

An
Coimisiún
Pleanála

Commission Order
ABP-322149-25

Planning and Development Acts 2000 to 2022

Planning Authority: Fingal County Council

Planning Register Reference Number: F25A/0011E

APPEAL by DAA PLC care of Coakley O'Neill Town Planning Limited of NSC Campus, Mahon, Cork against the decision made on the 27th day of February 2025, by Fingal County Council to refuse permission for the proposed development.

Proposed Development: Development consisting of the demolition of the two number concrete spiral ramps which provide vehicular access to the level 40 carpark and level 50 external delivery bay, and all associated ancillary works, at Terminal 1, Dublin Airport, Collinstown, County Dublin. The existing vehicular access to level 40 and level 50 will no longer be required on foot of the development permitted under planning authority register reference number F20A/0553. The proposed development will also include a modification to the architectural treatment of the eastern façade of Terminal 1, as permitted under planning authority register reference number F20A/0553.

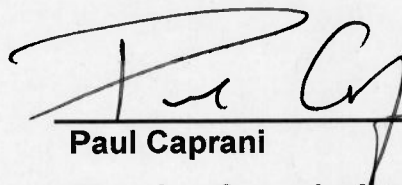
Decision

REFUSE permission for the above proposed development in accordance with the reasons and considerations set out below.

Reasons and Considerations

The Commission considered that 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.

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.



Paul Caprani

**Planning Commissioner of An Coimisiún
Pleanála duly authorised to authenticate
the seal of the Commission.**



Dated this 16th day of July 2025.