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**Planning and Development Acts 2000 to 2022**

**Planning Authority: Dublin City Council**

**Planning Register Reference Number: 4865/22**

**APPEAL** by Woodberry Printing Limited care of Hughes Planning and Development Consultants of 85 Merrion Square, Dublin against the decision made on the 10<sup>th</sup> day of November, 2022 by Dublin City Council to refuse permission.

**Proposed Development:** Demolition of all existing warehouse/factory/office buildings and all associated ancillary outbuildings and structures located on site and the removal of the existing vehicular entrance via Broombridge Road. Construction of a mixed-use development comprising 14 number retail/commercial units (2,899.66 square metres), a hotel (9,084.24 square metres), a creche (343.5 square metres), office/remote working/co-working space (44,334.85 square metres) and 304 number residential apartments (71 number one-bedroom, 130 number two-bedroom and 103 number three-bedroom) within four number principle blocks (Blocks A-D) ranging in height from two to 16 storeys over-basement level parking/plant area. Block A comprises a 12-storey over-basement level (basement 1) building which includes four number retail/commercial units at ground floor level and office space from first to eleventh floor level; Block B comprises a two to 10-storey over-basement level (basement 1) building which includes seven number retail/commercial units at ground floor level with office space also included from ground to ninth floor level; Block C comprises an eight to 11-storey over-basement level (basement 2) building which includes 18 number residential

apartments, three number retail units and a creche at ground floor level with an additional 286 number apartment unit from first to tenth floor levels. Each apartment will benefit from access to private amenity space in the form of a balcony on all elevations and communal amenity space at surface level. Block D comprises a 16-storey over-basement level (basement 2) building which includes a hotel (100 number rooms - inclusive of double/triple/family rooms) from ground to sixth floor level and thirteenth to fifteenth floor level with restaurant, bar, reception area and ancillary services room at ground floor level and gym, meeting, conference room and staff rooms at first floor level and recreational areas (spa/pool/games room/multi-purpose hall) at thirteenth to fifteenth floor level. Block D will also include office space from seventh to twelfth floor level. The entire basement level (basement 1 and 2) will comprise a total of 296 number carparking spaces (inclusive of 16 number accessible spaces), 44 number motorcycle parking spaces, 848 number bicycle parking spaces and 30 number cargo bicycle parking spaces to serve the overall development together with plant, storage, refuse storage and ancillary rooms. Basement 1 is accessed via Broombridge Road and basement 2 is accessed via Boyne/Moyle Road. Provision of a new undercroft vehicular/pedestrian/cycle access from Broombridge Road, new pedestrian and cycle connections onto Broombridge Road through the western site boundary, new pedestrian connection onto the Royal Canal through the southern site boundary, a covered street providing an east-west connection through the site and continued use of the existing vehicular/pedestrian/cycle access from Boyne Road to the east. Bicycle parking (192 number visitor spaces) will be provided at surface level and a taxi area (for drop-off/pick-up) will be provided to the front of Block D. All associated site and infrastructural works, including foul and surface water drainage, hard and soft landscaping, refuse stores and plant rooms, internal footpaths and roads, lighting, signage, ESB substations, public and communal opens space, necessary to facilitate the development. The application is accompanied by two site layout plans, the first of which incorporates the emerging preferred route for the future Luas green line extension along the western boundary of the site; the second shows the proposed development without the future Luas route included, all at lands at Broombridge Industrial

Estate and Dublin Industrial Estate bounded by Broombridge Road to the west, the Royal Canal/Royal Canal Way to the south and Boyne Road/Moyle Road to the east comprising of the following buildings: Colorman Premises – Colorman, Unit 1, Broombridge Industrial Estate, Broombridge Road, Dublin, unnamed building to south of Unit 1, Units 13-14, Unit 17, Broombridge Industrial Estate, Broombridge Road, Dublin, Unit 6, Boyne Road, Dublin Industrial Estate, Dublin, and unit numbers 72 and 73, Moyle Road, Dublin Industrial Estate, Dublin.

## **Decision**

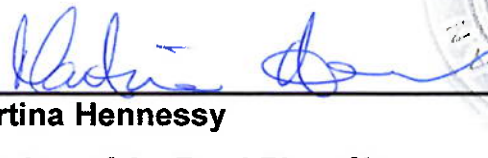
**REFUSE permission for the above proposed development for the reasons and considerations set out below.**

## **Reasons and Considerations**

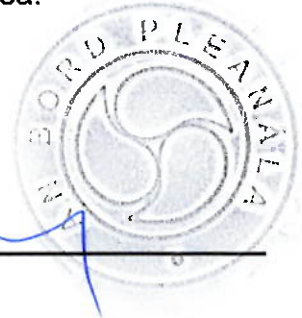
1. Having regard to the preferred route for the extension to the Luas Green Line, it is considered that the proposed development would be premature pending the finalisation of the design for the Luas extension and bridge/viaduct alignment. In the absence of sufficient and appropriate information regarding the interaction between the Luas extension, route alignment, and the proposed development, it is considered that the proposed development would fail to safeguard the delivery of the extension of the Luas Green Line (Broombridge – Finglas), would be contrary to Policy SMT22 (Key Sustainable Transport Projects) of the Dublin City Development Plan 2022-2028 and would, therefore, be contrary to the proper planning and sustainable development of the area.

2. The proposed development is considered to be premature pending the preparation of a feasibility study and a local statutory plan for the Dublin Industrial Estate, as required by objective CSO1 (Feasibility Study and Local Statutory Plan for Z6 Zoned Lands at Glasnevin) of the Dublin City Development Plan 2022-2028. The proposed development, if granted, would result in piecemeal and fragmented development, lacking coherent integration with and impeding the future development potential of the surrounding area and adjacent sites, and would, therefore, be contrary to the proper planning and sustainable development of the area.

3. The proposed development, by reason of a combination of the excessive height, bulk, massing and length of the proposed buildings, would result in the overdevelopment of the site and would constitute an overly dominant, overbearing, incongruous, and monolithic form of development, which would have a significant detrimental impact on visual amenity, and would fail to successfully integrate into the existing surrounding area and public realm. The proposed development would result in an illegible form of development that would have significant implications for the successful future redevelopment of adjacent sites in terms of integration, connectivity and providing a coherent urban form. The proposed development would fail to comply with the Urban Development and Building Height – Guidelines for Planning Authorities (December 2018) and would, therefore, be contrary to the proper planning and sustainable development of the area.



**Martina Hennessy**  
**Member of An Bord Pleanála**  
**duly authorised to authenticate**  
**the seal of the Board.**



Dated this 9<sup>th</sup> day of January 2024.