



# Athgarvan

Village Renewal Masterplan  
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 Athgarvan 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 on behalf of 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 Athgarvan 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 Athgarvan 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 Athgarvan in order to improve the living and working environment of its community and to increase its potential to support sustainable 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, climate change resilience, 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 Masterplan (VRMP) seeks to build upon the strong asset base of Athgarvan, to ensure it retains its identity, to contribute to its enhancement and to create opportunities which are unique to Athgarvan for its citizens to identify with. As a village with growth potential, the VRMP 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 Athgarvan. This in turn will contribute to competitiveness by influencing the image of the overall village and making it more attractive for people to live, work and visit.

**An interactive and animated public realm** brings people together. Connecting the village centre, River Liffey, GAA, Athgarvan National School and surrounding residential areas, with seamless synergy between spaces, streets 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.

**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, laneways, open spaces, biodiverse landscaping 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, laneways, and green spaces.

**A comfortable place** should be durable and adaptable. Comfort within and between 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 key objectives of the Village Renewal Masterplan shown below are driven by the specific characteristics of Athgarvan 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 town, 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 Athgarvan through ensuring that **future growth** areas and underutilised/derelict sites are woven into the town and the urban structure is consolidated.

**3.**  
Create an **enhanced environment** for people living, working, and visiting the town 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 a 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

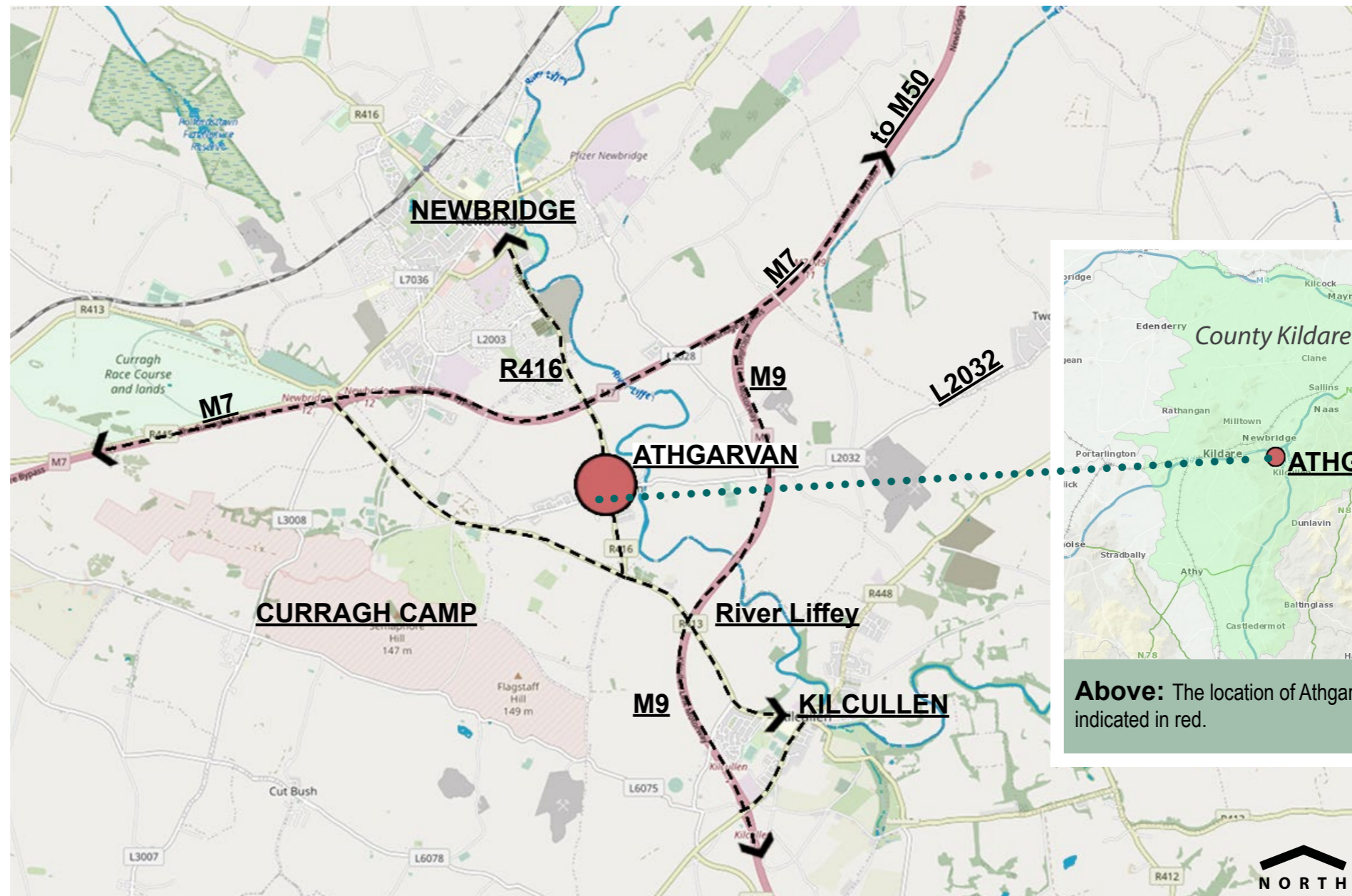
## Location

Athgarvan is situated in central County Kildare between the town of Newbridge and Kilcullen, with The Curragh Plains to the west and The River Liffey to the east of the village. The village is situated at an almost equal distance of approximately 3.5km from both Kilcullen to the South East of the M9 and Newbridge to the North of the M7.

The prime land use within Athgarvan is residential, with educational (Montessori and primary school), commercial (retail convenience shop) and sport (Athgarvan GAA club and Athgarvan pitch and putt), which represent the key destinations to and within the village.

Athgarvan lies on the R416, which connects the village with Newbridge and the M7 to the north. The L2032 also runs through the village and connects to the R413, which provides a connection between Athgarvan and the M9 / Kilcullen to the south-east and to The Curragh and the M7 (Junction 12) to the west.

The Village is served by bus route 129, which provides a connection to Newbridge town to the north and Kilcullen to the south-east to Athgarvan. Route 129 stops at the two bus stops on the R416 at Athgarvan Inn. The village is also served by a bus service between Newbridge and Kilcullen, which stops at both the Athgarvan Inn stops and on the L2023.



**Above:** Location of Athgarvan in relation to Newbridge, Kilcullen, and the M7 and M9 Motorways.



**Above:** The location of Athgarvan in central County Kildare is indicated in red.

## History & Development

Athgarvan originally developed in the vicinity of the Mill, between Athgarvan Crossroads, Athgarvan House and the River Liffey. The village has evolved to become a largely residential area, with development taking place to the west of the River towards the Curragh, to the north towards Newbridge and to the south towards Kilcullen.

The earliest definite reference to a mill at Athgarvan comes from the Noble and Keane map of County Kildare of 1752. The mill is also marked on Alexander Taylor’s map of County Kildare of 1783. The existing Malthouse dates to between 1840 and 1880.

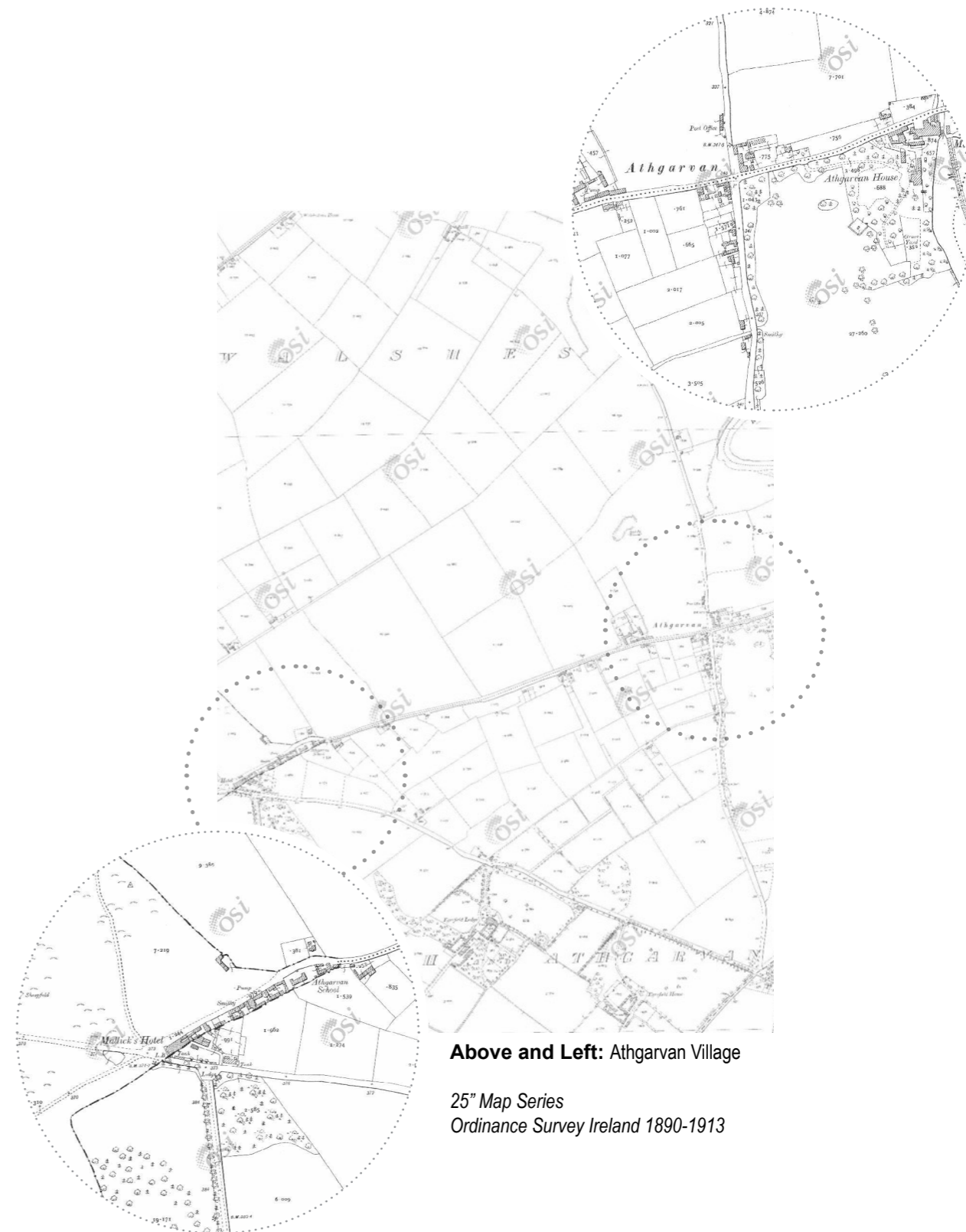
Today, Athgarvan has a population of 1193 people (Census 2022). The village extends over a wide area with a distance of approximately 2km between Athgarvan National School at the western edge of the village and Athgarvan Bridge at the eastern end of the development boundary. Urban development, low-density one-off dwellings and agricultural lands are interspersed between both of these areas. No large public park is provided in Athgarvan however Athgarvan is located adjacent to the Curragh Plains.

Residents of Athgarvan have access links to a wide range of recreational and amenity assets, both within and outside the village boundary such as rugby, GAA, golf, walking, fishing etc.

Natural heritage assets within the village include the River Liffey, which meanders along its route to the east of the village and the Curragh Plains which abuts the western boundary.



**Above and Left:** Athgarvan Village  
6" Map Series  
Ordnance Survey Ireland 1830s-1840s



**Above and Left:** Athgarvan Village  
25" Map Series  
Ordnance Survey Ireland 1890-1913

## Development Framework

Volume 2 of the County Kildare Development Plan provides a planning framework for the development of small towns and villages. Section 3.8 describes Athgarvan's form, context, and objectives for future development.

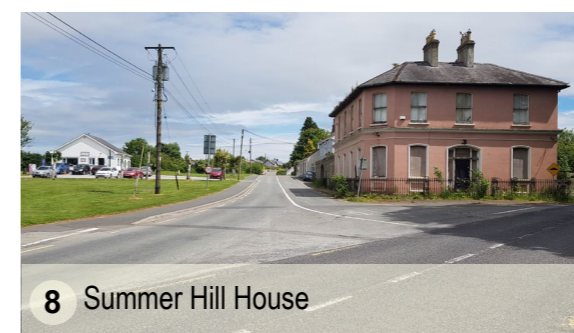
The County Development Plan provides a range of objectives relating to both general items such as economic and housing; but also, specific improvements such as public realm, traffic, road improvements, recreation, amenity and open space, education, community. This VRMP seeks to build upon the County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

## Principles of Development

The principles of development for the village are as follows:

- **Consolidating development** within the village centre area followed by the sequential development of land in a logical progression from the village centre.
- Supporting **employment opportunities** while also supporting social inclusion and **community development** within the village.
- Facilitating development in Athgarvan in line with the ability of **local services** to cater for growth.
- Recognising the role of the **rural countryside** surrounding Athgarvan in supporting the **local economy**.
- Supporting development of **renewable energy** within and serving the village.
- Protecting and preserving the **quality of the landscape** in Athgarvan and The Curragh including open space, natural, architectural, archaeological, and cultural heritage.
- Facilitating the **development of amenities** in the village.





# Analysis

## Public Consultation

What the residents of Athgarvan say.

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

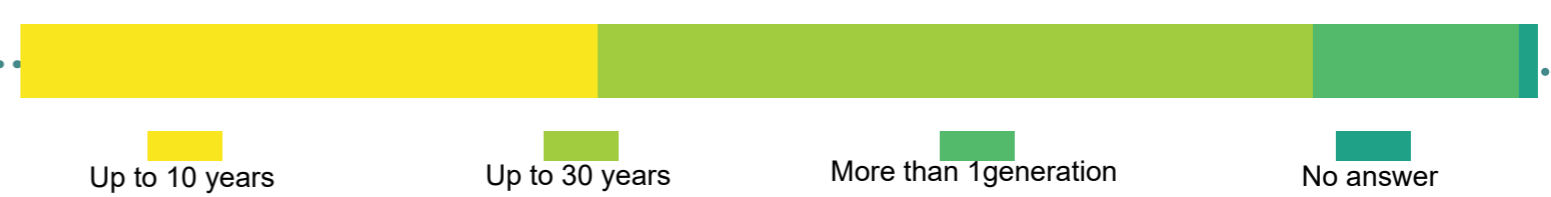
**476 respondents.**

In July/August 2021 priority renewal projects were put on public display and 28 submissions were received.

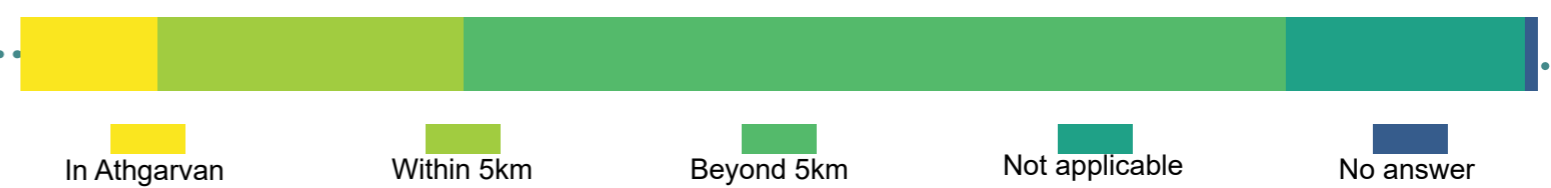
### HOME LOCATION:



### LENGTH OF TIME LIVING HERE:



### LOCATION OF WORK:



### MODE OF TRAVEL WITHIN ATHGARVAN:



### MODE OF TRAVEL BEYOND ATHGARVAN:



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



WALKING AND CYCLING IN ATHGARVAN FEELS:



TRAFFIC CONGESTION/INAPPROPRIATE DRIVER BEHAVIOUR IS COMMON:



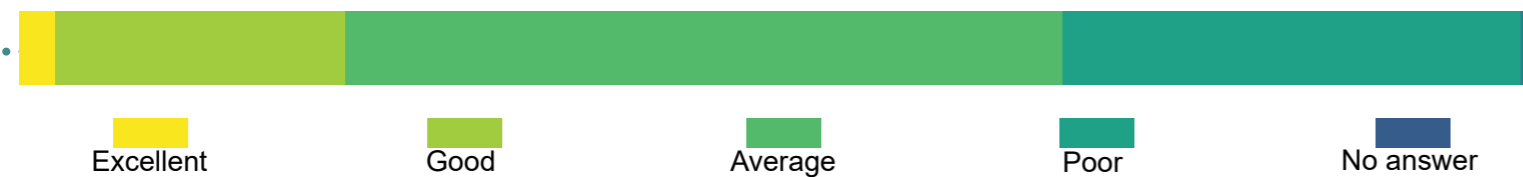
FINDING PARKING (OTHER THAN AT YOUR HOME) IS:



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:
- Approximately half of the respondents live in the **village centre**.
  - More than a third have lived in Athgarvan for **up to thirty years**.
  - Most respondents' location of work is **beyond five kilometers** from Athgarvan.
  - Almost half of the respondents use their **car while traveling within Athgarvan** and the majority of the remainder indicated **walking** as their mode of travel within Athgarvan.
  - The mode of travel beyond Athgarvan is **dominated by the car**.
  - Most respondents felt that **walking and cycling** in Athgarvan was **not safe**.
  - But over approximately eighty 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**.
  - Approximately half of respondents indicated that finding **parking** (other than at their home) is **usually ok**.
  - Over half of respondents said that the **quality and range of amenities** are **poor**.
  - And the majority of respondents felt that the **quality of streetscapes and landscaping** are **average**.

### 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.
- River Liffey to the east of the village, and the Curragh Plains to the west as natural amenities.
- Residents of the village have a great sense of community spirit and play an active role in development and future planning of the village.
- Range of amenities includes two shops and a public house in the village centre, with a National School, GAA Club, Pitch and Putt Club and a number of pre-school facilities.
- Proximity to Newbridge and Kilcullen.
- Good road network with easy access to M7 and M9.
- Athgarvan is served by public transport.

### Challenges

- Due to the character of the village, traffic congestion can have a negative impact on the village environment in terms of safety, noise, dust and air pollution.
- Local shopping needs largely met in Newbridge. Continued drift to shops in Newbridge or Kilcullen undermines local businesses.
- Under-utilised and derelict sites in village centre.
- Climate change.

### Opportunities

- Village centre with potential for improvement and people-focused place-making.
- Number of under-utilised and opportunity sites with potential for strengthening and revitalising the village.
- Maximise the potential of the River Liffey for tourism and recreational purposes by improving public access to the River Liffey.
- New retail/commercial uses that would offer additional draw for the village centre.
- Establish tidy towns action group.
- New sports and recreation amenities (e.g., playground, park) should be delivered to cater for the growing population, particularly for children and teenagers.
- Appropriate traffic calming along approaches into the village and in the village centre and review traffic management plans to improve pedestrian safety.
- Improve the movement network ensuring accessibility for all, to further enhance the walking and cycling environment around and within village (school, local shops, River Liffey).
- Continuous, safe and good quality footpaths, street furniture, lighting, signage, landscaping and trees within public realm.
- Upgrade the existing bus stops to the north of Athgarvan Crossroads.
- Seek provision of a community centre facility in Athgarvan, in or close to the village centre.
- Provide pedestrian/cyclists route to Newbridge.
- Wayfinding to points of interest, village branding and 'welcome' element at village gateways.
- Transition to low carbon/net zero carbon homes through investment in deep retrofitting homes and renewable energy production.
- Rich surrounding landscape offers potential for increased diversification of rural enterprise in food, renewable bioenergy, food/eco/adventure tourism.

### Weaknesses

- Public realm in the village needs upgrading and improvement and greening.
- Number of under-utilised sites in village.
- Traffic congestion, speeding and dangerous parking are significant issues in the village.
- A lack of usable public open spaces/park/play areas in the village.
- Limited number of litter bins/ recycling facility.
- No Community Centre or Tidy Towns action group in village.
- Under-utilised River Liffey potential.
- Limited recreation options for young people.
- Lack of continuous footpaths in many areas in the village.
- Local shopping needs are largely met in Newbridge. Continued drift to shops in Newbridge or Kilcullen.
- Over dependence on private car transport. Bus stops without shelters.
- Inadequate village branding, no sense of arrival.



No sense of arrival, lack of traffic calming.



Uninviting public realm, no greenery, unsafe parking.



Derelict site/building, anti-social activity



Substandard pedestrian facilities



No pedestrian facilities, bus stops need upgrade

### Urban Analysis

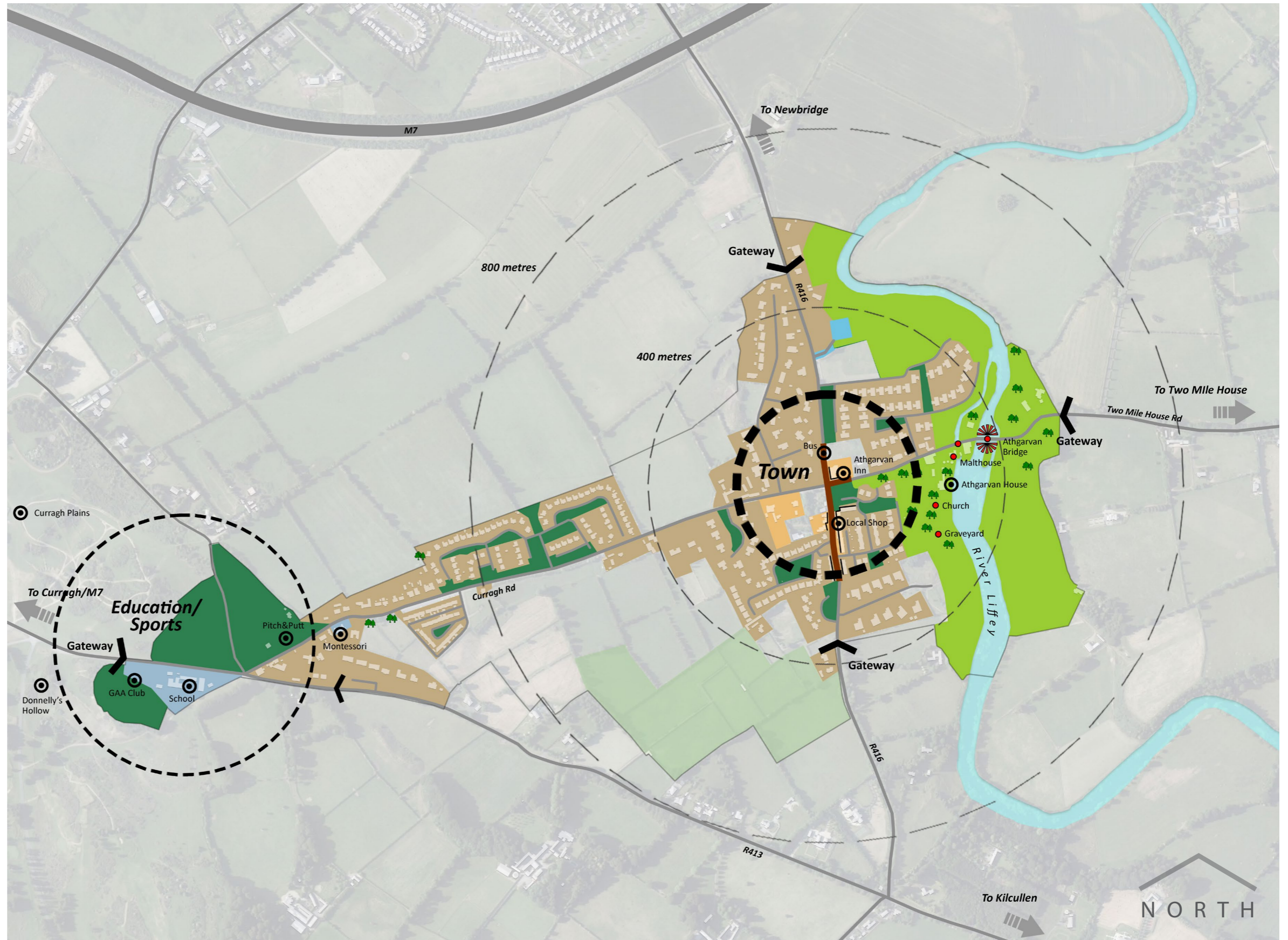
LEGEND

EXISTING LAND USE

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

TOWN FEATURES

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



# Regeneration Strategy

## Identity

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

By building on the built and natural heritage Athgarvan 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 town's residential areas, to encourage engagement with the heart of the village, increase dwell time, and ultimately support for local businesses through increased spend opportunities.



**Above:** Athgarvan Inn



**Below:** Athgarvan Bridge



**Above:** Athgarvan Grain Mill

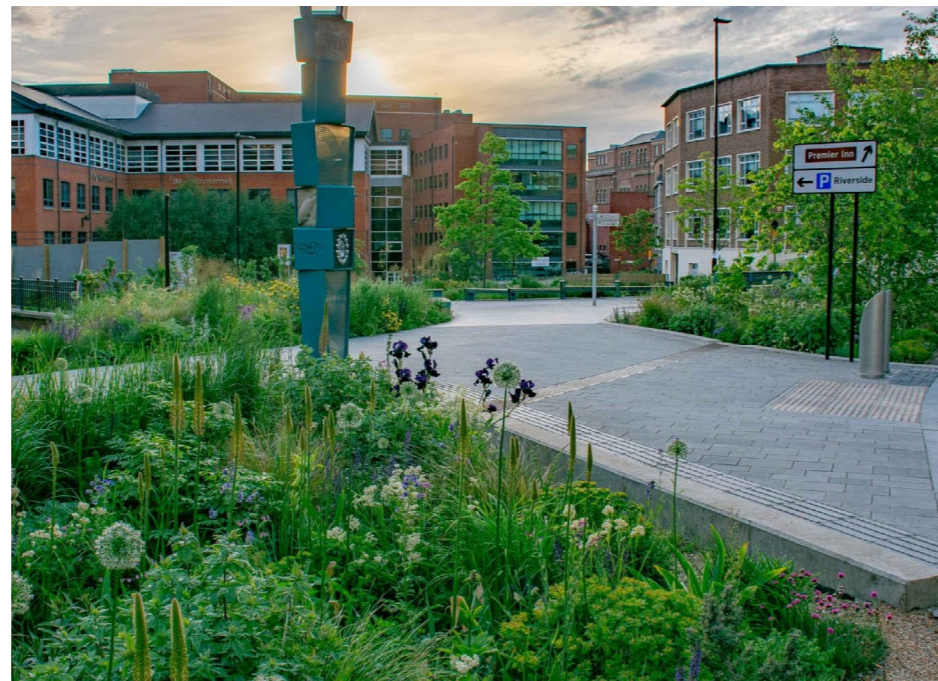
## Public Realm

### Regeneration of Town 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 worn out footpaths and road surfaces in disrepair, biodiverse landscaping, new street lighting etc. can be incrementally delivered in Athgarvan. 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 Athgarvan through a consistent public realm.

It is envisaged that a public realm design guide will be developed for the village. This will establish guidance for paving materials, street furniture, lighting, advertisements, signage, planting etc. Accessibility for all and age-friendly design should be guiding principles and inform footpath widths, the provision of rest places and seating opportunities, crossing points, and dropped kerbs. The maintenance of good shop fronts and the encouragement of a high quality and consistent public realm is vital to the improvement and legibility of an area.

The examples shown right are indicative of where good design principles where implimented 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: Sheffield, UK.**

Integrated rain gardens and landscaping in Sheffield (Grey to Green) contributes to a safe inviting streetscape that is accessible.



**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 village centre, the GAA grounds, the National School, River Liffey, and all residential areas. The development of a connected network would act as a safer facility for local people and contribute towards establishing Athgarvan as a healthy and sustainable place to live or visit.

An integrated network would require preparation of a Local Transport Plan (LTP). The LTP will; produce a detailed demand analysis to identify travel patterns, modes of transport and destinations for travel, consider means by which more sustainable travel practices can be adopted for certain journeys thereby reducing the overall number of vehicles on the roads and 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.

Considerations should be given to reduce the speed limit in village to 30kph and introduce appropriate traffic calming to allow cyclists and pedestrians safely use existing infrastructure. It is also critical to improve public transport frequency in the village.

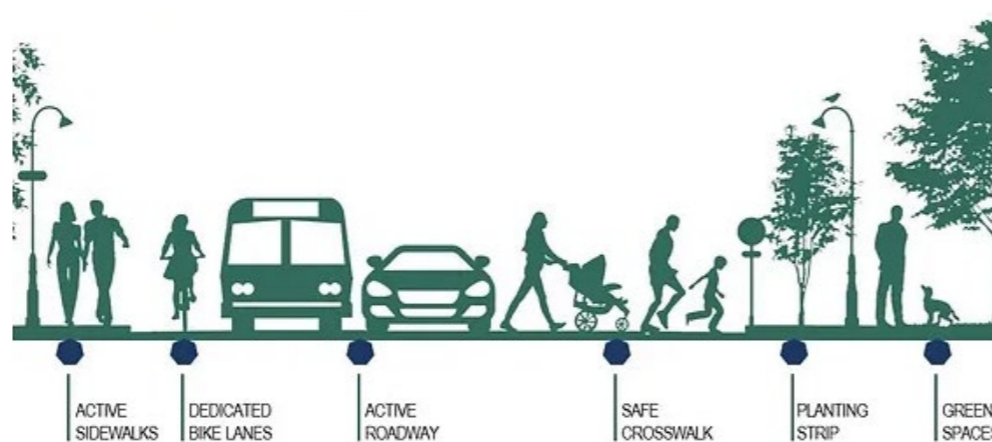


**Left: Curragh Road / R413 Junction**

Safety around this junction is a key consideration for the regeneration strategy of Athgarvan.

**Below: Existing Bus stops**

The bus stop area has no pedestrian crossings or bus shelters. This will be a key area to address under the movement strategy for Athgarvan.



**Source Left: Complete Street Study**

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



**Right: Local Road**

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



## Amenities and Biodiversity

### Improved Amenities and Biodiversity.

Enhance and provide new amenities in the village 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: Tolka Valley Park**  
Example of a public river walking path.



**Left: Occasional Play**  
Play spaces located along the street offer spontaneous play experiences.

**Right: Natural Playground**  
Source: [www.earthscapeplay.com](http://www.earthscapeplay.com)



### Activating Opportunity Sites

Activating under-utilised and key opportunity sites can be realised from the ground-up by the local community and local interested businesses, and/or from top-down by Kildare County Council, Heritage Council, and others, working in tandem with landholders. Frequently opportunity is identified and generated by locals, recognising where potential lies but without the resources to follow through. The opportunities identified can be facilitated by local businesses coming together to provide expertise, know-how, and potential use of vacant sites or buildings. The presence of derelict and empty sites can quickly lower the quality of the environment and depict a poor image of a village, particularly if located on prominent sites within the village centre or along key approach routes. Knock on effects can often include anti-social behaviour, heightened perceptions of crime and lower property values.

There are two key opportunity sites in the village, Summer Hill House and old farm on Curragh Road which have great potential for re-use or redevelopment. On the other hand, there are a number of key sites in the village with planning permissions (see map right). The areas highlighted orange are under construction. The development of these offers immense potential to transform the village into a vibrant, attractive, and consolidated village if developed to a high standard. At busy times of the year, further vehicle parking could be provided at under-used sites, which can be initiated by local businesses and community groups and the County Council, ensuring that vehicles do not dominate the public realm of the village centre, while providing ease of access to it. Legibility and certainty of availability of additional parking will be required, which can be notified through social media when advertising events.



**Above:** Granted Planning Permissions and derelict sites  
The areas indicated in purple have been identified as sites with planning permissions, and the orange areas are under construction.

### Sense of Arrival

Reinforce the sense of arrival to the village.

Reinforce the sense of arrival to the village 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 ideally feature the following public realm interventions: the narrowing of the road, introduction of street trees, landscaping, sculpture, or art, referencing Athgarvan’s culture and history and appropriate village-branded signage, directing visitors into the village and encouraging them to actively explore and interact with the town’s features and amenities.



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:** Town branding sign for Prosperous with features from the area.  
**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 Opportunity map overleaf identifies where the key opportunities for improvement and development are.



**Right:** Ballycragh Natural Playspace  
Natural landscaping incorporated into play spaces

## Thirteen Local Opportunities

1. Strengthen urban structure and presentation of village centre, with stronger pedestrian appeal, upgrade streetscape. Introduce village branding, traffic calming, provide bicycle parking.
2. Village centre vacant site: opportunity to consolidate existing urban fabric, strengthen the core of the village, active frontages, village centre uses, landmark building.
3. Upgrade existing bus stops.
4. Streetscape improvement, continuous footpaths consistent public lighting, maintained landscape, street furniture, new pedestrian crossings in critical locations.
5. Streetscape improvement, continuous footpaths consistent public lighting, maintained landscape, street furniture, new pedestrian crossings in critical locations.
6. Investigate the feasibility of providing continuous footpath to Athgarvan Bridge with consistent public lighting.
7. Continuous and upgraded footpaths with public lighting, street furniture, and pedestrian crossings in critical locations.
8. Support the provision of community and recreational uses including all weather sports pitches and playground in a central village location to enhance community amenities in the village.
9. Maximise the potential of the River Liffey for tourism and local recreational purposes.
10. Develop walking route along River Liffey.
11. Investigate the feasibility of providing continuous footpath with consistent public lighting.
12. Enhance urban presentation at the entrance from the Curragh, introduce village branding, traffic calming, opportunity to reduce size of the junction, bicycle parking.
13. Improved legibility of streetscape around school entrance, take less engineered approach, introduce colour within school zone area, provide bicycle parking.

### Local Opportunities

**LEGEND**

**EXISTING LAND USE**

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

**PLANNED LAND USE**

- TOWN CENTRE
- RESIDENTIAL
- COMMUNITY & EDUCATIONAL
- OPEN SPACE & AMENITY
- SERVICED SITE

**TOWN FEATURES**

- MAIN STREET
- KEY ATTRACTORS
- GATEWAYS
- PROTECTED STRUCTURES & MONUMENTS
- KEY BUILT FRONTAGES
- TREES & WOODLAND PRESERVATION
- PROTECTED VIEW
- KEY OPPORTUNITY SITE
- POTENTIAL/IMPROVED WALKING ROUTES/LINKS



# Key Delivery Projects

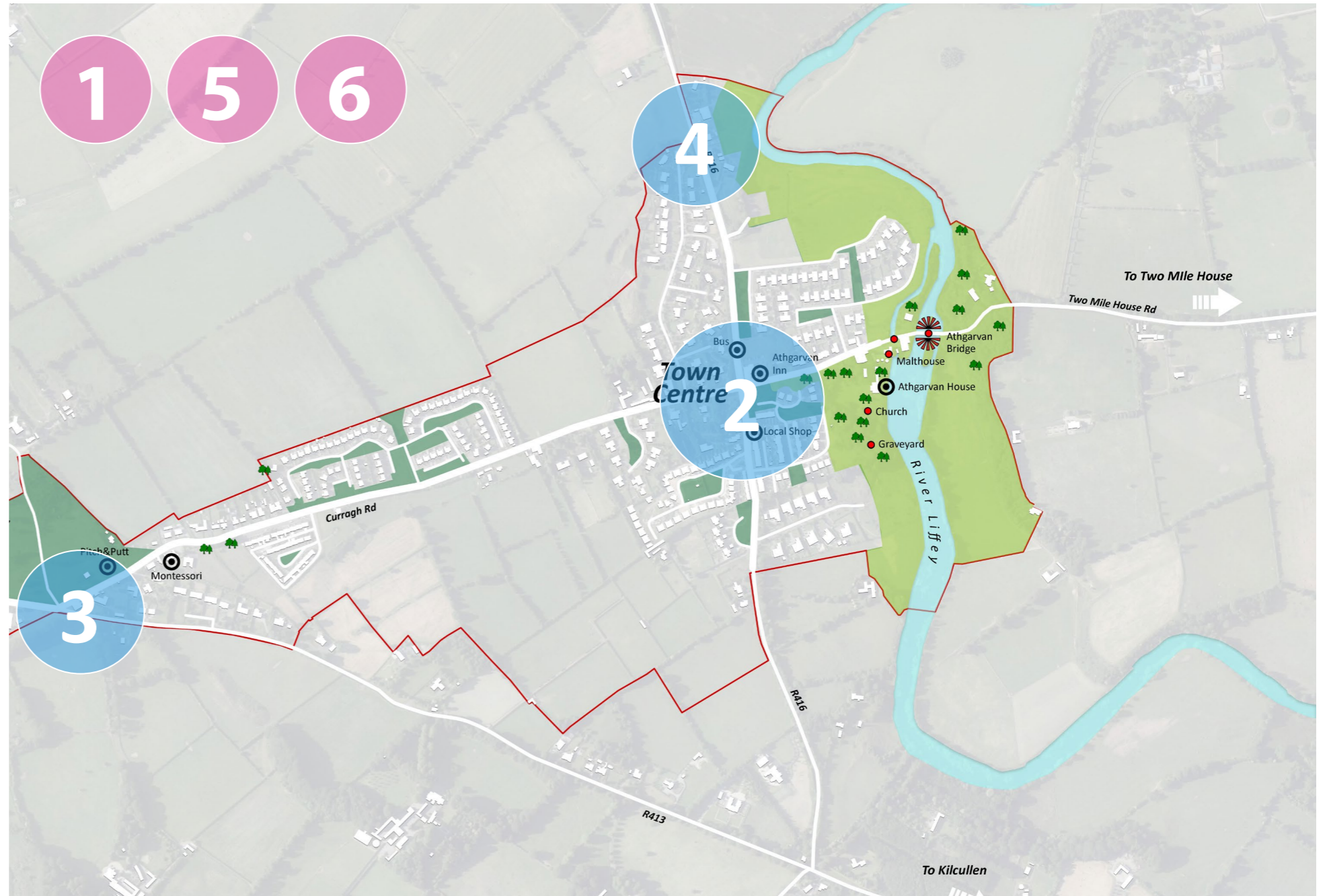
## Key Projects

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

- 1. Public Realm Design
- 2. Village Centre
- 3. Curragh Road / R413 Junction & School
- 4. R416 to Newbridge
- 5. Pedestrian Facilities and Traffic Calming
- 6. Community Park and other Recreational Amenities



Athgarvan Crossroads



## 1. Public Realm Design

The public realm is the area contained in the public street space. This area is under public ownership and includes areas such as streets, footpaths, open spaces, landscaping, lighting, and street furniture. Comprehensive planning and design of public and private streetscape elements can help establish a cohesive character and, ultimately, a stronger, more distinct identity for Athgarvan.

In the public realm, emphasis is placed on creating a safe and suitable pedestrian environment. Particular attention should be paid to the design of new and replacement footpaths, pedestrian crossings, use of storefront displays and merchandising to promote pedestrian traffic, and provision of outdoor dining areas. The aim is to create a unified and visually attractive environment.

This effort will ultimately act as an investment catalyst, encouraging private property upgrades and new development.

Specifically, the intention of the design guidelines is to:

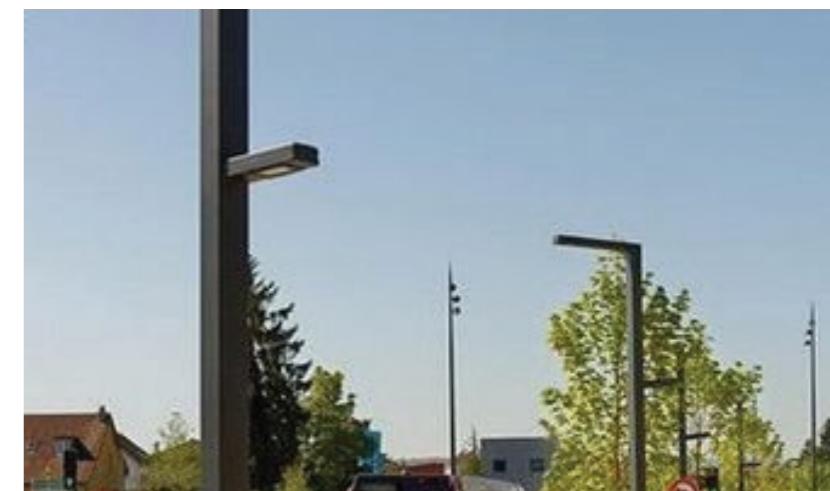
- Establish a clear sense of arrival, through a distinct change in landscape, built areas, or special entrance features.
- Rationalise and organize signage, lighting and street furniture to give people a sense of direction and orientation.
- Create a public realm that is attractive safe, secure and enjoyable.
- Establish a high-quality surface materials and street furniture palette that creates interest and comfort for the public realm.
- Establish a landscape palette that is attractive, easy to maintain and is appropriate to the locale; and
- Balance the needs of the pedestrian with vehicular and bicycle traffic.



Quality materials, legible/ safe pedestrian crossings.



Street art.



Street lighting.



Street furniture.



Rain gardens.



Wayfinding.

## 2. Village Centre

The twelve key recommendations for the village centre in Athgarvan shown in the map to the right are listed below.

1. Proposed surfacing with realigned pedestrian crossings.
2. Tightened turning radii at junction with additional landscaping (subject to auto tracking).
3. Reconfigure landscape area to improve pedestrian permeability through the junction.
4. Continuous footpaths to bus stops areas with new bus shelters.
5. Reconfigure bus stops with shelters.
6. Continuous footpath to Rosemount Court and Athgarvan Bridge.
7. Community open space with potential seating and occasional play equipment.
8. Extended footpath space with planting in front of Local Shop.
9. Rationalised/marked parking.
10. Green area to be improved with landscaping and seating.
11. Opportunity site.
12. Opportunity site.

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





## 2.1 Athgarvan Crossroads

### Key Recommendations

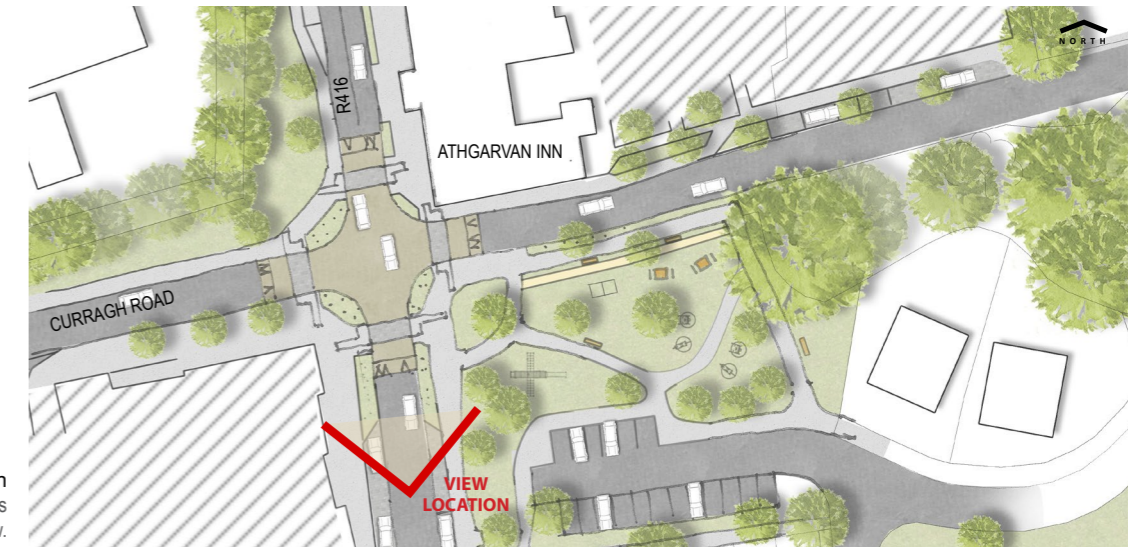
The key recommendations for Athgarvan crossroads are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Reduce road width at the junction and on junction approaches (subject to auto tracking).
- Tighten turning radii at the junction to reduce speeds (subject to auto tracking).
- Provide additional landscaping at junction corners which would soften the area, collect rainwater, and improve village look and feel.
- Provide surfacing at the junction to reduce speeds.
- Realign pedestrian crossings and move them closer to the junction which would improve pedestrian safety/connectivity and will be in line with desired travel directions through the junction.

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



**Above: Athgarvan Crossroads**  
Photo of Athgarvan Crossroads as existing. The public space is dominated by the car.



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



**Right: Athgarvan Crossroads**  
Artists impression of recommendations and opportunities for the public space at Athgarvan Crossroads.

## 2.2 R416 Village Centre Bus Stops

### Key Recommendations

The key recommendations for R416 Village Centre Bus Stop are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Provide continuous footpath to Bus Stop locations.
- Reconfigure bus stops into bus bays.
- Provide bus shelters.
- Provide street lighting.

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



**Above:** R416 Town Centre Bus Stops Existing



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



**Right:** R416 Village centre bus stops.  
Artists impression of recommendations and opportunities for the public space at the R416 Village centre bus stops.

## 2.3 Liffey Mill / Two Mile House Road

### Key Recommendations

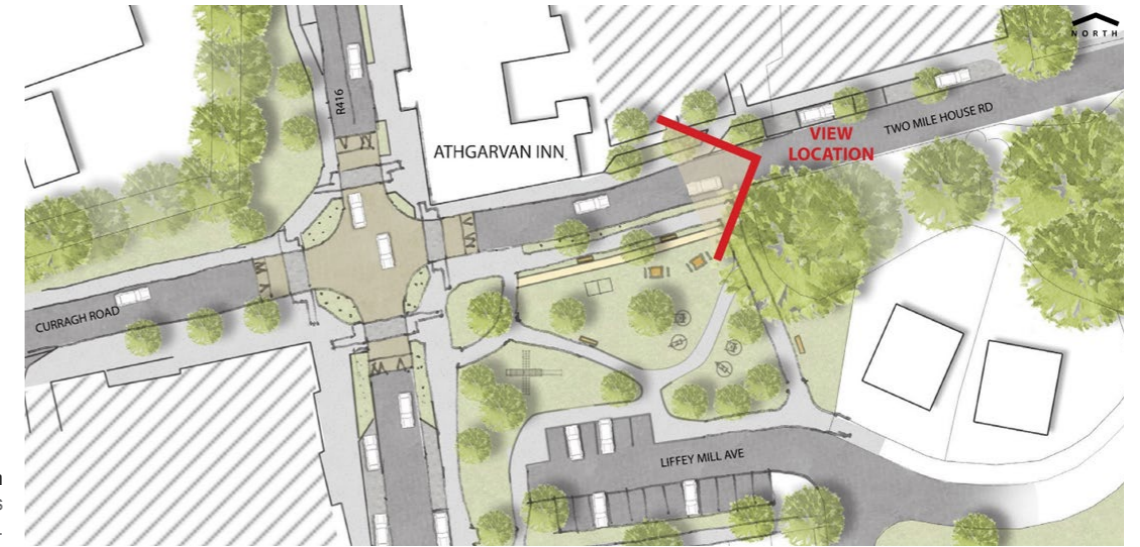
The key recommendations for Liffey Mill/Two Mile House Road are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Explore an option to provide a continuous footpath on Athgarvan Inn side to Rosemount Court and to the Athgarvan Bridge with street lighting.
- Upgraded small community open space with potential seating and occasional play equipment.

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



**Above:** Liffey Mill/ Two Mile House Road.



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



**Right:** Liffey Mill/Two Mile House Road  
Artists impression of recommendations and opportunities for the public space at Liffey Mill/Two Mile House Road.

### 3. R413/ Curragh Road Junction & National School

The thirteen key recommendations for the R413/ Curragh Road Junction and National School are listed below.

1. Proposed road surfacing
2. Realigned road with tightened turning radii at junction (subject to auto tracking)
3. Additional landscaping at junction corners to mark an entrance to Athgarvan
4. Welcome sign as an opportunity for village branding
5. Widened footpath on the way to school
6. Realigned local access road to improve safety/visibility (pitch and putt course configuration not affected)
7. Area to be landscaped to improve safety at the main vehicular school entrance
8. Traffic calming
9. Reconfigured drop off area to improve safety
10. Extended pedestrian area with at grade crossing on school side
11. Improved green buffer space between the main road and the school
12. Opportunity to re-use Summer Hill House
13. School zone treatment.

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



### 3.1 R413/ Curragh Road Junction

#### Key Recommendations

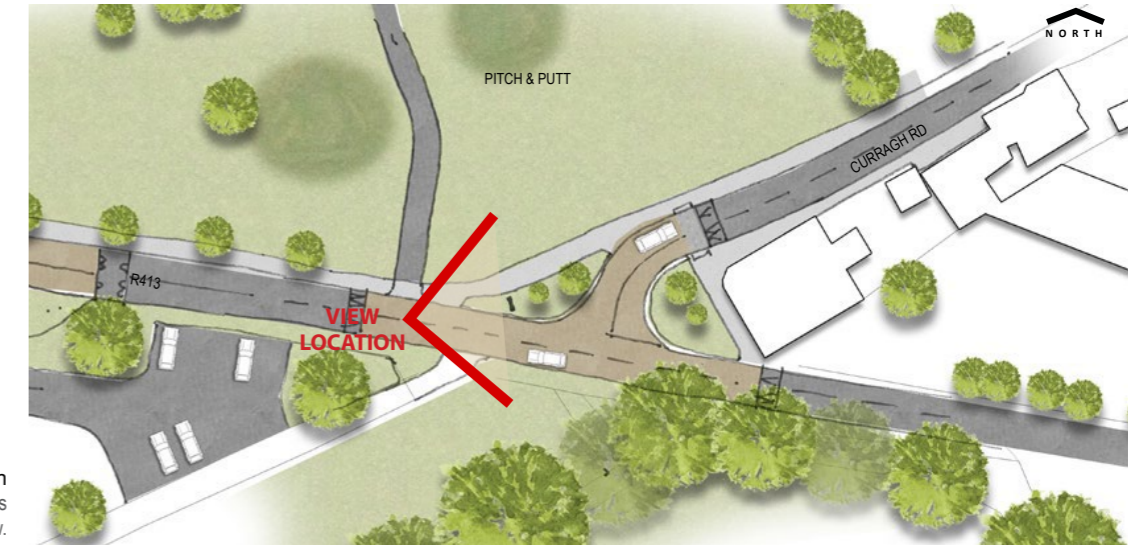
The key recommendations for R413/Curragh Road Junction are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Reduce carriageway width to reduce speeds and slow down traffic (subject to auto tracking).
- Tighten generous turning radii at the R413/ Curragh Rd junction to reduce speeds (subject to auto tracking).
- Provide landscaping at the junction corners to mark an entrance to Athgarvan, having regard to its location at the edge of The Curragh.
- Introduce appropriate surface treatment to reduce speeds and improve quality and character of the village entrance area.
- Realign local access road on Pitch and Putt side to improve safety/visibility (golf course configuration not affected).
- Widen footpath on north side as a main pedestrian way to school.
- Potential for new tree planting along widened footpath.

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



Above: R413/ Curragh Road Junction



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



Right: R413/ Curragh Road Junction  
Artists impression of recommendations and opportunities for the public space at the R413/ Curragh Road Junction.

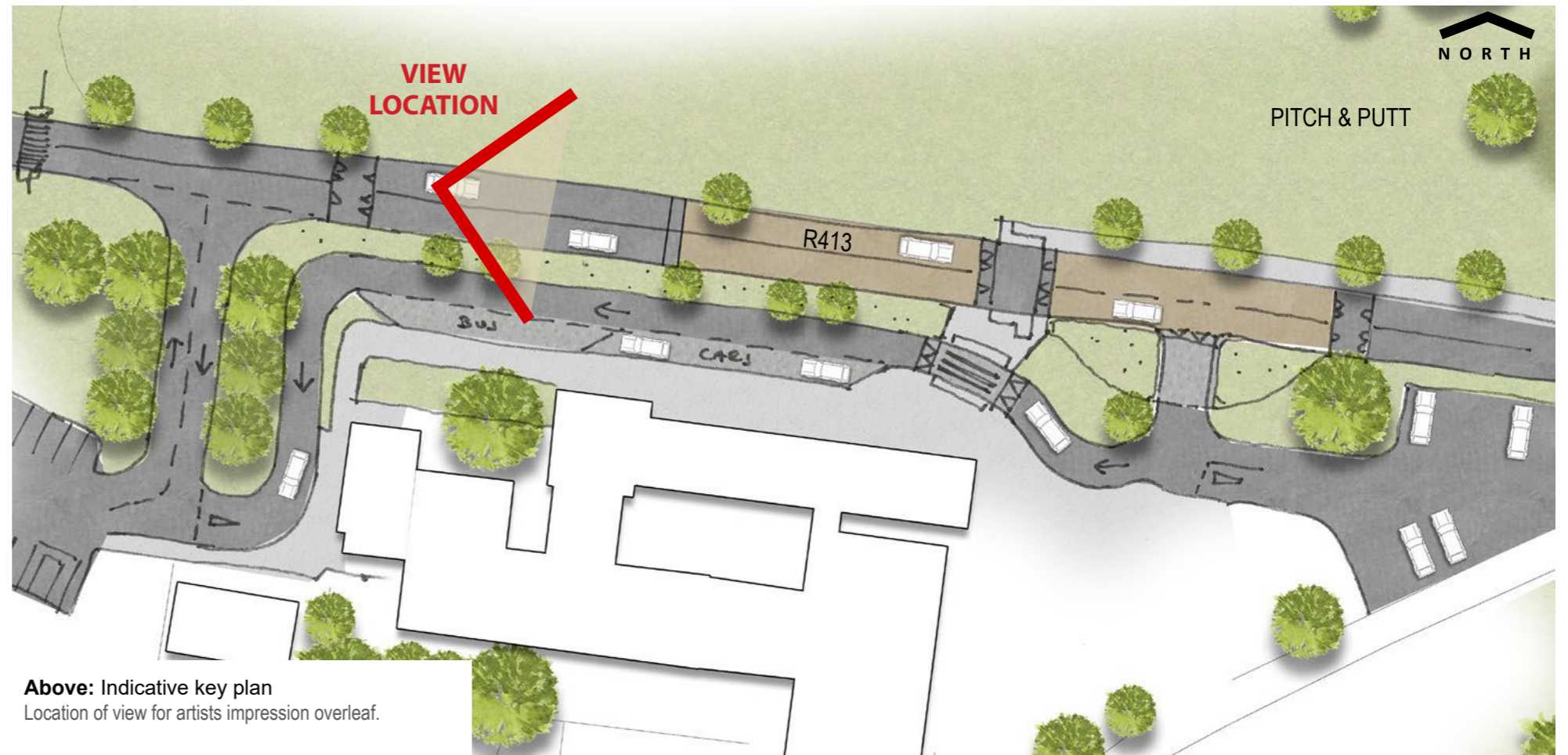
### 3.2. Athgarvan National School

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



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



Above: Athgarvan National School  
Photo of the front of existing school environment.



## Key Recommendations

The key recommendations for Athgarvan National School are listed below. The recommendations include:

- Rearrange school drop off area; replace angle parking with parallel arrangement to improve safety, taking into account that there are two car parks within a one minute walk from the school entrance.
- Replace heavy engineered interface between main road and school drop off access road with green landscaped buffer space with timber fence which would improve safety and provide very attractive school frontage, village approach.
- Increase size of the pedestrian crossing and pedestrian island on R413 and provide at grade crossing on school drop off access road.
- Introduce change in road surface to high friction within school zone with gateway signage treatment and school branding.
- Landscape redundant tarmac area at the main east vehicular entrance to improve safety and eliminate illegal drop off at this location and provide appropriate traffic calming at this location.

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



**Above:** Athgarvan National School  
Artists impression of recommendations and opportunities for the front of school environment at Athgarvan national School.

### 4. R416 to Newbridge

*“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”*

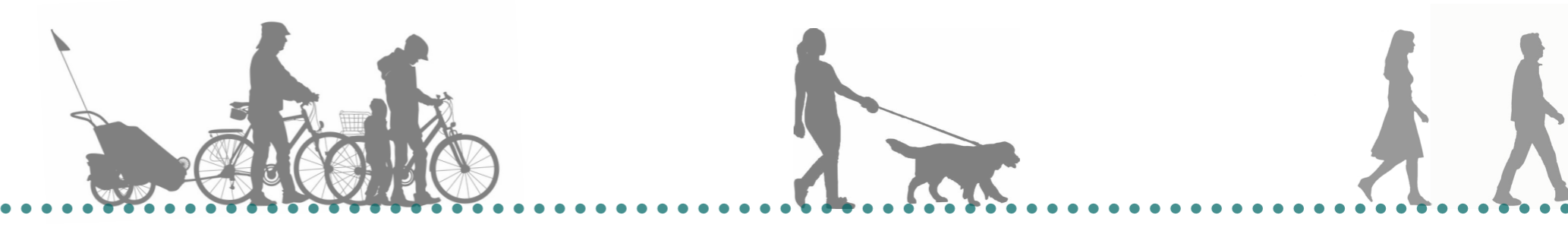
(Active Travel Strategy Guidance - February 2023)



**Above:** R416 to Newbridge  
Photo of existing at R416 to Newbridge



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





## Key Recommendations

The key recommendations for R416 to Newbridge are listed below. The recommendations include:

- Explore an option of providing continuous safe pedestrian/cyclist shared way to Newbridge with street lighting to promote active travel modes.
- Subject to consultation with existing registered landowners.

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






**Above: R416 to Newbridge**  
Artists impression of recommendations and opportunities for the R416 to Newbridge.

## 5. Pedestrian Facilities & Traffic Calming

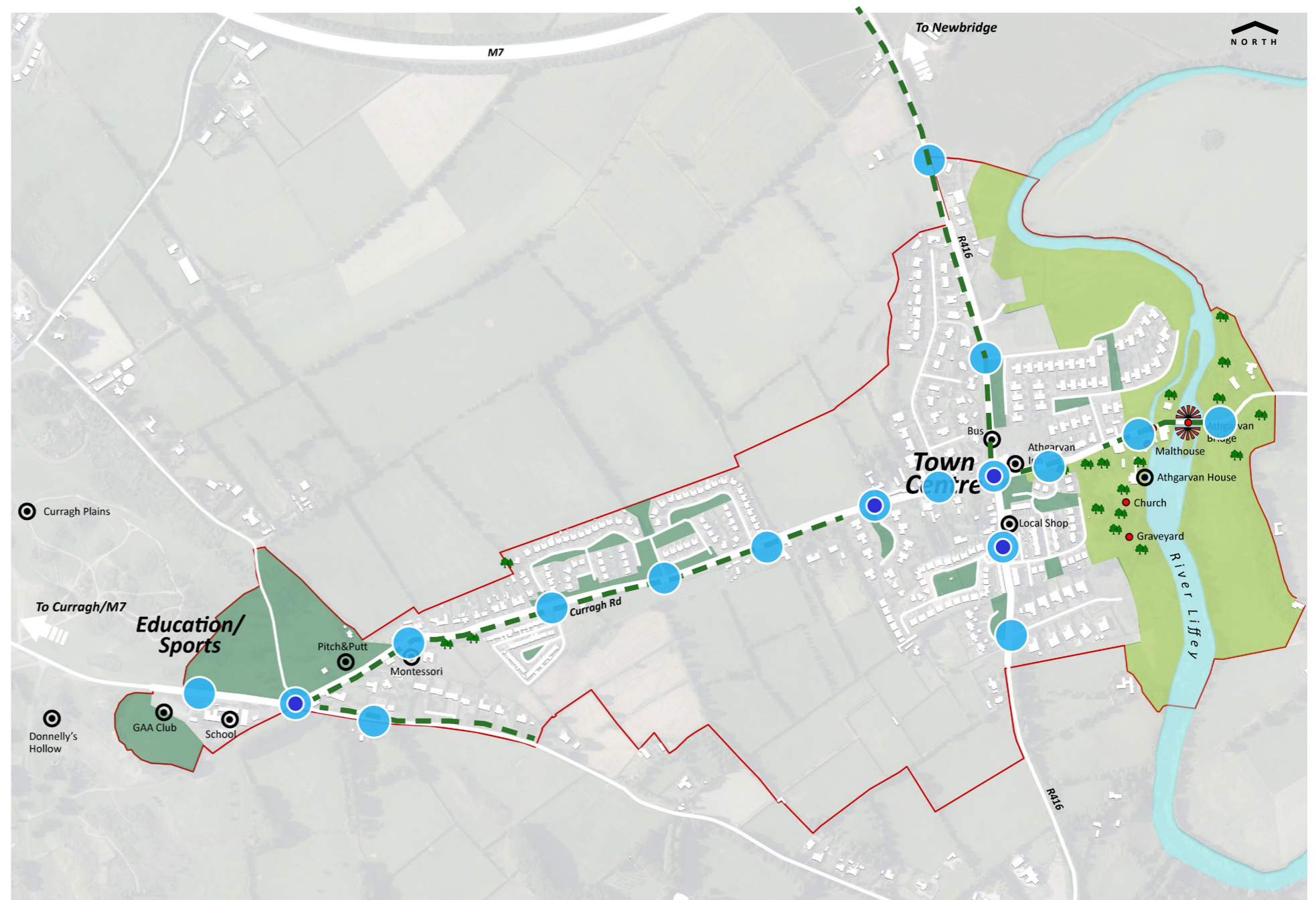
The key recommendations for the pedestrian facilities and traffic calming are shown in the map to the left are listed below. They include:

- Consideration should be given to reduce the speed limit in the village to 30kph and introduce appropriate traffic calming along all roads and the village gateways to allow cyclists and pedestrians safely use existing infrastructure.
- Tighten turning radii at the junctions (subject to auto tracking).
- Introduce/improve traffic calming as deemed appropriate in accordance with the relevant guidance documents.
- Widen existing footpaths.
- Provide number of legible pedestrian crossings.
- Improve existing footpaths quality.
- Provide new footpaths at critical locations i.e., R416 to Athgarvan Heights, Two Mile House Road to Athgarvan Bridge, on south side of Curragh Road to unlock zoned lands potential and along R413 on the approach to R413/ Curragh Road junction.

### Map key

-  Potential Traffic Calming
-  Potential Pedestrian Crossings
-  Proposed footpaths

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



### 5.1 Athgarvan Bridge & Two Mile House Road

#### Key Recommendations

The key recommendations for Athgarvan Bridge and Two Mile House Road are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

1. Bridge viewpoint with advance traffic calming.
2. Continuous footpath on northern side of Two Mile House Road with street lighting.
3. Traffic calming.
4. Potential narrow footpath along the bridge.

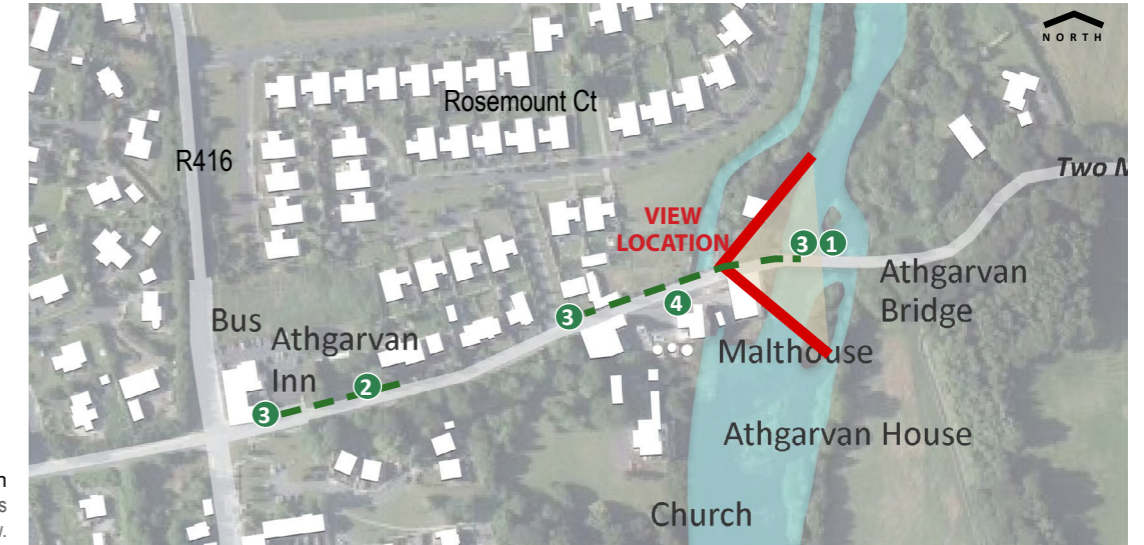
#### Map key

- — Proposed footpaths

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



**Above:** Athgarvan Bridge & Two Mile House Road



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



**Right:** Athgarvan Bridge & Two Mile House Road  
Artists impression of recommendations and opportunities for the public space at the Athgarvan bridge & Two Mile House Road.

## 5.2 Curragh Road

### Key Recommendations

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

- Tighten turning radii (subject to auto tracking).
- Introduce traffic calming.
- Widen existing footpaths.
- Provide continuous footpath on south side of Curragh Road to unlock zoned lands.
- Consider the provision of Cycle infrastructure along Curragh Road to link town centre with education/sports area.

#### Map key

- Proposed footpaths
- Traffic Calming

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



Above: Curragh Road



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



Above: Curragh Road  
Artists impression of recommendations and opportunities for the public space at Curragh Road.

### 5.3 R416 From Kineagh Cross

#### Key Recommendations

The key recommendations for the R416 from Kineagh Cross are listed below. The recommendations include:

- Tighten turning radii at the junctions (subject to auto tracking).
- Introduce traffic calming.
- Improve street lighting.
- Reduce speed limit in village to 30kph to allow cyclists and pedestrians safely use existing infrastructure.

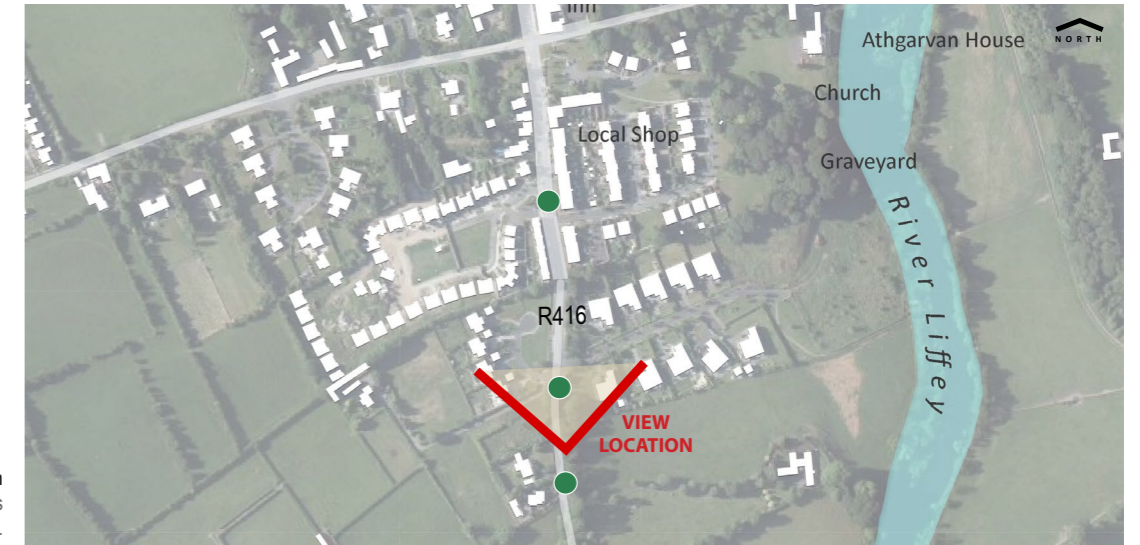
#### Map key

 Traffic Calming

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



Above: R416 from Kineagh Cross



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






Above: R416 from Kineagh Cross  
Artists impression of recommendations and opportunities for the R416 from Kineagh Cross.

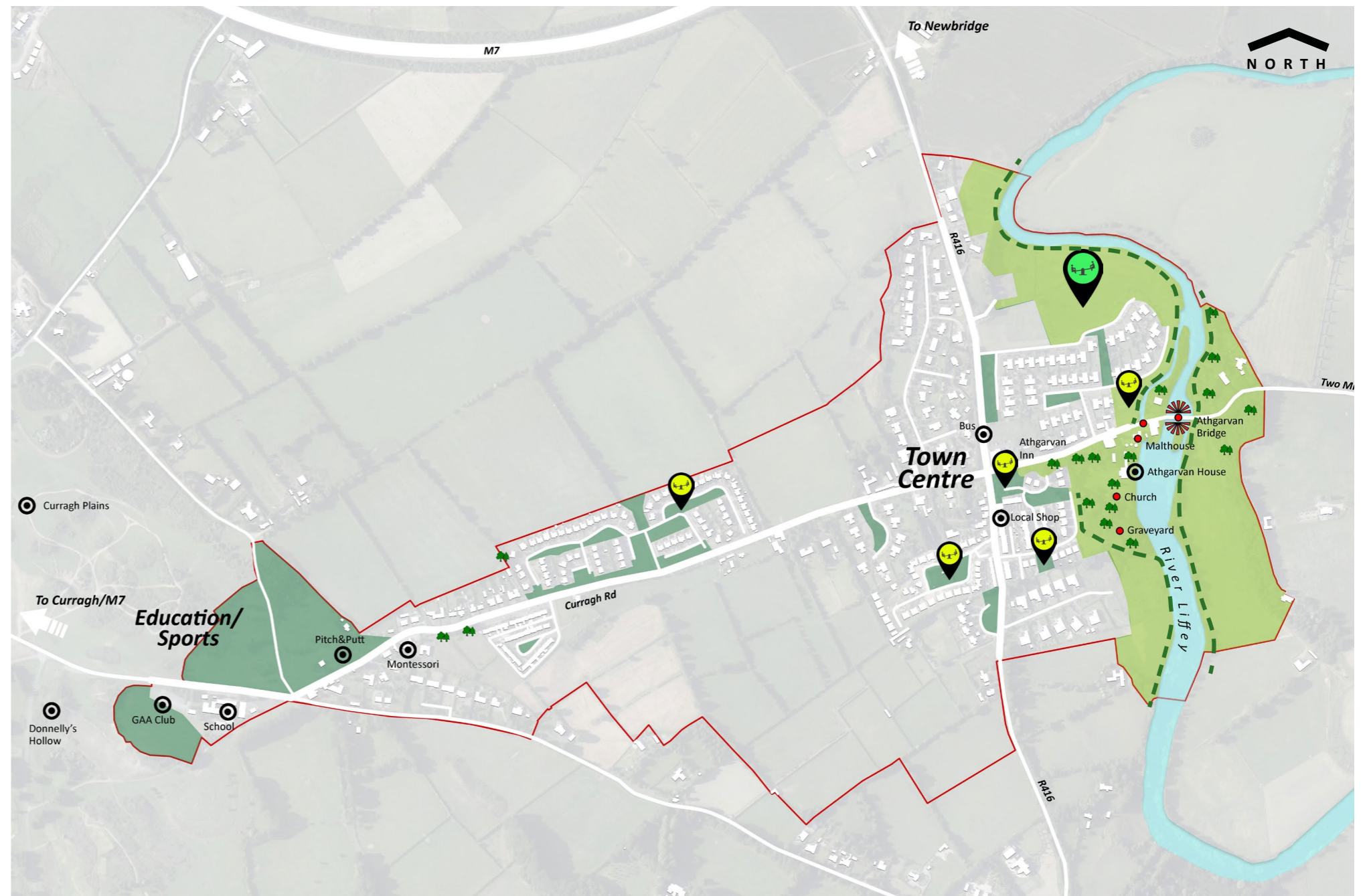
## 6. Community Park & other Recreational Amenities

There are a number of possible locations in Athgarvan that could be recommended for a community park or play areas. They are identified on the map to the right. There are existing green spaces identified as optional areas for occasional play equipment and/or seating and an option for a potential community park. Teen friendly areas should be provided for in community parks or play areas. This is subject to consultation with the relevant land owners and existing community.

### Map key

-  Potential Athgarvan Community Park
-  Optional areas for occasional play equipment/seating/community gardens.
-  Potential walking routes along River Liffey

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



## Key Recommendations

The possible recommended locations for a community park and other recreational amenities are shown in the map to the left are listed below. They include:

- Opportunity to create community village park as a multi-use passive recreation, sports, activity, and events hub (Subject to consultation with existing registered landowners).
- Potential to provide secure children play area
- Potential for new amenity space/ picnic areas/ outdoor gym etc.
- Potential for multi-use games area (MUGA) or/ and other sports facilities
- Opportunities for community gardens, small play areas within housing estates (subject to residents' engagement).
- Potential scenic walking routes/linear park along River Liffey (Subject to consultation with existing registered landowners).

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



Occasional Play.



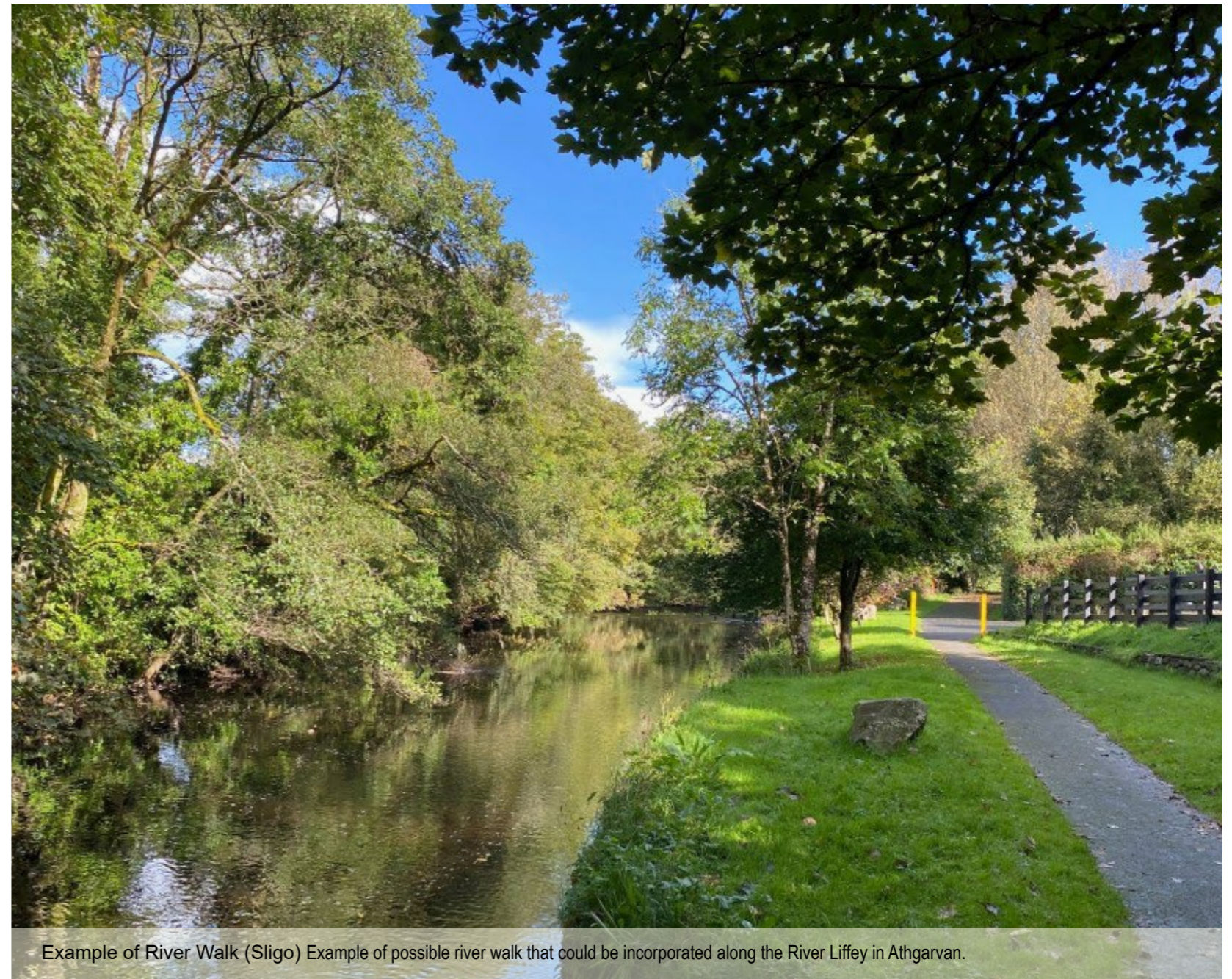
Community Park Playground



Picnic Areas.



Space for local events.



Example of River Walk (Sligo) Example of possible river walk that could be incorporated along the River Liffey in Athgarvan.

# 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

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.



Athgarvan  
Village Renewal Masterplan  
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.