



Straffan

Village Renewal Master Plan
January 2024



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

Ár dTodhchaí
Tuaithe
Our Rural
Future



Comhairle Contae Chill Dara
Kildare County Council



**Brady Shipman
Martin**
Built.
Environment.

Foreword

A Masterplan

“A Town Renewal Masterplan is effectively a blueprint to guide the rejuvenation of a town or village. It is informed by a robust analysis, including for example the historical context (urban morphology), urban ‘health checks,’ land use surveys, building condition surveys, analysis of movement patterns (pedestrian movement/footfall and vehicular movement), car parking analysis, architectural heritage appraisals and urban design character and it is generally supported by extensive public consultation. As part of the Renewal Masterplan process a number of priority projects are identified for delivery.”

(Table 14.1 - Kildare County Council Placemaking Strategies, County Development Plan)

Although not a statutory document, the Masterplan supports the objectives of the County Development Plan and the relevant Local Area Plans. The Masterplan is unique to each town and will focus on maximising the potential of the built and natural heritage by using existing assets to enhance their role as visitor destinations and helping to create new local employment opportunities. A tailored approach to each settlement’s regeneration will provide for the development and enhancement of their overall function and ‘unique selling point’ (USP) through the identification and implementation of priority projects.

It should be viewed as a long-term plan of action (20+ years) which has been developed and agreed in consultation with residential and commercial

stakeholders from the town/village, the Elected Members and the relevant Departments within the Local Authority

The Masterplan is an important addition to the application process for URDF, RRDF and Town and Village funding where a greater priority is given to the funding of projects which are considered part of an overall town plan.

The projects identified for delivery are not prioritised within the document. Projects will be delivered when funding becomes available through the various town renewal funding streams, LPT or in partnership with other Local Authority departments to leverage available funding from other work programmes.

It should be noted that the projects identified in the Masterplan are conceptual only and are subject to appropriate planning consents and further consultation processes prior to detail design stage.

Contents

Introduction	3
Context & Character	6
Analysis	10
Regeneration Strategy	14
Opportunity Areas	20
Key Delivery Projects	22
Assessments	36
Framework & Funding	37

Introduction

Introduction

The Straffan Village Renewal Masterplan is funded by the Department of Rural and Community Development under the 2019 Town and Village Renewal Scheme. It has been produced by Brady Shipman Martin Built Environment in conjunction with Kildare County Council.

The strategy for this Village Renewal Masterplan (VRMP) is evidence based and has been developed by a multidisciplinary team. Extensive public consultation was undertaken with the local community, stakeholders and the Elected Members of the Municipal District at various stages of the VRMP process, and the feedback received together with urban design analysis informed and shaped the Delivery Projects identified in the masterplan. The VRMP aligns with national, regional and local policies and its purpose is to guide and support the renewal and regeneration of Straffan to create an attractive and thriving commercial and social centre in which to live, work and visit.

The VRMP sets out a renewal framework for the sustainable development of Straffan over the next 20+ years. The implementation of the plan will enhance the liveability of the village environment, improve pedestrian and cyclist connections and safety, with a particular emphasis on enhanced biodiversity and greening of the village and sustainable urban drainage all contributing towards climate change measures and improving the overall resilience and attractiveness of the village. The

Delivery Projects identified in the plan are realistic and achievable. They will be delivered through a combination of local authority led projects and community led projects.

It is envisaged that the VRMP will enable the local authority to leverage a range of funding opportunities at EU and national level, including, Rural Regeneration and Development Fund (RRDF), Town and Village Renewal and the European Regional Development Fund (ERDF) Programme.



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Aims and Intentions

The central aim of this study is to support the renewal of Straffan in order to improve the living and working environment of the community and increase its potential to support economic activity into the future.

The overall intention is to:

- Increase the attractiveness of the village as a local commercial and social centre and consequently increase its sustainability as a place in which to live and work.
- Enhance the village environment, amenities and biodiversity in the interests of residents, businesses and visitors.
- Promote the village potential for tourism and as a centre for culture and local heritage, thus enhancing the sense of identity - physically and socially.

The Village Renewal Master Plan seeks to build upon the strong asset base of Straffan, to ensure it retains its identity, to contribute to its enhancement and to create opportunities which are unique to Straffan for its citizens to identify with. As a village with growth potential, it needs to ensure that its current and future growth areas stitch into the village centre and its community base, and draw on its character and sense of place

A clear sense of identity can be enabled by the creation of a strong and identifiable public realm, with activities, biodiversity and offerings bespoke to Straffan. This in turn will contribute to competitiveness by influencing the image of the overall village and making it more attractive for people who live, work and visit.

An interactive and animated public realm brings people together. Connecting the village centre, River Liffey, GAA Hub, Steam Museum, K-Club and Boreen Road and surrounding residential areas, employment and education facilities with seamless synergy between civic spaces, streets and laneways, and between natural and physical assets is important for success. This requires improved walking and cycling routes through the village with less emphasis on private car use.

Heritae and character of a place can be derived from its natural and physical features and assets. Ease of access between such features, including spaces, streets, laneways, open spaces, biodiverse landscapes, and public buildings all play a part in the character of a place and access to such determines how users circulate, travel, and interact within the village.

A connected village where inclusive connectivity is provided at every level for all people. This requires connectivity between public transport, streets, spaces, amenities, lane ways and green spaces.

A comfortable place should be durable and adaptable. Comfort within and between public spaces, buildings and natural features creates good experiences for users.

A successful economy operates in a cyclical manner; ever evolving to adapt and maintain competitiveness. The foundation of a legible and connected public realm can enable an efficient and flexible business economy.

An accessible village is an inviting village. Connecting all components of the village, via safe and integrated accessibility encourages people to visit and more importantly to return.

Objectives

The objectives of the Village Renewal Master Plan (VRMP) are driven by the specific characteristics of Straffan and also by what are considered to be the essence of a successful village. All objectives are of equal importance.

The objectives of the Village Renewal Master Plan are to:

Success is not simply a question of the look, feel and quality of a village, but also how it functions physically, performs economically, and provides an authentic and memorable experience for locals, visitors, and tourists alike.

1.
Create opportunities for **enabling strategies** that the local community, stakeholders, and Kildare County Council can support and sustain for the **future development** of the village.



2.
Enhance the **vitality** and **vibrance** of Straffan through ensuring **future growth areas** are woven into the village and the urban structure is consolidated.



3.
Create an **enhanced environment** for people living, working, and visiting the village through **public realm interventions**, encouraging, and sustaining economic growth.

4.
Re-balance the **movement network** ensuring accessibility for all. To further enhance the walking and cycling environment, prioritizing public over private transport, and creating safe connections and places for people.

5.
Enhance landscape quality and positive **'sense of place'** in the village to help combat the effects of climate change and support higher property values and rental yields.

6.
Create a Compact **Low-Carbon Climate Resilient village** including strategic regeneration proposals incorporating best practice in low-carbon placemaking and design of sustainable transport modes and enhancement of biodiversity in the village through blue and green infrastructure.

Context & Character

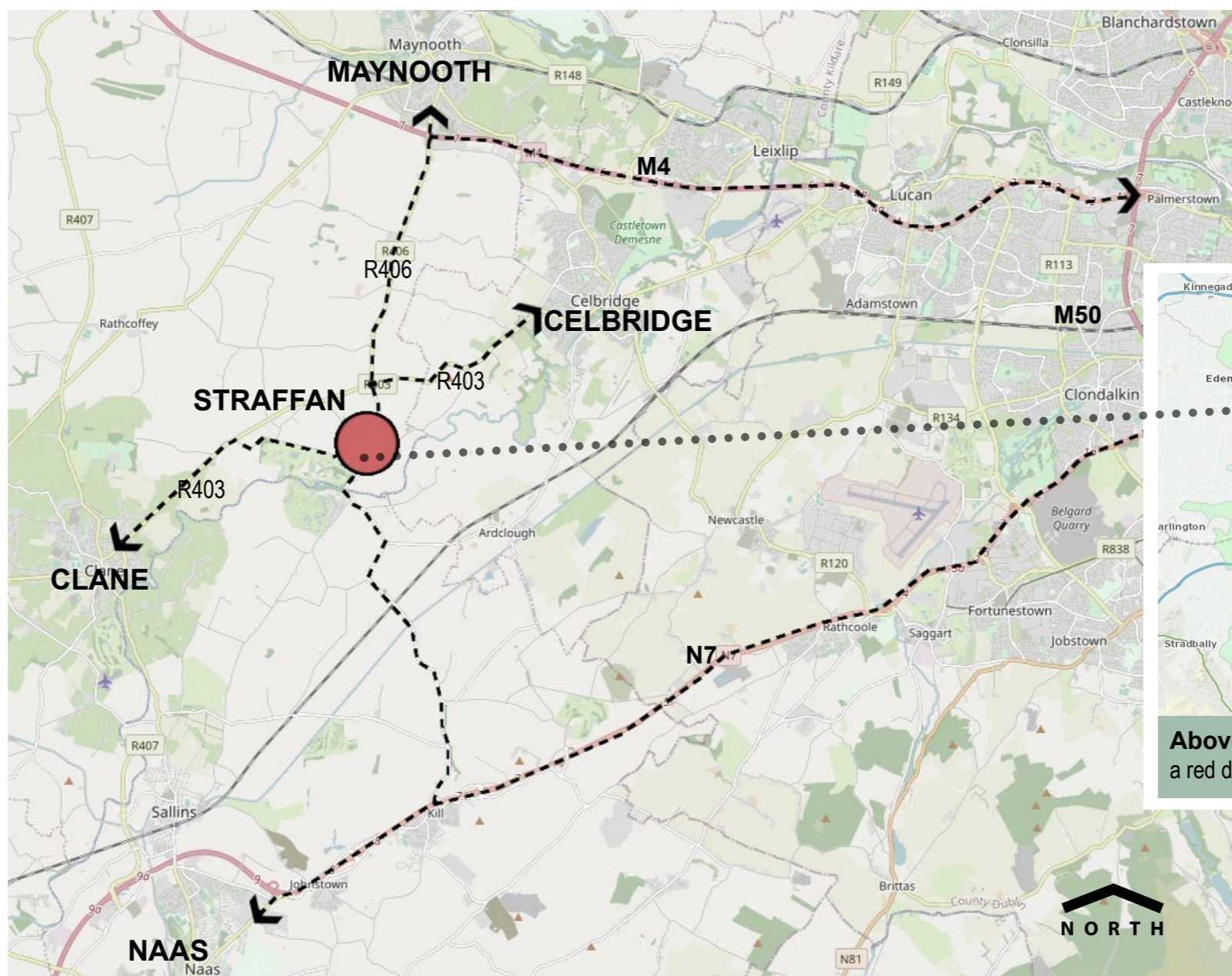
Location

Straffan is a village, located in the north-east part of County Kildare, approximately 20kms to the west of Dublin City. It occupies an attractive setting along the River Liffey and River Morrell. It is located in an area of high landscape value.

Straffan is situated close to the larger towns of Celbridge (5km), Maynooth (7km), Clane (5km) and Naas (10km).

Straffan village is concentrated around the two crossroads, Barberstown Road/The Glebe/Lovers Lane crossroad and Barberstown Road/The Boreen Rd crossroad. Barberstown Road is the main link through the village, connecting Straffan to the R403 and the R406 / Maynooth Road (connecting to the M4 at Junction 7) to the north and to the local road network / N7 to the south. Barberstown Road is a two-way road, comprising a single carriageway (one lane in each direction) through the village.

Straffan is served by Bus Éireann route 120 (Dublin to Tullamore, via Straffan, Clane, Derrinturn and Edenderry) and route 123 between Dublin and Newbridge.



Above: Map showing location of Straffan in Relation to Maynooth, Celbridge, Clane and Naas.



Above: Map showing location of Straffan in Kildare County with a red dot.

History & Development

The village name of Straffan is the anglicised form of the original Irish, Teach Srafáin, which translates as “Church of St. Srafán,” a saint of the early Irish church who resided in the area at the end of the 7th century. The second Irish name of the village, Cluaníní, means “little meadows.”

The current form of the village is linked to the Anglo-Norman invasion of the 12th century. It has developed from a small village to largely become a service centre for its rural hinterland.

Today, Straffan village has a population of over 1158 people (Census 2022).

The prime land use within the Straffan is residential, with some educational (Straffan National School), commercial (local retail and Straffan Inn), sport (Straffan GAA) and religious land uses (St. Bridget’s Church and Straffan Parish Church), which represent the key destinations to and within the village.

In addition, outside the village boundary is the Kildare County Club (The K-Club) hotel and golf course, 13th century Barberstown Castle hotel and The Steam Museum & Lodge Park Walled Garden, land uses which also attract people to the village of Straffan.

In recent years, the K Club has also become synonymous with golf in Ireland, hosting the 2006 Ryder Cup, the European Open from 1991 – 2007 and the Irish Open in May 2016. The Ryder Cup alone, as the third biggest sporting event in the world, brought recognition and crowds to Straffan in equal measure.



Above and Left: Straffan Village

6" Map Series
Ordnance Survey Ireland 1830s-1840s



Above and Left: Straffan Village

25" Map Series
Ordnance Survey Ireland 1890-1913

Development Framework

Volume 2 of the Kildare Development Plan provides a planning framework for the development of small towns and villages. Section V2 3.21 describes Straffan's form, context, and objectives for future development such as Residential Development:

The Development Plan provides a range of objectives relating to both general items such as economic and housing; but also, specific improvements such as public realm, traffic, road improvements, recreation, amenity and open space, education, community.

Straffan is a very attractive and sustainable village. The community in Straffan are noted for their great effort and a sense of pride in the local area. This spirit is perfectly demonstrated by the local Tidy Towns committee, who have presented the best town in the county every year since 2007. The group claimed the title of Ireland's Tidiest Small Town at the 2013 Tidy Towns awards, the national environmental and public realm competition.

Principles of Development

The principles of development for the town are as follows:

- Straffan should be developed in a **planned coherent manner** to ensure the development of an attractive and sustainable village.
- The rate of growth must cater for local demands at an **appropriate scale**.
- Suburban residential development located on the outskirts of the village shall not be permitted.
- The **River Liffey** shall be **protected and enhanced in terms of its recreational and ecological potential**.
- All new development shall **have regard to the character, form, and scale of buildings in the village** and shall reuse where possible existing buildings / out buildings in order to promote sustainable development.
- All new development shall **have regard to the protected structures in the village core**. All new buildings shall be sympathetic to their surroundings so as not to visually impinge on the historic streetscape.
- The **conservation and integration** into new developments of existing stone walls, trees and native hedgerows shall be required, together with the promotion of similar materials for new boundaries.



1 Saint Brigid's Church



2 Village Centre at Straffan Inn



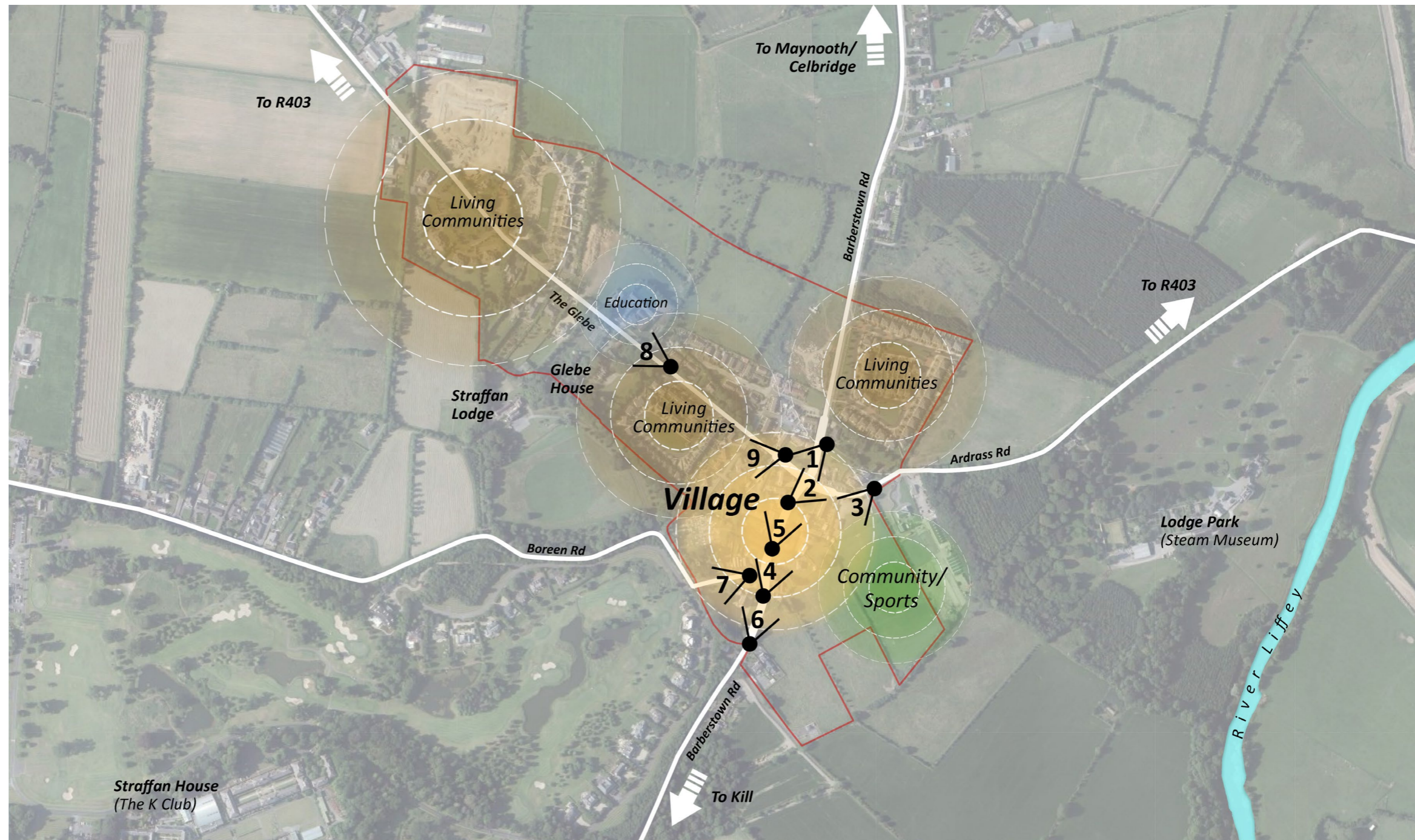
3 Straffan GAA Entrance



4 Village Centre Shops



5 Barberstown Road



6 Straffan Church



7 Boreen Road



8 National School, The Glebe



9 Straffan Community Hall

Analysis

Public Consultation

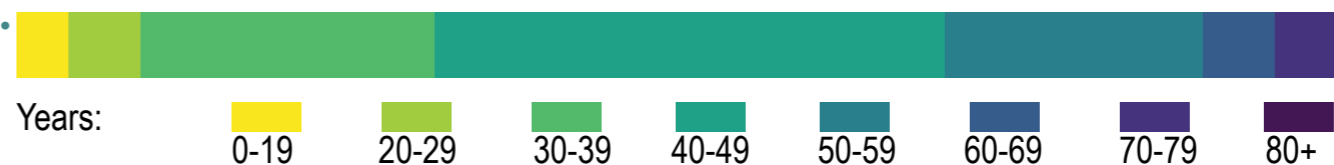
What the residents of Straffan say.

At the preliminary stage of the project an online survey was carried out among the residents of Straffan in June 2020 with

259 respondents.

In September/October 2021 Delivery renewal projects were put on public display and 12 submissions were received.

AGE DEMOGRAPHIC:



HOME LOCATION:



LENGTH OF TIME LIVING HERE:



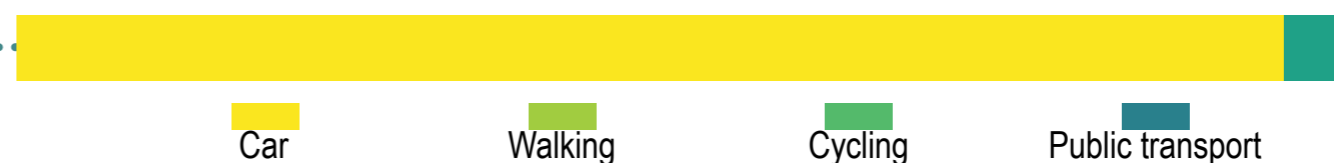
LOCATION OF WORK:



MODE OF TRAVEL WITHIN STRAFFAN:



MODE OF TRAVEL BEYOND STRAFFAN:



WALKING AND CYCLING IN STRAFFAN FEELS:



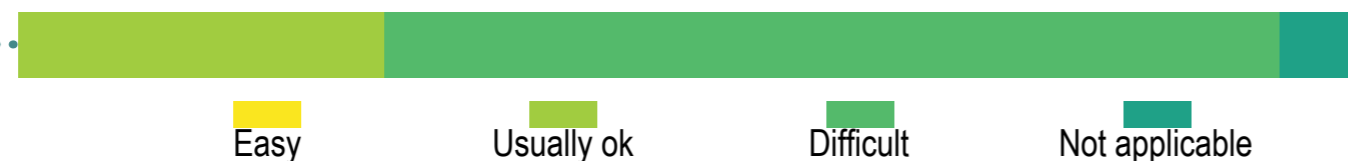
BETTER FOOTPATH/CYCLE FACILITIES AND ROAD CROSSINGS WOULD ENCOURAGE MORE WALKING/CYCLING:



TRAFFIC CONGESTION/INAPPROPRIATE DRIVER BEHAVIOUR IS COMMON:



FINDING PARKING (OTHER THAN AT YOUR HOME) IS:



QUALITY AND RANGE OF AMENITIES ARE:



QUALITY OF STREETSCAPES AND LANDSCAPING ARE:



Key Observations

What can be observed from the graphs to the left is that:

- The majority of respondents from Straffan to the online survey were between the **ages of thirty and forty nine**.
- There are a reasonably even distribution of respondents home locations with the fewest located in Between.
- Most respondents' location of work is **beyond five kilometers** from Straffan.
- Just over half of the respondents **walk while traveling within Straffan** and the majority of the remainder indicated **car** as their mode of travel within Straffan.
- The mode of travel beyond Straffan is **dominated by the car**.
- Nearly half of respondents felt that **walking and cycling** in Straffan was **not safe**.
- But over approximately seventy five percent said that **better footpath/cycle facilities** and road crossings would encourage **more walking and cycling**.
- Over half of respondents agreed that **traffic congestion/** inappropriate driver behavior is **common**.
- Most people indicated that finding **parking** (other than at their home) is **difficult**.
- Approximately half of respondents said that the **quality and range of amenities are poor**.
- And the majority of respondents felt also that the **quality of streetscapes and landscaping are excellent**.

Strengths

- Rich natural, built, and cultural heritage with its own unique sense of place and character.
- Situated in high value, scenic landscape with existing and potential amenity, leisure and tourism opportunities and synergies.
- Attractive buildings, street elevations, shopfronts, street features (paving, railings, walls, trees etc.) which have authentic heritage.
- Strong local community, sports and other interest groups
- A Committed and Active Tidy Towns Team.
- Good road network with connections to wider region
- Dublin City is within 20km of Straffan, its close proximity and accessibility have meant that there is a large commuting population in the village.
- Straffan is served by Bus Éireann route 120 (Dublin to Tullamore, via Straffan, Clane, Derrinturn and Edenderry) and route 123 between Dublin and Newbridge.
- Good range of amenities: modern school, sports facilities, community centre, two churches, petrol station, cafe, pub, and local shop.
- Close vicinity to River Liffey, Kildare County Club (The K-Club) hotel and golf course, 13th Century Barberstown Castle hotel and The Steam Museum & Lodge Park Walled Garden.

Challenges

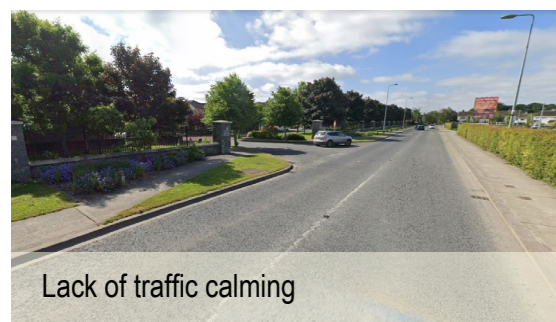
- Due to the narrow streets and limited off street parking, traffic congestion can have a negative impact on the village environment in terms of safety, noise, dust and air pollution.
- As a result of the low commercial activity there is a lack of vibrancy and activity in the village centre.
- Unnecessary HGV traffic through the village
- Local shopping needs largely met in surrounding towns.

Opportunities

- Strong, historic village centre with potential for improvement and people-focused place-making.
- New sports and recreation amenities (e.g., playground) to complement existing amenity base, and to cater to the growing population, particularly for children and teenagers.
- Additional destination shop or business that would offer additional draw for the village centre.
- Additional traffic calming along approaches to the village so as to improve pedestrian safety.
- Review traffic management plans to address 30km/h zone in the village centre.
- GAA Grounds expansion.
- Continuous, safe and good quality additional footpaths, street furniture, lighting, signage, landscaping, and trees within public realm.
- Explore an option of removing unnecessary HGV traffic through the village.
- Improve the movement network ensuring accessibility for all, to further enhance the walking and cycling environment around critical areas within village (i.e., school, village centre).
- Consider using the existing space along the K Club boundary along Boreen Road which would make an ideal Slí na Sláinte route in partnership with the K Club.
- Wayfinding to points of interest, interpretive panels, village branding.
- Transition to low carbon/net zero carbon homes through investment in deep retrofitting homes and renewable energy production.
- Rich agricultural landscape offers potential for increased diversification of rural enterprise in food, renewable bio-energy, food/eco/ adventure tourism.

Weaknesses

- Key public realm areas around two crossroads need upgrading and improvement.
- Surface materials need upgrading
- Unnecessary heavy goods vehicles passing through village centre, long wide stretches of straight roads encourage speeding
- Lack of amenities for children (ie. playground) consultation with existing registered landowners is imperative to find proper location
- Lack of continuous footpaths in many areas in the village are lacking to ensure safety of children and adults alike when accessing the various facilities on offer in the village (ie. school area, Boreen Road, Ardrass Road)
- Public parking that is currently provided is not adequate to meet the demand.
- Under utilisation of village centre infill/backland sites
- Over dependence on private car transport
- Inadequate public transport options



Lack of traffic calming



Pedestrian safety around the school



Car and HGV dominated streets, worn out pavements



Lack of pedestrian facilities (ie. Boreen Road)



Mix of ground surfaces in disrepair

Urban Analysis

The Map to the right is an urban analysis map of Straffan.

LEGEND

EXISTING LAND USE

- VILLAGE CENTRE
- RESIDENTIAL
- COMMUNITY & EDUCATIONAL
- OPEN SPACE & AMENITY
- UTILITIES/SERVICES

TOWN FEATURES

- MAIN STREET
- KEY ATTRactions
- GATEWAYS
- PROTECTED STRUCTURES & MONUMENTS
- TREES & WOODLAND PRESERVATION



Regeneration Strategy

Identity

Continue to build an **identity** for **Straffan** that is **distinctive** and **authentic**.

Building on the distinct historical, natural and built heritage which Straffan has to offer, a more robust and distinctive identity can be developed for the Village. For this to be authentic, the residential and business communities must feel they are connected to and are a part of the village and its identity and ultimately its success. Harnessing this community energy is key to revitalising the village from the ground up. This all comes from an improved village centre environment with attractive linkages to the villages residential areas, to encourage engagement with the heart of the village, dwell time and ultimate support for local businesses through increased spend opportunities.



Left: St. Brigid's Church



Left: Barberstown Road distinctive architecture.

Right: Straffan parish Church.



Public Realm

Regeneration of Village Centre Public Realm.

Regeneration of village public realm for people who live, work, and visit and to attract additional investment to the village. Public realm improvements i.e., replacing footpaths and road surfaces in disrepair, adding biodiverse landscaping etc. can be incrementally delivered in Straffan, delivering on its fine network of streets and spaces. Interventions can be locally delivered through community projects, with strong commitment required from public funding to target more permanent interventions that deliver a common vision.

The next step will be to build on existing work and showcase Straffan through a consistent public realm.

The examples shown right are indicative of where good design principles were implemented to achieve a cohesive public environment.



Right: Monkstown
Sensitive use of materials and levels. The choice of materials used in Monkstown is sensitive to the area and complimentary to the existing built heritage. The streetscape is organised with integrated raised planters acting as a buffer between the roadway and the footpath.

Left: Straffan
The existing features in the public space in Straffan are a great resource that can be utilised and built upon.



Right: Castlebar
Good use of space, proportion and zones. There is a pedestrian zone a car/roadway zone and a transition zone. By aligning the trees, street lights and seating in the transition zone the pedestrian area is free of clutter and easily traversable. The trees soften the space and provide a visual barrier between pedestrians and the car.



Movement

Connected Destinations and Improved Movement.

Connected destinations and improved movement in the form of an integrated, safe multi-use network connecting River Liffey, Village Centre, GAA Hub, Steam Museum, Boreen Road, School and all residential areas.

The development of a connected network would act as a safe facility for local people, and contribute towards establishing Straffan as a healthy and sustainable place to live or visit.

Integrated network would require preparation of a Local Transport Plan (LTP). The LTP will include a detailed demand analysis to identify travel patterns, modes of transport and destinations for travel. The LTP will consider means by which more sustainable travel practices can be adopted for certain journeys thereby reducing the overall number of vehicles on the roads. The LTP will plan for all modes of transport and will place a particular emphasis on the promotion of active travel, integrated land use and transport planning, public transport and parking strategy and will also explore options of re-routing HGV traffic from village centre.

Considerations should be given to a reduced speed limit in town centre to 30kph and introduce appropriate traffic calming to allow cyclists and pedestrians safely use existing infrastructure. It would be also critical to improve public transport options in the village

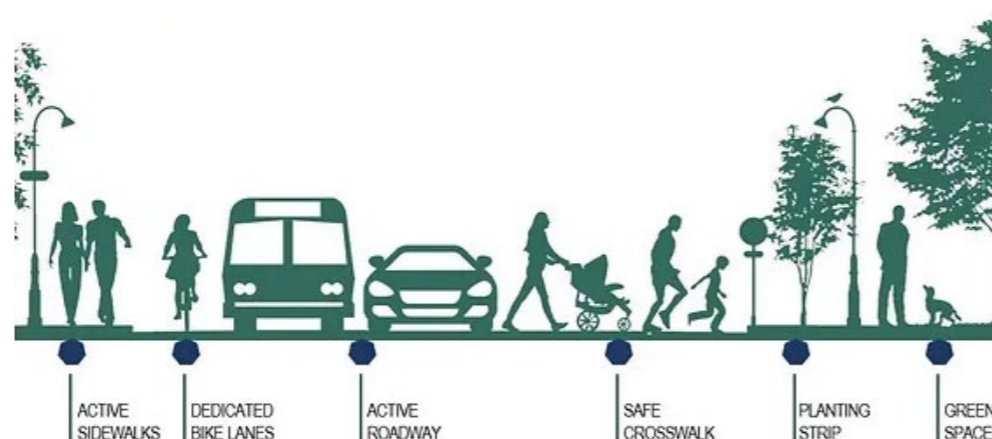


Left: School Zone

Safety around the school zone is a key consideration for the regeneration strategy of Straffan.

Below: Boreen Road

Lack of pedestrian facilities. This will be a key area to address under the movement strategy for Straffan.



Credit Left: Complete Street Study

<https://www.romerises.com/woodhaven-complete-streets>

Right: Ardrass Road

Lack of pedestrian facilities is evident in this area and will be considered in relation to improved movement.



Amenities and Biodiversity

Improved Amenities and Biodiversity

Provide new and improved Amenities. Enhance and provide new amenities in the town to complement the existing amenity base and to cater to the growing population, particularly for children, teenagers and older people.

Incorporate biodiverse and appropriate native planting into the village landscape.



Left: Example of village playground.



Left: Cafe/restaurant with dedicated outdoor seating.



Right: Natural Playground
Source: <https://ourstart.com>
Blue lake Regional Park

Wayfinding

Create additional **legible and attractive** markers around the **village centre**.

Create additional legible and attractive markers around the village centre which create a strong 'sense of place' and provide a distinctive feel to Straffan. There is potential to link this orientation to historical and natural features in the village and to introduce an interesting walking trail around the village.

The aim is to improve the signage and interpretation provision within the village centre, to ensure that visitors fully appreciate, when navigating the streetscape, all that the village has to offer.

The new interpretation media should be focused on the strong underlying stories and themes relating to Straffan, its architecture, and historical links and folklore.



Above: Example of wayfinding signage



Above: Example of modern signage.



Right: Example of information signage with illustrative map for location finding.

Sense of Arrival

Reinforce the **sense of arrival** to the village.

Reinforce the sense of arrival to Straffan and enhance the 'welcome' experience within and around the village. Visitors must be made to feel welcome and be actively encouraged to explore and spend time within the village – which will be achieved through enhancing the arrival experience at key gateway points. Gateway point enhancements should feature public realm interventions such as: the narrowing of the road, introduction of street trees, landscaping, sculpture or art, referencing Straffan's culture and history and appropriate village-branded signage, directing visitors into village and encouraging them to actively explore, the town's themes and branding.



Town signs that are customised and unique to the area as well as artistic installations or sculptures can serve to mark the entrance to a town or village.

Left: Welcome sign to Burnley
Right: Town branding sign for Mitchelstown, County Cork.
Below: Wire frame sculpture of a jazz band.
Below and Right: Sculptural arch with tree and leaf design.



Opportunity Areas

Local Opportunities

The Map of Straffan, overleaf, indicates where the key opportunities for improvement and development are. There are nine opportunity areas listed and shown on the map.

When considering opportunities it is necessary to take into account the need for greater biodiversity and climate friendly designs



Nine Local Opportunities

1. Reconsider pedestrian / vehicular balance of village crossroads to improve pedestrian safety and comfort while extending the landscape setting.
2. Define streetscape from village centre to GAA entrance, including continuous footpaths and rationalised car parking.
3. Reconsider junction formation and presentation at Straffan Church and along frontage of filling station and shops to enhance streetscape quality and pedestrian safety.
4. Consider appropriate traffic calming along approaches to village so as to improve pedestrian safety by providing localised road 'pinching', build outs, landscaping or surfacing.
5. Provide new footpaths along Boreen and Ardrass Roads with street lighting to improve pedestrian safety and connectivity to Lodge Park and residential areas.
6. Explore opportunities to improve pedestrian space and safety by ensuring continuous footpath along The Glebe/New Road
7. Create more legible streetscape, incorporating improved traffic calming and enhanced pedestrian facilities and safety at school zone area.
8. Opportunity for GAA grounds expansion.
9. Opportunity Site for Children's Play Area / Public Amenity (subject to consultation with existing registered landowners)

Right: Natural Elements Playground

Source: https://www.naturalplaygrounds.com/gallery?cat-6&os_image_id-104

LEGEND

EXISTING LAND USE

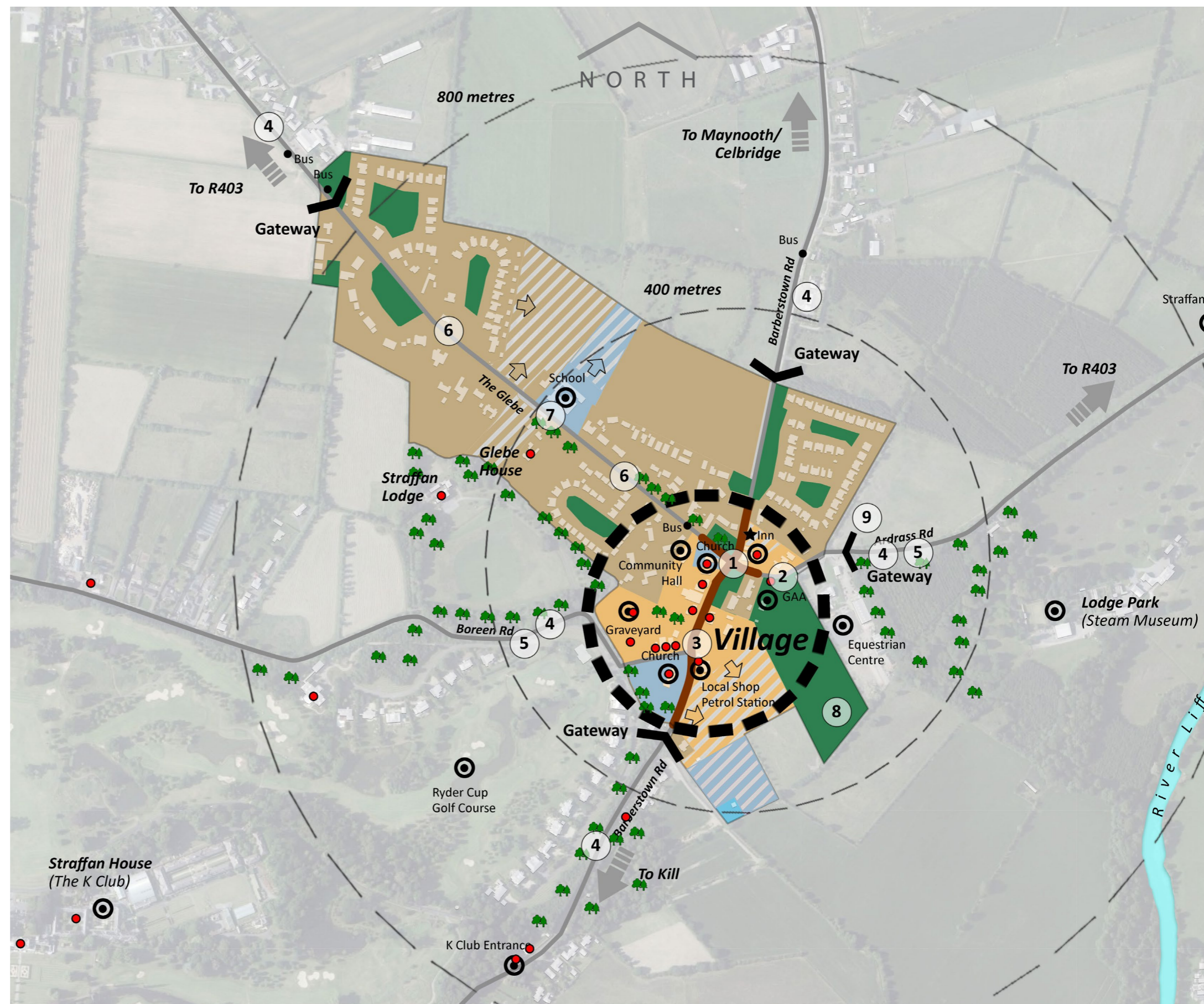
- VILLAGE CENTRE
- RESIDENTIAL
- COMMUNITY & EDUCATIONAL
- OPEN SPACE & AMENITY
- UTILITIES/SERVICES

PLANNED LAND USE

- VILLAGE CENTRE
- RESIDENTIAL
- COMMUNITY & EDUCATIONAL

TOWN FEATURES

- MAIN STREET
- KEY ATTRACTIONS
- GATEWAYS
- PROTECTED STRUCTURES & MONUMENTS
- TREES & WOODLAND PRESERVATION
- KEY OPPORTUNITY SITE

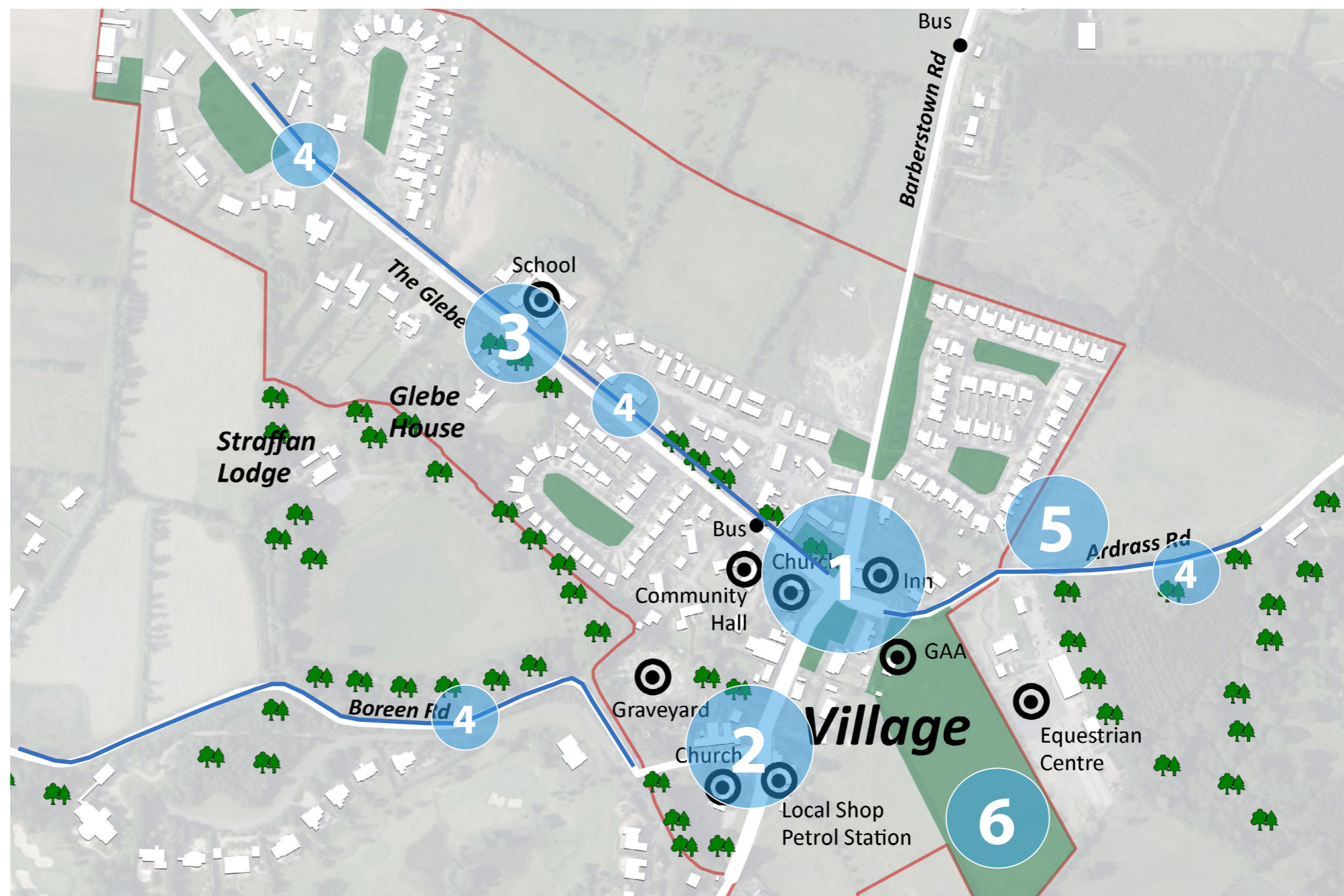


Key Delivery Projects

Key Projects

The Map to the right shows where the key projects could take place including:

1. Village Centre at Straffan Inn
2. Straffan Church/Filling Station Area
3. The Glebe/Straffan National School
4. New/upgraded Pedestrian Facilities
5. Opportunity Site for Amenity/Play
6. GAA Expansion & Community Hub



1. Village Centre at Straffan Inn

The fifteen key recommendations/ potential projects for Straffan village centre shown in the indicative plan to the right are listed below.

1. Reduce road widths, improve pedestrian crossings (subject to auto tracking)
2. Tighten turning radii at junction (subject to auto tracking)
3. Additional landscaping at junction corners
4. Replace existing worn-out red raised table surface
5. Provide continuous footpath
6. Provide appropriate traffic calming
7. Rationalise parking
8. Create outdoor plaza/seating area
9. Existing bus shelter
10. Widen existing footpath
11. Potential for public benches to complement green spaces
12. Road width to be reduced, wider footpaths (subject to auto tracking)
13. Rationalised parking
14. Retain church access
15. Opportunity site for village centre uses

Please note that all recommendations are subject to detail design and are illustrative only.



1.1 Straffan Inn Area

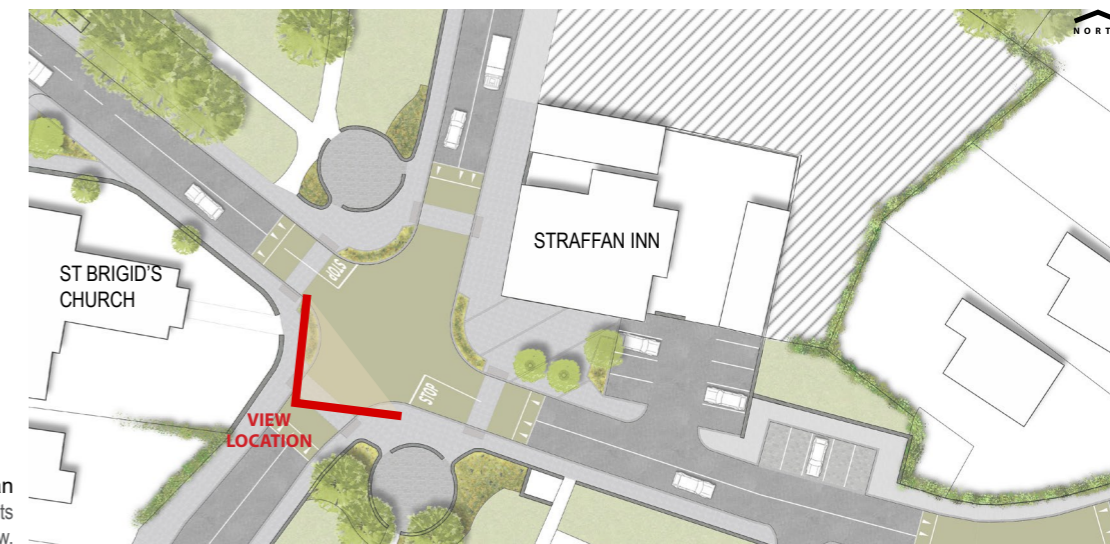
The key recommendations for the Straffan Inn Area are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Reduce road width and provide legible/safe pedestrian crossings in visually contrasting material (subject to auto tracking)
- Tighten generous turning radii at the junction to reduce speeds (subject to auto tracking)
- Provide additional biodiverse landscaping at junction corners to replace bollards where feasible and improve village look and feel
- Replace existing raised table surface with a more natural color which would be consistent with existing village character and free up area for outdoor seating.
- Rationalise parking in front of Straffan Inn to improve pedestrian safety
- Opportunity to create outdoor plaza/seating area in front of Straffan Inn which could also cater for small local events, gatherings, food market etc.

Please note that all recommendations are subject to detail design and are illustrative only.



Above: Straffan Inn Area
Photo of Straffan Inn area as existing. The public space is dominated by the car.



Right: Indicative key plan
Location of view for artists impression below.



Right: Straffan Inn area
Artists impression of recommendations and opportunities for the public space at Straffan Inn.

1.2 The Glebe at St Brigid's Church

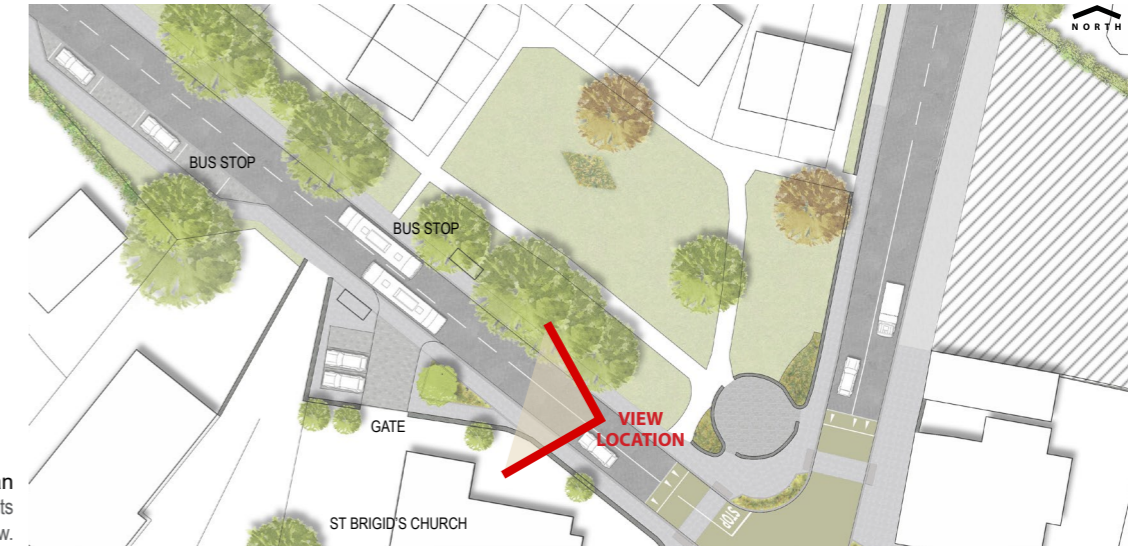
The key recommendations for the Glebe at St. Brigid's Church are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Potential to widen footpath on northern side of The Glebe to improve main walking route to Scoil Bhríde National School and waiting area at bus stop location.
- Continue footpath along road edge on St Brigid's Church side with potential bus shelter.
- Rationalised parking at the access to the church with small greening potential.
- Opportunity to improve street lighting.

Please note that all recommendations are subject to detail design and are illustrative only.



Above: The Glebe at St Brigid's Church
Photo of the Glebe at St Brigid's Church as existing.



Right: Indicative key plan
Location of view for artists impression below.



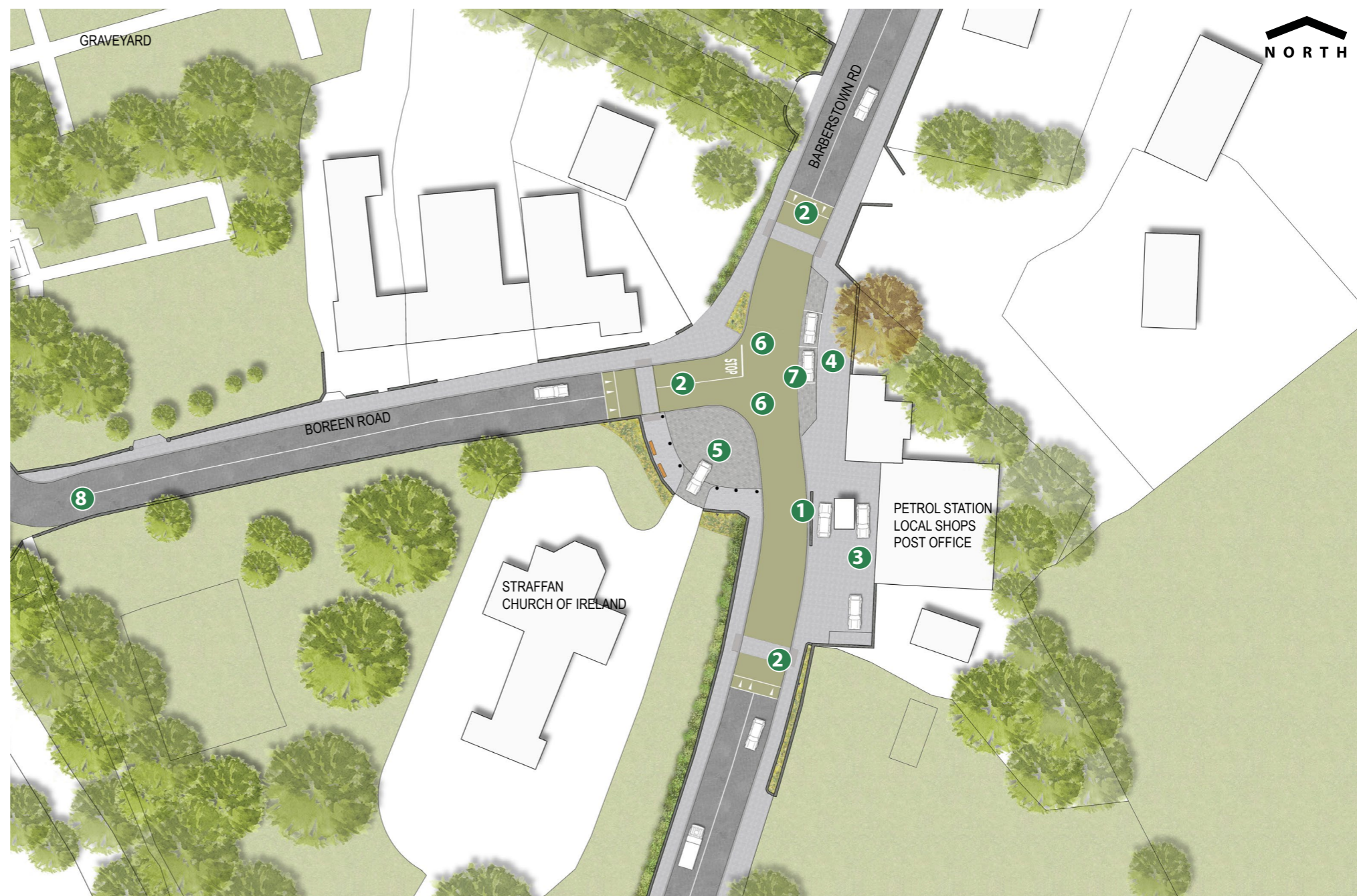
Right: The Glebe at St Brigid's Church
Artists impression of recommendations and opportunities for the public space at the Glebe at St Brigid's Church.

2. Straffan Church/Filling Station Area

The eight key recommendations/ potential projects for Straffan Church/Filling Station Area shown in the indicative plan to the right are listed below.

1. Reduce carriageway width, widen footpaths (subject to auto tracking)
2. Improve pedestrian crossings
3. Replace surface
4. Introduce parallel parking instead of perpendicular to increase safety in long term, in short term perpendicular parking retained
5. Improve footpath and the space in front of the church entrance, provide bollards to stop cars blocking way for pedestrians
6. Tighten turning radii (subject to auto tracking)
7. Replace raised table surface
8. Consider appropriate traffic calming along approach to village so as to improve pedestrian safety in the vicinity of Church and Graveyard

Please note that all recommendations are subject to detail design and are illustrative only.



2.1 Barberstown Road/Boreen Road Junction

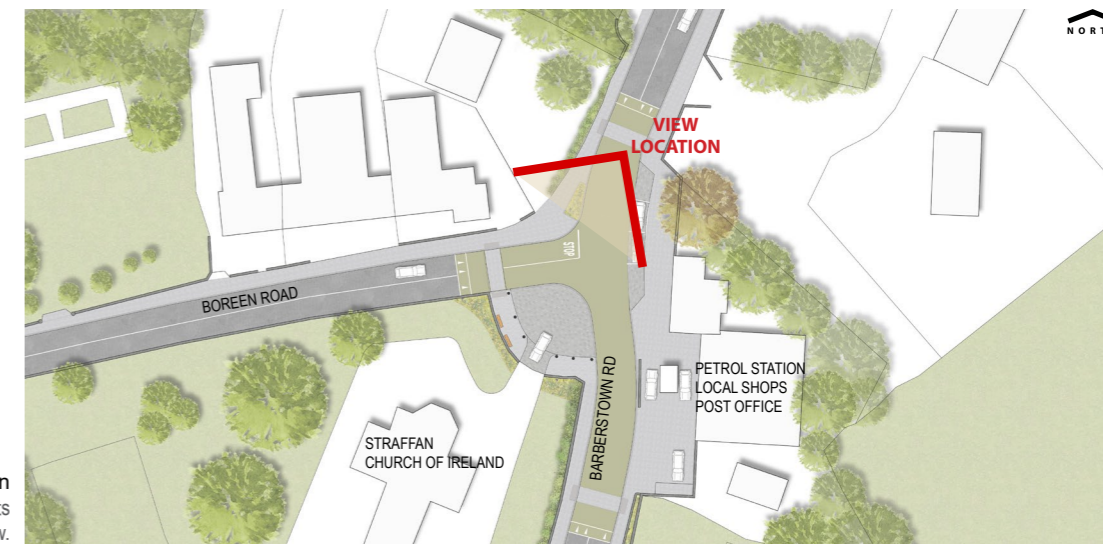
The key recommendations for the Barberstown Road / Boreen Road Junction are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Reduce carriageway width to reduce speeds and slow down traffic, widen footpaths (subject to auto tracking).
- Provide legible/safe pedestrian crossings in visually contrasting material.
- Replace surface at filling station to highlight shared use character of this space.
- Replace existing perpendicular parking with parallel parking so the cars won't have to reverse into the main road (in short term perpendicular parking retained).
- Improve footpath and the space in front of the church entrance, provide bollards to stop cars blocking way for pedestrians.
- Tighten generous turning radii at the junction to reduce speeds and provide additional landscaping at junction corners to replace bollards where feasible (subject to auto tracking).
- Replace existing raised table surface with a natural color which would be consistent with existing village character.

Please note that all recommendations are subject to detail design and are illustrative only.



Above: Barberstown Road/Boreen Road Junction Existing.



Right: Indicative key plan
Location of view for artists impression below.



Right: Barberstown Road/Boreen Road Junction.
Artists impression of recommendations and opportunities for the public space at Barberstown Road/Boreen Road Junction

3. Straffan National School

The eight key recommendations for Scoil Bhríde Straffan National School shown in the map to the right are listed below.

1. Increase footpath width
2. Provide traffic calming, school zone gateway signage
3. Introduce “No stopping zone”, high friction surface and bollards to prevent illegal parking
4. Retained parking in short term until new school drop off/ pick up area provided (perpendicular parking not desired at this location)
5. Disabled parking
6. Widen front of the school footpath
7. Increased length of school drop off/ pick up bus bay
8. Potential indicative location for school parking/ drop off area.

Please note that all recommendations are subject to detail design and are illustrative only.



3.1 Straffan National School Zone

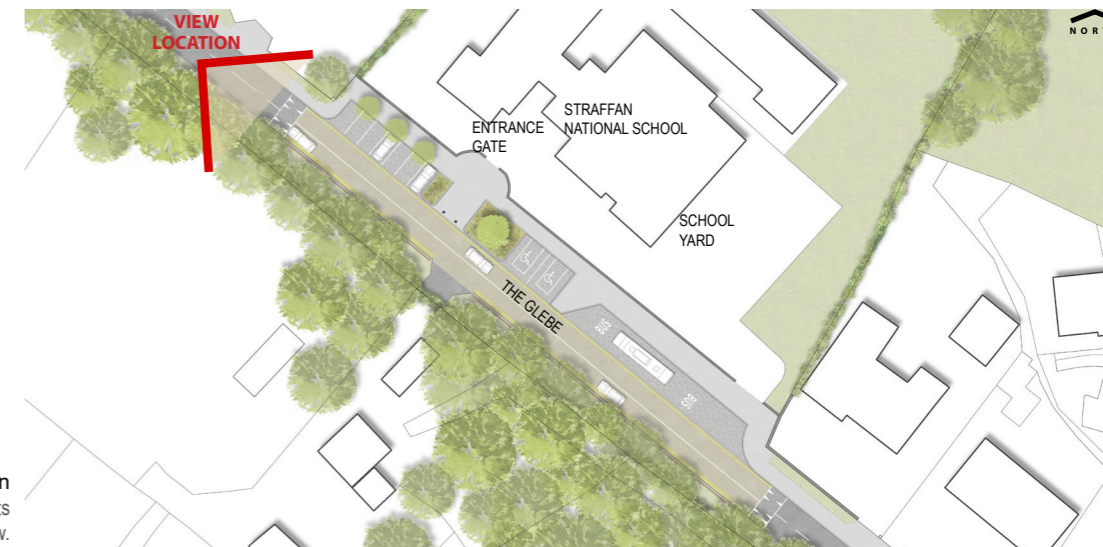
The key recommendations for Scoil Bhríde National School Zone are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Increase footpath width along the main pedestrian route to school.
- Provide traffic calming marking an entrance to the front of school area with school zone gateway signage.
- No stopping zone in front of the school unless in dedicated car parking bay, road narrowed with new railing along the southern edge to remove possibility of illegal parking, high friction surface, bollards to prevent parking.
- Retained disabled parking with one additional space.
- Widened front of the school footpath area with additional landscaping.
- Increased length of school drop off/ pick up bus bay.
- Potential location for school parking/ drop off area within school grounds and accessed off The Glebe.
- Explore potential for park and stride opportunity from GAA car park to school.

Please note that all recommendations are subject to detail design and are illustrative only.



Above: Straffan School Zone Existing.



Right: Indicative key plan
Location of view for artists impression below.



Right: Straffan School Zone.
Artists impression of recommendations and opportunities for the public space at Straffan School zone.

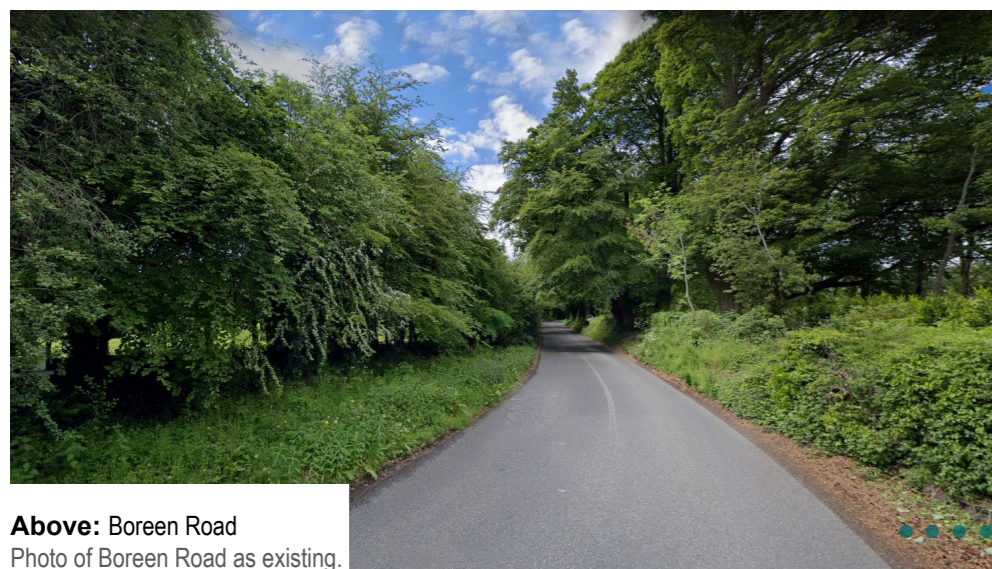
4. Improve Pedestrian Facilities

Active travel sits within the broader transport context: the National Transport Strategy (NTS) identified that poor integration is a barrier to people choosing sustainable modes (active, public, or shared transport). "Local transport strategies will allow authorities to detail how they intend to deliver on national objectives at a local level and provide an action plan for meeting local challenges and objectives. It is important that active travel interventions are planned as part of a package of measures that collectively incentivise modal shift to sustainable modes of transport"

(Active Travel Strategy Guidance - February 2023)

Map key

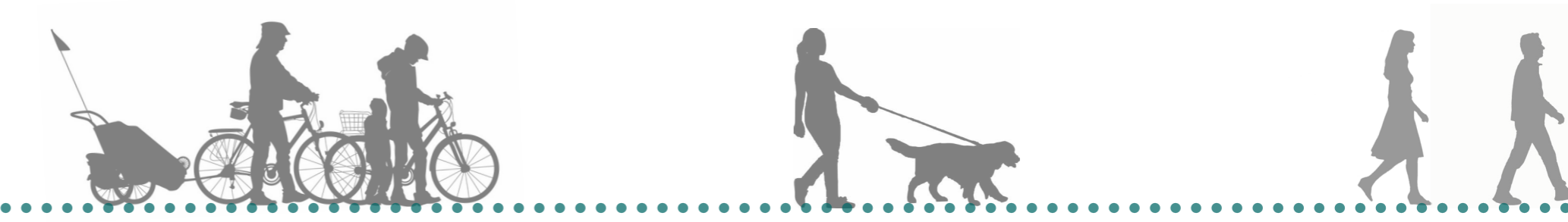
— Footpath provision/upgrade



Above: Boreen Road
Photo of Boreen Road as existing.



Above: Indicative key plan
Location of view for artists impression overleaf.



Key Recommendations

The key recommendations for Improved Pedestrian Facilities are listed below. The recommendations include:

- Consideration to use the existing space along the K Club boundary at Boreen Road which would make an ideal Sli na Sláinte route in partnership with the K Club and also improve connectivity for residents.
- Provide new continuous footpath to GAA Grounds and to the entrance to Lodge Park with street lighting.
- Widen existing footpath along The Glebe on the route to school
- Introduce additional traffic calming at critical locations.

Please note that all recommendations are subject to detail design and are illustrative only.



Above: Boreen Road
Artists impression of recommendations and opportunities for Boreen Road.



5. Opportunity site for Amenity/Play

The area highlighted in green in the map to the right has been identified as an opportunity site for amenity or play. The area is a short walk from the village centre at Straffan Inn being only one hundred and fifty metres away. This is subject to consultation with the relevant land owners and existing community.

Biodiversity and climate friendly design and materials are a key consideration for the development of any possible amenities for Straffan.



Please note that all recommendations are subject to detail design and consultation with existing registered landowners and are illustrative only.

Key Recommendations

The key recommendations for the Opportunity Site for Amenity/Play shown in the map to the left are listed below. They include:

- Potential to provide a play area for children.
- Potential for new amenity space/ picnic area.
- Potential for multi-use games area (MUGA) or/and other sports facilities.
- Subject to consultation with existing registered landowners.



Occasional Play.



Community Park Playground



Picnic Areas.



Space for local events.



Above: Example of possible playground. This playground incorporates natural play elements and environmentally safe and sustainably sourced materials.

Please note that all recommendations are subject to detail design and consultation with existing registered landowners and are illustrative only.

6. GAA Community Hub & Expansion

Straffan GAAs proposals for a New Community Hub and Sports Grounds Expansion would greatly improve so much needed additional amenities in Straffan for the residents and visitors. There may be provision for a playground on site subject to the availability of appropriate space and adequate resources.

- Opportunity to purchase adjoining ground offered to Straffan GAA.
- This would enable development of more pitch space and to cater for the immediate growing numbers.
- Proposed new addition would be 5.14 acres.
- Possible new configurations with one large pitch or two smaller ones and overflow car park.
- State of the Art Community Hub with planning permission, serving daytime needs and also providing outlet for recreation time for all age groups with: Drop-in docking station for business needs, Clinics, Mens shed, Wellness centre, Gym, Car and bike parking, Basketball, Badminton, Classes and Meals on wheels

Proposed overflow carpark could be made available to residents and visitors of the village centre and provide so much needed additional parking (subject to agreement with Straffan GAA). Please note that all recommendations are subject to detail design and are illustrative only.

Right: Available Lands



Right: Large Pitch Configuration



Right: Two smaller pitches configuration



6.1 Straffan GAA Entrance Area

The key recommendations/ opportunities for Straffan GAA Entrance Area are listed below.

- Provide continuous footpath to GAA entrance.
- Provide traffic calming in form of raised platform at the entrance to GAA.
- Improve sightlines by removing vegetation obstructing views.
- Potential to introduce Straffan GAA branding at entrance location.
- Opportunity to underground utilities and improve street lighting.

Please note that all recommendations are subject to detail design and are illustrative only.



Above: Straffan GAA Entrance Area Existing.



Right: Indicative key plan
Location of view for artists impression below.



Right: Straffan GAA Entrance Area
Artists impression of recommendations and opportunities for the public space at Straffan GAA Entrance Area.

Assessments

Environmental Assessments

Environmental assessments have been carried out for this Master Plan as follows:

i. Strategic Environmental Assessment (SEA)

An SEA Screening Report has been prepared for this Masterplan (See Appendix A). For reasons set out in detail in the SEA Screening Report, it is at this stage determined that the Proposed Masterplan does not require an SEA.

An Environmental Impact Assessment Report (EIAR) shall be prepared for projects where the requirement for EIA is mandatory, where the project meets or exceeds stated thresholds, or where it is determined that the project is likely to have significant effects on the environment.

ii. Appropriate Assessment (AA)

An Appropriate Assessment Screening Report was prepared for this Masterplan (Refer to Appendix B). For the reasons set out in detail in the AA Screening Report, an Appropriate Assessment of the Masterplan is not required as it can be concluded, on the basis of objective information, that the Plan, either individually or in combination with other plans or projects, will not have a significant effect on any European sites. It should be noted that what is included in the Masterplan regarding Delivery Projects represents indicative drawings, scale, and location of specific projects. When the final location and design of the projects are prepared and further detail is available, it will then be possible to assess the impact of each project and if mitigation is necessary, then a Stage 2 Appropriate Assessment will be required.



Framework & Funding

Town Centre First Policy

The Town Centre First Policy is a major strategy to respond to climate change, tackle vacancy/dereliction, encourage sustainable transport and prioritising the town and village centre as a vibrant and attractive place to live, work, visit and do business.

Our towns and villages, of all sizes, can contribute to the transition to a fair, low carbon and climate resilient society through addressing the spatial patterns of development and consideration of how people travel. Utilising existing infrastructure and sites within the village while encouraging the adaptive reuse of existing and improved energy efficiency of individual buildings is a priority of Town Centre First along with reducing the need to travel long distances by providing the opportunity for people to live and work closer to local services and amenities, to enable people to travel by a sustainable mode of transport where and when possible.

Urban and rural centres have the potential to make a major contribution to our societal response to issues such as housing, remote and flexible ways of working, climate change, modal shift, accessibility and community engagement. Investing in our towns and villages can help deliver a better quality of life for all.

Funding

The policy is underpinned by a number funding streams to aid in the implementation of its objectives.

They include but are not limited to:

- Urban Regeneration and Development Fund (URDF)
- Rural Regeneration and Development Fund (RRDF)
- Town & Village Renewal Scheme
- Fáilte Ireland Destination Towns
- Investment supports from the forthcoming ERDF programme for Towns via Regional Assemblies
- Active Travel Investment Programme
- SEAI Climate adaption/retrofitting
- Built Heritage supports such as Historic Town initiative (HTI)
- Housing for All Croí Cónaithe (Towns) fund

Funding opportunities are available to assist the progression of community projects, infrastructure upgrades and design recommendations, as outlined.



Straffan
Village Renewal Master Plan
January 2024



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

Ár dTodhchaí
Tuaithe
Our Rural
Future



Comhairle Contae Chill Dara
Kildare County Council



**Brady Shipman
Martin**
Built.
Environment.