

## Part B

Policies and Objectives



## 7.0 Introduction

This section outlines specific policies and objectives of the County Council with regard to the development of land within the boundary of the Local Area Plan. The overarching policies and objectives of the County Development Plan will also apply to development within the Local Area Plan boundary.

Specific policies and objectives are identified in order to facilitate land use in a manner that will promote the proper planning and sustainable development of the town. Key issues include housing provision, economic development, town centre development, movement and transport, infrastructure provision, community and cultural developments together with natural and built heritage.

### 7.1 Housing Units

The housing stock in Maynooth has increased considerably from 3,289 households in 1996 to 5,171 in 2016 (Census 2016). The type of housing units has shifted from traditional family detached and semidetached houses in the 1970s and 80s to apartment developments in the 2000s. However in recent years there has been a move away from apartments with more family type units being built e.g. Castlepark on the Dunboyne road. Maynooth is unique in Kildare terms in relation to housing as it has a large student population with a significant proportion of rented accommodation.

Maynooth University currently has approximately 8,400 students and based upon information supplied by the University's enrolment office it is estimated that by the middle of any academic year 50% of the student population will be residing in Maynooth. There are currently 900 students residing in University provided campus accommodation with a further 100 students staying in University accommodation located off site. The University also has plans to construct accommodation for a further 300 students on campus.

As outlined in Part A (section 3.4) 3,542<sup>1</sup> residential units are to be provided in Maynooth during the period 2016-2023.

**Table 10:** Maynooth Housing Unit Projections

2011 Census population	12,510
2016 Census population	14,585
2023 Population Forecast	18,996
2016-2023 residential unit target	3,542
New Residential zoned land capacity	1,742 <sup>2</sup>

It is the policy of the Council:

HP 1: To facilitate sustainable development in Maynooth in line with its designation as a Major Growth Town II in the RPGs and the CDP and to ensure that this development reflects the character of the existing and historic town in terms of structure, pattern, scale, design and materials with adequate provision of open space, and which also protects the amenities of existing dwellings.

#### 7.1.1 Housing Location and Density

In recent years residential development has taken place on the Moyglare, Rathcoffey and Celbridge roads. Map 6 identifies key locations for significant residential development in a quadrant between the Moyglare road and the Dunboyne road at Mariavilla along with more lands to the south of the Dunboyne road and on the Celbridge Road together with the continued consolidation of the town centre. It is estimated that these areas can cater for approximately 1,022 units.

In addition to the lands mentioned above, additional residential lands have been identified to the south east of the town at Railpark and Blacklion. These lands will deliver ca. 720 additional new housing units and will be facilitated by the delivery of the Maynooth Eastern Ring Road ('MERR') including a bridge over the Royal Canal and Railway. The lands in this south eastern quadrant provide

<sup>1</sup> This figure includes the provision an additional headroom of the actual targeted number of units required over the Plan period

<sup>2</sup> 1,742 = 1,022 (zoning capacity in adopted LAP) + 720 (estimated capacity of additionally zoned residential lands – see footnote 4)

for a sequential approach to the zoning of lands for new residential development in Maynooth whereby lands contiguous to existing zoned development lands are prioritised.

**Table 11:** Additional New Residential zoned sites

Location	Zoning Reference	Site Area (ha)	Approximate Unit Numbers (35 units /ha)
Mariavilla	C	11.5	402
Dunboyne Road	C	2.1	73
Dunboyne Road Roundabout	C	5.2	182
Dublin Road	C	0.9	32
Greenfield Drive	C	0.4	14
Celbridge Road	C	9.1	319
<b>Railpark South East Quadrant &amp; Blacklion</b>	C	32.5	720
<b>Total</b>	<b>C</b>	<b>61.7 ha</b>	<b>1,742</b>

The emphasis in these areas is on developing new communities with uses ancillary to residential such as educational, community, amenity and small-scale convenience retail. A residential density of 30–50 units per hectare will fulfil the potential of the suburban sites while higher densities may be appropriate on brownfield town centre sites depending on the maintenance of residential amenity in the locality.

In addition to these lands, the existing residential/ infill and town centre zonings provide opportunities for a wide number of uses including residential development as appropriate. To maximise the return on public transport investment, it is important that land use planning underpins the efficiency of public transport services by delivering sustainable settlement patterns – including appropriate densities – on lands within existing or planned transport corridors. Higher residential densities will be encouraged at appropriate locations. Generally higher densities will be considered in town centre locations, and edge of town centre locations, with medium to lower densities being considered more appropriate at outer suburban and greenfield sites.

**Table 12:** Indicative Residential Densities (Source CDP 2011–2017)

Location for New Residential Development	General Density Parameters
Town Centre and Brownfield sites	Site specific Higher densities generally promoted e.g. 50 units per ha
At strategic locations including public transport nodes and town centre area.	50 units per ha
Inner Suburban/Infill	Site specific
Outer Suburban/Greenfield, Generally new residential zoning areas.	30–50 units per ha
Outer Edge of Urban-Rural transition	20–35 units per ha

*Source: DoEHLG Guidelines for Planning Authorities on ‘Sustainable Residential Development in Urban Areas’ (2009).*

*Note: The density levels in Table 3 of the CDP are indicative only. Applications for residential developments should have regard to design principles and standards. The DoEHLG Guidelines on ‘Sustainable Residential Development in Urban Areas’ (2009) outline sustainable approaches to the development of urban areas. These set out national policy of encouraging more sustainable urban development by the avoidance of excessive suburbanisation and the promotion of higher residential densities in appropriate locations.*

It is the policy of the Council:

- HP 2: To ensure that the density and design of development respects the character of the existing and historic town in terms of structure, pattern, scale, design and materials with adequate provision of open space.
- HP 3: To encourage appropriate densities for new housing development in different locations in the town while recognising the need to protect existing residential communities and the established character of the area.
- HP 4: To refuse permission for residential development on zoned open green spaces and/ or on lands which are designated as public space.



HP 5: To require applications for residential developments over 20 units, to demonstrate the provision of an appropriate mix of dwelling types having regard to the following:

- The nature of the existing housing stock and existing social mix in the area
- The desirability of providing for mixed communities
- The provision of a range of housing types and tenures
- The need to provide a choice of housing, suitable for all age groups and persons at different stages of the life cycle
- The need to cater for special needs groups

HP 6: To restrict apartment developments generally to the University campus and town centre locations or suitably located sites adjoining public transport connections. Apartments will not be permitted where there is an over concentration of this type of development. Higher density schemes will only be considered where they exhibit a high architectural design standard creating an attractive and sustainable living environment. Duplex units shall not generally be permitted.

HP 7: To facilitate and co-operate in the provision of community facilities in tandem with residential development including, in particular, local services, schools, crèches and other education and childcare facilities.

HP 8: To require applications for residential developments over 25 units, to demonstrate how the proposed increase in population will be accommodated in terms of education provision.<sup>1</sup>

HP 9: To facilitate the provision of purpose built dwellings for those with special needs, including the needs of the elderly, persons with physical disabilities and persons with learning disabilities and in conjunction with voluntary bodies and the private sector.

HP 10: To require all new residential estates to provide the “White Light” Compact Fluorescent Lamp (CFL) public lighting concept.

#### 7.1.2 Housing in the Agricultural zone

The primary aim for the agricultural zone in Maynooth is to preserve the existing agricultural use of the areas zoned for this purpose and to prevent urban generated development which would interfere with the operation of farming / bloodstock or rural resource based enterprise.

The Sustainable Rural Housing – Guidelines for Planning Authorities (2005) set out principles regarding the siting and design of new dwellings in rural areas, the protection of water quality, the provision of a safe means of access and the conservation of sensitive areas. Within the agricultural zone in Maynooth, housing will be confined to people with a genuine housing need and who can demonstrate that they comply with the relevant category of local need outlined in the County Development Plan

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<sup>1</sup> Guidelines from the Department of Environment, Heritage and Local Government and Department of Education indicate that 12% and 8.5% of a population at any time is assumed to be of primary and secondary going age respectively

It is policy of the Council:

HP 11: To manage the provision of one off housing on lands zoned as 'I: Agricultural'. Limited one off housing will be permitted in this zone subject to compliance with the rural housing policy for Rural Housing Policy Zone 1 set out in the Kildare County Development Plan 2011–2017 (or as may be amended).

Documentary evidence of compliance with this policy must be submitted as part of the planning application, including a separate statement by the applicant on the need to reside in the area.

HP 12: To ensure that, notwithstanding compliance with policy HP 11, applicants comply with all other normal siting and design considerations.

HP 13: To protect the physical, environmental, natural and heritage resources of the agricultural zone.

HP 14: To facilitate working from home subject to relevant planning criteria and the protection of the residential amenity of neighbouring properties.

#### 7.13 Housing Objectives

It is an objective of the Council:

HPO 1: To promote a high standard of architecture in the design of new housing developments and to encourage a variety of house types, sizes and tenure to cater for the needs of the population and facilitate the creation of balanced communities.

HPO 2: To encourage the appropriate intensification of residential development in existing residential areas and the town centre, subject to compliance with relevant development management criteria and the protection of residential amenity of adjoining properties.

#### 7.14 Key Development Area: Railpark

##### Context

The Railpark Key Development Area is located to the east of the town. The lands are bounded by Parklands and Rockfield estates to the west, the Royal Canal and the Dublin-Sligo rail line to the north, Celbridge Road to the

south and agricultural lands to the east. The Key Development Area (KDA) comprises approximately 39 hectares of land and generally has a flat topography.

Funding for part of the new Maynooth Eastern Relief Road [MERR] has been confirmed through the Local Infrastructure Housing Activation Fund, and the development of a new high-quality urban expansion of the town on these lands would capitalise on the opportunities of this piece of strategic infrastructure.

##### Vision

The development of the lands will provide for a new residential neighbourhood with a mixture of tenures and housing unit sizes and typologies. The new neighbourhood will be an exemplar of urban housing expansion, outward looking and integrating itself into the surrounding context, prioritising sustainable modes of travel, encouraging innovative design and technologies and driving towards a low carbon and climate resilient place. It will include a new neighbourhood park and network of open space, with community amenities and facilities and capitalising on its setting adjacent to the Royal Canal. It will be a place that engenders a sense of community involvement and ownership of place.

##### Connectivity & Movement

The development of the MERR will unlock the potential for the residential development of the lands.

There shall be no vehicular routes into the estates of Parklands or Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectivity shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at either Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark.

Natural stone walls of appropriate height shall be used where appropriate as front boundary treatments for all estates facing the orbital route to match that of the Straffan Road.

To encourage the optimum use of the Royal Canal, future greenway networks and sustainable access to the rail stations of Maynooth and Leixlip Louisa Bridge, pedestrian and cycle access across the railway and canal onto the towpath should be provided. These crossing points should be informed by the final design of the MERR.

Within the site, priority along local access routes should be provided to pedestrians and cyclists, with easily navigable and legible routes provided. Cycling and walking should be a pleasant experience with generous areas provided for movement and ancillary activities like bicycle storage. A network of finer grain blocks and buildings should be provided. The design of roads should accord with the guidance set out in Design Manual for Urban Roads and Streets.

##### Landscape and Spaces

The new residential neighbourhood should have a hierarchy of streets and open spaces ranging from: the informal street-scale passive recreation space; to the neighbourhood-scale park with multi-functional qualities to accommodate passive and active recreation and community events.

Topographical features such as level changes and mature hedgerows should be incorporated in the landscaping of the site, and the design of new development should reference habitat mapping and green infrastructure on the lands. Where surface water attenuation is required, these features should be designed to integrate naturally into the landscape, and used as amenity features within open space or parks. Signposting and wayfaring should have a coherent strategy, with legible and clear forms that reference vernacular forms of signage.

#### *Built Form*

The site should provide for a variety of housing typologies and sizes. Landmark buildings of very high architectural quality and proportionate scale will be supported where appropriate. The architecture of the lands should be outward looking, related to the surrounding environment and ensure it takes opportunities to engage with natural and built features wherever possible.

Provide passive surveillance of roads and open spaces and address existing unsupervised edges, predominantly through the use of the perimeter block in built form. Strong building lines should be provided along the edges. Appropriate increases in scale and density will be considered but should respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.

Innovative architecture will be supported, in particular where it references the vernacular architecture of the town. The development of the site should have particular character areas, with the potential to provide a commonality of material palettes or architecture with

subtle changes across each character area.

Electric charge points shall be provided for within the proposed developments in line with national policy.

#### *Function and Land Use*

The predominant function of the lands will be to serve residential uses, but opportunities for leisure, amenity and community uses should be incorporated where appropriate. The desire to create a neighbourhood which encourages a modal shift from private vehicular modes should see connections to public transport, the town, accessibility to recreation spaces and the neighbourhood centre prioritised.

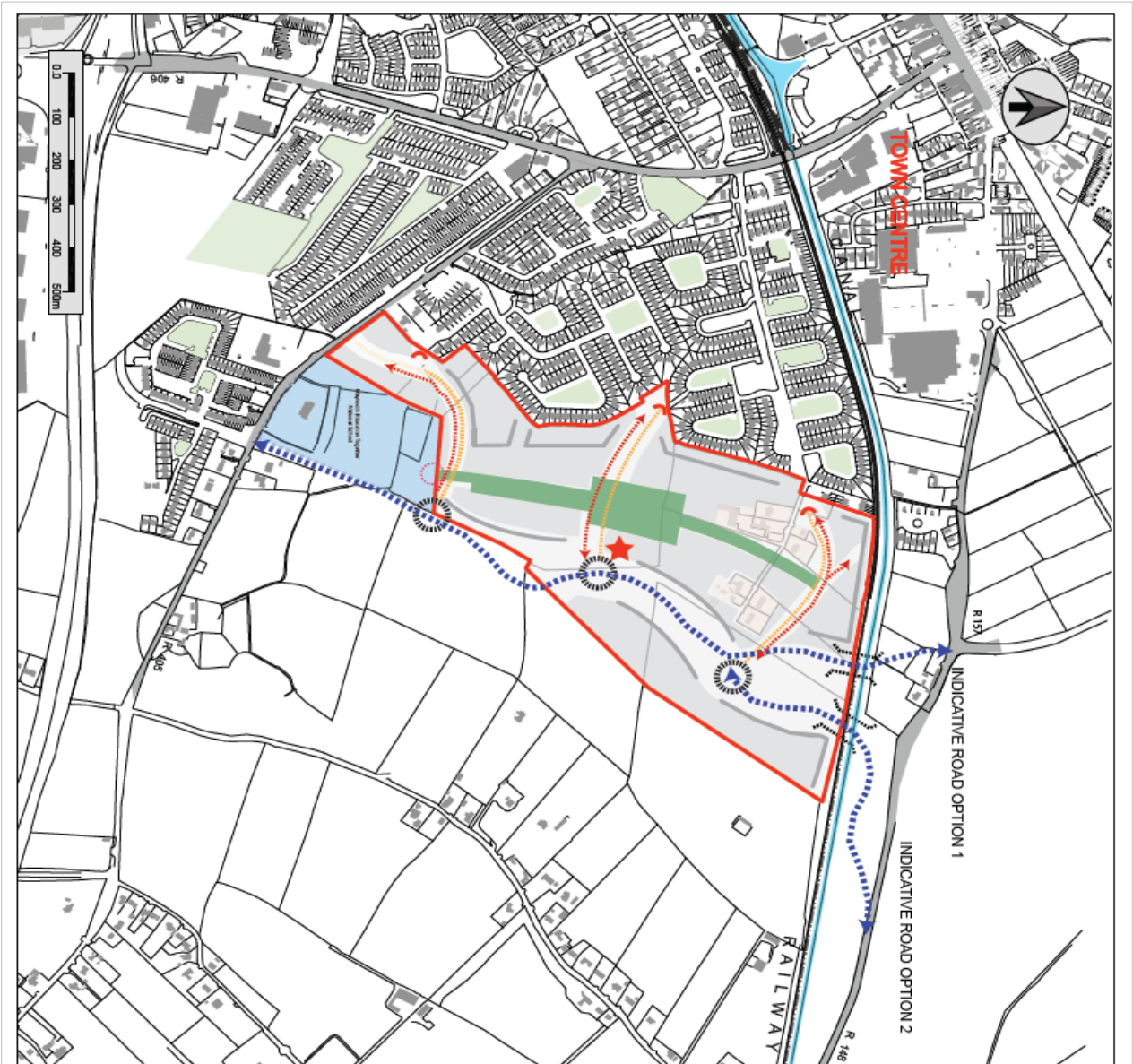
A new neighbourhood park within the site should serve a multiplicity of functions:

- provide legibility and wayfaring to the site;
- a place for people to participate in sport, play and informal recreation activity;
- a place to gather and enjoy social and community events; and
- provide environmental value in mitigating air, noise and light pollution and supporting biodiversity.

To provide a space to serve these numerous functions, the scale of the neighbourhood park should be approximately 3 hectares. The remaining network of open spaces should meet the open space requirements of paragraph 17.4.7 of the County Development Plan 2017-2023 for a greenfield site.

The neighbourhood centre should provide convenience to the local community but should not detract from the vibrancy of the town centre, with small floor plate uses such as convenience retail, crèches, hairdressers / barbers, dry cleaning and similar.

Figure 5a: Indicative Design Strategy



- KEY DEVELOPMENT AREA**  
Indicative design strategy Fig. 5a
- KEY DEVELOPMENT AREA BOUNDARY
  - NEIGHBOURHOOD PARK
  - ★ NEIGHBOURHOOD CENTRE
  - NEW RESIDENTIAL AREA
  - ★ KEY BUILDING BUILT EDGE
  - PROPOSED BRIDGE OVER CANAL / RAILWAY
  - VEHICULAR ROUTE
  - INTERNAL VEHICULAR ROUTE
  - PEDESTRIAN / CYCLE ROUTE
  - POTENTIAL ACCESS POINT
  - INDICATIVE CUL DE SAC

**Maynooth Local Area Plan**  
2013-2019  
Adopted Amendment No: 1  
(09/10/2018)



## 7.2 Economic Development

In order to maintain a vibrant and attractive town and a sustainable community, one of the key issues for any town is economic development. Employment opportunities are vital for a town to grow and prosper and, in an increasingly competitive market and changing economic climate, it is important for towns to take advantage of any unique asset or specialist expertise.

Maynooth is identified in the CDP as a primary economic growth town to be prioritised for local and regional enterprise. Critical mass is a core objective, supported by density levels which foster competitiveness, sustainability and create opportunities for economies of scale to justify strategic infrastructure provision. Maynooth and Leixlip designated as primary economic growth towns are clustered with Celbridge and Kilcock. These centres are to develop in a mutually dependent way, so that the amenities and economies of the whole cluster are greater than the sum of the individual parts. Maynooth as a University town is a unique asset to the county and has the potential to be a key economic driver for Foreign Direct Investment (FDI) within the town and north east Kildare.

### 7.2.1 Existing Economic Profile of the town

Historically, the development of the Royal Canal and the railway made Maynooth an ideal location for industrial development, in more recent times the development of the M4 motorway has made Maynooth a more accessible location for employment generating activities. The expansion of the University however is the most significant development in the town over the last thirty years in terms of employment generation. The education and student services element of the University is in itself a large employer. The relationship between the University and other large knowledge based employers in the area has also fostered employment generating opportunities. There are opportunities to further develop employment generation based in the research and development activities close to the University. The Maynooth Business Campus to the south of the M4 motorway

is also a significant employer in the area making use of its excellent access to the motorway.

The dominant categories of employment in Maynooth recorded in the 2011 census were public services (29%) followed closely by commerce and trade (26%). This is a direct reflection of the influence of the University in terms of job creation and indeed the amount of spin off jobs created. As a large proportion of the existing workforce in Maynooth work in the high skilled sectors, the town is well placed to take advantage of further high skilled employment opportunities in north Kildare.

### 7.2.2 Strategy for Economic Development and Employment

A key focus of employment generation in Maynooth in the short to medium term is building on the role of the University, Intel and Hewlett Packard. It provides the opportunity to develop spin off employment opportunities based on the knowledge economy. In order to achieve a competitive advantage Ireland is focussing on the knowledge economy. Significant investment is therefore required in research in order to create new knowledge and to transfer that knowledge to local enterprises. The synergy between new developing industries and established high skilled industries already located in the north Kildare area and the University would enhance these industries in a more competitive globalised economy. Intel and Hewlett Packard have large facilities a short distance away and many of their employees live in Maynooth. It is vital to North Kildare to retain these high tech manufacturing plants and to facilitate their future development.

Innovation is an important product of this synergy and is as much about existing companies developing new products and processes as it is about developing commercial spin offs from academic research.

A number of factors contribute to an areas economic competitiveness. These include skills and education, innovation, quality of life, economic infrastructure and these are essential for enterprise development and attraction of investment. Maynooth and the North Kildare area has many of these attributes and the following strategic goals will endeavour to ensure economic competitiveness in the area:

- To expand employment opportunities in the knowledge based economy by fostering links between business and the University by providing access to a high skilled workforce and sources of

research and development

- To improve economic infrastructure in the area including ease of access to markets and customers both physical and electronic, including transport systems, zoned land, waste management structures and secure cost effective energy supplies and communications networks
- To ensure excellent quality of life attractive to an internationally mobile workforce with access to cultural activities, health care, high quality built environment and sports and recreational facilities

### 7.2.3 Factors Influencing Employment Creation

A number of key land use factors influence the future economic potential of the town and comprise availability of zoned land, availability of infrastructure and quality of life considerations.

#### *Availability of Zoned Land*

72.3ha of land has been zoned for the development of a research and technology based employment generating area with associated related educational uses along the Kilcock road. This site is adequate to serve the needs of employment opportunities together with University start ups for the medium to long term. These lands have the potential to develop into a nationally significant campus occupied by high skilled employers. 3.2ha of H2 Light Industry / Office and Warehousing zoned land are located on the Leixlip road which could accommodate further employment generating enterprises. The existing Maynooth Business Campus to the south of the M4 already provides employment and has under 1ha remaining to be developed and a limited number of units remain to be occupied.

#### *Infrastructure*

Adequate infrastructure is essential to facilitate future economic activity in the town. This includes water and wastewater services, effective road and public transport networks, energy, telecommunications, waste management, education facilities etc. As part of the Amendment to this Local Area Plan, an Infrastructural Assessment, in line with the requirements set out in the National Planning

Framework, is appended to the Amendment. The Infrastructural Assessment sets out the infrastructure required to deliver the additional zoned lands, and includes an estimate of costs required to deliver new infrastructure. The Infrastructure Assessment confirms that the infrastructure required to serve the new lands is aligned with the relevant delivery agencies and the Council's capital programme. Currently traffic congestion is a major problem in the town centre and in order to alleviate this, the completion of the Maynooth Outer Orbital Route is required. The provision of an additional M4 connection and the upgrade of existing facilities is necessary to allow efficient access to the town centre, University and new employment areas.

#### *Quality of Life*

The importance of quality of life is a key component to facilitate future economic development. Making a town attractive for both firms and their employees forms part of a successful economic development strategy.

Specific actions to improve quality of life include:

- Providing a high quality residential development with supporting social and community facilities
- Ensuring a vibrant town centre with a high quality public realm
- Creating an attractive urban environment
- Ensuring the appearance of development complements existing environments and is of the highest quality
- Increasing and improving the range of recreational, amenity and cultural facilities

#### 7.2.4 NUI Maynooth as an Economic Driver

NUI Maynooth will continue to be a key economic driver in the locality during the period of this Plan. The local economy benefits directly from the presence of the University in the following ways: Direct employment, faculty and support staff

- Purchase of services and goods
- Urban regeneration
- Student population expenditure

NUI Maynooth can make an even greater contribution to the local and regional economy by fostering the knowledge economy. There is increasing emphasis on investment in education and forging successful links between education and industry to promote the knowledge society and drive economic development. Universities have a huge role to play in a knowledge based innovation economy. In order to create an environment where NUI Maynooth can maximise its potential the development of a research and technology employment area is required. This employment area will be characterised by its close physical links to the University, its purpose built architecturally designed buildings, where the building setting is normally landscaped, reflecting the image of the business it accommodates.



This development area will:

- Be a centre for innovation and high tech employment opportunities resulting in a technology presence in the town
- Foster an entrepreneurial culture and associated entrepreneurial systems and infrastructure to attract/retain people, and firms
- Create links with private companies in the locality and further afield by offering them opportunities to work with entrepreneurs, and invest in new ideas
- Allow entrepreneurs and companies network facilitating connections with new investors, clients, partners and service providers

It is the policy of the Council:

ED 1: To promote enterprise creation opportunities and initiatives, in line with the designation of Maynooth as a Primary Economic Growth Town prioritised for local and regional enterprise.

ED 2: To work with NUI Maynooth in creating and fostering Enterprise and Research and Development in the town.

ED 3: To facilitate the development of High Tech / Bio Tech, ICT and Manufacturing in Maynooth.

ED 4: To facilitate the development of commercial, office, incubator units, light industrial and warehousing development on appropriately zoned and serviced lands in co-operation with the IDA, Enterprise Ireland, the County Enterprise Board, Cill Dara Ar Aghaidh and the County Development Board.

#### 7.25 Economic Development Objectives:

It is an objective of the Council:

EDO 1: To promote and facilitate the development of research and technology based employment uses and related educational uses on lands zoned "P: Research and Technology" adjacent to NUI Maynooth. The park will be the

subject of a detailed masterplan, to be agreed with the Planning Authority, achieving a high standard of layout, landscaping and design of the overall site, buildings and groups of buildings. The overall development should integrate well with existing natural and built environment and deliver a high quality-working environment, which is attractive to customers, employees and other users of the built environment. The masterplan shall have regard to the following:

- Phasing of development
- Landscape and habitat considerations
- Visual impact
- Building design and sustainability
- Sustainable transportation and pedestrian and cycling linkages
- Ancillary uses, including community, recreational, residential and commercial
- Residential amenity providing an appropriate set back / buffer zone as appropriate from neighbouring dwellings
- The need to make provision for an extension to the existing cemetery

#### 7.26 Tourism

Tourism has an important role to play in the economic development of Maynooth.

The town possesses a number of attractions each of which has the potential to attract large numbers of visitors. Maynooth Castle, dating from the 12<sup>th</sup>/13<sup>th</sup> centuries is located within the town centre and is significant in that it marks the westernmost limits of the Pale and was the principal residence of the FitzGerald family. Maynooth College was established in 1795 in the vicinity of the Castle and in itself, attracts visitors, particularly to the college grounds and seminary buildings. The expanded University campus which stretches from the old campus to the new campus north of the Kilcock Road, is also an attraction and is located within the development boundary of the

town. In addition, the University plays host to numerous ceremonies, conferences and seminars, each attracting visitors to the area. The National Science Museum, is located at St. Patrick's College and is open to members of the public during peak season.

Carton Avenue is a 1km tree lined avenue leading to the Carton Estate. The axis stretches from Maynooth Castle/St Patrick's College through to Carton House, which is now an internationally renowned hotel and golf facility all in a parkland setting. The avenue is lined on both sides by lime trees and is used locally for recreational amenity purposes.

Carton House includes two golf courses designed by Mark O'Meara and Colin Montgomerie, it also is the home of the Golfing Union of Ireland Academy. It is used as a training centre for some of the worlds most prominent soccer, rugby and GAA teams.

The Royal Canal, located to the south of the town is a Natural Heritage Area and is also an attraction for tourism purposes which should be capitalised upon. A design brief for the Canal Harbour (see Section 7.4.11), has been prepared, with objectives for the future development of the area.

The town possesses a number of historic features located outside the boundary including monastic settlements at Laraghbryan, Grangewilliam / Donoghmore and Taghadoe.

In addition to the attractions located within and surrounding Maynooth, the town is located in close proximity to Dublin, the national tourism hub. There are numerous hotels in the locality and an increasingly evident café/restaurant culture particularly in the town centre.

An opportunity exists for Maynooth to promote environmentally sustainable development and to capitalise further on its tourism strengths and to seek to draw additional visitor numbers to the town and surrounding region. It is important to recognise however that any expansion and future provision of tourism within Maynooth should compliment the overall character of the area.

It is the policy of the Council:

- T 1: To improve the visitor experience to the town, and to cooperate with all stakeholders and appropriate agencies in promoting tourism and securing tourist based enterprises and facilities in the town.
- T 2: To capitalise on potential tourist income by seeking to:
  - Improve the public realm creating a café culture supporting boutique style retailing, particularly in the town centre and the Canal Harbour area
  - Promote existing accommodation and new accommodation choices in the town
  - Improve the promotion and marketing of Maynooth as a tourism destination (in particular Maynooth Castle / St Patrick's College / Carton Estate / Royal Canal)
- T 3: To promote the development of the Harbour Field for an appropriate mix of uses including tourism and leisure.
- T 4: To promote the tourist development of the University and St Patrick's College by focussing on their historic character and setting and their many cultural activities.
- T 5: To promote the development of Maynooth as a tourist hub from where people can explore the many example of Georgian heritage in the locality including Carton and Castletown.
- T 6: To promote Maynooth as an attractive stop along the Royal Canal for pleasure boaters, walkers and cyclists.

#### 7.2.7 Tourism Objectives

It is an objective of the Council;

- TO 1: To facilitate and guide the development of additional attractions and facilities within the town in order to encourage tourists to extend their stay and increase tourism generated expenditure in the town.



### 7.3 Retail

The Council recognises the important role of retailing in the social and economic life of the town centre. The Draft County Retail Strategy 2008–2016, published in 2010 acknowledges that Maynooth is now the third largest retail centre in the County. This is mainly due to the development of the Manor Mills shopping centre and the Carton Park development, which have added to the shopping offer in Maynooth together with the Aldi and Lidl stores on the Kilcock and Straffan Roads respectively. Table 13 comprises the town’s retail profile at 2005 and 2009. It illustrates that total floorspace in Maynooth has increased to 22,174m<sup>2</sup> net, comprising 9,159m<sup>2</sup> (41.3%) convenience and 13,015m<sup>2</sup> (58.7%) comparison<sup>2</sup>. This represents a significant increase of 288.8% in the retail floor space since 2001.

The core retail area of Maynooth stretches from the eastern end of Main Street to the Leinster Street Junction and from Main Street to and including the Manor Mills Shopping Centre (See Figure 6). One of the key areas in the town centre for further retail and other town centre uses is Leinster Street in the Canal Harbour Area. However any significant development proposal would require detailed design regarding accessibility to these lands.

**Table 13:** Maynooth New Floorspace (m<sup>2</sup>) 2005–2009

Year	Convenience	Comparison	Total
2005	3,077	2,655	5,732
2009	9,159	13,015	22,174

<sup>2</sup> These figures exclude vacant floorspace.

### 7.3.1 Strategy for developing the Retail Offer of Maynooth

As noted above the retail offer in Maynooth has improved greatly over the last number of years with the development of the Manor Mills Shopping Centre and the Carton Park development. However these two developments on either side of the town centre have taken some focus off the historic town centre around Main Street. Both shopping centre developments provide a large number of car parking spaces within a short distance of the Main Street. The retention of the Main Street as a centre of retail activity is paramount in order for Maynooth to retain its unique vibrant character. The development of Leinster Street through the Canal Harbour Design Brief and the other streets around Main Street will help to generate additional footfall in this area. The provision of and promotion of pedestrian links from the shopping centres to the Main Street will also help to retain this area as the retail heart of the town.

It is the policy of the Council:

- R 1: To encourage the development of the retail and service role of Maynooth as a self sustaining centre in accordance with the policies contained in the County Development Plan, the Retail Planning Guidelines 2012 and any future Retail Planning Guidelines or strategy that may be issued during the life of this Plan.
- R 2: To secure the continued consolidation of Maynooth Town Centre through progressing implementation of the Harbour Design Brief and the regeneration of backland and brown field areas in the town centre.
- R 3: To encourage and facilitate the development of a combined and unique heritage, retailing and tourism experience within the town and to encourage strong linkages between these attractions.
- R 4: To encourage and facilitate the delivery of tourism related retail developments and initiatives in and around the town centre.

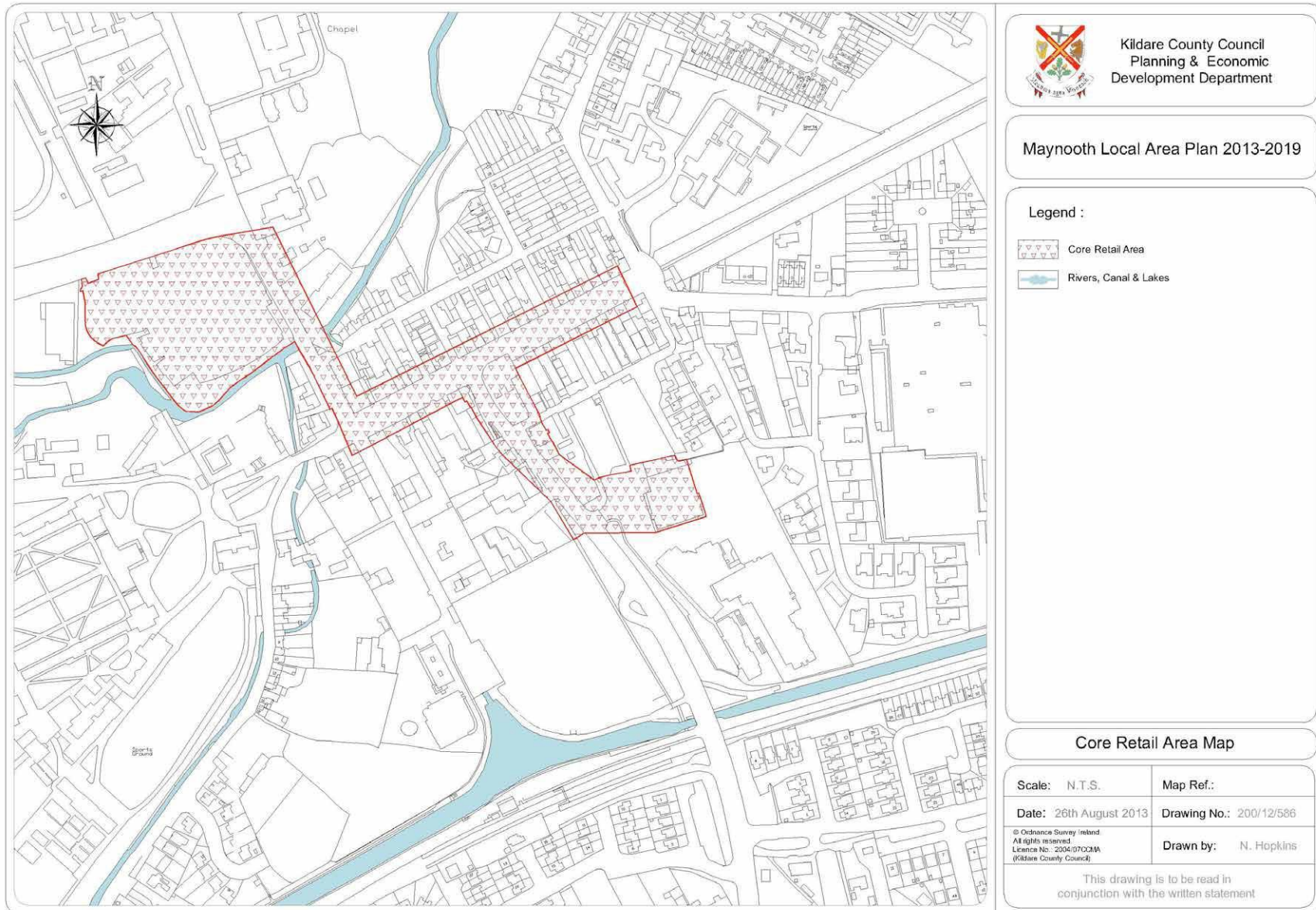
- R 5: To improve the town's attraction as a retail and tourist destination through additional investment in the public realm; attracting a critical mass of new retail investment within and adjacent to the heart of the traditional town centre and, by the enhancement of supporting tourism infrastructure (e.g. hotels, restaurants, bars and car parking).
- R 6: To facilitate the needs of existing and growing residential areas through a network of local and neighbourhood centres. All local and neighbourhood centres shall complement rather than detract or displace retail or other activities from the town centre. Large-scale convenience format centres will not be permitted.

### 7.3.2 Retail Objectives

It is an objective of the Council

- RO 1: To reinforce the heart of the town as the priority location for new retail development, with quality of design and integration/linkage within the existing urban form/layout being fundamental prerequisites.
- RO 2: To encourage and facilitate the re-use and regeneration of derelict / brown field land and buildings for retail and other town centre uses, having regard to the Sequential Approach outlined in the Retail Planning Guidelines.
- RO 3: To facilitate the development of appropriately scaled retail development in the Leinster Street Canal Harbour area.


Figure 6: Maynooth Core Retail Area



Kildare County Council  
Planning & Economic  
Development Department

Maynooth Local Area Plan 2013-2019

Legend :

-  Core Retail Area
-  Rivers, Canal & Lakes

Core Retail Area Map

Scale: N.T.S.	Map Ref.:
Date: 26th August 2013	Drawing No.: 200/12/586
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Drawn by: N. Hopkins	

This drawing is to be read in conjunction with the written statement





## 7.4 Town Centre

### 7.4.1 Introduction

Maynooth is an 18<sup>th</sup> century planned town. The layout is based axially on Carton Estate and the College with a cross axis to the Royal Canal Harbour. While Maynooth town centre remains an attractive area, regeneration and conservation of the town centre are important objectives over the period of this Plan. The key aim is to improve the strength and vitality of the town centre and to identify areas that have the potential to develop further over the period of this Plan.

In order to maintain the character of the town centre, development and growth will be managed and coordinated with the emerging role of the town. In this regard, best practice principles as contained in the County Development Plan 2011–2017 together with the detailed design considerations as outlined in this section will inform the future development of the town.

### 7.4.2 Townscape Analysis

The following sections consider the town centre in terms of;

- Legibility, function and image
- Built form and visual appropriateness
- Public open space
- Transport links and movement
- Land use and activity

These criteria provide the detail to inform the urban design strategy and framework plan for the future development of the town centre.

### 7.13 Legibility, Function and Image

Maynooth is a comparatively compact town with a formal street pattern. The town centre located along and off Main Street is the oldest part of the town. As well as containing some fine individual buildings,

Main Street is a particularly good example of 18<sup>th</sup> century town planning. One end of Main Street leads to the Lime Avenue to Carton House. The other end leads to Maynooth Castle and St. Patrick's College. The railway line and the canal formed the southern boundary of the town until it was breached by housing developments in the late 20<sup>th</sup> century.

The town centre itself is an attractive and vibrant place with a well maintained urban fabric and a mix of uses. Historically Main Street was the main shopping street in Maynooth. Recently there have been two major additions to the retail provision of the town centre of Maynooth (Manor Mills Shopping Centre to the west of the town centre and Carton Park Shopping Area to the east). While the shopping centres are a welcome addition to the town increasing the variety of goods and services on offer within Maynooth there has been a resultant shift in the retail activity away from Main Street. The core retail area of Main Street has suffered as a result. In particular there is a lack of active frontages along stretches of the Main Street with some rundown and vacant premises. It is important that these buildings / sites, which form a key element of the town's streetscape and character, are restored and reinvigorated with appropriate uses that secure their long term integrity and beneficial use. Underutilised sites and buildings are detrimental to the overall image of the town. They also represent an unrealised opportunity for urban renewal and investment that would assist in creating a critical mass of population and services within the town centre in order to secure its long term vitality and viability.

The image of the town core is crucial to its vitality and therefore plays an important part towards the success of the town centre. Main Street, St Patrick's College and Carton Avenue provide the town with a positive image. However some of the lanes and streets to the rear of Main Street provide a poor quality public realm which detracts from the image of the town. Courthouse Square at the heart of the town has the potential to strengthen the image of the town centre.

#### 7.4.4 Built Form and Visual Appropriateness

Urban grain can be defined as the pattern and form of buildings, plots and blocks within urban areas<sup>3</sup>. A fine grain is prevalent in the historic centre of Maynooth. Plots within the town centre particularly along Main Street and along the lower end of Pound Lane are deep plots with narrow frontages onto the street.

A number of modern developments have occurred along the streets and lanes to the rear of Main Street. Some new built form provides a loose grain and poor street frontage which results in a low quality public realm and streetscape. Few active frontages and town centre uses occur along the lanes resulting in an underutilised and underdeveloped area. An opportunity exists to transform these routes into bustling urban streets and lanes within the town core.

The area located along the Royal Canal and to the east of the College between the railway station and the Main Street known as the Harbour Area also has a loose urban grain. This area is typified by vacant buildings on large plots, brownfield sites, car parks and parkland resulting in an area which is subject to anti-social behaviour. There is an opportunity to expand the town centre in this location through well designed urban development (refer Section 7.4.11).

#### 7.4.5 Public Open Space

Maynooth has a good provision of civic and public open space for both passive and active recreation purposes including Courthouse Square, Carton Avenue and the public park adjacent to the canal.

- Courthouse Square off Main Street is an underutilised public asset with a poor image. This predominantly hard landscaped area is dominated by traffic on the Straffan Road. This civic space remains largely unused with the exception of Market Day. The area on the built side of the square forms a 'cul-de-sac' and is primarily used for car

parking. Proposals for the redevelopment of this area are outlined below

- Carton Avenue comprises a large treelined avenue connecting Main Street to Carton House across the demesne parkland. It provides the town with an exceptional area for passive recreation and contributes to the overall image and character of the town

The Public Park adjacent to the canal comprises an active amenity area providing playing pitches and a playground for the town. However there is a lack of connectivity with the town centre and adjacent residential areas. An opportunity exists to improve access and provide passive supervision of the public realm (refer Section 7.4.11).



*Playground in the Public Park*



*Carton Avenue*

<sup>3</sup> In cases where there is a dense pattern with multiple plots/buildings fronting a street, the urban grain is defined as fine. The term loose grain is applied where the building plot is larger and the built form smaller.

Figure 7: Main Street Ground Floor Uses February 2011



#### 7.4.6 Transport Links and Movement

Traffic has become the largest threat to the success of Maynooth as an attractive urban centre. An opportunity exists to increase permeability within the town centre and improve the quality of existing connections. Section 7.5 of this Plan and Map 1 and 1(a) outline detailed proposals to improve movement and connectivity throughout the town.

The train station is located to the south of the canal and is connected to the Harbour Area by a pedestrian bridge. The existing pedestrian route between the Harbour Area and Leinster Street is predominately surrounded by underused sites and unsupervised open space. An opportunity exists to improve the quality of the public realm by creating a safe overlooked route from the railway station to the town centre.

The Royal Canal presents an opportunity to create an amenity area with an attractive pedestrian walkway. Presently this walkway is poorly overlooked. Improvement in the quality of the public open space along the bank of the canal together with suitable amenities will improve pedestrian permeability throughout the town.

#### 7.4.7 Land use and activity

The predominant uses in the town centre include retailing, financial and professional services, cafes and public houses and community facilities such as the Maynooth Community Library. There are also a number of residences in the town centre, many of which are part of the traditional streetscape. It is important that the town centre remains an attractive place to live in order to maintain beneficial uses throughout the day and night. An increase in retail provision within the town centre in particular Main Street is necessary to ensure the vitality and viability of the town centre and reinforce the importance of Main Street as a retail destination. Figure 7 identifies uses along Main Street. Stretches of the street are dominated by banks, restaurants, take-aways, pubs and offices, many of these have restricted opening hours which impacts on the vitality of the area.

#### 7.4.8 Strategy

The vision for Maynooth town centre is to create a vibrant and bustling town with a diverse mix of activities. This can be achieved by developing derelict and key infill/gap sites in the town centre, enhancing the physical environment and streetscape of the existing town core and creating zones of activity. The overall aim of the strategy will be to achieve a flexible and realistic framework for growth while facilitating appropriate development, regeneration and physical improvement of the town. The regeneration of Maynooth town centre is a complex process of adaptation of existing urban areas and preservation of areas of historical significance.

The strategy therefore seeks to:

- Develop a framework for orderly town centre growth that balances adaptation, preservation and expansion
- Set out principles for the intensification of use of the existing grain within the established town centre
- Establish a consistent approach to key redevelopment sites by way of comprehensive design guidelines

Maynooth has a number of key strengths such as its historic core, landmark buildings and architectural heritage, urban spaces and civic amenities. An opportunity exists to utilise the Main Street with its strong sense of place, character and culture as a tool to strengthen the town core. It is necessary to strengthen Main Street in order to reinforce its position as the central hub of activity in Maynooth and to create a vibrant and bustling core with a diverse mix of uses.

Linkages between Main Street and surrounding destinations such as the Train Station, Manor Mills and Carton Park Shopping Area need to be strengthened in order to achieve a coherent and compact town centre. This can be achieved by consolidating the lands surrounding Main Street in order to intensify development within the town centre of Maynooth and support Main Street's central position within the town core. It is envisaged that

future development in this area will provide a strong street edge and active ground floor uses therefore improving the quality of the public realm.

Expansion of the town centre in a sustainable manner can also be achieved by utilising backland areas, in particular the Harbour Area which is located along the Royal Canal and to the east of the College. The redevelopment of these lands provides an opportunity to increase permeability thereby relieving traffic congestion within the town centre and strengthening the linkage between the town core and the railway station.

#### 7.4.8.1 Strategy Policies

It is the policy of the Council:

UDS 1: To reinforce Main Street as a vibrant town centre with a diverse mix of uses and to consolidate the town centre areas which surround Main Street by intensifying development in order to create a compact core.

UDS 2: To facilitate the development of the historic core as a cultural quarter that reinforces Maynooth's status as a Heritage town.

UDS 3: To strengthen the identity of the town by achieving a balance between old and new therefore reinforcing the distinctiveness of the historic town core.

UDS 4: To provide for sustainable urban expansion areas by prioritising the development of derelict/brownfield and key infill/gap sites.

UDS 5: To promote and encourage high quality urban design and to improve the image of the town by enhancing the physical environment and streetscape.

UDS 6: To relieve traffic congestion within the town centre by improving permeability.

UDS 7: To strengthen and formalise existing routes within the town as well as creating new linkages along which development can take place.

UDS 8: To ensure the redevelopment of the laneways has regard to the townscape character of the town centre with its pattern of two storey buildings with pitched slate roofs. Buildings in excess of two stories in scale shall not be permitted

Figure 8: Urban Design Strategy

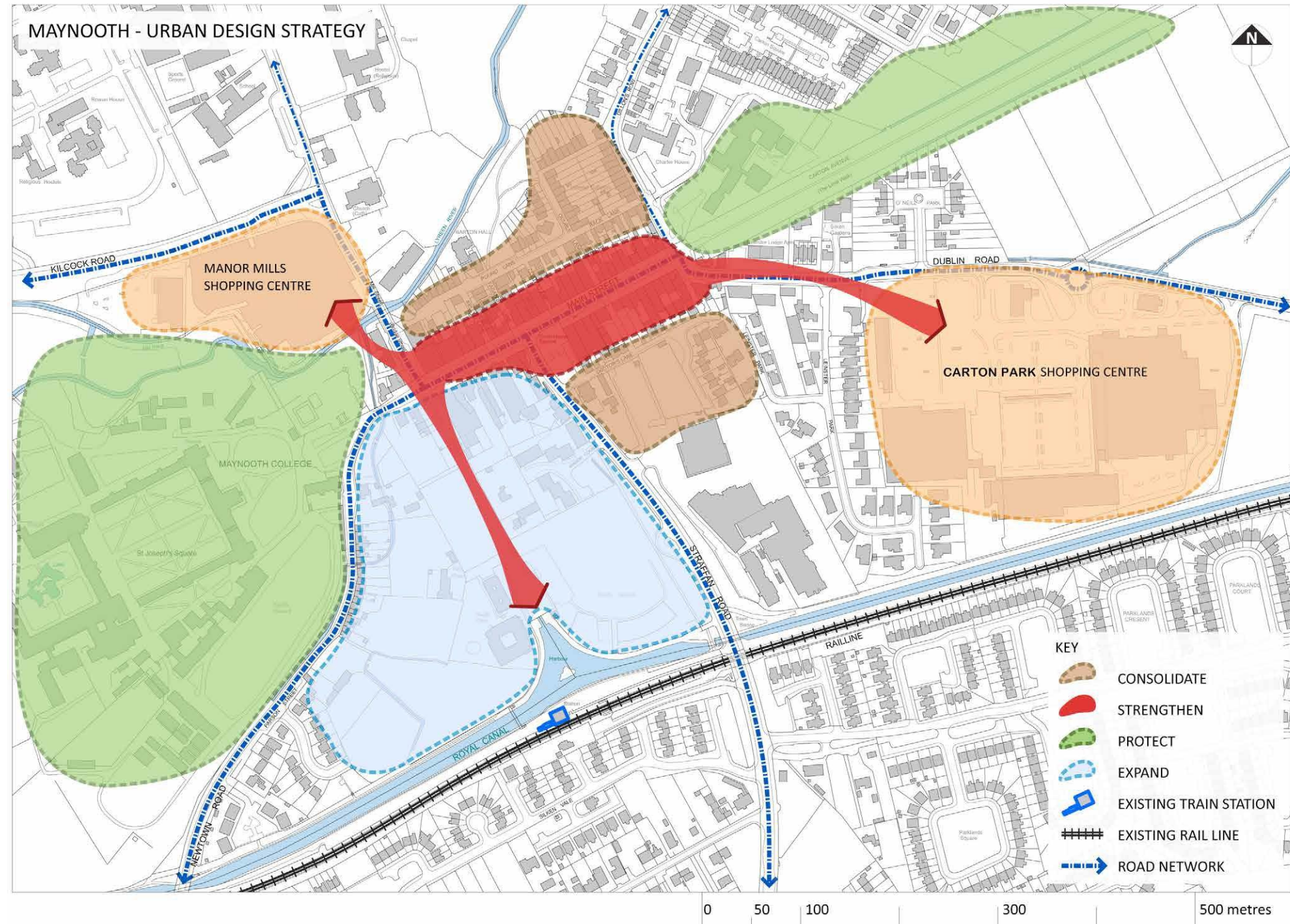


Figure 9: Urban Design Framework Plan



7.4.9 Urban Design Framework

This section establishes the general approach and principles to guide growth and manage change in the town, including specific proposals to strengthen, consolidate and expand Maynooth in order to create a lively urban core with a diversity of uses.

Consolidation is necessary to support Main Street as a central hub of activity providing commercial and mixed-use development. Linkages between Main Street, Manor Mills and Carton Park Shopping Area will therefore be strengthened creating a compact, coherent and legible town core.

In addition the urban design framework seeks to develop in an integrated manner the Harbour Area within the town in order to provide a sustainable urban expansion area, increasing permeability and strengthening the linkage between the town core and the train station.

7.4.9.1 Strengthen Main Street

A diversity of shops and businesses are required to ensure the vitality of the town centre. The greater the mix of shops and services, the greater the attraction of the town centre.

Destination shops can stimulate shopper / pedestrian flows past other retail units and services. The provision of a destination shop appropriately located along Main Street could encourage pedestrian movement through the core and underpin activity there. In order to accommodate a retail unit of this nature a number of existing units may need to be amalgamated. In this case the narrow frontage to the street should be retained while amalgamation can occur to the rear of the buildings in the backlands areas to accommodate car parking, storage, retail expansion etc.

In order to ensure the vitality and viability of the town centre it is envisaged that any additional new retail units within the town centre be of a fine grain with active frontages<sup>4</sup> and variety of operators. Apart from restaurants and bars, non retail activities should be located on upper floor so that retail frontage is maintained at street level.

The image of Maynooth is crucial to its vitality and therefore plays an important part in the success of the town centre. The following sections outline measures which will strengthen the image of the town centre and support its role as the principle commercial area.

### Shopfronts

The Main Street has some noteworthy examples of traditional shopfronts. However, Main Street has experienced some deterioration and neglect resulting in vacancy rates, poor quality retail provision with poor shop fronts. There has also been a reduction in the quality of the public realm particularly in the vicinity of Courthouse Square.

Shopfronts can have a significant impact on the image of the town and the quality of the public domain. It is proposed to:

- Promote and encourage high quality shopfront design particularly within the Architectural Conservation Area (ACA)
- Encourage the retention, sensitive repair and re-use of traditional shopfronts
- Reduce visual clutter by removing and preventing the introduction of poor quality projecting signage

<sup>4</sup> For the purposes of this Plan active frontage units are defined as having opening hours that include the weekend to encourage activity outside business hours. Where retail activities operate only during office hours (i.e. 9am - 5pm Monday to Friday) such as banks, their presence on the streetscape should be limited with 3 no active frontage units as described above either side.



*Victorian Shopfront on Main Street, Maynooth*

The image above is an example of a traditional victorian shopfront along Main Street. Of particular note is the curved glazing at the entrance.

Unfortunately the original façade of the upper floor of the building has been removed and replaced with an inappropriate glazing system.



*Victorian Shopfront on Main Street, Maynooth*

The large bulkhead below the fascia and the adhesive window display also detract from the building. In contrast, the image below shows a traditional victorian shopfront in Hereford which has been sensitively restored. The preservation of these shopfronts is important for maintaining our highly valued built heritage and streetscapes.





Victorian Shopfront in Hereford UK.



Poor quality shopfront on Main Street, Maynooth

Materials and colour should be appropriate to the design of the shopfront. Glossy plastic should be avoided and colours should match or tone with the fascia. Garish colours should be avoided.



Good use of colour - Main Street, Maynooth.

### *Courthouse Square*

Courthouse Square is located at the heart of the historic core. Its principal function is related to traffic and parking which at present, dilutes the quality of the civic space. An opportunity exists to transform the square into a lively civic space providing a quality and usable space for the community to enjoy. The square has the potential to become the central hub of economic and community activity which will serve as the primary public space and help present an active front to the Main Street of Maynooth.

### *7.4.9.2 Town Centre Strengthening Policies*

It is a policy of the Council:

TCS 1: To strengthen the Main Street by encouraging a diversity of shops and businesses to ensure the vitality of the town centre.

TCS 2: To continue to enhance the profile of Maynooth through strategic environmental enhancement, the creation of spaces and places of interest and the introduction of public art.

TCS 3: To prohibit the removal of street furniture of heritage value in particular on Main Street and the adjoining streets and to encourage the provision of high quality seating along the public thoroughfare of Maynooth.

TCS 4: To seek the renewal of derelict, underused and vacant sites in accordance with relevant legislation.

TCS 5: To facilitate the development of an appropriately sited destination shop along Main Street in order to encourage pedestrian movement through the core, provide a focus for the street and underpin activity there.

TCS 6: To improve the image of the town centre by increasing permeability, creating well defined street edges (where private space and public space meet) and by developing high quality streets with active ground floor frontages.



*View of Courthouse Square dominated by car parking and traffic providing a poor quality public realm*



*Indicative transformation of Courthouse Square to become the central hub of community activity through the use of materials and finishes which reflect and enhance the existing landscape character*

TCS 7: To improve the quality of the town's streetscape by:

- Promoting and encouraging high quality shopfront design particularly within the Architectural Conservation Area (ACA)
- Encouraging the retention, sensitive repair and re-use of traditional shopfronts
- Reducing visual clutter by removing and preventing the introduction of poor quality projecting signage

TCS 8: To transform the Courthouse Square into a lively civic space providing a quality and usable space for the community to enjoy.

TCS 9: To continue to exclude certain unsympathetic new uses such as gaming / amusements centres from the town centre and no further stand alone take-aways will be permitted in the town centre. A take away as an ancillary use to a sit in restaurant may be considered.

TCS 10: To encourage the residential uses in the town centre such as 'Living over the Shop'.

TCS 11: To ensure that new developments which might extend over more than one historic plot, should address the plot through design, with variations in the façade composition that echo the historic plot pattern.

#### 7.4.10 Consolidate the Town Centre

Despite the close knit appearance of Main Street, underutilised streets and lanes as well as vacant backland plots exist to the rear of this street. Intensifying development of these areas will consolidate the town centre and strengthen linkages between Main Street, Manor Mills and Carton Park thereby supporting Main Street as a core retail and service area within Maynooth.

While improvements to the public realm in the form of high quality street furniture, public lighting, improvements to the surface material and traffic calming may improve the streetscape, the overall success of a town centre will largely rely on the right combination and location of shops and cultural activities.

#### *7.4.10.1 Town Centre Consolidation Policies*

It is a policy of the Council:

TCC 1: To encourage and facilitate the re-use and regeneration of derelict land and buildings within and around the town centre and in particular vacant floorspace on the Main Street and side streets.

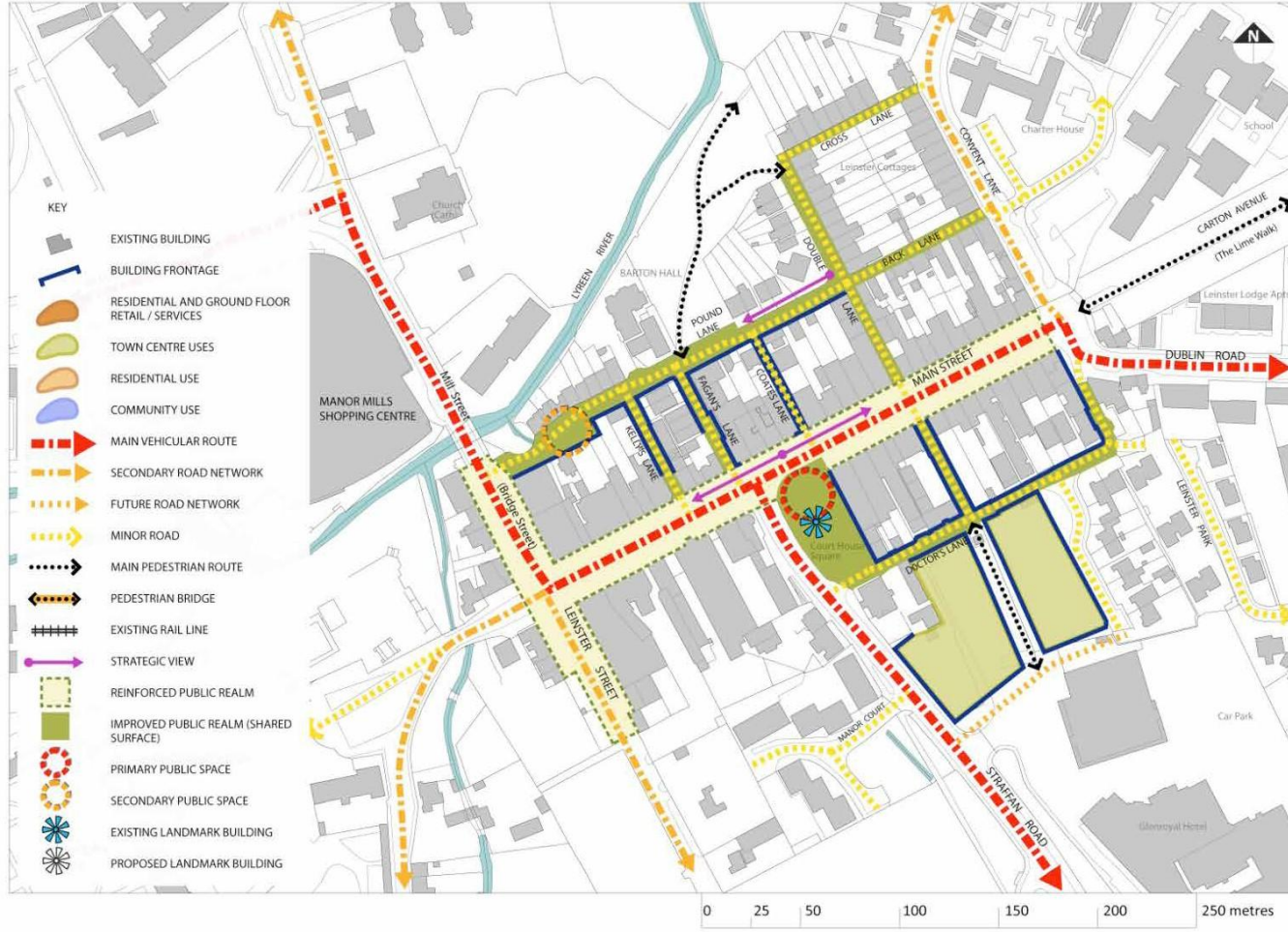
TCC 2: To allow for the intensification of the town centre by utilising undeveloped, backland and brownfield land within or adjacent to the town centre area by way of comprehensive design guidelines.

TCC 3: To ensure as far as practicable that surface car parking associated with any new development should be located behind buildings to encourage the continuity of the streetscape.

#### *7.4.10.2 Consolidation of the Laneways*

Vacancy rates within the laneways surrounding Main Street provide an opportunity to develop good quality streets with ground floor active frontages. Key routes for improvement include Kelly's Lane, Fagan's Lane, Coates Lane, Buckley's Lane and Pound Lane. Specific guidelines for the future development of these areas are outlined in the following sections.

Figure 10: Urban Design Framework, Consolidation of the Laneways



## Kelly's Lane

Kelly's Lane is one of four lanes connecting Main Street to Pound Lane. The lane comprises the side of the commercial units which front Main Street and an office block. The lane provides a poor quality public realm.



*Lack of active frontages and poor public realm along Kelly's Lane*

Opportunities exist to transform this lane into a bustling shared surface town centre street by improving the public realm and removing car parking. Where the possibility exists for appropriate infill development, new structure(s) should have a strong building line and active frontages along the street. A quality public realm should be achieved using a high standard of quality finishes and treatment.

### *Key Design Issues*

- Opportunities exist for appropriate infill development
- Infill development should have regard to the character of the surrounding area
- Provide a quality public realm with exemplary built form
- Transform this lane into a bustling shared surface street by providing active frontages and a quality public realm in order to reinforce the existing linkages
- Remove car parking from the lane



*Indicative transformation of Kelly's Lane into a bustling town centre street*

## Pound Lane

Pound Lane runs parallel to Main Street and is characterised by the former Band Hall and School, now in residential use, as well as terraces of houses and labourer's cottages. There have been a number of recent developments in the form of retail units and apartment developments as well as some town housing. Much of the existing development does not address or provide active frontages onto Pound Lane particularly along the southern edge. Much of the built form on this side of the street comprises warehouse type retail units with car parking to the front, resulting in disrupted building line. The lane has a poor quality public realm.



*Terraces of houses provide an attractive streetscape*

When redevelopment opportunities arise every opportunity should be taken to establish a strong building line along the street edge which will allow the transformation of Pound Lane into a bustling street. New development should comprise a mix of high quality designed, fine grained, active frontage blocks. The street may be punctuated with intermittent individually designed buildings to ensure visual interest and develop a stimulating streetscape. Car parking associated with any new development should be located behind buildings to encourage the continuity of the streetscape. A quality public realm should be achieved using a high standard of quality finishes and treatments.



*Poor definition of the public realm along Pound Lane*

### *Key Design Issues*

- Infill development should have regard to the surrounding character
- Provide a quality public realm with exemplary built form
- Transform Pound Lane into a bustling street by providing appropriate infill development
- Provide buildings with a strong building line and active frontages to the lane
- Car parking associated with any new development should be located to the rear of the development or underground
- Regularise on street car parking
- Provide good quality footpaths

## Fagan's Lane

Fagan's Lane connects Main Street to Pound Lane and the surrounding areas. The street comprises a restaurant/coffee shop and an opticians on one side which provide some active frontages along the street. The opposite side of the street comprises a new development of vacant retail units with apartments over and also the side entrance of a shop which fronts onto Main Street.

Opportunities exist to transform this lane into a bustling shared surface town centre street by improving the public realm and removing car parking. The vacant retail units may be suitable for a deli/restaurant where additional seating for outdoor dining can occur along the raised platform bringing a sense of liveliness to the street.



*Active frontages along Fagan's Lane*

### *Key Design Issues*

- Improve the quality of the public realm and reinforce the existing linkage
- Remove car parking from the lane
- Transform this lane into a shared surface street using quality materials, street furniture, lighting and signage.



*Disconnected retail unit and street along Fagan's Lane*

### Coates Lane

Coates is the narrowest of the four lanes connecting Main Street to Pound Lane. Sadly the recent closure of the Creative Arts Centre which provided a space for artists, musicians and theatre has resulted in the loss of an artistic and cultural hub for the town centre.

The public realm of the lane is poor with some graffiti visible along the gable wall of the residential units. An opportunity exists to transform this lane into a shared surface town centre street using quality materials, street furniture, lighting and signage. This plan seeks to encourage the relocation of a cultural or community use along the street.

*Key Design Issues*

- Redevelopment opportunities should have regard to the surrounding character, particularly where the proposed development is located on a small plot and should present an active front to the street
- A quality public realm should be achieved using a high standard of quality finishes and treatments
- Improve the quality of the public realm and reinforce the existing linkage
- Transform this street into a shared surface street using quality materials, street furniture, lighting and signage
- Encourage the relocation of a cultural or community use along the lane.



*View down Coates Lane from Pound Lane showing a poor public realm. The Creative Arts Centre can be seen on the right.*



## Double Lane

This area consists of Double Lane, Cross Lane and Back Lane and contains labourer's cottages which date back to the 1840's. A number of cottages have added inappropriate porches to the front. Access from these cottages is directly onto the street which is presently of poor quality.

Opportunities exist to improve the quality of the public realm particularly along Double Lane. Uniformity along the terraces of cottages should be encouraged in order to strengthen the streetscape. A defensible space should be provided in front of the cottages in the form of a footpath or through the use of appropriate bollards. Where opportunities exist for infill development regard should be had to the surrounding character.

### *Key Design Issues*

- Uniformity along the terraces of cottages should be encouraged in order to strengthen the streetscape
- A defensible space should be provided in front of the cottages in the form of a footpath or through the use of appropriate bollards
- A quality public realm should be achieved using a high standard of quality finishes and treatments
- New development should have regard to the surrounding character, particularly where the proposed development is located on a small plot.



*View of porches*



*View of labourer's cottages*

## Doctors Lane

Doctors Lane is located to the south of Main Street. The area is characterised by poor quality infill development, derelict buildings and vacant sites. Much of the existing development does not address or provide active frontages onto Doctor's Lane. Many retail units provide car parks to the front of the buildings resulting in a disrupted building line.

Several opportunities exist along both sides of the lane for appropriate infill development. It is envisaged that sites could be redeveloped in order to provide a new structure(s) with a strong building line and active frontages along the street which will allow the transformation of Doctor's Lane into a bustling town centre street. New development should comprise a mix of high quality designed, fine grained, active frontage blocks. Surface car parking associated with any new development should be located behind buildings to encourage the continuity of the streetscape. A quality public realm should be achieved using a high standard of quality finishes and treatments. An opportunity also exists to provide pedestrian linkage to the Spar Shopping Centre and the Glen Royal Hotel increasing the permeability within the town centre.

### Key Design Issues

- Provide a quality public realm with exemplary built form
- Transform this back lane into a bustling street within the town core by providing appropriate infill development
- Provide active frontages with a strong building line along the lane
- Improve the quality of the public realm and reinforce the existing linkages
- Provide additional pedestrian linkages to the Spar Shopping Centre and the Glen Royal Hotel
- Surface car parking associated with any new development should be located behind buildings
- Infill development should have regard to the surrounding character, particularly where the proposed development is located on a small plot



View of Doctors Lane showing vacant sites



View of Doctors Lane showing poor street frontage, poor public realm and vacant site

7.4.10.3 Consolidation Policies

It is a policy of the Council:

BAC 1: To preserve the Pound at Pound Street as an amenity area.

BAC 2: To transform Pound Lane into a bustling street by

- regularising on street car parking and by providing good quality footpaths
- encouraging appropriate infill development with a strong building line and active frontages

BAC 3: To transform Fagan's Lane, Coates Lane and Kelly's into a shared surface town centre streets using quality materials, lighting, signage and street furniture and removing car parking.

BAC 4: To promote uniformity along the terraces of cottages along Double Lane, Back Lane and Cross Lane and to provide a defensible space in front of the cottages in the form of a footpath or through the use of bollards.

BAC 5: To ensure that new structure(s) along Doctors Lane provide a mix of high quality designed, fine grained, active frontage blocks providing a quality public realm with exemplary built form in order to transform this lane into a bustling street within the town core.

BAC 6: To provide pedestrian linkage from Doctors Lane to the Spar Shopping Centre and the Glen Royal Hotel thereby increasing the permeability within the town centre.

BAC 7: To ensure that new development proposals have regard to the residential amenity of adjoining developments

7.4.11 Expansion Area - Harbour Area Design Brief

The Harbour Area is located along the Royal Canal and to the east of the College between the railway station and the Main Street. This area extends to approximately 7.14 ha. Given its strategic location, the Harbour Area has been identified as an appropriate location to accommodate town centre expansion.

Presently the area comprises a number of brownfield sites, some vacant buildings on large plots, the health centre and fire station with associated car parking and a substantial public park which provides the community with playing pitches as well as a playground. There are also a number of protected structures within and adjacent to these lands of particular note is the Geraldine Hall.



*The Geraldine Hall*

The railway station is located to the south of the canal and is connected to the Harbour Area by a pedestrian bridge. The primary pedestrian route from the train station to the town centre and NUI Maynooth is therefore through these lands which comprise underused sites and unsupervised open space. An opportunity exists to improve the quality of the public realm by creating a safe overlooked route from the railway station to the town centre through well designed urban development.

### Traffic

The town centre is characterised by significant levels of vehicular activity. A new street is provided for as part of this Plan which will connect the Straffan Road to Leinster Street and onto Parson Street. This new link road will increase permeability and relieve traffic congestion within the town centre. The street should be treelined providing a dedicated cycle lane and pedestrian footpath on both sides. The layout of future development shall be designed to accommodate but not be dominated by vehicles.

### Streetscape

The streetscapes within this area shall be characterised by quality buildings and a high standard of quality finishes and treatments such as paving and landscaping. The proposed streets shall be designed to give priority to pedestrians and therefore encourage healthy activity. In this regard close attention shall be given to the design of street surfaces and planting which should be integrated with traffic calming design.

All open spaces shall be addressed and overlooked thereby promoting natural surveillance of these areas and improving the general quality of life. Attractive and successful outdoor areas provide a quality public realm which is essential to providing Maynooth with its own individual identity.

This framework seeks to create a legible collection of streets and open spaces with diverse activity. Central to the legibility are:

- Recognisable routes - a coherent and easily read pattern of streets, lanes, squares, urban spaces and green spaces
- Intersections and landmark buildings - provided to help people find their way around
- Main routes - distinguished by exploiting vistas, key buildings and landmarks

Active frontages should occur along main routes which should be designed to provide strong corner definition and the activities and functions of the places should be made visible, thus bringing a sense of liveliness to places.

Figure 11: Urban Design Framework Plan, Expansion Area

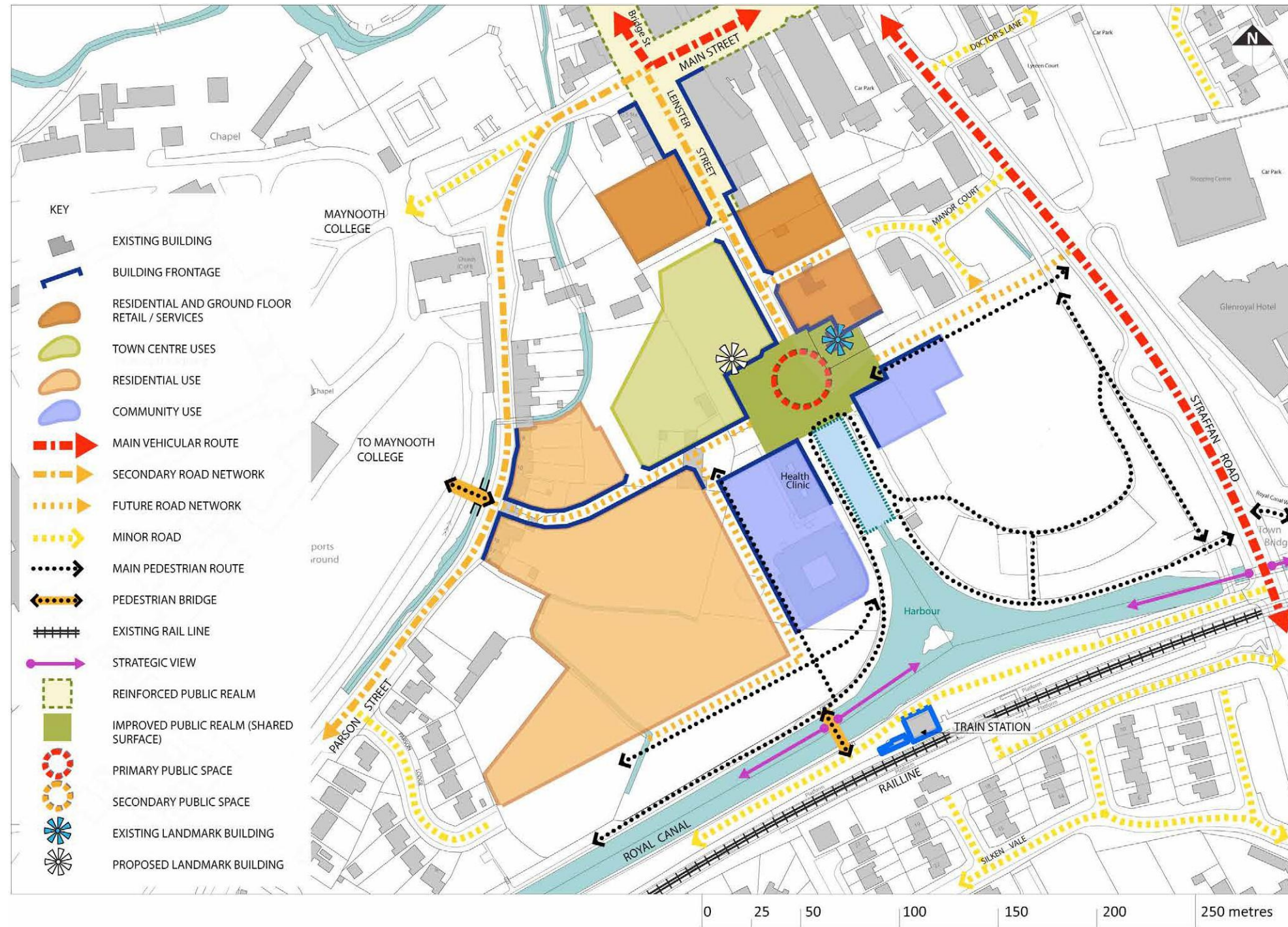


Figure 12: Indicative Layout



*Public Space*

A public or civic space is central to the liveliness of this expansion area. It should provide a place for civic gatherings and become a hub of economic and community activity. An opportunity therefore exists to provide quality and usable open space for the community to enjoy. This will contribute to an enhanced shopping environment and create a hub which will act as a generator of activity.

It is envisaged that in this space the new street and Leinster Street will give way to a shared surface by way of high quality continuous surface treatment and low key street furniture. Geraldine Hall at the centre of the new Plaza, will provide a landmark for the area and strengthen the sense of place and character.

It is also envisaged that a water feature could be incorporated within the Plaza adjacent to the canal in order to enhance this public space and provide an attractive area for public gatherings utilising the town's unique location adjacent to the waterway.

*Permeability and Connectivity*

Central to the vitality of any expansion area is its network of paths and routes. A fine grained network of streets and routes is critical to the creation of a human scale environment attractive and accessible for pedestrians. All new development should provide a fully permeable and recognisable, interconnecting network of streets.

Permeability must be protected and where possible improved. It is proposed to open up new routes as part of the key site development. It is therefore envisaged that quality linkages and connectivity is provided between Parson Street and St Patrick's College with further connections through any new residential development.

Pedestrian links increase permeability and enhance the existing open space network and provide connectivity to the open space in the adjoining residential development. As part of the framework existing pedestrian linkages are to be upgraded with lighting and surface treatment.

### *Community Facilities*

Libraries, theatres, childcare facilities, crèches, sports facilities and community services such as youth clubs and meeting spaces help to maintain and nurture a sense of community at a local level. It is therefore an objective of the framework to preserve, improve and extend these amenities. It is envisaged that a civic centre will be provided in the expansion area which will contribute to the provision of these services. This building should be located adjacent to the Plaza and the park in order to provide passive supervision of the Park and increase the provision of services for the community.

### *Diversity*

In order to further develop the vitality of Maynooth, a critical mix and level of uses and a healthy balance of economic, residential, cultural and recreational activity must be maintained. Development should be designed for a diverse community which encourages sustainable living and reinforces neighbourhood values. By increasing the mix of uses available locally the movement patterns of the surrounding community will be greatly reduced. The mix of uses will also encourage 24 hour activity in the expansion area and in doing so provide constant supervision of the public realm.

### *Residential Development*

The residential area should comprise high quality houses with shared surface access in courtyard type development. Courtyards are a suitable form of residential development for the town centre expansion areas. Courtyards are to be treated as semi-public/private space and their use is to provide:

- a threshold space prior to access to the rear of properties
- a communal outdoor space
- a location for secure cycle and car parking

These spaces must be safe environments that are overlooked from individual properties.

Priority must be given to pedestrian movement. Seating should also be provided and orientated to capture sunshine this will allow casual resident users to engage with courtyard activities. Courtyards should therefore be treated as shared surfaces.

**Figure 13:** Indicative Courtyard Development



### *Protection of the Existing Environment*

All development proposals immediately adjoining existing development shall provide for the protection of existing residential amenities and shall have particular regard to minimising overlooking and visual intrusion. The provision of sensitive street frontage which addresses surrounding land uses is essential in creating a sense of place.

The Council places significance on the existing heritage fabric of Maynooth which represents a key heritage and cultural asset for County Kildare. Protecting the existing heritage of Maynooth and structures of special architectural, historical and cultural interest is of primary importance.

7.4.11.1 Expansion Area Policies

It is a policy of the Council:

- EA 1: To ensure that new development is designed for a diverse community which encourages sustainable living and reinforces neighbourhood values.
- EA 2: To provide a new treelined street connecting the Straffan Road to Leinster Street and onto Parson Street to increase permeability and relieve traffic congestion.
- EA 3: To ensure that ground floor active frontages occur along main routes.
- EA 4: To create a safe overlooked route from the railway station to the town centre through well designed urban development.
- EA 5: To increase connectivity between Parson Street and St Patrick's College
- EA 6: To provide overlooked cycle and pedestrian linkages between the residential areas, amenity areas and the town core.
- EA 7: To ensure that a public space is provided as part of the Harbour Area development.
- EA 8: To ensure that open spaces are addressed and overlooked thereby promoting passive surveillance and improving the quality of the public realm.
- EA 9: To preserve, improve and extend community facilities within the Harbour Area.
- EA 10: To ensure that the residential area within the Harbour Area comprises high quality development with shared surface access in courtyard type development.
- EA 11: To ensure that new development proposals protect the existing heritage and the amenities of adjoining development.

## 7.5 Movement and Transport

The improvement of transportation infrastructure in Maynooth will be a key element for the sustainable development of the town. Rail services have improved with the upgrade of the station facilities in recent years and the expansion of services including the commuter trains. The twin tracking of the line to Maynooth allows for an increased frequency of services to Maynooth. Traffic congestion is a major problem in Maynooth. This will be addressed when the Maynooth Outer Orbital Route is completed. The improvement of pedestrian and cycling facilities is also necessary to facilitate access to the University by the student population.

### 7.5.1 Public Transport

Maynooth Train Station is located just south of the Canal Harbour close to the town centre and within a short walk of the University. The station is served by the Dublin to Sligo route and also a number of Dublin commuter services. The level of service may be upgraded to include a greater frequency of commuter services by way of electrification of the line from Maynooth to Connolly Station.

Maynooth is also well served by Bus Eireann services including the Dublin to Ballina, Sligo, Tuam, Galway and Westport routes. The no 66 Dublin Bus Maynooth to City Centre (Merrion Square) service and the no 67 Maynooth to City Centre (Merrion Square) via Celbridge run from the Straffan Road. Enhancement of public transport services is required to be carried out in tandem with increases in population and University enrolments

It is the policy of the Council:

- PT 1: To ensure where possible, that all public transport is accessible to the disabled.
- PT 2: To support the enhancement of facilities at the Maynooth train station including additional car parking.



PT 3: To investigate the feasibility of the provision of a new vehicular access to the railway station from the Rathcoffey road.

PT 4: To provide greater opportunities for modal shift to public transport through the appropriate management of development particularly in the Canal Harbour area and pertaining to bus and train station facilities.

PT 5: To improve bus transport facilities throughout the town and to seek to ensure the provision of parking facilities to support tourist related uses where appropriate including bus stops and shelters. The Council will seek the provision of termini close to the town centre with appropriate timetable information.

#### 7.5.2 Road Infrastructure

Road infrastructure is being progressively improved throughout the town with the most recent significant improvement being the link road from the Straffan Road to Meadowbrook. Congestion remains a significant problem in the town centre and one of the key elements of this Plan is the provision of various objectives particularly the outer orbital road to alleviate congestion problems. It is also necessary to investigate the capacity of the existing M4 Interchange to ascertain whether the interchange needs to be upgraded or if an additional interchange linked to the existing one is required.

It is the policy of the Council:

TR 1: To develop, maintain and improve as required, the local road network to ensure a high standard of road quality and safety in accordance with the requirements of this Plan and relevant legislation.

TR 2: To ensure, insofar as possible, that all transport facilities and services (including car parking) operational in the Maynooth area are accessible to people with mobility needs. Car parking shall generally be provided in accordance with "Buildings for Everyone" 2002 published by the National Disability Authority (or as may be amended).

TR 3: To require all new developments including infrastructural developments carried out by or in conjunction with the local authority, to comply with the requirements of the Second Kildare Local Authorities Noise Action Plan 2013 and any revisions of this Plan.

#### 7.5.3 Road Objectives

It is an objective of the Council:

TRO 1: To carry out a study investigating the safety and capacity of the existing Straffan Road M4 Interchange to establish whether an upgrade or new interchange working in tandem with the existing one is required. In the event that a new interchange is required the location shall be identified together with connections to the existing and proposed non-national road network.

TRO 2: To facilitate the future construction of the following roads and in the interim protect these routes from development:

- (a) Between the Straffan Road (A) and the Celbridge Road (B)
- (b) Between the Moyglare Road (C) and the County Boundary (D) (only a small section of this road to the County Boundary has to be completed)





- (c) Between the Celbridge Road (B) and the Leixlip Road (E)(i) or (E)(ii)
- (d) Between the Kilcock Road (F) and the Moyglare Road (C)
- (e) Between the Kilcock Road (F) and the Rathcoffey Road (G)
- (f) Between the Rathcoffey Road (G) and the Straffan Road (A)
- (g) Between the Dunboyne Road (H) and the Moyglare Road (I)
- (h) A new Street that will connect the Straffan Road (J) with Leinster Street (K) and onto Parson Street (L)

TRO 3: To carry out the following road realignments and improvements at:

- (a) Sharp bend on Convent Lane
- (b) Along the Rathcoffey Road between the town boundary and Bond Bridge, where necessary
- (c) Along sections of the Dunboyne Road
- (d) Pound Lane
- (e) Moneycooley Road
- (f) Kilcock road at Laraghbyran
- (g) Roundabout at Maynooth Business Park
- (h) Beaufield road, Rathcoffey road junction
- (i) Meadowbrook link road and the Straffan Road junction
- (j) Along the Leixlip Road, if required by the development of the Maynooth Eastern Relief Road

TRO 4: To provide passive traffic calming measures throughout the town of Maynooth where necessary, as funding allows.

TRO 5: To carry out the following in relation to car parking:

- (a) Provide distinctly coloured disabled car parking spaces at appropriate locations throughout the town.
- (b) Investigate the provision of additional off street public car parking in the town centre.
- (c) Ensure the provision of permanent durable surfaces to all public and private car-parking facilities.
- (d) Ensure adequate car parking spaces are provided in all new developments with suitably sized oil/water interceptors

TRO 6: To ensure that the objectives of the Maynooth Traffic Management Plan (once adopted) are delivered.

TRO 7: To include all signalised junction installations within the SCOOT/UTC system in place within the area of the plan

TRO 8: To support vulnerable road user permeability between new and existing residential lands around the town and the town centre, Maynooth University and the schools around Maynooth.

#### 7.54 Pedestrian and Cycle Networks

Walking and cycling are environmentally friendly, fuel efficient and healthy modes of transportation that are highly accessible and sustainable alternatives to vehicular based transport. The Council will seek the provision of pedestrian access and linkages where opportunities arise as part of new developments. The Council has identified key pedestrian routes within and around the town centre and will seek the provision of these routes as opportunities arise. The Council will also seek the provision of cycle friendly linkages as part of new developments and will promote the expansion of cycle facilities throughout Maynooth particularly to and from areas of amenity, employment locations, the University, schools and residential development.

It is the policy of the Council:

PC 1: To ensure that adequate secure bicycle parking facilities are provided generally throughout Maynooth, particularly as part of new educational, recreational and commercial developments.

PC 2: To ensure the development of 'shared surface' and similarly passively calmed environments throughout the town. Surfaces should be different colours to distinguish the intended uses.

#### 7.5.5 Pedestrian and Cycle Networks Objectives

It is an objective of the Council:

PCO 1: To refurbish all footpaths in the town and improve access for the disabled as part of this refurbishment and to construct new footpaths that are accessible to the mobility impaired.

PCO 2: To investigate the possibility of developing Sli na Slainte (path to health) routes in the Maynooth area.

PCO 3: To provide footpaths and public lighting at the following locations:

- (a) Both sides of Leinster Street.
- (b) Along the Celbridge Road as far as the LAP Boundary.
- (c) Along the Dunboyne Road between Convent Lane and Kildare Bridge.
- (d) From the Town Centre to the Maynooth AFC ground on the Rathcoffey Road, where required.
- (e) Along the Lyreen River from the Pound to the LAP Boundary.
- (f) Along the Leixlip Road from the Traveller facilities to the existing path.
- (g) Along the Kilcock Road to Laraghbryan cemetery.
- (h) Along the Greenfield Road.
- (i) From Moyglare Hall to the Moyglare Road at a location closer to the town centre
- (j) Pound Lane

(k) Along the Royal Canal.

PCO 4: To facilitate and encourage cycling as a more convenient and safe method of transport, through the designation of a cycle network, linking population, commercial, community facilities and transport nodes. The development of cycle paths shall be encouraged along the following routes:

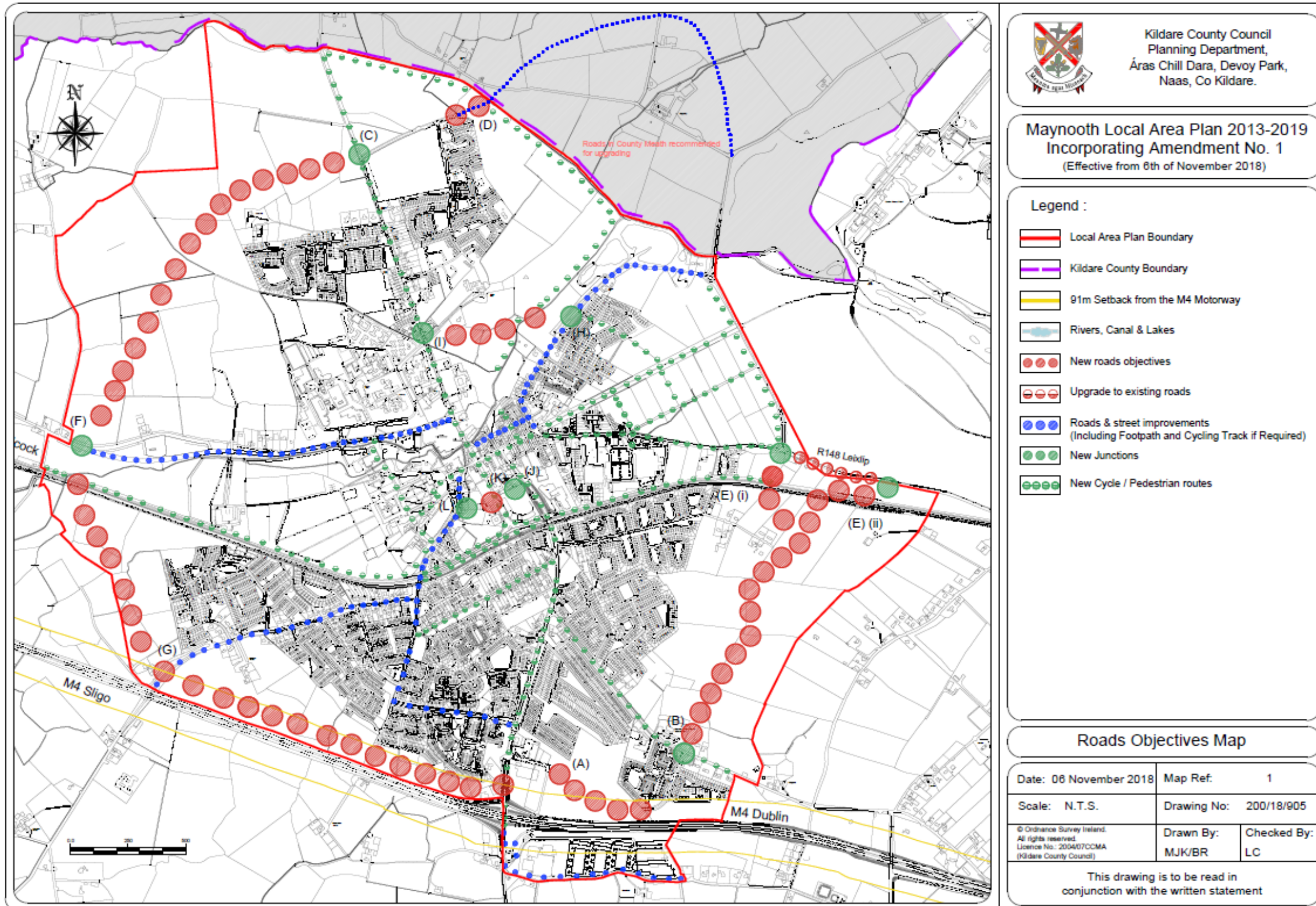
- (a) Along the Lyreen from the Pound to the LAP Boundary
- (b) Through the University Grounds, from Bond Bridge to the Kilcock Road
- (c) Along the Canal between Leixlip and Kilcock
- (d) Along Parson Street and the Rathcoffey Road as far as Maynooth Football club
- (e) Along the Moyglare Road
- (f) Along the Kilcock road to Laraghbryan cemetery
- (g) Along Greenfield road
- (h) From Moyglare Hall to the Moyglare Road at a location closer to the town centre
- (i) Along the Straffan Road
- (j) Along the Dublin Road
- (k) Along the Celbridge Road
- (l) Along the Meadowbrook Road
- (m) Along Leinster street from the Train Station
- (n) In the town centre where required.
- (o) Along the Royal Canal.
- (p) From the new Maynooth Eastern Relief Road to the town centre and train station.

PCO 5: To carry out environmental improvements along the Kilcock Road from the Moyglare Road to the speed limit at Laraghbryan graveyard to improve pedestrian and cyclist facilities.

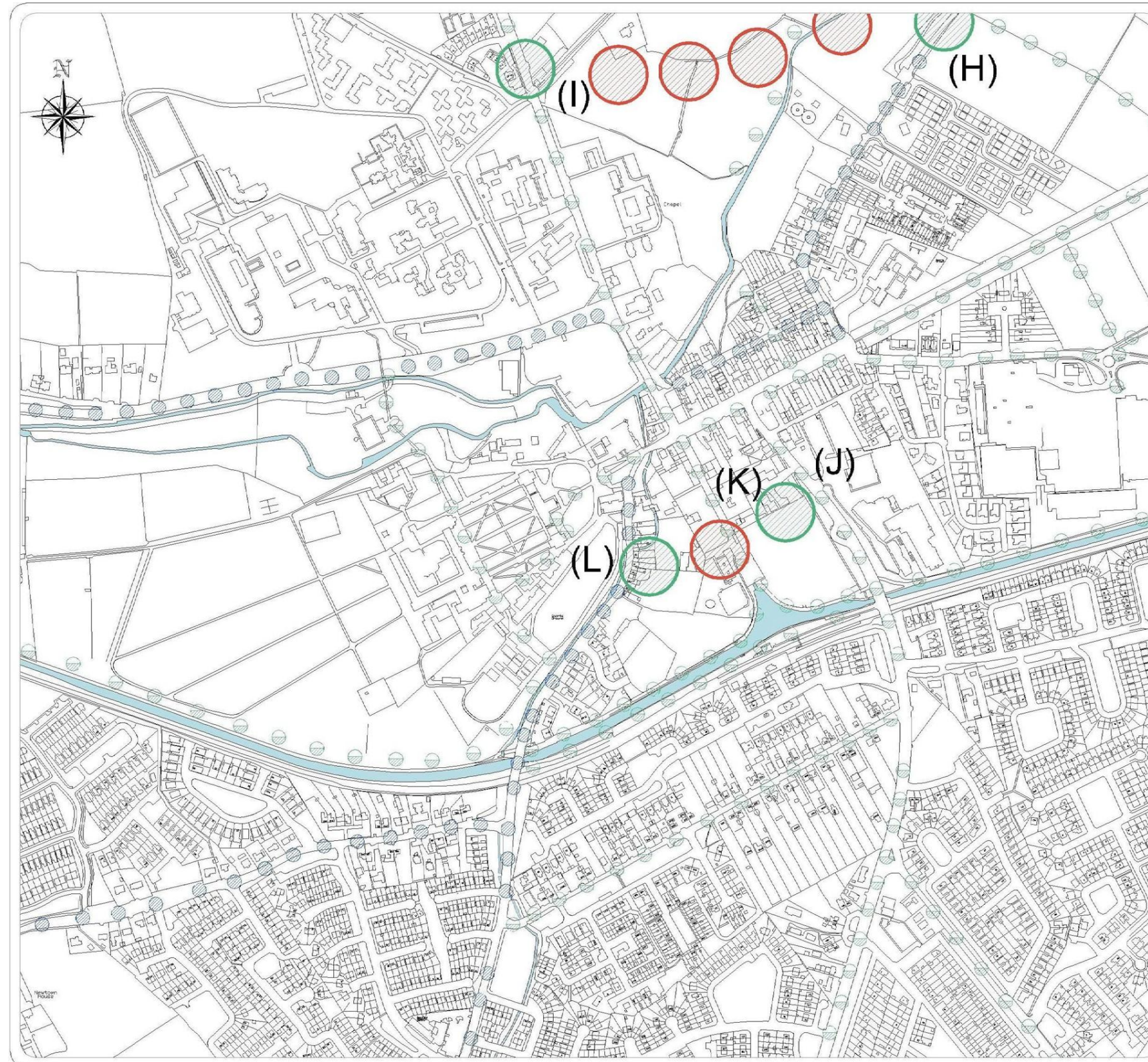
PCO 6: To provide for public transport, walking and cycling infrastructure in collaboration with the National Transport Authority under the National Transport Authority's funding programmes.

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Map 1: Roads Objectives



Map 1(a): Roads Objectives



Kildare County Council  
 Planning & Economic  
 Development Department

Maynooth Local Area Plan 2013-2019

Legend :

-  Rivers, Canal & Lakes
-  Roads & street improvements  
(Including Footpath and Cycling Track if Required)
-  New Junctions
-  New Cycle / Pedestrian routes
-  New roads objectives

Roads Objectives Map

Scale: N.T.S.	Map Ref.: 1(a)
Date: 26th August 2013	Drawing No.: 200/12/238
© Ordnance Survey Ireland. All rights reserved. Licence No.: 2004/07001A (Kildare County Council)	Drawn by: N. Hopkins

This drawing is to be read in  
 conjunction with the written statement

## 7.6 Water and Drainage

### 7.6.1 Water Supply

Maynooth is supplied by the North-East Regional Water Supply Scheme with water from the Fingal County Council treatment plant in Leixlip. In order to reduce reliance on the River Liffey and to secure water supply in the region a number of regional upgrades are proposed. These include:

- a) the Castlewarden - Ballygoran pipeline and reservoir scheme has now been completed; and
- b) Upgrade works to the Fingal County Council, Leixlip Plant Water Treatment Plant are ongoing.

The level of growth in Maynooth will be managed in line with the ability of local services to cater for future growth. No development shall be permitted to proceed if the local services are insufficient to cater for the development. A comprehensive approach to the delivery of water infrastructure is considered necessary. Water infrastructure development within the strategic residential lands at Railpark should align with Irish Water's Strategic Network Development Plans. Prior to the commencement of any development within the Railpark area, landowners/developers should prepare detailed water services plans for the Railpark area and agree these plans with Irish Water and Kildare County Council. Such plans should align with Irish Water's Strategic Network Development Plans for the Railpark area. Such plans must also comply with Irish Water standard details and codes of practice. All proposed development within and adjoining the Maynooth area will be screened for Appropriate Assessment of its potential to impact on the Natura 2000 network, in accordance with Article 6 of the Habitats Directive.

It is the policy of the Council:

WS 1: To provide water, sufficient in quantity and quality to serve all lands zoned for development in this Plan. Where deficiencies exist the Council will facilitate only as much development as can be provided for, based on available water supply.

### 7.6.1 Water Quality

Maynooth is situated in the Ryewater Water Management Unit of the Eastern River Basin District and within the Lyreen Lower waterbody of this Water Management Unit. The overall status of surface water in this waterbody is "Moderate" and the objective is to reach "Good Status" by 2021. Kildare County Council and the Environmental Protection Agency carry out water quality monitoring in the waterbody for the purpose of the Water Framework Directive. The overall status of groundwater in the area is "Good" and the objective is to "Protect" this status in the future.

The Lyreen River discharges to the Rye Water. The Rye Water Valley / Carton Special Area of Conservation (SAC) (Site code 001398) is close to the Maynooth town boundary and the Council is committed to protecting and enhancing this river. Any proposed development which has the potential to impact on a Natura 2000 Site will be screened for Appropriate Assessment. In all such cases the developer shall consult with the National Parks and Wildlife Section of the Department of Arts, Heritage and the Gaeltacht.

It is the policy of the Council:

WS 2: To ensure that all new developments in Maynooth utilise and connect to existing water infrastructure.

WS 3: To provide water in sufficient quantity and quality to serve the needs of existing and future population and commercial development, for all lands zoned for development in this Plan, as resources and finances permit.

WS 4: To ensure that the EU Water Framework Directive is implemented.

WS 5: To ensure that the specific relevant objectives and measures for individual water bodies set out in the Eastern River Basin Management Plan and associated Programme of Measures are implemented.

### 7.6.2 Wastewater

The continued improvement of wastewater drainage infrastructure within Maynooth is essential for the

development of the town as a Large Growth Town II. Deficiencies in wastewater treatment services act as a barrier to economic development and population growth. Maynooth is served by the Leixlip Wastewater Treatment Plant which also serves the towns of Kilcock, Celbridge, Leixlip and Straffan.

The upgrade of the Lower Liffey Valley Regional Sewerage Scheme is approaching completion and will improve the network capacities in Maynooth. In addition the upgrade of the Leixlip WWTP from 80,000 PE to 150,000 PE is due for completion by 2015 and this will provide extra capacity in the region.

The level of growth in Maynooth will be managed in line with the ability of local services to cater for future growth. No development shall be permitted to proceed if the local services are insufficient to cater for the development. All proposed development within and adjoining the Maynooth area will be screened for Appropriate Assessment of its potential to impact on the Natura 2000 network, in accordance with Article 6 of the Habitats Directive.

It is the policy of the Council:

WW 1: To ensure the separation of foul and surface waters through the provision of separate sewerage and surface water networks.

WW 2: To ensure the changeover from septic tanks to mains connections in all cases where this is feasible and that all new developments utilise and connect to the existing wastewater infrastructure. The provision of individual septic tanks and treatment plants in the Maynooth area will be strongly discouraged to minimise the risk of groundwater pollution. Where such facilities are permitted, full compliance with the prevailing regulations and standards will be required.

WW 3: To preserve free from development the wayleaves of all public sewers.

#### 7.63 Surface Water Drainage

Adequate stormwater drainage and retention facilities are necessary to accommodate increased surface water run off resulting from current and future developments. The use of Sustainable Drainage Systems (SuDS) in developments can contribute to surface water retention and help to reduce and prevent flooding by mimicking the natural drainage of a site to minimise the effect of a development on

flooding and pollution of waterways.

It is the policy of the Council:

SW 1: To ensure that new developments incorporate appropriate SuDS facilities, designed, constructed and maintained in accordance with the requirements of the Greater Dublin Strategic Drainage Study (GSDSDS) for treating and controlling the discharge of surface water from developments.

SW 2: To ensure that all new development proposals have regard to the requirements of the Kildare Groundwater Protection Scheme 1999 (as amended) and Environmental Protection Agency/ Department of the Environment guidelines applicable at the time.

SW 3: To ensure the implementation of the Groundwater Directive (2006/118/EC) on the protection of groundwater against pollution and deterioration.

#### 7.64 Surface Water Drainage Objectives:

It is an objective of the Council:

SWO1: To improve the provision of water and drainage services in new developments and in those areas of the town where deficiencies exist.

SWO2: To carry out a survey of the surface water culverts in Maynooth to assess their current state, and to improve culverts where necessary.

SWO3: To carry out a programme of dredging surface water drains in Maynooth and to continue to ensure that the drains are regularly maintained to minimise the risk of flooding.

SWO4: To promote sustainable water conservation initiatives, particularly for larger developments including rainwater harvesting, re-use of grey water and improved leakage control.

SWO5: To promote rainwater harvesting as a complementary surface water management system in all developments and in particular for larger developments.





#### 7.6.5 Flood Risk Management

In line with “The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)” a Strategic Flood Risk Assessment (SFRA) has been conducted as part of the preparation of the Maynooth Plan and contains Stages 1 and 2 of a Flood Risk Assessment; details of which are outlined below:

- (i) The SFRA recommended that development proposals for a number of areas within the Plan Boundary be the subject of site-specific flood risk assessment appropriate to the nature and scale of the development being proposed. A map showing the extent of these areas is provided in the draft report of the SFRA carried out for the Maynooth Plan and on map 2 of this Plan.
- (ii) The SFRA recommended detailed Flood Risk Assessment where it identified lands for which the flood risk could be considered to be such as to threaten the strategic land-use envisaged in the Maynooth Plan. Detailed Flood Risk Assessment was subsequently undertaken for these lands and Flood Risk Zones established for 100year and 1000year flood events. In accordance with the Guidelines, the Justification test was carried out on those lands where there was significant encroachment of the flood risk zones. Records of the detailed Flood Risk Assessment and Justification Tests are contained in the draft report of the SFRA carried out for the Maynooth Plan.

It is the policy of the Council:

- FRA 1: To apply the general policies, requirements and objectives contained in Chapter 7 (Water, Drainage and Environmental Services) of the Kildare County Development Plan For the purpose of ensuring that flood risk management is fully integrated into the Maynooth Plan.
- FRA 2: To implement the requirements of the DoEHLG, The Planning System and Flood Risk Management ~ Guidelines for Planning Authorities (2009) and the Maynooth SFRA in the carrying out of functions during the period of the Plan and to update the SFRA for Maynooth as appropriate.
- FRA 3: To ensure that any Flood Risk Assessments conducted in respect of development proposals on lands identified in the Maynooth SFRA as requiring site-specific Flood Risk Assessment are undertaken in accordance with the DoEHLG, The Planning System and Flood Risk Management ~ Guidelines for Planning Authorities (2009).
- FRA 5: To require that persons / companies undertaking site-specific Flood Risk Assessments are competent and will certify that the Flood Risk Assessment has been undertaken in accordance with the requirements of the DoEHLG, The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and utilising other relevant flood information as it becomes available.
- FRA 6: To ensure that new developments incorporate appropriate SuDS facilities, designed, constructed and maintained in accordance with the requirements of the Greater Dublin Strategic Drainage Study (GSDS) for treating and controlling the discharge of surface water from developments.
- FRA 7: To ensure that no surface water will be permitted to discharge to the Royal Canal or its feeders either temporarily or permanently without written consent from Waterways Ireland.



FRA 8: To create buffer zones between all watercourses and new development including the River Lyreen and the Meadowbrook River. The extent of these buffer zones shall be determined in consultation with a qualified ecologist and following a Flood Risk Assessment. Any hard landscaping proposals shall be located outside of any buffer zone areas. The Buffer Zone extents will depend on accessibility of the watercourse but in any case shall not be less than 10m in the case of the Lyreen and Meadowbrook Rivers and not less than 5m in the case of other watercourses.

FRA 9: To ensure that the requirements of Inland Fisheries Ireland are adhered to in the construction of flood alleviation measures. This includes, but is not limited to:

- Allowance for dry weather flow conditions to be reflected in channel cross-section
- Appropriate programming of any 'instream works' to reflect the requirements of Inland Fisheries Ireland.

7.6.6 Flood Risk Management Objectives:

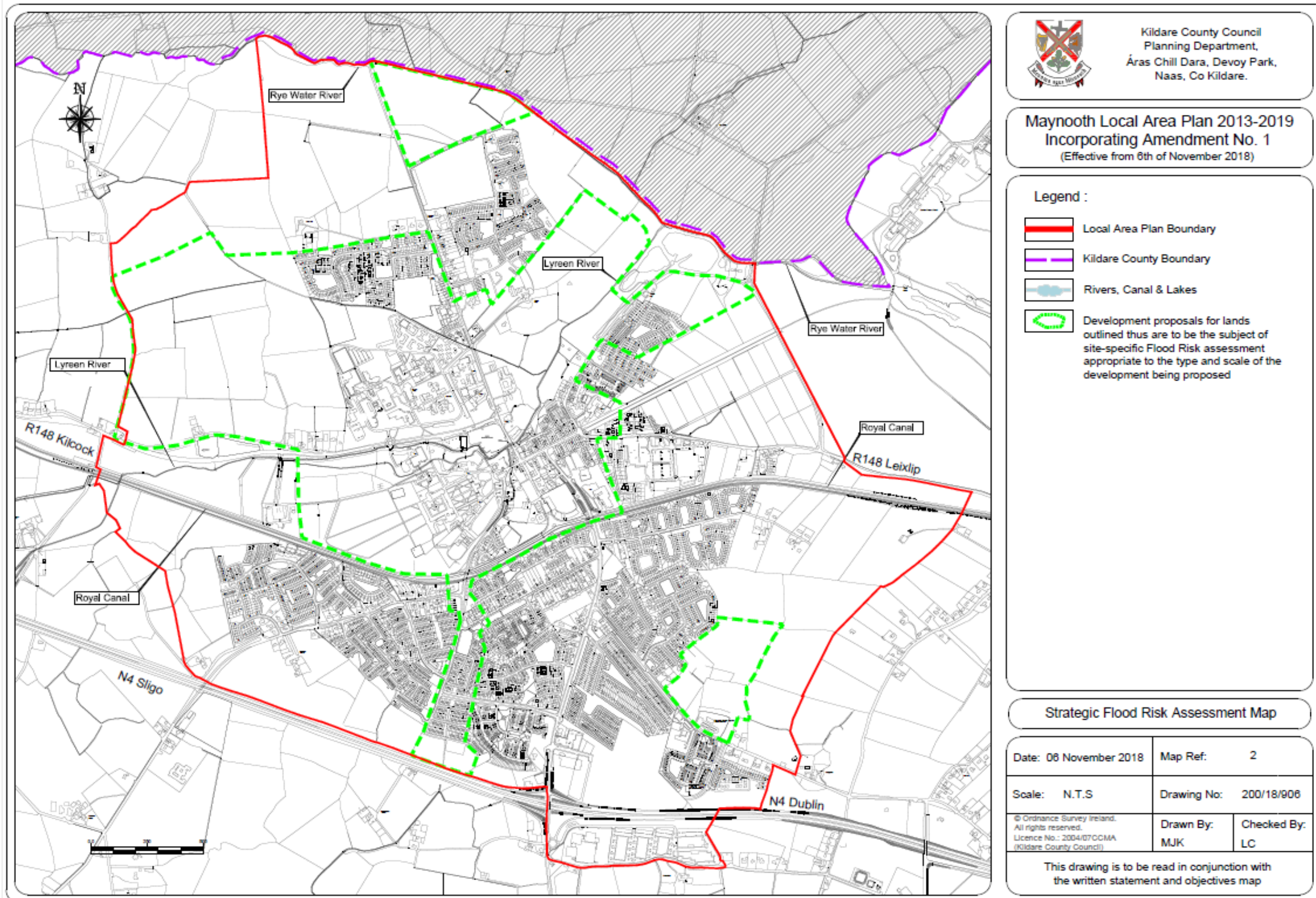
It is an objective of the Council:

FRO 1: To carry out a programme of dredging surface water drains and to continue to ensure that the drains are regularly maintained to minimise the risk of flooding.

FRO 2: To fulfil its responsibilities under the Flood Risk Directive 2007/60/EC and cooperate with the Office of Public Works in the development of any Catchment-based Flood Risk Management Plans as necessary. Any relevant recommendations and outputs arising from the relevant Flood Risk Management Plans shall be incorporated into the Maynooth Plan.

FRO3: To integrate into the Plan, relevant findings of the Eastern Catchment Flood Risk Assessment and Management (CFRAM) Study when it is finalised, as appropriate.





Map 2: Strategic Flood Risk Assessment




 Kildare County Council  
 Planning Department,  
 Áras Chill Dara, Devoy Park,  
 Naas, Co Kildare.

**Maynooth Local Area Plan 2013-2019**  
**Incorporating Amendment No. 1**  
 (Effective from 6th of November 2018)

**Legend :**

-  Local Area Plan Boundary
-  Kildare County Boundary
-  Rivers, Canal & Lakes
-  Development proposals for lands outlined thus are to be the subject of site-specific Flood Risk assessment appropriate to the type and scale of the development being proposed

**Strategic Flood Risk Assessment Map**

Date: 06 November 2018	Map Ref: 2
Scale: N.T.S	Drawing No: 200/18/906
© Ordnance Survey Ireland. All rights reserved. Licence No.: 2004/07/CMA (Kildare County Council)	Drawn By: MJK Checked By: LC

This drawing is to be read in conjunction with the written statement and objectives map

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## 7.7 Environmental Services

The strategy for environmental services seeks to conform to national and regional policy in relation to pollution control (water, air, noise and light), waste management and to maintain and improve environmental services and environmental amenities in Maynooth. The strategy has regard to the internationally recognised hierarchy of waste management options which is:

- Prevention
- Minimisation
- Reuse/recycling
- Environmentally sustainable disposal of waste

### 7.7.1 Pollution Control—Water, Air, Noise and Light

Kildare County Council is actively involved in the protection of all waters primarily by enforcement of the Local Government (Water Pollution) Act, 1977 as amended by the Local Government (Water Pollution) (Amendment) Act, 1990. It also has duties under a wide range of existing legislation that contribute to the protection of all waters and the Water Framework Directive encompasses all of this legislation. River Basin Management Plans required under this Directive have been adopted which identify the specific environmental objectives to be achieved by the end of 2015 or later, and the programme of measures that will be taken to achieve them.

Maynooth is not on the list of towns in County Kildare that have a bituminous coal ban (smoky coal ban). However the Air Pollution Act, 1987 (Marketing, Sale and Distribution of Fuels) (Amendment) Regulations 2011 have introduced a maximum sulphur content of 0.7% for bituminous coal placed on the market for residential use nationwide. These regulations have been made in order to safeguard ambient air quality in all areas and protect human health from the harmful emissions, which result from the burning of high sulphur bituminous coal.

The second Kildare Noise Action Plan (2013) was prepared in accordance with the requirements of the Environmental Noise Regulations (SI 140 of 2006). The objectives of the Noise Action Plan are to avoid, prevent and reduce, where necessary, on a prioritised basis, the harmful effects, of long term exposure to environmental noise.

Light pollution can cause problems in a similar way to noise pollution; however the effects can be minimised. External lighting schemes and illuminated signage on commercial and industrial premises, sports grounds, and other developments, should be designed, installed and operated, so as to prevent nuisance to adjoining occupiers and road users, in the interests of amenity and public safety.

It is the policy of the Council;

PCW 1: To enforce, where applicable, the provisions of all relevant water, air and noise legislation to reduce the occurrences of water, air and noise pollution in the town.

PCW 2: To continue to monitor air quality at selected locations throughout the town in co-operation with the Health Service Executive and the Environmental Protection Agency.

### 7.7.2 Waste Management

Refuse collection in Maynooth is currently carried out by a number of private contractors using waste collection permits issued by Kildare County Council. Recycling facilities for glass and cans are located at Aldi, Tesco and at the Council carpark beside the Glenroyal Hotel. Other suitable sites will be identified over time. The Council will continue to encourage recycling and the minimisation of waste through its environmental education programme and the Green-Schools programme. A civic amenity site (large recycling centre) is planned for Celbridge and will cater for the north east of the county.

It is the policy of the Council

- ES 1: To ensure that Maynooth has an adequate solid waste collection system.
- ES 2: To adequately maintain recycling facilities and to provide additional facilities if required in easily accessible locations.

#### 7.7.4 Control of Litter

The Council recognises the importance of maintaining the town free from litter and protecting it from indiscriminate dumping and bill posting. Accordingly, the Council will carry out its functions under the Litter Act (1997) as may be amended, together with the Council's Waste and Litter Management Plans to control litter.

It is the Policy of the Council:

- L 1: To enforce, where applicable, the provisions of the Litter Pollution Act 1997 (as may be amended) and to seek compliance with the Council's Waste and Litter Management Plans.
- L 2: To continue education and awareness programmes in local schools and to promote grant schemes and initiatives to residential associations and other groups, in particular the Tidy Towns Committee, which aim to reduce litter in the town.
- L 3: To require the provision of litter bins on or directly adjoining the premises of all neighbourhood facilities.

#### 7.7.5 Dereliction

The Council is committed to enacting its powers in relation to the Derelict Sites Act, and has served Section 11 notices on a number of structures in the town.

The Council will continue to liaise with the owners of these properties to have the works carried out in order that they will cease to be considered derelict.

It is the policy of the Council:

- DT 1: To survey derelict or vacant sites and to encourage and facilitate the re-use and regeneration of derelict land and buildings in Maynooth as a priority. The Council will use its powers, where appropriate, to consider such sites for inclusion on the Register of Derelict Sites.

## 7.8 Energy and Communications

The development of a more sustainable energy sector incorporating power generation and energy efficiency in all sectors is vital if we are to make a substantial contribution to reducing greenhouse gas emissions. This may be achieved by focusing on renewable energy generation and improving energy efficiency. Population growth, modern business practices and technological advancements have increased the demand for mobile services and telecommunications infrastructure. The policies and objectives as outlined in Chapter 8 of the CDP 2011–2017 will apply to developments within this sector.

North Kildare is recognised<sup>5</sup> as an area of the county well served with telecommunications networks. Rollout and improvements of existing networks will further enhance the connectivity and service offerings in the area.

Broadband is readily available in Maynooth. A number of telecoms providers have network infrastructure serving the area and provide various types of broadband connectivity from fixed line to wireless and mobile broadband. The service operators use various types of infrastructure including copper, fibre, terrestrial and wireless networks.

Maynooth is connected to the natural gas network, supplied via a high pressure spur off the Cork - Dublin high pressure gas transmission pipeline. The high pressure spur line provides a launching pad for a gas distribution system serving the main towns of the

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5 Availability of Key Services in County Kildare (2010)

county. Maynooth, Leixlip and Kilcock are all served from the distribution system.

Developments in the supply of gas via interconnector pipelines between Ireland and Scotland have ensured a secure and reliable gas supply to the area. There would appear to be reserve capacity in the distribution system. However, capacity issues can change over time, particularly with new developments.

In terms of electricity infrastructure, one of the twin 400kV lines from Moneypoint, terminates in Dunstown, Naas in the south of the county. The woodland power station in south Meath is the terminal for the second 400kV line from Moneypoint.

It is the policy of the Council:

TEC 1: To promote the expansion of broadband, along with wi-fi and wireless technology. Ducting should be shared where possible and underground services should be placed where they create minimum disturbance to road users.

TEC 2: To ensure that telecommunications infrastructure is adequately screened, integrated and /or landscaped so as to minimise any adverse visual impacts.

TEC 3: To liaise with the Electric Ireland to investigate and encourage where possible the ducting and underground routing of overhead powerlines in Maynooth in tandem with other work programmes, such as road resurfacing and footpath construction works.

## 7.9 Education, Community and Cultural

### 7.9.1 Education

Maynooth is recognised throughout the country as a centre for education due to the presence of the University and St Patrick's College. Maynooth University has a current enrolment of approximately 8,400 students and offers

a range of Arts and Sciences courses. Maynooth University is committed to being a first class research-led centre of learning and academic discovery. It has recently undergone a major phase of expansion in research, teaching and service facilities. The campus is laid out in its own extensive grounds, and is divided between an older complex of fine nineteenth century buildings south of the Kilcock Road and a modern complex of teaching, research, accommodation, and support facilities north of the road. There has been significant investment in the North Campus over the last decade with the construction of an Iontas Building, the Phoenix Restaurant on the north campus and the extension to the library on the south campus.

Maynooth Post Primary school is located on the Moyglare Road. It is a co-educational school and has a current enrolment of 1015 pupils.

An area of 12.9 ha has been zoned Community and Educational in this Plan on the Moyglare Road to facilitate a proposed Education Campus including primary and secondary education facilities. A further area of 4.6ha has been zoned Community and Educational on the Celbridge Road.

The town is also served by four primary schools, the Boys National School on the Moyglare Road, the Presentation Girls National School on the Dunboyne Road, the Educate Together school and the Gaelscoil Ui Fhiaich on the Celbridge Road. Educate Together National School is housed in a temporary building located on land zoned Community and Educational. The site is owned by the Department of Education and Skills and may be replaced by a permanent school in the future.

As part of the Amendment to this Local Area Plan, further consultations have been held with the Department of Education and Skills. It has been concluded, based on the population projections arising from the proposed additional residential zoned land that sufficient lands have been zoned for education use in this Plan to the south of the new residential zoning.



It is the policy of the Council:

- EDC 1: To continue to liaise with the Department of Education and Skills and Kildare VEC in the provision of school places.
- EDC 2: To facilitate the development of educational facilities together with sports, recreational and cultural facilities for the schools.
- EDC 3: To support the provision of new Adult and Further Education facilities including Literacy and Youth Reach with the assistance of public and private stakeholders.
- EDC 4: To facilitate the future expansion of NUIM and its expansion into lands zoned Research and Technology and Community and Educational to the west of the current campus.

#### 7.92 Education Objectives

It is an objective of the Council:

- EDO 1: To facilitate the development of an education campus on the Moyglare Road.

#### 7.93 Community

In addition to the University and schools in Maynooth there are two places of worship: St Mary's Catholic Church and St Mary's Church of Ireland. A library is located on Main Street, and a community hall. In relation to health services the HSE operates a health centre at the Canal Harbour and Lyreen House. The fire station is located off Leinster street. However the site can be difficult to access due to traffic congestion and the provision of an alternative site is being investigated.

It is the policy of the Council:

- C 1: To support and facilitate the improvement of health centres, local clinics, nursing homes, Garda service, library facilities and sports facilities in Maynooth.
- C 2: To co-operate with the HSE in the provision of health and social facilities, nursing homes and sheltered housing within the town.

#### 7.94 Community Objectives

It is an objective of the Council:

- CO 1: 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.
- CO 2: To provide for a new cemetery in the Laraghbryan area or an extension to the existing cemetery.

#### 7.95 Culture

Maynooth Community Library facilitates cultural activities such as a Film Club, Reading Clubs for adults and children, Bealtaine Festival, Seachtain na Gaeilge, Heritage Week and other multicultural events throughout the year.

It has been identified that the town is in need of a civic centre to cater for a wide range of community and cultural events. The Council will endeavour to facilitate the provision of this facility at an appropriate location in the town centre or the University quarter where it can benefit from complementary uses.



It is the policy of the Council:

CU 1: To facilitate the provision of a Civic Centre to serve the needs of the town.

CU 2: To support the provision of a range of community facilities in the town.

## 7.10 Architectural, Archaeological and Natural Heritage

### 7.10.1 Background

The origins of Maynooth can be traced to the late 12<sup>th</sup> century when the FitzGearlds were granted the manor of Maynooth. However the current planned 18<sup>th</sup> century layout of the town can be attributed to the Duke of Leinster. St Patricks College the Roman Catholic and the Church of Ireland churches are fine examples of built heritage with an ecclesiastical background and the development of the Royal Canal brought industrial expansion to the area. The original settlement of Maynooth developed around the Castle which is a fine heritage feature maintained by the Office of Public Works (OPW) and open to the public. The abundance of built heritage features adds to the unique character of the town and should be maintained and enhanced for residents and visitors to the area.

Detailed policies for the protection of archaeological and architectural heritage are set out in Chapter 12 Architectural and Archaeological Heritage of the CDP 2011–2017.

### 7.10.2 Architectural Heritage

The Kildare County Development Plan 2011–2017 identifies a number of protected structures in Maynooth (see table 14 for reference purposes<sup>6</sup>). Carton House (although not inside the LAP boundary) is one of Ireland's most nationally recognised country houses and demesnes. Important features associated with the demesne such as the Lime Walk / Carton

Avenue are within the town boundary. It is important that such features are maintained and enhanced. Vernacular architecture makes a strong contribution to the character of the towns streetscapes and it is an objective of the Council to protect vernacular architecture in Maynooth for the benefit of future generations.

### 7.10.3 Architectural Conservation Area (ACA)

In addition to the protection of individual buildings and structures the Council has designated a proposed Architectural Conservation Area (ACA) in Maynooth (see Maps 3 and 3a). Many buildings and structures while not of sufficient merit to warrant individual listing are nevertheless important in the context of their contribution to the streetscape and the character of the town. The ACA in Maynooth includes much of St Patrick's College, the Main Street / Leinster Street / Moyglare Road junction and the entirety of the Main Street itself. The Council will seek where appropriate the retention and restoration of the external fabric of buildings not on the RPS within this zone.

It is the policy of the Council:

BH 1: To resist the demolition of vernacular architecture of historical, cultural and aesthetic merit, which make a positive contribution to the character, appearance and quality of the local streetscape and the sustainable development of Maynooth.

BH 2: To assist owners of structures of particular significance within Maynooth in their maintenance and repair through advice and to make grant aid available under any future Conservation Grants Scheme.

BH 3: To protect those built heritage items as listed below and shown on Maps 3 and 3a of this Local Area Plan.

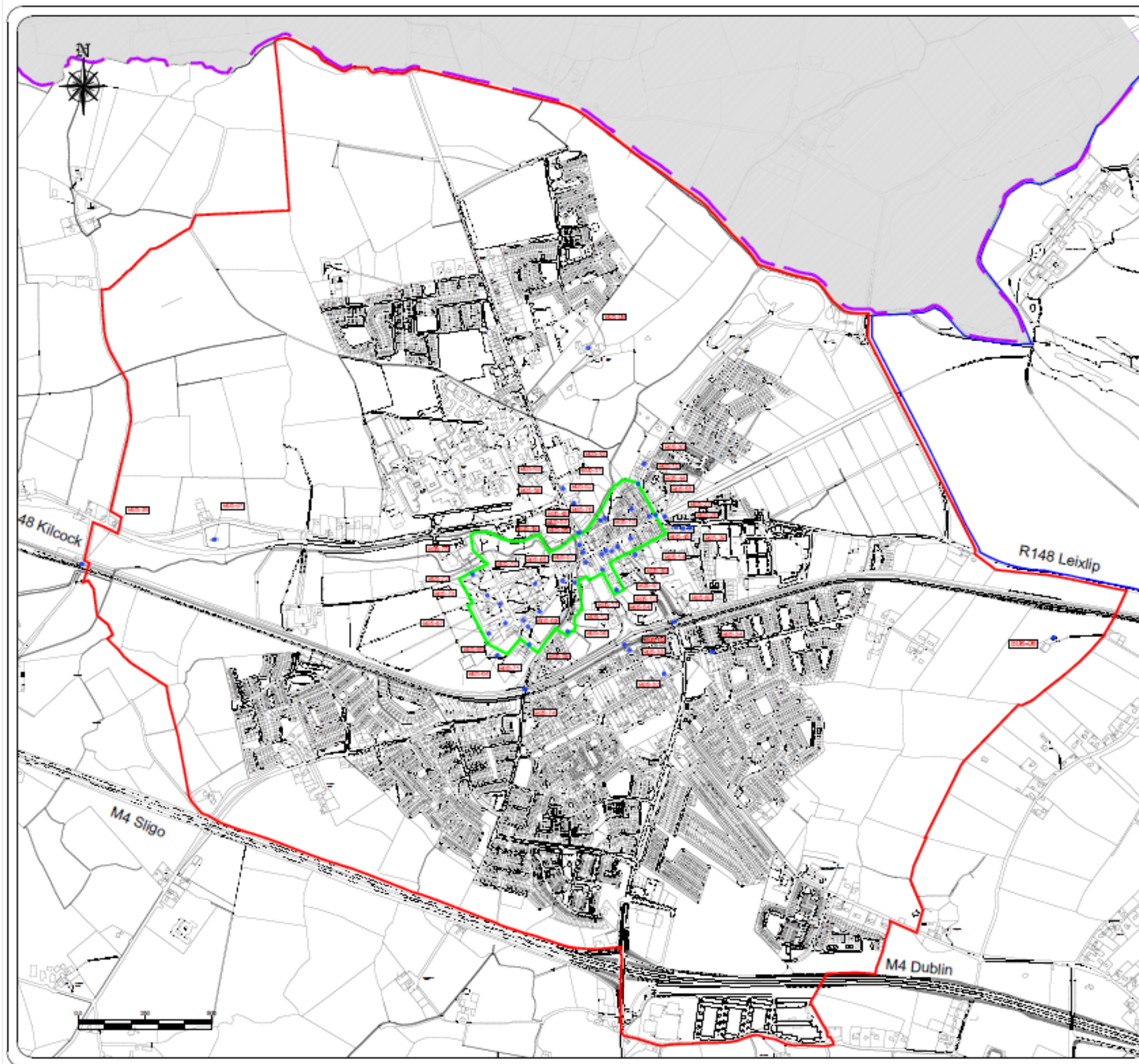
BH 4: To protect and preserve the views to and from those items listed below as shown on Maps 3 and 3a of this Plan.

BH 5: To establish the Architectural Conservation Area for Maynooth and to prepare a written statement for same.

<sup>6</sup> The list is purely for information purposes as the status of these structures can not be altered by the LAP process. The status of protected structures can only be altered under Part IV of the Planning and Development Acts (as amended).

**Table 14:** Record of Protected Structures in Maynooth

RPS Number	NIAH Number	Name and Location	Description
B05-09	11900506	Maria Villa	House
B05-10	11803067	Butler's House, Convent Lane, Dillon's Lane	House
B05-11	11803050	Buckley House, Main Street	House
B05-12	11803045	Harbour House (Bean House), Leinster Street	House
B05-13	11803043	Nuzstop, Main Street	House with shop
B05-14	11803039	Lyreen House, Court House Square	House
B05-32	11803104	141 Greenfield Cottages	House
B05-33	11803106	Maynooth Railway Station (former), Straffan Road (off)	House
B05-34	11803109	202 Railpark	House
B05-44	11803022	Main Street, Convent Lane, Maynooth, Co. Kildare	House
B05-45	11803035	Bradys, Main Street, Courthouse Square, Maynooth	Public House
B05-46	11803041	Court House Square, Main Street, Maynooth, Co. Kildare	House
B05-47	11803042	The Leinster Arms, Main Street, Maynooth	Public House
B05-48	11803044	Dawson's, Main Street, Maynooth	Shop
B05-49	11803049	Maynooth Garda Siochana Station, Leinster Street, Main Street	Garda Station
B05-50	11803055	Mill Street, Maynooth, Co. Kildare	House
B05-51	11803078	28 Leinster Cottages, Double Lane/Back Lane, Maynooth	House
B05-52	11803079	Pound Lane, Maynooth, Co. Kildare	Hall
B05-53	11803087	William Bridge, Maynooth, Co. Kildare	Bridge
B05-54	11803093	Geraldine Hall, Leinster Street, Maynooth, Co. Kildare	School (former)
B05-55	11803096	Carton (House), Main Street, Dublin Road, Maynooth	Gate Lodge
B05-56	11803099	Maynooth Rectory (former), Parson Street, Maynooth	House
B05-57	11803100	Saint Mary's Church, Parson Street, Maynooth	Church
B05-58	11803101	Saint Mary's Catholic Church, Mill Street, Maynooth	Church
B05-60	11803103	Mullen Bridge, Maynooth, Co. Kildare	Bridge
B05-62	11803107	Maynooth Railway Station, Straffan Road (off), Maynooth	Signal Box
B05-63	11803108	Maynooth Parochial House, Mill Street, Maynooth	House
B05-64	11803112	St. Patrick's College (Junior Hospital), Parson Street	Hospital (former)
B05-65	11803113	St. Patrick's College (Entrance Block), Parson Street	University
B05-66	11803114	St. Patrick's College (Saint Patrick's H, Parson Street	Engine House
B05-67	11803117	St. Patrick's College (Loftus Hall), Parson Street	Exam Hall
B05-68	11803118	St. Patrick's College, Parson Street, Maynooth	Building misc.
B05-69	11803123	St. Patrick's College (Rhetoric House), Parson Street	Building misc.
B05-70	11803125	St. Patrick's College (Riverstown Lodge), Parson Street	Building misc.
B05-71	11803126	St. Patrick's College (Junior House/Logic Ho, Parson St.	Building misc.
B05-72	11803127	St. Patrick's College (Collegiate Chapel), Parson Street	Church
B05-73	11803128	St. Patrick's College (The Quadrangle), Parson St., Maynooth	Building misc.
B05-74	11803133	Bond Bridge, Maynooth, Co. Kildare	Bridge
B05-75	11803134	St. Patrick's College (Senior Infirmary), Parson St., Maynooth	Building misc.
B05-76	11803138	Pound Lane, Maynooth, Co. Kildare	School (former)
B06-12	11803102	Castle View House, Parson Street	House



Kildare County Council  
 Planning Department,  
 Áras Chill Dara, Devoy Park,  
 Naas, Co Kildare.

**Maynooth Local Area Plan 2013-2019**  
 Incorporating Amendment No. 1  
 (Effective from 6th of November 2018)

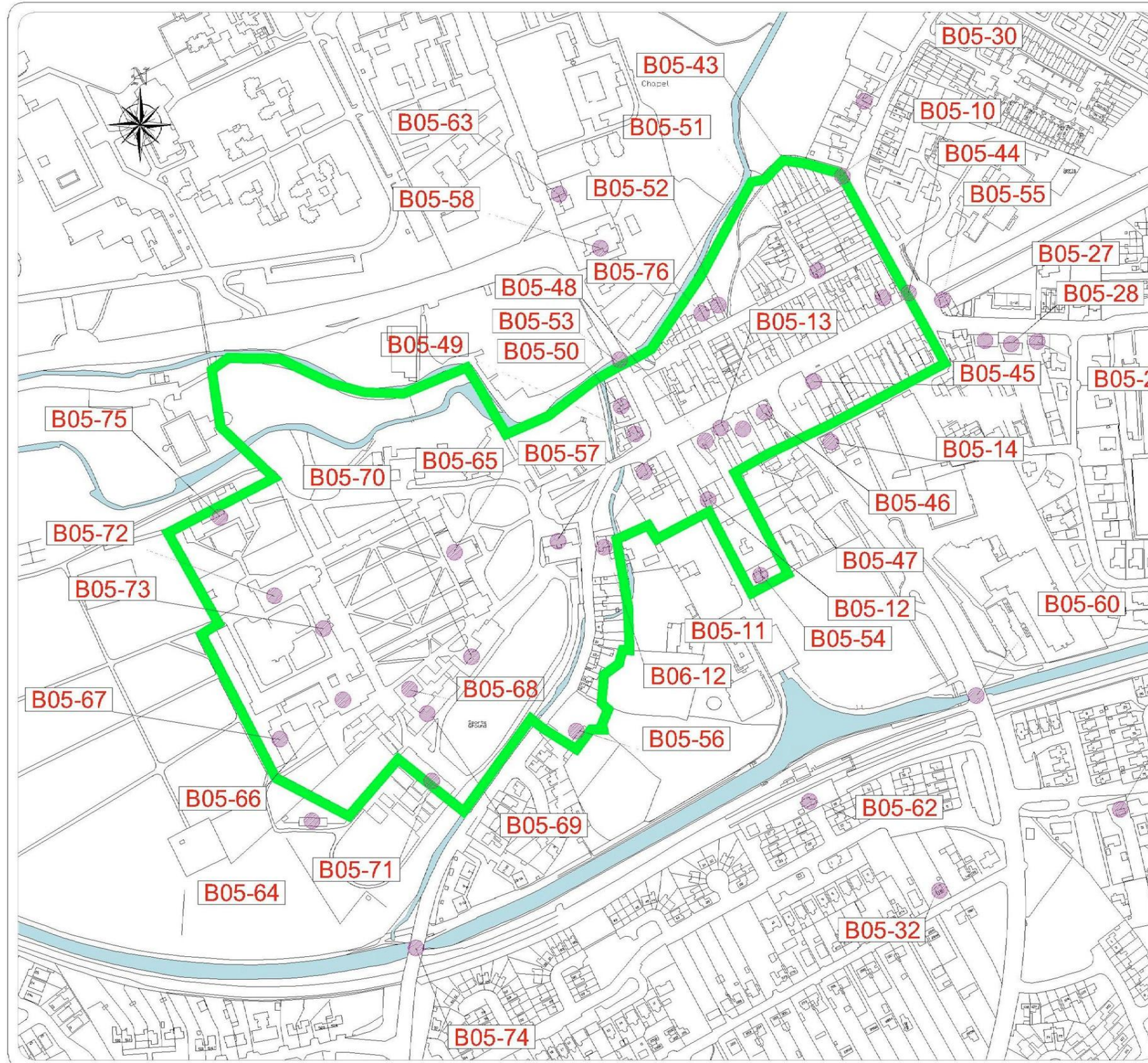
- Legend :**
- Local Area Plan Boundary
  - Kildare County Boundary
  - Architectural Conservation Area
  - Carton Demense
  - Rivers, Canal & Lakes
  - Record of Protected Structures (RPS) B06-06

**Built Heritage Map**

Date: 06 November 2018	Map Ref: 3		
Scale: N.T.S	Drawing No: 200/18/907		
© Ordnance Survey Ireland. All rights reserved. Licence No.: 2004/0700MA (Kildare County Council)	<table border="1"> <tr> <td>Drawn By: MJK</td> <td>Checked By: LC</td> </tr> </table>	Drawn By: MJK	Checked By: LC
Drawn By: MJK	Checked By: LC		

This drawing is to be read in conjunction with the written statement and objectives map




Map 3(a): Built Heritage



Kildare County Council  
Planning & Economic  
Development Department

Maynooth Local Area Plan 2013-2019

Legend :

-  Architectural Conservation Area
-  Rivers, Canal & Lakes
-  Record of Protected Structures (RPS)  
B05-08

Built Heritage Map

Scale: N.T.S.	Map Ref.: 3 (a)
Date: 26th August 2013	Drawing No.: 200/12/243
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This drawing is to be read in  
conjunction with the written statement

#### 7.10.4 Archaeological Heritage

The Record of Monuments and Places (RMP) established under Section 12 of the National Monuments (Amendment) Act 1994 is an inventory of archaeological sites and monuments. The Sites and Monuments Records (SMR) lists all known or possible archaeological sites and monuments mainly dating to before 1700AD. The record is updated on a constant basis and focuses on monuments that predate 1700AD. Table 15 and Maps 4 and 4a depict all SMR sites within or in close proximity to the development boundary of Maynooth.

It is the policy of the Council:

AH 1: To require an appropriate archaeological assessment to be carried out by a licensed archaeologist in respect of any proposed development likely to have an impact on a Recorded Monument or its setting.

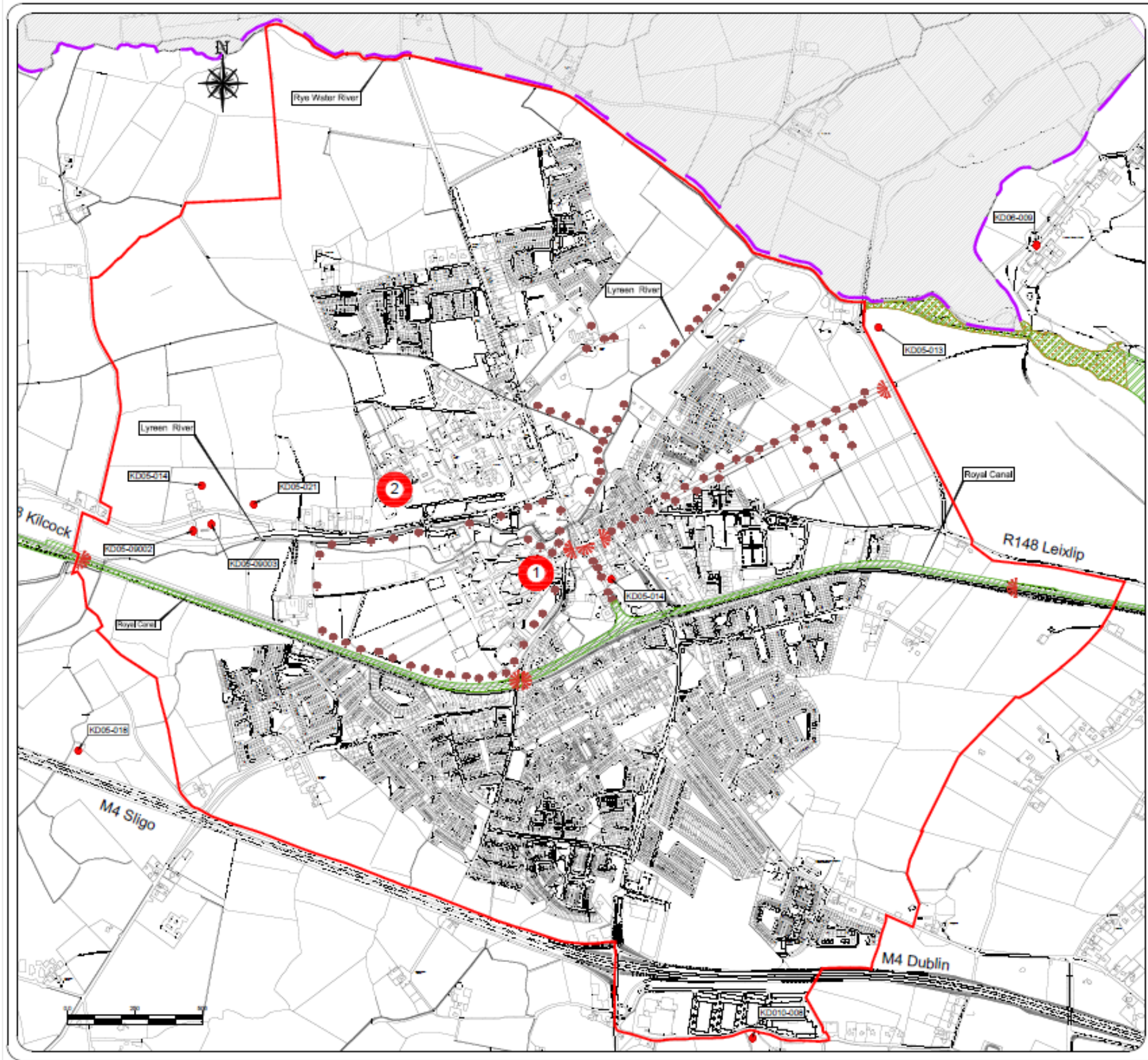
AH 2: To seek the protection of burial grounds within Maynooth in co-operation with agencies such as the Office of Public Works and the National Monuments Section of the Department of the Arts, Heritage and Gaeltacht (DoAHG), as appropriate.

**Table 15:** Sites and Monuments Record

Item (description)	Townland	SMR Number
Architectural Fragment	Maynooth	KD005-014
Church	Maynooth	KD005-016
Architectural Fragment	Collegeland	KD005-013
Anglo Norman Masonry Castle	Maynooth	KD005-015
Possible Field System	Maynooth	KD005-012
Possible Enclosure	Maynooth	KD005-011001
Possible Enclosure	Maynooth	KD005-010
Possible Eccleastical Enclosure	Laraghbryan East	KD005-021
Graveyard	Laraghbryan East	KD005-009003
Church	Laraghbryan East	KD005-009002
Castle Possible	Laraghbryan East	KD005-008
House Medieval Possible	Crinstown	KD005-018
Field System	Moneycooly	KD010-008
Ritual Site Holy Well, Possible	Carton Demesne	KD006-013
House, 16 <sup>th</sup> / 17 <sup>th</sup> Century	Carton Demesne	KD006-009

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Map 4: Natural and Archaeological Heritage



 Kildare County Council  
 Planning Department,  
 Áras Chill Dara, Devoy Park,  
 Naas, Co Kildare.

**Maynooth Local Area Plan 2013-2019**  
 Incorporating Amendment No. 1  
 (Effective from 8th of November 2018)

**Legend :**

-  Local Area Plan Boundary
-  Kildare County Boundary
-  Rivers, Canal & Lakes
-  Views & Prospects to be Preserved
-  Zone of Archaeological Potential
-  pNHA - Royal Canal  
- Carton Rye Water Valley at Carton
-  SAC - Carton Rye Water Valley at Carton
-  Trees (Refer to section 7.1.2 text)
-  Record of Monuments and Places (RMP)  
KD005-09002

① ● KD005-0013 ● KD005-0018  
 ● KD005-0015

② ● KD005-0010 ● KD005-0012  
 ● KD005-001101

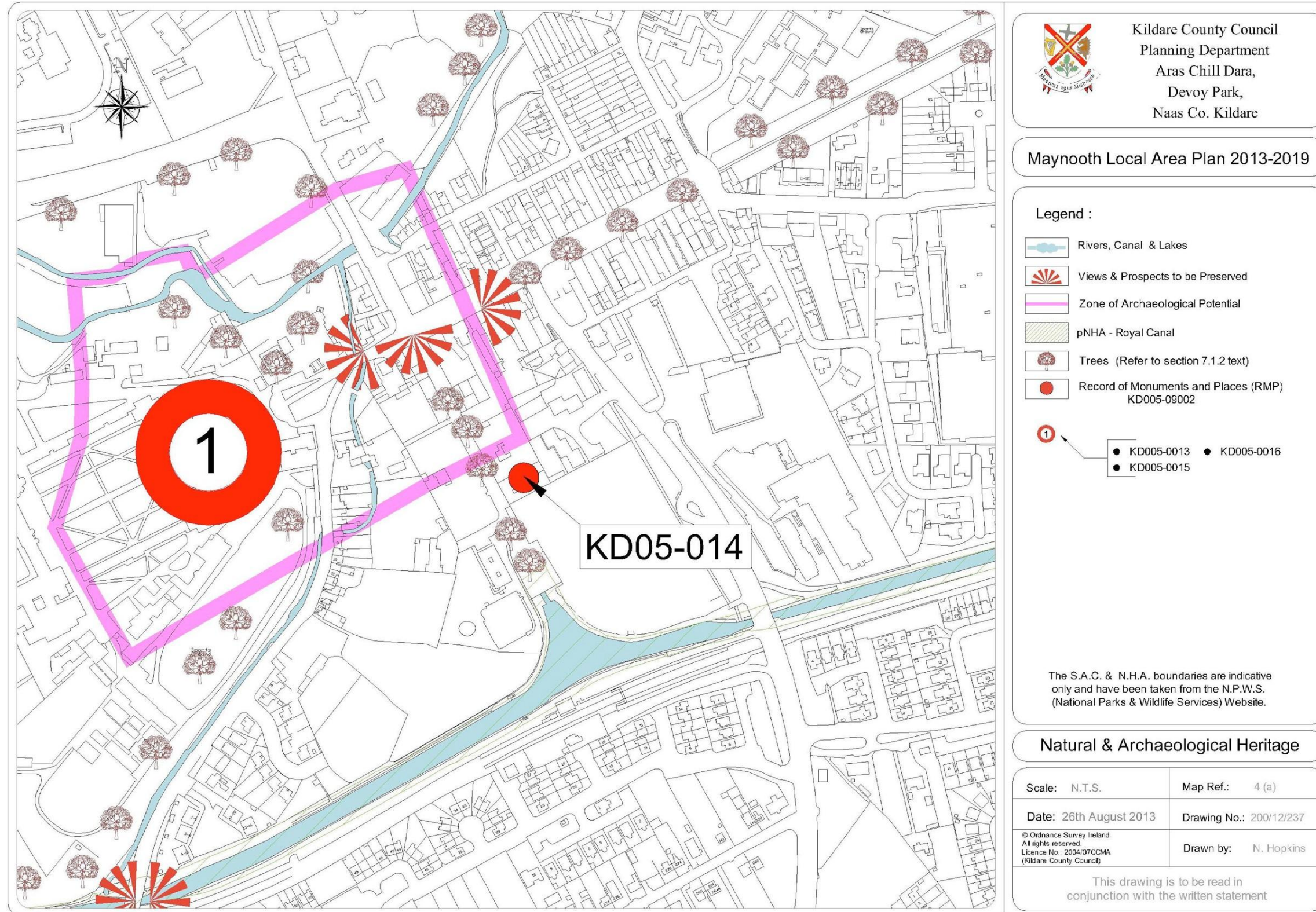
The S.A.C. & N.H.A. boundaries are indicative only and have been taken from the N.P.W.S. (National Parks & Wildlife Services) Website.

**Natural & Archaeological Heritage**

Date: 08 November 2018	Map Ref: 4
Scale: N.T.S	Drawing No: 200/17/908
© Ordnance Survey Ireland. All rights reserved. Licence No.: 2004/07/OCMA (Kildare County Council)	Drawn By: MJK Checked By: LC

This drawing is to be read in conjunction with the written statement and objectives map

Map 4(a): Natural and Archaeological Heritage





#### 7.10.5 Natural Heritage and Biodiversity

Natural Heritage includes the variety of life we see around us every day and this includes the landscape and geological foundation, the variety of life is often referred to as biodiversity. Biodiversity describes the natural world including people, animals, plants, microbes as well as the places they live which are called habitats. It includes everything from trees to seeds, from mammals to birds, from our back gardens and public open spaces to our countryside, rivers, bogs and hedgerows.

#### 7.10.6 Designated Natural Heritage Sites

Within the plan boundary is the Royal Canal a proposed Natural Heritage Area {ref 002103}. To the east of the town is the proposed Natural Heritage Area and Special Area of Conservation of Rye Water Valley / Carton {ref 001398}. The policies as set out in the County Development Plan 2011–2017 in relation to designated sites apply to these areas.

#### Special Areas of Conservation (SACs)

The Rye Water Valley / Carton (001398) is a SAC close to the Maynooth town boundary. This site is located between Leixlip and Maynooth. It extends along the Rye Water, a tributary of the River Liffey. The main importance of the site lies in the presence of several rare and threatened plant and animal species, and of a rare habitat, thermal, mineral petrifying springs. The woods found in Carton Estate and their birdlife are of additional interest.

#### *Natural Heritage Area (NHAs)*

The Royal Canal pNHA (002103) is a man-made waterway linking the River Liffey at Dublin to the River Shannon near Tarmonbarry County Longford. The Royal Canal NHA comprises the central channel and the banks on either side of it. The main water supply is from Lough Owel (also an NHA) via a feeder channel into the canal at Mullingar. The Royal Canal was closed to navigation in 1961. The section of canal west of Mullingar was allowed to dry out, and the eastern section silted up and became overgrown.

Restoration began in 1988, Waterways Ireland continue the maintenance of the canal and towpaths. A number of different habitats are found within the canal boundaries - hedgerow, tall herbs, calcareous grassland, reed fringe, open water, scrub and woodland

It is the policy of the Council:

NH 1: To protect all designated wildlife sites, including any additions or amendments to these, from any development that would adversely affect their conservation value.

NH 2: To ensure that any development proposal within the vicinity of or having an effect on a designated site, or adjacent to/within an SAC will provide sufficient detail illustrating how it will limit any possible impact upon the designated site and will include proposals for appropriate amelioration. Any proposed development which has the potential to impact on a Natura Site will be screened for Appropriate Assessment. In all such cases the developer shall consult with the National Parks and Wildlife Section of the DoAHG.

#### 7.10.7 Nature Conservation Outside of Designated Areas

In addition to the sites within the LAP boundary designated under European Legislation substantial areas of high biodiversity value are found outside the existing network of designated sites. Habitat and landscape features have an important role to play as ecological corridors as they allow for the movement of species, and help to sustain the habitats, ecological processes and functions necessary to enhance and maintain biodiversity. It is important that these areas are conserved and managed well.

It is the policy of the Council:

NH 3: To identify, protect, conserve, and enhance, wherever possible, wildlife habitats and species of local importance, not otherwise protected by legislation. Such habitats may include woodland, river, grassland areas and

field boundaries (hedgerows, stone walls and ditches). Such features form part of a network of habitats and corridors, which allow wildlife to exist and flourish. Once a locally important habitat has been identified it shall be surveyed to establish its significance and a site-specific conservation plan prepared to establish development guidelines for the area.

NH 4: To seek the protection of the following trees and groups of trees of special amenity value at the following locations; (See Map 4)

- Main Street
- Lime Avenue
- Leinster Street
- College Lands
- Castle Area
- Rear of the Pound
- Maria Villa
- Around the cemetery on the Kilcock road
- On amenity zoned lands to the south of Carton Avenue

NH 5: To prohibit development where it is likely that damage would be caused either to trees protected by a Tree Preservation Order or, to those which have a particular local amenity or nature conservation value. Development that requires the felling of mature trees of amenity value, conservation value or special interest notwithstanding the fact that they may not be listed in this Plan, will be discouraged.

NH 6: To conserve and protect the natural habitats in the local river systems

Planning applications must;

- (a) Identify all ecological habitats and corridors, which are present on the proposed development lands (including hedgerows and masonry stonewalls) that are likely to be affected by the development proposal.

- (b) Identify any losses to these habitats and corridors, which would result if the application in question was granted.
- (c) Show that such losses would be fully offset if the application was to be granted through the replacement of the relevant corridors, with corridors composed of similar species prior to any losses to the existing corridors.
- (d) Show that habitat loss will either be offset should the application be granted or is not locally important to the area.

#### 7.10.8 Habitat Mapping and Green Infrastructure

Green Infrastructure is a strategically planned and managed network featuring areas with high quality biodiversity (uplands, wetlands, peatlands, rivers and coast), farmed and wooded lands, and other green spaces that conserve ecosystem values which provide essential services to society. This green network provides homes for wildlife, trees and wildflowers, but they also provide a wide range of benefits for the humans that live and work in and near them, including opportunities for recreation and relaxation, protection of soil and water quality, flood regulation, carbon sequestration, and sustainable production of food and fuel.

Green Infrastructure networks are made up of core areas of high biodiversity value connected by corridors or stepping stones. Corridors are more or less linear avenues of habitats that link larger areas of habitats and allow animals, birds and plants to move among them. Examples of corridors could be hedgerows linking areas of woodland or rivers and riverside habitats connecting larger areas of wetlands or natural grasslands. Stepping stones are more isolated habitat patches located in built-up areas or intensive farmland that allow animals and plants to jump between core habitat areas. Stepping stones include small wetlands or ponds in farmland, grasslands that have developed on abandoned quarries, or even urban parks. The importance of corridors and stepping stones is that they reduce ecological fragmentation in the landscape, increasing

connectivity among habitats and give plants and animals' greater access to living space and other resources.

Under Article 10 of the Habitats Directive planning and development policies must endeavour to conserve and manage sustainably corridors and stepping stone habitat features. In recognition of this the Kildare County Development Plan (2011–2017) proposes actions to address biodiversity in County Kildare and to prepare a plan for its management at a local level. Accordingly, in the autumn of 2011, Kildare County Council, commissioned habitat mapping for Maynooth. This report identified and mapped the various habitats and green infrastructure areas in the town. These maps are a valuable tool in the future planning of the area and also provide information for the general public and community groups.

The following describes the different Green Infrastructure areas identified in Maynooth and shown on Map 5:

#### **(i) River, Wetlands and Ponds**

These include the Lyreen River and a number of smaller tributaries in addition to the Royal Canal which flows through the centre of the town. There is also an artificial pond at Mariavilla along the Dunboyne road. The rivers and wetlands in Maynooth are of high quality for nature conservation, providing very important refuges for birds such as a Grey Heron, Moorhen, Mallard and Mute Swan. They are also important for various insects. The rivers and their adjoining habitats are good examples of ecological corridors and contribute significantly to the movement of plants and animals through the town. Threats to watercourses and wetlands include invasive species like Indian balsam and Japanese knotweed.

#### **(ii) Woodlands and Scrub**

Woodlands and scrub in Maynooth are associated with NUI Maynooth, St Patrick's College, Carton Avenue and along the larger water courses such as the Lyreen river and the Royal Canal. The most abundant woodland types are mixed broadleaved woodland

with some conifer woodland, the most common trees include beech, sycamore, lime, ash, Scot's pine and sitka spruce. The pockets of woodland and scrub are of considerable ecological importance as they provide valuable cover and shelter for mammals and birds. These habitats particularly along the Royal Canal and the Lyreen river further enhance the ability of these watercourses to act as ecological corridors. Threats to this habitat include invasive species like the North American Grey Squirrel and woodland clearance.

#### **(iii) Hedgerows and Trees**

In Maynooth hedgerows are most common on the outskirts of the plan area bordering agricultural fields. Hedgerows include shrubs like hawthorn, elder and blackthorn with trees such as ash, sycamore, beech, oak and elm. Hedgerows that have been unmanaged over a long period result in the maturation of the trees and shrubs and form a gappy hedge line and tree line structure. Hedgerows provide valuable conduits for small mammals and animals particularly bats who use them as commuting routes and good examples are located in Mariavilla north of the Lyreen and to the west of NUI Maynooth along the Kilcock road. Hedgerows have significant habitat value for birds,



rabbits, badgers and flora such as elder and hawthorn. Maynooth has some fine examples of treelines in particular Carton Avenue and St Patrick's College.

**(iv) Intensive Agriculture**

The outskirts of the town are dominated by agricultural grassland which mostly supports dairy and beef cattle. Most of these habitats have limited ecological value apart from the hedgerows that border them.

**(v) Semi Natural Grassland**

These consist of unmanaged areas including dry meadows and grassy verges along roadsides. They tend to support coarse grasses which in turn can support various species of butterfly.

**(vi) Amenity Grassland**

These areas are limited in ecological potential and includes larger public lawns and institutional lands for example the lawns around St Patrick's College and Maynooth GAA.

**(vii) Buildings and Gardens**

This category includes areas of built land such as private dwellings, public buildings, roads, gardens, lawns and flower beds. They are abundant in the town centre and the more built up areas of the town. Many of these areas have little ecological value but the walls of the old castles and churches support many birds, bats and other small mammals. Old walls can also support diverse flora including many fern species.

It is the policy of the Council:

GI 1: To require all proposals for major developments to submit, as part of the landscaping plan for the proposal, details of how any green infrastructure proposed as part of the development (e.g. green open spaces, hedgerows, tree lines, etc.) contribute positively to the development and protection of the overall green infrastructure assets of Maynooth as identified in Map 5 and how it protects and enhance linkages to the wider natural landscape features.

GI 2: To seek the provision of links between larger areas of green infrastructure (particularly areas of public open space) where appropriate.

GI 3: To ensure biodiversity conservation and /or enhancement measures, as appropriate, are included in all proposals for new development.

GI 4: To ensure that green infrastructure provision and management does not lead to the spread of invasive species.

GI 5: To ensure all planting within developments is of native species.

GI 6: To ensure old stones walls are protected where appropriate and the contribution they make to green infrastructure is protected.

GI 7: To support the development and correct management of semi natural grasslands within new developments and existing amenity grassland areas.

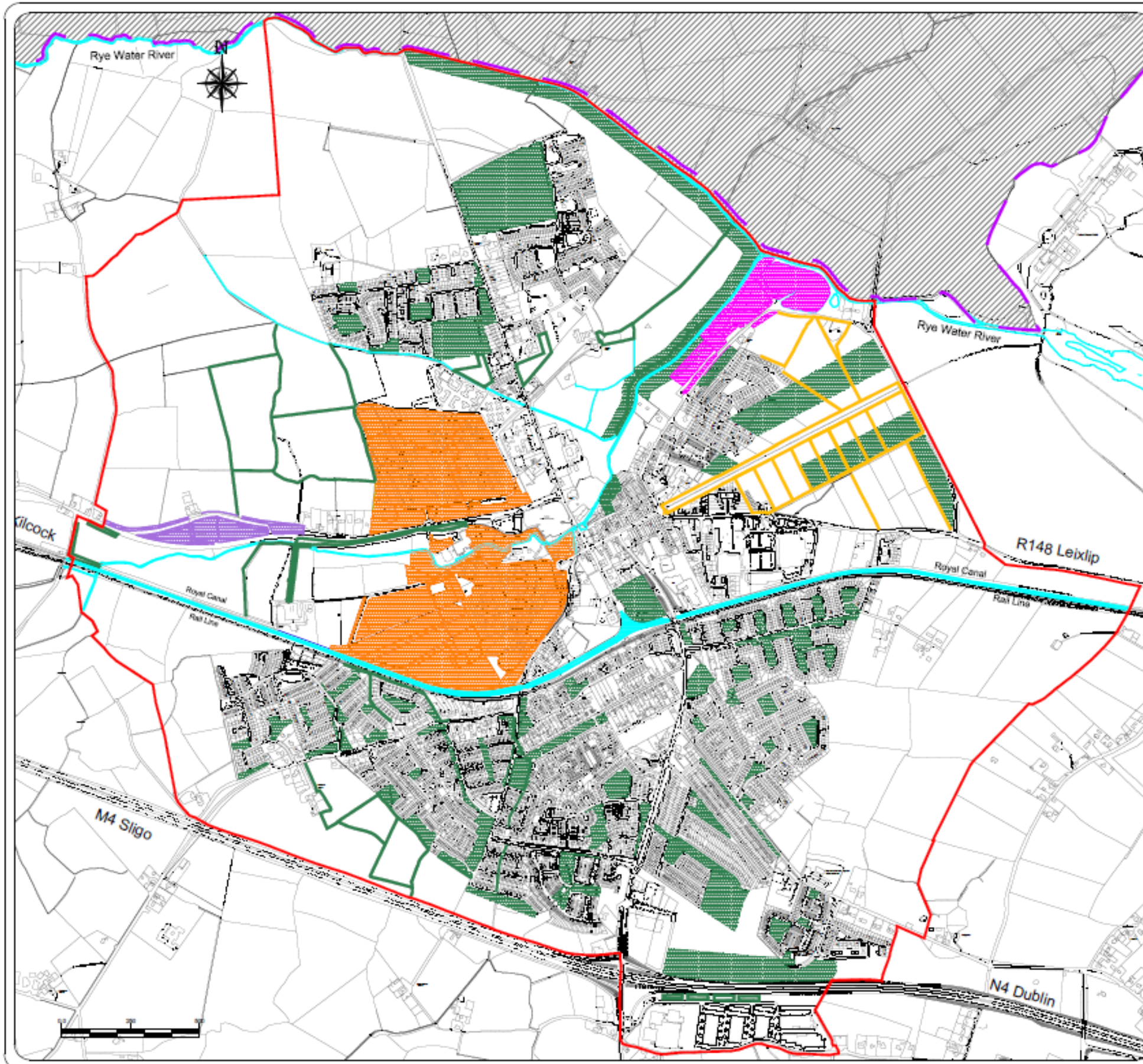
GI 8: To ensure key hedgerows, identified on Map 5, and the linkages they provide to larger areas of green infrastructure and the wider countryside, are retained where appropriate and integrated into the design of new developments.

GI 9: To support the development of small wooded areas within new developments.

GI 10: To seek the creation of new wetlands and/or enhancement of existing through the provision for Sustainable Urban Drainage Systems (SuDS) and Integrated Constructed Wetlands (ICW) where appropriate.

It is an objective of the Council:

GIO 1: To require all new developments to contribute to the protection and enhancement of existing green infrastructure assets, as identified on Map 5, through the provision of new green infrastructure as an integral part of any planning application.



Kildare County Council  
 Planning Department,  
 Áras Chill Dara, Devoy Park,  
 Naas, Co Kildare.

**Maynooth Local Area Plan 2013-2019**  
 Incorporating Amendment No. 1  
 (Effective from 6th of November 2018)

- Legend :**
- Local Area Plan Boundary
  - Kildare County Boundary
  - Royal Canal and Lyreen River
  - Lime Walk
  - Hedgerows and Treelines
  - Lyreen Angling Center
  - NUIM
  - Laraghbryan Cemetery
  - Amenity Grasslands

**Green Infrastructure Map**

Date: 06 November 2018	Map Ref: 5
Scale: N.T.S	Drawing No: 200/18/909
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This drawing is to be read in conjunction with the written statement and objectives map

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### 7.11 Recreation, Amenity and Open Spaces

Amenities and open space ensure good quality of life for residents and visitors in providing opportunities for recreational activities and interaction between locals. Amenities, open spaces and leisure facilities can also help create a high quality environment for attracting new residents, visitors and investment into the urban setting. Open spaces can accommodate both active and passive recreational activities. In Maynooth there are active recreational areas at the GAA pitches on the Moyglare road, the Harbour field and the soccer pitches close to Carton Avenue. There are also soccer pitches on the Rathcoffey Road just outside the LAP boundary. Passive recreation includes street sports, kick about areas and skate parks but it can also include an appreciation of heritage and the natural environment which can accommodate leisurely activities like walking and cycling. The Royal Canal towpath and Carton Avenue are good examples of quality passive recreational areas in Maynooth. Public allotments and community gardens can have a number of benefits including promoting healthy lifestyles, providing an inexpensive and local source of food and promoting diversity.

It is the policy of the Council:

AR 1: To develop the canal side in conjunction with all relevant statutory and non-statutory bodies. This development shall include

- A linear park(s)
- High quality formal and informal seating arrangements
- Where appropriate the provision of high quality, well – lit cycling and pedestrian route
- The planting of a mixture of semi mature and mature trees for the length of the linear park, both formally and informally

AR 2: To cooperate with the University, St Patrick's College, schools and local sports organizations in the provision of sports facilities and active recreational spaces and to facilitate the development of additional recreational facilities to meet the demands of the towns residents.

AR 3: To continue to develop lands along Carton Avenue and at the Canal Harbour for amenity and recreational purposes.

AR 4: To develop appropriately zoned linear open spaces and walkways along the Canal and River Lyreen for amenity and recreational purposes and link the open spaces located along the extent of both.

AR 5: To seek the development of a park to the south east of the town, off the new road linking the Straffan road and the Celbridge road.



AR 6: To improve existing open space areas in housing developments that have been taken in-charge by the Council.

AR 7: To protect existing open spaces and recreational uses from encroachment by other unsuitable and incompatible uses.

AR 8: To maintain and improve Lime Walk / Carton Avenue through the implementation of an appropriate management regime, the walkway shall be for passive amenity uses so as to ensure that the historic character of the Walk remains uncompromised.

AR 9: To facilitate the development of community-managed garden / allotments.

AR 10: To protect the following views and prospects;

- Of the College Gates and Castle
- Of The Royal Canal from all bridges
- Pike Bridge
- Bond Bridge
- Along the Carton Avenue / Main Street Axis
- Off the Harbour along Leinster Street
- The College Spire from Main Street

AR 11: To create a 50m set back either side of the Lyreen River at Mariavilla where possible, to create a linear park that will link with Pound Park and Carton Estate and also to create a linkage to Carton Avenue.

AR 12: To seek the reopening of the 'Boreen' which is located opposite Tesco for pedestrian use as indicated on Map 1.

AR 13: To seek to ensure that any future development protects the established legal fishing rights on the watercourses and lakes in the Maynooth area.

AR 14: To facilitate the development of additional mooring facilities at the Canal Harbour including floating moors and secure gangways and whatever additional measures are deemed appropriate.