



An
Coimisiún
Pleanála

Inspector's Report PL-500681-MH-26

Development	Retention of alterations to existing petrol station.
Location	Go Station, Navan Road, Cooksland, Dunsoughlin, Co. Meath, A85EA36.
Planning Authority	Meath County Council
Planning Authority Reg. Ref.	2560028
Applicant(s)	Lissan Coal Company (Ireland) Limited
Type of Application	Permission
Planning Authority Decision	Grant
Type of Appeal	First Party
Appellant(s)	Lissan Coal Company (Ireland)
Observer(s)	(1) Robert Byrne (2) Damien Kennedy (3) Daire O'Connell (4) David Walshe & Elizabeth Walshe

Date of Site Inspection

14th March 2026

Inspector

Colin McBride

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Appendix 1 – Form 1: EIA Pre-Screening

1.0 Site Location and Description

- 1.1. The appeal site, which has a stated area of 0.248ha, is located to the north of Dunsoughlin town centre and at the intersection of the R147 and R125. The site is occupied by an existing petrol station, featuring a shop building, a forecourt with canopy and a carwash building to the north of site. To the south of the site is an existing tyre sales and repair workshop. To the north/northeast of the site is Manorlands whose service road runs along the north/northeastern boundary of the site and whose open space area is located to the north of the site. Manorlands consists of two-storey detached dwellings.

2.0 Proposed Development

- 2.1 Permission for retention of alterations to existing petrol station including (i) removal of stone wall and provision of bollards along Navan Road; (ii) revisions to the height and design of the forecourt canopy inclusive of illuminated signage; (iii) additional signage inclusive of directional signage at entrance and exit of the site, the western and northern elevations of the shop and along northern and eastern site boundary wall; (iv) internal reconfiguration of the existing shop at both ground and first floor level; (v) replacement and relocation of 1 no. totem sign; (vi) brick paving at the entrance, under canopy and at northern and eastern boundaries; (vii) replacement and relocation of offset fill to the east of the site and reduced in size oil gantry structure to the southeast of the site; (viii) relocation of 1 no. drive through car wash with associated signage and relocation of 1 no. lance car wash with associated signage, and associated pump house located to the east of the site; (ix) ACO drainage channels around drive through and lance car wash, and along relocated oil gantry; (x) provision of 14 no. car parking spaces (including 3 no. staff car parking spaces) to serve the service station; (xi) provision of increased height and revised boundary treatment and on the northern and eastern site boundaries; (xii) internal reconfiguration of retail unit; (xiii) relocation of solid fuel store; (xiv) all associated works inclusive of infrastructure, lighting, surface drainage, boundary treatments, and site works; and (xv) revised operating hours to provide a 24-hour self-service petrol station.

3.0 Planning Authority Decision

3.1. Decision

Permission granted subject to 12 conditions. Of note is the following condition.

Condition no. 6: the proposed car wash/jet wash facilities shall operate only between the hours of:

a) 08:00 to 20:00, Monday to Sunday.

b) No car washing, jet washing, vacuuming, or associated machinery shall operate outside these hours.

Reason: In the interests of residential amenity.

3.2. Planning Authority Reports

3.2.1. Planning Report (25/02/25)

- Further information required including details of EV charging facilities, clarification of discrepancies in the floor plan, revisions to the design of the car wash canopy, revised proposal for advertising signage, clarification of opening hours of car wash, carry out noise impact assessment, details of external lighting and measures to prevent overspill, submit Operational Waste Management Plan (OWMP), details of segregated bin storage, details of surface water design, and clarification of landownership.

Planning Report (16/12/25):

- The information submitted in response to further information and the proposed development was considered to be satisfactory in the context of the proper planning and sustainable development of the area. A grant of permission was recommended subject to the conditions outlined above.

3.2.2. Other Technical Reports

Environment Flooding-Surface Water Section (19/02/25)

- No objection subject to conditions.

Environment Waste Section (19/02/25)

- Further information required including a noise assessment and management plan, and OWMP, lighting assessment and details of bin storage.

Transportation (21/02/25)

- No objection.

Public Lighting, Transportation (No date)

- FI required regarding external lighting.

Public Lighting, Transportation (No date)

- FI response noted and no objection to proposal.

3.3. Prescribed Bodies

None

3.4. Third Party Observations

6 submissions. The issues raised can be summarised as follows.

- Visual impact, noise pollution, light pollution, inappropriate boundary treatment, hours of operation should be limited, lack of compliance, inappropriate construction hours, no justification for 24-hour operation, potential traffic disruption, inappropriate design and scale of advertising.

4.0 Planning History

Ref no. 22516: permission granted for extension of duration of permission ref no. RA161349 for a further year. Granted 10/06/22.

Ref no. RA161349: Permission granted for development consisting of modification of internal layout of existing building including increase in net retail floorspace and ancillary use as off license. Granted 03/02/17.

Ref no. 01305: Permission granted for retention of revised elevations, position of loading gantry and revised position of carwash slab and underground water storage tanks, retention of 6 underground oil storage tanks. Granted 14/06/01.

Ref no. 97166: Permission granted for revised boundaries to original application for the redevelopments of the existing petrol station, oil depot and tyre repairs facility. Granted 08/04/97.

5.0 Policy Context

5.1 Development Plan

The relevant Development Plan is Meath County development Plan 2021-2027. The appeal site is zoned C1, 'Mixed Use' with a stated objective 'to provide for and facilitate mixed residential and employment generating uses'.

6.0 The Appeal

6.1. Grounds of Appeal

A first party appeal has been lodged by Hughes Planning on behalf of the applicant, Lissan. The grounds of appeal are as follows:

- The appeal is against the terms of condition no. 6 restricting the use of the car wash to the hours of 08:00-20:00.
- This condition should be amended to align with the opening hours of the retail shop as set out under condition no. 5 (06:00-23:00 Monday to Sunday).
- It is highlighted that a Noise Impact Assessment submitted to the Council in response to further information indicates that noise impact at the nearest sensitive receptors (dwellings) will comply with EPA NG4 for both daytime and nighttime. It is considered that operation of the car wash as per the retail shop opening hours will not have an adverse impact on existing residential amenity in the vicinity.

6.2. Planning Authority Response

Response from Meath County Council.

- The PA notes the contents of the first-party appeal; however, the proposal was appropriately assessed with reference to the planning reports associated with the application. It is requested that the Commission uphold the decision to grant permission subject to the same or similar conditions applied by the PA.

6.3. Observations

Four observations have been received from the following:

Robert Byrne

Damien Kennedy

Daire O'Connell

David Walshe & Elizabeth Walshe

The observations raise similar issues and can be summarised as follows:

- The proposal has an adverse impact on residential amenity due its physical proximity (in particular the car wash and associated pumphouse) to existing dwellings in Manorlands located to the north and northeast of the site. The issues of concern are noise impact, light overspill from the car wash and 24-hour operation including anti-social hours.
- The observers raise concerns regarding the noise impact and the methodology and contents of the Noise Impact Assessment submitted, with it noted that measurements were taken at inappropriate locations and not the nearest noise sensitive receptors which are the dwellings and it is noted that noise levels at these dwelling exceed appropriate levels with measurements from decibels meters highlight by the observers.
- There is ongoing non-compliance with planning conditions with operation 24 hours and outside operating hours imposed by the Council.

7.0 Assessment

7.1. At the outset, I wish to point out that following consideration of the documentation on the appeal file and the site location and context, I am satisfied consideration of the proposal on a de novo basis, (that is as if the application had been made to the Board in the first instance), is unwarranted and that it is appropriate to determine the appeal in accordance with the provisions of Section 139 of the Planning and Development Act, 2000 as amended. Having inspected the site and examined the associated documentation, the following are the relevant issues in this appeal.

Condition no. 6

7.2 Condition no. 6

7.2.1 Condition no. 6 states the following:

Condition no. 6: the proposed car wash/jet wash facilities shall operate only between the hours of:

a) 08:00 to 20:00, Monday to Sunday.

b) No car washing, jet washing, vacuuming, or associated machinery shall operate outside these hours.

Reason: In the interests of residential amenity.

The proposal entails the retention of alterations to the existing petrol station with main elements being removal of a wall and provision of bollards along the Navan Road; revisions to the height and design of the forecourt canopy inclusive of illuminated signage; additional signage; internal reconfiguration of the existing shop at both ground and first floor level; relocation of 1 no. drive through car wash with associated signage and relocation of 1 no. lance car wash with associated signage, and associated pump house located to the east of the site; provision of 14 no. car parking spaces (including 3 no. staff car parking spaces) to serve the service station; provision of increased height and revised boundary treatment and on the northern and eastern site boundaries; internal reconfiguration of retail unit; relocation of solid fuel store; all associated works inclusive of infrastructure, lighting, surface drainage, boundary treatments, and site works; and revised operating hours to provide a 24-hour self-service petrol station.

7.2.2 The automatic car wash structure is located immediately adjacent the northern boundary and Manorlands housing development. The grant of permission does not allow for 24-hour operation as proposed but operation of the retail shop between the hours of 06:00-23:00 Monday to Sunday, as per condition no. 5 of the grant of permission. The operation of the car wash is for less hours (08:00-: 20:00 Monday to Sunday). Based on the information on the planning reports and the conditions itself this is based on the proximity of the car wash to existing dwellings to north in Manorlands and is designed to protect residential amenity.

7.2.3 The applicants/appellants highlight that a Noise Impact Assessment carried out by Wave Dynamics Acoustic Consultants was submitted in support of the application in response to further information. This report notes that Meath County Council's Noise Action Plan gives no specific guidelines for planning applications close to residential areas. The report refers to the following guidelines:

BS 4142:2014+A1:2019

EPA NG4

A baseline survey was carried out with measurements taken at 6 locations (A1-A6) with these locations representing noise levels at Noise Sensitive Locations (NSLs) 1-6. Meadowlands is NSL 1 with A2 being the measurement location representative of such. Noise modelling to assess impact was carried out with the results provided indicating that at the 6 NSL's noise levels would be complaint with the EPA NG4 standards, which is a daytime (07:00-19:00hrs) of 55dB $L_{Aeq T}$, with a predicted level 49 dBA at the worst carse receptor. The results for nighttime indicate that at the 6 NSL's noise levels would be complaint with the EPA NG4 standards, which is a daytime (07:00-19:00hrs) of 45dB $L_{Aeq T}$, with a predicted level 40 dBA at the worst carse receptor. The observers are critical of the assessment submitted and note that the noise measures for the baseline were carried out within the forecourt of the garage and are impacted by background noise of the R147 and that noise impact of the proposal is higher as evidenced by readings taken on decibel meters by the observers at their properties in Meadowlands. In terms of noise measures, A2 is nearest measurement to Meadowlands and is taken at the junction of L5013 and R125. I do think that it can be questioned why noise survey measurements could not

have been taken within Meadowlands, which are the nearest properties to the application site.

7.2.4 In regards to the condition number 6, I would be of the view that having regard to the proximity of the car wash to the properties in Meadowlands to the north and northeast and despite existing boundary treatment, I would consider that it is appropriate that the car wash, which according to the applicants information in their Noise Impact Assessment has an overall sound power level (L_w dBA) of 89, would have a restriction on its operating hours and it is wholly appropriate that such hours would restrict evening time/nighttime use. It is notable that the operation hours of the shop is between 0:600-23:00 hours (condition no. 5) and the condition no. 6 restricts the car wash to 08:00-20:00 hours. I would consider that the hours conditioned for the car wash are reasonable and a proportional response given the proximity of such to existing residences. In this regard I would recommend that the terms of condition no. 6 be retained in the interests of residential amenities of adjoining properties.

8.0 Recommendation

8.1. I recommend that condition no. 6 be RETAINED.

Condition no. 6: the proposed car wash/jet wash facilities shall operate only between the hours of:

a) 08:00 to 20:00, Monday to Sunday.

b) No car washing, jet washing, vacuuming, or associated machinery shall operate outside these hours.

Reason: In the interests of residential amenity.

I would recommend a Board Order as follows:

DECISION

Having regard to the nature of the condition subject of the appeal, the Commission is satisfied that the determination by the Commission of the relevant application as if it had been made to it in the first instance would not be warranted and, based on the

reasons and considerations set out below, directs the said Council under subsection (1) of section 139 of the Planning and Development Act, 2000 to RETAIN condition no. 6 as stated under the grant of permission issued on the 17th day of December 2025 and the reasons therefor.

Condition no. 6: the proposed car wash/jet wash facilities shall operate only between the hours of:

a) 08:00 to 20:00, Monday to Sunday.

b) No car washing, jet washing, vacuuming, or associated machinery shall operate outside these hours.

Reason: In the interests of residential amenity.

9.0 Reasons and Considerations

(a) Having regard to the nature and scale of the proposed development and to fact that the car wash is located adjacent the north/northeastern boundary and in close proximity to existing residential development, it is consider that the condition restricting use of the car wash to the hours specified and no later than 20:00 hours is a proportional response and appropriate in the interests of the protection of existing residential amenities of the properties in the vicinity.

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.

Colin McBride
Senior Planning Inspector

18th March 2026

Appendix 1 - Form 1

EIA Pre-Screening

[EIAR not submitted]

An Bord Pleanála Case Reference			
Proposed Development Summary	Retention of alterations to existing petrol station		
Development Address	Go Station, Navan Road, Cooksland, Dunsaughlin, Co. Meath, A85 EA36		
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	Tick if relevant and proceed to Q2.	
	X		
	No	Tick if relevant. 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)?			
Yes	Tick/or leave blank	State the Class here.	Proceed to Q3.
No	X		Tick if relevant. No further action required
3. Does the proposed development equal or exceed any relevant THRESHOLD set out in the relevant Class?			
Yes	Tick/or leave blank	State the relevant threshold here for the Class of development.	EIA Mandatory EIAR required
No	Tick/or leave blank		Proceed to Q4
4. Is the proposed development below the relevant threshold for the Class of development [sub-threshold development]?			
Yes	Tick/or leave blank	State the relevant threshold here for the Class of development and indicate the size of the development relative to the threshold.	Preliminary examination required (Form 2)

5. Has Schedule 7A information been submitted?		
No	Tick/or leave blank	Screening determination remains as above (Q1 to Q4)
Yes	Tick/or leave blank	Screening Determination required

Inspector: _____ Date: _____