



An
Coimisiún
Pleanála

Inspector's Report PL-500364-WC-25

Development	Retention of change of use from personal use car repair shed to commercial use as body shop, panel beating and spray painting workshop from that granted in planning ref. no. 20/525
Location	Kilronane East, Dunmanway, Co. Cork,
Planning Authority	West Cork County Council
Planning Authority Reg. Ref.	24/612
Applicant(s)	Cian O'Mahony
Type of Application	Retention
Planning Authority Decision	Grant Retention with Conditions
Type of Appeal	Third Party Normal Planning Appeal
Appellant(s)	Shane and Melissa Kingston
Observer(s)	None
Date of Site Inspection	18 th February 2026

Inspector

Suzanne White

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1.0 Site Location and Description

- 1.1. The site is located in a rural area adjacent the R599. The appeal relates to a large shed which is situated in the grounds of a farm complex. There is an existing dwelling, in family ownership, located between the shed and R599.
- 1.2. The shed is accessed by way of a private laneway to the south of the dwellinghouse. There is a large entrance junction with the R599 at the end of the private laneway.
- 1.3. The area is rural in character, comprising predominantly of agricultural land. There is a quarry c. 270m to the northeast of the site. In addition to the farm dwelling in family ownership, there are other dwellings are located between 50 and 320m from the shed which is the subject to the change of use application.
- 1.4. The subject building is c.6m high, 17.6m long and c.8.1m wide. The gross floor area is stated to be 131m². The structure has two roller shutter doors to the front (eastern side), corresponding to the internal division of the unit into a panel beating area and spray painting area. The walls are formed of concrete, blockwork and corrugated sheeting. The roof is of corrugated sheeting. The subject shed is attached to a barn type structure, part of which enclosed to form another shed.

2.0 Proposed Development

- 2.1. Permission is sought for retention of the change of use of a shed from personal use car repair shed to commercial use as body shop, panel beating and spray painting workshop from that granted under ABP 309930-21 (PPA ref. 20-525).

3.0 Planning Authority Decision

3.1. Decision

The Planning Authority issued notification of a Grant of planning permission, by order dated 30th October 2025, subject to twelve conditions.

Conditions

Condition 2 restricted hours of operation to Monday to Friday 8am to 7pm.

Condition 3 requires that any end-of-life equipment or vehicles shall not be allowed to accumulate on site.

Conditions 4, 5 & 10 relate to management of waste arisings.

Condition 7 requires that a minimum of 3no. parking spaces are provided as per the submitted layout.

Condition 8 requires that operational activities on site shall not cause dust or odour nuisance to nearby properties.

Condition 9 restricts noise levels emanating from the site.

Condition 11 requires a certificate of compliance to be submitted as directed in the assessor report.

Further Information

The Planning Authority sought Further Information from the applicant on the 10th January 2025, in relation to the following matters:

- Details of compliance with the solvent and deco paints regulations, details of waste management measures and request for a noise survey to be carried out.
- Details of the applicant's full time residence, the number of persons working on site, hours of operation, management/removal of existing cars on site, ownership of cars on site and timescale for removal.
- Details of surface water drainage, water supply, wastewater and toilet facility and the location of designated parking on site.

3.2. Planning Authority Reports

3.2.1. Planning Reports

The main points of the initial Planner's Report, dated 10th January 2025 may be summarised as follows:

- The site lies within the mapped Green Belt outside Dunmanway town. No scenic amenity controls apply to the area.
- The shed is located within the general confines of an existing or old disused farmyard complex. There were many cars parked/stored within the

surrounding lands and buildings which could only be attributed to the ongoing unauthorised operations on site. The storage of these cars is not contained within any specific area on the site and this in turn makes the site unsightly.

- Lack of details regarding sewage and surface water disposal.
- The parking layout required for a minimum of 3 spaces is adequate for the proposed development.

The main points of the Planner's Report dated 28th October 2025, following receipt of further information, may be summarised as follows:

- The applicant has addressed all the requested items in the further information and the proposed retained development is considered acceptable subject to conditions.

3.2.2. Other Technical Reports

Area Engineer (10/12/2024 & 17/10/25): following receipt of further information, no objection raised subject to conditions.

Environment Reports: (06/01/2025, 10/01/2025, 0/10/2025 & 28/10/2025): following receipt of further information, no objection raised subject to conditions.

3.3. Prescribed Bodies

No reports on file.

3.4. Third Party Observations

Five submissions were received by the Planning Authority in relation to the application. The issues raised are covered in the grounds of appeal.

4.0 Planning History

ABP 309930-21 (PPA ref. 20-525): Application by John Helen permission to retain a large, detached shed which is being used as a car repair shop for personal use this was Granted permission by ABP 309930-21.

The following conditions are of note:

2. *The use of the shed shall be related to use for domestic and farm-related storage purposes and the repair of farm machinery and for limited car repair in accordance with condition 3 below.*

3. *The following shall apply in relation to any car repair activity:*

(a) the use shall be for personal use and shall not be commercial or for profit

(b) no car paint spraying shall take place.

Reason: To provide for a limited non-commercial recreational activity carried out by a family member.

Condition 4 required a plan to be agreed for the separation of waste, while Condition 5 limited noise emanating from the site.

5.0 Policy Context

5.1. Development Plan

Volume 1

RP 5-19: Greenbelts around Settlements

(a) Retain the identity of towns, to prevent sprawl, and to ensure a distinction in character between built up areas and the open countryside by maintaining a Greenbelt around all individual towns.

(b) Reserve generally for use as agriculture, open space or recreation uses those lands that lie in the immediate surroundings of towns. Where Natura 2000 sites, Natural Heritage Areas, proposed Natural Heritage Areas and other areas of biodiversity value occur within Greenbelts, these shall be reserved for uses compatible with their nature conservation designation and biodiversity value.

(c) Prevent linear roadside frontage development on the roads leading out of towns and villages.

RP 5-31: New uses for disused or derelict farm buildings.

Encourage the sensitive refurbishment and conversion of suitable disused or derelict traditional farm buildings, built using traditional methods and materials, and other suitable historic buildings such as mills and churches, for residential purposes,

community, or commercial uses (including social enterprise) where appropriate, subject to normal planning considerations, while ensuring that the re-use is compatible with environmental and heritage protection.

EC 8-2: Employment Strategy

Support economic and employment development in appropriate locations in the Main Towns, and Strategic Employment locations and otherwise in accordance with the Employment Network of the County set out in Table 8.4.

Table 8.4:

'Other towns' (including Dunmanway): Support existing employment uses and the development of local catchment employment, particularly related to local assets, resources or opportunities.

'Rural Areas': Support existing employment uses and resource driven sectors like agriculture, fishing, minerals, renewable energy, tourism, recreation etc. Support uses that cannot be accommodated within the towns / villages where the Planning Authority is satisfied that is required due to the unique specific locational or operational requirements of the use, subject to normal planning criteria.

EC 8-13: Rural Economy

- a) Encourage employment growth in County towns to support the population of the towns and their wider rural catchments.
- b) Strengthen rural economies through the promotion of innovation and diversification into new sectors and services including to ensure economic resilience and job creation.
- c) New development in rural areas should be sensitively designed and planned to provide for the protection of the biodiversity of the rural landscape.

EC 8-14: Business Development in Rural Areas

The development of appropriate new businesses in rural areas will normally be encouraged where:

- The scale and nature of the proposed new business are appropriate to the rural area and are in areas of low environmental sensitivity.
- The development will enhance the strength and diversity of the local rural economy.

- The proposal will not adversely affect the character, appearance, and biodiversity value of the rural landscape.
- The existing or planned local road network and other essential infrastructure can accommodate extra demand generated by the proposal.
- The proposal has a mobility plan for employees home to work transportation.
- Where possible the proposal involves the re-use of redundant or underused buildings that are of value to the rural scene.
- The provision of adequate water services infrastructure; and
- Provision of a safe access to the public road network.

5.2. **Natural Heritage Designations**

The site is not located in within any European or Nationally designated sites. The nearest such sites are:

- Bandon River SAC (002171) c.0.85km to the north
- Bandon Valley South of Dunmanway pNHA (001035) c.0.8km to the northwest
- Killaneer House Glen pNHA (001062) c. 13.9km to the northeast

6.0 **EIA Screening**

- 6.1. The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development and the types and characteristics of potential impacts, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required.

7.0 **The Appeal**

7.1. **Grounds of Appeal**

One 3rd party appeal was received, from the occupiers of the nearby property to the northeast. The grounds of appeal can be summarised as follows:

- The premises has operated as a commercial car repair and spray-painting business serving multiple clients for more than six years. This is a material change of use from the original application. The use has been misrepresented and intensified without proper planning or environmental oversight.
- There is a pattern of reactive compliance. The applicant carries out minimal adjustments when contacted by the Council, not addressing the ongoing issues experienced by neighbours. Repeated breaches show that the conditions attached by the Council are ineffective and unenforceable. The operator continues to work outside the permitted hours set out in the permission granted 30th October 2025.
- The site is within the Dunmanway greenbelt zone. The subject use is inconsistent with the intended use of this zone, materially harming the rural character, generating pollution and adversely affecting neighbouring properties.
- The use being carried out is of greater intensity than described in the application form i.e. there is at least one other person working on site alongside the applicant.
- Significant loss of amenity caused by the continuous solvent odours. Concerns for health and wellbeing of neighbouring occupiers. The Council's decision did not include adequate requirement to prevent fumes from leaving the premises.
- Question whether the applicant holds a valid Certificate of Compliance for vehicle refinishing, required under S.I. No. 564 of 2012.
- The industrial-type activity is inappropriate and visually intrusive in the rural green belt area of Dunmanway. Multiple vehicles parked around the site are visible from the road.
- The site is located on a dangerous corner where sightlines are limited. This is a traffic hazard, particularly given the level of activity on site.

- The planning authority did not fully consider the cumulative environmental effect of spray-painting operations, solvent emissions and extended working hours in a rural residential setting.

Appendices attached to the grounds of appeal include a schedule of comings and goings observed on site during November 2025 and December 2023 to May 2024 and a map of the greenbelt around Dunmanway.

7.2. Applicant Response

The applicant's response to the grounds of appeal may be summarised as follows:

- The applicant began working in Kilronane in May 2024.
- The operation is a one-man operation with no employees.
- The number of cars accessing the workshop varies from week to week, depending on demand and the amount of damage to the vehicle.
- The assessor report was submitted to the Environmental Section of Cork County Council on 2nd October and is awaiting decision.
- A friend often visits in the evening.
- The site access has existed for hundreds of years. An established business previously operated using this entrance and employed many workers. Not all traffic entering the site is related to the workshop. Two farmers rent portions of the land, there is a right of way for another landowner and the applicant's family also use the entrance.
- The applicant's working hours are Monday to Friday from 8/9am to 7pm. Other activities are carried out on site which are not related to the workshop e.g. farmwork. Family often come and go at the weekends to visit the applicant's grandfather and carry out maintenance related to the farm.
- Any work related to the business is always carried out indoors in a controlled environment. Tasks cannot be undertaken outside as moisture in the air would compromise the work.
- The applicant carries out car restoration on site at the weekends as a hobby and is actively trying to improve the appearance of the site.

- Waste, including scrap metal, is stored on site and managed appropriately.
- The spray booth is up to standard for filtration and extraction. Power tools are electric as they are quieter than pneumatic tools.
- Vehicles related to the business are parked in the designated parking area. Personal vehicles are parked in a private yard not related to the business.
- The objections raised by the complainants are speculative not evidence-based.

The applicant has included as appendices: the Noise Report by MKO dated August 2025; Certificate of Compliance under Regulation 17 of the European Union (Paints, Varnishes, Vehicle Refinishing Products and Activities) Regulations 2012 valid to 04/12/2027; Waste Management Certificate relating to hazardous waste recovery; invoices from SafetyKleen and Enva relating to waste management services.

7.3. **Planning Authority Response**

None.

7.4. **Observations**

None.

7.5. **Further Responses**

None.

8.0 **Assessment**

Having examined the application details and all other documentation on file, including all of the submissions received in relation to the appeal, the reports of the local authority, and inspected the site, and having regard to relevant local/regional/national policies and guidance, I consider that the main issues in this appeal are as follows:

- Principle of development
- Impact on adjoining residential amenity
- Impact on the visual amenity of the area

- Traffic, access and parking

I note that consideration was given to other relevant matters as part of the Local Planning Authority's assessment of the application, including surface water management, waste management and wastewater disposal. The Planner's Report considered that the proposed development was acceptable in reference to the objectives of the Development Plan regarding these matters, subject to conditions, and I concur with that assessment.

I note some of the issues raised by the appellant in their grounds of appeal relate to non-compliance with planning conditions attached to the existing permission on site, ABP-309930-21. The matter of enforcement falls under the jurisdiction of the planning authority and I have not, therefore, considered these issues as part of my assessment below. The grounds of appeal also query whether the applicant has a valid certificate of compliance for vehicle refinishing, required under the European Union (Paints, Varnishes, Vehicle Refinishing Products and Activities) Regulations 2012 (S.I. No. 564). The issue of compliance with these regulations will be determined under a separate legal code and thus need not concern the Commission for the purposes of this appeal.

8.1. Principle of development

- 8.1.1. The proposed development relates to the use of an existing farm shed as a commercial car body shop, panel beating and spray painting workshop. The extant permission ABP-309930-21 provided for the use of the shed for car repair for personal use. The applicant in that case was the current applicant's grandfather, John Helen. Conditions attached to that permission provided that the use of the shed was limited to domestic and farm-related storage, the repair of farm machinery and for limited car repair use not for profit and that no spray painting was carried out.
- 8.1.2. The Planner's Reports for this application do not refer to the economic development policies of the Development Plan. Their assessment is primarily focused on the environmental impacts of the proposed development, particularly noise, fumes, parking, waste management and impacts on residential amenity.
- 8.1.3. Objective EC8-2 'Employment Strategy' of the County Development Plan seeks to support economic and employment development in appropriate locations in the Main

Towns, and Strategic Employment locations and otherwise in accordance with the Employment Network of the County set out in Table 8.4. The application site is located within a rural area. In respect of 'Rural Areas', Table 8.4 seeks to support existing employment uses and resource driven sectors like agriculture, fishing, minerals, renewable energy, tourism, recreation etc and those uses that cannot be accommodated within the towns / villages due to their unique specific locational or operational requirements. The proposed use to be retained does not rely on rural resources and I do not consider that there are any other locational or operational reasons that the subject use could not be accommodated within a town or village, noting that many car repair garages operate in urban areas. I note also Objective RP 5-19, relating to Greenbelts around settlements, which seeks to reserve these areas generally for use as agriculture, open space or recreation use. The proposed use is industrial in nature and would not therefore be in line with the uses reserved for greenbelts. I therefore consider that the proposed development would be contrary to Objectives EC8-2 and RP5-19 of the County Development Plan 2022-2028.

- 8.1.4. I note also Objectives EC8-13 and EC8-14, relating to the rural economy and business development in rural areas, respectively, which support innovation and diversification of the rural economy and the development of appropriate new businesses in the rural area. I consider that these objectives must be read in the context of Objective EC8-2 and, therefore, any such diversification or new businesses in the rural area, must comply with the strategy set out in Objective EC8-2.
- 8.1.5. I also note Objective RP 5-31 of the Cork County Development Plan 2022-2028 which supports the conversion of suitable disused traditional farm buildings, built using traditional methods and materials, for uses including commercial uses where appropriate, subject to normal planning considerations, while ensuring that the re-use is compatible with environmental and heritage protection. The subject shed is of concrete, blockwork and corrugated sheeting. I consider it to be of modern construction, which would not fall within the description of a traditional farm buildings, built using traditional methods and materials. Therefore, the commercial use of the building would not be supported by Objective RP 5-31.
- 8.1.6. Overall, therefore, having regard to the rural Greenbelt location of the application site, to the nature of the proposed development, which relates to the change of use

of a shed from personal use for car repair to a commercial car body shop, panel beating and spray painting workshop, and to the objectives of the County Development Plan, particularly Objective EC8-2 which seeks to support the location of resource driven activities, which cannot be accommodated in settlements, in rural areas, I consider that the proposed development is contrary to the objectives of the County Development Plan, particularly Objectives EC8-2 and RP5-19. A refusal is recommended on this basis.

8.2. Impact on adjoining residential amenity

- 8.2.1. The 3rd party grounds of appeal state that the proposed development for retention causes significant loss of amenity as a result of continuous solvent odours, noise generation and extended working hours. I note that the grounds of appeal also state that the use being carried out is of greater intensity than described in the application form, as at least one other person is regularly working on site alongside the applicant. On this last point, the premises was not in operation at the time of my site visit and there was no one present. I have therefore proceeded to assess the application on the basis of the documentation on file.

Noise generation and working hours

- 8.2.2. In respect of noise, the Planning Authority sought the submission of a noise assessment as further information. The applicant submitted a noise assessment report, prepared by MKO Planning and Environmental Consultants. The noise assessment is based on noise survey results taken while machinery on site was operational and not operational. I consider the noise assessment report to be comprehensive in scope and I note that it covered the specific requirements of the Planning Authority's Environmental Officer. It concludes that most body shop operational tasks were inaudible at the noise monitoring stations and, therefore, at noise sensitive receptors. Three body shop operational activities were audible, resulting in LAeq T levels of 41-43 dB, which was lower than background levels monitored (LAeq T levels of 44-46 dB) and the EPA daytime criteria of 55dB. The report states that emissions were not impulsive or tonal in nature and were greatly influenced by traffic from the regional road R599 and birdsong.

- 8.2.3. The workshop was not operational at the time of my site visit, conducted late morning on a Wednesday. I would describe the level of traffic at the time of my site visit as light. I am mindful also that the subject activity is located within a farmyard complex where some noise-generating activity would be expected. The Environmental Officer, on review of the noise report as further information, noted that the survey found that noise levels were within recommended levels during the daytime and recommended that operations on site be restricted to 8am to 7pm, Monday to Friday.
- 8.2.4. I note the concerns raised by the appellant in relation to noise. Having regard to the noise assessment on file, the activities on site may be audible at times when background levels are lower e.g. evenings and weekends. However, overall, the noise assessment submitted by the applicant has demonstrated that noise emissions from the activity proposed to be retained are within acceptable standards for daytime use. Subject to a condition restricting operational hours to 8am to 7pm, Monday to Friday, I am satisfied that the proposed development is acceptable with regard to noise emissions and would not result in an unacceptable impact on adjoining residential amenity.

Solvent emissions

- 8.2.5. With regard to the impact of solvent emissions, I note that the Local Authority Environment Officer's report focuses on whether the existing operation is certified for vehicle spraying. An assessment report (dated 2nd October 2025), under the EU Paints, Varnishes, Vehicles Refinishing Products and Activities Regs 2012, was included in the applicant's response to the Planning Authority's request for further information. The Planning Authority included a condition in their decision requiring that the applicant submit a certificate of compliance (obtained from the Local Authority on submission of the assessor's report) within two months of the date of their decision. The applicant has included a copy of the certificate of compliance as an appendix to their response to the grounds of appeal.
- 8.2.6. Objective EC8-14, relating to business development in rural areas, is relevant here. It states that new businesses in rural areas will normally be encouraged where the scale and nature of the proposed new business is appropriate to the rural area and that the proposal would not adversely affect the

character, appearance and biodiversity value of the rural landscape. In my view, the carrying out of spray painting of vehicles on a commercial basis is an activity of an industrial nature which is not appropriate to this rural area and would adversely affect its character.

- 8.2.7. Consequently, I consider that the proposed development is contrary to Objective EC8-14 of the County Development Plan 2022-2028 and a refusal is recommended on this basis.

8.3. Impact on the visual amenity of the area

- 8.3.1. The 3rd party grounds of appeal state that the application proposal is inconsistent with the applicable greenbelt designation of the lands. They state that the 'industrial-type' activity is inappropriate and visually intrusive in the green belt area of Dunmanway, noting the number of vehicles parked around the site which they say are visible from the road.
- 8.3.2. The Planner's Report observed that there were many cars parked/stored within the surrounding lands and buildings and stated that they were unsightly. During my site visit, I observed c. 15no. cars and 1no. truck cab parked externally within the farm complex. Of these, two cars were parked near the entrance to the subject shed and 6no. were parked in an area marked 'customer parking', located to the east of the subject shed. There were no cars parked in the parking area to the south of the shed, marked on the site layout plan submitted as further information to the Planning Authority.
- 8.3.3. During my site visit, I observed that the cars parked to the east of the shed were visible from the public road, though their visibility was mitigated by intervening screening and the separation distance of c. 40m. Whilst I consider that the visual impact of the cars parked on site is low and would not form a basis for refusal in its own right, I consider that it contributes to the incompatibility overall of the subject use in this rural location.
- 8.3.4. With regard to the shed itself, it is of simple design with roller shutter doors to the front and is not easily visible from the public road. Consequently, I consider that the design of the shed does not give rise to concerns in respect of visual amenity.

8.4. Traffic, access and parking

- 8.4.1. The 3rd party grounds of appeal cite the location of the application site on a dangerous corner, where sightlines are limited, and the level of activity generated by the subject use on site as reason for traffic hazard.
- 8.4.2. The Area Engineer, in their report, noted the existing entrance arrangement from the R599 and did not raise any issues with regard to sightline availability or traffic generation. They noted that the provision of 3no. parking spaces was in line with Table 12.6 of the Development Plan and adequate to serve the development.
- 8.4.3. From my site visit, I note that a wide, recessed entrance area is provided. This serves the existing family dwelling, farm and subject development. Sightlines were available in both directions. Notwithstanding the commercial nature of the proposed development, it is relatively modest in scale, having regard to the floor area (131sqm) of the building concerned. For this reason, I consider that the existing access arrangements are acceptable.
- 8.4.4. In terms of parking, Table 12.6 of the Development Plan sets a maximum parking standard of 1 space per 50sqm. The provision of 3no. spaces would slightly exceed this standard, but only to a very minor extent and is acceptable in my view. Having regard to the number of cars on site, I consider that there is a need for car storage area to serve the proposed development, adequately located, screened and surfaced. In the event of a grant of permission, this could be sought by condition.
- 8.4.5. Overall, subject to a condition in relation to car storage, I consider that the proposed development is acceptable with regard to traffic, access and parking.

9.0 Appropriate Assessment

- 9.1. I have considered the proposed development at Kilronane East, Dunmanway, Co. Cork in light of the requirements S177U of the Planning and Development Act 2000 as amended.
- 9.2. The subject site is located c. 0.85km from the nearest European Site.
- 9.3. The proposed development comprises the retention of change of use from personal use car repair shed to commercial use as body shop, panel beating and spray

painting workshop. See Section 2 of the Inspector's Report for a more detailed description.

- 9.4. No nature conservation concerns were raised in the planning appeal.
- 9.5. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any European Site. The reason for this conclusion is as follows:
- The relatively minor scale of the development and lack of impact mechanisms that could significantly affect a European Site.
 - The separation distance to the nearest European Sites.
 - The qualifying interests of the nearest European Sites.
 - Taking into account the screening determination of the Planning Authority.
- 9.6. I conclude that on the basis of objective information, the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects. Likely significant effects are excluded and therefore Appropriate Assessment (stage 2) (under Section 177V of the Planning and Development Act 2000) is not required.

10.0 **Water Framework Directive**

- 10.1. The subject site is located within an existing farmyard complex, c.0.32km north of the Bealanascartane_010 river waterbody (WFD status: Good) and c.0.8km south of the Bandon_030 river waterbody (WFD status: Moderate). The underlying groundwater body is Bandon, IE_SW_G_086 (WFD status: Good), which is categorised as karstic. The subsoil is sandstone and shale till (Devonian/Carboniferous), though lands in close proximity to the southwest are described as 'bedrock at surface'.
- 10.2. The proposed development comprises the retention of the change of use from personal use car repair shed to commercial use as body shop, panel beating and spray painting workshop of a shed within the existing farmyard complex.
- 10.3. No water deterioration concerns were raised in the planning appeal.

10.4. I have assessed the proposed development and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any surface and/or groundwater water bodies either qualitatively or quantitatively.

10.5. The reason for this conclusion is as follows:

- the modest scale of the development; and
- the distance from the nearest water bodies and lack of hydrological connections.

10.6. I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives and consequently can be excluded from further assessment.

11.0 Recommendation

11.1. I recommend that retention permission is refused.

12.0 Reasons and Considerations

1. Objective EC8-2 of the Cork County Development Plan 2022-2028 supports existing employment uses and resource driven sectors within rural areas where the proposed use is resource driven and has locational requirements that can only be accommodated in a rural location. Objective RP 5-19, relating to Greenbelts around settlements, seeks to reserve these areas generally for use as agriculture, open space or recreation use. Objective EC8-14 encourages new businesses in rural areas where the scale and nature of the proposed new business is appropriate to the rural area and would not adversely effect its character. These policies are considered to be reasonable.

It is considered that the proposed development, consisting of the change of use from personal use car repair shed to a commercial car body shop, panel beating and spray painting workshop has no specific locational requirements which necessitate its location at this rural, unzoned and unserved location and, due to its industrial nature, would adversely affect the character of this rural area which is designated within the Greenbelt. The proposed development would therefore be contrary to Objectives EC 8-2, EC-8-14 and RP5-19 of the Cork County Development Plan 2022-2028 and to the proper planning and sustainable development of the area.

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

Suzanne White

10th March 2026

Appendix 1 - Form 1

EIA Pre-Screening

[EIAR not submitted]

An Coimisiún Pleanála Case Reference	PL-500364-WC-25		
Proposed Development Summary	Permission for retention of change of use from personal use car repair shed to commercial use as body shop, panel beating and spray painting workshop from that granted in planning ref. no. 20/525		
Development Address	Kilronane East, Dunmanway, Co. Cork		
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (that is involving construction works, demolition, or interventions in the natural surroundings)		Yes	X
		No	No further action required
2. Is the proposed development of a class specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) and does it equal or exceed any relevant quantity, area or limit where specified for that class?			
Yes		Class.....	EIA Mandatory EIAR required
No	X		Proceed to Q.3
3. Is the proposed development of a class specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) but does not equal or exceed a relevant quantity, area or other limit specified [sub-threshold development]?			
		Threshold	Comment (if relevant)
			Conclusion
No		N/A	
Yes	X	Class 10. Infrastructure projects (b)(iv) Urban development which would involve an area greater than 2 hectares in the	Sub threshold. Proceed to Q.4

		case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.		
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4. Has Schedule 7A information been submitted?		
No		Preliminary Examination required
Yes	X	Screening Determination required

Inspector: Suzanne White Date: 10/03/2026

Form 2 - EIA Preliminary Examination

Case Reference	PL-500364-WC-25
Proposed Development Summary	Permission for retention of change of use from personal use car repair shed to commercial use as body shop, panel beating and spray painting workshop from that granted in planning ref. no. 20/525
Development Address	Kilronane East, Dunmanway, Co. Cork,
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	<p>The c.0.52ha site comprises an existing building in use for car repair, panel beating and spray painting, set within a wider farmyard site. The site is located within the rural area south of the settlement of Dunmanway. The site is not serviced. There are single residential dwellings and agricultural lands in the vicinity.</p> <p>The proposed development would therefore not be exceptional in the context of the existing environment in terms of its nature.</p> <p>The development would not result in the production of any significant waste, emissions or pollutants due to the nature of the proposed use.</p>
Location of development (The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic,	<p>The site is not located within any protected areas. The following natural heritage areas are located in proximity to the site:</p> <ul style="list-style-type: none"> • Bandon River SAC (002171) c.0.85km to the north • Bandon Valley South of Dunmanway pNHA (001035) c.0.8km to the northwest • Killaneer House Glen pNHA (001062) c. 13.9km to the northeast <p>The development would be located within an existing farmyard complex, would be modest in scale and would not have the potential to significantly impact on an ecologically sensitive</p>

<p>cultural or archaeological significance).</p>	<p>site or location. There is no hydrological connection present such as would give rise to significant impact on nearby water courses (whether linked to any European site or other sensitive receptors). The site is not considered to be an environmentally sensitive site.</p> <p>The proposed development would not give rise to waste, pollution or nuisances that differ significantly from that arising from existing surrounding developments.</p> <p>Given the nature of the development and the site/surroundings, it would not have the potential to significantly affect other significant environmental sensitivities in the area.</p>
<p>Types and characteristics of potential impacts</p> <p>(Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).</p>	<p>The development would generally be consistent with the scale of surrounding developments and would not be exceptional in the context of the existing urban environment.</p> <p>There would be no significant cumulative considerations with regards to existing and permitted projects/developments.</p>
<p>Conclusion</p>	
<p>Likelihood of Significant Effects</p>	<p>Conclusion in respect of EIA</p>
<p>There is no real likelihood of significant effects on the environment.</p>	<p>EIA is not required.</p>

Inspector: Suzanne White

Date: 10/03/2026