



An  
Bord  
Pleanála

## Memorandum ABP-318573-23

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**To:** Board

**From:** Rachel Gleave O'Connor, Senior Planning Inspector

**Re:** Oral Hearing Recommendation for application under Section 51(2) of the Roads Act 1993 Application no. 318573-23

**Date:** 7<sup>th</sup> April 2025

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### Introduction

Meath County Council with the support of Transport Infrastructure Ireland (TII) have submitted applications to An Bord Pleanála for approval under Section 51 of the Roads Act 1993 (as amended), and for confirmation of a Compulsory Purchase Order (COP) under Section 76 and the Third Schedule to the Housing Act 1966 as amended by Section 10 of the Local Government Act 1960, as substituted by Section 86 of the Housing Act 1966, as amended by Section 6 of the Roads Act 1993 and the Planning and Development Act 2000 as amended.

The proposed works comprise a proposed bypass to relieve traffic currently utilising the N2 through Slane, along with public realm enhancements and traffic management measures within Slane Village. An Oral Hearing was held with respect to the Compulsory Purchase Order reference ABP-38629-23 on 3<sup>rd</sup> April 2025.

### Development Description

- 1.1. The proposal comprises a bypass route corridor for the existing N2 running to the east of Slane Village for approximately 3.5km, realignment of approximately 1.4km of the existing N51, as well as a Public Realm Enhancement Scheme for the village of Slane. The key aspects of the proposal are outlined as follows:

- Approximately 3.5km of mainline N2 bypass Type 2 dual carriageway;
- Approximately 1.4km of realigned N51 National Road;
- Reconfiguration of The Square junction in Slane, including removal of traffic light control;
- Public Realm improvement and traffic movement measures in Slane Village;
- Approximately 2.7km of scheme works and maintenance access tracks;
- 3 at-grade roundabouts at N2 South, N51 and N2 North;
- 1 major bridge crossing of the River Boyne;
- 1 new road overbridge to allow the proposed N2 to pass under Rosnaree Road;
- 2 farm overbridges;
- 3 no. new culverts on the Mattock (Mooretown) Stream and removal of existing culvert under existing N2;
- Provision of shared footway/cycleway facilities, including a pedestrian/cyclist link to the existing Boyne Canal towpath;
- Utility diversions;
- Drainage system, including attenuated outfalls; and
- Landscaping and environmental mitigation measures.

1.2. The proposal includes the construction, operation and maintenance of the proposed c.3.5km of dual carriageway 'N2 Slane Bypass' to be situated to the east of Slane Village. Connectivity to existing road infrastructure is proposed at the N2 south of Slane, N51 east of Slane and N2 north of Slane, with a river crossing of the River Boyne proposed to traverse the Boyne valley including the Boyne navigation canal and associated tow-path.

1.3. The proposed route diverts from the existing N2, in a north-easterly direction, from a location approximately 400m north of McGruder's crossroads in the townland of Johnstown. It continues in a north-north easterly direction, through Fennor and Crewbane townlands in a 6m to 7m deep cutting. The route passes under the existing Rosnaree Road, crossing the River Boyne approximately 630m east of the

existing Slane Bridge. After crossing the river, the route runs in a north-easterly direction in a typically 6m deep cutting until it reaches the N51. It crosses the at-grade N51 roundabout, approximately 1,300m east of the N2/N51 junction in the centre of Slane Village. The route then proceeds northwards, passing east of Ledwidge Cottage, through the townlands of Cashel and Mooretown, before turning north-west to tie in with the existing N2, approximately 500m north of the entrance to the Grassland Agro plant. The section from the N51 to the northern tie-in to the N2 is a combination of cut and fill.

### **Environmental Impact Assessment**

Meath County Council has submitted to the Board the Environmental Impact Assessment Report (EIAR) prepared in accordance with section 50 of the Roads Act 1993 (as amended) and Directive 2011/92/EU of the European Parliament and Council 2011 on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU in respect of the proposed road development.

### **Appropriate Assessment**

A Natura Impact Statement (NIS) has also been prepared and has been submitted to the Board in respect of the proposed road development under the Habitats Directive 92/43/EEC and Part XAB of the Planning and Development Act 2000 (as amended).

### **Submissions**

28 no. third party submissions have been received and are summarised within Appendix 1 hereunder. It is of note that many concerns raised are generally common to all submissions received from third parties, for example amenity, visual and heritage impacts. 3 no. submissions request an Oral Hearing to be held.

### **Prescribed Bodies**

Responses from prescribed bodies are summarised below, with a summary of the applicant response to these submissions also outlined.

Department of Housing, Local Government and Heritage

- Archaeology: The Department accepts the findings in relation to Archaeology and Cultural Heritage as set out in the EIAR.
- There is a potential for direct negative effects to underwater archaeology from culverting of the watercourse. The National Monuments Society notes that this is not discussed or considered in Chp.13 of the EIAR.
- Recommend conditions with respect to Archaeology.
- Nature Conservation: The destruction or interference with badger setts must therefore be regulated to avoid the death or injury of badgers by the attachment of conditions, and a derogation licence from NPWS should not be sort. Recommend conditions.

*Applicant Response: There is no indication that this is an archaeologically sensitive area in relation to the Mattock Stream, however, to allay any concerns the Department may have, a pre-construction UAIA (as detailed in Archaeology Requirements, No.2 in their submission) will be added to the mitigation measures for the proposed scheme. The clarification regarding a derogation licence for badgers in noted.*

#### 1.3.1. National Transport Authority (NTA)

- The Greater Dublin Area (GDA) Transport Strategy is supportive in principle of the proposal.
- The proposal should accord with the NTA's most recently published Cycle Design Manual (CDM) 2023, the successor document to the National Cycle Manual.
- Recommend design enhancements to the Old N2 route.

*Applicant Response: Note that the CDM provides guidance on the design of cycle facilities. Section 1.2 of the CDM contains advice relating to the use of the guidance, stating it 'should be used of the design of all new or improved cycle facilities in Ireland unless otherwise agreed with the relevant oversight body (e.g. NTA, TII, DoT, Local Authority). Please note that TII may apply alternative requirements for the design of cycle facilities on the National Roads Network or works funded by TII'. With respect to the existing N2 route, the Council confirms design requirements with reference to NTA comments.*

### 1.3.2. HSE: Environmental Health Service

- Welcome the improved active travel infrastructure and public realm.
- During construction works: safe access to nearby healthcare facilities should be maintained; power to food premises should not be disrupted; and a condition is recommended regarding pest control.
- Note that noise levels during construction will exceed recommended limits at noise sensitive locations in some locations. Recommend construction times are limited at noise sensitive locations and night working in residential areas / healthcare settings avoided.
- Note that vibration at some sensitive locations may give rise to complaints. Recommend that residents exposed to vibration above limits during construction are notified and that they can be assured no cosmetic building damage will result.
- Note that mitigation measures at some locations will not achieve adequate reduction in noise levels to be compliant with limits.
- Recommend conditions to control dust and air emissions.
- The EHS is satisfied that the range of mitigation and monitoring measures outlined in the EIAR and outline Environmental Operating Plan should ensure that the risk of contamination of land, soil, surface and ground water will be minimised and this should be secured by condition.
- Recommend use of renewable energy during construction and condition to secure climate mitigation measures.

*Applicant Response: Access will be maintained to critical public services, including healthcare facilities, including through clearly signposted alternative access arrangements. It is not envisaged that there would be disruption in access to schools or public buildings that would prevent their operation. Refer to Chp.5, sections 5.4.3, 5.12.5 and 5.12.8. MCC will require the appointed contractor to have responsibility for prevention and management of pests and vermin. Chp.5 section 5.9 outlines the normal working times during construction, with consent required from MCC to work outside normal hours. Acceptable construction noise levels as summarised in Chp.9 section 9.2.4.2 will be adhered to. Section 9.5.1*

*sets out mitigation measures during construction phase, including liaison with residents. Whilst low noise road surfacing is being used, the effectiveness of the low noise surface performance being modelled is limited to 2.5dB despite the limit being based on data that is 20 years old. Current low noise surface designs offer validated noise reductions greater than 2.5dB. This factor provides a high degree of confidence that the road traffic noise levels will be lower than the predicted levels in the longer term.*

#### 1.3.3. Fáilte Ireland

- The By-Pass and Public Realm Enhancement Scheme will alleviate traffic congestion in the village and enhance the visitor experience.
- Welcome the accommodation of the proposed Boyne Greenway and Navigation Restoration route as part of the scheme by providing a link from the bypass cycling facility to the canal towpath.

#### 1.3.4. Health and Safety Authority (HSA)

- The Authority currently has insufficient information to provide technical advice on this application therefore the Authority requests the Planning Authority to seek further information in accordance with regulation 24(10) from the applicant in relation to this application.
- The EIAR gives insufficient consideration to the COMAH Grasslands Agro establishment (63m from the site).

*Applicant Response: The proposed road is confirmed to be a Type 2 Dual Carriageway in EIAR Vol.2 Chp.4. Contact was made with the HSA, who confirmed there are no risk contours mapped for Grassland AGRO and that the Authority considered the applicant's confirmation of road type sufficient as a response. It is acknowledged that the statement in Table 24-7 and Table 24-9 is incorrect in that there is no requirement for a lower tier COMAH facility to have an emergency response plan registered with the HSA. However, the COMAH establishment has their own emergency response procedures. Refer to Chap.24 Table 24-9 with respect to risks associated with the proposed scheme and the COMAH establishment. As part of the EIA process, Grassland AGRO was invited to discuss the scheme by the applicant. EIAR Table 24-9 specifies that further*

*engagement will be undertaken by MCC and Grassland AGRO prior to construction works commencing.*

1.3.5. HSA response to further information dated 20/02/25:

- The referenced application is classed as a 'transport route' and following review of the additional information submitted to the bord [sic] on the 16<sup>th</sup> December 2024, the Authority 'does not advice against' the application.

1.3.6. Office of Public Works (OPW)

- A route to the west of Slane would have resulted in no impacts on the WHP.
- The HIA describes the route selected as a compromise, which will have an adverse impact on OUV of some magnitude and moderate significance primarily due to views from Knowth and from the Hill of Slane. The HIA assesses the impact on OUV of the scheme with mitigations after a 10-year period.
- Noise from the existing N2 is currently audible from Knowth under some atmospheric conditions. The proposed road will be closer to Knowth. Appendix 9.5 Operation Noise Prediction with Mitigation predicts that noise at R1320 at Knowth will change from 46dB to 47dB.
- The OPW is concerned that 10 years is a long time for the mitigatory effects of planting to become effective. Pending screening, there will be constant visual distraction in the mid-ground of the view towards the WHP in general, but specifically in the view towards Knowth and Newgrange. The OPW suggests that additional measures are considered, such as berming on the west side of this stretch of road combined with planting and the planting of the central reservation and its maintenance to an agreed height. The possibility of lowering the road in a cutting could also be considered.
- The OPW recommends that Meath County Council consider how privately owned vegetation screening and new publicly owned screening will be managed to maintain the necessary level of mitigation.

- The OPW recommends that a vegetation and planting design and management plan is generated. The OPW recommends that an arboriculturalist or horticulturalist become part of the project team.
- The OPW recommends that an architect/landscape architect with suitable experience of integrating infrastructure into a sensitive cultural landscape is engaged on the project.
- The OPW recommends that consideration be given to the inclusion of measures to improve the quality of the approach to the Hill of Slane carpark for pedestrians and cyclists and to the erection of an information panel at the east wall to explain the protected panoramic view of Brú na Bóinne WHP.
- New culverts/bridges on any watercourse or changes to existing structures or drainage channels will require consent from the Commissioners of Public Works in Ireland.

*Applicant Response: The Council has complied with and continues to comply with all legislative requirements in the assessment and making of the CPO and proposed road development. The structure noted by OPW is the proposed wooden fence on top of the acoustic bund that screens the house on the Rossnaree Road. Whilst it is not possible to fully screen vehicle movements across the proposed bridge crossing, it is demonstrated in photomontages Figure A12.1d and Figure A12.1e that vehicle movements across the bridge will only be visible in a minor portion of the overall available view. The source of existing vehicle noise at Knowth, is more likely to be coming from the N51 only 1km to the north, rather than the N2, 3km to the west. In any event, this forms part of the measured baseline condition against which the predicted impact of the proposed scheme has been modelled. It is not accepted that the line of sight point has been missed in the EIAR, refer to para 7.59 HIA. Berms are not included in the proposed scheme along the western edge of the scheme between the N51 and the northern tie-in. To be effective as additional screening measures berms would need to be provided at the top of excavations and at the bottom of embankments. As such there would be a need for additional land within which to construct these berms. There is no reasonable justification that would merit the additional land*



*acquisition and associated negative impact. The design of the screen planting will be capable of providing the necessary mitigation. The proposed central reservation is not of sufficient width to accommodate additional landscape screen planting. The provision of new vegetation screening of existing prominent buildings and infrastructure and the removal of the electricity pole located in the foreground in relation to protected view PV29 is not within the scope of this scheme. The source of vehicle noise on the Hill of Slane is more likely to emanate from the more proximate source on the existing N2 north of Slane than the distant Slane Bridge. EIAR Appendix 13.1 HIA considers the potential for future loss of vegetation leading to increased visibility. With one exception, all areas of vegetation that would play an important screening role would be in the control of Meath County Council along the verges of road. The exception (refer to para.7.41 of Appendix 13.1) is an area of woodland at Crewbane. This area of woodland is long established, is not commercial forest and there are no known proposals to remove or reduce the same. EIAR Vol.2, Chp.4 Section 4.4.11.9 describes the proposed design of culverts and references submission of designs to OPW for approval. The proposal includes for a 10m wide strip from the banks of the River Boyne to be retained (sections 4.4.9.2 and 5.4.6.2).*

#### 1.3.7. The Heritage Council

- Public realm enhancement and the bypass will bring considerable benefits to the historic environment of Slane, and the enjoyment of it.
- The envisaged east-west increase in traffic due to the N51 west improvements undermines this ambition, as well as an argument for the bypass.
- The scheme will have negative impacts on the Boyne Valley LCA with mitigation achieving only modest amelioration.
- View from Slane Hill towards Knowth will be negatively impacted.
- There will be negative impacts on the setting of Slane Mill ACA with little mitigation possible.
- The noise assessment is inadequate in terms of the potential impact on the WHP.
- There will be a negative impact, even if considered negligible or slight in the HIA, on the WHP.

- Significant hedgerow loss will lead to negative impacts on ecology, even with mitigation.
- Construction phase impacts on the River Boyne and Blackwater SAC need to be mitigated, to include pre-commencement surveys and robust construction environmental management planning.
- Bypass scheme risks encouraging car use, therefore increasing GHG emissions.

*Applicant Response: Appendix 3.1 Options Selection Report contains details of the in-depth analysis carried out on the potential east-west orbital options.*

*Transport benefits were not significant in these options and were counteracted by increased environmental, ecological, landscape, visual and agricultural impact.*

*UNESCO recognise in guidance that loss of OUV can be considered acceptable if it is reduced through mitigation to a negligible level UNESCO, 2022, s.6.9 page 44. That is the conclusion reached in the HIA (paras 8.23-24). The construction phase is temporary in nature and for noise sensitive locations in close proximity, short-term increases in noise impacts will occur during the construction phase of the works due to the requirement to use heavy plant and machinery. Knowth is located approximately 2.1km from the nearest mainline works and 1.7km from the nearest N51 works whilst Newgrange is located approximately 3.6km from the nearest mainline works and 3km from the nearest N51 works. Worst case predicted noise levels at Knowth are below 43dB  $L_{Aeq, 1hr}$  without consideration of attenuation due to atmospheric absorption, ground absorption factors and topographical features. Newgrange is setback further with worst case predicted noise levels below 38dB  $L_{Aeq, 1hr}$ . In practice, the construction plant noise will generally be lower, attenuation of noise will be higher due to the factors outlined above and therefore it would be expected that construction noise levels are far below the construction noise criteria and the existing ambient noise levels, and other local noise sources would dominate the soundscape at Knowth and Newgrange. The retrospective Statement of Outstanding Universal Value is quoted in full in Appendix 1 to the HIA (EIAR Vol.4B, Appendix 13.1). in the main text of the HIA, Sections 4 and 5 address how the setting of the WHP supports the OUV. The statement of significance was drafted by the author of the HIA as there was no pre-existing statement of how setting supports the OUV of the WHP. This is explained in paras. 3.21-22, 4.9 and section 5 of the HIA. Do not*

agree that ME019-085 has attributes that embody the OUV of the WHP. OUV resides largely in the Neolithic monuments and the early medieval period is relevant in so far as it is part of the expression of continuity of the importance of Knowth. This does not mean that all early medieval sites in the vicinity of Brú na Bóinne automatically embody OUV – it is the continuity at Knowth that is critical. Do not consider that ME019-085 embodies this aspect of OUV, nor does it make a positive contribution to the setting of Knowth. The early medieval enclosure (ME019-085) was assessed in terms of its significance at the time of being added to the Sites and Monuments Record after it was first discovered during archaeological investigations in 2005 and 2006. It is not a rare site type nor is there evidence that it is a high-status site. For these reasons, it was found that the site did not meet the criteria to be considered a potential national monument (reference to EIAR Vol.2 Chp.13, Section 13.3.1.2.3.3). The potential for changes in the noise environment to affect the OUV of the WHP were considered as part of the HIA with the assistance of the project acoustics consultant (HIA paras 2.7 and 7.7). Knowth was selected as a baseline noise monitoring location as part of the noise and vibration impact assessment, with results indicating that current low background noise levels would be maintained. As such, it was considered unnecessary to undertake additional detailed assessment of noise across the WHP. Note that the submission identifies Newgrange as receptor R315, however this is the location at the front façade at the Brú na Bóinne visitor centre and the noise levels at this location are due to local traffic on the L1601. Newgrange is at location R1321. Predicted cumulative noise levels at Newgrange result in a 1dB increase in the year of opening and no change in the design year compared to the scenario without the scheme in place. The dominant source of road noise at Newgrange is the L1601 local road and N51 national road to a lesser extent. Section 4.4.14.4.2 acknowledges the presence of the Dark Sky Monitoring station which has been taken into account in the design. An Environmental Operating Plan is included in appendix 5.6. The assessment of overall sensitivity of the Boyne Valley LCA has been identified as 'high' rather than 'very high' as the LCA within the Study Area is influenced by the urban form of Slane village and the existing N51 and N2 road corridors, along with other existing road networks and scattered build form (table 12-2 Chp.12). Viewshed analysis from selected Protected Views, identified from the Meath County Development Plan 2021-2027

*is included in Vol.4B Appendix 12.2 – ZVI-Viewsheds. In respect of table 14.8 and the categorisation of low magnitude effect for demolition of BH4 (two storey farmhouse), acknowledge that the magnitude of impact and the significance of impact stated is incorrect; the table assigns a low impact on the farmhouse, while demolition is a profound impact. When combined with the very low sensitivity of the receptor the impact would be negligible to slight. However this does not change the conclusions of the assessment. It is accepted there will be an impact on the Francis Ledwidge Museum during the construction phase. However on completion of the works the road will be slightly further from the frontage of the museum and a noise barrier is to be erected. With respect to demolition of sections of the rubble stone walls (BH45 and BH61) refer to Vol.2 Chp.14 and 4, section 4.4.13.6. With respect to ecology, refer to the submitted EIAR Chp's.15 and 16 and NIS. With respect to the betterment of infrastructure encouraging greater car use and climate effect, the EIAR considers this in section 7.4.3 Chp.7.*

### **Further Information Request**

The Board requested further information from the applicant on 8<sup>th</sup> October 2024. The further information was listed under points labelled 1 to 3(a)-(i) and these are summarised below:

1. Overlay of the proposed development works on the land use zoning map for the area.
2. Review of any updates to relevant policy or legislation since the submission of the application.
3. Additional information to inform the EIAR and NIS submitted concerning:
  - a) Cofferdams and water management during construction;
  - b) River bank exclusion zone;
  - c) Potential groundwater dependant habitats;
  - d) Wintering Birds;
  - e) Kingfisher;
  - f) Badger;
  - g) Linear Woody Habitats and Drainage Ditches;
  - h) Woodland; and
  - i) Boyne Greenway.

The applicant requested an extension to allow response to the further information requested by the 16<sup>th</sup> December, which was agreed.

On the 16<sup>th</sup> December further information was received, comprising a 'Slane Bypass & Public Realm Enhancement Scheme, Additional Information Response Document December 2024 ABP-318573'.

The 237-page report provided a response to each of the further information request points made, referenced 1 to 3(a)-(i). It also included associated tables, figures and appendices to support the information provided. Information within the report supplemented the findings of the EIAR and NIS documents received as part of the original submission. As such, and following a review of this further information, it was determined that the information submitted in response to the request contained significant additional information and notification of interested parties was required, with submissions accepted in March 2025.

### **Recommendation**

I have examined all of the submissions received, Meath County Council's response to the submissions and all of the documentation submitted with the application and I have considered all of the foregoing in relation to whether an Oral Hearing is required. The information provided within both the application documentation and the response to the submissions provides detailed information pertaining to the proposed works and the associated impacts, including the wide range of environmental and transportation effects.

I am satisfied that the information submitted is of sufficient detail to allow for a full and proper assessment of the case. I therefore consider that the proposed development can be adequately assessed without recourse to an oral hearing with respect to the road application.



**Rachel Gleave O'Connor**

**Inspectorate**

**7<sup>th</sup> April 2025**

## Appendix 1 Third party submissions

Observer(s)	Issues
International Council on Monuments and Sites Ireland	<p>The inspector's report states that 'Eastern Options would have a minor adverse impact of moderate significance on the OUV of the WHP.' But it then goes on in conflict with the statement to say that 'the HIA did not identify significant negative impact on the WHS by any of the Eastern routes.' [sic]</p> <p>Where a World Heritage Property is concerned a minor adverse impact of moderate significance on the OUV is not within the limits of acceptable change.</p> <p>Concern regarding the scale of East West traffic. Suggest that the East West traffic be controlled by a HGV ban/restriction.</p> <p>Concern regarding maintenance of hedgerows and screening vegetation particularly on privately owned land (example of removal of trees that had screened water treatment works from Newgrange) and the 10 year period for the establishment of screening mitigation.</p> <p>Bridge design should achieve excellence as well as subtlety, and this is not apparent in the submitted scheme.</p> <p>There is now legal protection of WHP which was not in place at the time the decision was made concerning routes in 2019.</p> <p>The design quality of the proposal is not appropriate in the context of the sensitive location.</p> <p>The public realm proposals are insensitive to the distinctive architectural character of Slane village ACA.</p> <p>Design of the public realm should be undertaken with architectural, urban design and architectural conservation expertise, as well as landscape architectural input.</p> <p>More comprehensive regeneration strategy is required for the town.</p>
The Irish Georgian Society	<p>Concern regarding the proposals for The Square in Slane and road crossing points within the Slane Village ACA.</p> <p>The proposed use of 'Asphalt with red chipping' and 'red tactile paving (controlled crossing)' would dominate views with The Square and would significantly compromise the character and setting of protected structures within the Aca.</p> <p>No detailed information provided on the materials to be used for proposed 'large unit paving' or 'medium unit paving' and so it is not possible to determine the visual impact of these proposed works.</p>

Observer(s)	Issues
	<p>The purpose of the 'raised platforms' in the centre of The Square and at the proposed crossing points is unclear as is their visual impact.</p> <p>No details or design rational provided for the proposed 'soft landscaping area.'</p> <p>Details of new signage and surface treatment of the proposed 'shared pedestrian and cyclist facility' are unclear.</p> <p>Recommend an RIAI accredited Grade 1 Conservation Architect be engaged to assist with design for The Square.</p>
<b>Geological Survey Ireland</b>	<p>In response to further information:</p> <p>Geological Survey Ireland is the national earth science agency and a division of the Department of Environment, Climate and Communications, providing independent geological information and interpretation. It is recommended that data sets from Geological Survey Ireland are used when conducting the EIAR, SEA, planning and scoping processes for development, plans and policies.</p> <p>We are pleased to see use of our Bedrock, Quaternary Sediments, Geoheritage, Karst, Groundwater Vulnerability, Aquifer and Wells and Springs maps and datasets within the EIAR.</p>
<p>Alex and Carina Conyngham (1 submission)</p>	<p>Scale of the scheme larger than in the previous submission, needing more land to lower the road and with greater impact on the SAC and NHA.</p> <p>Fails to address traffic movements East-West through the village, particularly HGV movements.</p> <p>Query funding of the proposed bridge and if private/public concern a toll will result.</p> <p>Query how HGV ban would be managed if local HGV movements still permitted.</p> <p>The Dublin to Derry Corridor should be developed further first.</p> <p>(NB reference is made to an attachment that was not included in the submission).</p>
<p>Bypass Slane Campaign</p>	<p>Design of the scheme responds to the previous refusal. Disappointment at previous decision.</p> <p>While consideration of protection of the WHS is required, it should be proportional and take account of the need to protect lives of residents in the area.</p> <p>Current characteristics of the road through Slane leading to deaths. Further death(s) since previous refusal. Very strong impact on the quality of life in the village, everyday experiences of schoolchildren walking to school each day along the N2, to families affected by bereavement. The submitted EIS does not reflect this.</p>

Observer(s)	Issues
	<p>A solution for East – West traffic should have been included.</p> <p>An enhancement plan and traffic management of Slane village should be delivered even in the absence of the bypass.</p> <p>Delivery of the bypass will assist in unlocking opportunities for Slane from tourism attractions without danger and chaos of the current road network.</p>
Councillor Wayne Harding	<p>The bypass offers a strategic solution to road and safety hazards by diverting through-traffic away from the village.</p> <p>The bypass has the potential to address environmental concerns and stimulate economic and tourism growth in the region.</p> <p>The bypass safeguards the architectural and cultural integrity of Slane.</p> <p>Positive social and community impact.</p>
Davina Gray	<p>Meath County Council believes that it is entitled not just to acquire lands, but to extinguish public rights of way and create public rights of way, and contends that the public cannot participate in that process under s19, which is wrong in law and fact.</p> <p>In so far as Meath Co Co initiates a procedure to acquire lands without incorporating the Habitats Directive and EIA Directive, the whole process is wrong in law and misconceived.</p> <p>Exclusion of the public in this process, whereby entitlements of the public rights, particularly along the Boyne River, will be extinguished, is contrary to fair procedures and principles of natural justice.</p>
<p>John Rogers</p> <p>Jack Rogers</p> <p>(3 submissions)</p>	<p>Intrusion of the bypass into the Boyne Valley close to the western boundary of the Buffer Zone of the WHS is irreversible and unnecessary, will have detrimental impact on the integrity of the Brú na Bóinne ensemble.</p> <p>There is no need for this bypass proposal. Traffic congestion would be resolved by restricting HGCs from using the N2. The N33 was the intended route to relieve congestion.</p> <p>Proposal will not resolve west to east traffic through Slane and will bring more traffic to parts of the village.</p> <p>Proposal is at odds with the historic and cultural significance of the Boyne Valley, Boyne Special Areas of Conservation, European Union Environment and Heritage Legislation, the Meath County Development Plan and National legislation.</p> <p>Cumulative impact not fully described in EIAR, with respect to existing intrusive</p>



Observer(s)	Issues
	<p>developments/buildings, intensification of road and transport noise.</p> <p>EIAR fails to explore potential impact on red listed species (Barn Owls) and water dependent species (Daubenton Bats) that may be impacted by lighting and traffic on the proposed bridge.</p> <p>EIAR has insufficient consideration of hydro morphological changes within groundwater structures and on nearby Tufa formations, Tufa springs and Alkaline ferns within the SAC.</p> <p>The EIAR and NIS does not address the application made under s.49 CPO and therefore the Board has no jurisdiction to determine the CPO. Absence of public notice with regard to participation of the public with respect to the same.</p> <p><b>Request OH.</b></p>
Michael and Elaine Cully CPO	<p>Query necessity to acquire land CPO Ref.149a.1.</p> <p>Concern with regard to drainage at their property due to the possible level of the road adjacent.</p> <p>Concern regarding the safety of the road layout situated between their property and Grasslands Agro.</p> <p>Data in Appendix 15.4 seems outdated (2011). Fauna such as Barn owls, Pine martins and Goldcrest have been observed recently.</p> <p>Toll on the bridge will lead to vehicles going through Slane to avoid the toll.</p> <p><b>Request OH.</b></p>
Dr. Afric White and Prof. Killian Hurley	<p>Support the proposal on the grounds of road safety, air quality, active travel, economic/tourism, with specific reference to schoolchildren.</p>
Fionan O Muirheartaigh	<p>Destruction of the record of our neolithic past will be irreversible.</p> <p>The economic necessity of routing a motorway so close to Knowth is not established and unclear that there is adequate protection to protected areas.</p> <p>Inconsistent with the governments climate action policy.</p> <p>Archaeological and heritage studies given insufficient weight.</p> <p>Inconsistent with the tourism dimension.</p> <p>Difficult to reconcile the development of historic landscapes and special areas of conservation with the numerous EU Environment or heritage directives and national legislation.</p> <p>The proposal could negatively effect fishing in the Boyne valley, which is part of Boyne heritage.</p>

Observer(s)	Issues
	<p>Mitigation is inadequate.</p> <p><b>Request OH.</b></p>
Francis Ledwidge Museum	<p>Disappointed that a proposed new roundabout is to be situated 90m away from the museum, that scope for a longer distance is not achieved in the plans.</p> <p>Concern regarding design of a proposed sound barrier beside the eastern boundary of the museum. Request a solid masonry wall which will be more effective than wood.</p> <p>Welcome the pedestrian crossing proposed across from the museum, however no detail of the type, request this is light controlled in the interest of safety.</p>
<p>Corr Property Consultants</p> <p>On behalf of:</p> <p>John Kealy</p> <p>CPO</p>	<p>Object to the acquisition of lands which appear to be surplus for scheme requirements.</p> <p>Inadequate drainage details provided along the proposed roadway.</p> <p>Inadequate information regarding mitigation measures proposed to control noise.</p> <p>Lack of detail on access to retained property.</p> <p>Lack of clarity in relation to boundary treatment particularly in relation to a hedge and fence.</p>
<p>Jane McCulloch, Fiona McGuinness, Niamh McGuinness, Jillian Gott, Brenda Rock</p> <p>(1 submission)</p>	<p>Support the proposal for a bypass, due to current conditions of inappropriate traffic, causing noise, speed, pollution and danger of excessive traffic through the village.</p> <p>Support the public realm enhancement scheme proposals which will mitigate the impact of the new road and bridge and contribute to a safe and healthy village centre.</p> <p>Hope that these plans will also manage east-west traffic on the N51.</p> <p>While some of us will have more traffic passing our homes, and have properties immediately affected by the development of the bypass and associated works, we remain wholeheartedly in favour of the application which is necessary for the lives and livelihoods of all who live in the community and travel on the roads.</p>
<p>Jillian Gott and Mark Hallinan</p> <p>(1 submission)</p>	<p>As business owner in the village and concerned residents of Slane, fully support the application.</p> <p>This road and the onslaught of heavy traffic, an extremely high volume of which are speeding HGVs, is lethal.</p> <p>Priority has to be no more loss of life.</p>
Maeve Carbin	<p>Support the proposal. Current road conditions are hazardous and have resulted in accidents and deaths. Also toxic fumes, noise, in particular from</p>

Observer(s)	Issues
	HGVs speeding. Particularly unpleasant for children walking through the village.
Megan Flanagan	Support the proposals due to current conditions, particularly: noise, fumes, unsafe conditions for children walking and cycling, children frightened, speeding vehicles, HGVs driving unsafely.
Michelle and Kevin Garrigan CPO	<p>Object to the proposals. Lack of transparency / engagement by the planning authority. The extinguishment of public right of way will have adverse effects on the environment, disruption of natural habitats, increased traffic congestion, and air pollution beside property.</p> <p>Concern that a neighbouring property 30m away are subject to CPO due to projected noise levels once the bypass is complete. The potential impact of noise is of concern and is unaddressed.</p> <p>Public rights of way are essential for ensuring equitable access to the amenities of Slane. Closure of the road and extinguishment of public access means it will no longer be possible to walk from home address into the village via the N2. It will be necessary to use the car, restricting mobility.</p> <p>The proposed bypass will have a negative impact on the market value of property and block views, impacting quality of life.</p> <p>Query what will happen to the neighbours property to be CPO'd at Fennor, Slane and what boundaries and noise barriers are proposed for the same property and the subject property which would then be the closest to the bypass.</p> <p>The simple solution is the removal of current tolls for HGVs on the M1 which is causing HGVs to use Slane.</p>
Peter Murray	<p>It should not be necessary to build a bypass to solve the problem of the current road hazard in Slane.</p> <p>Alternative options include building a smaller bypass and bridge closer to Slane, single one-way traffic, leaving the existing bridge and road to carry traffic the other direction; ban or heavily restrict trucks on the route; or reduce motorway tolls for trucks to encourage use of the existing motorway.</p> <p>The proposal will be to the detriment of the WHS.</p>
Robert Kenny	<p>Query why the scheme does not start at McGruder's Cross (instead of just south of McGruder's Cross). Placing the roundabout at McGruder's Cross would improve traffic safety.</p> <p>The design of the enhancement scheme, in particular materials, is inappropriate for Slane village ACA. No provision made for bus shelters</p>

Observer(s)	Issues
	and some of the planting will obscure views of historic buildings.
Slane and District History Society	Support the proposals due to reducing noise, vibration and emissions (HGVs) and risk of damage to buildings/structures; reduce danger to human life especially children and the elderly; traffic reduction; stimulation of commercial life; and enable tourism and leisure potential of Slane village.
Slane Community Forum Slane Youth Café (Foroige) (2 submissions)	Support the application. N2 currently dangerous, particularly for children. The proposed public realm will breathe new life into the village.
St. Patrick's National School	Support the application due to better air quality. The school undertook a study of nitrogen dioxide at the school site, revealing a high level (16.58 ug/m3) in comparison to other primary schools in similar sized villages and exceeding WHO air quality guidelines (10 ug/m3). Many pupils in the school with respiratory conditions and other health problems. The bypass will reduce traffic, threat of potential accidents, serious injuries and deaths for pupils, staff and parents, as well as the wider community. The design offers multi modal transport options, including dedicated cycle lanes, and reduction in the dominance of vehicles as the primary transport mode through the village. Will also allow for more educational learning experiences as road safety hazards removed facilitating field trips in the locality.
Thomas Bibby	<p>Further information is needed to adequately assess the application, particularly in relation to traffic and climate.</p> <p>The EIAR assumes the proposal will have no effect on traffic volumes, or mode share of public transport, compared with a do-minimum scenario. Point to studies and evidence that demonstrates induced demand from new road schemes: UK Department of Transport 2018 induced travel demand an evidence review; NRA study to detail the inputs, outputs and operation of the Variable Demand model in the National Transport Model (no evidence this is used in the EIAR), found induced demand exceeding 30%. The OECD 2022 report 'Redesigning Ireland's Transport for Net Zero, noted that the large public investment in the road network in Ireland has the effect that the attractiveness of driving compared to other modes increases.</p> <p>If induced demand effects are successfully modelled, it would require many sections of the EIAR to be updated, including the chapter on climate.</p>

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	Significant induced demand could be mitigated by a single carriageway with lower speed limit.
Teresa Keegan	<p>Previously refused as an alternative option available, to ban HGVs, which remains the case.</p> <p>Removing HGVs from Slane would improve traffic congestion, safety, air quality, visual amenity and sense of reclaiming the village. Reference to NPF objective 17.</p>
Ronan O'Loughlin	<p>Adverse impact on the environment, hydrology, hydrogeology, flora, fauna, the landscape, built heritage and cultural heritage. The cumulative adverse impact is disproportionate to the problem sought to be solved. Traffic congestion can be solved by diverting traffic on to two of the existing motorways in the vicinity.</p> <p>Permanent, irreversible effects of the structure in a sensitive context regardless of mitigation measures.</p> <p>Destructive to the environment, landscape, built and cultural heritage and WHS and the Boyne River, as well as European Heritage Site, and the Special Area of Conservation.</p> <p>More motorway means more traffic. It will allow for more traffic to opt for the toll-free option of the N2 as opposed to the tolled M1 and M3.</p> <p>Due consideration has not been given to use of existing road infrastructure.</p> <p>Meath County Council believes that it is entitled not just to acquire lands, but to extinguish public rights of way and create public rights of way, and contends that the public cannot participate in that process under s19, which is wrong in law and fact.</p> <p>The EIA and Habitats Directive apply to the CPO process under s49.</p> <p>Exclusion of the public in this process, whereby entitlements of the public rights, particularly along the Boyne River, will be extinguished, is contrary to fair procedures and principles of natural justice.</p> <p>With respect to the application under s51 of the Roads Act 1993, proper engagement required with the EIA Directive, AA pursuant to the Habitats Directive, consideration of European Sites, consideration of the SAC including the Rive Boyne, insufficient consideration given to the SAC, the Water Framework Directive with respect to the River Boyne, The SEA Directive, the Birds Directive.</p> <p>Setting of the WHS must be protected.</p> <p>There are 44 identified archaeological and cultural sites within 500m of the route.</p>

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	<p>Meath County Council must establish an overwhelming need with reference to the WHS and SAC.</p> <p>Reasonable alternatives have not been explored.</p> <p>Increased traffic will flow from road construction.</p> <p>No proper consideration to the volume of waste material to be generated through cut and cover tunnel. The traffic to deal with waste has not been properly considered.</p>