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Kildare Co. Co. Planning Department

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Below please find the IWAI's submission regarding **Naas Canal Quarter, Phase 1**. This document supports our previous submission (copy attached) to Kildare County Council's Draft LAP 2021-2027.

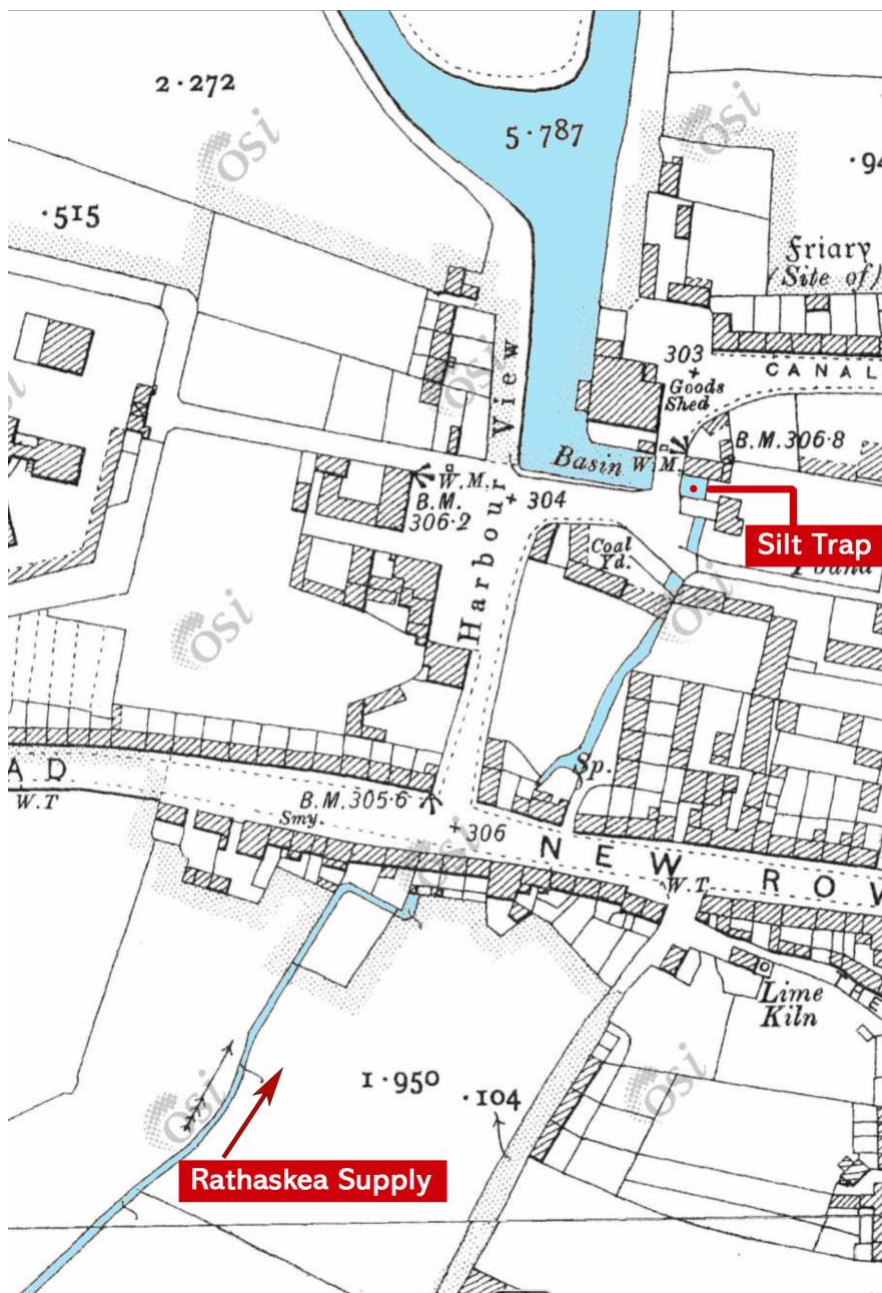
While we are conscious that this phase of the Canal Quarter Plan deals with short term gains to the long-term Masterplan for the Canal Quarter at Naas Harbour and surrounds, we note that the presentation documentation, though impressive, makes few references to improvements on and around the waterway. It cannot be emphasized enough how important a vibrant and active waterway in Naas is to the overall success of the entire Canal Quarter Masterplan. An active living waterway and harbour are the backdrops which will define many of the Masterplan's prime goals.

1. Short-Term Goals

Cooperation with Waterways Ireland will be key as there are many smaller improvements which can be made to take steps toward the greater Masterplan.

- **Drinking water tap(s)** in the harbour area.
- **A pumpout facility** will give boats a solid reason for visiting and/or staying in the area.
- **New mooring posts** in the areas immediately outside the harbour quays, also dredging adjacent to those mooring bollards.
- **A small number of serviced liveaboard and short stay berths** at the entrance to the Corbally branch.

- **Power bollards in the harbour area** for visiting vessels.
- **Appropriate low-level lighting around the harbour**, particularly around moorings.
- **Waterways Ireland need to dredge the harbour**, presently the back of the harbour is so shallow that it's only accessible to canoes or very shallow draft vessels.
- **In addition to dredging, WI should dredge and restore the silt trap through which the feeder flows** immediately before entering the harbour (this feeder carries large deposits of silt, the canal builders understood this and built a trap to protect the harbour. This trap appears to have been neglected for decades, see following diagram).



The Rathaskea Feeder Supply flows into the eastern terminus of Naas Harbour. It appears that the natural line of the stream was followed allowing it to turn at 90° before entering the Harbour, thus slowing the water with the intention of trapping silt. Otherwise the feeder could have been piped under New Row and run direct beneath Harbour View to the Harbour.

2. Longer-Term Goals

- **The culverting of the canal during upgrades to the Newbridge Road by Kildare Co. Co. needs to be reversed.** An elevated bridge should be built ensuring the return of adequate air-draft for canal barges/vessels. As this is a long-term goal it is imperative that **planning should be restricted in the area immediately surrounding the potential location of a new bridge**. Any permissions granted here should give ample consideration to the eventual construction of a new bridge.
IWA are aware that a motor dealer has very recently applied for permission to build close to the culvert location. This plan should be restricted from obstructing any future development of a bridge.
- **The completion of the Greenway to Corbally Harbour will bring much increased footfall and inspire interest** in the potential for the remaining harbour buildings which could house a service block for boaters, kayakers, cyclists and walkers. There is ample space here to house a cafe for weary travellers and facilities for a watersports club.
- **The Corbally branch line needs to be dredged.** Waterways Ireland have already dredged the harbour and much of the line up to the nearest culvert. The remaining 3-4 miles of the Corbally branch line need to be dredged. This canal section is approaching a critical stage as silt deposits have rendered some sections so shallow that canoes will barely pass through. Flooding would seem inevitable as the water seeks to escape elsewhere. Over the life of the canal some feeders have dwindled while others have disappeared. The feeder at Corbally however remains strong and is the lifeline to the Naas Line and Harbour. Indeed dredging the Corbally branch will effectively create a 4.5 mile reservoir to the Naas Line, ensuring that it then has adequate supply to meet the demand of the increased traffic which a successful Canal Quarter will generate.
- **Both WI and KCC should consider the possibility of a marina along the Corbally branch.** This would cater for Liveaboard demand, which would be high if the location was close to Naas Town with its excellent facilities and transport links. It could also offer a location for short stay visiting boats and a base for tourist hire boats. Canoe/kayaking clubs might use these facilities too. There is a large private lake adjacent to Connaught Bridge, about 1.5 miles outside Naas.

Sitting alongside the canal, this lake would make an ideal location for a PPP funded marina. This would create a further destination along the Corbally Canal. Both Corbally and Naas Harbour should become attractive destinations for all Green & Silver cruising boats.

3. Conclusion

The Inland Waterways Association of Ireland supports this stage of the development of the Naas Canal Quarter Masterplan. We would urge the Council to constantly consider the needs of an improving waterway, small gains at this point will help to ensure the vibrancy of the Naas Line which will then create the backdrop to a successful development of the Canal Quarter.