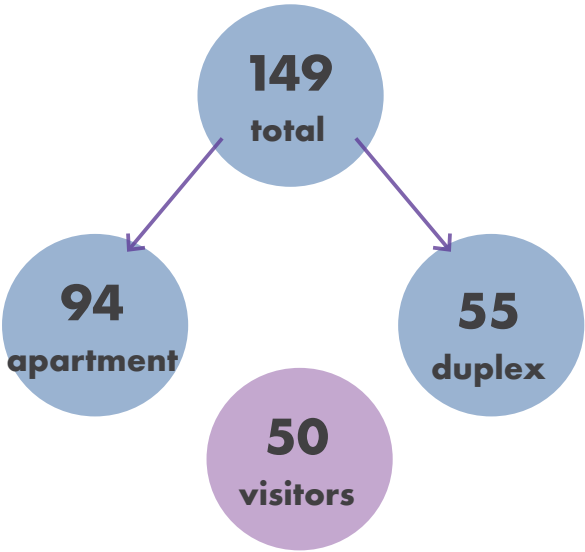
3.2 Building Use & Function

BIKE PARKING AND STORAGE

Key Design Considerations

- 1 residents’ parking space per bedroom
- 1 visitors’s parking space per 2 apartments

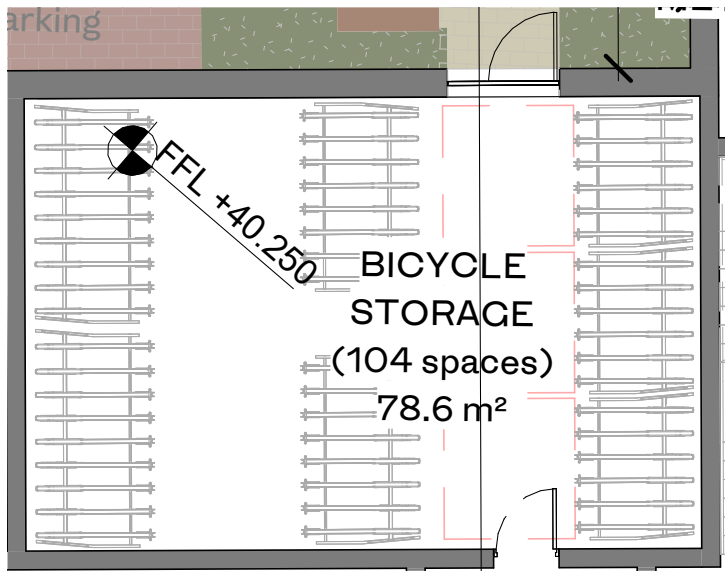
BIKE STORAGE REQUIRED				100 units
unit		no. per unit	number of units	TOTAL m2
STUDIO		1	17	17
1 BED		1	45	45
2 BED		2	16	32
3 BED		3	0	0
RESIDENTS' BIKE PARKING - APARTMENTS				94
2 BED		2	11	22
3 BED		3	11	33
RESIDENTS' BIKE PARKING - DUPLEXES				55
TOTAL				149
VISITORS' BIKE PARKING				50



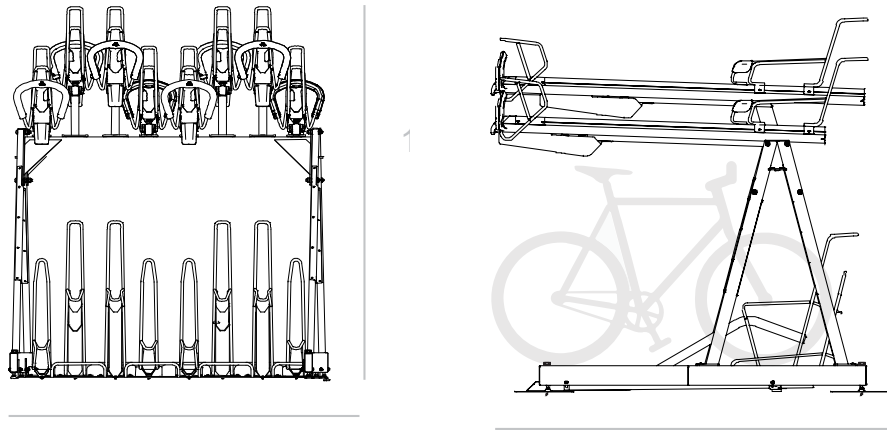
3.2 Building Use & Function

BIKE PARKING AND STORAGE

Residents and visitors will have secure bike storage available to them in the apartment building and to the rear of the site, in two secure bicycle lock ups either side of the through road. 2 tier bike racks will give efficient and easy to access option for patrons.



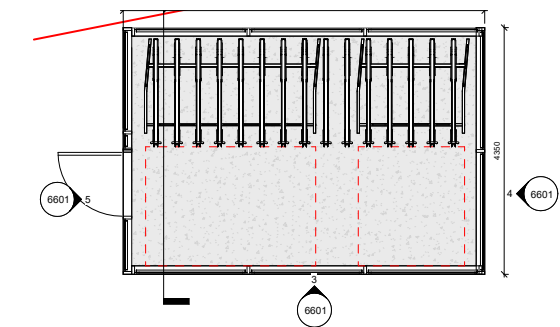
Bike Storage at Ground Floor



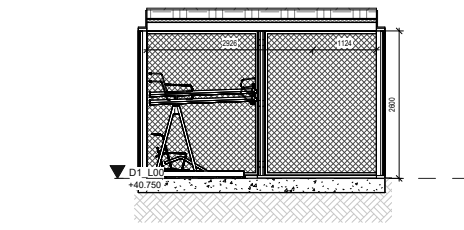
Bike Racks



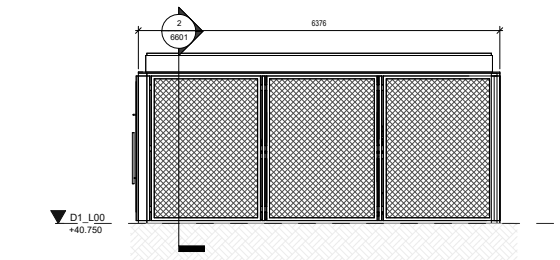
Bike Racks



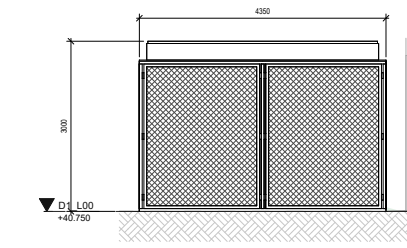
1 Typical Secure Bicycle Lockup Plan 1:50



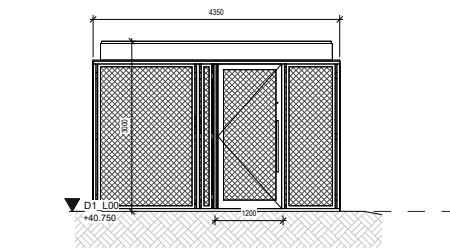
2 Typical Secure Bicycle Lockup Section 1 1:50



3 Typical Secure Bicycle Lockup Elevation 1 1:50



4 Typical Secure Bicycle Lockup Elevation 2 1:50



5 Typical Secure Bicycle Lockup Elevation 3 1:50

External Secure Bike Storage

3.3 Materials & Finishes

MATERIALS & COMPOSITION

The proposed design intends to set the palette for the facades to six materials, as indicated here.

Two types of brickwork are proposed in order to stay in keeping with the existing brick of surrounding context. The brickwork mass along the Beaumont Road elevation is proposed to broken with a sand cement render or similar vertical strup. This will offer serve to emphasis the brick elements.

High quality insulated glazing is proposed to all facades.

Balconies will be coloured metal finished and present a coloured metal soffit to viewers.



Insulated Glazing



DARK BROWN/BLACK BRICK



BROWN BRICK



LIGHT RED BRICK



BALCONIES



DARK MORTAR & RENDER



SAND CEMENT RENDER



BLACK ALUMINIUM WINDOW FRAMES, SPANDREL PANELS, & BALCONIES

3.3 Materials & Finishes

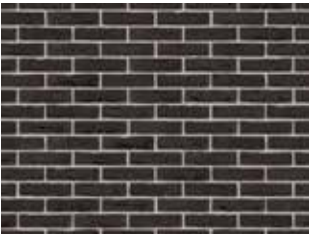
MATERIALS & COMPOSITION

The facades are broken down with the use of subtle brickwork detailing. This helps to break down the mass and create interest on the facade. Careful consideration has gone in to how these features are set out, how they interface with masonry support systems, fire stopping systems, venting to facade and balcony placements.

The brickwork detailing features are as follows:

Staggered coursing between windows. This is a simple stretcher bond coursing that staggers max 18mm between courses.

Brick Type 2
Brick Type 1
staggered brick detail
Brick Type 1
Brick Type 3



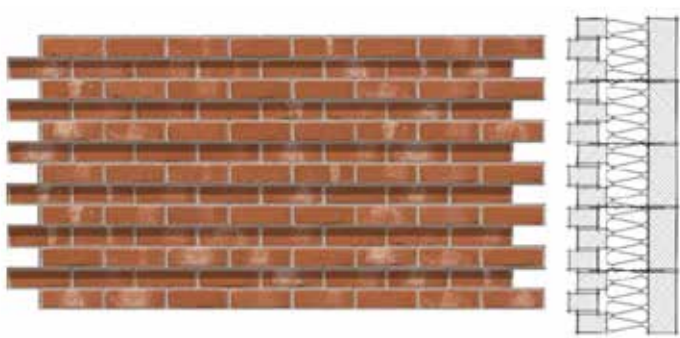
Brick Type 1
Supplier: Vandersanden
Prodcut: Midnight Blue or similar



Brick Type 2
Supplier: Vandersanden
Prodcut: Lithium or similar



Brick Type 3
Supplier: Vandersanden
Prodcut: Oakdust or similar



3.3 Materials & Finishes

MATERIALS & COMPOSITION

Similar facades brickwork detailing is used on townhouses. This helps to break down the mass and create interest on the facade.



Brick Type 1
Supplier: Vandersanden
Prodcut: Midnight Blue or similar



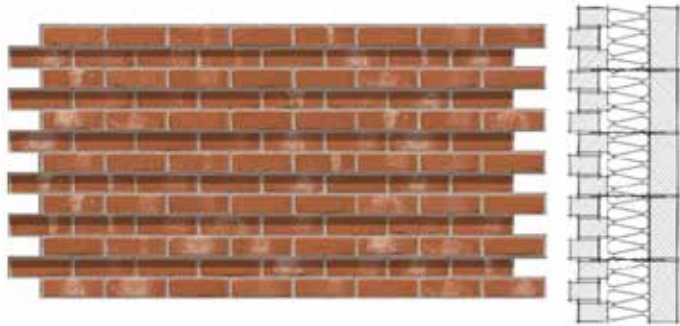
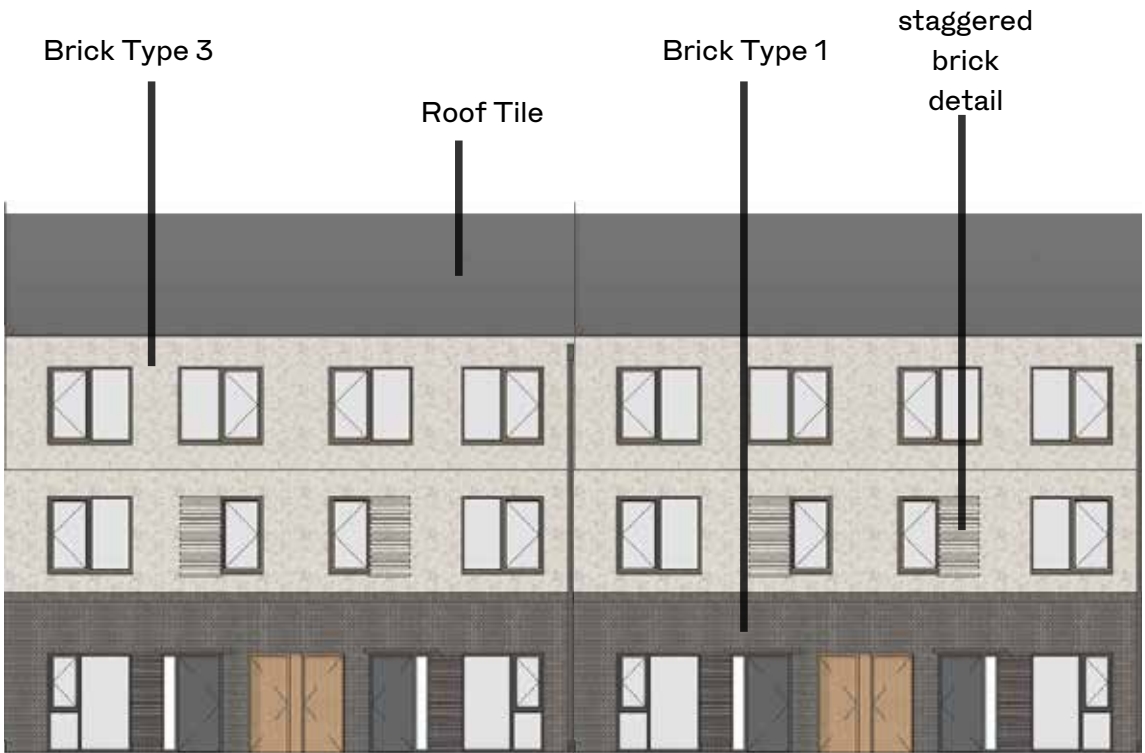
Brick Type 2
Supplier: Vandersanden
Prodcut: Lithium or similar



Brick Type 3
Supplier: Vandersanden
Prodcut: Oakdust or similar



Roof Tile



3.4 Streetscape & Landscape

DESIGN APPROACH

The existing site is not accessible, with a fence presenting onto the majority of the Beaumont Road frontage and tall wall to Ellenfield Road.

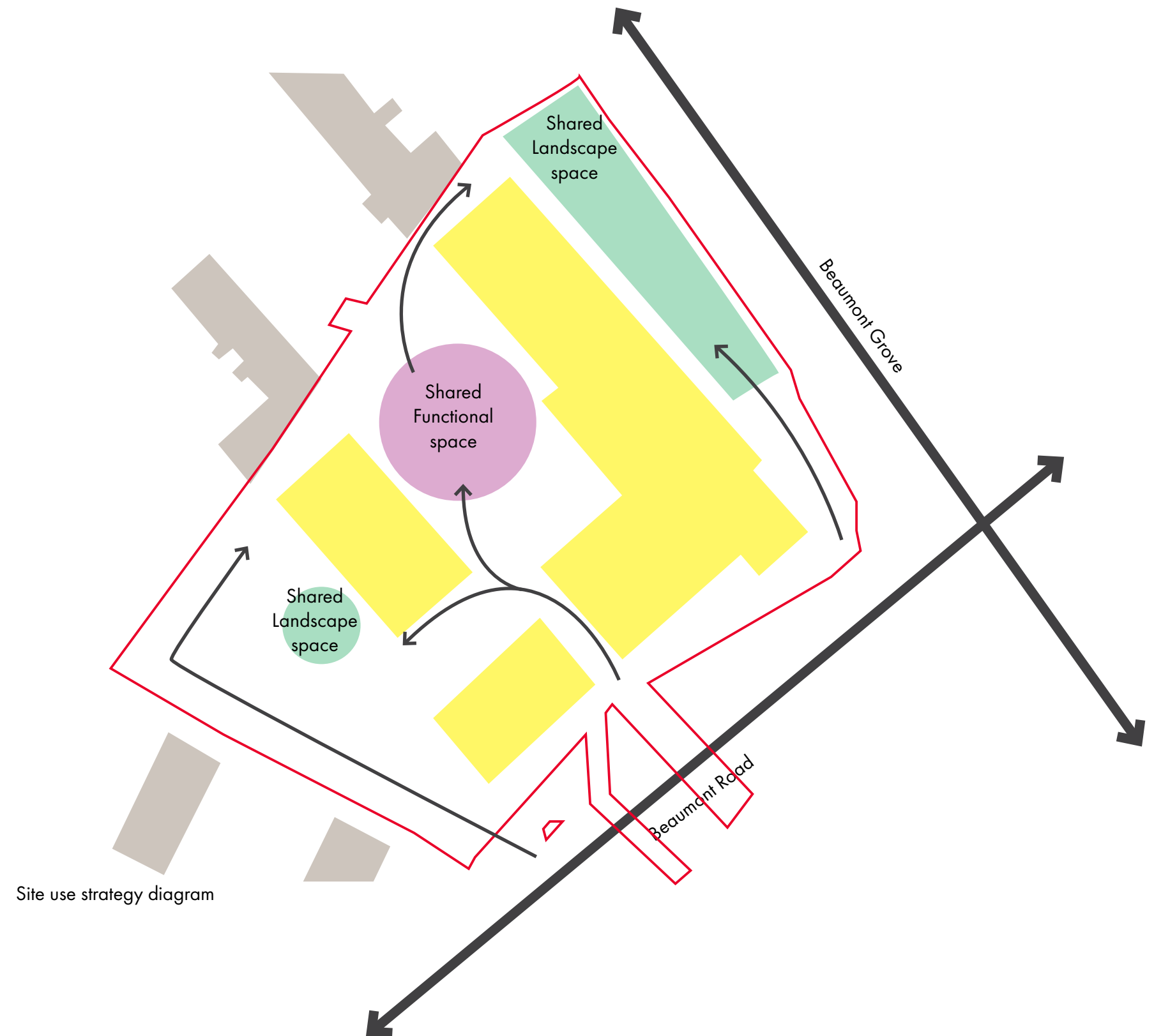
The design approach propose creating a visually open and inviting landscape. The intended mixed mode hardscape area between proposed buildings is intended to act as the main shared functional area. This portion of the site will allow for refuse removal, set down for deliveries, general maintenance and select vehicle parking. This area will be improved by the addition of high quality shared surface paving, with a colour mix indicating vehicle movement surfaces, pedestrian surfaces and plant permeable paving along the site boundary.

To the west of the site, the majority of vehicle parking will take place alongside the substation. This design approach minimises traffic through the main thoroughfare , giving the space to pedestrians.

To east part of the site is proposed to act as main shared landscape area with trees and other planting to soften the space, and childer play ares to create an enjoyable setting for both residents and visitors.



Precedent image of shared surface - Marmolade Lane, London



3.4 Streetscape & Landscape

DESIGN APPROACH

Within the site boundary along Beaumont Road the design seeks to create a broader public realm space. This is to be achieved by installing a tree lined footpath, effectively doubling the trafficable footpath along the street.

This area will be interspersed with trees and other planting to soften the space, and create an enjoyable setting in front of the proposed Amenity space on the ground floor.

Taken together, it is submitted that these combined proposals will significantly alter and improve the public realm of Beaumont Road.

PRIVATE AMENITY SPACE

100% of dwellings in the proposed development will benefit from a private amenity space, in the form of a balcony or terrace, and a screened external area at ground floor level. The size of each of these private amenity spaces as indicated in these proposals meet or exceed the required minimum as set out in Appendix 1 and Section 3.35 to 3.39 of the Sustainable Urban Housing: Design Standards for New Apartments (2025) for details.

Proposed landscaping overview

Table 15-4: Public Open Space Requirements for Residential Development

Landuse / Zoning	Requirement (minimum)
Residential development (Z1, Z2, Z3, Z4, Z5, Z6, Z8, Z10, Z14)	10%

