



An
Bord
Pleanála

Board Direction
PL27.248302

The submissions on this file and the Inspector's report were considered at a Board meeting held on September 18th 2017.

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

Reasons and Considerations

1. The proposed development is located in an unzoned rural area adjoining the motorway road network close to a major junction (junction 18) on the M11, which has not been identified in the National Roads Authority Service Area Policy issued in August 2014 as a suitable location for an off-line motorway service area. Furthermore, having regard to the level of planned, permitted and proposed competing proposals in close proximity to the M11, including an existing Type 2 off-line service area at junction 14 and a constructed and soon to open Type 1 on-line service area between junctions 21 and 22, it is considered that the proposed development would be contrary to national policy as set out under "The Spatial Planning and National Roads Guidelines for Planning Authorities" issued by the Department of the Environment, Community and Local Government in January 2012, which states that "a proliferation of private off-line service area facilities at national road junctions should be avoided. It is therefore important that a coordinated approach between planning authorities should be undertaken in consultation with the National Roads Authority (Transport Infrastructure Ireland) as part of the drafting of development plans". Having regard to Policy RT34 of the current Wicklow County Development Plan, which states that proposals for online and off line motorway service areas shall be considered in accordance with the

Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG, 2012) and the Policy on Service Areas (2014), and to the fact that there is no specific provision for a motorway service area at this location in the current Wicklow County Development Plan, it is considered that the proposed development would be contrary to the Ministerial Guidelines, would constitute a haphazard form of development not supported by local or national policy and would, therefore, be contrary to the proper planning and sustainable development of the area.

2. Having regard to the location of an off-line motorway service area of the scale proposed in conjunction with established commercial development on site, its accessibility in the local area, in particular from Wicklow Town, and having regard to the level of motorway service facilities established along this portion of the M11 (between junctions 14 and 22), it is considered that the proposed development would have strong potential to become a significant destination in its own right, and thereby directly divert trade away from the town due to the scale and level of services proposed on the site and the ease of accessibility of the area by car. This would be contrary to the “Spatial Planning and National Roads Guidelines for Planning Authorities”, issued by the Department of the Environment, Community and Local Government in January 2012, which seek to avoid the attraction of short, local trips or to permit a service area becoming a destination for local customers. This pattern of development would compromise the vitality and viability of the established and future plan led facilities on appropriately zoned lands within the Wicklow Town – Rathnew Development Plan 2013 – 2019 boundary, leading to disorderly unplanned retail and services development with unsustainable travel modes. The proposed development would, therefore, be contrary to the Ministerial Guidelines and would be contrary to the proper planning and sustainable development of the area.

Board Member

Date: 18th September 2017

Philip Jones