

## PRESS RELEASE

### New Sustainable Development Plan for Meath Provides Way Out for M3 Legal Issues

*Campaigners seek National and International Support for Innovative Economic and Heritage Plan  
for Region*

For Release 29/8/2007

A RADICAL breakthrough by promoters of sustainable development and archaeological and cultural heritage involved in the campaign to save the Tara-Skryne (Gabhra) Valley has been announced today, and represents a "win-win" solution for all sides, they say.

The Meath MASTER Plan - standing for Meath Archaeological Sustainable and Economic Region - is an advanced development plan that would be a model for sustainable economic development in Ireland, deliver a state-of-the-art transport network for Meath, preserve and develop heritage in the region and facilitate greatly increased tourist activity.

The plan also solves the current legal issues around the M3 motorway, preserves the Tara Landscape, provides much-needed bypasses of Dunshaughlin and Navan, cuts CO2 emissions and avoids any re-routing. Importantly, it could be carried out immediately without rendering the existing road works redundant, according to its promoters, and would permit the designation of the region as a UNESCO World Heritage site, with all the economic and developmental benefits that this would bring.

A key element of the MASTER plan is that the M3 motorway is retained to Roestown, north of Dunshaughlin, then would switch to an upgraded "2+1" format on the existing N3 ("2+1 Through the Valley") as far as the currently-threatened amenity of Dalgan Park. North of Dalgan Park, the road would re-join the M3 alignment, and continue also in the "2+1" format, to Carnaross, beyond Kells.

The new road would be toll-free as the modifications to the motorway would save very significantly on the capital costs, which would then be used to buy out the PPP contract, and the tolls.

At the same time, the long-awaited Navan rail link, for which design work is currently in hand, would be brought forward for rapid implementation, and would have its northern terminus at Kells. Other sustainable transport features would include upgraded high-capacity and high-frequency coach services. The transport elements of the plan have been estimated to generate environmental benefits of at least € 114 million per annum.

The land within the Tara Valley purchased for the M3 would instead be held in state ownership and designated for heritage interpretation and protection. The extent of the World Heritage site area would also encompass the five major centres of Navan, Kells, Trim, Dunshaughlin and Slane, bringing a major tourist and economic dividend for the region, the promoters say.

The Meath MASTER Plan has been researched and developed by independent transport researcher Brian Guckian and environmental campaigner Tadhg Crowley, who have been involved in ongoing efforts to save the Tara-Skreen Valley. They will stress that the development framework draws upon the ideas of local and national groups over the last number of years, as well as the very latest concepts in sustainable planning and development.

The campaigners are seeking backing for the new proposal from all parts of the political and public spectrum, both nationally and internationally. Full details are being made available to the press and the public today.

**ENDS**

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## ***Meath MASTER Plan – Main Points***

### *Heritage & Archaeology*

- World Heritage Park including five main settlements of Navan, Kells, Trim, Dunshaughlin and Slane
- Tara-Skreen Valley developed as archaeological, heritage and cultural attraction on state-owned land
- Lismullen Committee extended and expanded to oversee development of Tara-Skreen Valley with local and general public involvement
- Heritage Park Comprises a network of heritage trails visiting key Heritage sites within the Gabhra valley and throughout the Core Tara Landscape
- “Heritage-stations” built using model green building practices connect these networks of heritage trails and provide Heritage interpretation, Bike rental/lock-up, Heritage maps, accommodation and restaurants, Horse riding facilities, and training in Sustainable building, energy and waste recycling practices
- Would act as Bus/Rail Transit centres at larger towns

### *Transport*

- M3 built to Roestown as motorway, then continues through Heritage Park zone as 2+1 on N3, then bypassing Navan and on to Kells as 2+1 on M3 alignment
- No re-routing of M3 required, nor new planning process
- Cuts traffic volumes and CO2 emissions by at least one-third, with up to two-thirds reduction possible
- Rail link brought forward and re-opened to Navan & Kells; new Coach services
- Construction funds saved enable buy-out of M3 contract and tolls

### *Sustainability*

- Sustainable development plan for key region of Meath
- Self-sufficient business development in region using business practices that guarantee long-term viability for a future faced with Global warming and Peak Oil threats
- Development of new sustainable communities and retro-fitting of existing towns
- Green Building techniques used to build new and retrofit existing homes and businesses
- Retrofitting of homes in Meath will generate € 31million in Energy cost savings
- Local and Ecologically sound Agriculture and sustainable tourism
- Expansion of Live & Work in Meath Programme to cut commuting and strengthen local economy

### *Legal*

- Solves pressing EU legal problems with the existing format

# 2+1 THROUGH THE VALLEY

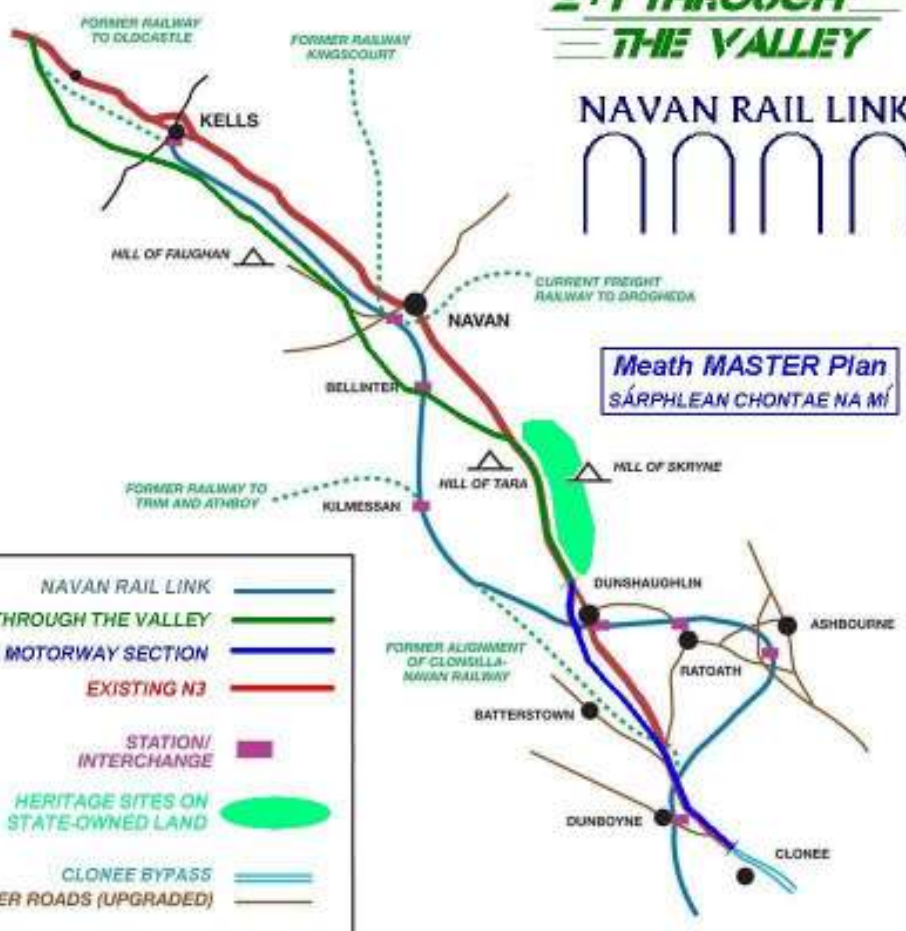
## NAVAN RAIL LINK



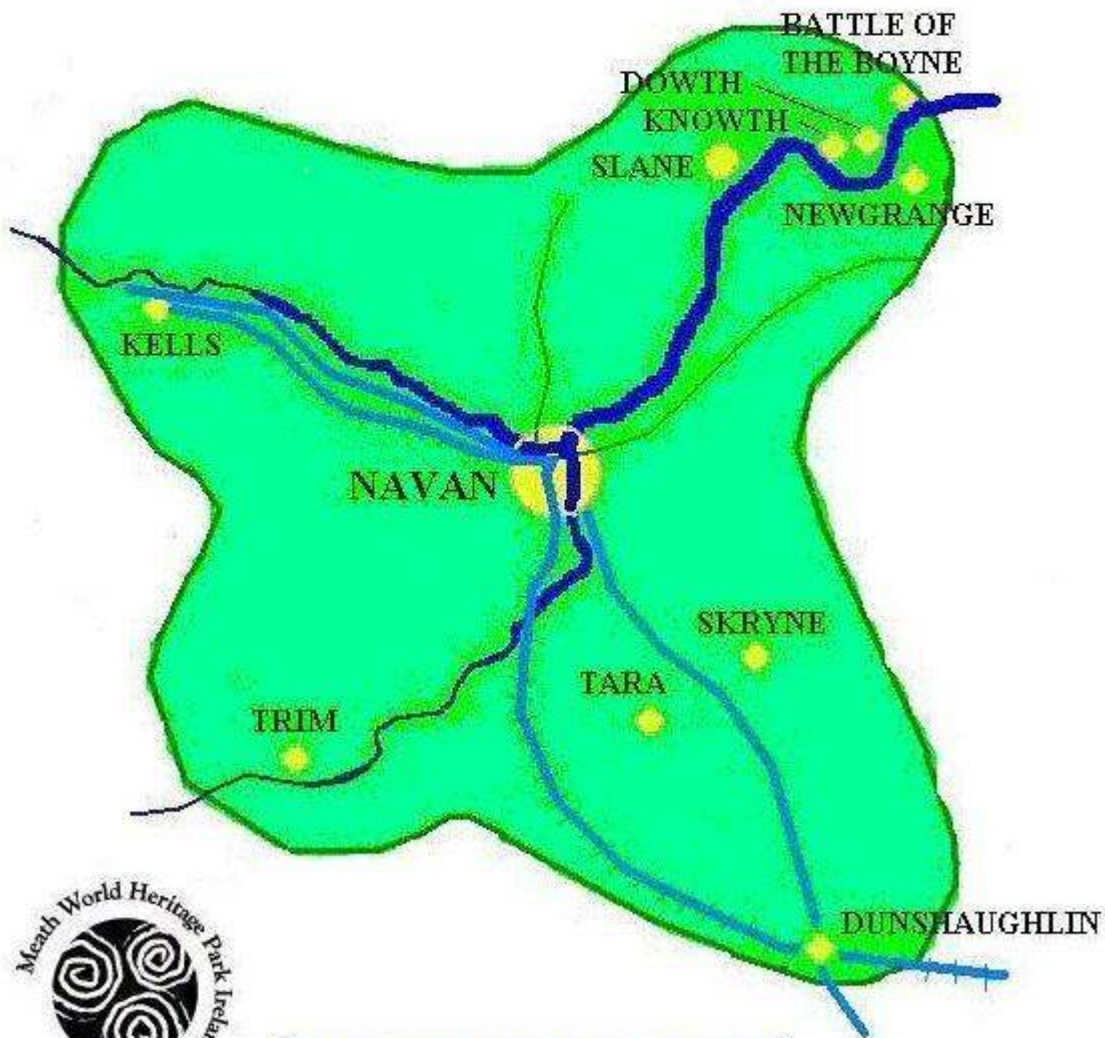
**Meath MASTER Plan**  
SÁRPHLEAN CHONTAE NA MÍ

NAVAN RAIL LINK	
2+1 THROUGH THE VALLEY	
MOTORWAY SECTION	
EXISTING N3	
STATION/ INTERCHANGE	
HERITAGE SITES ON STATE-OWNED LAND	
CLONEE BYPASS	
OTHER ROADS (UPGRADED)	

RAIL FOLLOWS MEATH CO. COUNCIL RECOMMENDED ALIGNMENT



# MEATH WORLD HERITAGE PARK



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