

**Our Case Number: ABP-318573-23**

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Alex & Carina Conyngham  
Rock Farm Slane  
Slane  
Co. Meath

**Date: 19 February 2024**

**Re: A proposed Road Development comprising of the N2 Slane By-Pass and Public Realm Enhancement Scheme  
Within the Townlands of Slane, County Meath**

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board at [laps@pleanala.ie](mailto:laps@pleanala.ie)

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Eimear Reilly  
Executive Officer  
Direct Line: 01-8737184

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Rock Farm Slane  
Rock Farm, Slane, Co Meath



16/02/2024

Dear Sir/Madam,

We are making this submission as the owners of Rock Farm Slane, which is situated at the southern end of Slane Bridge. This includes the River House, which is located at the end of the parking area shown on the Slane Public Realm plan, and the laneway leading to the Meath County Council water pumping facility.

We welcome the efforts that Meath County Council has made to find a proposed bridge crossing that has lower impact on the surrounding views by lowering its height and would say that it is the best design that we have seen so far. However, the scale of the scheme appears to be larger than was proposed in the previous submission as more land will need to be used to lower the road in both approaches and will likely have a greater impact on the SAC and NHA through which it crosses. We therefore feel that the proposed scheme must have a greater benefit than is currently proposed.

We would still question the viability of this scheme, as it only addresses traffic movements from the North and the South of the village, while failing to address traffic movements East - West through the village along the N51. This would negate the viability of imposing an HGV ban in the village. We have been an advocate for an HGV ban in the village since 2010. However despite our best efforts, Meath County Council has chosen to ignore the traffic calming measures that were recommended in the ABP decision in 2012.

To date we have still not learnt how HGVs moving East-West or West-East along the N51 will be prohibited from passing through the village, as no alternative routes have been proposed. We have also not been told how the bypass would be funded and note that if a public private partnership (PPP) is used, as was the case in the construction of the Mary McAleese Boyne Valley Bridge on the M1, this may lead to the new bridge being tolled.

We would also like to know how the HGV ban will be managed if local HGV movements are still permitted. I imagine that local businesses like the Roadstone quarry at the

Deerpark, Slane will require access through the village for local deliveries. So will large farm machinery passing from the various farms in the area, including those on the Slane Castle Estate. If this is the case, how will Meath County Council prohibit HGVs from passing through the village? It would require constant monitoring and identification of all HGVs passing through to take place. Our fear is that if the bypass is tolled and there is an allowance for local HGV traffic, all HGVs will continue to use Slane as a cheaper alternative due to lack of monitoring. We have seen the same issue arise in Abbeylaxey, Co Laois, and this is already the case in Slane, as there is already a viable alternative route for HGVs on the M1. However, as it is a tolled route, HGVs prefer to use the N2 through Slane as a cheaper alternative.

ABP has previously recommended that alternatives to encourage HGVs to use the M1 should be looked at, but the response so far has been piecemeal and not substantive enough to completely rule out the viability of the M1 as an HGV alternative to the N2 through Slane. The much spoken about Dublin – Derry Corridor remains an unpublished government project. We would suggest that this corridor be developed further before any road building schemes along the N2 take place, as the traffic management issues stretch all the way along the N2 corridor from the outskirts of Dublin to Ardee.

We have previously made a submission in 2022 to Meath County Council on the Public Realm Plan which we include here in attachment. We would also recommend that this Bypass and Public Realm scheme is considered in conjunction with the Boyne Greenway, as there are potential related benefits in terms of shared infrastructure and mitigation of potential environmental impacts.

While we can see the benefits of the Slane bypass, if it were a project in isolation, we cannot see how the current scheme will confer all the promised benefits. Unless there is a guarantee of no toll on the new bridge and a similar bypass of the East West route through the village.

Yours sincerely,

Alex and Carina Conyngham

