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SECTION 1 INTRODUCTION

1.1 Action Area Plan Objectives

This Action Area Plan for the lands indicated on MAP1, has been prepared in the context of Maynooth Development Plan 2002 and the County Kildare Development Plan 2005-20011.

Maynooth is a fine example of 18th century town planning in Ireland and has undergone periodic bouts of growth. In the 18th century the town thrived with the development of the Royal Canal and later the railway. The 20th century in turn saw transportation become monopolised by roads. The canal and railway declined in importance and the town turned its back on the canal. The lands immediately to the north of the canal became back land areas. The 21st Century has seen a renaissance of canals as a leisure and amenity resource and the unprecedented investment in the rail system has re-established the importance of this mode of transport. Thus the re-development of the Harbour Area is an opportunity for the town to re-orientate itself back towards the canal and railway, towards a more sustainable pedestrian friendly development.

The Maynooth Development Plan states that this area will accommodate the expansion of the town centre and will be developed as an amenity resource for the town. This area requires sensitive urban design, landscaping and an appropriate balance of uses if it is to develop satisfactorily and has been identified as being most appropriately developed in the context of an Action Area Plan. The Action Area Plan provides a framework for development within the study area and all proposals for development in these lands shall conform to the Action Area Plan.

Objectives of the Maynooth Harbour Action Area Plan

OBJECTIVES

- To facilitate the expansion of the town centre in a co-ordinated and comprehensive manner.
- To provide an appropriate mix of uses including community facilities.
- To ensure integrated development of all land owners in the study area.
- To ensure a high quality of urban design.
- To adapt an effective movement strategy linking the town centre, College and Railway station.
- Maximise the amenity value of the harbour, canal and harbour field.
- Protection of existing townscape, views and vistas.
- Protect existing landscape

1.2 Location of lands

The study area of approximately 7.14 Ha is an under-used backland area of the town centre located along the Royal Canal and to the east of Maynooth College.

At present the northern part of this study area accommodates the fire station and Council yard, an existing private residential dwelling. The southern part of the study area accommodates the ERHA health centre, residential care unit for older people, and the garden of the old Maynooth Rectory. The eastern part of the study area comprises of the harbour, a playing pitch on the Harbour Field and the Irish Countrywoman's Association (ICA) meeting hall. An important pedestrian route connects the railway station to the university and town centre by way of Leinster Street and a bridge over the canal.

1.3 Adjoining Land Uses

The Royal Canal and the Dublin to Sligo Railway line bound the site to the south. Existing housing, Parsons Lodge a suburban style housing estate built c.1990 comprising of eleven detached two-storey dwellings, flanks the southwestern boundary. The western boundary comprises of the Old Maynooth Rectory and 18 terraced houses along Parsons Street. The Old Maynooth Rectory is a fine and substantial early 18th century building, which retains much original form, fabric and character. The housing on Parsons Street is characterised by two-storey terraced dwellings originally dating from circa 1820, but substantially modified over time. The north of the site is bounded by the existing streetscape of Leinster Street and includes a number of uses including the Geraldine Hall, garda station and public house. The Straffan Road defines the eastern boundary.

1.4 Topography and Geology

The subject lands consist of six individual fields or plots with boundaries defined by hedges and mature trees. The lands are relatively flat with the southern field and Harbour Field below the level of the towpath.

Aerial Photo of study area



SECTION 2: CONTEXT OF THE AAP IN THE MAYNOOTH DEVELOPMENT PLAN 2002

The development strategy of Kildare County Council as set out in the Local Area Plan for the town is to expand the town centre. The Harbour Area has been identified as an appropriate location to accommodate this expansion. Accordingly the principal zonings in the study area is Town Centre (A1) with the Harbour Field zoned Open Space and Amenity (E), as can be seen in Map 1.

Approximately 5.3 hectares of land in the study area is zoned Town Centre (A1). This zoning provides for the development and improvement of appropriate town centre uses including retail, commercial, office and civic use. The purpose of this zone is to protect and enhance the special character of Maynooth town centre and to provide for and improve retailing, residential, commercial, office, cultural and other uses appropriate to the centre of a developing town. The full use of buildings including the upper floors and back lands will be encouraged.

The Harbour Field, which comprises 1.84 hectares, is zoned Open Space and Amenity (E). This zoning allows for the protection, improvement and provision of recreation open space and amenity areas, the preservation of private open space and the provision of recreational facilities. A key objective of the Maynooth Development Plan, 2002 is:

"To secure ownership of Harbour field and to develop it as a recreational facility for the people of Maynooth."

2.1 Archaeology

The northern part of the subject lands lie within the Zone of Archaeological Importance identified in the Maynooth Development Plan 2002. It is the policy of the Council to ensure an archaeological investigation of a site is carried out by an archaeologist licensed by DoEHLG, prior to any development works within this zone. The carrying out of such a survey will be a condition of any planning permission granted within this zone which may damage or disturb archaeological deposits and will be carried out at the expense of the developer.

2.2 Architectural Heritage

There are no protected structures within the Action Area Plan boundary. However a number of protected structures bound the action area plan, which must be taken into consideration. These are:

- IP 15 Castle View House
- IP 16 Former Rectory, Parsons Street
- IP 17 Former Buckley House
- IP 18 Garda Station, Leinster Street
- IP 19 Credit Union
- IP 21 Geraldine Hall
- IP 22 Bean House

Furthermore the Action Area Plan boundary adjoins the historic core of the town which has been designated as an Architectural Conservation Area, due regard must be given to the sensitivities of the ACA.

2.3 Views and Prospects

The Maynooth Development Plan also outlines the importance of protecting views and vistas. Buildings of historical and architectural importance, namely Maynooth Castle and College Spire, punctuate the skyline. Therefore new development shall be sympathetic in scale and mass, preserving the views of the college and castle from Straffan Road, canal and Railway Bridge. The views and prospects of the Royal Canal from all locations and the cross axis to the Harbour along Leinster Street are also protected.

Views of the Royal Canal



2.4 Ecology

The trees on Leinster Street are designated for protection by objective in the Maynooth Development Plan 2002. These mature trees must be maintained and incorporated into any proposed development.

The Royal Canal is a Natural Heritage Area, and is legally protected under the Wildlife (Amendment) Act 2000. It is important that a sustainable approach is taken to protect and conserve this natural heritage.

Existing trees on Leinster Street



SECTION 3 DEVELOPMENT STRATEGIES

The scheme is intended to reinforce Maynooth town centre as the heart of the town. It will enable expansion of the retail and commercial function of the town centre, driven by the development of the civic centre. This scheme will be complemented by an element of residential development. The overall goal is to underpin the viability of local businesses on Main Street and create a vibrant town centre.

3.1 Movement Strategy

A key issue in preparing this Action Area Plan is access to the study area; sites D, F and G are land locked sites. It was not considered that Leinster Street or Parsons Street are capable of accommodating the level of traffic that will be generated by the proposed development.

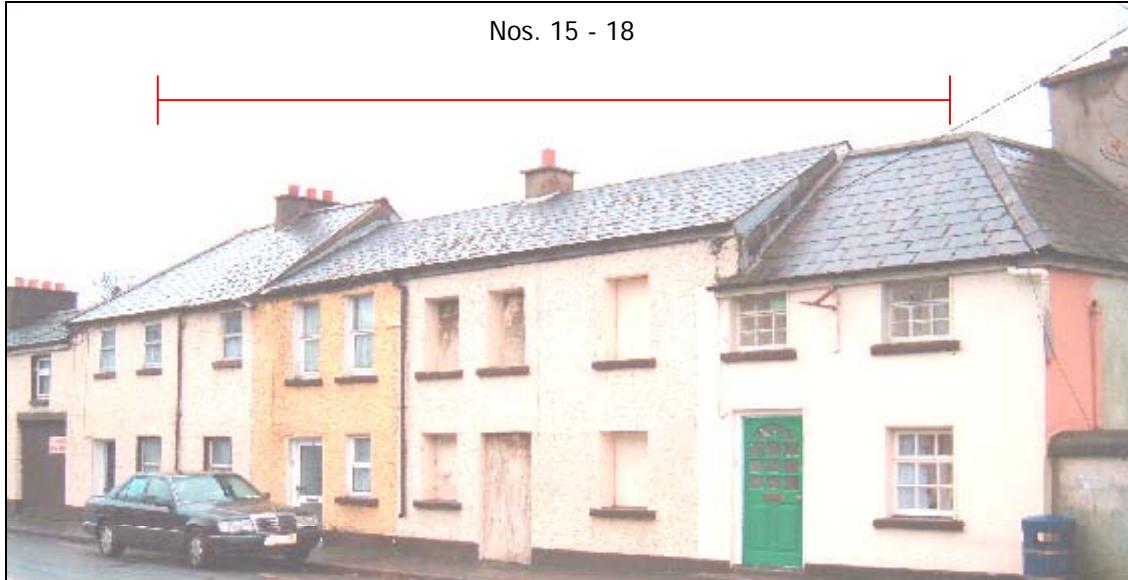
Maynooth is important from an historical, architectural, and archaeological point of view. The alignment of the vehicular route was designed to protect the character of the Main Street, which forms part of the axial relationship between Carton Demesne and St. Patrick's College. The design of the proposed vehicular route will not impact on the character of any Protected Structures adjoining the study area. There will be an impact on the terrace of houses on Parsons Street, which forms part of the Architectural Conservation Area. The impact on the character of the area will be minimised through high quality design.

The movement strategy of this Action Area Plan is designed around the development of three new streets identified for development as safe and active paths or linkages. The development of these key routes will improve movement and accessibility for all street users within and through the area. For the purpose of this plan names have been attributed to each of these streets, however this does not commit the Council to such names when formally naming these streets.

3.1.1 The Harbour Street

It is proposed that basement or underground car parking will serve all new developments in the study area. Vehicular access to the car parks will be served of an East-West street, herein called Harbour Street. Harbour Street will run from Straffan Road to Parson Street. The development of Harbour Street requires a new access onto Parson Street, this new junction will require the removal of 2-3 dwellings. From examination of the historic mapping it has emerged that Parson Street developed organically over a long period of time and was not built or designed as a single entity, this is also clear from visual inspection. The location for the junction of Harbour Street and Parson Street has been selected on the basis of a preliminary assessment of historic context. It is considered that the most appropriate breakpoint is at number 15 Parson Street, thereby leaving no. 15- 18 (see photograph overleaf) to read separately from the remainder of Parson Street. The precise location of the break will be subject to further detailed architectural conservation report, this report should also record and archive any effected structures. Sensitive design proposals shall be required to minimise the impact on the integrity of the streetscape including proposals to upgrade and reinstate any unaffected houses, which form the streetscape.

Parson Street, Terrace Nos. 15-18



To the East of the AAP, the junction between Harbour Street and Straffan Road will operate as a single controlled junction with the entrance to the Glen Royal.

It is intended that the portion of Harbour Street to the front of the civic site, at the terminating point of Canal Street, will be a pedestrian friendly urban space. At this point the use of effective design tools will be required to achieve the necessary traffic calming and safe atmosphere, these will include sensitive surface treatment, narrow carriageways, landscaping and pedestrian priority as well as traffic restrictions on heavy vehicles at certain times of the day. It is intended to encourage vehicles entering the AAP to descend into basement parking in Areas C/D/F/G on approach from the West (Parson Street) and likewise descend into Areas B/C/H upon entry from the Straffan Road. The availability of parking combined with the physical disincentives to pass through the civic space should minimise the use of Harbour Street as a 'rat-run' for through traffic. This will result in a pedestrian friendly urban space in front of the civic building at the top of Canal Street. It is the intention of the Council that no new vehicular accesses will be created onto Leinster Street, instead the principal vehicular access will be off Harbour Street, this will free up Leinster Street to provide a pedestrian friendly environment.

It should also be noted that the construction of Harbour Street will also require the re-location of the ICA meeting hall. The Council will make provision for this in the phasing of the infrastructural development.

3.1.2 'Canal' Street

Canal Street will run from the footbridge over the Canal to Harbour Street, where it will terminate in front of the Civic Building (Development Area C) to form a new urban space. This street with a pedestrian/cycle emphasis shall provide a new pedestrian friendly environment for the retail/commercial activities in Development Area D and G. Vehicular access will be restricted to emergency vehicles and off-peak delivery (where deemed necessary).

The existing footbridge shall be upgraded to a high architectural standard and shall be built to the requirements of all relevant statutory bodies. It is proposed that a landmark structure will be incorporated into the construction of the bridge. This landmark structure will define the Harbour Area and signal the location of the Canal Bridge and Canal Street.

3.1.3 Parson Lane

Parson Lane will bisect Area D and rejoin Harbour Street to the West of the study area. The Western element of Parson Lane will provide the vehicular access from Harbour Street through to basement parking in Development Areas D, F and G. The main part of Parson Lane will have a pedestrian/cycle emphasis linking through to Canal Street. Vehicular access to the majority of Parson Lane, will be restricted to emergency vehicles and off-peak delivery (where deemed necessary). Parson Lane will have narrower proportions to Canal Street and will act somewhat as a shortcut to Area F, Parson Street and beyond. There will be less spill-out of ground floor uses due to the street's orientation and building shadow. This lane will act mainly as a pedestrian thoroughfare to provide greater permeability through the site.

3.2 Development Area A

3.2.1 Development Standards

This area comprises of a private residential unit. All measures will be taken to protect the residential amenity of this existing dwelling. However it is envisaged that this site will become available for redevelopment in the short-medium term. Under these circumstances it will be crucial that linkages are established. A strategic approach should be applied to the vehicular and pedestrian access to area A, this will need to be demonstrated in any application for planning permission. Links will be required from Development Area A to B and/or C. Vehicular access in particular will be discouraged from Leinster Street. Links outside the Action Area Plan to Castlevue House and onto the College should also be addressed in the development of Areas A/B/C, due regard should be had to the built heritage at this location.

3.3 Development Area B

3.3.1 Density and Development Standards

Buildings in this area will required to be in keeping with permitted development to the North (outside the AAP boundary). Development will have due regard to existing streetscape and the sensitivities of the historic core and Architectural Conservation Area.

3.3.2 Mixture of Uses

This area will be predominantly for residential use. The southwestern corner of the site will comprise of retail on the ground floor with office on the upper floors.

3.3.3 Access and Parking

Vehicular access is currently permitted on Leinster Street. It is proposed to limit this vehicular access to serve existing residential /commercial outlets on Leinster Street. Therefore vehicular access will be restricted to enter/exit from Harbour Street to underground car parking, at the SW corner of the site. This access should be shared/twinned with access to Area C. Pedestrian access will be provided from Leinster Street and the Pedestrian Street. It is proposed to upgrade Leinster Street to a high urban design standard with a pedestrian focus.

3.3.4 Boundary Treatment

The mature trees along Leinster Street are protected in the Maynooth Development Plan 2002. Any planning application shall be accompanied by:

- A detailed trees survey, which will identify the position of each tree, its crown spread, trunk girth and the ground level at the base of the tree. Qualified arborist or horticulturist shall carry out this work.
- A design layout, which strives to locate buildings, roads and services so as to avoid any unnecessary felling of trees and detrimental changes to site levels.
- A site management plan, which will ensure the continued viability of the trees. This plan will address issues such as site levels, location of trenches, foundations and overhead cables and the storage of vehicles and materials in relation to the trees on the site.

3.4 Development Area C

3.4.1 Development Standards

This 0.51 hectares Council site will accommodate a new civic building "Better Government Centre." An objective of the Maynooth Development Plan, 2002:

"EC 9: It is an objective of the Council to develop a One-Stop-Shop Civic Centre to serve the needs of the people of Maynooth."

Demographic pressure in North Kildare is driving the need for enhanced civic services in the area, which has an epicentre within the Kilcock, Celbridge, Leixlip triangle. Maynooth was seen as a logical centre for such services also given that it is well served in terms of public transport and infrastructure.

The scale and mass of the civic building will be designed to integrate with surrounding development; it should represent a landmark within the area thereby adding to the legibility of the overall Action Area. The services provided will act as a magnet within the wider town and area; accordingly this should be reflected in the design. The key elevation and gateway to the civic site will be framed by the civic square, however the entire site should be permeable for pedestrians and links to sites A, B and beyond should be provided in the design. Likewise there are existing established rights of way through the site, regard should be had to these in the design of any new structures.

3.4.2 Mixture Of Uses

This "Better Government Building" will accommodate:

- Kildare County Council Area Offices,
- Courthouse
- Garda Siochana
- Library

This re-development of the Council owned land would require the relocation of the fire station and also the Council maintenance yard. Locations adjacent to the primary motorway/road network are considered most appropriate to these uses.

3.4.3 Access and Parking

A vehicular access point will be provided from the Harbour Street leading to underground car parking. A secure parking area will be provided for the Garda and Court Service. The access point should be shared/twinned with access to Area B, where possible and/or be provided from the West of the Civic Square along Harbour Street. As set out above pedestrian linkages to Areas A and B, and beyond to the adjoining developments should be provided for in the design.

3.4.4 Boundary Treatment

This building will terminate the vista of the Pedestrian Street and Square to the north. Sensitive design is required to maintain the residential amenity of dwellings on Parsons Street.

3.5 Development Area D

3.5.1 Density and Development Standards

Buildings in this area will be restricted to a maximum of 10.5metres above the level of the canal towpath, variation in height will be encouraged to reduce the massing of the building and provide visual interest. Buildings adjoining existing residential areas on Parsons Street will be stepped down to two storeys in order to knit with existing development and provide natural lead into larger building scale within the heart of Area D.

3.5.2 Mixture of Uses

This area will comprise of a mix of retail and commercial with an element of residential in accordance with the town centre zoning. Generally retail uses will be located at ground floor level, office/ commercial uses will be located on the first floor and residential uses on the upper floors in order to create a mix of uses and an active street frontage. Given that this is a key retail commercial site within the town centre, appropriate formats of retail supported by a retail impact assessment will be required to assist in serving the retail provision for the town. The Council will seek to optimise this site. Poor usage of the site will not be acceptable given its strategic location.

3.5.3 Access and Parking

Vehicular access will consist of an access point off Harbour Street leading to underground parking. This access point will also be required to serve Development Area F and G. Pedestrian access will be provided through this area from the train station via Canal Street. This will in turn lead onto the space at the junction of Parson and Canal Street offering the pedestrian the opportunity to proceed onto the civic square/building or take the shortcut route via Parson Street to the University.

3.5.4 Boundary Treatment

The edge of this site will be an urban streetscape reflective of its context. Buildings will front all three of the new streets and must create a high quality edge. Commercial activity will be encouraged along the three new streets to provide active edge and a high standard of architectural design will be necessary to create a quality environment.

3.6 Development Area E

This area consists of a private rear garden for the former rectory on Parson Street, which was built in 1726. This building is a protected structure (IP 16) in the Maynooth Development Plan 2002. All measures will be taken to protect the character and residential amenity of this existing dwelling.

In the event that this site becomes available for development it will be re-assessed and considered on its own merits. In considering applications for development within the curtilage of a protected structure, the Council shall have regard to:

- The various elements of the structure, which gives the protected, structure its special character and how these would be impacted on by the proposed development.
- Proximity of any new development to the main protected structure and any other buildings of heritage value.
- The design of any new development and how it complements the special character of the protected structure.

3.7 Development Area F

3.7.1 Density and Development Standards

Buildings in this area will range in height of 6.5 – 13.5metres over the level of the canal towpath. In order to protect the residential amenity of existing dwellings at Parsons Lodge the height will be restricted to a maximum of 6.5metres above the canal towpath at the Western portion of Area F, this may then step up to a maximum of 13.5metres (above tow path) to the East of area F. In all instances building height will be regulated to prevent overlooking of existing residential premises or private open space.

3.7.2 Mixture of Uses

This area will be predominantly residential, in keeping with Parsons Lodge housing estate and the Old Rectory.

3.7.3 Access and Parking

Vehicular access will be provided off Harbour Street along part of Parson Lane through area D, this will lead to underground / basement parking. Pedestrian access will be provided from both Parson Lane (through area D) and the canal towpath. It is considered vital that there is pedestrian access directly onto the canal towpath in order to provide an active edge and passive surveillance.

3.7.4 Boundary Treatment

Buildings should overlook the canal towpath in order to provide passive supervision. Existing mature trees must be surveyed and retained. Additional screening with appropriate trees and shrubbery will be required to the southwest of this site to protect the residential amenity of adjoining dwellings.

3.8 Development Area G

3.8.1 Density and Development Standards

This site has an important canal side aspect, therefore it is necessary to create a strong urban edge to provide passive supervision of the towpath and to maximise its recreational potential. Buildings in this area will be up to a maximum of 13.5metres over the level of the canal towpath, having had a natural step up in scale from area F. The roof profile and ridgeline should be varied to provide visual interest and to break-up the scale and massing of any new structure. Within area G, to the West of Canal Street, there is a small parcel identified for a landmark structure (also referred to in section 3). This site has the potential to be a gateway to the overall harbour area, branding the harbour quarter and the town itself. It is therefore essential that a high standard of architectural design be required, this structure also has the function of providing a pedestrian bridge to the railway station, again emphasising the strategic significance of any such structure. In assessment of the design of the landmark structure the local authority shall establish a panel of experts composed of relevant organisations this may for example include RIAI, the DoEHLG or Heritage Council. On that basis the Action Area Plan will not be prescriptive in relation to the scale, form and design of the landmark structure.

3.8.2 Mixture of Uses

This site will be a mixed-use area. The ground floor will accommodate retailing, a café and crèche or similar childcare facility. The first floor will accommodate principally office/back office uses with residential on the upper floors.

3.8.3 Access and Parking

Pedestrian access will be provided from the train station over the new bridge/landmark structure onto Canal Street, which will lead onto the remainder of the town centre. Access will also be available and encouraged directly from the canal towpath. Vehicular access shall be provided from Harbour Street through area D, this will lead to underground / basement parking.

3.8.4 Boundary Treatment

The Council will require a tree survey of existing mature trees to the south of this site. Trees should be surveyed by reference to species, branch canopy, spread, shape, height and condition. Mature trees of amenity value must be preserved and integrated into new development.

3.9 Development Area H

Area H comprises the Eastern Regional Health Authority lands. This site comprises the health centre and convalescent home. It is proposed that these buildings will form the eastern boundary to the New Pedestrian Street and Square. In order to integrate this site more fully into the harbour area a number of alterations are proposed.

Alterations to the health board site would include:

- Increasing the private open-space area to the south of the convalescent home and create a decked area.
- Re-paving the roundabout to enhance its visual appearance and to enable it to integrate with the pedestrian street.
- Provide secure boundary treatment to the Health Board site.

These alterations provide potential for the ERHA to further expand or diversify their site.

Health Centre



Convalescent Centre



3.10 Focal Spaces

It is proposed that quality usable spaces will be provided within the study area. These spaces must be designed to a high standard of design, incorporating quality robust materials, furniture, landscaping and lighting.

Four focal spaces are proposed for development, which provide a focus for the local community and enhance the image of the town. These spaces are:

- (A) The Harbour Field and Geraldine Hall
- (B) The Canal Tow Path and Harbour
- (C) Canal Street and Civic Square
- (D) Parson Lane and Nodal Space

(A) The Harbour Field and Geraldine Hall

The Harbour Field



The first focal space is the Harbour Field, which has been transferred to the ownership of the Local Authority. The field is currently being used as a football pitch. Given the strategic town centre location of the Harbour Field, its proximity to the canal a major tourist amenity asset, it is considered that the field would

better serve the entire community were it properly developed as a Town Park. The underage football will be catered for at Carton Avenue and on the Rathcoffey Road. This development would maximise the use of this public open space and enhance the attractiveness of the town.

It is proposed that this 1.84-hectare park be arranged to allow for greater accessibility and use. It should accommodate an area of active play and passive recreation to cater for the needs of the whole community, while minimising shelter for anti-social behaviour. This proposal is subject to the appropriate re-location of existing uses.

Indicative uses could include:

- A mixed playground to cater for different age groups such as under 6, under 12 and teenagers (now in place).
- All weather pitches
- Mini-sports
- Scout's Hall

This active play area will be set within a park context.



A landscape plan must be prepared for the Harbour Field and will contain a detailed planting, landscaping and maintenance programme for the area. Improvements to the park would also include:

- Pedestrian and cycle access
- New street furniture including lighting, seats and bins.
- New planting
- Landscaping of the strip of lands between the field and the Straffan Road.

Geraldine Hall



The Geraldine Hall which was originally built as a Church of Ireland School in the late nineteenth century is located to the north of the Harbour Field and is currently disused. The Council recognises the importance of this building and the need to keep it in use. Although this structure is outside the action area plan boundary it is proposed that the hall could be extended to serve a community and cultural use and to facilitate the recreational use of the Harbour Field and Canal. The northern section of the Harbour Field between the New Street

and the Geraldine Hall is to accommodate the expansion of the Geraldine Hall.

(B) Canal Towpath and Harbour

The second focal space is the canal towpath and harbour. The potential of this area as an amenity area and tourist attraction has not been fully realised. Although navigation traffic is increasing on the canal, albeit from a low level, boat-users tend to avoid Maynooth Harbour due to the difficulties in berthing at the existing harbour walls.

It is the aim of Kildare County Council and Waterways Ireland:

- To encourage greater use of the Royal Canal for leisure and amenity.
- To provide passive supervision and promotion of its use new development will front onto the canal.
- To encourage greater usage by boat users a floating mooring arrangement with a secure gangway is proposed. In order to facilitate such an arrangement the island in the centre of the channel, which has developed into a mini “wildlife reserve,” would have to be relocated.

The under-utilised harbour area in Maynooth



Example of a well utilised canal



It is proposed that the relocated island would be built first prior to excavation of the existing island. The design and programming of these works would be determined in consultation with the National Parks and Wildlife Service of the DoEHLG.

Waterways Ireland envisages facilities for boat user being provided as amenity and leisure use increases on the canal. These facilities would include a sewage pump-out facility for boats and a service-block, which would typically include showers, chemical toilet disposal, and laundry facility. A combined facility providing services to boat users and changing facilities for the Harbour Field to the east of the harbour is proposed. The Council will support the implementation of actions contained within the Royal Canal Corridor Study.

It is also proposed that the harbour area itself be developed as a market place, providing a space for a quality "Sunday market space".

(C) Pedestrian High Street and Civic Square

The third focal space is Canal Street and the Civic Square. Canal street will provide an active space free from cars and a civic square at the heart of a vibrant active urban area. It is the intention of the Council to create a strong streetscape. A mix of uses will be encouraged, including evening time uses, on ground floors to provide an active street. Development blocks should be linked to create a continuous building line along the street with the exception of a narrow break through into Parson Lane (discussed below). Canal Street will terminate in front of the civic building, a landmark in itself, to create an attractive urban square where traffic movement will be appropriately managed so as not to dominate the use of space or its function.

New street furniture and quality street lighting will be provided along Canal Street, this should be continued up to Leinster Street to enhance the appearance of the route and improve visibility and safety at night. Public art which will act as an event on arrival at the Civic Square will be required.

(D) Parson Lane and Nodal Space

The fourth focal space is the predominantly pedestrian laneway, referred to as Parson Lane, this joins the Canal Street at a nodal point where the building line is set back to create a space. The nodal space at the junction of the two pedestrian routes will be informal in both form and function. The nodal space should incorporate some element of public art or a marker, although this should be less grandiose than any public art to be found in the civic square. The creation of this nodal space will mark a choice to the pedestrian to either continue along the '*hustle and bustle*' of the main Canal Street which is characterised by shops/restaurants spilling onto thoroughfare or to take the quieter/quicker route along Parson Lane. The 'lane' will be a more informal space with greater sense of enclosure to channel movement. The spill out of activity from the ground floor commercial/retail uses will be more restricted and less desirable due to the physical dimensions and orientation. This will be an active movement channel for pedestrians cutting through the site to get to the train station/university.

The Western element of Parson Lane will provide vehicular access from Harbour Street through to sites D, F and G. The design of the vehicular element of Parson Lane should promote traffic calming and minimise conflict between vehicles and pedestrians.

SECTION 4 DESIGN CONSIDERATIONS AND DEVELOPMENT CONTROL STANDARDS

4.1 Urban Design

A high level of urban design is critical in achieving a quality retail, commercial, residential and amenity environment. To achieve this a number of key design principles will apply:

Regard for the surrounding environment, including predominant design features, protected structures and/or groups of trees.

Innovation in design and layout will be encouraged. Contemporary high quality design will be required in this strategic town centre location, pastiche developments shall be prohibited.

Buildings on corners, at the end of streets, closing off vistas and in exposed locations assume greater civic design importance because of their location and shall be treated appropriately.

Animation of the Canal towpath and Harbour is a key concern of this action area plan. Devices can be incorporated into a façade of a building to add visual interest and to animate the streets edge, for example:

- The more windows and doors onto the public realm the better,
- Enlivening edges with balconies, bay windows, porches, awnings, canopies or other projections that provide a more comfortable threshold in inclement weather, prolonging activities and enabling uses to extend into the street
- Allowing restaurants or cafes to extend onto the street adding vitality to the public realm and enhancing the streets.

Layout of open space shall consider bin storage, recycling facilities, servicing, bicycle access and parking.

Three Dimensional Model will be required for applications within the site in order to demonstrate linkage to urban grain and this may be in the form of 3D digital modelling.

4.2 Density

Any residential development within the study area should be of high density given the strategic location of the site. Higher density (in excess of 60 dwellings per hectare) shall be encouraged generally within the study area due to its strategic location. The planning and development of the Harbour Area must have primary regard for the context in which it sits and also the need to protect the residential, recreational, historic, architectural and visual amenity of the area. In the context of the Regional Planning Guidelines, Maynooth is situated on one of the major transport corridors in the country. The density and design standards applied in this action area plan have had regard for the town centre location, proximity to Maynooth Railway Station, the M4 motorway and the proximity to longer term Dublin Outer Orbital Route (*DOORS*).

4.3 Residential Mix

It is envisaged that a substantial proportion of residential development shall consist of apartments and duplexes, with townhouses located in Area B and F.

Ensuring a social mix is also important; therefore the amount, location and type of social and affordable units must be outlined in any scheme in accordance with the Kildare County Council Housing Strategy.

4.4 Environmentally Friendly Development

The design and orientation of buildings and space can bring about more sustainable communities and reduce operational costs throughout a building's life by reducing the demand for water, artificial lighting and heating.

The Council promotes energy conservation in the design and development of all new buildings. An improved awareness for sunlight, temperatures, water management and prevailing wind conditions will be encouraged to create an attractive, environmentally sustainable living environment for all.

To achieve this, general principles to be applied include:

- The use of high quality, energy efficient and ecologically sustainable materials and construction methods.
- Solar design should ensure that sufficient solar access could be provided to all floors and the availability of natural sunlight through the day is optimised.
- Incorporate solar panels and similar devices into new buildings to maximise the potential of natural light as a renewable energy source.
- Ensure that buildings and plants are orientated in such a manner that does not interfere with the privacy or light penetration of open spaces or buildings.
- Minimise heat loss arising from the poor orientation of buildings relative to prevailing winds.
- Incorporate features to reduce water consumption in residential developments, such as the use of showers instead of or as well as baths and low flush WC's.
(Low flush toilets use less water but will deliver exactly the same level of functionality and customer service.)
- Avoid building and space layouts that may result in creating localised winds.

4.5 Flood Alleviation

Where necessary the Council will require a flood impact assessment and proposals for the storage or attenuation of run-off discharges (including foul drains) to ensure that development does not increase the flood risk in the relevant catchments.

4.6 Boundary Treatment

The treatment of boundaries and edges is an important element of development that provides both an attractive setting and a link to the surrounding local environment. No scheme should be considered in isolation. Every developer should agree to the provision of connections to adjacent sites in order to increase permeability without establishing unsafe "alleyways". Site edges should not be treated as boundaries. Walled in or fenced in developments will not be permitted in order to create a sense of an overall neighbourhood.

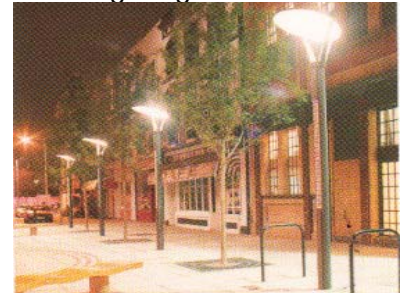
Any developments, which are bounded by, open space and walking routes must be orientated to overlook spaces to maximise their safe use.

4.7 Open Space and Landscaping

The appearance, maintenance and presentation of public spaces, footpaths, streets and amenity areas are a vital aspect of civic design quality.

- High quality, safe pedestrian and cycle routes within the site should be provided through out.
- Paving, planting, lighting, signage and other street furniture should complement the architectural character of the development and the town.
- When selecting plant species for landscaping, consideration should be taken of the proposed location of the site and its attendant character such as soil conditions, pollution, safety, maintenance requirements, the possibility of vandalism of the site and aesthetic potential.
- Public lighting should consider the quality of lighting appropriate to the area. Lighting levels within a development must create a secure environment. Pedestrian areas must be well illuminated, with particular care given to vehicle/pedestrian conflict points, in order to create a safer, unthreatening environment.
- Innovative lighting can extend the use and enhance the overall character of public space.
- Public art can make a major contribution to giving a place character and identity; it can also encourage people into and through places. The incorporation of artwork within the development and in particular in the public open space should be encouraged.

Example of well-designed street lighting



High quality materials will create attractive, quality public spaces.



4.8 Access and Parking

Due to the town centre location parking will be predominantly located underground. This would facilitate greater intensification of space. Some disabled spaces, loading bays and short-term spaces outside shops as well as access for persons with mobility impairment may be provided at surface level. An element of on-street car parking may also add to traffic calming and activity/vitality of the new Avenue/Street.

4.9 Open Space

Given the proximity of this development to the Harbour Field Park and the canal and harbour, the design and location of contemporary hard surfaces that act as circulation and play areas will be encouraged. Generally 5-10% of the residential area should be used for the provision of dedicated open space. This can be provided in the form of landscaped areas, courtyards, terraces/patios and balconies.

4.10 Co-ordination of Development

A key objective of this action area plan is to ensure development occurs in a co-ordinated manner; therefore planning applications must include the design and site layout drawings of adjoining sites. Co-ordination between developers is required to create strong street edges; no-one site can be treated in isolation. Pre-planning meetings with the County Architect must be arranged in order to ensure a high standard of design.

Implementation Team will be established in the Council to ensure the coordinated development of the area and also to secure the redevelopment rights of the council who is a key landowner within the AAP area.

4.11 Development Contribution Scheme

All development within the Action Area Plan must comply with the Kildare County Council Development Contribution Scheme 2004. The Planning Authority may, in addition to the terms of this Scheme, require the payment of a special contribution in respect of public infrastructure and facilities, which benefit the proposed development. In the case of Maynooth Action Area Plan this would include a special contribution to cover:

- The construction of the vehicular route,
- Construction and urban design of Pedestrian Street and Square,
- Landscaping and provision of active play areas in the Harbour Field in accordance with the landscape plan.

The amount and proportion of costs to be paid by all parties will be agreed in accordance with the level of use on each site.

Figure 1: Phasing of Development

PHASE 1.

Survey Stage:

- Survey work (geology, hydrology, archaeology surveys)
- Precise costing of road
- Finalisation of road design
- Preparation of landscape plan for Harbour Field

PHASE 2.

Application Stage:

- Pre-planning meetings
- Lodging of planning applications

PHASE 3.

Infrastructural Development:

- Re-location of existing uses
- Construction of vehicular route and pedestrian street

PHASE 4.

Development:

- Construction of developments
- Implementation of landscape plan for the Harbour Field