



Uimhir Thagarta Uathúil: KCC-C55-222

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Stádas: Submitted

Aighneacht:

Submission on Kildare DRAFT County Development Plan, focus on recreational aspects

Comhairliúchán:

Draft Kildare County Development Plan 2023 - 2029

Dáta a cuireadh isteach: 23.05.2022 - 11:40

Royal and Grand Canals and Barrow line

Caibidil: Volume 1 - chapters » 13 - Landscape, Recreation & Amenity

Ábhair: recreation

I have reviewed the Kildare Draft County Development Plan and have the following observations and comments around waterway issues..

In relation to waterways, the plan takes a holistic view and considers most waterway users. On that point a lot of general statements have been made in relation to waterways but very little about boat users. I am a walker as well as a boater and I have in my observations been conscious of the needs of walkers, cycling, recreation, boating, heritage and environment.

I am happy to see specific mention of Corbally, including the Harbour and extension of the walking routes to Newbridge. However, there is no mention, even long term aspiration of restoring the navigation to Corbally.

The Naas Sallins walkways and towpaths need to be joined up (skipping along a narrow road at Lock 1, to get the next section of path. Also no mention of a footbridge near the Sallins Dry Dock to create a recreational loop for the people of Sallins and Naas.

It is great to see mention of Blackwood Feeder and Ballynafagh Lake, however, access from the Grand mainline does not get mention, in particular about walking and recreational users..

In terms of Monasterevin there is no specific mention of long walking routes to Portarlington, although there are ambitious plans for old long railway routes. For the present 13.6.5 the protection of 'Rights of way' should be a priority.

In relation to greenways and Blueways the Barrow gets strong mention, but the statements need to apply equally to the Grand & Royal AND their feeders/branches. In order to 100 year proof both banks of all canals need to be protected, as with mixed use and popularity grows, will prove challenging with only one bank protected and developed. This should be a policy item.

There are a number of buildings along the canal (especially old store) that could be brought into public use via long leases for Community, Youth and 'Men's Sheds' groups. Particular examples can be found with the buildings at Rathangan and Athy. Other elements need protection including the 'pots' near Digby bridge and even milestone posts.

Open spaces for communities get honourable mention. In terms of Naas, particular attention should be given to Naas Harbour area, in particular the lands on the 'west' bank accessed by Abbey Bridge.. Als there were plans for the Naas Brach using the de Burgh Estate. During Covid the Naas Branch proved to be very popular. However, the mixture of traffic and pedestrians was problematic and this should be looked at the long terms use of this recreational area from Lock 1 to Jigginstown

I hope this is helpful

David Wright

Documents Attached: Níl