

An
Coimisiún
Pleanála


Direction
CD-020144-25
ABP-322149-25

The submissions on this file and the Inspector's report were considered at a meeting held on 07/07/2025.

The Commission decided to refuse permission, generally in accordance with the Inspector's recommendation, for the following reasons and considerations.

Planning

Commissioner:


Paul Caprani

Date: 07/07/2025

DRAFT WORDING FOR ORDER

Reasons and Considerations

1. The spiral ramps are part of the architectural heritage of Dublin Airport and form a visually dominant part of the existing approach to Terminal 1 by reason of their scale and character. Objective DAO26 (Development within Dublin Local Area Plan Lands) of the Fingal Development Plan 2023-2029 seeks to ensure all development will be of a high standard to reflect the prestigious nature of an international gateway airport. It is considered that the demolition of the spiral ramps would diminish the visual amenity on approach to Terminal 1 and expose the crude architectural detailing of the existing structures to the rear of the spirals including the prominent vertical infrastructure elements of the energy centre currently screened by the spiral car park ramps and as such would erode the character of the area and the quality of built the environment on

approach to the site and combined with the loss of distinctive spiral access ramps , which the Commission consider to be of architectural and technical interest, would reduce the visually amenity of the area and would, therefore, be contrary to Objective DMS0190 (Structures Contributing to Distinctive Character) and Policies HCAP8 (Protection of Architectural Heritage), HCAP22 (Retention and Reuse of Existing Building Stock), HCAP25 (Retention of Historic Fabric) of development plan.

2. The spiral access ramps were constructed as part of the new terminal building (Terminal 1) in 1972, and their concrete finish reflect a distinctive architectural look typical of the brutalist period. Notwithstanding, the fact that the spiral ramps are not a Protected Structure, it is considered that the ramps are of technical and architectural merit by virtue of their brutalist design, associated concrete construction and their unique architectural form and shape which reflect a distinctive feature adjacent to the Terminal 1 building. Therefore, in the absence of evidence and appropriate rational or justification, the proposed demolition of the spiral ramps is considered contrary to Policies HCAP8 (Protection of Architectural Heritage), HCAP25 (Retention of Historic Fabric) and Objective DMS0256 (Retrofitting and Re-Use of Existing Building's) as they relate to protection of architectural heritage including the 'recognition of structures and elements with no specific statutory designation' of the Fingal Development Plan 2023-2029. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

Note: The Commission considered the inspector's first reason for refusal and agreed that the Structural Report accompanying the application did not identify any significant structural concerns to warrant demolition of the spiral ramps. The Commission also noted the inspectors concerns that the demolition would result in significant embodied carbon emissions, which would fail to support the transition to a low carbon society. However the Commission considered that this constituted a new issue and having regard to the substantive reasons for refusal, the Commission decided not to pursue this matter.