



An
Coimisiún
Pleanála

Direction
CD-020980-25
ACP-322802-25

The submissions on this file and the Inspector's report were considered at a meeting held on 16/10/2025.

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

Planning

Commissioner:

Eamonn James Kelly

Date: 16/10/2025

Eamonn James Kelly

DRAFT WORDING FOR ORDER

Reasons and Considerations

1. Having regard to the restricted nature and prominent location of this corner site, it is considered that the proposed development, by reason of its scale, massing and form of the development, its relationship to adjacent properties and the inadequate access and servicing arrangements, would represent overdevelopment of an infill site, would be visually obtrusive on the streetscape and would detract from the character and visual amenity of the area. The proposed development would contravene Policy SC17 (Building Height) and the performance criteria set out in Table 3 of Appendix 3 of the Dublin City Development Plan 2022–2028 and would seriously injure the

amenities of the area. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

2. Having regard to the suburban location of the site and the non-provision of car parking for both residential and commercial uses alongside inadequate access and servicing arrangements, it is considered that the proposed development would be likely to give rise to unacceptable levels of overspill and haphazard parking on adjacent heavily-trafficked roads and bus corridors, would seriously injure the amenities of the area and would endanger public safety by reason of traffic hazard and obstruction of pedestrians, bus services and other road users. It is considered that the proposed development would be contrary to Policy SMT27 of the Dublin City Development Plan 2022-2028 which requires, inter alia, the provision of sustainable levels of car parking and car storage in residential schemes and the safeguarding of the residential parking component in mixed-use developments. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.