



## Introduction

Meath County Council (MCC), in conjunction with Transport Infrastructure Ireland (TII), are developing a bypass of Slane village to improve road safety along the N2 through Slane village and to allow the village to thrive and develop without the current levels of vehicular congestion.

A bypass for Slane has been a long-standing objective of Meath Council (MCC) who have campaigned for its construction for many years. The bypass is noted within the National Development Plan 2018-2027 as key infrastructure 'investment to support the ambition for development of the border region' and is identified as a priority for delivery.

Since the refusal of the scheme by An Bord Pleanála in 2012, the scheme has evolved significantly as the Project Team embarked on a process to improve and refine the design of this much needed scheme. The team have taken account of the previous reasons for refusal as well as the many recent changes to design standards, government policies and environmental legislation, as well as undertaking extensive consultation during all stages of the process.

To achieve the optimal solution, the decision was taken to include the relevant public realm proposals from the Meath County Council (MCC) Public Realm Plan into the N2 Slane Bypass project. The overall development is titled the **N2 Slane Bypass and Public Realm Enhancement Scheme** and is the scheme for which development consent is now being sought.

## Aims of the Scheme

The N2 Slane Bypass and Public Realm Enhancement Scheme is a **Multi-Modal Transport Solution**, which addresses a range of Transport needs for the local community, businesses and visitors as well as those on the wider strategic road network. The key aims of the scheme are:

- To enhance the village centre as a viable, vibrant and attractive location for people to live, work and visit by implementing the Public Realm Enhancement Scheme in the village.
- To remove the existing 'bottleneck' at Slane from the national road network and thereby improving the overall efficiency of the network for enhanced regional and rural connectivity.
- To provide safer transport infrastructure in Slane and on the wider strategic road network.
- To provide active travel connectivity locally and regionally through the provision of dedicated walkways and cycling routes for the benefit of both residents and visitors alike;
- To improve environmental quality in Slane village, particularly with regard to air quality emissions, traffic noise and vibration emissions and levels of traffic.
- To support the economy by providing businesses with access to a reliable and connected transport network.
- To provide improved facilities for reliable and safer road-based public transport.
- To support sustainable mobility through provision for electric charging infrastructure to encourage the use of electric vehicles and reduce carbon emissions.



## Key Features of the Scheme

### 1. N2 Slane Bypass – 3.5km long

- a) Type 2 Dual Carriageway with combined footway/cycleway and 3 at-grade roundabouts
- b) Major Bridge Crossing of the River Boyne SAC – 258m long structural steel 4 span bridge.
- c) Active & Public Transport Modes integrated in the scheme e.g. footway/cycleway, bus stops, off-street parking

### 2. N51 Route Improvements

- a) Online route improvements between the village and the new N2/N51 roundabout and realignment of a short section of the N51 to the east of the new roundabout to improve substandard alignment.

### 3. Public Realm Improvements within Slane village

- a) Scheme integrates recommendations of Public Realm Plan/ Strategy commissioned by MCC Planning Department, which include:
  - Reconfigured junction in Slane village – East- West Priority;
  - Redistribution of existing road space and traffic calming;
  - HGV 3-axle ban on existing N2 North and South of the junction;
  - Provision of new off-street carpark (including EV Charging);
  - Improved sustainable transport measures within the village including pedestrian and cyclist links;
  - Landscaping/ Urban Design/ Street Scaping;
  - Removal of existing gantries on Mill Hill.

The provision of the bypass, the public realm and the N51 improvements are essential to achieve a safe, reliable and sustainable multi-modal transport network which benefits the village of Slane and wider regional priorities for sustainable land use, sustainable transport and climate mitigation.

## Environmental Impact Assessment (EIA)

Environmental Impact Assessment (EIA) is a process for anticipating the effects on the environment caused by a development, noting that the environment includes people, communities, property, human health, heritage, archaeology, landscape and visual, noise and air, as well as those topics usually associated with it such as biodiversity, soils and water. Details of this environmental assessment are documented in the Environmental Impact Assessment Report (EIAR).

## Compulsory Purchase Order (CPO)

CPO maps and schedules have been prepared in respect of the lands required for the scheme. Statutory notification has been posted to all property owners from whom property is acquired and those with a legal interest in the lands. The statutory notification comprised of an individual letter and a server map (drawing showing lands to be acquired).

## What Happens Next

The relevant statutory documents for the N2 Slane Bypass and Public Realm Enhancement Scheme, which include the Environmental Impact Assessment Report (EIAR), the Natura Impact Assessment (NIS) and the Compulsory Purchase Order (CPO) Maps and Schedules will be on public display at the offices of Meath County Council (Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath C15 Y291) between **6 December 2023 and 16 February 2024**.

Formal written submissions may be made at any time during the display period to An Bord Pleanála (ABP).

**Further information** is available by visiting: <https://n2slanebypass.ie/>

The holding of an Oral Hearing for the scheme will be at the discretion of ABP. After the Oral Hearing, ABP must consider the report and any recommendations of the Inspector holding the oral hearing. ABP may approve the scheme or any part thereof, with or without conditions or modifications or may refuse to approve such development or part thereof.

