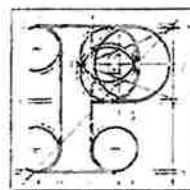


Our Case Number: ABP-318573-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

**Peter Murray
Main Street
Ballydehob
Co. Cork**

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

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

Tel	Tel	(01) 858 8100
Glaó Ártúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Yours faithfully,

Eimear Reilly

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

Tell
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64 Marlborough Street
Dublin 1
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To: An Bord Pleanála

From:
Peter Murray
Main Street
Ballydehob
Co. Cork

15 Feb 2024

Ref No. HA17.318573

Observations on the Proposal for a new By-Pass at Slane, Co. Meath

It is agreed that a new road arrangement is needed at Slane, as there have been so many road fatalities at the narrow bridge leading into the village. Even were traffic to be reduced, there would still be a significant hazard at the bridge.

However, to solve this problem it should not be necessary to build a large new road so close to Ireland's most important archaeological site, the Boyne Valley complex of passage tombs. There are other options: 1 build a much smaller by-pass and bridge, closer to Slane, that might carry a single one-way line of traffic, leaving the existing bridge and road to carry traffic in the other direction. 2. Ban or heavily restrict the use by trucks of the route through Slane. 3 Reduce motorway tolls for trucks, to encourage their use of existing motorways.

The Boyne Valley complex of tombs has long been recognised and accepted as a World Heritage site of primary importance. The proposed large new road and bridge will be to the detriment of this site, and will also encourage the existing misuse of the route through Slane. At present, due to the high cost of tolls, many motorists and truckdrivers avoid using the M1 Motorway and instead resort to using secondary roads, such as the R132 through Julianstown, and the N2 through Slane. The road on which the new bypass and bridge is proposed lies between two existing motorways, both of which are clearly selling motorists short, by increasing their tolls on an almost yearly basis.

Ireland's generally enlightened approach to the protection of heritage has suffered in recent decades as a result of economic, housing and industrial development, including road building. While essential infrastructure has generally avoided sites of major importance, such as Cashel and Clonmacnoise, it is notable that the Georgian city centre of Dublin has recently been removed from the list of proposed World Heritage Sites, presumably because the proposal is no longer considered viable. The protection of heritage is steadily slipping down the list of government priorities.

