



# **KILDARE COUNTY COUNCIL**

## **MAYNOOTH DEVELOPMENT PLAN 2002**

Adopted by Kildare County Council on 29th April 2002

Planning Department, Kildare County Council, St Mary's, Naas, Co. Kildare

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# 1. INTRODUCTION

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## 1.1 Purpose of Plan

The aim of the Maynooth Development Plan 2002 is:

**To establish a framework for the planned, co-ordinated and sustainable development of Maynooth and for the conservation and enhancement of its natural and built environment.**

The Plan sets out the objectives and policies of Kildare County Council in respect of land use planning as well as co-ordinating the activities of the Council as, *inter alia*, Housing, Sanitary and Roads Authorities. The Plan was prepared under the provisions of the Local Government (Planning and Development) Acts 1963 to 1999 and provides the statutory basis for the consideration of planning applications in Maynooth.

The Maynooth Town Development Plan consists of this Written Statement and attached Maps. It is essential that both be referred to in considering the proper planning and sustainable development of the town. The Written Statement takes precedence over the Maps should any discrepancy arise between them. The period of this plan shall be taken as being from the date of its adoption or until it is reviewed or another plan made. (Under the Planning and Development Act 2000 a Local Area Plan must be made within two years of the making of the next review of the Kildare County Development Plan.)

## 1.2 Planning Area

Maynooth is a scheduled town as defined by the Local Government (Planning and Development) Act 1963. A town boundary was adopted by the County Council in 1985. This boundary is shown in the maps accompanying this plan.

As lands zoned for development within this boundary have now largely been developed it was decided in this review of the town plan to zone additional land in the county area and to designate development boundaries beyond the 1985 boundary. The area to which this plan relates is the lands within the 2002 Development Boundary, as shown on the attached maps.

## 1.3 Review of 1985 Plan

Since the last Maynooth Development Plan was adopted in 1985, the prospects for growth for Maynooth have changed substantially. The opening of the M4 in 1996, followed by the upgrading of the rail service have greatly enhanced linkages to Dublin. This, together with the sustained buoyancy of the economy over the last eight years, is greatly increasing the pressure for growth and development in the town. Almost all lands zoned for development within the 1985 town boundary have now been developed (Only 14.3 hectares, zoned General Development, next to the interchange remains undeveloped). Maynooth is well placed to benefit from this growth, and is likely to enjoy sustained growth during the period of this plan.

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## 1.4 Regional Context

Maynooth is located within the Mid-East Region and was identified in the *Strategic Planning Guidelines for the Greater Dublin Area* as being within the Dublin Metropolitan Area. The town was identified as being an appropriate centre for 'limited further development, . . . focused on the public transport network, especially rail.' The town is located within the area covered by the Dublin Transportation Initiative and consequently benefits from the activities of the Dublin Transportation Office. Maynooth was identified in the *1999 Kildare County Development Plan* as being a Primary Growth Centre.

## 1.5 Sustainable Development

The principles of sustainable development, as set out in the document "*Sustainable Development – A Strategy for Ireland*" published in 1997, have been adopted by the Government. Kildare County Council, through the *Maynooth Development Plan 2002*, seeks to support this strategy. The Council will seek to integrate its land-use planning with strategic economic, social and transportation planning.

The Council supports Local Agenda 21 and will endeavour to implement the initiative through appropriate actions. The Council will work in partnership with local communities in resource management, conservation of the environment and waste reduction.

## 1.6 Social Exclusion

The Council supports the national anti-poverty strategy and seeks to address the issues of poverty, social exclusion and multiple deprivation in the various policies and objectives of this Development Plan. The Council is aware that reducing physical isolation and promoting accessibility are key factors in combating social exclusion. In particular, the Council's policies on social and affordable housing, promotion of public transport and pedestrian friendly environments, access for the disabled and provision of childcare facilities are all intended to combat social exclusion.

More generally, the Council, through the County Development Board and in partnership with other agencies and local communities, will take a leading role in tackling poverty and social deprivation.

## 1.7 Location

Maynooth is located in north Co. Kildare, 24km from Dublin off the M4 Dublin-Galway/Sligo motorway. The town is connected to Dublin by the Arrow commuter rail service, mainline railway, provincial and Dublin bus services.

## 1.8 Town Function and Role

Maynooth has a range of functions that include:

- University town;
- service and retail centre for North Kildare and increasingly
- residential centre within the greater Dublin area.



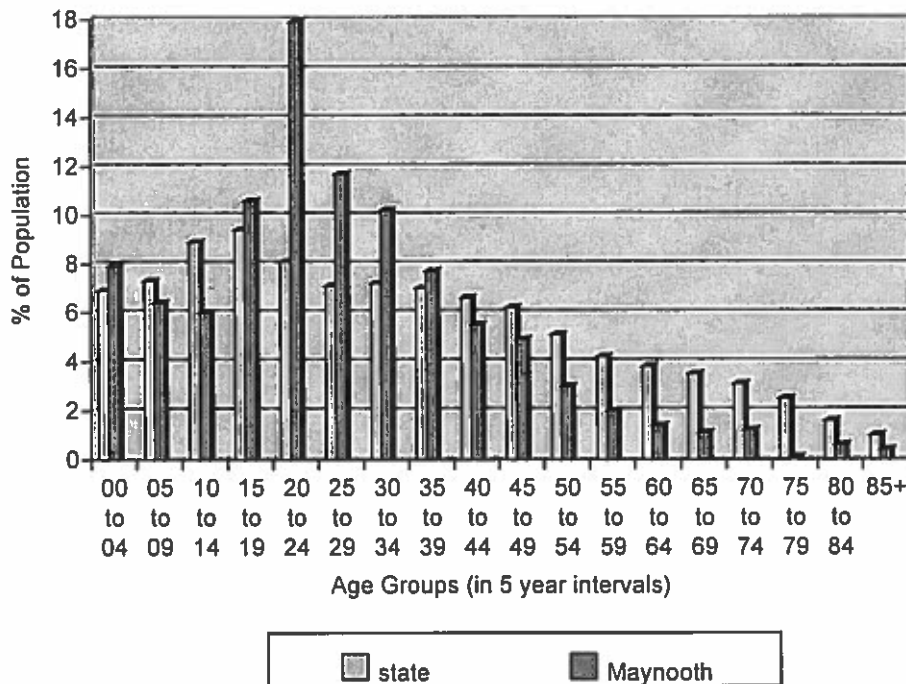
## 1.9 Population

In 1996 the town of Maynooth had a population of 8,528 persons.

**Fig 1.1 Population change in Maynooth, 1971 to 1996**

	Maynooth	Average Annual % rate of Change
1971	1,374	
1979	3,191	+11.0%
1981	3,388	+3.0%
1986	4,768	+7.5%
1991	6,027	+5.3%
1996	8,528	+7.1%

Source: CSO.



**Fig 1.2: Age Profile of Maynooth and State, 1996**

Source: CSO

The principal characteristics of the population structure of Maynooth are consistently rapid population growth (with a short interlude in the early '80s) and a population significantly younger than the national average, reflecting the town's status as a University town and its recent emergence as a commuter town for Dublin.

As can be seen from Fig 1.2, almost 30% of the town's population was aged between 20 and 29 years in 1996, against 15% of the population of the state as a whole.

There were 2,576 households in Maynooth town in 1996, with an average household size of 3.14 persons (close to the average for the greater Dublin Area of 3.1 persons).

A significant number of residential developments have been completed in the town since 1996. Estimates based on the number of new dwellings constructed since then indicate that there are approximately 3,300 households in 2000, suggesting a current population of 10,400 and a current annual growth rate of 5.7%<sup>1</sup>. Average household size in Kildare is expected to decrease from 3.71 in 1991 to 3.01 by 2006.<sup>2</sup>

<sup>1</sup> Assuming each household occupies a separate dwelling. Technically, a household is a person or group of people sharing a common household budget. Thus more than one household may exist within the same dwelling.

<sup>2</sup> Source: Strategic Planning Guidelines for the Greater Dublin Area

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## 1.10 Population Projections

The April 2000 Review and Update of the *Strategic Planning Guidelines for the Greater Dublin Area* estimates the population of the Greater Dublin Area, recorded as 1,405,671 in 1996, will be 1,652,710 by 2006 (assuming nil net migration) an increase of 11%.

Given the current high level of in-migration into the Greater Dublin Area in general and County Kildare in particular, it is reasonable to assume that the county will experience population growth of greater than 11% between 1996 and 2006. The 1999 *Kildare County Development Plan* estimates the county's population at 155,817 by 2006<sup>3</sup>

Population projections for Maynooth are particularly difficult because of the town's role as a university town and commuter town for Dublin. The opening of the Arrow commuter rail service and completion of the M4 motorway to Kilcock in the 1990s have made the town increasingly accessible from Dublin, while the continued growth of the universities will also have a profound impact on the town's population. Population growth will largely depend on the availability of housing, which in turn will depend on the availability of serviced, zoned lands.

Given the excellent road and rail connections Maynooth now enjoys, its attractive urban environment and the ongoing expansion of the universities, it is likely that the town will come under continued pressure for new residential development.

The 1999 Kildare County Development Plan established a target population for Maynooth of 12,300 by 2006.

## 1.11 Urban Form

The present town of Maynooth has developed in a number of discrete stages, which are clearly evident in the town's structure. The town dates from the original settlement around the Castle in the 12<sup>th</sup> century, around which the first university later developed. The next significant developed was the laying out of Main St. by the Dukes of Leinster, residents of the Carton Estate.

The axis from St. Patrick's College to the carton estate is one of the finest examples of 18<sup>th</sup> century urban and landscape design in the country.

The next significant step in the evolution of the town was the coming of the canal, and later the railway. While these developments improved communication, they also had the effect of forming a southern boundary to the town, not breached until late in the 20<sup>th</sup> century. The presence of the university campuses to the west and north of the town have constrained the town's growth in those directions.

The long decline of the canal in the 20<sup>th</sup> century resulted in the town turning its back on this key resource. Lands immediately to the north of the canal became under used backland areas. The renaissance the canals are currently enjoying and increased importance of the railway station, now offer the town an opportunity to develop an important leisure and tourist resource, particularly around the Harbour.

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<sup>3</sup> assuming in-migration rates for the '91 to '96 period continue at the same rate in the '96 to '01 inter-censal period before slowing to half this rate in the '01 to '06 period.



Fig. 1.3 Figure/Ground map of Maynooth. The strong axis running from St. Patrick's College to the Carton Estate can clearly be seen.

More recent development in the town has largely been to the south of the railway and canal, with the motorway forming a new southern boundary. As a result the physical centre of the town is no longer at the core of the built-up area. These new estates have tended to be in the form of low density 3 bedroom semi-detached housing with little variation in design or layout. The railway and canal form a barrier between the newer part of the town and its core, resulting in congestion on the two bridges linking the two parts.

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## 1.12 Development Vision

The rapid growth Maynooth is likely to experience over the next five years is both an opportunity and a threat. The danger is that Maynooth develops as a dormitory suburb of Dublin, that the town's own unique character is swamped by urban sprawl.

On the other hand, the growth in population may allow Maynooth to develop the critical mass needed for a University Town of international importance, with its own distinct identity and vibrant economic, social and cultural life.

The development strategy of Kildare County Council, as set out in this Development Plan, is to consolidate Maynooth as a University Town of international importance. In order for this to be achieved the Council recognises that the town must offer living and working conditions, educational, recreational and cultural opportunities of the highest standard in an attractive urban environment. The Council aims to achieve this in partnership with the people of Maynooth, the university authorities and other agencies and organisations with an interest in the town's development.

It is critical, if this vision is to be realised, that the town grows in a balanced fashion. Growth in population must be accompanied by the growth in the social, cultural and economic infrastructure of the town.

Maynooth is unique for a small town in that it is home to two universities. This is a key resource for the town and allows the opportunity for the town to develop as a centre of learning and associated high technology enterprise. However, if this is to happen, the town must be perceived as an attractive and interesting place in which to live. Kildare County Council aims to achieve this by;

- Protecting and further developing the role of the town centre as the focal point for economic, cultural and social activity,
- Protecting and enhancing the unique architectural heritage of the town,
- Making adequate provision for safe and convenient circulation around the town, by foot, bicycle, public transport and car.
- Seeking to develop Maynooth as a compact town, where all residents are within easy walking distance of the town centre.
- Seeking to ensure that recreational and leisure facilities of the highest standard are available to the town's residents.
- Facilitating the expansion and further development of the universities.
- Ensuring an adequate supply of serviced, zoned land is made available to accommodate future population and economic expansion.
- Strictly controlling ribbon development and urban sprawl
- Ensuring all new development in the town, by the Council or by the private sector, is of the highest standard.

This plan for the future development of Maynooth is guided by the policies of the *1999 Kildare County Development Plan*, the *Strategic Planning Guidelines for the Greater Dublin Area (1999)*, *Sustainable Development – A Strategy for Ireland (DoELG 1997)* and the policies of the Dublin Transportation Office.

The plan has also been informed by the *Residential Density Guidelines for Local Authorities* and the *Retail Planning Guidelines 2000*, both issued by the Minister for the Environment and Local Government.

The Planning Authority is under a general obligation to secure the objectives set out in the Development Plan. The Council must also have regard to the provisions of the Plan when exercising its powers under the Planning and Development Act 2000. The plan should not be interpreted as committing the Council to any specific expenditure.

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## 2.0 DEVELOPMENT POLICY

### 2.1 Housing Policy

In 1996 there were approx. 2,500 housing units in the Maynooth. Since 1996, approx. 700 new houses and apartments have been built in the Maynooth and environs.

**2.1.0** It is the policy of the Council to seek for an acceptable balance and mix in the provision of social and private housing in order to promote a social and demographic balance within the town.

#### 2.1.1 Social Housing

Kildare County Council, in carrying out its housing functions, will have regard to Government policy as established in *'Social Housing – The Way Ahead'* (DoELG1995) and *Social Housing Design Guidelines* (DoELG 1999) or as subsequently amended. The Council recognise that social housing should have regard to a wide range of households. These should include the households that currently live in unfit or overcrowded accommodation, the homeless, travelers, elderly, disabled/handicapped, medical/compassionate reasons, involuntary sharing, young persons leaving institutional care as well as those that are unable to afford existing accommodation.

In 2000 291 applicants to Kildare County Council for local authority housing requested to be housed in Maynooth, with 71 declaring Maynooth to be their first preference.

The Council will continue to seek for the provision of additional social housing to meet local needs and will consider other measures to assist in the accommodation of those on the public housing list. These may include joint social and private housing schemes developed through collaboration between private developers and the local authority.

It is the policy of the Council to promote the provision of social and affordable housing accommodation in accordance with the proposals outlined in *'Social Housing – The Way Ahead'* and in other appropriate ways, including seeking an element of social and affordable housing in residential proposals, in accordance with its Housing Strategy and the powers vested in it under Part V of the Planning and Development Act 2000.

A particular difficulty is the availability of land within the town for social housing provision and the relatively high cost of sites.

It is the policy of the Council to actively seek the provision of additional social housing units on suitable sites in Maynooth.

#### 2.1.2 Accommodation of the Travelling Community

It is the responsibility of the Council, as the Housing Authority for the area, to provide suitable accommodation for the travelling community. The Council is currently constructing 8 additional dwellings at the existing halting site on the Dublin Rd.

There are a number of ways in which such accommodation may be provided, including standard housing, special group housing schemes, residential caravan

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parks, transient halting sites, loans & grants for the purchase of mobile homes and house purchase loans.

It is the policy of the Council to facilitate the provision of appropriate accommodation for the travelling community in accordance with the *Traveller Accommodation Programme 2000-2004* adopted by Kildare County Council on 28<sup>th</sup> Feb 2000.

### **2.1.3 Residential Densities**

The Council recognises that average household sizes continue to decline and that a greater diversity in household composition calls for a greater variety of dwelling types. This is particularly the case in Maynooth, with a large student population. Developments catering for a variety of household sizes, including one and two person households, will be encouraged as part of an overall development mix.

In accordance with the principals of sustainable development, government policy on residential density and *the Strategic Planning Guidelines for the Greater Dublin Area*, higher residential densities will be encouraged within walking distance of the town centre and railway station.

It is the policy of the Council to encourage infill housing developments, the use of underused and vacant upper floors for accommodation purposes and higher residential densities at appropriate locations, subject to a high standard of layout, design and finish.

The Council is anxious that new residential estates develop as integrated neighbourhoods with a full range of social facilities (e.g. childcare and play facilities, local shops, clubs and recreational facilities etc.) and access to public transport easily available to their residents. The availability of such facilities will be a material consideration in all residential planning applications. Proposals for larger residential developments should be made in the context of Action Area Plans where these issues are addressed.

### **2.1.4 Temporary Dwellings and Caravans**

The Council is of the view that, wherever possible, accommodation should be provided in permanent dwelling units. Therefore, the provision of temporary dwellings and caravans will be permitted only in exceptional circumstances.

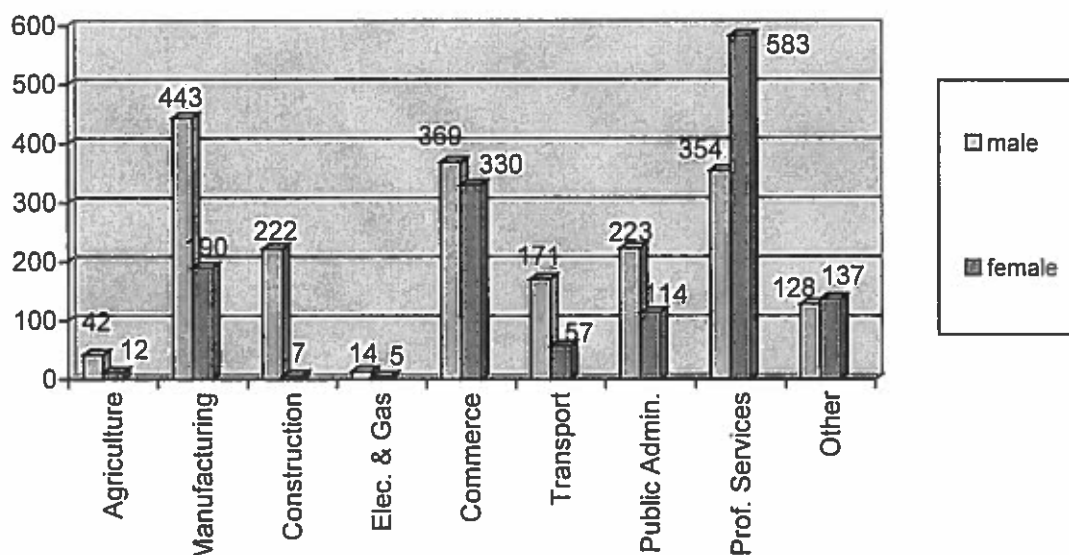
## **2 Industry and Enterprise Policy**

### **2.2.1 Employment**

A total of 1,966 males and 1,435 females were employed in Maynooth in 1996, with a total of 124 males and 72 females recorded as unemployed. Notable features of Maynooth's employment profile is the general low level of unemployment, the high female participation rate in the workforce and the high proportion of service employment (commerce, public administration and professional services).

Table 2.1: Employment by Industry, Maynooth 1996

Source: CSO



### 2.2.2 Universities

The largest single employer in the town is NUI Maynooth. The college is estimated to employ 450 full-time and 400 part-time while the 5,000 full time students generate additional economic activity within the town.

It is the policy of the Council to facilitate the further expansion and development of the university.

Maynooth's status as a university town, its accessibility and pleasant environment make it an ideal location for an enterprise/technology park.

It is the policy of the Council to facilitate the development of a Technological Innovation Centre and/or science park on university lands or elsewhere within the town.

### 2.2.3 Industry Policy

While Maynooth has never been an industrial town, a number of light industrial and commercial uses exist within the town.

It is the policy of the Council to facilitate the continuity and encourage the expansion of such enterprises having regard to the protection of the amenity value of neighbouring properties.

The Council will encourage and facilitate the further development of Maynooth as a centre of employment and enterprise in co-operation with the County Enterprise Board, KELT, Enterprise Ireland, private enterprise, the NUI and St. Patrick's College Maynooth and other relevant bodies.

### 2.2.4 Retail Policy

Whilst Maynooth is a service centre for the north Kildare area, its retail base is significantly affected by leakage of spending to Dublin and other centres with large and modern facilities.

The principal retail centres in Maynooth are Main St., the shopping centres on the Dublin and Straffan roads and the neighbourhood centres at Greenfield and

Newtown. The recent redevelopment of the Tesco Supermarket on the Dublin Rd. enhances shopping facilities in the town. However, other than this there has been relatively little recent development of the retail sector as compared to other towns.

Main St.	6,000 m sq.
Dublin Rd. Shopping Centre	3,600 m sq.
Straffan Rd. Shopping Centre	2,000 m sq.
Greenfield Neighbourhood Centre	1,400 m sq.
Newtown Neighbourhood Centre	500 m sq.
<b>Total</b>	<b>13,500 m sq.</b>

Table 2.2 Gross retail floor space, Maynooth 2000

It is the policy of the Council to seek the strengthening of the retail base of Maynooth and to encourage the further development and upgrading of modern shopping facilities.

The Council recognises the important role of retailing in the social and economic life of the town and supports the provisions of the recently issued *Retail Planning Guidelines 2000*

It is the policy of the Council that future shopping centre proposals must conform with the requirements set out in section 4.3 of this Plan and the *Retail Planning Guidelines 2000* or as amended.

The retail base of Maynooth is concentrated in the town centre. The Council regards this as the most appropriate location for further major retail development and it is the policy of the Council to strengthen the role of the town centre, especially for the sale of comparison goods<sup>4</sup>. Large retail development will, therefore, generally be allowed only in the town centre area (zones A1 and A2).

It is the policy of the Council to strengthen, expand and protect the town centre as the primary retail area especially for comparison goods. The Council will oppose proposals for major retail developments, catering for significant levels of comparison goods sales, outside of the town centre<sup>5</sup>.

The Council also recognises the need for the provision of adequate convenience goods outlets at locations accessible to local populations and in locations that help discourage car use in the town. The Council will therefore facilitate the development of small shop units in residential areas serving local needs.

It is the policy of the Council to facilitate the development of new local service centres and upgrading of existing centres, catering primarily for convenience goods sales, at appropriately locations in the town.

### 2.2.5 Tourism Policy

Maynooth currently boasts of 2 hotels. While these hotels are of a high quality they are generally small. The total number of hotel bedrooms available in the town is 108<sup>6</sup>.

The Council recognises the potential for the development of tourism of the town's rich architectural heritage, the canal and the potential of the University as a conference venue and tourist attraction and will seek to encourage this industry by protecting, enhancing and promoting the town's natural and man made amenities.

<sup>4</sup> Shopping requirements can be divided into convenience goods and comparison goods. Convenience goods include food and other regularly purchased household goods. Comparison goods include clothing, footwear, electrical goods, furniture, etc.

<sup>5</sup> The town centre shall be deemed to include areas zoned A1 town centre and A2, town centre extension

<sup>6</sup> Source; Middle Eastern Regional Tourism Authority



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It is the policy of the Council to encourage and facilitate the further development of Maynooth as a tourism centre in co-operation with the Middle Eastern Regional Tourism Authority, Bord Failte, Duchas, NUI Maynooth and other relevant bodies.

## 2.3 Education, Cultural and Community Facilities

### 2.3.1 Community Facilities

The range of community facilities throughout the town include primary and secondary schools, churches, a library, a community hall and other meeting places that in turn facilitate a wide range of activities.

**It is the policy of the Council to facilitate the land use requirements of the education, training and community needs of the population of Maynooth.**

The Council recognises the need to provide a range of social and recreational facilities throughout the town to meet the needs of all residents. In major new residential and commercial developments the Council will seek to ensure that adequate provisions are made for childcare and other community facilities, where this is appropriate, and to seek for their provision concurrent with the development.

The Council recognises that, if Maynooth is to develop into a vibrant University Town of international standing and home to over 12,000 people, it needs to develop a range of cultural and recreational facilities of a higher order than presently exist.

**It is the Policy of the Council to actively encourage and support the development of a range of facilities such as a cinema, a theatre and other recreational, cultural and sporting facilities in partnership with community groups, the universities and the private sector, as appropriate.**

### 2.3.2 Crèche and Playgroup and other Childcare Facilities

Changes in the population structure, changing lifestyles and economic needs have led to increasing demands for pre-school childcare facilities and day nurseries.

The Council is aware of the importance of the provision of adequate childcare facilities in consolidating new and existing communities and as a means of addressing social exclusion and disadvantage. The Council will seek to facilitate the provision of crèche and playgroup facilities at appropriate locations and will require their provision in large residential, commercial and retail developments.

**It is the policy of the Council to encourage the provision of purpose-built crèches and playschools in residential areas and in workplaces.**

However, the Council is also aware that such facilities, when located in residential areas, can adversely affect amenity through increased traffic generation and other impacts.

**It is the policy of the Council to permit the conversion of existing dwellings to such uses, subject to residential amenity and traffic considerations.**

In this regard the location and accessibility of the proposed creche or playschool, size and quality of private open space associated with it will be material considerations.

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The Council will have regard to the *Childcare Facilities Guidelines for Planning Authorities* issued by the Department of the Environment and Local Government in July 2001 and as subsequently amended.

**It is the policy of the Council to work with community groups in the provision of playgrounds in the town.**

### **2.3.3 Schools**

The population of Maynooth is served by 2 primary schools, each with 450 pupils (Maynooth Boys school and the Presentation Convent) and 1 secondary school, the community school, clustered on the Moyglare Rd.

The Community school presently accommodates 720 pupils in a building designed for 650. The School Management Board is seeking to expand accommodation to cater for 900 pupils and to develop an appropriate range of sports facilities.

**It is the policy of the Council to facilitate the development of educational facilities to meet the needs of the population of Maynooth and its environs.**

Most students currently either walk or cycle to school. The Council wishes to encourage such sustainable transport and will facilitate this where possible.

**It is the Policy of the Council to facilitate the safe movement of students to and from school on foot and by bicycle.**

A Gael Scoil is also proposed for Maynooth. The Council will facilitate the establishment of this school at an appropriate location. The Council will also facilitate the relocation of one of the primary schools

### **2.3.4 Higher Education**

The Council recognises that the universities of Maynooth are some of the town's principal assets and that considerable scope exists for the development of accommodation, recreational facilities, the tourism industry and enterprise in the town in partnership with them.

**It is the policy of the Council to facilitate the future expansion and development of the universities and to co-operate with them in the development of student accommodation, tourism, recreational & cultural facilities and the development of a Technological Innovation Centre and/or science park on university lands**

### **2.3.5 Places of Worship**

Maynooth is served by St. Mary's Roman Catholic Church on Moyglare Rd. and the Church of Ireland on Parson's St.. These churches are considered to have adequate capacity to meet future demand.

### **2.3.6 Library Facilities**

Kildare County Council Library Service operates a branch library in Main St.. Facilities include an exhibition area, children's resource area, and adult meeting rooms. These facilities are considered adequate.

### **2.3.7 Health Services**

The South West Area Health Board operates a Health Centre at the Harbour offering a wide range of services. Lyreen House in the Square caters for

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psychiatric patients while young, mentally handicapped adults are housed in the community in Newtown. These facilities are considered to be adequate.

### **2.3.8 Fire Service**

Maynooth Fire Station is located in the Harbour. While the fire service is adequate to serve the present needs of the town, given the rapid growth Maynooth and its hinterland is currently experiencing, the level of this service will be kept under continuous review and enhanced as required.

**It is the policy of the Council to enhance and upgrade the fire station to serve the future needs of Maynooth and surrounding area and seek a more appropriate location if required.**

### **2.3.9 Arts**

Kildare County Council has appointed an Arts Officer to ensure a proper foundation for the development of arts and heritage in the County. The Council will seek for the development of a Centre for the Arts/Culture and Tourism Centre within Maynooth.

**It is the policy of the Council to promote the development of the arts in Maynooth and to seek for the development of a Centre for the Arts / Culture and Tourism Centre for the town.**

### **2.3.10 One-Stop-Shop Civic Centre**

As a consequence of the changing structure and role of the County Council and in order to enhance the service offered to the public, the Council is committed to the development of a one-stop-shop civic centre in Maynooth. This civic centre will be centrally located for maximum accessibility and to reflect its role as a public building in the heart of the community.

## **2.4 Public Utilities Policies**

### **2.4.1 Water Supply**

Maynooth is served by the North-East Regional Water Supply Scheme, with water from the Fingal County Council treatment plant in Leixlip. While supply is adequate at present, Kildare County Council has appointed consultants to examine options for future water supply, with the aim of reducing the county's dependence on supplies from the Liffey, which also serves much of the built-up area of Dublin.

**It is the policy of the Council to provide water in sufficient quantity and quality to serve the needs of the existing and future population, and future commercial development.**

### **2.4.2 Sewerage**

Maynooth forms part of the *Lower Liffey Valley Regional Sewerage Scheme* which also serves the towns of Leixlip, Celbridge, and Kilcock and soon will serve Straffan. The sewage treatment plant at Leixlip is currently being upgraded and there are proposals for further upgrading.

However, the capacity of the plant is finite and must be managed between all towns within the catchment area. While the capacity is considered adequate to serve the needs of Maynooth over the period of the plan, development must have regard to, and may be constrained by, the overall capacity of the Leixlip works. For large

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development proposals, developers are advised to consult with the Sanitary Services Department of Kildare County Council at an early stage.

It is the Policy of the Council to ensure that the necessary drainage facilities to serve the needs of all development within the town and to prevent pollution are provided and to separate the disposal of foul and surface water through the provision of separate sewerage networks.

#### **2.4.3 Surface Water Drainage**

The Council recognises that surface water drainage in Maynooth is inadequate and the present practice of disposing of surface water through the combined sewerage network is unsatisfactory. The Council intends to establish separate foul and surface water sewerage networks for the town of Maynooth. The Council also intends to culvert the stream through the Meadowbrook estate.

The Council may require on site attenuation of surface water if, in the opinion of the County Engineer, a development is likely to cause flooding or potentially destructive storm water surges.

No planning permissions will be granted on newly zoned land that might, in the opinion of the County Manager, significantly increase the risk of surface water flooding. In particular no planning permissions will be granted on lands zoned 'New Residential' within the catchment area of the Meadowbrook stream pending the completion of the flood relief works on the Meadowbrook and Lyreen rivers recommended in the hydrological report commissioned by the Council from Hydro Environmental Ltd., to the satisfaction of the County Manager.

#### **2.4.4 Solid Waste Disposal**

Refuse collection in Maynooth is currently carried out by a private contractor on behalf of Kildare County Council. Recycling facilities for glass and cans are located on the college campuses, at Tesco and at the Glenroyal Hotel. The Council will continue to encourage recycling and the minimisation of waste and intends establishing a door to door collection of separated waste and a civic amenity site to cater for the north east of the county.

#### **2.4.5 Electricity, Gas and Telecommunications**

Maynooth is connected to the national gas network.

Electricity is supplied by the ESB transmission system, which is adequate.

The telecommunications network in Maynooth is being upgraded progressively and the town is now serviced by a range of digital telecommunications services.

Within the town, phone boxes provides a valuable service to the local community. The Council will encourage the provision and renewal of call boxes in the town and will seek consultation with the telecommunication undertakers with regard to location and design.

It is the policy of the Council to have regard to the "*Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities*" (DoELG 1996) or as subsequently amended, when considering proposals for telecommunication antennae and support structures.

## **2.5 Transportation Policies**

#### **2.5.1 Access to and from Maynooth**

The Council recognises the need to develop an efficient integrated transport system within the DTI area. In addition to road access, Maynooth is served by the

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Dublin-Sligo mainline railway and by the Arrow commuter rail system, which provides fast access to and from Dublin City centre. Iarnród Éireann is currently upgrading the Maynooth line to cater for an improved service. The Council supports this upgrade and will facilitate it where possible.

The town is also served by bus services provided by Dublin Bus and Bus Éireann.

Fig. 2.3 illustrates commuting modes for residents of Maynooth in 1996. Of particular significance is the large number of people (over 3,000 out of a total of 6,511) who travel less than 2 miles to work, school or college. This suggests that Maynooth is largely self-sufficient, with almost 50% of residents working or attending school or college in the town itself. Another welcome statistic is that of these, the majority either walk or cycle.

The large numbers driving over 15 miles to work suggests that driving to Dublin is also a popular option. The 800 people who drive over 15 miles every day compares to slightly more than half that number who take public transport. It is to be hoped that the improved rail and bus services will see a significant reversal in these figures in the 2002 census.

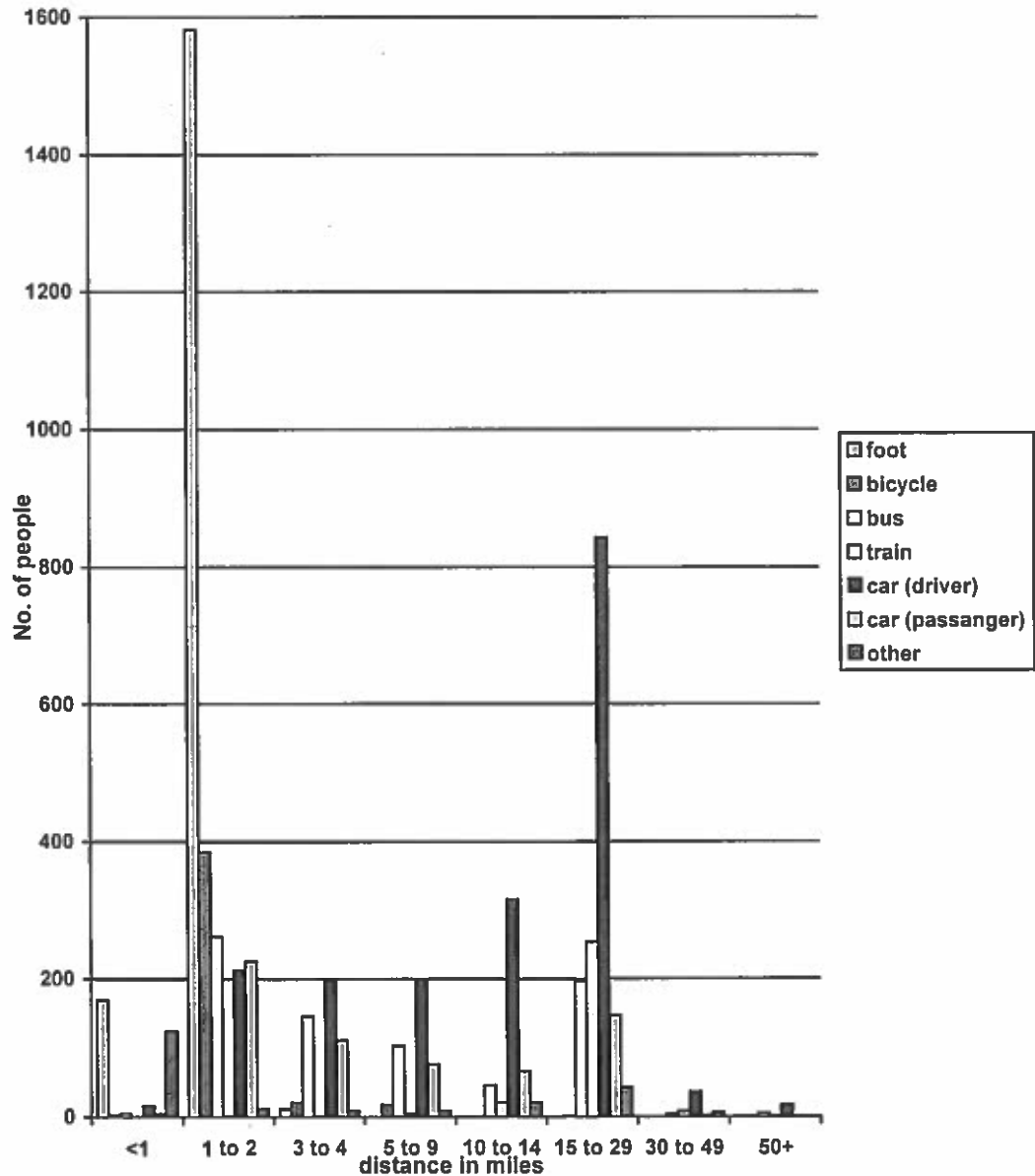
Maynooth falls within the area covered by the Dublin Transportation Office. The policies and measures adopted by the Council will be in keeping with the recommendations of the Dublin Transportation Office. The Council will continue to monitor both traffic levels and management schemes. Network and junction improvements and traffic management measures will be undertaken as required.

**It is the policy of the Council to co-operate with the Dublin Transportation Office, Iarnród Éireann, Dublin Bus, Bus Éireann, and private bus operators to secure improvements in the transportation system.**

**It is the policy of the Council to seek for the inclusion of Maynooth within the Dublin taximeter area.**

**It is the policy of the Council to enhance access to the railway station by investigating the feasibility of providing a new access to the railway station from the Rathcoffey Rd.**

Fig. 2.3 Means of travel to work, school or college for persons aged 5+



At present the public transport network is designed to facilitate movement to and from Dublin City. The Council will seek to further develop and diversify this system by encouraging the development of local public transport connecting towns and villages within Co. Kildare and Co. Meath.

**2.5.2 Movement Strategy around Maynooth**

To be successful, sustainable development needs to consider all forms of transport. Movement by foot, bicycle and public transport (including the needs of the disabled) as well as private cars, must all be considered as part of an integrated movement strategy for the town. It is clear from table 2.3 that the majority of commuting within the town is, in fact, by foot or bicycle.

The general principal on which the Council's movement strategy is based is to maximise pedestrian and bicycle linkages between residential areas and the town

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centre and other important nodes such as the colleges, schools, major recreational areas and the railway station.

Through traffic, on the other hand, will be encouraged to circumnavigate the town, avoiding the town centre and residential areas where possible. The Council will co-ordinate its roads programme with Meath County Council to provide an efficient road network for the town of Maynooth.

The Council recognises that taxis and hackneys are an important part of the public transport service and will facilitate them where possible. However hackney services at inappropriate locations can cause nuisance problems through late night noise and parking. It should be noted that the establishment of a hackney service office requires planning permission and this will not normally be granted in residential areas.

### **2.5.3 Vehicular Traffic**

Traffic congestion within the town was significantly relieved by the opening of the Maynooth-Kilcock By-Pass (M4). However, as in other towns, traffic levels within the town have continued to increase and this remains an issue that the Council will seek to address.

**It is the Policy of the Council to seek to improve residential amenity, traffic flow and the provision of public transport in conjunction with the Garda, Maynooth Chamber of Commerce, and residents' associations.**

The Council recognises that additional road capacity is required to cater for the ever increasing volumes of traffic and to service the expansion of the town. The basis of the Council's roads policy will be to relieve traffic congestion in the town centre and minimise through traffic in residential areas.

A number of distributor roads are planned to improve the circulation of traffic around the town. While the primary purpose of these roads is the safe and efficient circulation of traffic, the Council will endeavour to ensure that the environment of these roads is as pleasant and safe as possible through appropriate landscaping and their passive supervision through encouraging overlooking by residential and other development.

The Council will seek to improve the sign-posting of traffic into, through and out of the town.

### **2.5.4 Parking and Loading**

The level and location of on-street vehicular parking has been a contributory factor in the extent of traffic congestion in Maynooth. The proposed underground car park to be developed on the site of the former mill will go some way towards addressing this problem. The Council will consider proposals for additional car parking facilities on suitable sites that would improve the parking and traffic problems of Maynooth.

**It is the policy of the Council to continually review parking requirements in Maynooth and to introduce new or amended measures to effectively control parking throughout the town as the need arises.**

All new developments will be required to provide sufficient and adequate off-street car parking facilities, either directly or indirectly, to cater for the immediate and anticipated future demands of the development. In addition, adequate loading and unloading facilities will be required. The Council will also seek that adequate parking facilities are provided for schools and other uses.

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### 2.5.5 Cycleways and Pedestrian Routes

The Council will seek to establish and provide a network of safe, convenient and pleasant cycle and pedestrian links between the town centre, the railway station, the university campuses, recreational areas and other centres. A vital component in encouraging people to travel by bicycle is the provision of secure bicycle parking facilities. The Council will seek for the provision of such facilities at strategic locations in the town and as part of all new commercial, educational, recreational and retail facilities.

**It is the policy of the Council to investigate the feasibility of constructing cycle and/or pedestrian routes illustrated on maps 1 and 2 and seek their construction in association with the development of neighbouring lands.**

In keeping with its commitment to the principals of sustainable development, the Council will also investigate the feasibility of developing long distance cycle routes along the canal banks linking Maynooth to Kilcock to the west and Leixlip to the east.

## 2.6 Open Space, Recreation and Amenity Policies

### 2.6.1 Recreational Facilities

Maynooth has a wide variety of sports and social clubs. These clubs have thrived largely due to the commitment and enthusiasm of a number of dedicated individuals who have devoted large amounts of their personal time to community service. The Council is deeply appreciative of their efforts and will continue to cooperate and support community groups in the provision of sports and recreational facilities.

The Council is conscious of the need for the provision of recreational facilities in a more structured way in the rapidly expanding towns of County Kildare and has recently appointed a Recreation Officer to assess need and promote the provision of a wide range of recreational facilities. The Council will investigate ways of improving the quality and capacity of existing sporting and recreational facilities and possible sources of funding.

Maynooth benefits from an indoor sports facility in the community school and a wide range of sports facilities in the university, made available to the wider community during off-peak hours.

The Council is aware that there is an under-provision of sports fields and pitches for the schools and clubs in the town and that the high cost of land makes access to suitably located lands increasingly difficult.

**It is the Policy of the Council to seek the provision of suitable sports and recreational facilities for schools, sports and social clubs in the town.**

The Council is also aware that the town is poorly provided with indoor recreational, entertainment and leisure facilities, especially given the young age profile of the town's population, and will support their development on appropriately zoned land, subject to the protection of neighbouring amenity.

### 2.6.2 Provision of Open Space

The provision of attractive recreational open space is an essential component of this plan's vision of developing Maynooth as a University Town. The quality and location of such space is as important as the quantity. The Department of Environment recommended the provision of Public Open Space at a rate of 5 acres



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(2 hectares) per 1,000 population. At this rate, Maynooth would require 65 acres (26 hectares) of open space.

The most effective public open spaces are large, multi-purpose, informally supervised parks, preferably fronted by houses. In this way the open space benefits from informal supervision from the houses and contributes to the amenity of outlook of the houses.

It is useful to establish a hierarchy of recreational spaces. Some open spaces, such as the canal, Lime Avenue, the Harbour Field and Court House Square are of significance to the town as a whole while others are of more relevance to individual housing estates and residential areas. This plan seeks the upgrading of the former.

Three new Strategic Open Spaces are proposed in this plan, located to the north (off the Moyglare Rd.), the north east (along the Lime Walk) and the south east (off the new road linking the Straffan and Celbridge roads). These strategic open spaces are identified on Map 1.

It is the policy of the Council to;

- acquire and develop the Harbour Field as a recreational facility for the town,
- seek the restoration of Lime Avenue and the development of parks adjacent to Carton Estate and to the south east of the town, off the new road linking the Straffan and Celbridge roads,
- seek the development of additional recreational facilities and sports fields as the town grows,
- establish a Parks Department to manage and maintain public open spaces,
- co-operate with Duchas in the upgrading of the canal,
- Co-operate with the universities, schools and local sports organisations in the provision of sports facilities and active recreational space,
- seek to ensure adequate play grounds and a swimming pool are made available to serve the people of Maynooth.

### **2.6.3 Protection of Existing Open Space**

The Council recognises that a considerable number of sports facilities in Maynooth are in the private ownership of sports clubs, the universities and other organisations and institutions. In certain circumstances, where proposed developments are considered to be in the best interests of the general community, the Council is willing to facilitate the re-location of some facilities, on condition that the overall level of sports facilities in the town and environs is not diminished.

**It is the policy of the Council to protect land zoned as open space from inappropriate development. Within such areas only very limited development, directly related to amenity and leisure uses and to the on-going development of agriculture, will be permitted. Areas of open space within existing residential estates as outlined in the original planning application shall be deemed to be zoned amenity/open space under this plan**

The Council will seek to ensure that roads, pedestrian and cycle routes are appropriately landscaped and maintained to a high standard.

The loss of existing public or private recreational open space will normally be resisted by the planning authority unless alternative recreational facilities are provided at a suitable location, or it can be demonstrated that there is not sufficient demand to sustain the facility.

#### 2.6.4 Development of the Royal Canal

The canal is a major asset to the town that has yet to be fully exploited. The Council supports the proposals to develop the canal as set out in the Royal Canal Corridor Study, Spencer Dock to Allen Bridge; Strategy and Proposals (1995) and will work with local community groups and sports associations in developing the recreational and tourism potential of the canal in partnership with Waterways Ireland.

## 2.6 Town Centre Policies

It is the policy of the Council to seek to strengthen the role of the town centre, to increase its vibrancy and to improve its environment. Consequently, the Council will encourage the development and re-development of residential, commercial, cultural and social activity in the area.

The proposed redevelopment of the Tesco supermarket on the Dublin road will enhance shopping facilities in the town. The Council welcomes this investment and will seek the further strengthening of the town centre by encouraging additional development on appropriately zoned lands contiguous to the existing centre.

The Council recognises the importance of maintaining a strong retail base in the town centre and its policies on retailing reflect this (see section 4.3). It is Council policy to direct appropriate retail, commercial and other uses to the town centre, to retain ground floor retail uses on Main St. and protect it from encroachment by non-active uses.

In the interests of the balanced development of the town the Council recognises the need to develop a stronger service sector that will strengthen Maynooth as a regional growth centre.

**It is the policy of the Council to promote the town centre as a retail commercial and service sector location.**



**Fig 2.3 The Council recently carried out an environmental improvement scheme on Court House Square as part of the Urban and Village Renewal Programme.**

The town centre is the oldest part of the town. As well as containing some fine individual buildings, Main St. is a particularly fine example of 18<sup>th</sup> century town planning.

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**It is the Policy of the Council to protect the architectural quality of the town centre through designating a significant portion of it as an Architectural Conservation Area.**

**2.7.1 Obsolescence, Dereliction and Areas in Transition**

While Maynooth suffers from relatively little dereliction, there are properties and lands in the town that are vacant or under-utilised. The Council recognises the need to encourage the beneficial use of these properties.

**It is the policy of the Council to seek the removal and renewal of derelict, underused and vacant sites throughout Maynooth.**

In this regard the Council will use its powers under the Derelict Sites Act (1990) or as subsequently amended, as appropriate.

**2.7.2 Town Centre Expansion**

As a rapidly growing town, it is necessary and desirable that the town centre grows proportionately. A number of physical constraints restrict the expansion of Maynooth town centre; the university to the west, the canal and railway to the south and the Carton Estate to the east. It is important therefore that under-used lands within this zone, that form a natural extension to the town centre, are developed in an appropriate manner. Two main areas have been identified; the Harbour area to south of the town centre, and an area to the east on the Dublin Rd.

The Council recognises that the development of these lands must have an appropriate urban form, with streets and laneways knitting them into the town centre and multi-use buildings reflecting and further developing the existing complexity of the historic core.

**It is the Policy of the Council to seek Action Area Plans to guide the future development of such areas.**

Such plans will establish urban design guidelines, and give an indication of the mix of uses, transportation and other connections to the town.

**2.8 Environment and Conservation Policies**

The natural and built environment make a vital contribution to the quality of life in Maynooth. The Council will seek to promote environmental awareness and good practices, together with high standards of design in all development proposals.

**2.8.1 Protection of Buildings and Structures**

The built heritage of the town centre is an important element in the character of Maynooth. Buildings and structures with an architectural, historical and/or streetscape value have been listed for preservation or for consideration for preservation and are listed in Table 3.3

**It is the policy of the Council to protect buildings and structures listed for protection in Table 3.3 of this plan.**

In this regard, the Council will offer such expert advice on conservation as is available to it. The Council will also actively pursue funding for building conservation under the Conservation Grants scheme run by the Department of Environment and Local Government and any tax incentives for conservation that may become available during the period of this plan.

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**It is the Policy of the Council to encourage and support Duchas in carrying out an Inventory of Architectural Heritage for the Town of Maynooth.**

The Royal Canal is another important asset whose potential has yet to be fully exploited. The Council supports the efforts of Duchas in restoring the canal and will seek its preservation and enhancement.

#### **2.8.2 Architectural Conservation Area**

In addition to protecting individual buildings and structures, the Council is aware that many other buildings, while not of sufficient merit to warrant individual listing, are nevertheless important in the context of their contribution to the streetscape. Main St. and the smaller side streets leading off it are particularly important in this regard.

The Main Street is an identifying feature of Maynooth. The axis formed by this street, the University campus, Lime Walk and the Carton Estate and the minor cross-axis along the Moyglare Rd./Leinster St. to the Harbour, is an interesting example of 18<sup>th</sup> century urban design.

**In recognition of the importance of townscape it is the Policy of the Council to designate a portion of the town centre as an Architectural Conservation Area.**

The Council will seek the retention and restoration of the external fabric of buildings within this zone. Particular attention will be paid to the retention and repair (or replacement with replicas of the original if necessary) of original natural slate roofs, chimneys, cast iron rainwater goods and railings, external renders, original timber sash windows and shop fronts. The Council will pursue such grant aid and/or tax incentives as may be made available in support of this policy.

#### **2.8.3 Views and Prospects**

In addition to the vistas discussed above, Maynooth contains a number of sites, areas and vantage points from which views over local landmarks, lands and the canal may be obtained. Views and prospects for protection are listed in par. 3.11.3 and on the Specific Objectives Map.

In the implementation of this policy, it is the intention of the Council to refuse permission for development that would block or otherwise interfere with a view that is designated for protection. In evaluating planning applications located in the foreground of identified views and prospects, consideration will be given to the effect such development may have on the view or prospect.

**It is the policy of the Council to protect the views and prospects of special amenity value or special interest listed in Section 3.10.**



**Fig. 2.4 Main St. Consistent eaves lines, roof pitches and the rhythm established by the vertically proportioned and regularly spaced windows and chimneys are important features which contribute to the quality of the street.**

#### **2.8.4**

##### **Pollution**

Development that causes noise, smell, smoke, soot, grit, dust, vibration or other forms of disturbance can damage the health of people, animals and plants and lead to a deterioration of building materials. Government policy, as expressed in *'Sustainable Development - A Strategy for Ireland'*, attaches great importance to controlling and minimising pollution. It advises that relevant agencies should aim to prevent pollution, minimise the risk to human health and the environment, and encourage and apply the most advanced technical solutions.

While the *Environmental Protection Agency* is responsible for the control and monitoring of pollution, Kildare County Council, as planning authority, exercises control over pollution and nuisance primarily through the development control process. The Council will refuse planning applications that are likely to give rise to unacceptable levels of pollution or nuisance, and will adopt a precautionary approach where scientific knowledge is inconclusive.

Some commercial operations can cause environmental problems and harm residential amenity. The Council will encourage these uses to relocate to a more suitable area or to improve operations on site. The Council will seek to control the effect of such uses through the implementation of the Air Pollution Act 1987 and other legislation.

**It is the policy of the Council to refuse planning permission for development that may create unacceptable air, water, noise or other pollution or nuisance.**

The Council will seek to improve the water quality in the Lyreen River and other water courses in the town. The Council will minimise the impact on ground water of discharges from septic tanks and other potentially polluting sources.

**It is the policy of the Council to implement the provisions of water pollution legislation, in conjunction with other agencies as appropriate.**

#### **2.8.5**

##### **Trees and hedgerows**

The Council is mindful of the importance of mature trees in development and accordingly the preservation of such trees will be a prime consideration in the determination of applications for sites containing trees of amenity value. All new developments will be required to integrate existing trees into the new schemes, where this is appropriate and practical, in the opinion of the planning authority.

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**It is the policy of the Council to make tree preservation orders for the trees, groups of trees and woodlands listed in section 3.11.4.**

**It is the policy of the Council to protect and preserve existing hedgerows and to encourage the planting of new hedgerows, using traditional native species.**

The Council will promote the environmentally sensitive management of hedges. It is the Council's policy to enforce the prohibition of the cutting of hedges during the nesting season.

Where development is proposed in landscapes of which mature trees are a feature, the Council may request the submission of a comprehensive tree survey with the application.

In some instances, the Council may require a detailed landscaping scheme to accompany the planning application. Planting details will be required, including the type and density of species to be planted and a likely time-scale within which this would be completed.

**It is the policy of the Council to ensure, wherever appropriate, that existing trees are incorporated into development proposals and that detailed landscaping schemes are incorporated into major development proposals.**

The Council will require tree surveys and landscaping schemes to be carried out as appropriate. The Council will seek to undertake a review of the trees covered by Tree Preservation Orders and planting schemes during the plan period.

#### **2.8.6 Control of Litter**

The Council recognises the importance of maintaining the town free from litter and protecting it from indiscriminate dumping and bill postering. Accordingly, the Council will carry out its functions under the Litter Act (1997) and as subsequently amended, and the Council's waste and litter management plans to control litter.

**It is the Policy of the Council to establish a seven day street cleaning service.**

#### **2.8.7 Archaeology**

The Urban Archaeological Survey commissioned by Duchas has identified a zone of archaeological potential in Maynooth. This is identified in Map 2 accompanying this plan. It is the policy of the Council to ensure an archaeological investigation of a site is carried out by an archaeologist licensed by Duchas, 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.

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## 3.0 DEVELOPMENT OBJECTIVES

### 3.1 Land Use Zoning

The purpose of land use zoning is to indicate the planning authority's intentions for all lands within the boundaries of Maynooth. The land use zoning objectives are detailed below and are shown on the Land Use Zoning and Specific Objectives Maps. A range of land uses are listed in the matrix in Table 3.1 together with an indication of their broad acceptability in the different land use zones.

#### 3.1.1 Permitted in Principle

The Council will seek to ensure the development of lands and properties in accordance with the Zoning Objectives set out in this section of the plan. Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with the relevant policies, standards and requirements set out in Section 4 of the Development Plan.

#### 3.1.2 Open for Consideration

Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and development of the area.

#### 3.1.3 Not Permitted

Land uses which are indicated as 'Not Permitted' in the Land use Zoning Matrix (Fig. 3.10) will not be permitted.

#### 3.1.4 Other Uses

Proposed land uses not listed in the matrix in Table 3.1 will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area in question of the Plan.

#### 3.1.5 Non-Conforming Uses

It is not intended that existing established uses within the zones outlined in this Plan that are inconsistent with the primary zoning objective should be curtailed. All such cases, where legally established by continuous use for the same purpose prior to 1<sup>st</sup> October 1964 or by a planning permission, shall not be subject to legal proceedings under the Acts in respect of their continued use.

Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.

#### 3.1.6 Transitional Areas

While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity.

In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties. Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.

Land Use	A	A	B	B	C	D	E	F	G	H	K
	1	2	1	2							
Dwelling	y	y	y	y	y	n	n	o	o	o	o
Guest house/hotel/hostel	y	y	o	o	o	o	n	y	o	o	n
Restaurant	y	y	o	o	o	o	n	y	o	o	n
Pub	y	y	n	n	n	n	n	n	n	o	n
Shop (convenience)	y	y	o	o	o	o	n	y	o	o	n
Shop (comparison)	y	y	n	n	n	n	n	o	n	n	n
Retail warehouse	n	o	n	n	n	n	n	n	n	n	n
School	y	y	o	o	o	o	o	y	o	y	n
Medical and Related Consultant	y	y	o	o	o	y	n	y	o	y	n
Health centre	y	y	o	o	o	y	n	y	o	y	n
Nursing home	y	y	o	o	o	n	n	y	o	y	n
Community hall & Sports halls	y	y	o	o	o	o	o	y	o	y	o
Recreational buildings	y	y	o	o	o	o	o	y	o	y	o
Cultural uses, library	y	y	o	o	o	o	o	y	o	y	n
Offices	y	y	n	n	n	y	n	y	o	o	n
Garages, panel beating and car repairs	n	n	n	n	n	o	n	o	o	n	n
Petrol station	n	o	n	n	n	o	n	o	o	n	o
Motor sales	n	o	n	n	n	o	n	n	o	n	n
Car parks	y	y	n	n	n	o	n	o	o	o	n
Heavy commercial vehicle parks	n	n	n	n	n	o	n	n	o	n	n
Cinema, dancehall, disco	y	y	n	n	n	o	n	n	o	o	n
Warehouse (wholesale)	n	n	n	n	n	y	n	n	o	n	n
Repository, store, depot	o	o	n	n	n	y	n	n	o	o	n
Industry	n	n	n	n	n	o	n	n	o	n	n
Industry (light)	n	n	n	n	n	y	n	n	o	n	n
Workshops	n	n	n	n	n	o	n	o	o	n	n
Playing fields	o	o	o	n	o	y	y	y	o	y	y
Place of worship	y	y	o	o	o	o	n	y	o	y	n
Park/playground	y	y	o	o	o	y	y	y	o	y	y
Tourist camping site	n	n	n	n	o	o	o	n	o	o	o
Tourist caravan park	n	n	n	n	o	o	o	n	o	o	o
Halting site	n	o	o	o	o	y	o	n	o	y	o
Cattleshed/slatted unit	n	n	n	n	n	n	n	n	n	n	y
Broiler house	n	n	n	n	n	n	n	n	n	n	y
Stable yard	n	n	n	n	n	o	n	n	n	o	y
Amusement Arcade	n	n	n	n	n	n	n	n	n	n	n
Hot food take-away	n	n	n	n	n	n	n	n	n	n	n
Utility structures	y	y	o	o	o	o	o	y	y	y	y
Funeral homes	y	y	o	n	n	y	n	y	o	o	n
Creche/playschool	y	y	o	o	o	o	n	y	o	y	n
Waste Incinerator	n	n	n	n	n	n	n	n	n	n	n
Cemetery	n	n	n	n	n	n	o	n	o	o	y

y = Permitted in Principal, o = Open for Consideration, n = not permitted.

Fig.3.1 Land Use Zoning Matrix



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## 3.2 Use Zoning Objectives

### 3.2.1 Zoning Objective A1 Town Centre

*To provide 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. It will be an objective of the Council to encourage the full use of buildings and backlands and especially the full use of upper floors. Warehousing and other industrial uses will not be permitted in the town centre.

### 3.2.2 Zoning Objective A2 Town Centre Extension

*To promote mixed use development as an extension of the town centre*

The purpose of this zoning is to provide for the future expansion of the town centre. Multi-storey, multi-functional buildings will be favoured. A broadly similar range of uses as 'A1;Town Centre' is acceptable subject to the amenity of adjacent premises being preserved. Generally residential development, where provided, should be medium to high density. Terraced housing, apartments and especially residential accommodation over commercial/retail ground floor uses will be preferred. A strong emphasis will be placed on the urban design context of proposed development. New development should enclose space, as in traditional streets and squares, rather than be placed as isolated blocks in a sea of car parking.

### 3.2.3 Zoning Objective B1 Existing Residential/Infill

*To protect and improve existing residential amenity; to provide for appropriate infill residential development; to provide for new and improved ancillary services.*

This zoning principally covers existing residential areas. The zoning provides for infill development within these existing residential areas. The primary aims of this zoning objective are to preserve and improve residential amenity and to provide for further infill residential development at a density that is considered suitable to the area and to the needs of the population.

Such areas, particularly where bordering the commercial centre, will be protected from the pressure of development of higher order uses such as retail and offices.

### 3.2.4 Zoning Objective B2 Higher Density Residential

*To facilitate the redevelopment of higher density residential development*

This zoning applies to an area immediately adjacent to the railway station which was originally developed as low density rural cottages, averaging two to the acre. The purpose of this zoning objective is to facilitate the redevelopment of this area to higher residential densities in an orderly manner in accordance with the policies of the Dublin Transportation Office. Developers are encouraged to combine neighbouring plots so as to create more viable development sites.

Imaginative residential schemes which may consist of apartments, maisonettes and terraced housing as well as the more traditional semi-detached housing, are appropriate for this zone. Normal car parking standards may be relaxed in this zone, at the discretion of the Planning Authority. All proposed redevelopment must be of a high design standard and must have regard to the residential amenity of neighbours.

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**3.2.5 Zoning Objective C                  New Residential**  
*To provide for new residential development.*

This zoning provides for new residential development and associated local shopping and other services incidental to residential development. While housing is the primary use in this zone, recreation, education, creche/playschool, clinic/surgery uses and sheltered housing are also envisaged, subject to the preservation of neighbouring residential amenity. Small corner shops may be acceptable where the applicant can show a clear need for such a facility and neighbouring residential amenity is preserved. Permission may also be granted for home based economic activity within this zone, subject to the preservation of residential amenity and traffic considerations. New residential areas should be developed in accordance with a comprehensive plan detailing the layout of services, roads, pedestrian and cycle routes and the landscaping of open space.

No permissions will be granted on lands so zoned within the catchment area of the Meadowbrook River until adequate flood relief measures are carried out in accordance with policy stated in par. 2.4.3.

Direct vehicular access onto the Moyglare Rd. from lands zoned New Residential off the Moyglare Rd. not be permitted (see objective 3.8.1).

**3.2.6                                  Zoning Objective D**  
**Light Industry/Office Park**

*To provide for new office and light industrial development*

These zones are located next to the proposed town park and Carton Demesne on the Dublin Road and near the motorway interchange, the principal gateways to the town. High quality design, finish and landscaping of development will therefore be particularly important. The opportunity of developing offices in conjunction with the landscaping of neighbouring parkland will be encouraged. Other uses, ancillary or similar to offices and light industry will be considered on the merits of each planning application and may be acceptable in this zone. Residential or retail uses (including retail warehousing) will not be acceptable in the Light Industry/Office Park zone. In particular uses such as intensive waste processing and recycling which are deemed to be incompatible with neighbouring residential areas will be prohibited and any existing incompatible uses will be encouraged to re-locate.

**3.2.7 Zoning Objective E                  Open Space and Amenity**

*To protect and provide for recreation, open space and amenity provision.*

The areas included in this zoning objective cover both private and public open space and are dispersed throughout the town. The aims of this land use zoning objective include:

- to protect, improve and provide for recreation, open space and amenity provision;
- to protect, improve and maintain public open space;
- to preserve private open space; and
- to provide recreational facilities.

The Council will not normally permit development that would result in a loss of established public open space within the town except where specifically provided for in this Development Plan. Existing agricultural uses in open space areas will continue to be permitted, and reasonable development proposals in relation to this use will be considered on their merits.

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**3.2.8 Zoning Objective F                      Neighbourhood, Community and Educational**  
*To provide for local neighbourhood, community and educational facilities.*

This zoning objective is intended to encourage the creation of 'village centres' to service local neighbourhoods. It provides for local retail, civic, religious, community and educational facilities including convenience retailing, healthcare, creches, schools, churches, meeting halls and other community facilities, ancillary neighbourhood uses and services. Multi-use buildings of up to 3 storeys are encouraged in this zoning objective, especially residential accommodation over ground floor commercial. A maximum of 1,000 sq. m gross retail floor space will be allowed for any single retail unit in a neighbourhood zone. The zones containing education and community facilities are dispersed throughout the town.

**3.2.9 Zoning Objective G                      General Development**  
*To provide for general development*

This zoning provides for new office, leisure, residential and light industrial development including office parks but excluding comparison retailing and retail warehousing. The provisions of Par 3.1.7 are particularly relevant to this use zoning where potentially incompatible uses are proposed adjacent to each other.

**3.2.10    Zoning Objective H**  
**Institutional and Educational**  
*To protect and provide for the development of schools, the University, religious orders and associated functions and uses.*

The primary purpose of the zoning is for educational and institutional residential use. This zoning is intended to facilitate the existing and evolving requirements of the universities and religious orders established in the town. Associated uses include student accommodation, recreational and cultural facilities and commercial development associated with the universities and religious orders.

**3.2.11 Zoning Objective K                      Agricultural**  
*To retain and protect agricultural uses.*

The purpose of this zoning is to ensure the retention of agricultural uses and protect them from urban sprawl and ribbon development. Uses which are directly associated with agriculture or which would not interfere with this use are open for consideration. This includes limited housing for members of landowners' families or persons who can demonstrate a need to live in the agriculture zone, tourism related projects such as tourist caravan parks or camp sites and amenity uses such as playing fields, or parks.

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### 3.3 Specific Objectives

This section of the plan sets out specific objectives which the Council itself intends to carry out or intends other parties to carry out during the period of this plan in order to realise the stated aims and detailed policies of the plan. Achievement of these objectives will, in many cases, be dependant upon adequate finance being made available to the Council from Central Government and other sources. Where possible Specific Objectives are illustrated on Map 2 accompanying this plan. However some objectives are not site specific and are therefore not illustrated on this plan.

### 3.4 Housing and Residential Objectives

The Council is committed to promoting high quality of design in residential development. It is an objective of the Council to;

- HR 1 Co-ordinate the provision of roads and other services to new housing developments,
- HR2 Ensure a high standard in design, layout, provision of open space and landscaping and variation in house type and size in new residential development,
- HR3 Ensure the development of safer housing areas by encouraging layouts which facilitate pedestrian and bicycle movement and restrict traffic speeds,
- HR4 Prohibit ribbon development along routes into the town,
- HR5 Encourage the provision of landscaped pedestrian and bicycle links between and within estates and between residential areas and the town centre, university and railway station.
- HR6 Preserve and reinforce existing mature trees and hedgerows in new residential areas,
- HR 7 Ensure that infill development is in keeping with existing development in the vicinity in terms of scale, character and finishes.

The Council is aware that increased demand has pushed the cost of housing beyond the reach of many families and is anxious to ensure that local residents in particular can be housed in Maynooth, if they so wish. It is an objective of the Council to;

- HR8 Identify and acquire lands for social housing as necessary,
- HR9 Continue to co-operate with the South Western Area Health Board and other statutory and voluntary bodies in the provision of sheltered and social housing,
- HR10 Seek an appropriate element of affordable and social housing in new residential development and utilise such powers as are available to local authorities to ensure an appropriate proportion of new housing is made available as social and affordable housing, in accordance with the Housing Strategy adopted by Kildare County Council.

### 3.5 Industry and Commercial Objectives

The Council is anxious to ensure Maynooth develops in a balanced manner, with adequate employment opportunities for the residents of the town and its hinterland. It is an objective of the Council to;

- IC1 Facilitate the development of commercial office and light industrial development on appropriately zoned lands
- IC2 Facilitate the further expansion and development of the universities.

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### 3.5.1 Retail

It is an objective of the Council to;

- IC3 Encourage the upgrading and expansion of existing retail outlets in the town centre (Land Use Zoning Objectives A1 and A2),
- IC4 Encourage the provision of neighbourhood shopping centres to serve existing and future housing areas.
- IC5 Prohibit the development of large scale retail and retail warehouse developments on the outskirts of the town in accordance with the 1999 Draft Retail Planning Guidelines (or as subsequently amended).
- IC6 Protect existing retail ground floor uses on Main St.

### 3.5.2 Tourism

It is an objective of the Council to;

- IC7 Support the efforts of Bord Failte, MERTA, Kildare Failte and the private sector in developing the tourism industry
- IC8 Co-operate with Dúchas in the development of the Royal Canal.
- IC9 Protect and enhance the natural and built heritage of the town through the various conservation measures outlined elsewhere in this plan.

## 3.6 Education Cultural and Community Objectives

### 3.6.1 Education

It is an objective of the Council to;

- EC1 Further develop the partnership between the universities, the Council and the town in the development of the universities and associated recreational, cultural facilities,
- EC2 Co-operate with the Department of Education and Science, the Kildare VEC and local school management boards in the provision of an adequate number of school places to serve the needs of the town's population,
- EC3 Facilitate the development of sports, recreational and cultural facilities for schools in the town,
- EC4 Seek to ensure students can cycle or walk to schools and colleges in a safe environment,
- EC5 Facilitate the establishment of the Gael Scoil in the town,
- EC6 Ensure adequate childcare facilities are provided at appropriate locations in association with new development.

### 3.6.2 Health Services

- EC7 It is an objective of the Council to co-operate with the South Western Area Health Board in the provision of health and social facilities, nursing homes and sheltered housing.

### 3.6.3 Fire Service

- EC8 It is an objective of the Council to enhance the fire service to cater for the expanding needs of Maynooth Fire Station's catchment area and to seek a more appropriate location for an expanded fire station, if required.

### 3.6.4 One-Stop-Shop Civic Centre

- EC9 It is an objective of the Council to develop a One-Stop-Shop Civic Centre to serve the needs of the people of Maynooth.

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## 3.7 Utility Services Objectives

### 3.7.1 Water Supply

It is an objective of the Council to;

- U1 Provide sufficient water to serve all lands zoned for development in this plan
- U2 Minimise wastage in the water supply network
- U3 Preserve free from development the way leaves of all public water mains.

### 3.7.2 Sanitary Services

It is an objective of the Council to;

- U4 Ensure that the necessary drainage facilities to serve the needs of all development are provided,
- U5 Prohibit the connection to the sewerage system of any proposed development out of phase with the overall development of the town or where the existing capacity is committed for other development,
- U6 Ensure the separation of foul and surface water effluents through the provision of separate sewerage networks,
- U7 Ensure the changeover from septic tanks to mains connections in all cases where this is feasible,
- U8 Preserve free from development the way leaves of all public sewers,
- U9 Maintain and improve existing sewerage services,
- U10 Provide secure public toilets in the town.
- U11 Upgrade the pumping station on the Dunboyne Rd.
- U12 Eliminate sewage discharges into watercourses in the town.

### 3.7.3 Solid Waste and Recycling

It is an objective of the Council to;

- U13 Ensure Maynooth has an adequate solid waste collection system,
- U14 Regulate private contractors under the 1996 Waste Management Act by issuing Refuse Collection Permits when the appropriate regulations are made by the Minister for the Environment and Local Government,
- U15 Provide a door to door collection system for recyclable material either directly or through a private contractor,
- U16 Endeavour to ensure that the public has easy access to recycling banks by arranging for the provision of bring banks where possible in easily accessible locations,
- U17 Continue to work with and encourage the local community regarding waste management issues.
- U18 Provide a civic amenity site to cater for the needs of north east Kildare.

## 3.8 Transportation Objectives

### 3.8.1 Roads and Streets

It is an objective of the Council to;

- T1 Protect routes of future roads listed hereunder from development;
  - 1 Between Straffan Rd. (a) and Celbridge Rd. (b).
  - 2 Between Straffan Rd. (j) and the New Meadowbrook Rd. (k).
  - 3 Between Moyglare Rd. (r) and County Boundary (s).

No new development will be permitted on lands zoned 'New Residential' in Mariavilla (off the Moyglare Road) pending the completion of this road (r) to (s). Vehicular access from lands zoned for New Residential in this area will only be permitted to access onto the new road, not the Moyglare Rd. Pedestrian and cyclist access from the new development onto the Moyglare Rd. *will* be permitted however.

- 4 Between Greenfield Lane (f) and the New Meadowbrook Road. (g).
- 5 Between Celbridge Rd. (b) and Blacklion Rd. (d).
- 6 Between Kilcock Rd. (o) and Moyglare Rd.(p).

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- T2 Carry out the following road realignments and improvements at;
- 1 the sharp bend at Convent Lane,
  - 2 Rathcoffey Rd. between the town boundary and Bond Bridge,
  - 3 Bond Bridge,
  - 4 some sections of Dunboyne Rd.
  - 5 Kildare Bridge
  - 6 Pound Lane
  - 7 Complete the recommendations of the Town Improvement Scheme
  - 8 Improve the Moneycooley Rd.

- T3 Improve the following junctions;
- 1 The Y junction at Dunboyne/Blacklion Rd.
  - 2 Between Mill St. and the Kilcock Rd.
  - 3 Between Convent Lane and Main St.

### 3.8.2 Pedestrians

- T4 Provide footpaths at the following locations;
- 1 At the east of Convent Lane,
  - 2 Both sides of Leinster St.
  - 3 East side of Moyglare Rd. from the seminary to the development boundary,
  - 4 Along the Celbridge Rd.
  - 5 To the proposed Gael Scoil on the Celbridge Rd. from the proposed Public Open Space
  - 6 To existing and future residential development on Rathcoffey Rd.
  - 7 Along the Lyreen river.

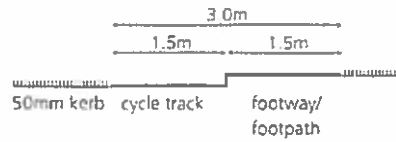
- T5 Provide public lighting at the following locations;
- 1 Leinster St.
  - 2 Celbridge Rd.
  - 3 Dunboyne Rd. between Convent Lane and Kildare Bridge
  - 4 Rathcoffey Rd. to development boundary,
  - 5 Improve public lighting in the town.

### 3.8.3 Traffic Management and Parking

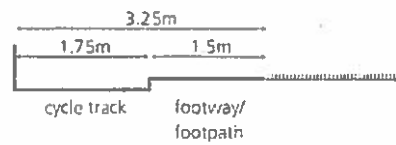
- T6 It is an objective of the Council to;
- 1 Investigate the provision of additional off street public car parking in the town centre,
  - 2 Provide disabled car parking spaces at appropriate locations throughout the town,
  - 3 Ensure the provision of permanent durable surfaces to all public and private car parking facilities,
  - 4 Investigate and carry out a traffic management study and implement its recommendations where these do not conflict with amenity or other objectives of the plan and as resources allow,
  - 5 Ensure that existing cul-de-sacs in Greenfield Drive and Carton Court are retained as such and are not used as vehicular access points to adjoining lands to the south
  - 6 Provide traffic calming measures on the proposed new road connecting Straffan Rd. to Meadowbrook and other appropriate locations.
  - 7 Ensure that Parklands and Rockfield and Parson Hall estates remain cul-de-sacs, with no additional development allowed to access from these estates.

**3.8.4 Public Transport**

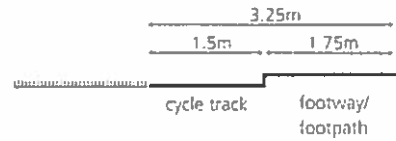
- T7** It is an objective of the Council to;
- 1 Co-operate with Iarnrod Eireann in the upgrading of the railway and station
  - 2 Co-operate with Bus Eireann, Dublin Bus and private operators in ensuring an adequate bus service in the town and in the provision of bus stops at appropriate locations,
  - 3 Seek to ensure all public transport is accessible to the disabled.
  - 4 Promote the development of a local public transport network connecting the towns and villages of Co. Kildare,
  - 5 Investigate the provision of a new vehicular access to the railway station from the Rathcoffey Rd.



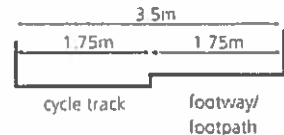
*Kerb segregated facility open on both sides*



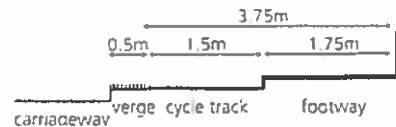
*Kerbs segregated facility bounded on cycle track side*



*Kerbs segregated facility bounded on footway/footpath side*



*Kerbs segregated facility bounded on both sides*



**3.8.5 Cycling**

- T8** It is an objective of the Council to provide cycle paths at the following locations;
- 1 Alongside all distributor roads
  - 2 Along the Rathcoffey Rd.
  - 3 Along the Moyglare Rd.
  - 4 Along Mill St.
- T9** It is an objective of the Council to investigate the feasibility of providing cycle lanes and/or footpath at the following locations;
- 1 Along the Lyreen river from the Pound to the development boundary
  - 2 Through the College grounds from Bond Bridge to the Kilcock Rd.
  - 3 Along the Canal and connecting to the Mart,
  - 4 Between Maynooth, Leixlip and Kilcock along the canal
- T 10** It is an objective of the Council to ensure adequate secure bicycle parking facilities are provided as part of new developments.

**Fig 3.2 Cycle track standards**



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## 3.9 Open Space and Amenity Objectives

It is an objective of the Council to;

- OSA1 Protect the amenity and tourist value of the canal, protect its banks, footpaths and harbour and develop walking routes along the canal in conjunction with the relevant statutory bodies and voluntary groups.
- OSA2 Protect existing open spaces and recreational uses from encroachment by other uses,
- OSA3 Designate lands north of the nursing home on the Moyglare Rd. and lands on the new Straffan Rd.-Celbridge Rd. for major open space areas and lands to the south east of the town as a new District Park,
- OSA4 Continue to co-operate with community and sports bodies in the development of the Harbour area and other recreational areas in the town,
- OSA5 Provide and facilitate the provision of suitably located land for community use,
- OSA6 Continue the development of the area adjacent to the Lyrean river for amenity purposes and investigate further amenity in the area.

## 3.10 Town Centre Objectives

- TC1 It is an objective of the Council to preserve the townscape character of the town centre with its pattern of two storey buildings with pitched slate roofs.

This objective will principally be achieved through the Development Control Process and through the provision of advice to developers. Special care will be required within the Architectural Conservation Area.

It is an objective of the Council to;

- TC2 Continue with the implementation of the Town Improvement Scheme,
- TC3 Seek the removal of unnecessary street furniture and clutter,
- TC4 Protect street furniture of heritage value,
- TC5 Advocate the development of the Castle precinct with Duchas,
- TC6 Encourage the undergrounding of utility cables in the town centre,
- TC7 Strictly control advertising and seek to remove existing established signage (in particular neon and plastic signs) which is visually obtrusive or out of scale with the character of the town centre,
- TC8 Ensure that the existing historic street pattern is retained,
- TC9 Preserve the Pound at Pound St as an amenity item,
- TC10 Protect the ground floor retail use on Main St.

### 3.10.1 Town Centre Expansion

Two areas in the town, adjacent to the existing town centre, have been identified as appropriate locations to accommodate the expansion of the town centre. They require sensitive urban design, landscaping and an appropriate balance of uses if they are to develop satisfactorily and have been identified as being most appropriately developed in the context of Action Area Plans.

#### *Harbour Action Area Plan*

The Harbour area has traditionally been an under-used backlands area of the town. At present this area accommodates the fire station and Council yard, the health centre and a playing pitch on the Harbour Field. An important pedestrian route connects the railway station to the university and town centre by way of Leinster St. and a bridge over the canal. Much of the land is in public ownership, some in the ownership of the Council itself. The Health Board currently proposes developing a respite care unit on lands in its ownership.

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The Council recognises the potential of this area and the importance of securing its development in a co-ordinated and planned manner.

TC10 It is an objective of the Council to secure ownership of Harbour Field and to develop it as a recreational facility for the people of Maynooth. This is to be carried out in consultation with representatives of the community and will include the provision of a public children's playground.

An Action Area Plan will guide future development in the Harbour area. This plan will establish guidelines for the appropriate development of this area as an amenity resource for the town.

The development of this area may necessitate the relocation of the fire station and Council yard to lands in Council ownership on the Dublin Rd.

#### ***Carton Avenue Action Area Plan***

The Lime Walk is one element in a sophisticated piece of 18<sup>th</sup> century landscape design linking St. Patrick's College and Carton Estate. While the avenue itself is now in the ownership of the Council, the vista has suffered from neglect in recent years. The expansion of the town centre is putting the avenue under increased pressure.

TC11 It is an objective of the Council to secure the rehabilitation and enhancement of this avenue by requiring the development of adjacent lands (as delineated on Maps 1 and 2) to be conditional on the landscaping of a public park incorporating the avenue and lands zoned as amenity/open space adjacent to the avenue and a public children's play ground.

The lands within this zone are all either in a single private ownership or owned by the Council. The action area plan will set out a master plan for the development of all lands within the zone, whether residential, or open space/amenity. Development adjacent to the proposed park should be designed in conjunction with the park so as to enhance the overall amenity of the area and encourage the passive supervision of the public spaces.

The plan will also include;

- a survey of the trees on the avenue and appropriate remedial works necessary to secure the future of the avenue and
- a pedestrian link to the canal.
- a management programme for the future maintenance of the park in agreement with Kildare County Council.

Notwithstanding the fact that lands within the area have been zoned in this plan no planning permissions for development will be granted until a masterplan for the development of the area as a whole has been agreed with the Council.

## **3.11 Environment and Conservation**

### **3.11.1 Protected Structures**

EC1 It is an objective of the Council to secure the preservation of certain items and structures of artistic, historic or architectural interest in Maynooth which are listed in table 3.3 below.

The Council will accordingly in its development control function, have regard to this objective. Any proposal to demolish or alter these items in any way will require planning permission and the effect of this objective is to remove any such development from exempted development provisions of the Planning Acts and Regulations.

The listing of these items for preservation denotes their inherent value to the community. This value is recognised by the Council and to this end, the Council will draw attention to the heritage value they represent. It will be an objective to develop the tourist and recreational potential of the items listed where possible and appropriate.

EC2 It is an objective of the Council to assist owners of such properties in their maintenance and repair through advice and grant aid under the Building Conservation Grants scheme operated by the Department of Environment and Local Government.

The Council recognises that structures listed for preservation are best protected if kept in economic use and will therefore favourably consider a change of use to higher value economic use, which would not normally be approved in that particular zone, subject to the character and artistic, historical and architectural value of the building being maintained and the proposed use being in sympathy with surrounding uses.

In addition to the items themselves it is an objective of the Council to preserve their environs and setting and to prevent and exclude any development which would destroy or detract from their amenity value.

Under the Local Government (Planning and Development) Act 1999 the entire building and curtilage of a protected structure is protected. Property owners are entitled to a Declaration from the Planning Authority outlining the nature and scale of alterations which may be acceptable to a particular structure. Those seeking to alter a protected structure are advised to discuss their proposal with the Planning Department of Kildare County Council before any alteration is made.

The following structures are listed for protection;

IP1	Stoyte House*	Building
IP2	New House*	Building
IP3	Dunboyne House*	Building
IP4	Riverstown House*	Building
IP5	Rhetoric House*	Building
IP6	Logic House*	Building
IP7	St. Patrick's*	Building
IP8	St. Mary's (including library and refectory)*	Building
IP9	College Chapel*	Building
IP10	Infirmary*	Building
IP11	Entrance to College*	Entrance Gate and boundary walls
IP12	St. Mary's Church of Ireland	Building
IP13	Maynooth Castle	Ruin
IP14	Bridge at Castle	Bridge
IP15	Castle View House	Building
IP16	Former rectory, Parsons St.	Building
IP17	former Buckley House, at Bridge (including piers and	Building

\*The existing ball alleys within the grounds of Maynooth University are not protected structures

	railings)	
IP18	Garda Station, Leinster St.	Building
IP19	Credit Union, Leinster St.	Building
IP20	House next to Credit Union, Leinster St.	Building
IP21	Geraldine Hall, (incl. doorway and windows)	Building
IP22	Bean House, Leinster St.	Building
IP23	Dawsons Greengrocers, Main St.	Building
IP24	Leinster Arms	Building
IP25	Flood House, The Square	Building
IP26	Lyreen House	Building
IP27	Brady's Public House	Building
IP28	Caulfields Public House	Building
IP29	Ryebank, Dublin Rd	Building
IP30	Carton Lodge and Entrance Gate	Building
IP31	Building next to Ryebank, Dublin Rd.	Building
IP32	Band Hall, Pound Lane	Building
IP33	The Pound	Building
IP34	St. Mary's Catholic Church	Building
IP35	Maria Ville House	Building
IP36	Crew Hill House	Building
IP37	Laraghbryan Church	Building

Table 3.3 Protected Structures

### 3.11.2 Architectural Conservation Area

An area of the historic core of the town has been designated on the Specific Objectives Map as an *Architectural Conservation Area*.

EC3 It is an objective of the Council to protect and enhance the character of this area. The repair and refurbishment of existing buildings will be favoured over demolition and new build. New development should be sympathetic in scale, massing and detailed design to the existing character of the area.

Specifically, the repair (or replacement with replicas if necessary) of original timber sash windows, cast iron rainwater goods and railings, natural slate roofs, chimneys and external renders will be sought for all buildings within this area. New shop fronts and signage should be traditional in design and respect the character, scale proportions of the original building.

### 3.11.3 Protected Views and Prospects

EC4 It is an objective of the Council to protect;

- 1 views and prospects of the canal from all locations;
- 2 views and prospects forming the settings and environs of all protected structures
- 3 the area of the College Gates and Geraldine Castle
- 4 Carton Avenue/Main St. axis
- 5 the cross axis to the Harbour along Leinster St.

### 3.11.4 Tree Protection Orders

EC5 It is an objective of the Council to protect, by way of tree protection orders, trees and groups of trees of special amenity value at the following locations through the use of tree preservation orders or by other means;

- 1 Main St
- 2 Lime Avenue
- 3 Leinster St.
- 4 College Lands
- 5 Maria Villa
- 6 Castle Area
- 7 Have a tree survey of trees on Main St. and Lime Avenue carried out and replace if necessary

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**3.11.5 Archaeology**

An area of the town (delineated in the Map 2) has been identified by Duchas as being a Zone of Archaeological Potential.

EC6 It is an objective of the Council to protect the town's archaeological heritage within the Zone of Archaeological Potential and in the vicinity of National Monuments.

All development proposed within this zone, and in the vicinity of National Monuments, will require to be undertaken under the supervision of a licensed Archaeologist. Planning applications within these areas will be referred to Duchas.

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## 4.0 DEVELOPMENT CONTROL

### 4.0 General

- 4.0.1 The Planning Authority is required under the Local Government (Planning and Development) Acts to control development, ensuring that permissions granted under the Acts are in accordance with the proper planning and development of the area and are consistent with the policies and objectives of the Development Plan. The Maynooth Development Plan is the statutory development plan regulating land use, development and conservation in the town of Maynooth.

The purpose of this section of the Plan is to ensure a high standard of design, layout and function for all new development, to conserve what is good in the existing built and natural environment, and to protect the amenities of the town.

Development Control will be exercised by the Council in a positive manner, having regard to the provisions of the Planning and Development Act, and in accordance with the proper planning and sustainable development of the town.

Discussions with the Planning Authority prior to the submission of planning applications are useful in helping to clarify policies and issues for both the Planning Authority and developer. Any such discussions will take place without prejudice to the decision of the Planning Authority on the individual or other development proposals. Development proposals that are consistent with the provisions of the Plan will not necessarily be permitted.

Development proposals may be subject to other regulations and statutes, covering fire, air and water pollution etc., as well as building regulations. In particular developers' attention is drawn to their obligations under Part M of the Building Regulations.

In cases where development has commenced or is being carried out without planning permission or in breach of a permission, the Council will take enforcement action.

### 4.1 Development Standards

#### 4.1.1 Zoning

The Council will seek to secure the development of lands and properties in accordance with the zoning objectives set out in Section 3.2 of this plan.

#### 4.1.2 Site Coverage

Site coverage standards are intended to avoid the adverse effects of over development. Site coverage is calculated by dividing the total area of ground covered by buildings by the total ground area within the site curtilage. The maximum site coverage shall be 50% for residential development and 66% for retail and commercial development. Within the Town Centre Zone, the maximum site coverage shall be 80% for all development.

A particular site coverage standard shall be acceptable only where it is consistent with other standards such as open space requirements, car parking, plot ratio,

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building lines and building heights, fire safety and building regulations and the amenity of adjoining dwellings.

#### **4.1.3 Plot Ratio**

The purpose of plot ratio standards is to prevent the adverse effect of over-development on the layout and amenity of buildings on the one hand and to ensure an adequate sense of enclosure and the efficient and sustainable use of serviced land on the other hand.

Plot ratio is the gross building floor area divided by the gross site area. The gross floor area is the sum of all floor space within the external walls of the buildings, excluding plant, tank rooms and car parking areas. The gross site area is all land within the curtilage of the site. Generally the maximum plot ratio standard shall be 1.0 for all development. Within the Town Centre (Zones A1 and A2) the maximum plot ratio shall be 2.0.

#### **4.1.4 Building Lines**

Building lines in the urban environment define and contain public space. They are also intended to provide protection from the noise and fumes associated with traffic, allow for the provision of off-street car parking and allow for future road development.

Generally, in determining applications for development works the Council will seek to ensure that development is not carried out in front of established building lines or in a position where it would be in conflict with the building lines determined by the Council to be appropriate for that area.

Maintenance of the traditional street line is of particular importance in the Town Centre area. However, in specific situations, it may not be in the interests of good planning to enforce a rigid standard for building lines. Consequently, the Planning Authority, in the interests of maintaining a good townscape, will examine each application on its own merits.

#### **4.1.5 Building Heights**

A high building is defined as one which is significantly higher than neighbouring or nearby buildings. In a number of locations, particularly within the town centre, consideration may be given to developments in which an increase in building height is proposed, especially where this provides added definition to the streetscape. Where buildings front onto large expanses of open space or wide streets and roads, taller buildings help give definition to the space or road. In such situations buildings of up to four storeys may be acceptable.

New development on Main St. will be required to conform strictly with the existing eaves height, roof pitch and overall building heights prevailing on that street.

The building height of proposed developments will generally be considered in terms of the extent and location of the site, its relationship to open space, the width of the road or street onto which it faces and its setting within the town.

- the degree of overshadowing and loss of light to surrounding property;
- the degree of overlooking (particularly of residential property) and consequent loss of privacy to surrounding premises;
- the extent to which there is a disruption of the scale of an existing streetscapes;
- the extent to which the building detracts from structures or spaces of architectural or historic importance;
- the extent to which the building detracts from important landmarks;
- the detrimental effect on any existing building having special visual identity;

- any attractive view from significant vantage points that would be obscured by the building;
- the degree of obtrusion of the building on the skyline;
- the visual relationship as well as the scale of the building in relation to open space and the effects of the building on the quality of the space;
- the area of the site and whether it is large enough to provide a visual transition from the scale of surrounding development and
- whether the purpose or civic importance of the building would justify its prominence

#### 4.1.6 Car Parking

In all developments the Planning Authority will normally require the provision of car parking spaces within or convenient to the site of the development. The provision should be based on the extent to which the development is likely to generate demand for additional parking spaces. The parking standards given in Table 4.1 shall apply.

**Table 4.1 Car Parking Standards**

Type of Development	Relevant Car Parking Standards
House and flats (3 bedrooms or less)	1 car spaces per dwelling unit + 1 visitor's space per 2 dwelling units
Houses (more than 4 bedrooms)	2 car spaces per dwelling unit
Student Residences	1 car space per 4 bedrooms
Shops (< 250 sq. m. gross)	1 car space per 24 sq.m. of gross floorspace
Shops (250 - 1,000 sq. m. gross)	1 car space per 18 sq.m. of gross floorspace
Large stores (> 1,000 sq. m. gross)	1 car space per 12 sq.m. of gross floorspace
Banks, Financial institutions	1 car space per 14 sq. m. of gross floor space
Offices (town centre)	1 car space per 25 sq.m. of gross floorspace
Office Park	1 car space per 20 sq. m. of gross floor space
Industry/manufacturing	1 car space per 33 sq. m. of gross floorspace
Warehousing	1 car space per 100 sq. m. of gross floorspace
Theatre, cinema, church, stadium	1 car space per 3 seats
Hotels, guest houses (excl. function rooms)	1 car space per bedroom
Lounge bars	1 car space per 3.75 sq. m. of public floorspace
Restaurants	1 car space per 4.5 sq. m. of public floorspace
Take-aways	1 car space per 18 sq. m. gross floor area
Function-room, dance halls, clubs	1 car space per 3 sq. m.
Playing fields	15 car spaces per pitch
Primary Schools	1.2 car space per classroom
Secondary Schools	2 car spaces per classroom
Nursing homes	1 car space per 2 bedrooms
Hospitals	1.5 car spaces per bed
Clinics and Group Medical Practices	2 car spaces per consultant

Note: Large complex developments may be assessed separately with regard to the circumstances.

The Council reserves the right to alter the above requirements having regard to the circumstances of each particular development and the proper planning and sustainable development of the area.

In addition to car parking standards sufficient space will be required within the curtilage of the site for all service vehicles involved in the operation of the business or building.

The minimum size for a car parking space shall be 2.4m x 4.8m and circulation aisle 6m wide. Loading bays shall be a minimum 3 x 6m.

Where the provision of car parking is required by this plan, such provision will normally be met by providing the required spaces within the curtilage of the development or where, in the opinion of the Council, it would be impracticable for individual developers to provide for on-site parking, by a contribution in accordance with the powers contained in the Local Government (Planning and Development) Acts, 1963 to 1999.



Credit will be given for existing authorised use in calculating the above standards.

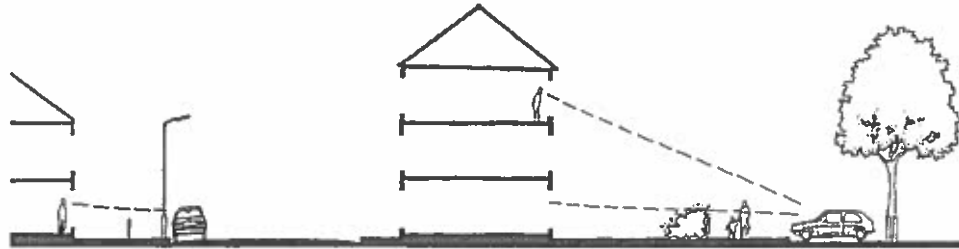


Fig 4.1 In the interests of security car parking should be overlooked by buildings where possible.

#### 4.1.7 Parking for the Disabled

In addition to the above, all developments must make provision for car parking for the disabled in accordance with the recommendations of *You Can Park Here*, published by ABLE.

#### 4.1.8 Bicycle Parking

The planning authority will require the provision of a minimum level of cycle parking facilities in association with new development and a change of use. Where the provision of cycle parking facilities are intended for use by the staff of that particular development stands should be located within the curtilage of the development to ensure effective security and supervision. Cycle stands for use by visitors should be located convenient to the entrance of buildings, and positioned so as to ensure safety, security and supervision.

**Table 4.2 Bicycle Parking Standards**

Type of Development	Relevant Cycle Parking Standards
House and flats	1 stand per dwelling
Student Residences	1 stand per bedroom
Shops	1 stand for every 200 sq.m. of gross floorspace
Supermarkets and large stores	1 stand for every 200 sq.m. of gross floorspace
Offices	1 stand for every 200 sq.m. of gross floorspace
Industry	1 stand for every 200 sq.m. of gross floorspace
Warehousing	1 stand for every 250 sq.m. of gross floorspace
Theatre, cinema, church, stadium	1 stand for every 20 seats
Hotels, guest houses	1 stand per 4 bedrooms
Lounge bars	1 stand for every 30 sq.m. of public floorspace
Restaurants	1 stand for every 30 sq.m. of public floorspace
Function-room, dance halls, clubs	1 stand for every 30 sq.m.
Playing fields	4 stands per pitch
Schools	1 stand per 10 pupils
Nursing homes	1 stand per 8 members of staff

Note: Large complex developments may be assessed separately with regard to the circumstances.

The planning authority will also encourage the provision of cycle parking facilities where possible at existing transport nodes, public buildings, retail centres and leisure facilities.

#### 4.1.9 Drainage

Developers will be required to provide efficient systems of drainage with separate foul and surface water drains. On site attenuation of surface water may be required if, in the opinion of the County Manager, there is a risk that the proposed development

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may cause flooding or significant damage due to storm surges in existing water courses.

#### **4.1.10 Public Utilities**

The Planning Authority will normally require that all wires, cables and pipes for the provision of public utility services be ducted underground to preserve the amenity and visual character of an area, and in the interests of public safety in urban areas.

#### **4.1.11 Environment**

It is the policy of the Planning Authority to minimise the threat of air, land, water or other environmental pollution by use of the statutory powers of the local authority. The attention of developers is drawn to the requirements of the Environmental Impact Assessment Regulations.

#### **4.1.12 Noise**

The Council will seek to ensure that new development does not cause an unacceptable increase in the noise and pollution levels affecting surrounding properties.

#### **4.1.13 Access for Disabled Persons**

The Planning Authority will require that the layout and design of a proposed development gives consideration to the needs of the disabled. Building designs shall allow full access to the building for all disabled persons, whether employees, residents or the visiting public. Public and private open space associated with a development shall be designed with the needs of the disabled and mobility impaired in mind.

#### **4.1.14 Access to Land**

It is the policy of the Planning Authority to ensure that no development takes place that will prejudice the provision of vehicular, pedestrian access or sewerage to undeveloped zoned lands. Development will be designed so as to ensure 'ransom strips' will not inhibit future development.

## **4.2 Residential Design Standards**

### **4.2.1 Residential Density**

The Department of the Environment and Local Government recently published *Residential Density Guidelines for Planning Authorities*, which identifies that increased residential density has the following benefits.

- more economic use of existing infrastructure and serviced land;
- a reduced need for the development of green field sites, urban sprawl and ribbon development;
- reduced need for investment in new infrastructure;
- better access to and improved viability of existing services and facilities; and
- more sustainable commuting patterns.

The guidelines identifies the Development Plan and the exercising of development control functions as a way for planning authorities to take effective action to achieve higher levels of residential density. The guidelines also identifies the Development Plan as a method of recognising the importance of achieving higher residential densities in appropriate areas such as brownfield sites, sites in proximity to town centres and public transport nodes in the interest of providing a more sustainable residential development pattern.

Existing residential densities vary considerably throughout the town. The Council will seek to promote appropriate levels of higher residential densities on 'brownfield sites', in the town centre and at other appropriate locations such as close to the railway station.

Whilst higher development densities will be promoted by the Council, it is recognised that over-development of sites can have an adverse effect on the amenity of adjoining properties and areas, can give rise to significant levels of traffic and has implications for the provision of private open space. The Council recognise that a high quality of design and layout and a good quality living environment, including the availability of proper shopping, transport, community, recreational and leisure infrastructure, are essential if increased residential densities are to be acceptable.

Subject to the over-riding standards for private and public open space, car parking, plot ratio, site coverage and building heights specified in Section 4.1, the indicative densities for various types of residential development are identified in table 4.3. These standards may be altered in the light of planning advice and guidance from the Department of the Environment and Local Government and revised legislation.

Where the Planning Authority grants permission for higher density developments, the Council reserves the right to request developers to contribute towards the cost of providing larger areas of open space and/or recreational facilities elsewhere in the town. A proportion of the development may also be required to be made available for social and/or affordable housing.

**Table 4.3** Indicative residential densities per acre

2 storey buildings of apartments	24 dwelling units
3 storey buildings of apartments/duplexes	33 dwelling units
Terraced housing and maisonettes <sup>7</sup>	14 dwelling units
Semi-detached houses	10 dwelling units
Detached houses	8 dwelling units

#### 4.2.2 Design of Layouts

Layouts for residential development should be designed to create a strong sense of identity for residential areas.

Where land is being developed for housing the following considerations will be taken into account in the assessment of the proposal:

1. The need for land to be used economically;
2. The capacity of the physical and social infrastructure to cater for the design population;
3. The adequacy of present and future community facilities;
4. Appropriate density;
5. Adequate privacy for individual houses, flats etc.;
6. The safety of proposed layouts and the capacity of existing roads to absorb future development;
7. Adequate provision for car parking, open space, landscaping and planting; and
8. Integration with existing development and the preservation of features on site.

<sup>7</sup> For the purpose of this plan a house and maisonette is defined as a dwelling with its own external access, an apartment, flat or duplex is a dwelling accessed from an internal lobby or hallway.

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While residential estates may be laid out in the traditional manner of roads, cul-de-sacs, footpaths and verges, the Council will welcome more innovative layouts. Well designed cluster layouts can create attractive environments at higher residential densities.

The Council encourages a mix of residence sizes and layouts. Apartments, maisonettes, terraced housing, detached and semi-detached housing can be combined to create interesting and innovative layouts while at the same time ensuring the most efficient use is made of the land available. Thus, for example, two or three storey apartment/maisonettes may be located on corner sites to form a gateway into a cluster and allow the designer more flexibility in the use of awkward sites.

Three storey apartment or maisonette development may give a more appropriate scale fronting on to large open spaces or wide distributor roads, while more intimate spaces can be created with traditional two storey houses developed in clusters to the rear. Terraced housing can create a stronger sense of enclosure than semi-detached or detached houses. The judicious siting of single aspect housing, where the private open space to the front of the house is minimal, can reduce the apparent width of the roadway, again helping to define and enclose a semi-private space and acting as a traffic calming measure.

Housing schemes designed in accordance with An Foras Forbatha's 'Streets for Living' (1976), Places, Streets and Movement (DETR, London, 1998) the 'Essex' and 'Cheshire' design guides (published by the eponymous English County Councils) shall be particularly encouraged. The Planning Authority will give advice to estate designers and builders and may permit a higher density where 'courtyard' or 'precinct' type layouts are proposed.

Proposals for large residential developments (75 units or more) should be presented in the context of a local area plan where access for residents to public transport, schools and child-care facilities, shops and recreational facilities are all clearly indicated. The proposed management and on-going maintenance of public open space within the scheme should also be included.

Developer's attention is drawn to the recommended standards of the *Childcare Facilities; Consultation Draft of Guidelines for Planning Authorities* (and as subsequently amended) issued by the Department of Environment and Local Government, to which the planning authority will have regard.

#### 4.2.3 Road Layouts in Residential Areas

The layout and detailed design of roads is crucial to the shaping of all developments. Road layouts should be considered as part of the overall concept and should not be the starting point of the design layout. Housing layouts dictated solely by the geometry and size of roads lead to bland, anonymous residential housing estates with no 'sense of place' or neighbourhood.

Instead, the arrangement of buildings to create enclosure and a sense of space with which residents can identify should be the primary consideration. Traffic demands generated by the resultant layout can then be checked against the requirements of road engineering standards. In this way attractive urban forms, where security for pedestrians, cyclists and children is paramount, can be created. 'Traffic calming', to ensure low ambient traffic speeds, can be designed in to the layout from the outset, rather than added as an afterthought.

Distributor roads must be not less than 7.3m wide.

For more detailed guidance on the design of road layouts the designer is referred to *Design Bulletin 32, Residential Roads and Footpaths – Layout Considerations*, (2<sup>nd</sup>

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edition) published by the British *Department of Environment, Transport and the Regions*. This guide sets out minimum carriageway widths for the free movement of traffic. Areas for other functions, such as parking or cycle lanes, should be included as an addition to the minimum widths. The *DoELG Recommendations for Site Development Works for Housing Areas (1998)* standards are also acceptable.

#### **4.2.4 Car Parking in Residential Areas**

Car parking standards are laid out in table 4.1. Car parking should be within the curtilage of the site where possible. While grouped car parking is acceptable, for security reasons car parking should always be overlooked by housing. No more than 10 car parking spaces should be grouped together. The visual impact of large areas of car parking should be reduced by the judicious use of screen planting, low walls and the use of different textured or coloured paving for car parking bays.

#### **4.2.5 Sub-standard Development**

New dwellings that closely overlook the rear curtilage of existing dwellings will not normally be permitted. Houses located in a piecemeal fashion to the rear of existing houses, with inadequate independent road frontage and that do not form part of a comprehensive development plan for a particular area, are considered to represent sub-standard development and will not normally be permitted.

#### **4.2.6 Pedestrian and Cycle Access**

The Planning Authority intends that provision be made for main pedestrian and cycle links between the various centres of activity in the town and between the town centre and residential areas.

New pedestrian routes should be designed with the security and safety of users and residents in mind. Generally, people prefer to walk along roads and streets where they can be seen by drivers, residents and other pedestrians. If segregated pedestrian routes are to be provided, they must be well-connected, well lit and overlooked by houses and other buildings. Pedestrian routes through backland areas are unacceptable.

Layouts should be designed to encourage cycling, including cycling by unaccompanied children over 12 years. Where possible roads should be designed to be safe for cyclists. Where cyclists and pedestrians share the same space a raised kerb and different coloured paving is helpful in segregating cyclists from pedestrians.

#### **4.2.7 Private Open Space**

Privacy is an essential part of human living and is particularly important in relation to homes. Private open space should be designed for maximum privacy and orientated for maximum sunshine and shelter. Access and layout should ensure normal household activities such as refuse and fuel storage, clothes drying etc. can be carried out comfortably. The Council will also seek to ensure that neighbouring residential amenity is protected. Boundaries to rear gardens will normally be not less than 1.8m high.

An absolute minimum private open space of 55 m. sq. will be required for all houses. Generally, the standards to be applied for private open space provision per bed-space<sup>8</sup> are 16 sq. m. for houses and maisonettes and 10 sq. m. for apartments and flats. (Thus a standard 3 bedroom house, with one single bedroom and two double bedrooms, would require private open space of not less than 80 m. sq. Private open space shall exclude car parking bays. In addition a minimum of 22m will normally be

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<sup>8</sup> A bedroom of between 6.5 and 10.5 sq. m is considered to be one bed-space while a bedroom of more than 10.5 sq. m. above is considered to be two bed-spaces.

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required between directly opposing rear first floor windows. A minimum of 2.5 m should be provided between dwellings so as to provide access for maintenance.

In innovative designs, where a mix of houses, maisonettes and apartments with semi-private and communal open spaces, is proposed, private open space may be provided in the form of courtyards, balconies, terraces and patios. In such cases adequate alternative provision for storage and laundry must be provided.

#### **4.2.8 Public Open Space and Landscape Considerations**

The primary functions of open space in housing areas are aesthetic and recreational. The purpose of the open space being provided, whether for small children playing close to their homes, larger open 'kick about space' for older children or smaller pockets of space for visual delight, should be clear and the space designed and landscaped accordingly.

Open spaces should be provided on a hierarchical system with areas intended for small children sited within sight of their homes and larger 'kick about' areas more remote from houses.

Attention must be paid to the proportions and gradient of open space. Long narrow spaces and steeply sloping land will generally be unacceptable.

Open space must be considered as an integral part of the design and should always be overlooked by as many houses as possible. Housing backing on to public open space is not acceptable. Incidental space and 'space left over after planning' will not be acceptable as open space provision. Areas of road, grass margin, car parking and communal open space not accessible to the general public shall not be considered open space.

Generally public open space in new residential development, in access of private space attached to dwellings, shall be provided at the rate of 12 sq. m. per bed-space for houses and 10 sq. m. per bed-space for apartments.

Where, in the opinion of the Planning Authority, it would not be in the interests of the proper planning and sustainable development of the area to require the provision of open space to the above standards, the Planning Authority may require a developer to pay a stated sum of money towards the cost of providing open spaces and/or recreational facilities elsewhere in the town.

Thus, in zones A1, A2 and B2, and within 200m of the proposed Strategic Open Spaces identified in Par. 2.6.2, the developer may be required to contribute towards the cost of recreational facilities elsewhere in the town, rather than provide additional open space in the immediate vicinity. Such a requirement will be in the form of a condition attached to the grant of planning permission.

Developers will be required, at their expense, to vest all open spaces in the Council ownership as public open space in the taking-in-charge of the estate. Pending the establishment of a Parks Department by the Council all public open spaces are privately maintained. A management plan for the maintenance of public open space should therefore be provided as part of the development proposal. This plan will outline how, and by whom (whether a management company or the residents themselves), the open space will be maintained.

Landscaping is an integral part of any development and should be designed for long term ease of maintenance. The potential of existing site features should be fully explored and planning applications should include an accurate landscape survey plan. Wherever possible, existing healthy trees should be protected and integrated into the development.

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The landscaping should be appropriate to the function of the space and proposed long term maintenance plan. Thus, while seeding with grass may be appropriate for larger 'kick about spaces', grass cutting requires high maintenance. Tree and shrub planting, or decorative paving, are lower maintenance alternatives which may be more appropriate in smaller and highly trafficked spaces.

Generally developments should include new trees within the site at a ratio of at least two trees per dwelling. Garden areas should be adequately landscaped. Rear gardens should be treated with a 300mm minimum cover of consolidated top soil, and front garden areas with grass, shrubs or paving.

Where town centre or infill development is proposed, particularly apartments and flats, a reduction in the levels of public open space provided per unit may be considered acceptable if the quality of building and landscape design is sufficiently high. Developers will be required to provide sufficient detail in their applications, including a detailed planting schedule, fully rendered drawings and samples of proposed materials for such an assessment of quality to be made.

#### **4.2.9 Apartment Developments**

Apartment developments should be of high quality, incorporating car and bicycle parking facilities (see tables 4.1 and 4.2) and refuse storage areas for the use of all residents. Refuse stores should be conveniently located, well ventilated and comply with all public health and fire safety requirements. A minimum internal storage areas of 5 cubic meters should be provided within each apartment unit. Where combined kitchen/living areas are proposed, the apartments should have separate facilities for clothes washing and drying.

Entrance hallways, stairs and corridors should be well designed with good lighting and ventilation. Vertical and horizontal circulation should be arranged so that corridors do not extend more than 15 m from a widened 'landing' area, that should include natural lighting where possible. Corridors should be widened at entrances to apartments. Service ducts serving two or more apartments should, as far as practicable, be accessible from common circulation areas for maintenance purposes. The number of apartments served by a single lift/core should not exceed 30 units.

Private open space for apartments should ideally be provided in the form of terraces, balconies or patios directly accessible from each individual apartment. However the provision of some or all of the space as communal open space may be acceptable. In such cases a management plan for the maintenance of the space must be provided.

The Council requires that an adequate level of public open space be provided for residents (see par. 4.2.8). Where it is not possible to provide an adequate level of open space on the site of the apartment block the developer will be required to make a contribution to the Council towards the provision of public open space that facilitates the occupants of the apartments.

#### **4.2.10 Infill Development**

Infill development policies apply to areas that are largely built up and where the proposal is not of such a scale that it represents a major addition to, or redevelopment of, the existing physical fabric. The design of new development in these areas must be in sympathy with the existing character and must protect and, where possible, enhance amenity. Proposed development must have due regard to the surrounding environment and predominant design features, the existing residential density and the existence of particular elements such as groups of trees, listed buildings or open spaces.

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It is an objective to seek to provide public open space to Development Plan standards in infill areas. However where this is not possible or desirable, the Council may require a financial contribution towards the improvement of existing open space or recreational facilities.

#### **4.2.11 Street Lighting**

Street Lighting should be at least to the standards set out in the ESB publication *Public Lighting in Residential Estates*. Pedestrian links must also be illuminated. All electrical cabling is to be underground. Lighting levels within a development must create a secure environment. Dark corners and alleyways should be avoided. Lamp posts in prominent positions can help to define an area. Two lamp posts at the entrance to a road or estate, for example, can be used to form a gateway, which will help mark the area as special, in which drivers should behave differently.

#### **4.2.11 Road Names**

Bilingual road names of the standard Council type shall be erected on all housing estate roads. It is the policy of the Council that names of residential developments should reflect local and Irish place names. The naming of residential estates shall be approved by the Planning Authority as part of the planning approval process in order to avoid duplication or confusion. All dwellings will be provided with numbers visible from the public road.

#### **4.2.12 Standards of Construction**

Standards of construction of roads, footpaths, sewers and drains shall be as set out in the DoELG publication *Recommendations for Site Development Works for Housing Areas (1998)*. Arrangements shall be made during construction work to allow monitoring by Council staff.

#### **4.2.13 Services**

All services, including electricity, telephone and TV, shall be provided underground. Provision should be made for the siting of transformer stations, control boxes, pumping stations and other necessary service buildings in unobtrusive locations. Siting so as to cause obstructions to pedestrians, the disabled, cyclists and traffic will not be acceptable. Early discussions with utility companies are advisable. Pole mounted equipment such as transformers will not be permitted.

To protect services all services must be a minimum 300mm below ground level under grass verges and 600mm below roads, footpaths and other paved areas. Water services must be a minimum 600mm below ground level in all cases. Landscape features and utilities should be coordinated, with services bunched where necessary, to avoid tree pits.

### **4.3 Retail Development**

#### **4.3.1 Shopping Centres**

Applications for shopping centre developments will be considered in the light of the recommendations of the Consultation Draft Retail Planning Guidelines 1999 or as subsequently amended.

Generally shopping centres should be located in areas zoned Town Centre or Town Centre Extension and should incorporate other uses so as to maintain activity outside normal shopping hours.

Shopping centres must include public toilets and baby changing facilities and should, where possible include other utilities such as creches, sub-post offices etc.



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The design of the centre should ensure that the site is not dominated by car parking and public transport is easily accessible directly from the main entrance.

Consideration must be given to the integration of the building into the surrounding townscape and the landscaping of the site.

Shopping centres should provide recycling facilities and secure bicycle parking.

#### **4.3.2 Petrol Filling Stations**

Petrol filling stations must be located on the outskirts of the town but inside the 30mph or 40mph speed limits. The preferred location is the near side of the roadway on the way out of town.

Filling stations will not be allowed in open country, within the town boundary.

Access to/from the proposed filling station must be in accordance with the Council's requirements, relating to each site.

The element of convenience retailing forming part of the station must be made explicit in any planning application.

#### **4.3.3 Gaming and Amusement Arcades**

The Council considers that gaming and amusement arcades are an undesirable use and potentially detrimental to the business and commercial environment of the town centre. Any proposals for such arcades accordingly, will be refused.

It should be noted that the placing of amusement machines in business premises used primarily for other purposes (e. g. take-aways, licensed premises etc.) require planning permission and is not considered by the Council to constitute exempted development.

#### **4.3.4 Hot Food Take-Aways**

Maynooth is considered to have an adequate supply of hot food take-aways. No further permissions will be granted for such developments.

#### **4.3.5 Shop Front Design Standards**

The Council requires a high standard of shop front design and advertising. Existing traditional shop fronts should be retained where possible, especially in the town centre.

The Council will encourage good shop front design, either of traditional or modern design, provided that they are constructed of appropriately robust materials and are in scale and proportion to the building and neighbouring buildings. The design must be approached in an integrated way, including signage, advertising and lighting.

Building and plot divisions should be retained externally, even when the internal divisions have been removed.

The use of external roller shutters and the permanent removal of shop fronts leaving the shop open to the pavement, are unacceptable. Security shutters should be mounted behind the window glazing, be of the open grill type and coloured to blend with the overall shop front. Alternatives to roller shutters, such as removable timber shutters or open grilles are preferred.

Externally mounted loudspeakers are unacceptable.

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Internally lit neon signs, flashing, reflectorised or glitter type signs located on or visible from the exterior are unacceptable.

Signs and advertising of excessive size or number, or projecting above the parapet/eaves height or outside the bulk of the building are unacceptable.

Where brand or corporate signage is permitted it will be expected to be in a form and design which is compatible with the streetscape. Compatibility with the streetscape and individual buildings will be considered more important than the uniformity between branches of a company.

Projecting brand signs, of whatever type or design, are unacceptable.

## 4.4 Advertising and Signage

The Council accepts that advertising is an integral part of commercial and industrial development. However, in considering applications for advertising structures, it remains the primary concern of the Planning Authority to protect the essential character of the town.

### 4.4.1 Location of Advertising

The Council is opposed to advertisements in residential areas, on or near buildings of architectural or historical importance, adjacent to amenity and recreational areas. As advertising is an accepted part of commercial and shopping activity, appropriate levels and types of it will generally be allowed in the retail and commercial core of the town. Control will be exercised to prevent clutter in any location and to limit the size and number of signs on any building.

### 4.4.2 Design of Advertising

Proposals for signs and advertising structures must be:

- in scale and harmony with the surrounding environment;
- not interfere with the safety and free flow of traffic;
- not obscure traffic signs;
- not impair the amenities of the area;
- not interfere with windows or other features of a building façade; and
- not project or obtrude, in whole or part, above the eaves of the building or skyline.

Large internally-illuminated advertising panels can detract from the appearance of the town and will not generally be permitted on listed buildings, and in the architectural conservation area.

The Council will seek to avoid a proliferation of advertisements in the town. As a general principle, the planning authority has a clear preference for smaller sized advertising panels.

### 4.4.3 Temporary and Free Standing Advertisements

Free-standing advertising structures, such as sandwich boards, which require a license under Section 254 of the Planning and Development Act 2000, will not be allowed on footpaths or in pedestrian areas where they have the potential to cause an obstruction and may be a hindrance, particularly to disabled persons. Temporary advertisements may be permitted in certain positions and in greater numbers than would be acceptable on a permanent basis. Where locations are considered

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suitable, advertising panels may be permitted on builder's hoardings for a specified period. As a general principle the planning authority has a clear preference for smaller sized and vertical proportioned advertising panels.

#### **4.4.4 Bus Shelters**

In considering applications for bus shelters, the planning authority will have regard to the particular circumstances of each case, such as location, scale and type of advertising proposed and the effect on the amenities of the area and the streetscape. Care must be taken with the location of shelters and attached advertising panels so that the public footpath, road traffic signs, pedestrian and wheelchair access and vehicular entrances are not obstructed.

### **4.5 Telecommunications Masts and Satellite Dishes**

Telecommunications masts, satellite dishes and associated equipment should be located on existing masts or pylons, or in industrial or utility areas. They may be permitted on high buildings of utility or industrial types but will not be permitted on churches or other civic buildings, nor in the vicinity of schools or residential areas.

The Council will require all services to be installed underground in new developments and where possible in existing areas.

Satellite dishes should generally be located to the rear of buildings. Planning permission will be required for satellite dishes on protected structures and within the architectural conservation zone.

### **4.6 Environmental Impact Assessments**

The Council will operate the provisions of the European Communities (Environmental Impact Assessment), Regulations 97/11/EC of 1997 and the Local Government (Planning and Development) EIS Amendment Regulations SI No 93 of 1999 and as subsequently amended. All developments to which these regulations apply, including proposed public authority projects, will be required to submit detailed Environmental Impact Statements as part of the planning approval process.

### **4.7 Care for People with Disabilities**

In addition to the obligation to provide for the needs of people with disabilities contained in the Building Regulations the Council shall require all public footpaths and pedestrian links to be accessible to people with disabilities and the visually impaired. Street furniture shall be placed in such locations as to not impede wheelchairs, push chairs and buggies. Footpaths must be dished and marked by stippled paving at crossing points. The Council encourages the development of 'life long homes'.

### **4.8 Development Contributions and Cash Deposits**

#### **4.8.1 Development Contributions**

The Planning Authority, taking into consideration the capital expenditure necessary for the provision of infrastructure required to facilitate development, will require financial contributions in relation to drainage, water supply, roads, open space and car parking.

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It is the policy of the Council that the rate of contribution in respect of development will be assessed on an individual basis, except where overall contributions are warranted (e. g. for mains water supply, sewers and the road network for the town as a whole). The Council may update on an annual basis the amount of contribution having regard to the rise in the building cost index or in the consumer price index, as appropriate.

The Council may also impose a levy on all planning permissions to assist the Council in carrying out the objectives contained in this plan.

#### **4.8.2 Cash Deposits and Bonds**

Developers will be required to lodge a Cash Deposit for the satisfactory completion of residential and other developments and their ancillary services, prior to their being taken in charge. In determining the amount of the bond/cash deposit, the previous record of the developer in completing estates satisfactorily will be taken into consideration. Bonds/cash deposits will be required in residential, industrial estate development and other developments as the Council considers necessary. It is the Council policy that all developments will be taken-in-charge on completion.

### **4.9 Planning Advice and Guidance**

#### **4.9.1 Planning Clinics**

The Council operates a system of free planning advice where intending developers or individuals can avail of guidance on all planning matters. It is intended this system for the period of this plan. All persons contemplating development are strongly advised to consult with Council planning officials prior to submitting planning applications. Even in the event that intended development is exempt and therefore does not require planning permission, developers are advised to consult with the planning authority before beginning work, so as to satisfy themselves that no planning permission is required. It is Council policy to give this advice and guidance without charge. Such advice is without prejudice to the final decision of the Planning Authority.

#### **4.9.2 Publication of Guidance**

It is the intention of the Council to publish leaflets and brochures to give guidance on many of the policies of the Development Plan to the general public.

#### **4.9.3 Co-operation with Voluntary Bodies.**

It is the policy of the Council to co-operate with the various voluntary and statutory bodies towards the development and renewal of the town, and towards its promotion and beautification. To this end joint venture operations and award schemes will be undertaken as appropriate.



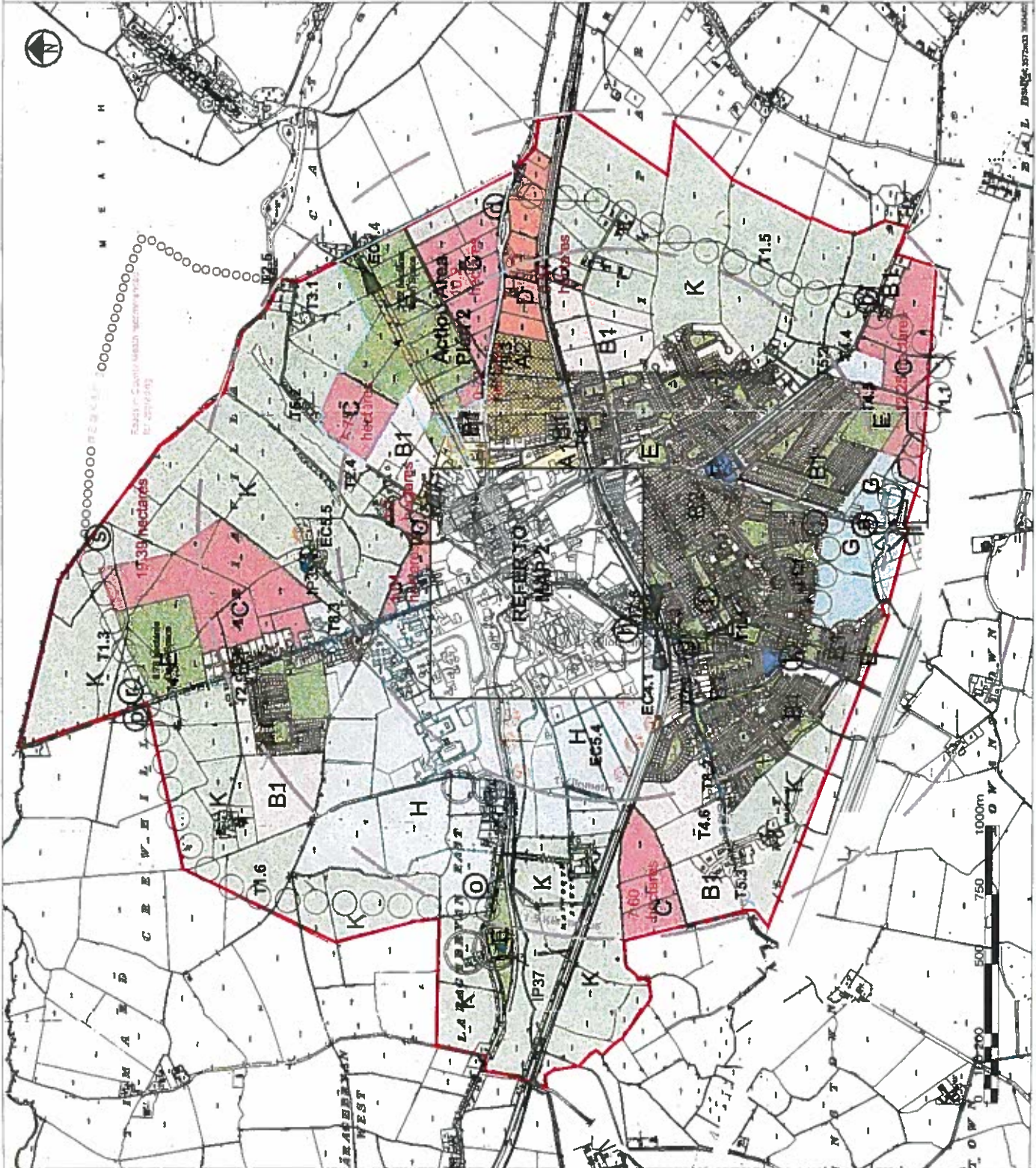
MAYNOOTH DEVELOPMENT PLAN 2002

LAND USE ZONING AND SPECIFIC OBJECTIVES

- A1: Town Centre
- A2: Town Centre Extension
- B1: Existing Residential/Infill
- B2: Higher Density Residential
- C: New Residential
- D: Light Industry/Office Park
- E: Open Space & Amenity
- F: Neighbourhood, Community & Educational
- G: General Development
- H: Institutional & Educational
- K: Agricultural
- 2002 Development Boundary
- Town Boundary
- Distance from Railway Station
- Action Area Plan 2 Objective
- Zone of Archaeological Potential
- IP: Items for Preservation Objectives
- T: Roads Objective
- T: Cycle Path / Pedestrian Route Objective
- Protected View / Prospect
- Tree Protection Orders
- Transportation Objective

Road, cycle path and pedestrian routes are diagrammatic only

To be read in conjunction with written statement.  
Map No. 1 April 2002



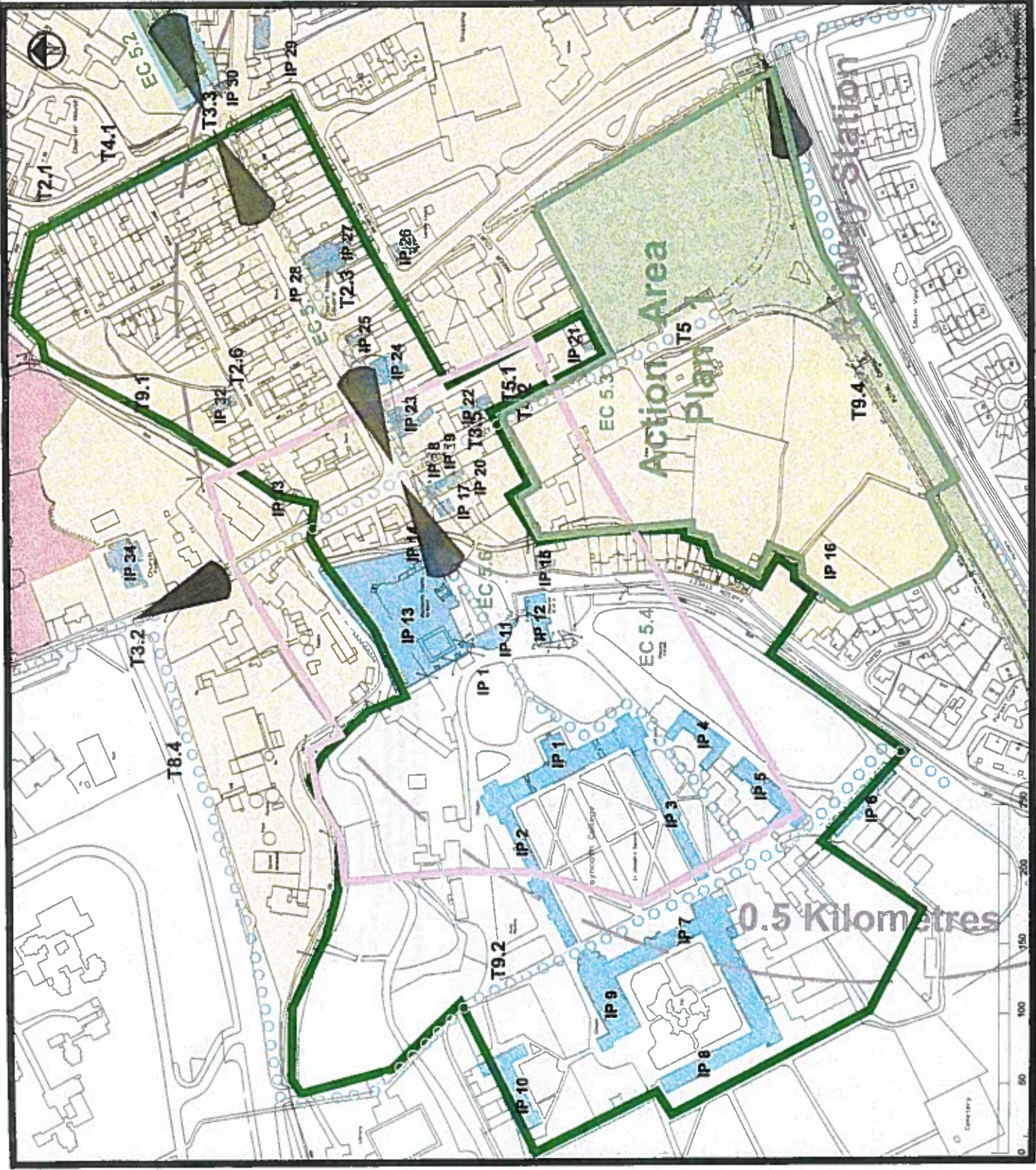


MAYNOOTH DEVELOPMENT PLAN 2002

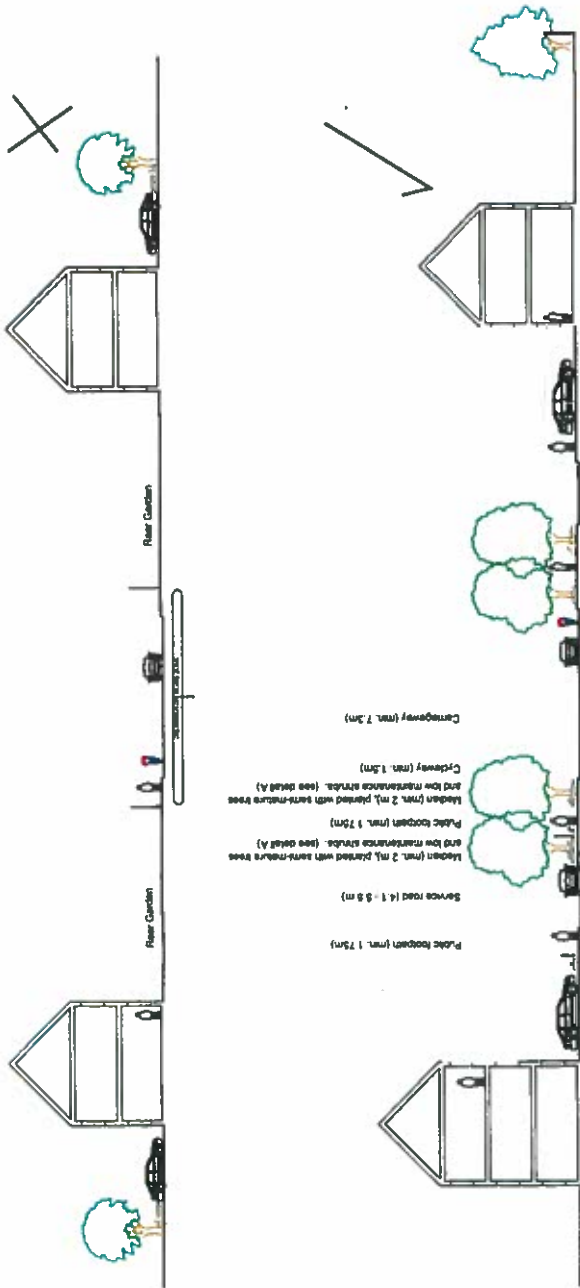
LAND USE ZONING AND SPECIFIC OBJECTIVES

- A1: Town Centre
- B1: Existing Residential / Infill
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- Distance from Railway Station
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- Action Area Plan 2 Objective
- Zone of Archaeological Potential
- Architectural Conservation Area Objective
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- Protected View / Prospect Objective
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- Tree Preservation Objective
- Transportation Objective

Road, cycle path and pedestrian routes are diagrammatic only



**Fig. 4.5 The traditional layout of Suburban Distributor Roads**  
Houses back onto the road. Passive supervision of the road from neighbouring properties is poor and the environment for pedestrians and cyclists is hostile.

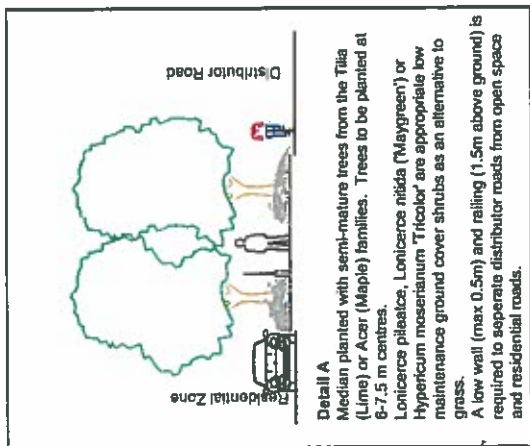


**Fig. 4.6 A preferred layout for Suburban Distributor Roads**  
Houses open onto a service road and face onto the main Distributor Road. Both passive supervision of the road from neighbouring properties and the visual environment for pedestrians, cyclists and motorists are greatly enhanced.


Planting the median between the distributor and service roads with semi-mature trees (lime, acer or sycamore are appropriate street trees) transforms the distributor road into an attractive boulevard and enhances the privacy of neighbouring properties.

**Fig. 4.7 An alternative layout for Suburban Distributor Roads**  
Three storey apartments face onto the main Distributor Road, with access from the side or rear. Passive supervision of the road from neighbouring properties is enhanced further, and higher densities can be achieved without creating claustrophobic public spaces. Three storey development is especially appropriate where the property overlooks public open spaces.

Balconies overlooking the road, preferable big enough to sit out on, can further enliven the street. A privacy zone of minimum 2 m between the public footpath and the apartment block should be maintained, planted with shrubs for ease of maintenance.



**Detail A**  
Median planted with semi-mature trees from the Tilia (Lime) or Acer (Maple) families. Trees to be planted at 6-7.5 m centres.  
Lonicera pileata, Lonicera nitida ('Maygreen') or Hypericum moserianum 'Tricolor' are appropriate low maintenance ground cover shrubs as an alternative to grass.  
A low wall (max 0.5m) and railing (1.5m above ground) is required to separate distributor roads from open space and residential roads.

job	KILDARE TOWNS	Scale	NTS	Status	Passed
dev	Development Plans	Date	May 01	Drn	KR
		Job No		Crtd	
				Drawing No	Rev
Distributor Road Standards					
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