

CORBALLY CANAL & LIFFEY CORRIDOR ENHANCEMENT FEASIBILITY STUDY

ENGAGEMENT REPORT

February, 2025

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prepared for:

Kildare County Council



Comhairle Contae Chill Dara
Kildare County Council

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| | | |

Contract

This report describes work commissioned as per the contract signed on June 28th, 2024. This report was prepared by JBA Consulting.

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Purpose

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1.0 INTRODUCTION

JBA Consulting was commissioned by Kildare County Council for the Preparation of the Corbally Canal & Liffey Corridor Enhancement Feasibility Study, County Kildare.

The team that will carry out this study led by JBA Consulting's landscape team includes JBA's Landscape, Ecology and Engineering teams, IAC Archaeology, John Ruddle tourism consultant and CuddyQS Quantity Surveyors.

The Feasibility Study (hereafter referred to as 'the Study') aims to assess the opportunity for future amenity uses on and along the Corbally Canal Branch, including the opportunity to repair and repurpose the existing Corbally Harbour and its basin for recreation use. The River Liffey recreational trail from Kilcullen to Newbridge would provide a 10.75km route that has the potential to form part of a future consolidated strategic River Liffey Valley Park enhancing a network of recreational trails / greenways in County Kildare and beyond. The objectives for the Liffey Valley Park include the investigation of the potential provision of pocket parks / open spaces along the Liffey corridor between Newbridge and Kilcullen. The Study also aims to include an assessment of a proposed recreational trail / greenway connection from the Corbally Harbour to the River Liffey to facilitate connections from the Harbour to the settlements of Newbridge, Kilcullen and Athgarvan along the River

The study area comprises approximately 8.64 km of the Corbally Canal from Naas to Corbally Harbour, approximately 10.75 km of the Liffey Corridor, between Newbridge and Kilcullen, and connecting areas between both corridors.

This report was prepared to describe the Engagement process with the public and with key stakeholders associated with the study area. The report will describe new findings, together with additional opportunities and constraints recognised during each consultation event.

The report has been structured in chronological order of the consultation events:

- Public Survey
- Stakeholder Workshop
- Public Consultation
- Summary

This report relates to **Stage 3 - Engagement Report**, as part of the Feasibility Study. The current and upcoming stages will be carried out in the following order:

- Stage 3 - Engagement Report
- Stage 4 - Principles, Parameters and Options Report
- Stage 5 - Draft Feasibility Report
- Stage 6 - Final Feasibility Report



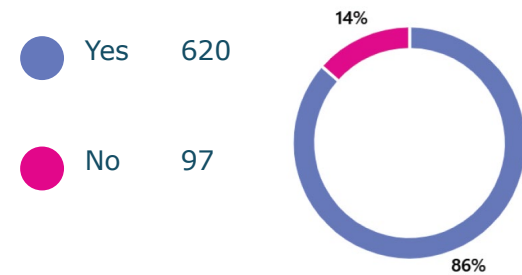
2.0 PUBLIC SURVEY

An online survey was published on the Kildare County Council website to gauge the public's opinion of the Corbally Canal and Liffey Corridor. The aim of the public survey was to gather local knowledge on land use of the Corbally Branch of the Grand Canal and available open spaces and amenities along the River Liffey.

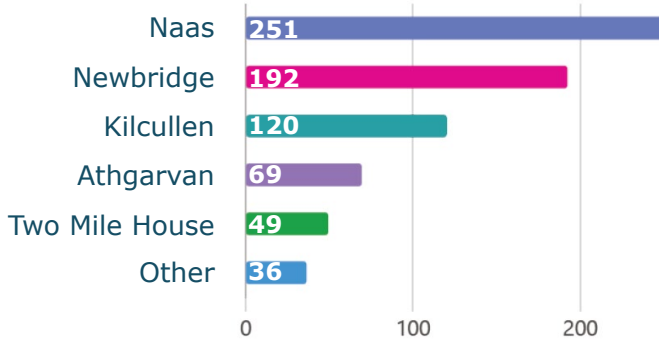
The survey was available for 44 days, from November 28th to January 2nd, and gathered a total of 717 responses.

The responses overview is listed below.

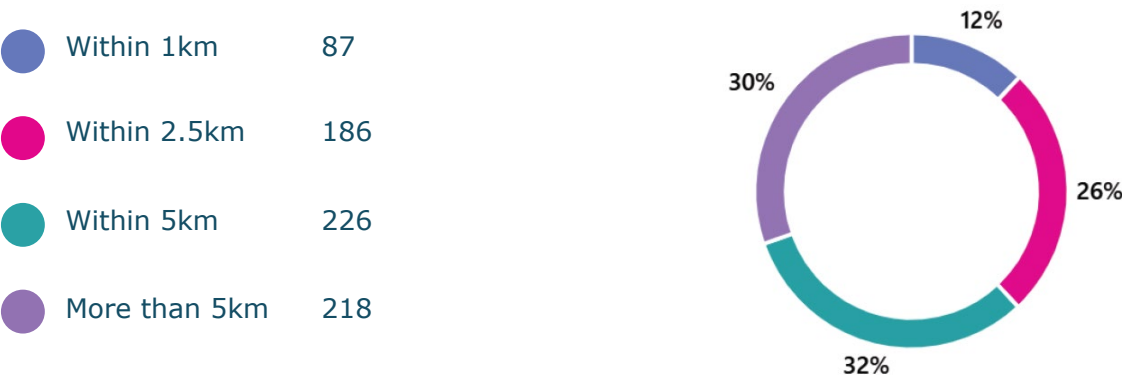
1. Are you familiar with the Corbally Branch of the Grand Canal (otherwise known as Corbally Canal) that extends from Newbridge Road to Corbally Harbour?



2. Of the list of settlements outlined below, where do you live closest to?

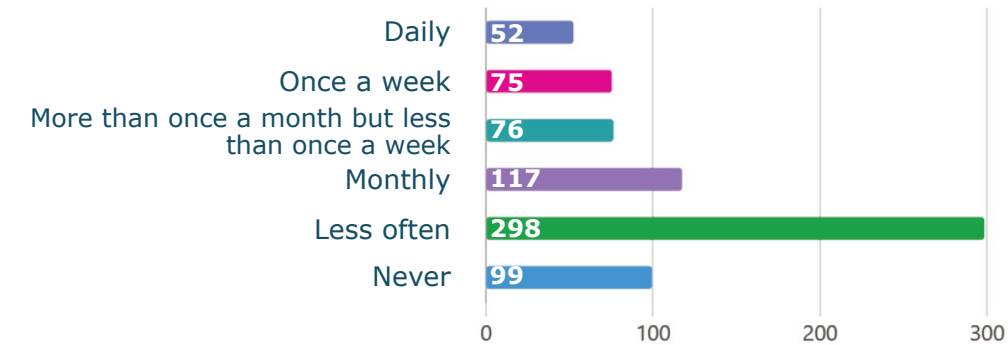


3. How far do you live from the Corbally Canal?

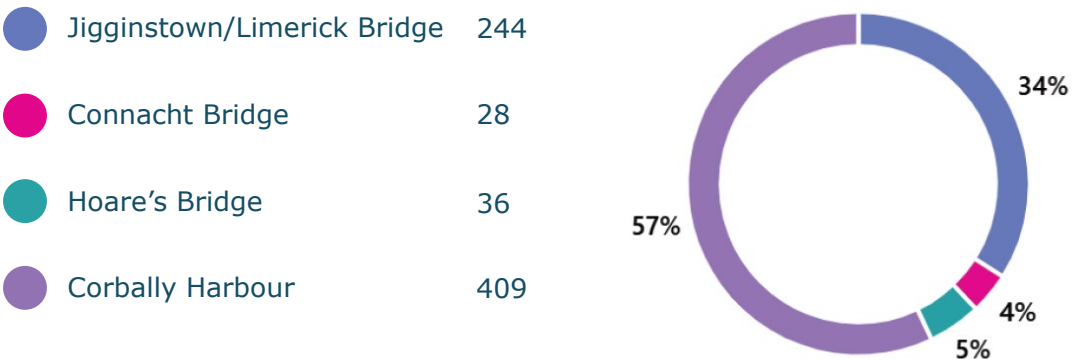


The majority of those who took the survey are familiar with the Corbally Branch of the Grand Canal. Given most of the responses were from people within the local area, such as Naas and Newbridge, 97 answers stating they are not familiar with the Harbour can be considered a high response.

4. How often do you visit the Corbally Canal?

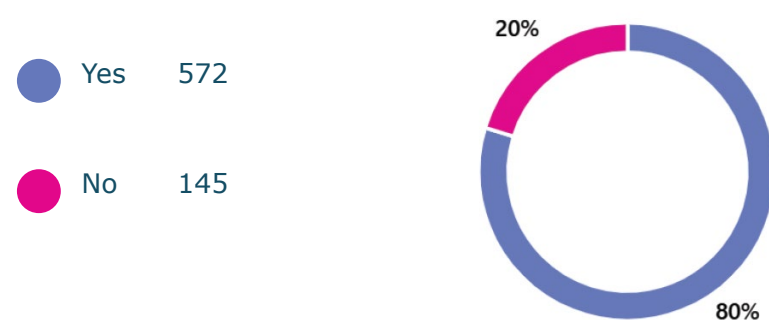


5. If you visit the Canal, where do you access from?

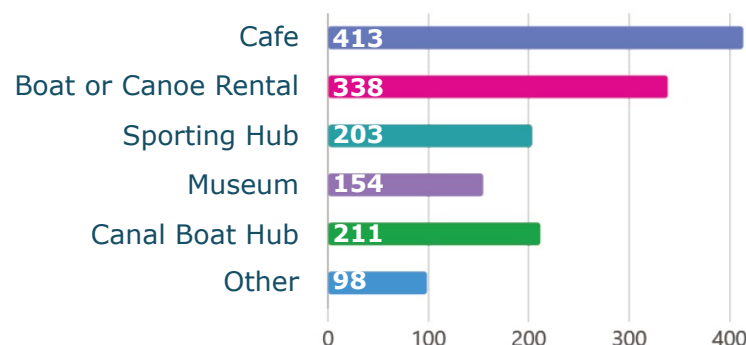


The frequency of visits to the Corbally Canal are varied, with over half of the answers being for less frequent visits (less than once a month). Additionally, the majority of people who responded to the survey prefer the Corbally Harbour as the main access point when visiting the Canal. This may be due to the available, informal parking at the location, providing access for users that travel more than 5km.

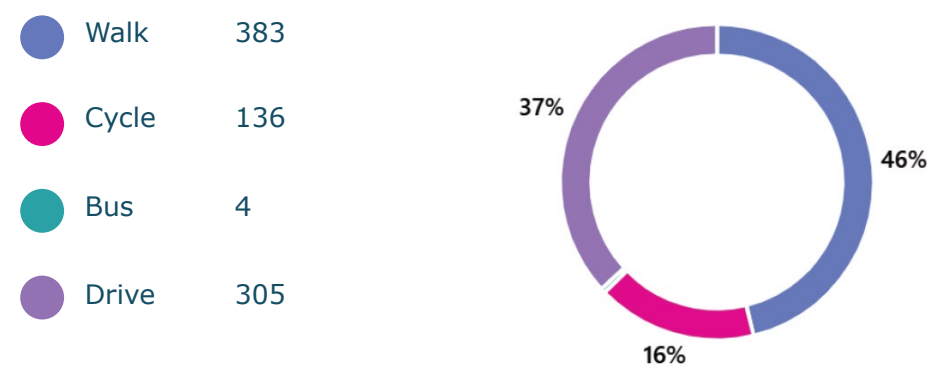
6. Are you familiar with the Corbally Harbour?



7. As an historical canal harbour and built heritage development opportunity what kind of activities would you like to see here?



8. How do you access the canal?

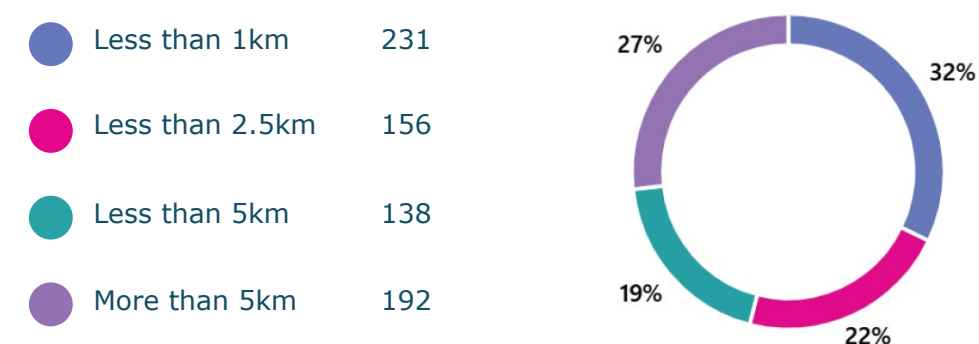


The majority of responses point to a general recognition of the Corbally Harbour.

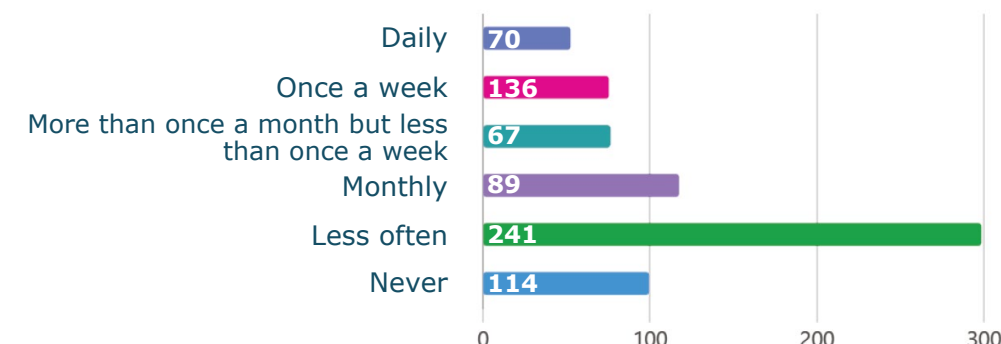
The interest in the conversion of the Corbally Harbour as a local amenity was evenly balanced between community friendly and water related activities. The two top responses were for a Café and a Boat/Canoe Rental facility.

The variety of responses on accessibility to the canal may relate to users commuting mainly from within a 1km (walk) and over 5km (drive) radius. Only 4no. responses were given for bus travel, which may reflect the low sustainable travel methods available in the area. Naas is the only public transport hub along the Corbally Canal.

9. How far do you live from the nearest River Liffey access point?



10. How often do you visit the River Liffey corridor between Newbridge and Kilcullen?



11. If there was a recreational trail from Corbally Harbour to the River Liffey and a river trail, would you use this?

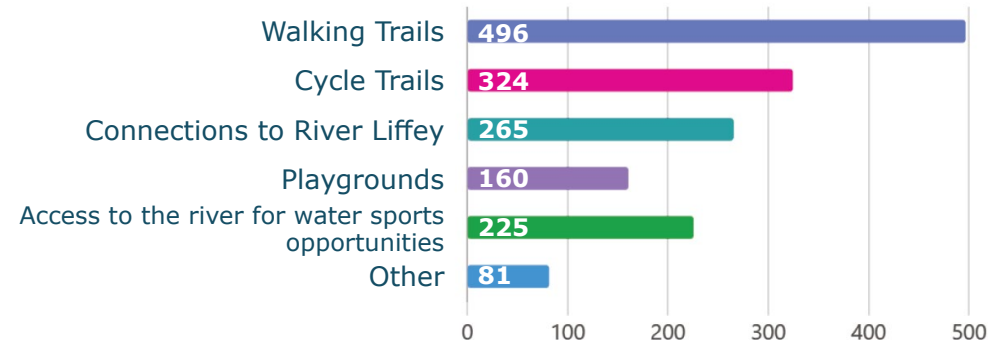


The survey questions for the Liffey Corridor were similar to the Corbally Canal. The responses identified that the survey was evenly spread in terms of access distances to River Liffey.

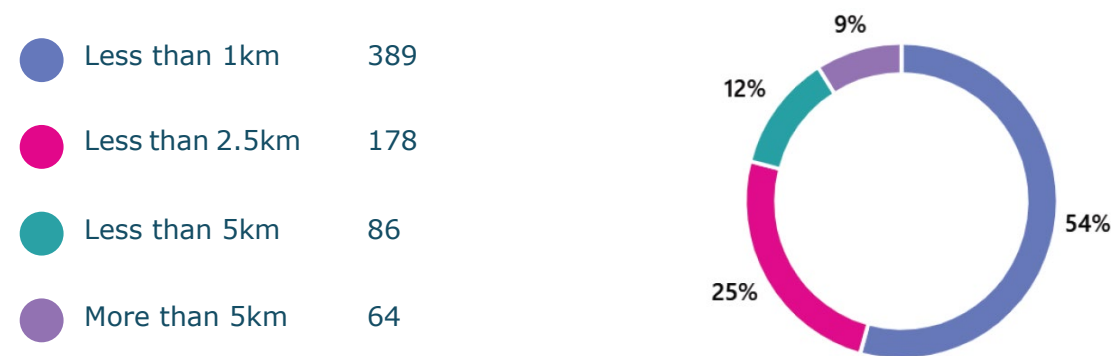
It was identified that users visit the River less regularly, with a high percentage opting for 'less often' and 'never'. Given that a combined 387 no. of responses were for users living less than 2.5km from the river, this seems to be a higher response that was envisaged.

This may indicate an opportunity to provide for more open spaces and/or amenities near the river. This was reinforced by the 94% positive response when queried about a potential future recreational trail between Liffey Corridor and the Corbally Harbour.

12. What would you like to see more of in Newbridge, Athgarvan and Kilcullen?



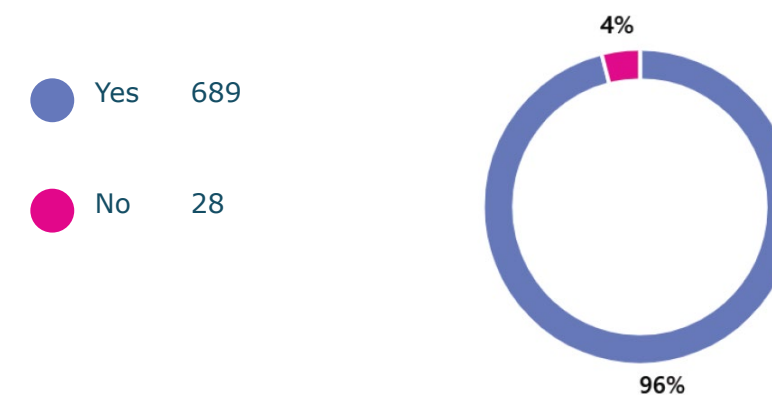
13. How far from your home is the nearest wildspace (place for you to be near nature)?



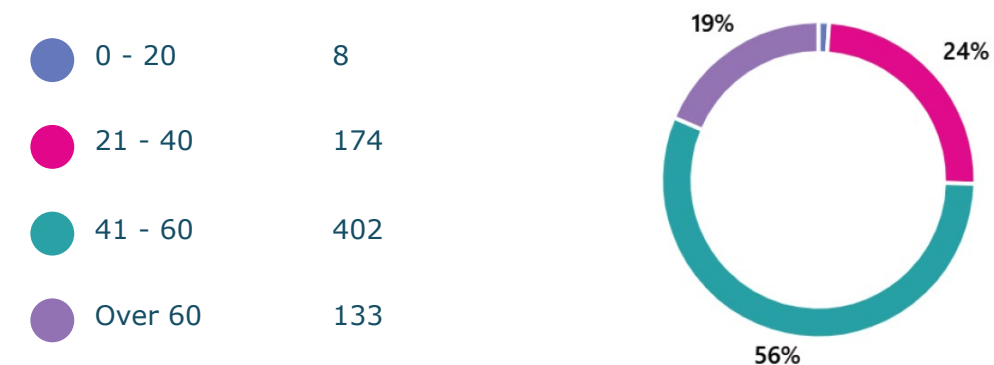
14. Do you recognise a need for more open space & play amenities near your home?



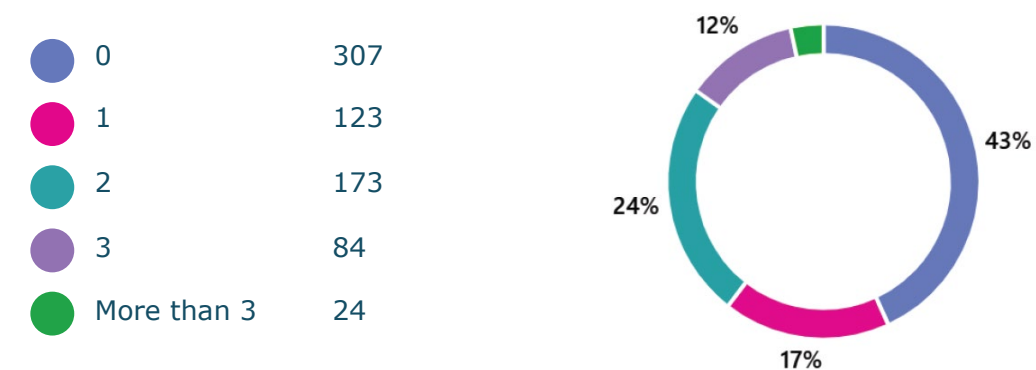
15. Would you like to see more accessible amenities near or along the River Liffey?



16. What age group are you in?



17. How many children (under 18s) are in your household?



A high amount of responses recognised the need for additional open space and play amenities within the proximity of residential properties. Upon reflection of the survey data for question 2 (location of respondents), this would suggest that local people would welcome additional recreational amenity within all towns in the area (mainly Naas and Newbridge).

When given a choice on what would people like to see more of in Newbridge, Athgarvan and Kilcullen, walking and cycle trails comprised the highest number of responses, followed by access to the river and water sports opportunities. This, in conjunction with the positive response for more accessible amenities, indicates a requirement for active travel routes as well as accessible recreational amenities within the study area and along the River Liffey.

For statistical purposes, age groups and number of children in the household were gathered, it was noted that the majority of responses came from the 41 - 60 age bracket, and from families with children under 18.

18. Do you think that there are any other key issues that should be considered along the corridor when we are developing the project concept?

This was an open question for the people who took the survey to be able to note any additional piece of information that they found important to raise.

46 respondents (23%) answered 'Canal' for this question, as shown in the word roundup below:



The following list summarises the key topics raised in this open question:

All Areas

- Universal access (with suggestion to involve the DPO - Disabled Persons Organisations)
- Protection of nature, habitats and natural amenity
- More access to nature
- Connecting Newbridge and Naas via walking and cycle route
- Sustainable travel options (such as bus) are required to access the existing amenities
- Inclusion of Irish in proposals
- Public toilets
- Food truck facilities

Corbally Canal

- Safety measures along the canal such as CCTV (due to dark corridor requirements for biodiversity), as well as life buoys and clear signage when close to water
- Parking provision (e.g. Corbally Harbour)
- Information on existing biodiversity
- Information on planting establishment and protection
- Provide a better surface for walking along the Canal
- Amenities along the Canal such as for exercise
- To not allow motorboats along the Canal
- Noise pollution from the motorway along the Corbally Canal and in Newbridge
- Dog bins (and maintenance of same) due to complaints of disrespectful dog owners
- Dog control (dogs commonly off leash have caused problems)
- Canal should be navigable from Corbally Harbour to Naas
- More / better wayfinding along the Canal, making clear where each access point is (as both end points are the most known - Corbally Harbour and Naas). Also important to clearly indicate where the towpath changes sides.

Liffey Corridor

- Connecting Newbridge to Kilcullen via walking and cycle route
- More playgrounds for children and sports amenities for all age groups
- More open space amenity with seating, picnic areas, bins, etc
- Consider art installations / sculpture
- More designated fishing areas
- Outdoor event spaces, especially in Newbridge

Transient Lands

- Protect the heritage at Great Connell and consider the historical significance of the road up to Great Connell.
- Connecting Corbally Harbour to Athgarvan
- Screen from view any visual clutter such as the permitted solar farm in the area

Others

- Accessibility from Two Mile House needs to be reviewed and speed limits reduced as there are no footpaths

It was also advised that any access to the River Liffey should involve consultation with North Kildare Trout & Salmon Anglers Association, noting that *"this fishing Club has for many years have managed the fishery to a high standard and are fully conscious of the importance of the biodiversity both along the banks and in the river"*.

Some responders offered specific recommendations, such as the following in relation to accessibility:

"A cycle route along the Corbally canal branch would be useful for travelling by bike from Naas to Newbridge. The road network connecting the two towns is busy. From the bundle of sticks to Toughers, there is no safe cycle way. The back road from M7 Business park - Victoria Bridge - Barretstown route is also unsuitable for safe cycling. A dedicated cycle and pedestrian route between the two towns would be very well used. From Jigginstown the route could be connected to the Grand Canal at Sallins".

3.0 STAKEHOLDER WORKSHOP

The Stakeholder Workshop was held on the 14th of January at the Kildare County Council offices.

Attendees included stakeholder bodies such as Waterways Ireland, Local Authority Waters Programme (LAWPRO), Electricity Supply Board (ESB), Naas Biodiversity Group, Inland Fisheries Ireland (IFI), Inland Waterways Association of Ireland (IWAI), Barrow Blueway Walking Tours, as well as Kildare County Council members and Councilors.

The discussions carried out during the workshop were filtered into the following key items, which will be summarised in this chapter:

- Lessons Learned
- Queries Raised
- Challenges

3.1 Lessons Learned

This chapter comprises the information received during the workshop based on local knowledge. All new information will serve a purpose within the upcoming work, such as to inform potential opportunities, reinforce existing constraints or prompt new information to be prepared.

The information gathered during the workshop will help inform the upcoming stages, including the public consultation in April 2025.

3.1.1 Opportunities

All Areas

- Focusing on the rich habitats in the study area and educating the public on the species they can find in each location (e.g. signage).

Corbally Canal

- Landowner adjacent to the eastern section of the Corbally Canal has shown intention to help widen the narrowest portion of the Canal embankment area. This would provide an opportunity to review pedestrian trail widths and support biodiversity enhancement.
- Converting the existing harbour buildings into a community focused amenity such as a Cafe or Boat rental.
- Providing formal parking at Corbally Harbour would facilitate visitor access.
- Utilising the rich history of the area, especially Corbally Harbour and including that information in future designs of the area (e.g. signage).
- Focusing on recreational amenities will be beneficial.
- Promotion of the use of boating / barge from Corbally to Dublin for the large boating community.

Liffey Corridor

- The permitted bridge across River Liffey at Newbridge, connecting Belin Woods to a permitted Large-Scale Residential Development (LRD) will offer an additional access to the river and environs.
- There is a wide area zoned for Open Space southeast of Newbridge town. There is an opportunity to take advantage of this land to review options for amenities that provide connectivity with the River Liffey.

- The water quality of the River Liffey is high at Kilcullen and good in Athgarvan to Newbridge. There is an opportunity to provide additional water-related activities in this location.
- There are a number of angling clubs along the Liffey in Kildare which benefit from the water quality of the River staying high. Water quality should be protected.

Transient Lands

- Review the option to create a closed loop from the Corbally Harbour towards Kilcullen, followed by the available paths up to Newbridge, and back around.

3.1.2 Constraints

All Areas

- Funding to implement and maintain new amenities along the Corbally Canal and River Liffey.

Corbally Canal

- Blockage at Mooney Bridge will need to be removed and this section re-opened to allow for water sports activities. Existing bridge to be recovered to suit agricultural use.
- Bridges in poor condition should be re-assessed and recovered. Old engineering techniques should be showcased where possible.
- Universal access may not be achievable to the entire extent of the Canal due to ecological constraints. A tow path, as existing, is the Waterway Ireland's preference to ensure protection of the existing habitats. Universal access should be implemented where there are specific uses along the Canal, such as at the Harbour (which could receive new uses such as a Cafe or a boat rental).
- The Corbally Canal extent needs to remain as a dark corridor to ensure protection of existing habitats
- Towpath on the Naas to Corbally Harbour is on one side of the canal only. Waterways Ireland recommends any proposed path to be kept at a sufficient distance from the bank. Remediation to a collapse verge is expensive and should be avoided by providing a design that caters to safety and structural measures.
- Disturbances to towpaths may cause impacts to the stability of embankments and subsequent water quality and ecological disturbance.
- Extensive works and certain materials have been identified as not appropriate for the Canal by Waterways Ireland. This includes the use of tarmac or loose materials that would cause dust. These materials should be avoided.
- Active travel protocol should not be followed along the canal as it would require a wide tarmac path, which is not appropriate for this area due to ecology and size restrictions.
- In order to provide recreation amenity to the Corbally Canal, it is protocol of Waterways Ireland (WI) to carry out specific assessments, such as water quality. These assessments are completed by WI.
- WI do not expect boat use to impact the existing fish habitats in the canal. New uses may prompt additional ecology surveys in order to understand if there are any existing habitats that could be impacted by additional human interaction or recreational uses.

- Dogs are an ongoing issue in canals, especially to certain habitats like otters (which are present in the Corbally Canal). This is only a concern when dogs are off the leash, which is common at the Canal.
- Opening the entire stretch of the canal for boat use will require the selection of locations for locks and for boats to stop / turn around. The canal at the moment only provides a linear route with no locations to stop or turn back.
- Any proposals to the canal or Harbour need to comply with the requirements for a maintenance access route, as currently available for Waterways Ireland.
- Ensure the new Data Centre at Jigginstown will not impact on the integrity of the Canal corridor and existing biodiversity.
- There will be space constraints related to providing a potential formal parking area at Corbally Harbour. The requirement for maintenance access will need to be considered.

Liffey Corridor

- Pedestrian circulation near the river due to landownership constraints. This includes using public footpaths along the carriageway, which is not consistent from Kilcullen to Newbridge.
- Biodiversity should be the forefront of any future developments / proposals along the River Liffey.
- Embankments are sensitive and should be protected by way of ensuring an appropriate riparian corridor.
- Barriers to fishing should be considered where appropriate

Transient Lands

- Great Connell is an important historical area with many remnants of heritage. This area will be considered sensitive to receiving any type of development, but may be able to receive some minor interventions. This will still require proper assessment prior to any proposals.
- Narrow carriageway along the 'quiet road' which connects Harbour Road to Great Connell would not have sufficient width to accommodate active travel. Visibility at junctions is also a risk in this location.

3.1.3 New Information

All Areas

The study comprises two important ecological corridors at the Corbally Canal and River Liffey. The opportunity for these corridors to receive other uses or proposals should be restricted by the existing habitats, heritage and other site constraints. Table 3-1 and Figures 3-1 & 3-2 identify sensitive areas that should be protected and excluded from any type of development, as well as valued areas that should only undergo minimal, light works development within. The mapping additionally accounts for potential operational impacts, i.e., waterfowl disturbance zone around the reservoir. The mapping also considers existing urban features (e.g., hard standing areas), as well as existing trails within sensitive areas, such as the within the and Grand Canal pNHA site.

Table 3-1 Sensitivity coding of ecological features within / adjacent to the study area

| Sensitivity Coding | Ecological Features |
|------------------------|---|
| Deep Red | Protected floral species (Flora Protection Order 2022); Disturbance zone of Badger sett; and Disturbance zone of Otter holt. |
| Deep Red | Riparian woodland and other wetland habitats (i.e. reedbeds, marsh and tall herb swamps) within riparian zones of watercourses; Potential bat roosts (trees and structures); Red-listed floral species; and Watercourses and riparian zones within designated sites. |
| Orange | All other areas within the boundaries of designated sites (pNHAs); Hedgerows and treelines; Mixed deciduous and conifer woodlands; High-quality meadow habitat (in sections along the Grand Canal pNHA); Lower order streams and drainage ditches; and Areas utilised by protected non-volant mammals. |
| Yellow | Areas which have the capacity to support a wide by a wide range of protected and unprotected wildlife; Low-quality meadows; and Scattered trees and parkland |
| Green | Artificial surfaces and structures, including hard standing trails; Frequently maintained amenity grassland; and Pastural and arable fields. |
| Purple hatched overlay | Invasive non-native species adding additional complications to development works within hatched area. |

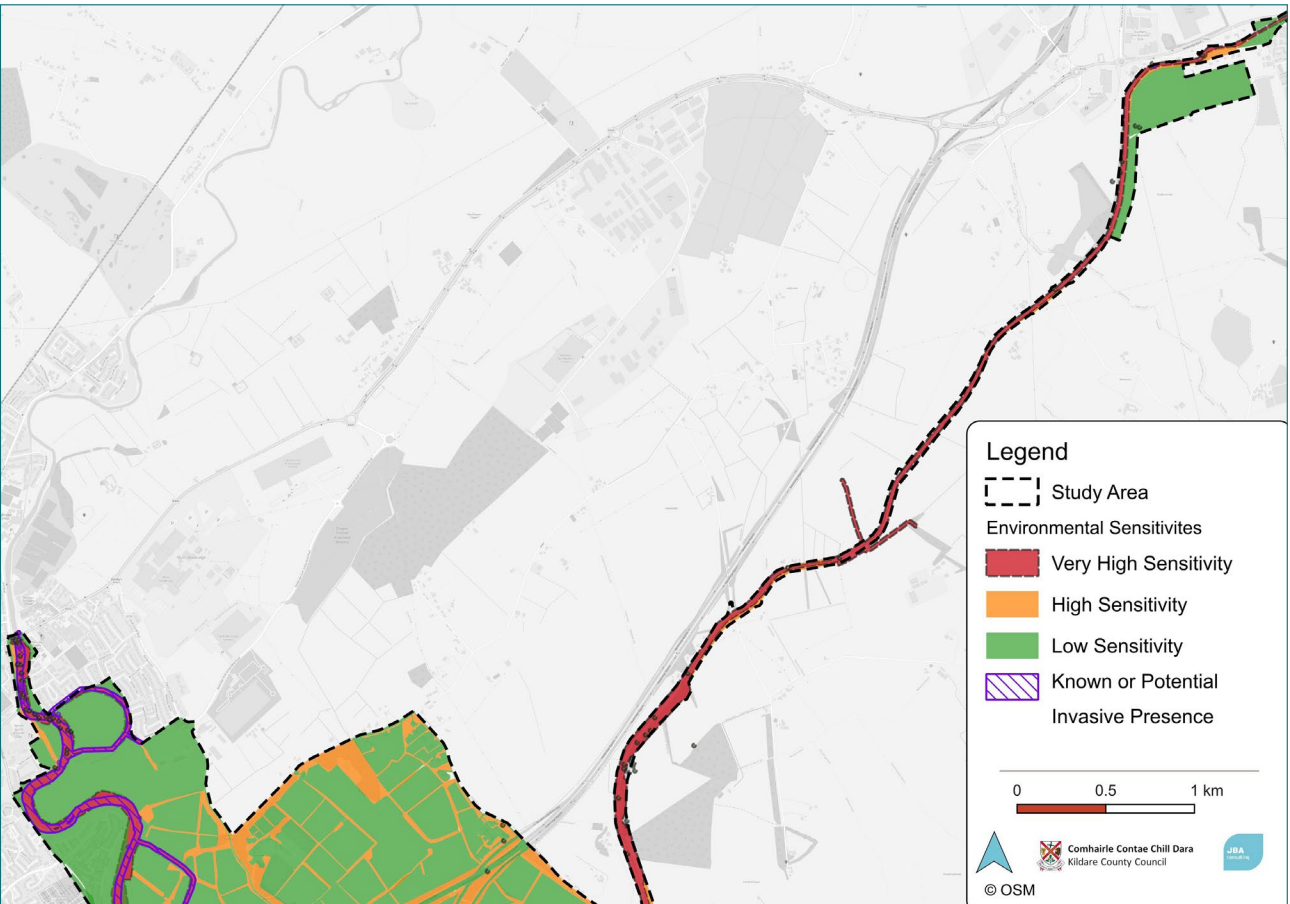


Figure 3-1 Ecologically sensitive areas (north)

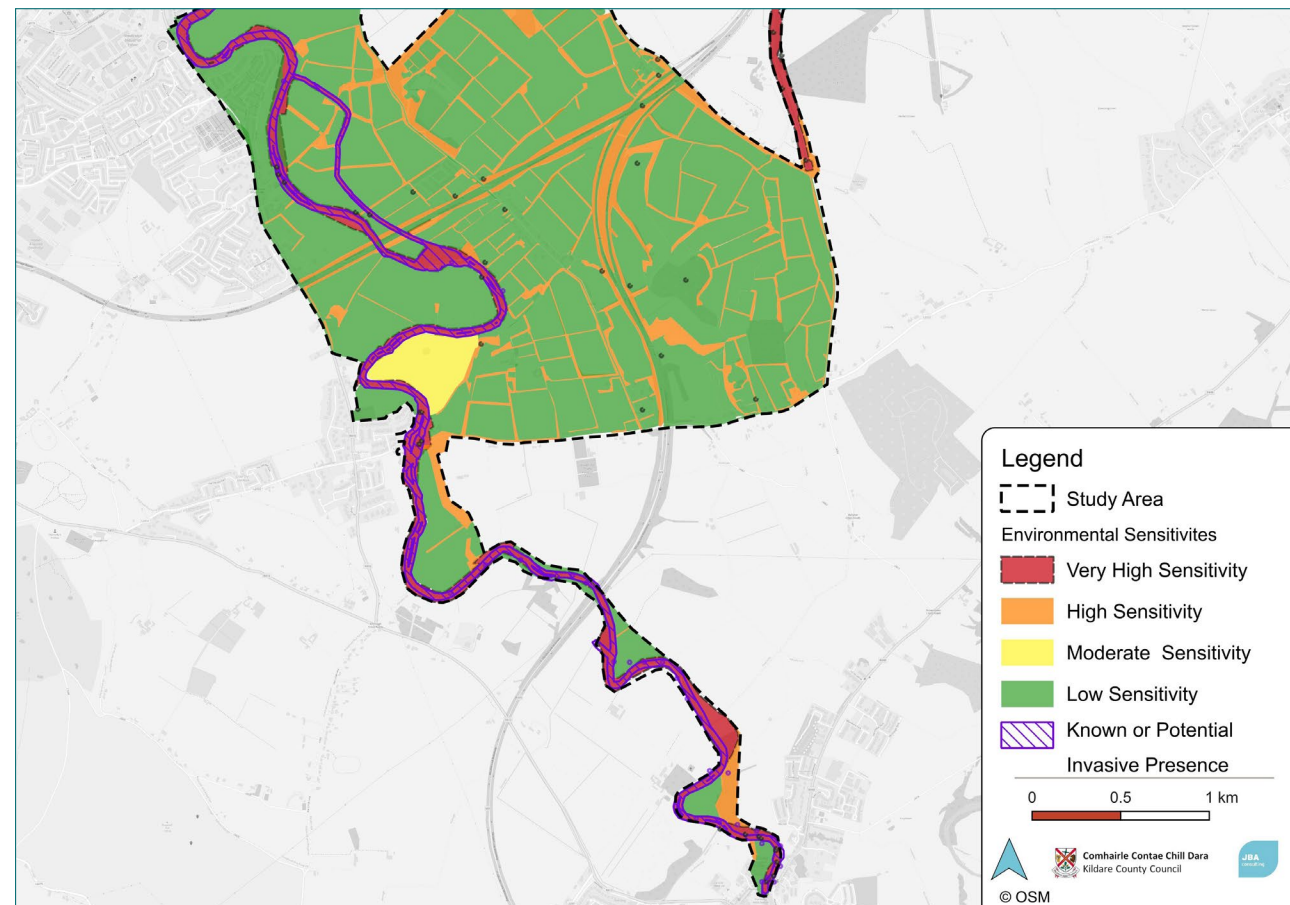


Figure 3-2 Ecologically sensitive areas (south)

The study area is also rich in heritage, with multiple monuments and protected structures identified in each town, transient lands and Corbally Canal (Figure 3-3).

The important heritage hub within Greatconnell will need to be properly protected from development, and thus was highlighted as being 'highly sensitive' to development. This includes recreational trail proposals which will need appropriate assessment to ensure the existing archaeology is protected. The Corbally Harbour has also been rated as 'Highly Sensitive' due to its rich history in the area, as well as to ensure that new uses to the Harbour are suitable and do not impact on the visual character of the buildings and basin.

Areas rated as 'Medium Sensitivity' include locations in the landscape that comprise one or more monuments in proximity to each other, which would need to be considered and assessed prior to new developments.

Any other monuments not within these areas are also sensitive, but were not considered as they are not expected to interact with the scope of the feasibility study. This is due to siting within urban fabric, and distance.

Rights of Way (ROW) were mapped (Figure 3-4) to understand if there is an opportunity to utilise these routes for a potential connection between Corbally Harbour and Liffey Corridor.

There are multiple ROW parallel to the River Liffey to the east, which further to appropriate constraint assessments of these areas, such as ecology and heritage, may be suitable to receive pedestrian traffic. However, only a few ROW were identified within the transient lands, which provides an access point from Harbour Road or from the local road that crosses over the M9 from the west. There is no connection between east and west within the transient lands via the existing Rights of Way. The only access locations to the River Liffey are at Kilcullen and Belin Woods, Newbridge.

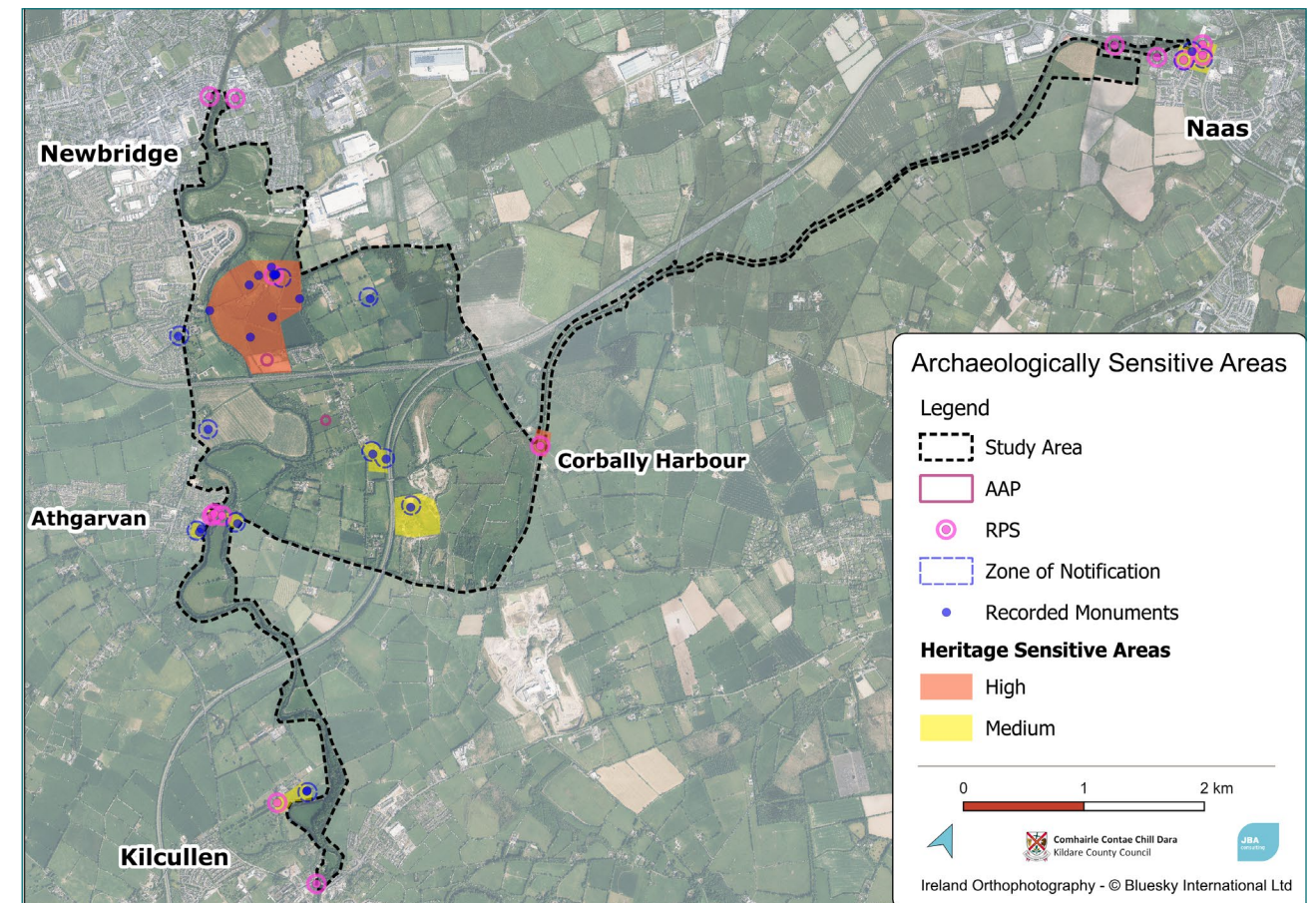


Figure 3-3 Archaeologically Sensitive Areas

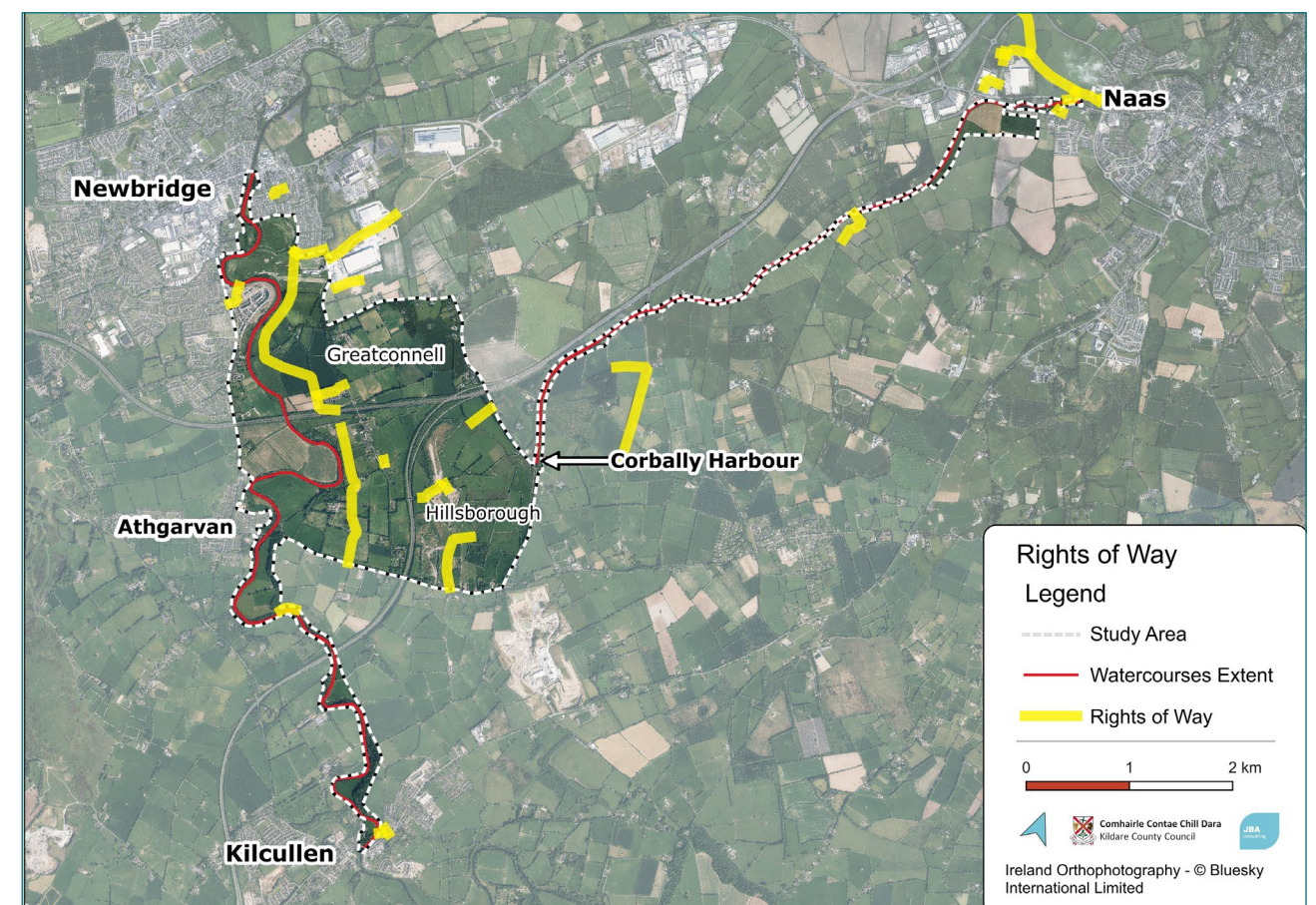


Figure 3-4 Rights of Way

Corbally Canal

It was noted that the Corbally Canal draws water from the Pollardstown Fen. The stream feeder follows Harbour Road, connecting to Corbally Harbour from the southwest.

Waterways Ireland is not managing the Canal under Water Frame Directive (WFD), which would guide on how to manage canals on open navigation corridors. Should the canal be used for navigation, WI would need to change management to be under WFD.

Future proposals to Corbally Canal will need to consider the appropriate term given the constraints given by definitions by government bodies such as National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).

NTA's definition of 'Greenway':

Off-line routes typically through green spaces or adjacent to watercourses. Typically developed for leisure purposes however they can also provide key transport links, particularly in urban areas.

According to the NTA's Cycle Design Manual (NTA, 2023), greenway surfaces should be sealed and machine laid to ensure it provides the same level of quality as other urban cycle routes. Guidelines relating to the recommended width of greenways are shown in Table 3-2.

Table 3-2 NTA's recommended greenway widths

| Location | Desirable minimum width | Absolute minimum width |
|-------------|-------------------------|------------------------|
| Urban Areas | 4.0 m | 3.0 m |
| Rural Areas | 3.0 m | 2.5 m |

TII's definition of 'Greenway':

A cycleway that caters for people walking, wheeling, and cycling in a mainly recreational environment.

In TII's Rural Cycleway Design (Offline & Greenway) publication (TII, 2022), the recommended pavement material and minimum widths for greenways are provided as follows in Table 3-3.

Table 3-3 TII's mandatory minimum widths for cycle facilities

| Cycleway types | Volume | Minimum width |
|------------------|--------|---------------|
| One-way cycleway | Low | 2.0 m |
| | High | 3.0 m |
| Two-way cycleway | Low | 3.0 m |
| | High | 4.0 m |
| Shared use | Low | 3.0 m |
| | High | 5.0 m |

The publication specifies three pavement types for greenways:

- Type A (bituminous base and surface for high traffic);
- Type B (unbound granular base with bituminous surface for lower traffic and cost efficiency);
- Type C (unbound granular base, unsealed for rural aesthetics, requiring TII approval).

The designer selects the appropriate type based on location requirements.

Given the corridor width constraints of the Canal embankment and towpaths, neither NTA or TII would be appropriate for the entire extent. The term 'Blueway', as defined by Waterways Ireland, refers to a network of approved and branded multi-activity recreational trails and sites, based on, or closely linked with the water, together with providers facilitating access to activities and experiences. It is unclear if a 'Blueway' would need to comply with the greenway guidelines, as defined by NTA or TII. Proposals for the Corbally Canal would follow the blueway designation but would be detailed as a 'recreational trail', allowing designs to cater to specific needs of the site, including corridor width constraints.

Liffey Corridor

There are multiple pressures along the River Liffey, such as flood events, drainage pressures / urban run-off. The IFI carries out regular work along the river and stream barriers which help mitigate known pressures within the study area. The ESB is responsible for changing the water levels along the River to reduce localised risk of flooding during storm events. Furthermore, the community has raised concern over random changes in levels, which affect the local amenities such as boat clubs.

Figure 3-5 includes the recognised pressures for the River Liffey, as mapped by the IFI and EPA, which include agriculture, hydromorphology, urban runoff and urban waste water.

The River Liffey faces various pressures from agricultural, hydromorphological, and urban sources. Agriculture is the most significant pressure, impacting many of the 59 At Risk waterbodies within the Liffey and Dublin Bay Catchment. Agricultural activities, including pasture, arable farming, and farmyards, contribute to nutrient and organic pollution. Urban run-off, caused by misconnections, leaking sewers, and surface runoff, leads to nutrient, organic, and sediment pollution. Hydromorphological impacts, such as sediment pollution and physical alterations from channelisation, embankments, dams, and bank erosion, also affect these waterbodies. Additionally, urban wastewater, categorised by population equivalence, further contributes to nutrient and organic pollution.

These significant pressures acting on the River Liffey impact the study area by degrading water quality, disrupting aquatic ecosystems, and reducing biodiversity. Nutrient pollution from agricultural and urban sources can lead to eutrophication, causing algal blooms that deplete oxygen levels and harm aquatic life. Sediment pollution and physical alterations can alter the natural flow and structure of the river, affecting habitat availability and stability for various species. The cumulative effect of these pressures can compromise the ecological health of the River Liffey.

Additionally, barriers to fish migration, such as weirs, dams, and culverts, exacerbate these pressures by impeding the movement of fish species and disrupting their natural life cycles. Agricultural runoff and urban pollution can increase the sediment and nutrient load in the river, which, combined with physical barriers, can create inhospitable conditions for fish. These barriers can lead to fragmented habitats, making it difficult for fish to access spawning and feeding grounds, which is essential for their survival and reproduction. The presence of such barriers can also increase the vulnerability of fish populations to other stressors, such as pollution and habitat degradation, further impacting the overall health of the river ecosystem. The IFI's National Barriers Programme is assessing the location and impact of these barriers in Irish rivers. Barriers located within the study area can be seen in Figure 3-6.

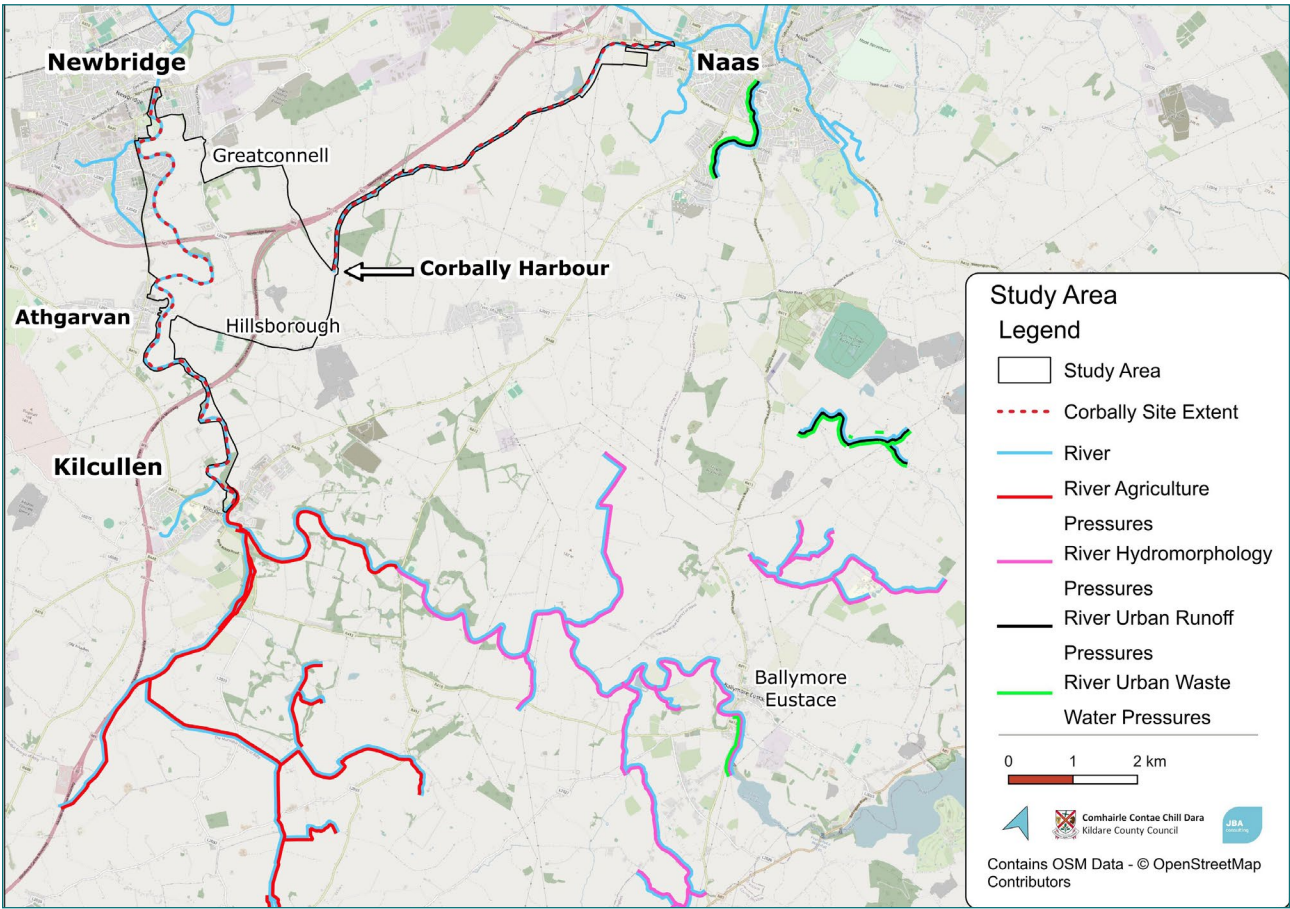


Figure 3-5 Significant pressures acting on the Water Frame Directive River Waterbodies

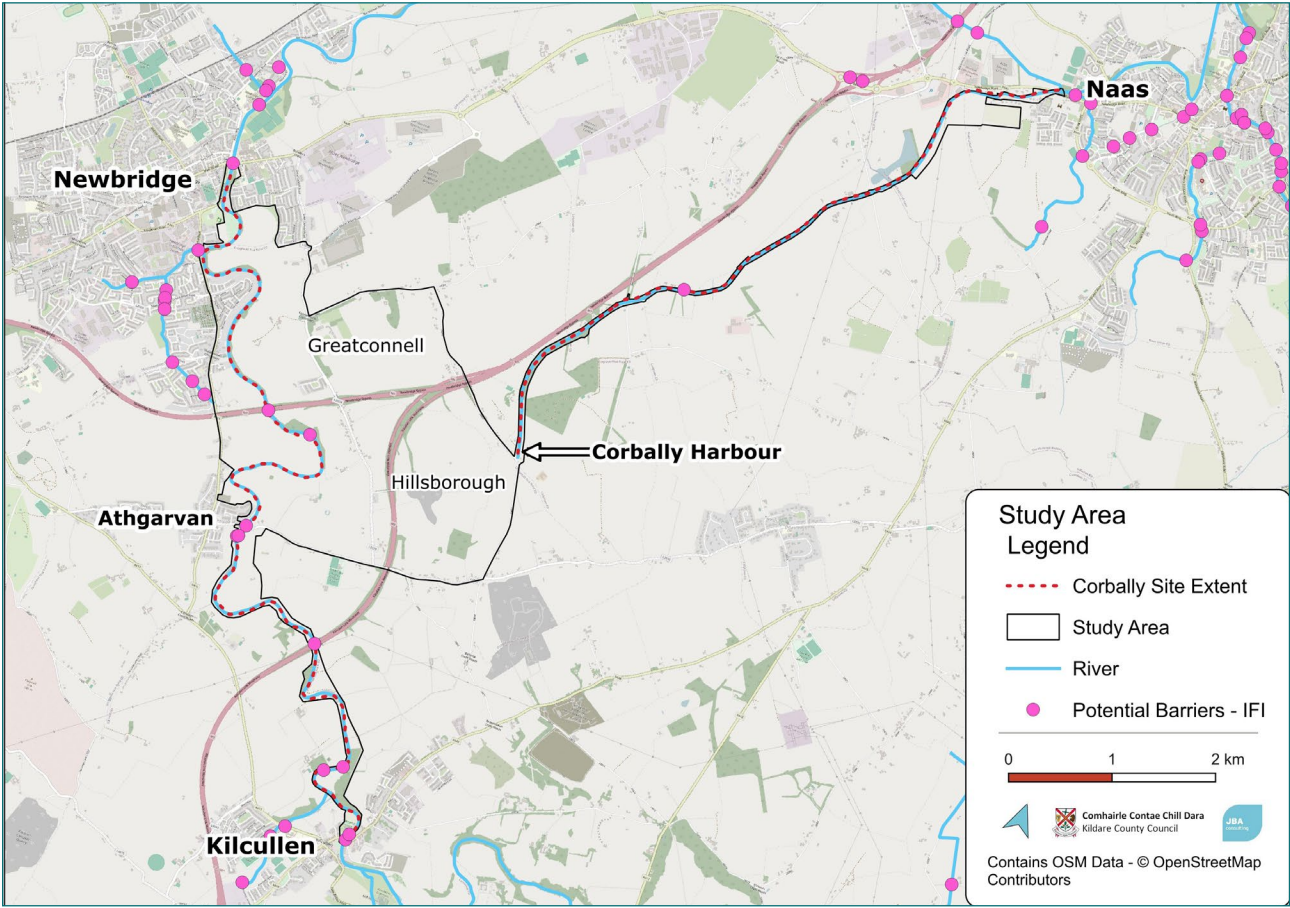


Figure 3-6 IFI Barriers within the Study Area

3.2 Queries raised

Additional information (Table 3-4) was requested from the attendees in order to fill any gaps identified during discussions. This will provide additional guidance for the Feasibility Study and progress the list of lessons learned.

Table 3-4 List of queries raised with stakeholders

| Item | Topic | Information Request | Action for | Status |
|------|-----------------|---|-------------------|--------|
| 1. | Liffey Corridor | Landownership map of the extent of ESB ownership of the River Liffey | ESB | Closed |
| 2. | Liffey Corridor | Additional surveys such as Ecology for the River Liffey | ESB | Closed |
| 3. | Liffey Corridor | Available water quality assessments or scheduled programs for the change in water level (to understand if there is a program or if the changes are reactive) | ESB | Closed |
| 4. | Liffey Corridor | Any schedule works that would affect/inform the feasibility (e.g. embankment stabilisation / change water edge profile) | ESB | Closed |
| 5. | Liffey Corridor | Land licensing offset from River Liffey & any locations that ESB have identified as sensitive and/or are not appropriate for any type of development (including recreational) | ESB | Closed |
| 6. | Liffey Corridor | Bathing spots along the River Liffey and other known uses & locations | KCC | Closed |
| 7. | Corbally Canal | Additional information on the Corbally Harbour | Waterways Ireland | Closed |

3.2.1 Closed items

Item 1,2, 4 & 5

ESB do not own any extent of the River Liffey within the study area.

Item 3

Although ESB do not have ownership of the River within the study area, they have shared the following in relation to water levels, which when applied in other section of the River may result in changes in this location:

“The management of water levels in the Liffey is reactive, based on prevailing conditions and the levels of water contained in the reservoirs upstream. This process is managed across the three dams in the scheme.

ESB has a number of Water Gauges installed along the Liffey, including some outside our ownership area. We have data associated with these gauges that may be useful, and we will work to map these gauges and pass over relevant information.

We will also search our records to uncover any existing surveys, including ecology, that may be helpful. Please let us know if there are any specific areas you would like us to focus on”.

Item 6

The public is known to use the River Liffey for swimming although there is no official dedicated swimming locations. According to public knowledge, there are some unofficial swimming spots within the study area, as shown in Figure 3-7.

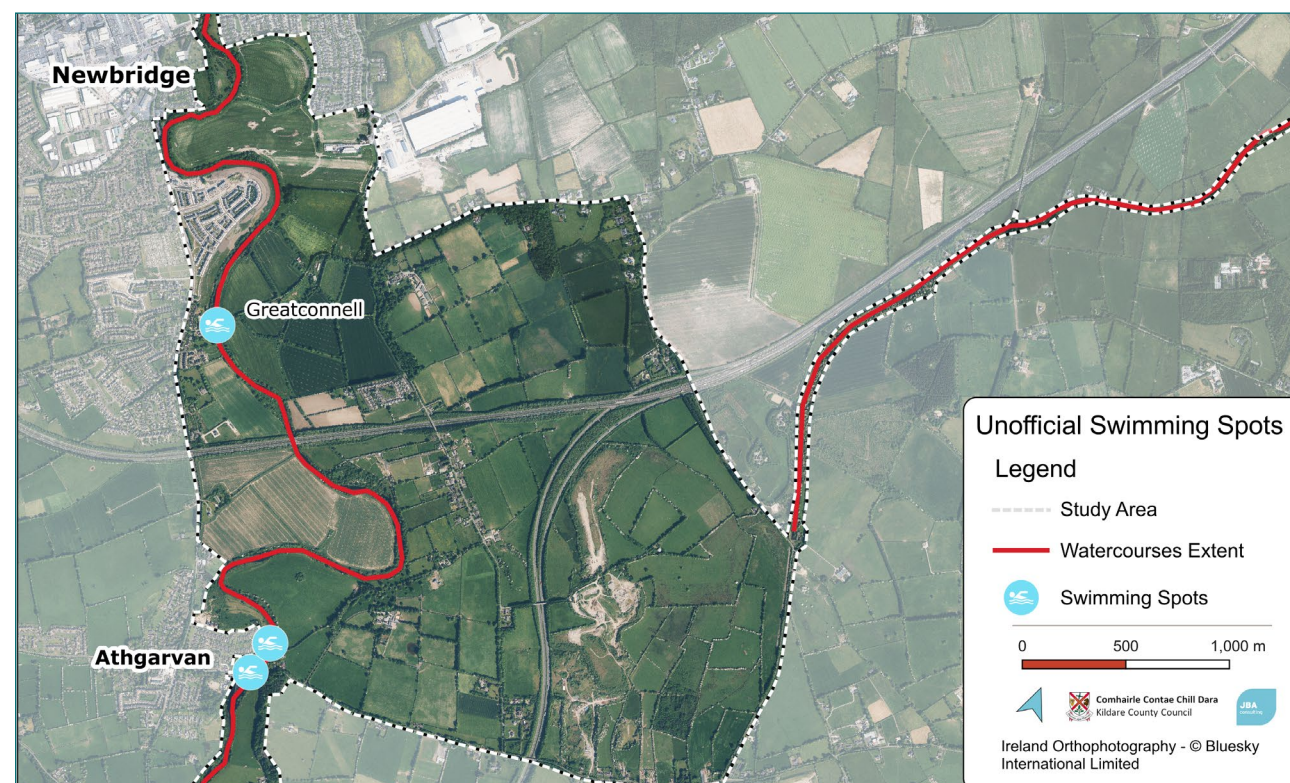


Figure 3-7 Unofficial swimming locations

Item 7

Waterways Ireland (WI) provided additional information on 16/11/2025 in relation to the Corbally Canal and Harbour, as follows:

- A temporary culvert was constructed to replace the old culvert. Mervyn Hamilton from WI noted that even though it was noted as 'temporary' it is permanent until a new replacement is needed. WI does not envisage a short-term replacement following this repair.
- Works were recently completed (December 2024) on the Corbally Basin, with embankments stepped, as per Figure 3-8.

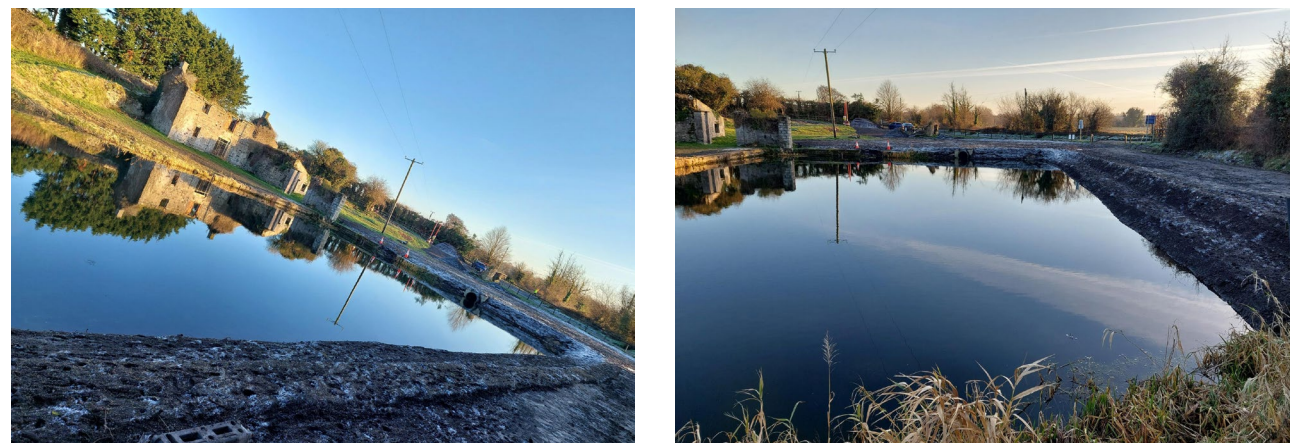


Figure 3-8 Photos of the completed dredging and reprofiling works at Corbally Harbour (December 2024 - photos provided by Waterways Ireland)

3.3 Challenges

Following the lessons learned during the workshop and queries raised that have since been addressed / are being addressed, some challenges have been identified going forward which will need to be carefully addressed to ensure sufficient details and clarity.

The main challenge will be managing expectations in relation to:

| | |
|---|---|
| Existing and any proposed land uses and recreational opportunities | Waterways Ireland guidelines and Riparian zone and embankment protection |
| Universal access | Impact on the existing biodiversity and habitats of the Corbally Canal |
| Safety measures along Canal as a dark publicly accessed towpath | Dark corridors constraint due to ecological corridors and habitats along the Corbally Canal |
| Water related activities along the River Liffey | Water quality and water level changes |
| Public in relation to open space and recreational amenity provision | Sensitive areas that should not receive any type of development |
| Water related activities or proximity to River Liffey | Embankment/Riparian zone protection & repair (against habitat loss and water run-off pressures) |
| Open space allocation and zoning | Protection of Riparian Zones |
| Active Travel routes & objectives | Heritage rich areas that require protection |
| Connectivity between Corbally Harbour and River Liffey corridor | Landownership in lands between both locations |
| Active Travel routes & objectives | Available space for pedestrians and cyclists within existing carriageways |

VS

4.0 PUBLIC CONSULTATION

The Public Consultation events will take place on April 2nd in Naas.

The key findings will be shared thereafter.

5.0 SUMMARY

The Engagement process provided an important asset in gathering local knowledge to better inform the upcoming stages of the Feasibility Study.

To date, it was identified that the community recognises the importance of nature and its role in the area, having requested for it to be protected throughout. Additionally, in order to provide a better connection with nature, the request for future amenities have focused on the role nature plays in the area. For example, providing signage that highlights the existing biodiversity, and the potential provision of jetties and non motorised boats for the existing Corbally Canal.

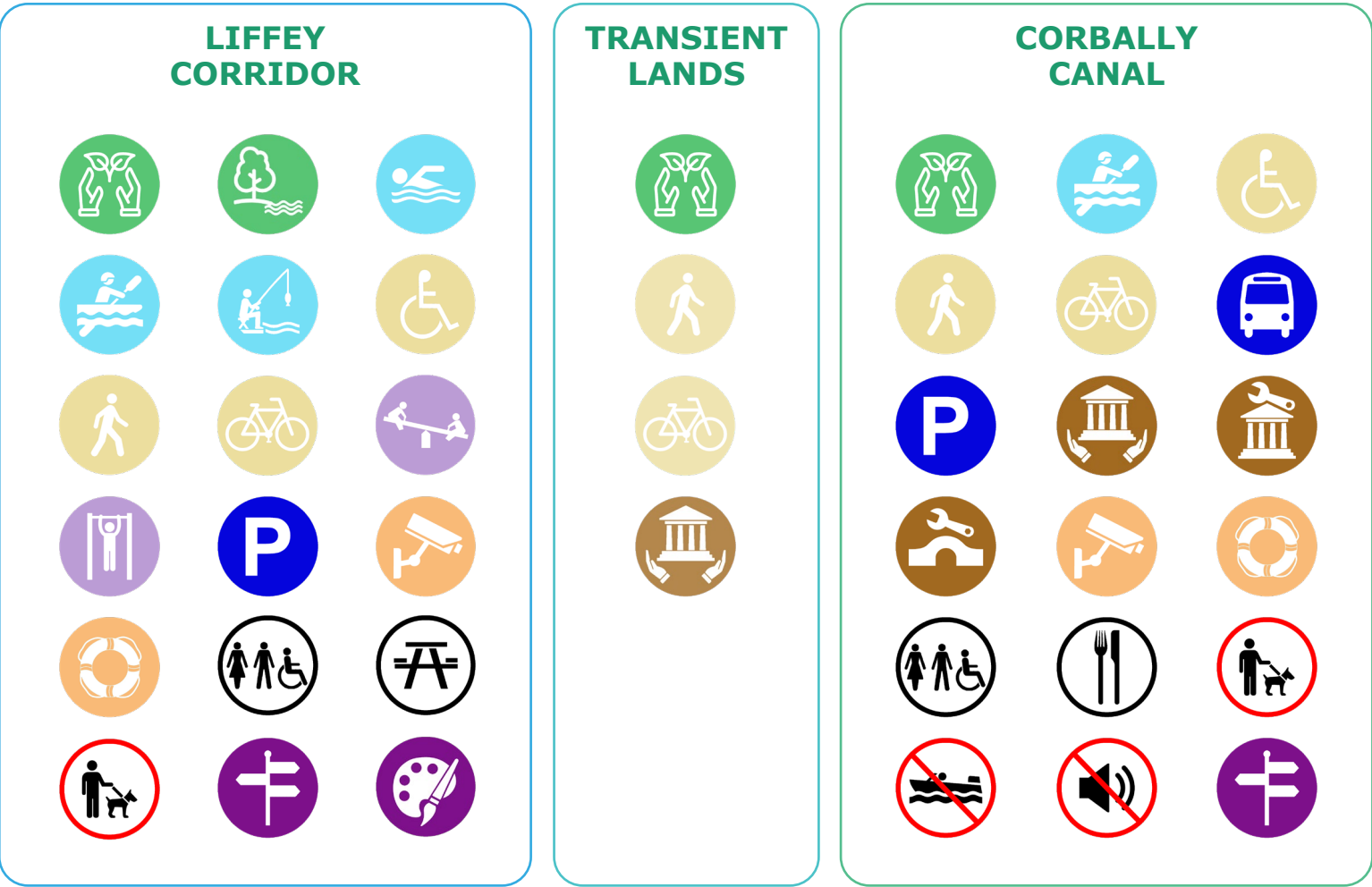
Future designs on Corbally Canal may not comply with NTA or TII guidelines due to corridor and embankment width constraints. Proposals will need to consider all site constraints and opportunities while ensuring habitat protection and public well-being and safety are prioritised.

Other requirements focused on the importance of open space amenities with seating, picnic areas, exercise equipment, as well as recognising the need for more active travel routes along the Liffey Corridor.

The intention to connect Corbally Harbour and River Liffey was well received by the public and stakeholders. The main constraints identified were the landownership within the transient lands and existing habitats throughout. Ecological and heritage constraints were mapped to inform upcoming assessments.

A summary of the opportunities and requirements identified during consultation is shown in the adjacent diagram.

The upcoming Stage 4 - Principles, Parameters and Options will consider all of these findings, as well as the information gathered during Stage 2 - Baseline to provide a group of options for land-uses, amenities and connection between the Corbally Harbour and River Liffey.



LEGEND

NATURE

- Protect Nature
- Protect Riparian Corridor

CANAL & WATER

- Swimming Spots
- Fishing Areas
- Navigable

ACCESSIBILITY

- Universal access
- Walking
- Cycling

RECREATION / SPORTS

- Playground
- Exercise equipment

TRAFFIC

- Bus
- Parking

HERITAGE

- Protect existing monuments
- Repair & repurpose
- Bridge assessment and repair

SAFETY

- General Safety
- Water Safety

AMENITIES & FACILITIES

- Public Toilets
- Food
- Picnic Area

RESTRICTIONS

- Dog control
- No motorboats
- Reduce noise pollution

OTHERS

- Signage
- Art installation



END