



Uimhir Thagarta Uathúil: KCC-C55-445

Stádas: Submitted

Aighneacht:

Kildare Inland Waterways Association of Ireland Submission

Údar:

IWAI Kildare (Kildare Branch, Inland Waterways Association of Ireland)

Comhairliúchán:

Draft Kildare County Development Plan 2023 - 2029

Dáta a cuireadh isteach: 24.05.2022 - 14:13

Comments on the Draft Kildare County Development Plan 2023 - 2029

Caibidil: Volume 1 - chapters » 4. Resilient Economy & Job Creation

Part 4 Resilient Economy & Job Creation

p38, REO137: Corbally Harbour: When the large silt build-up (i.e. the island) in the harbour is removed, this will make an ideal space for vessels large and small. It will also be a tourist destination for those boating, cycling and walking between Sallins and Corbally, and will be an ideal stop-over for refreshments when the Greenway extends further south to Newbridge. There are several business opportunities, such as hiring kayaks and canoes, barge trips between Naas and Corbally Harbours, providing refreshments, a place for boats and barges to stay awhile in the Kildare countryside.

p42, REP27: The Kildare Branch of the Inland Waterways Association of Ireland (IWAI), welcomes and supports this objective.

p42, REO154: Users of the local waterways would undoubtedly like to work with KCC, Waterways Ireland, and local and touring boats in creating ways for berthing and in creating additional mooring locations.

As well as the Naas Harbour Quarter (described in Naas LAP), the economies of many other local areas would benefit from extra moorings; examples include Lullymore, Robertstown north of the canal, Rathangan on both sides of the bridge, Sallins extending to Soldier's Island, and both sides of Newbridge Road where it blocks the Corbally Canal.

p42, RE O155 Circular Boating Route: The Green and Silver Route is 356 km long with a total of 93 locks. It is a spectacular boating experience through urban and rural waterways commemorating an original journey made back in 1946. The engineering challenges faced by the builders of the Grand and Royal Canals over 220 years ago are striking; they built aqueducts, lifting and swivel bridges, single and double locks, and harbours; and they succeeded in creating canals through the bog.

Ceangaltáin:

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