



Ardclough

Rural Settlement 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.

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Introduction

Introduction

The Ardclough Rural Settlement 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 on behalf of Kildare County Council.

The strategy for this Rural Settlement Renewal Masterplan 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 Rural Settlement Renewal Masterplan process, and the feedback received together with urban design analysis informed and shaped the Delivery Projects identified in the masterplan. The masterplan aligns with national, regional and local policies and its purpose is to guide and support the renewal and regeneration of Ardclough to create an attractive and thriving commercial and social centre in which to live, work and visit.

The Rural Settlement Renewal Masterplan sets out a renewal framework for the sustainable development of Ardclough 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 masterplan 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 Ardclough in order to improve the living environment of the community with growth levels to cater for local need at an appropriate scale

The overall intention is to:

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

The Rural Settlement Renewal Master Plan seeks to build upon the strong asset base of Ardclough, to ensure it retains its identity, to contribute to its enhancement, and to create opportunities which are unique to Ardclough for its citizens to identify with. As a rural settlement, it needs to ensure that its current and future growth areas stitch into its 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 Ardclough. This in turn will contribute to competitiveness by influencing the image of the overall rural settlement and making it more attractive for people to live, work and visit.

An interactive animated public realm brings people together. Connecting the Village Green, Village Centre, Grand Canal, GAA, National School and surrounding residential areas, with seamless synergy between green spaces, streets, and between natural and physical assets is important for success. This requires improved walking and cycling routes throughout the rural settlement with less emphasis on private car use.

Heritage 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, 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 area.

A connected settlement where inclusive connectivity is provided at every level for all people. This requires connectivity between public transport, streets, spaces, canal, 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 area. Connecting all components of the settlement, via safe and integrated accessibility encourages people to visit.

Objectives

The objectives of the Rural Settlement Renewal Master Plan shown below are driven by the specific characteristics of Ardclough and also by what are considered to be the essence of a successful rural settlement. All objectives are of equal importance.

The objectives of the Rural Settlement Renewal Master Plan are to:

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



Context & Character

Location

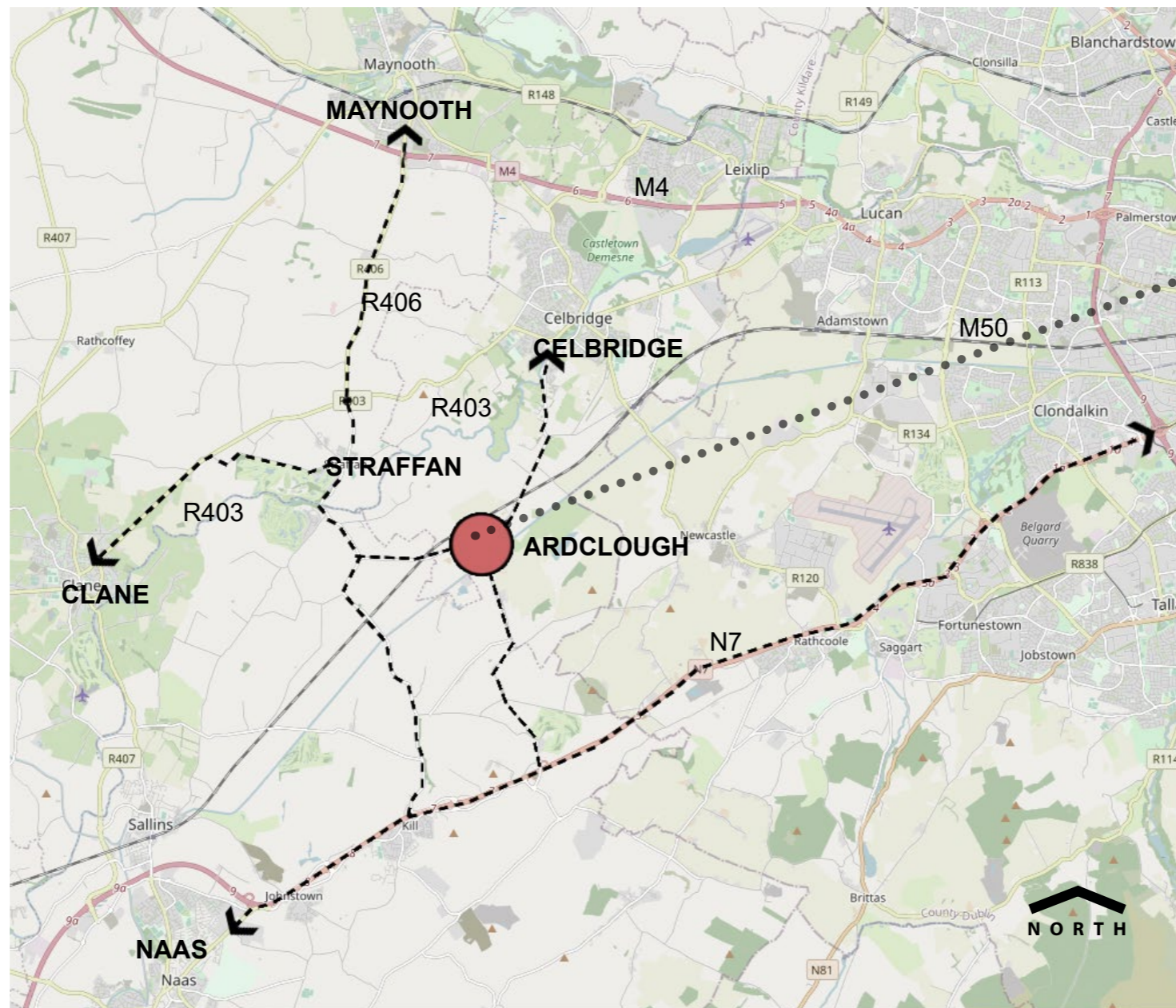
Ardclough is a small rural settlement located in the north-east part of County Kildare, approximately 20km to the west of Dublin City. It occupies an attractive setting beside the Grand Canal. It is in an area of high landscape value.

Ardclough is situated close to the larger towns of Celbridge (5km), Maynooth (12km), Clane (11km) and Naas (13km).

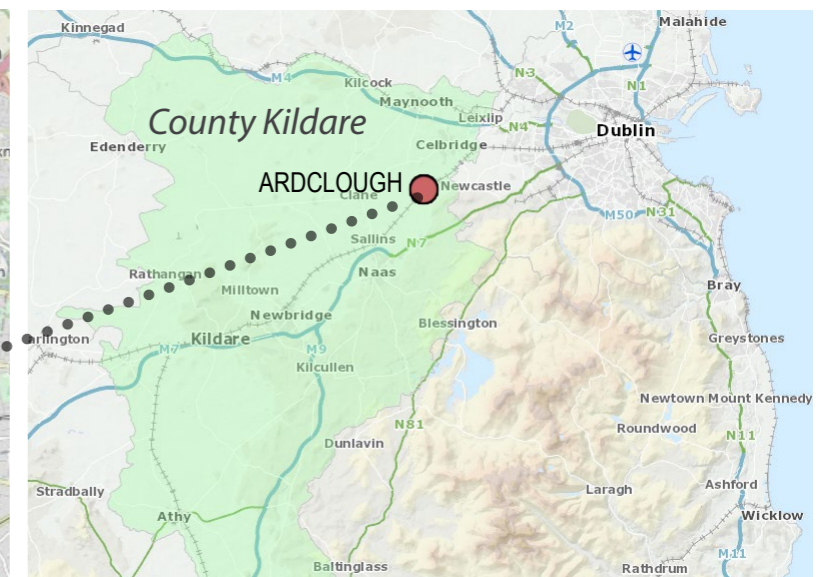
The settlement is located on the local road, the L2008, which connects the study area to Celbridge in the north-east and to the wider road network to the east and west of Ardclough.

The L2008 is a two-way road, comprising a single carriageway (one lane in each direction) through Ardclough. The local road providing a connection over the Grand Canal narrows from two lanes to one lane over the Henry Bridge.

Ardclough is currently served by a limited weekly Local Link bus service to Liffey Valley that runs each Thursday.



Above: Location of Ardclough in Relation to Straffan, Celbridge, Clane and the N7 Motorway



Above: The location of Ardclough in the north east of County Kildare is indicated in red.

History & Development

The first edition Ordnance Survey (OS) map of 1838 shows the original settlement of Ardclough as being located to the southwest of the present rural settlement and comprising of a R.C chapel and 'Lyons National School House'.

From the mid-1930s onwards Ardclough has largely moved away from the canal and shifted northwest to its current location on the Tipperstown side of the canal. Saint Anne's National School was constructed in 1949 and the adjoining GAA pitch beside it was established in the mid 1930s. Recently, the new St. Anne's Primary School was constructed to the west of the settlement core along L2008 with the old school decommissioned and turned into a community centre.

Today, Ardclough has a population of over 400 people (Census 2016).

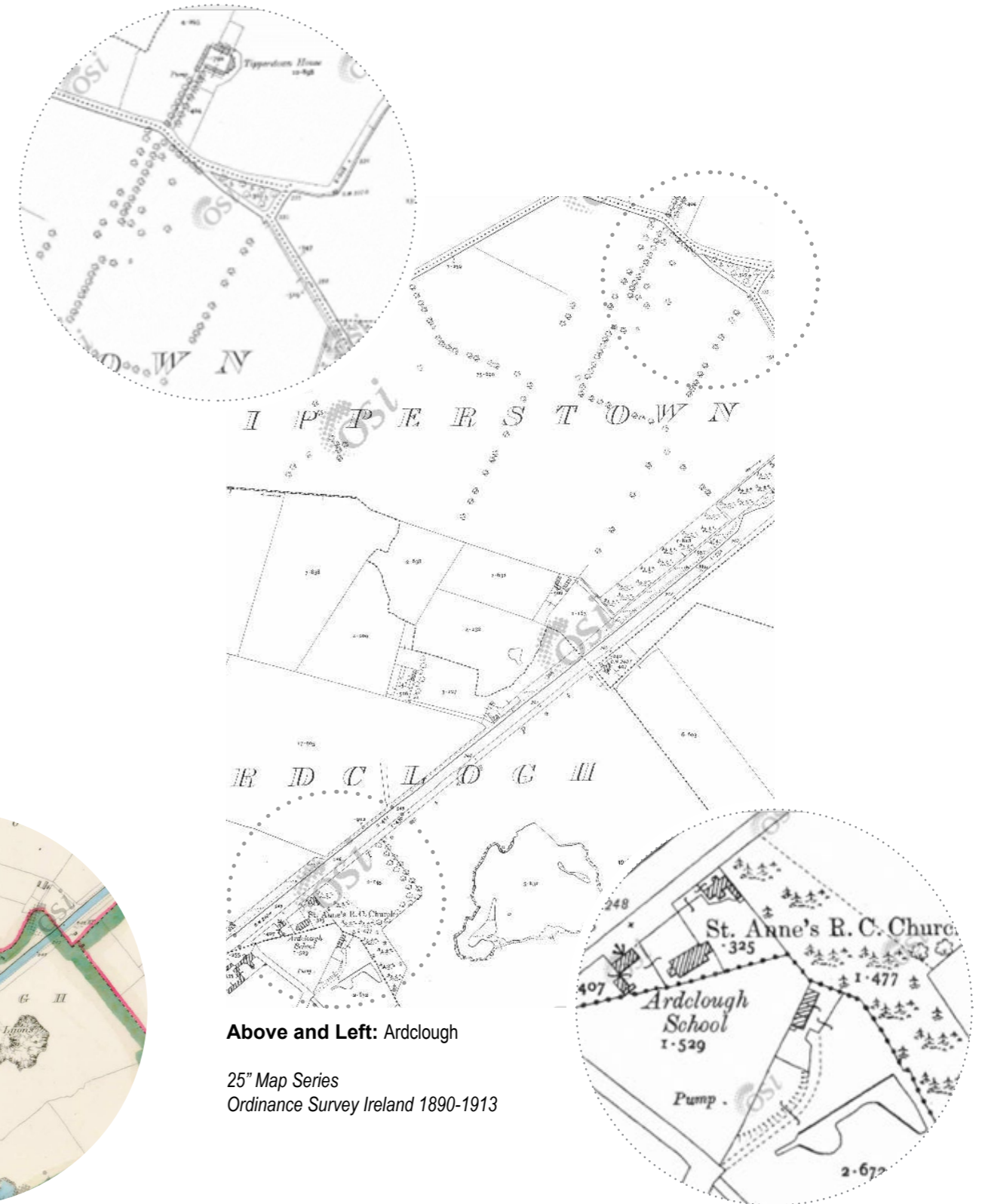
The primary land use within Ardclough is residential, with some educational (St Anne's National School), commercial (small shop east of the church), sport (Ardclough GAA) and religious land uses (St. Bridget's Church and St Anne's Church), which represent the key destinations to and within the rural settlement.

In addition, outside the settlement core is the Grand Canal Way, Lyons Estate and Lyons Village (15min walk) and Oughterard Round Tower and Cemetery, destinations which also attract people to Ardclough.



Above and Left: Ardclough

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



Above and Left: Ardclough

25" Map Series
Ordnance Survey Ireland 1890-1913

Development Framework

The settlement strategy in Volume 1, Chapter 2 of the County Development Plan allocates 1.5% of the overall population growth for the county from 2021-2028 to the 20 designated Rural Settlements (of which Ardclough is one).


This equates to a 10% growth in population for each Rural Settlement over the period of this Plan. Section V2 3.4 & 3.5 of Volume 2 sets out standard policies and objectives for the development of Rural Settlements.

Each rural settlement shall be developed in a coherent, attractive and sustainable manner around the settlement core. New development, which reinforces the settlement core as the service centre and enhances its character as the centre of the settlement, will be encouraged

Developments that enhance the character and vitality of the existing settlement and do not negatively impact on the existing residential amenity will be encouraged. In line with the objectives and policies set out for the sustainable growth of rural settlements, each development strategy has identified preferable sites for settlement expansion. Such sites have been selected on the basis of developing the settlement in a sequential and sustainable manner.

The designation of sites for settlement expansion takes cognisance of all existing valid planning permissions, which have not been built out to date. Developments that reflect the character, form and scale of the existing settlement and do not negatively impact on the existing residential amenity will be encouraged.

Principles of Development

- 
- **Sustainable manner**
 - **Coherent & Attractive**
 - **Reinforces the settlement core**
 - **Enhances its character and vitality**
 - **Service centre**



Analysis

Public Consultation

What the residents of Ardclough say.

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

168 respondents.

In September/October 2021 Delivery renewal projects were put on public display and 8 submissions were received.

AGE DEMOGRAPHIC:



HOME LOCATION:



LENGTH OF TIME LIVING HERE:



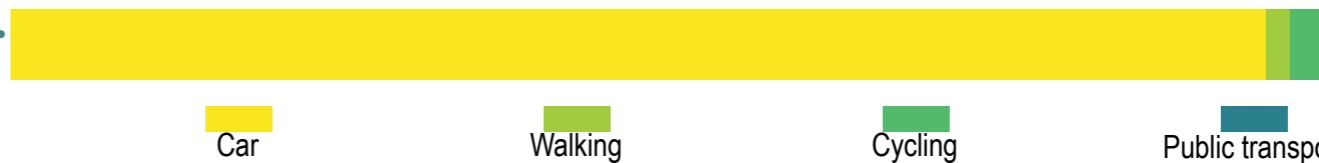
LOCATION OF WORK:



MODE OF TRAVEL WITHIN ARDCLOUGH:



MODE OF TRAVEL BEYOND ARDCLOUGH:



WALKING AND CYCLING IN ARDCLOUGH 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 Ardclough to the online survey were between the **ages of thirty and forty nine**.
- The home location for respondents is quite **evenly distributed**.
- Most respondents' location of work is **beyond five kilometers** from Ardclough.
- Just over half of the respondents use their **car while traveling within Ardclough** and the majority of the remainder indicated **walking** as their mode of travel within Ardclough.
- The mode of travel beyond Ardclough is **dominated by the car**.
- Nearly half of the respondents felt that **walking and cycling** in Ardclough was **not safe**.
- But over approximately seventy five percent said that **better footpath/cycle facilities** and road crossings would encourage **more walking and cycling**.
- Just over half of respondents agreed that **traffic congestion/** inappropriate driver behavior is **common**.
- Most people either indicated that finding **parking** (other than at their home) is **usually ok or difficult**.
- Over a third 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 good**.

Strengths

- Rich natural and built rural settlement 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.
- The landscaping on the approaching roads and in Ardclough is well maintained and welcoming.
- Strong local community, sports, and other interest groups.
- A Committed and Active Tidy Towns Team.
- Good road network with connections to the wider region.
- Dublin City is within 20km of Ardclough, its close proximity and accessibility have meant that there is a large commuting population in Ardclough.
- Good range of amenities: recently completed modern school, GAA sports facilities, community centre, church, and local shop.
- Close vicinity to Grand Canal Way, Lyons Estate and Oughterard Round Tower.

Challenges

- Due to the narrow roads, providing/enhancing pedestrian facilities would need to be consulted with adjoining lands owners.
- As a result of the low commercial activity there is a lack of vibrancy and activity in the settlement core.
- Unnecessary HGV traffic through Ardclough.
- Safety / Damage issue Henry Bridge- HGVs re-routing from N7 to N4 are creating a significant health and safety risk for pedestrians and cyclists using the Grand Canal Amenity.
- Local shopping needs are largely met in surrounding towns.
- Lack of regular public transport.

Opportunities

- Attractive settlement core with potential for improvement and people focused place-making.
- New sports and recreation amenities (i.e., playground) to complement existing amenity base, and to cater to the growing population, particularly for children and teenagers.
- Destination shop or cafe that would offer additional draw for the Ardclough Village Centre.
- Additional traffic calming along approaches to the settlement so as to improve pedestrian safety.
- Review traffic management plans to address 30km/h zone in the settlement core.
- Continuous, safe, and good quality additional footpaths, street furniture, lighting, signage, planting, and trees within public realm.
- Explore an option of removing unnecessary HGV traffic through Ardclough.
- Improve the movement network ensuring accessibility for all, to further enhance the walking and cycling environment around critical areas within Ardclough (school, Ardclough Village Centre, Grand Canal).
- Support the provision of additional bus services to Ardclough in accordance with the Connecting Ireland Rural Mobility Plan.
- Wayfinding to points of interest, interpretive panels, 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 bioenergy, food/eco/adventure tourism.

Weaknesses

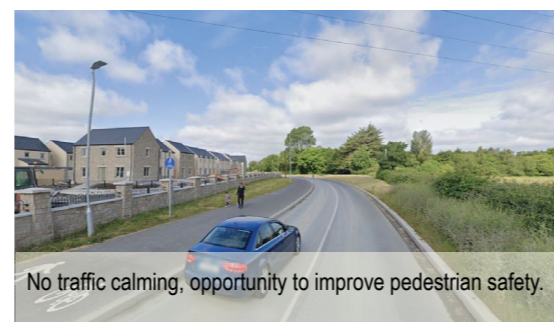
- Key public realm areas around Village Green need upgrading and improvement.
- Too little traffic calming, long wide stretches of straight roads encourage speeding, missing pedestrian facilities.
- An identifiable lack of amenities for children (i.e., playground).
- Footpaths in many areas are lacking to ensure safety of children and adults alike when accessing the various facilities on offer in the settlement (i.e., main route to school, Grand Canal Way).
- Public parking currently provided at the Village Green sometimes not adequate to meet the demand, consultation with existing registered landowners is imperative to find an appropriate additional location for parking. (GAA car park sharing could be examined).
- Need dependable local bus service at commuting times – particularly with extra capacity at Hazelhatch station.
- Lack of settlement identity/branding, inconsistent street furniture and lighting.



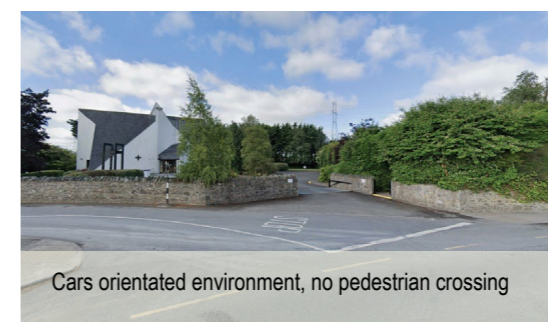
Mix of ground surfaces in disrepair, no pedestrian facilities.



No traffic calming, lack of identity.



No traffic calming, opportunity to improve pedestrian safety.



Cars orientated environment, no pedestrian crossing



Lack of pedestrian facilities.

Urban Analysis

The Map to the left is an urban analysis map of Ardclough.

LEGEND

EXISTING LAND USE

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

VILLAGE FEATURES

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



Regeneration Strategy

Identity

Build an **identity** for **Ardclough** that is **distinctive** and **authentic**.

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



Above: Henry Bridge



Below: St. Annes Church Ardclough



Above: Monument in respect of the workers of the stone quarries.

Public Realm

Regeneration of Rural Settlement Public Realm.

Regeneration of the Settlement Core Public Realm for people who live, work, and visit, including new amenities to complement the existing amenity base, and to cater to the growing population, particularly for children and teenagers.

Public realm improvements such as replacing road surfaces in disrepair, biodiverse landscaping, and new footpaths can be incrementally delivered in Ardclough improving 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 Ardclough through a consistent public realm.

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

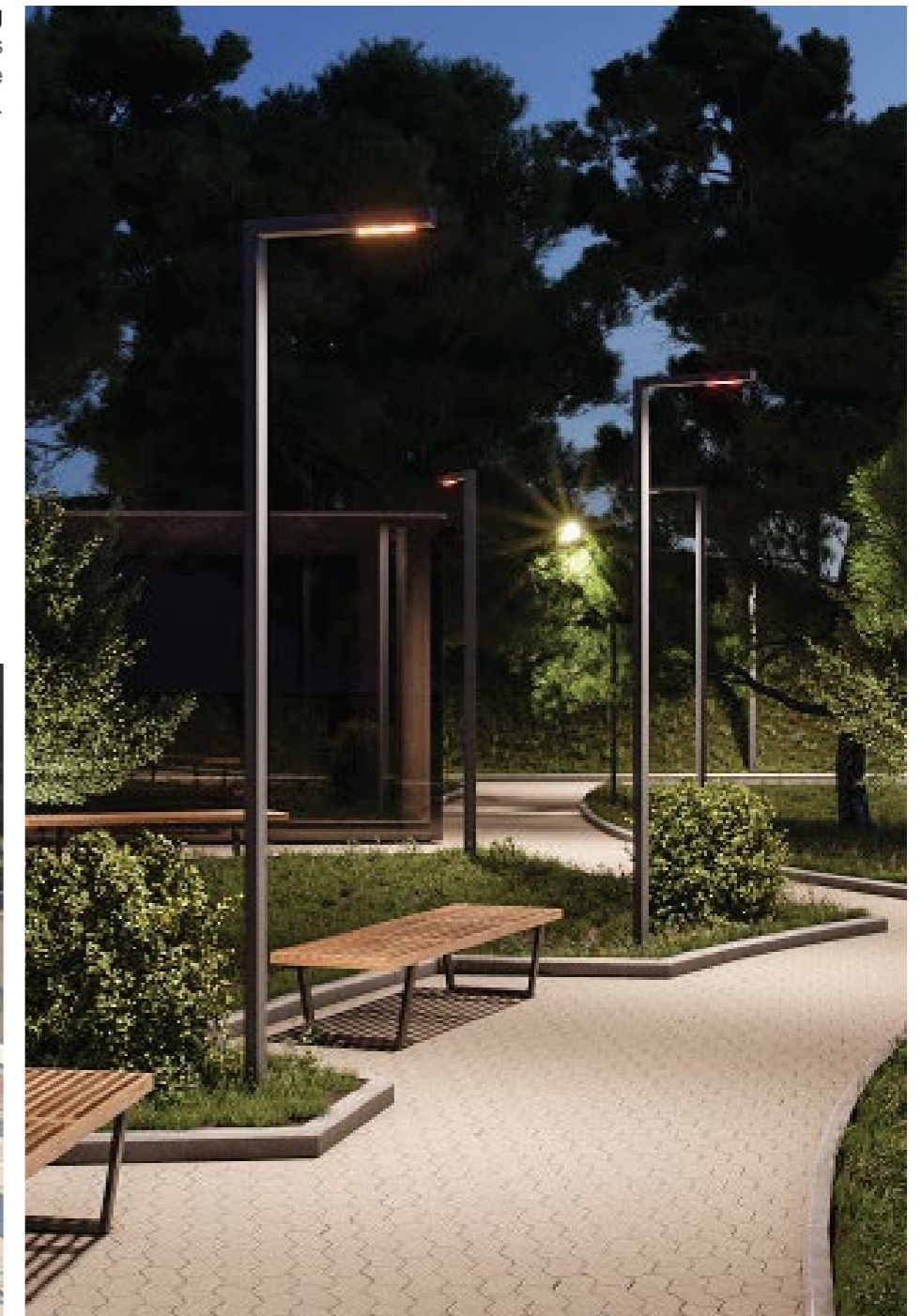


Right: Consistent Street Lighting
Adequate street lighting and resting areas such as benches provide an inviting space for the public.

Left: Children's Play Equipment
Play spaces with sustainable equipment provides a focal point for children and parents to gather.



Right: Landscaping
The addition of landscaping in the streetscape can have many benefits including rain water collection, enhanced biodiversity and softening of the streetscape to make it feel more inviting.



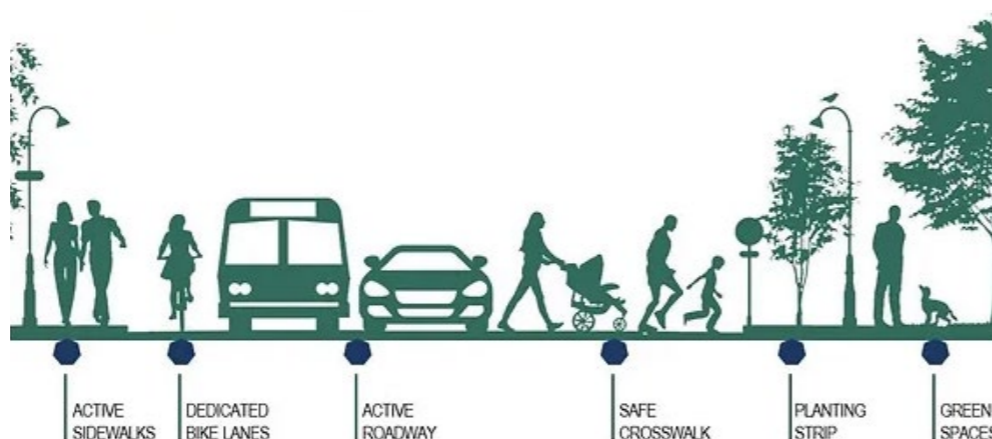
Movement

Connected destinations and improved movement.

Connected destinations and improved movement in the form of an integrated, safe multi-use network connecting Village Centre, GAA Hub, Grand Canal Way, School and all residential areas. The development of a connected network would act as a safe facility for local people, and contribute towards establishing Ardclough as a healthy and sustainable place to live.

The delivery of an integrated network would require the 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 Plan 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 reducing speed limit in the village centre to 30kph and introducing more traffic calming to allow cyclists and pedestrians safely use existing infrastructure. It would be also critical to explore public transport options in the village.



Credit Left: Complete Street Study

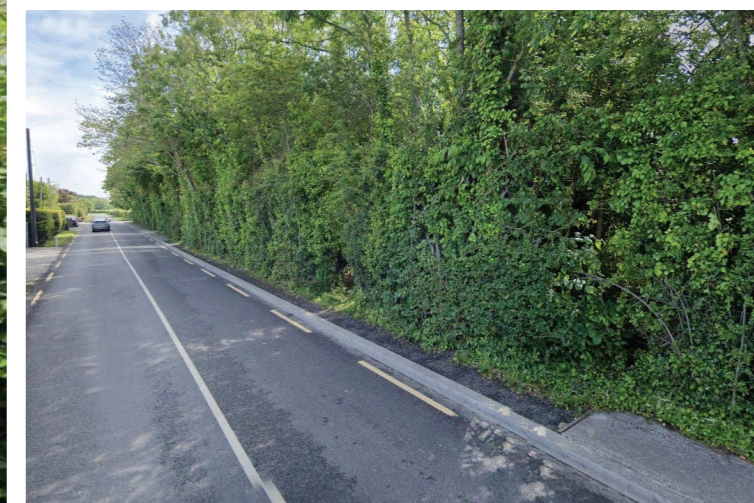
<https://www.romerises.com/woodhaven-complete-streets>

Left: Approach to Henry Bridge

There are no pedestrian facilities on the approach to Henry Bridge and the Canal. The movement of pedestrians in the area should be considered.

Below: Local Road

This road has no pedestrian crossings. This will be a key area to address under the movement strategy for Ardclough.



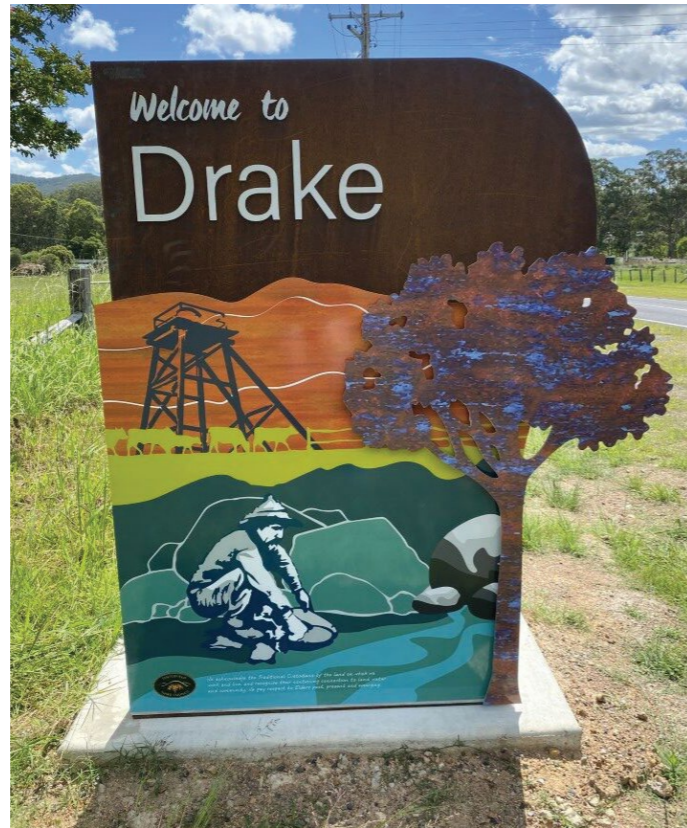
Right: Local Road Narrowing and Traffic calming solutions.
Build outs are used here to slow down traffic.

Sense of Arrival

Reinforce the sense of arrival to the rural settlement.

Reinforce the sense of arrival to Ardclough and enhance the 'welcome' experience within and around the rural settlement. Visitors must be made to feel welcome and be actively encouraged to explore and spend time within Ardclough – which will be achieved through enhancing the arrival experience at key gateway points.

Gateway point enhancements should ideally feature the following public realm interventions such as: the narrowing of the road, introduction of street trees, landscaping, sculpture, or art, referencing Ardclough's culture and history with appropriate branded signage, directing visitors into the settlement core and encouraging them to actively explore.



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 Drake.
Right: Town branding sign for Mallow, 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 overleaf of Ardclough indicating where the key opportunities for improvement and development are. There are five 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.



Right: Thurles River Walk
Photo: George Willoughby

Five Local Opportunities

- 1.** Reconsider Ardclough's green space to establish a stronger identity along the main road, and also to enhance local and pedestrian amenity at its core, including rationalizing vehicular access and parking, higher quality footpaths, provision of street furniture, and landscaping.
- 2.** Reduce size of junction with main road, and introduce legible change in character from main road to settlement core.
- 3.** Extend Village Green improvements so as to embrace Ardclough Village Centre facility, and continue to support the community garden.
- 4.** Consider pedestrian facilities and safety at and on the approach to Henry Bridge, with connectivity to Grand Canal tow path.
- 5.** Create a more legible streetscape, incorporating traffic calming, enhanced pedestrian facilities and safety at school zone area.

Legend

EXISTING LAND USE

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

PLANNED LAND USE

- VILLAGE CENTRE
- RESIDENTIAL

VILLAGE FEATURES

- MAIN STREET
- KEY ATTRACTORS
- GATEWAYS
- PROTECTED STRUCTURES & MONUMENTS
- TREES & WOODLAND PRESERVATION
- GRAND CANAL GREENWAY



Key Delivery Projects

Key Projects

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

- 1. Village Centre
- 2. St. Annes National School
- 3. Pedestrian facilities and traffic calming



Village Green East Approach.



Village Centre Park.

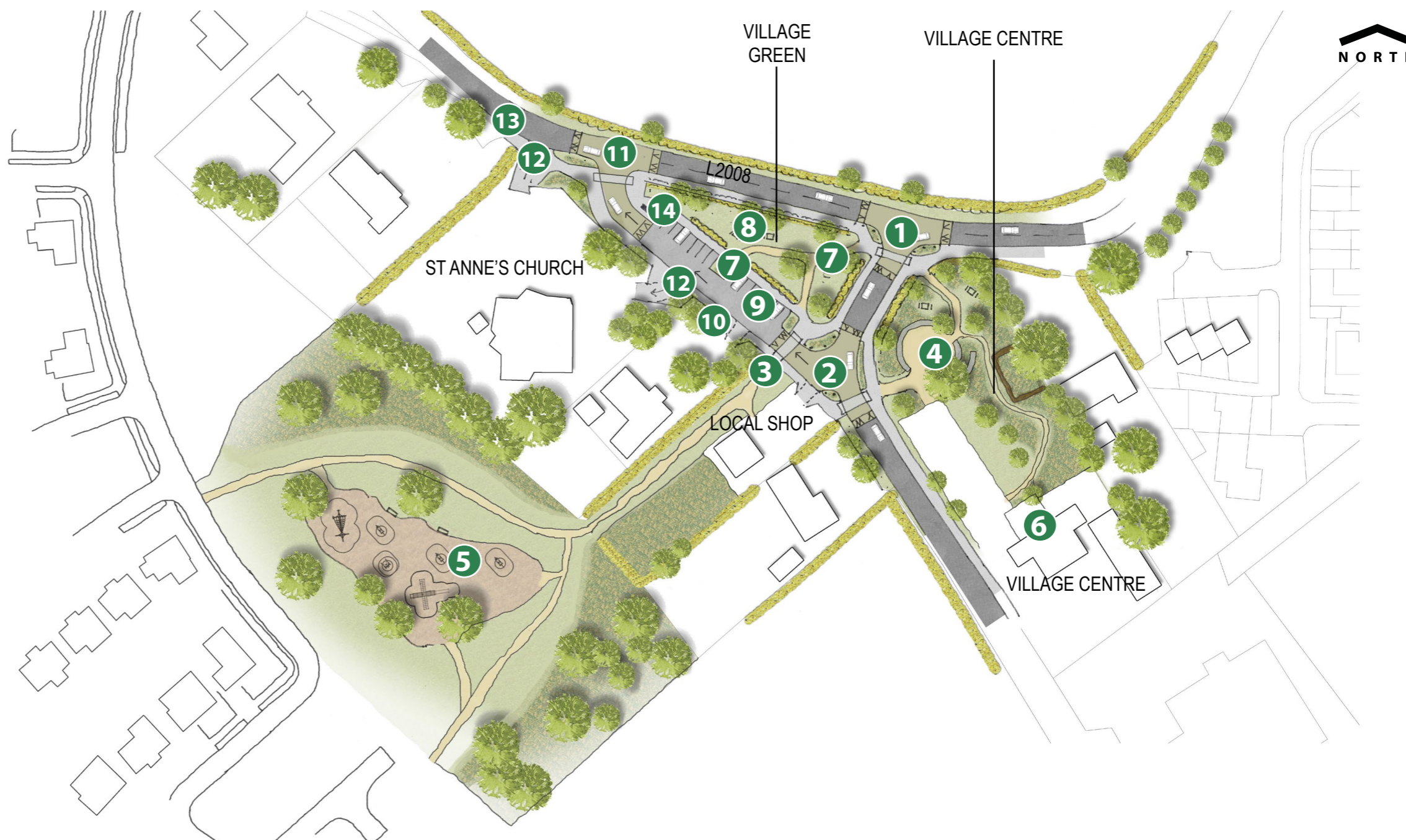


1. Village Centre

The fourteen key recommendations for the Settlement Core in Ardclough shown in the map are listed below.

1. Proposed surfacing with realigned pedestrian crossings.
2. Proposed surfacing with additional landscaping at junction corners, introduced one way access to central parking area.
3. Explore the potential of pedestrian access to potential park
4. Existing community space and biodiversity garden
5. Potential children's play area and community multi use sapce.
6. Existing outdoor seating area in conjunction with proposed café
7. New pedestrian route through Village Green.
8. Public open space with additional planting and street furniture.
9. Realign and rationalise parking (potential market area)
10. Proposed footpath along southern edge of Village Green.
11. Realign junction to improve safety for pedestrians and drivers, traffic calming, explore potential of closing junction here or forming one way exit from central parking area as shown.
12. Retain access to church grounds.
13. Realign footpath/road to eliminate pedestrians' pinch point and ensure safety.
14. Memorial stone.

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



1.1. Village Park

Key Recommendations/Opportunities

- Provide pedestrian paths with discreet lighting and seating to make the park more functional.
- Provide additional biodiversity through careful selection of tree species and native planting.
- Introduce bicycle parking.
- Explore an option of dividing the park into functional zones i.e., picnic area, quiet relaxation zone, playground, pitches etc.
- Provide teen friendly areas that facilitate activity.
- Refer to the Kildare Play Strategy 2018-2028 for further guidance.

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



Above: Spraoi sa Choill, Cratloe, Co. Clare



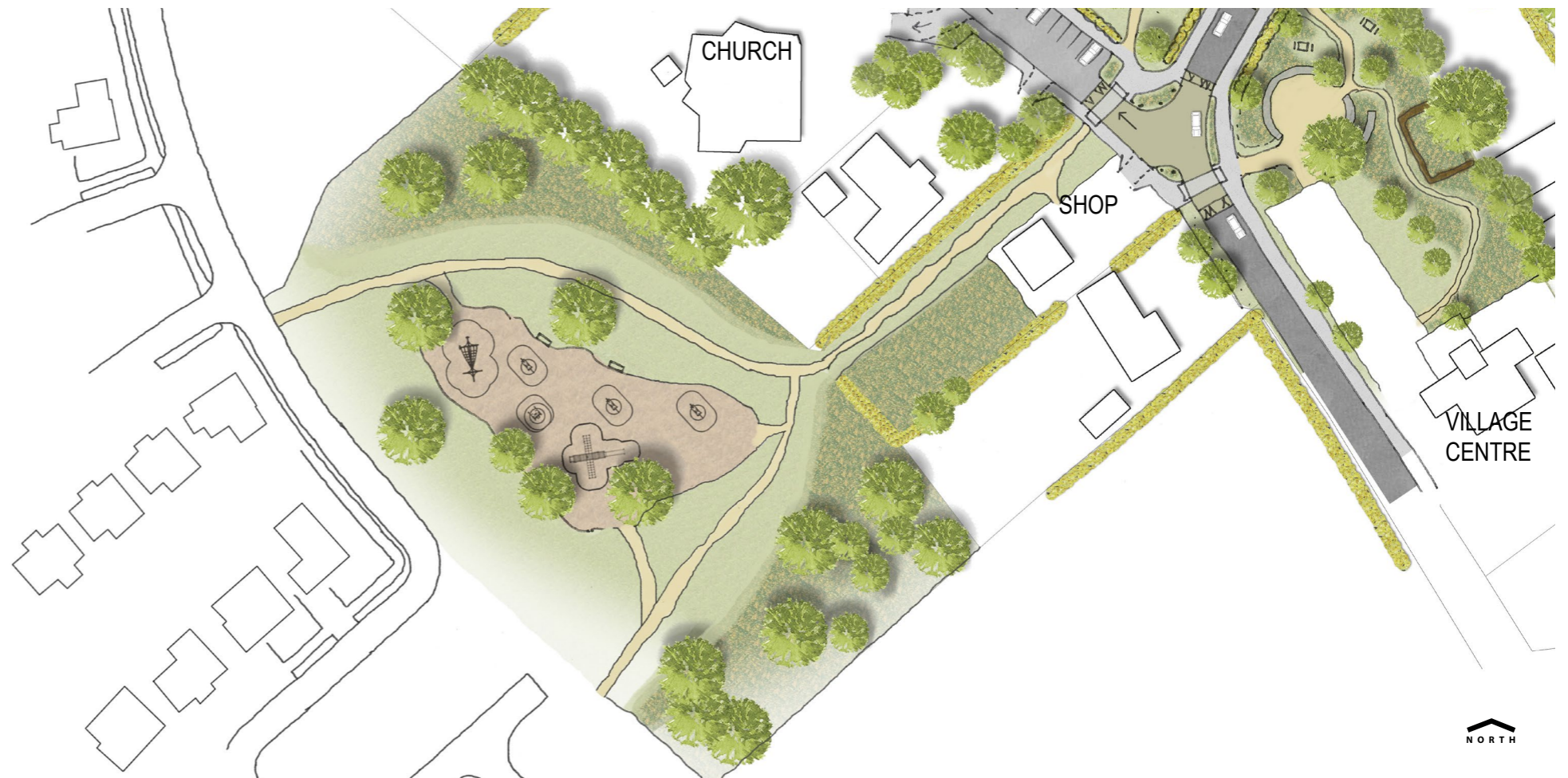
Above: The Giant's Garden, Merrion Square, Dublin



Above: Clerihan Community Play Park, Tipperary



Above: Tramore Inclusion Park, Waterford



Right: Ardclough Village Park
Sketch plan of a possible location for a park in Ardclough.



1.2. Village Green East Approach

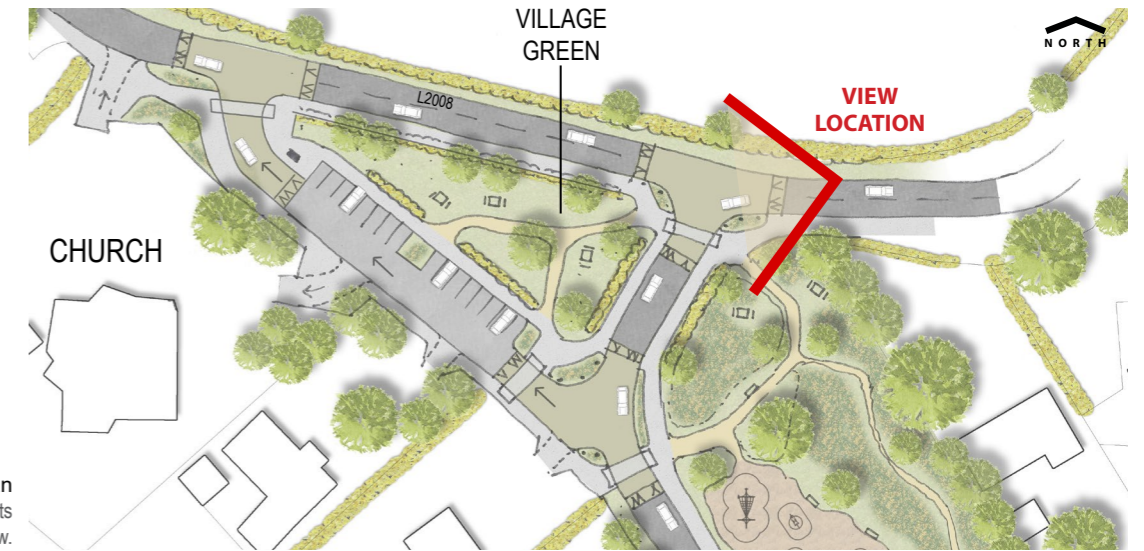
Key Recommendations/Opportunities

- Tighten turning radii at the junction to reduce speeds (subject to auto tracking).
- Provide additional biodiverse landscaping at junction corners which would soften the area, collect rainwater, and improve the area's look and feel.
- Introduce appropriate road treatment to reduce speeds and improve quality and character of the settlement core entrance area.
- Provide pedestrian crossing as a part of continuous route to Village Green and to St Annes National School.
- Introduce new street lighting.
- Provide new path through Village Green as a safer and more attractive route to St Annes church and national school.

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



Above: Existing Ardclough Village Green East Approach



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



Right: Ardclough Village Green East Approach
Artists impression of recommendations and opportunities for the public space at the Village Green East Approach.

1.3. Village Green South Approach

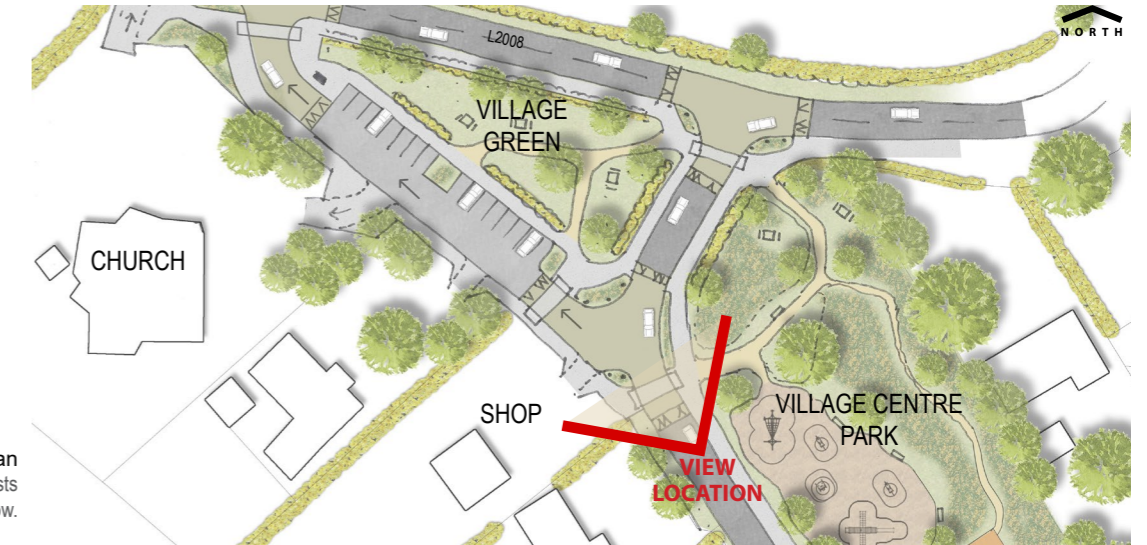
Key Recommendations / Opportunities

- Tighten turning radii at the junction to reduce speeds (subject to auto tracking).
- Provide additional biodiverse landscaping at junction corners which would soften the area, collect rainwater, and improve its look and feel.
- Introduce appropriate road treatment to reduce speeds and improve quality and character of the Village Green.
- Relocate pedestrian crossing to the south of the junction to get direct access to new footpath running along shop/church boundary.
- Explore the potential of a one-way system through the central parking area.
- Introduce new street lighting.

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



Above: Existing Ardclough Village Green South Approach



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



Right: Ardclough Village Green South Approach Artists impression of recommendations and opportunities for Ardclough Village Green South Approach.

1.4. Village Green West Approach

Key Recommendations/Opportunities

- Introduce appropriate road treatments to reduce speeds.
- Explore the creation a single access/exit point to the car park from the South or a one way system through the car park as shown.
- Widen footpaths/realign roads to eliminate pedestrian pinch point as a part of continuous safe route to the school.
- Introduce new street lighting.

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



Above: Existing Ardclough Village Green West Approach



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



Right: Ardclough Village Green West Approach Artists impression of recommendations and opportunities for the public space at the Village Green West Approach.

2. St. Anne's National School

The Safe Routes to School (SRTS) Design guide is available to provide guidance to create safer, calmer, more attractive routes to school and front of school environments.

“Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school.” (Safe Routes to School Design Guide)



Above: Credit - Safe Routes to School Design Guide, 1.3 Fundamentals, Improving the Street Environment.



Above: St. Anne's National School
Photo of the existing front of school environment



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



Key Recommendations

The key recommendations/ opportunities for St. Anne's National School are listed below.

- Introduce school zone gateway signage with change in road surface along school zone to high friction surface.
- Explore option of school branding ideas at the entrance/ railing / banner.
- Provide additional on road signage to improve driver's awareness of school related activity in that area.
- Potential to replace some bollards with pencil shaped according to NTA Safe Routes to School Design Guidelines.

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





Above: St. Anne's National School
Artists impression of recommendations and opportunities for the front of school environment at St. Anne's National School

3. Pedestrian Facilities & Traffic Calming

There are a number of possible locations in Ardcloough that could be recommended for traffic calming measures or pedestrian crossings. They are identified on the map to the right. The light blue dots indicate potential locations for traffic calming measures and the dark blue lines indicate possible locations for new/improved footpaths. In some locations both are recommended.

Map key

-  Potential Traffic Calming
-  New/improved footpath

Key Recommendations

The key recommendations for pedestrian facilities are listed below.

- Tighten turning radii at the junctions (subject to auto tracking).
- Introduce/ improve traffic calming.
- Widen existing footpaths.
- Provide/improve footpaths in number of locations.
- Explore design options for Henry Bridge and Grand Canal Way area in terms of pedestrian safety and accessibility.

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





L2008 on the Approach to St. Anne's National School

Left: 3D Artistic Image of proposed changes to L2008 on the Approach to St Anne's National School

Right: Photo of L2008 on the Approach to St Anne's National School



L2008 on the Approach to Grand Canal.



Right: 3D Artistic Image of proposed changes to L2008 on the Approach to Grand Canal.

Left: Photo of L2008 on the Approach to Grand Canal.



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.



**Ardclough
Rural Settlement Renewal Master Plan
January 2024**



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Comhairle Contae Chill Dara
Kildare County Council



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