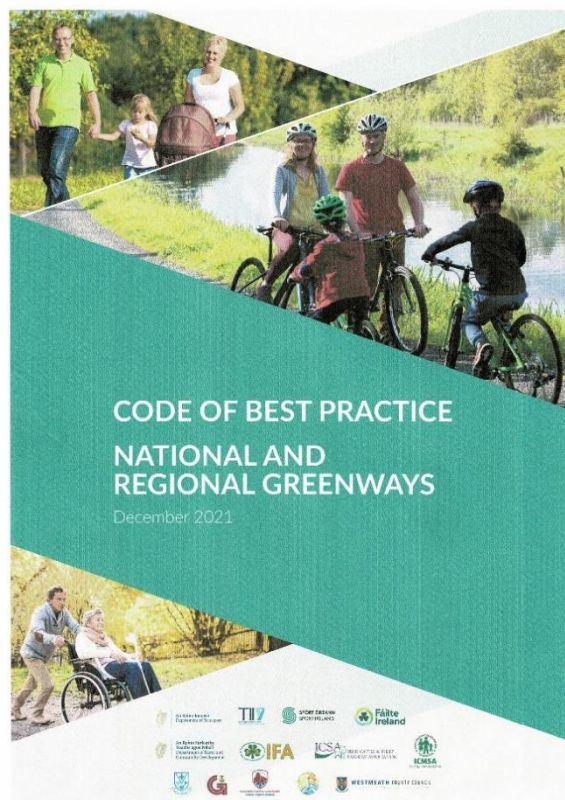


DRAFT KILDARE COUNTY DEVELOPMENT PLAN 2023-2029

GREENWAYS SUBMISSION 1

Re: Protection of designated Greenway routes & promoting early engagement with Landowners and the other Stakeholders in order to successfully deliver the designated Greenways.



SUMMARY

The delivery programme of proposed Greenway schemes designated in the Regional, County Development Plan and Local Area Plans in County Kildare can be improved where there is an early and active stakeholder engagement process. The delivery of certain Greenways such as those formed on Canal banks may only require the consent of a small group of stakeholders.

But where designated Greenways traverse multiple landholdings there can be significant constraints in implementing the Greenway project, unless it is carefully managed. The Kerry Greenway included over 200 No. landholdings.

Fortunately, we can learn from the experience gained by stakeholders of previously delivered Greenways around the Country. The various Landholders and Stakeholders have published a **Best Practice Guide**, which provides Landowners with a clear and transparent view of the process and is deemed to be the key to securing engagement with the Landowners

LANDOWNER CONSENT

One of the most significant constraints to creating a Greenway is the availability of the land for the route, and the associated landowner agreement is paramount to achieving this.

A Government led group of stakeholders have agreed a Code of Best Practice for the Delivery of National and Regional Greenways. (December 2021)

The code was agreed by the Department of Transport, Transport Infrastructure Ireland (TII), the Irish Farmers' Association (IFA), Irish Creamery Milk Suppliers Association (ICMSA), Irish Cattle and Sheep Farmers' Association (ICSA), the Department of Rural and Community Development, Sport Ireland, Fáilte Ireland, and local authority representatives.

The department said the new code includes “an innovative approach to land acquisition” involving early engagement with land or property owners to facilitate the acquisition of land by ‘voluntary land acquisition agreements’ which will allow them to avail of a **‘Greenway Sustainability Payment’** for their early engagement and cooperation.

GREENWAY ROUTE PROTECTION

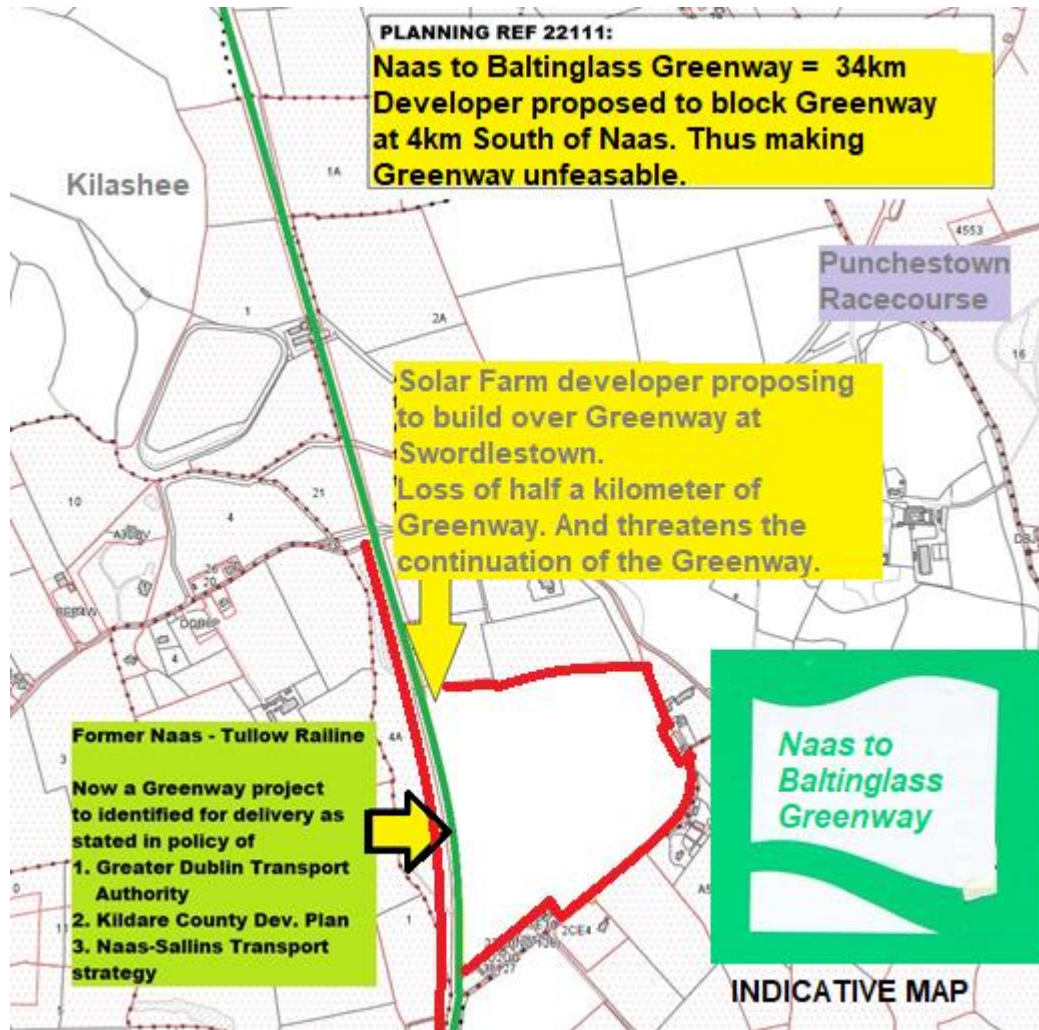
The local authority should consider how to preserve the Greenway routes designated by their Development Plans. Early communication with the landowner and engagement with the landowner will be a crucial factor. This important relationship building exercise provides a solid foundation for future discussions at the feasibility study stage of the Greenway project.

Any building of sheds, dwellings, or industrial projects such as Solar Farms upon a designated Greenway is a threat to the entire Greenway Route and make in unviable.

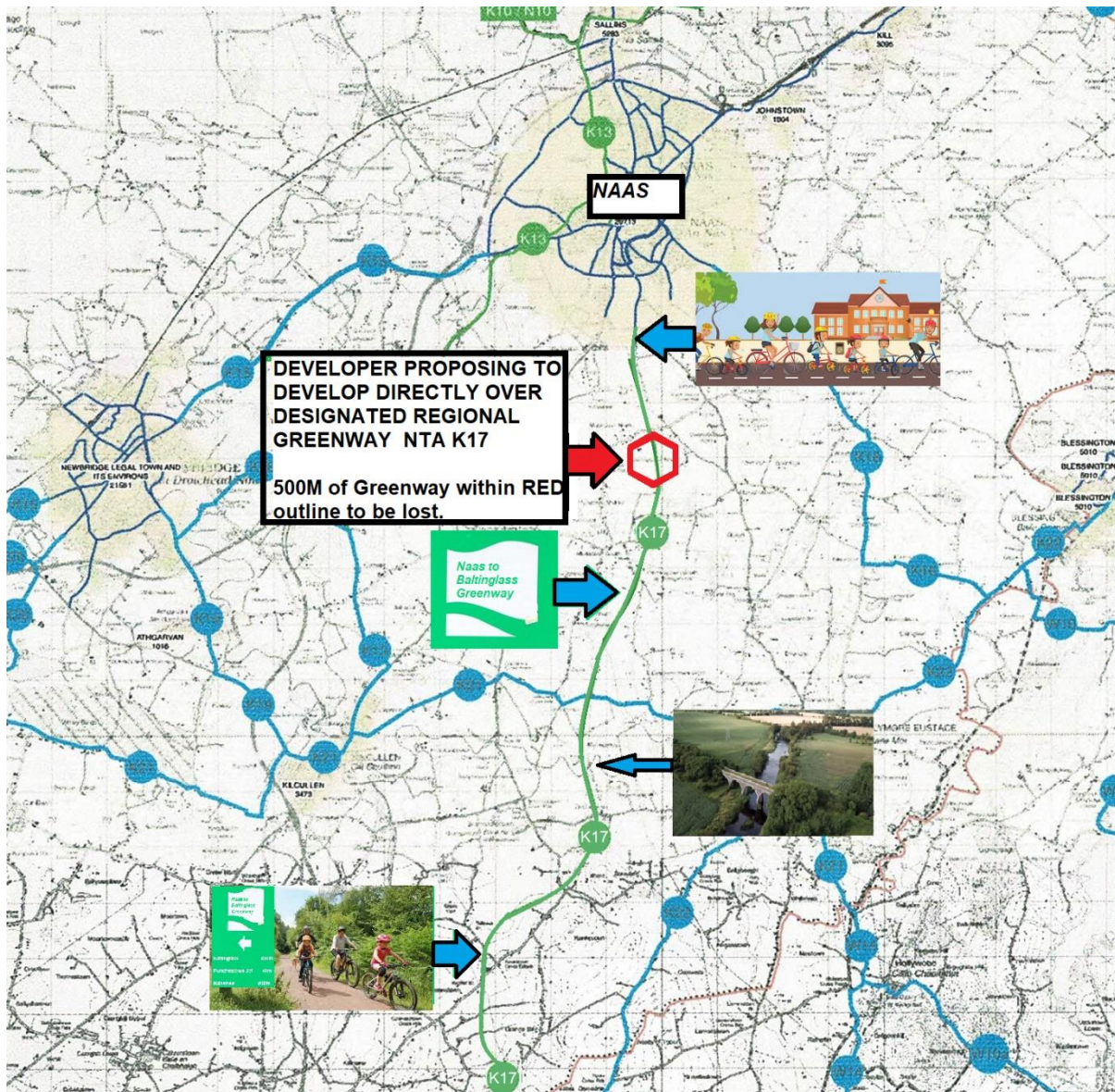
The Greenway route should be protected from any development preventing its designated use as a Greenway. Many landowners may not be aware of the proposed Greenway on their land, and they would benefit from an awareness campaign by the relevant stakeholders and the local authority.

CASE STUDY - SWORDLESTOWN INDUSTRIAL SOLAR DEVELOPMENT

This current case [Planning Ref 22111] highlights a proposed Solar Farm development proposed for construction directly on top of the Naas to Baltinglass designated Regional Greenway. Unless Kildare CC reject the Planning Application the entire 34km Greenway may not be viable.



The Old Sallins to Tullow rail line has been designated as a 34km Regional Greenway. The National Transportation Authority designated the Naas -Baltinglass Section as a Regional Greenway in the GDA Cycle Network Plan. At Swordlestown, some 4km South from Naas a Developer is currently proposing to build a large Industrial Solar Facility on top of the Greenway.



Legend:

	Inter-Urban Routes
	Greenway
	Urban/Town Network
	County Council Boundaries



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www.aecom.com



Project:
CYCLE NETWORK PLAN FOR
THE GREATER DUBLIN AREA

Title:
INTER-URBAN CYCLE ROUTES
SOUTH KILDARE
SHEET RN6

Indicative.
GPM Note Added

CONCLUSION

- Designated Greenways require protection.
- Early engagement with Landowners is essential.
- The CDP should define Greenway Delivery strategies

- CDP review should consider whether Code of best Practice National and Regional Greenways should be incorporated.
- Add Policy to DCDP for KCC to facilitate Stakeholder Groups to ensure designated Greenways are effectively delivered. Stakeholders may include Farmer’s organisations, Local Authority representatives, Department of Transport, Transport Infrastructure Ireland (TII), the Department of Rural and Community Development, Sport Ireland, Fáilte Ireland plus other key stakeholders.
- Add the necessary objectives to **Sustainable Movement** section of CDP.
- Add reference in TM021 - NTA GDA 2013 Cycle Network Plan K17 (Naas-Baltinglass Greenway).
- Also, NTA- K13 Naas Canal Greenway (Sallins -Herbertstown -towards Kilcullen)
- A new proposed Greenway linking K13 with K17 (NTA GDA 2013) will follow in a separate submission.
- The Draft GDA Cycle Network Plan 2021 incorporates the relevant 2013 policies.



Naas – Baltinglass Greenway

Magnificent Five Arch Rail Bridge over Liffey at Harristown 10km South of Naas