



Appendix C: Statement of Character for Maynooth Architectural Conservation Area

*Aguisín C:
Ráiteas ar Charachtar
do Limistéar Caomhantais Ailtireachta
Mhaigh Nuad*



Aerial photography on cover page is courtesy of James McDermott, Maynooth.



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for Kildare County Council



Maynooth Architectural Conservation Area
Maynooth, County Kildare

STATEMENT OF CHARACTER

Preface

This assessment of the special character of Maynooth Architectural Conservation Area was prepared by Michael O'Boyle Architecture + Conservation. The summary of the history and evolution of the town was prepared by Rob Goodbody, Historic Buildings Consultant.

The study was commissioned by Kildare County Council and its progress was guided by Caroline O'Donnell, Senior Executive Planner, Jane O'Reilly, Senior Executive Planner, David Jordan, Executive Planner and Ruth Kidney, Architectural Conservation Officer.

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November 2023

Acknowledgements

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All photographs taken between June 2021 and December 2022, unless otherwise stated.

1 INTRODUCTION

1.1 Architectural Conservation Areas

The *Planning and Development Act 2000*, as amended, provides that all development plans must include objectives for preserving the character of architectural conservation areas (ACAs). An architectural conservation area is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or that contributes to the appreciation of a protected structure, and whose character it is an objective of a development plan to preserve. In the case of Maynooth, many of the above categories of interest are present and their evolution over time have given rise to the special character of the centre of this growing town. This document assesses that special character.

The aim of ACA designation is to preserve and enhance the character of the area or group of structures. The form and arrangement of buildings, structures and landscape features within an ACA are important in how they contribute to the character of the area or group of structures. Historic materials, architectural features, prevailing heights, building lines and plots sizes, as well as the scale and arrangement of streets and open spaces all contribute to the character of an ACA.

In preparing this document, the special character of the town was assessed, leading to a recommendation that the boundary of the ACA should be extended to include the area along the canal and the railway line, to the immediate south of the town centre. This document identifies important views within, into and out of the ACA. It is important to note that these identified views may encompass lands that are outside of the ACA boundary.

The development plan seeks to achieve the protection of the architectural heritage within the ACA by controlling and guiding change on a wider scale than the individual structure, in order

to retain the overall architectural or historic character of an area. Special protection applies to the external appearance of the buildings in the ACA, together with the fabric and features of the open space and public realm within its boundaries. Planning permission will be required for any works that would have an impact on the character of an ACA. This includes works that might otherwise meet the criteria for exempted development as outlined in the Planning Regulations. New development within the ACA will only be granted planning permission if it can be demonstrated that it will not harm the character or appearance of the area. ACAs provide an opportunity to build upon an existing character by establishing a high standard of urban design. A distinctive sense of place can be achieved through the selection of appropriate street lighting, street furniture, paving, signage, and by encouraging best conservation practice in the repair and maintenance of historic buildings, and also by insisting on high design standards for new developments.

The designation of the town centre of Maynooth as an ACA is not intended to prevent alterations, extensions or new buildings within the area, but seeks to ensure that any new development respects or enhances the special character of the ACA. This document defines the special character of the Maynooth ACA and provides guidance to homeowners, developers, architects and planning professionals on important features and characteristics of the area and the type of works that would require planning permission within the ACA.

It is recommended that persons planning to undertake works within the ACA should consult with the planning department and Architectural Conservation Officer at the earliest opportunity.

1.2 Location and Setting of Maynooth Architectural Conservation Area

Maynooth, in Irish *Maigh Nuad*, meaning ‘The plain of Nuada’ is a town in north Kildare, approximately 25 kilometres west of the city centre of Dublin. The town centre stands on the R148 road, between Leixlip and Kilcock, and is accessible from the M4 Motorway, a short distance to the south.

The earliest settlement in Maynooth was centred around the twelfth century castle, at the west end of the town. The east-to-west axis of Main Street, was laid out by the Dukes of Leinster during the second half of the eighteenth century, terminated to the east by a long entrance avenue to Carton House (formerly the seat of the Dukes of Leinster, now a hotel) and to the west by the late-eighteenth century façade of St Patrick’s College, which was established as a Catholic seminary in 1795. The formal axis between these two very significant buildings is regarded as one of the finest examples of eighteenth century urban and landscape design in the country. The entrance to the college, is framed by the ruins of Maynooth Castle (to the north) and the Medieval tower of St Mary’s (Church of Ireland) Church (to the south). The terraced Georgian buildings and tree-lined footpaths add greatly to the character of Main Street.

The town centre of Maynooth is compact, book-ended by Carton Demesne and St Patrick’s College to the east and west, with the Lyreen River acting as a boundary to the town centre, one block to the north of Main Street. The construction of the Royal Canal in the late-eighteenth century and the Midland and Great Western railway line in the mid-to-late nineteenth century, had the effect of forming a southern boundary to the town, which was not significantly breached until the last decades of the twentieth century.

St Patrick’s College became a recognised college of the National University of Ireland in 1910, and the college began accepting its first non-clerical students in 1966. Present-day Maynooth is a busy and vibrant university town with many students living in and travelling to the town to attend St Patrick’s College and Maynooth University. The easy access to the central Dublin provided by the railway line, and more recently the M4 motorway, has contributed to the growth of Maynooth as a commuter town. Much of the recent residential development in the town has been outside of the eighteenth-century core, along with the Rathcoffey Road and Celbridge Road, to the south of the railway line, and on Moyglare Road, to the north. Maynooth also acts as a retail and service centre for north Kildare, with retail developments at Manor Mills and Carton Park attracting many from the surrounding towns and hinterland of North Kildare and South Meath.

1.3 Maynooth Architectural Conservation Area Boundary

The history and special character of Maynooth was reviewed during the preparation of this report. This piece of work also included a re-examination of the overall boundaries and extent of the ACA. This process recommended a number of changes, including that boundary of the ACA be extended southwards to include the triangular harbour of the Royal Canal and the adjacent section of railway line, between Mullen Bridge (to the east) and Bond Bridge (to the west), as well as the tree-lined Carton Avenue and its adjoining field network. These amendments to the ACA were subsequently incorporated into the Kildare County Development Plan 2023–2029 and the current extent of the Maynooth ACA is illustrated in Fig. 1 (see overleaf)

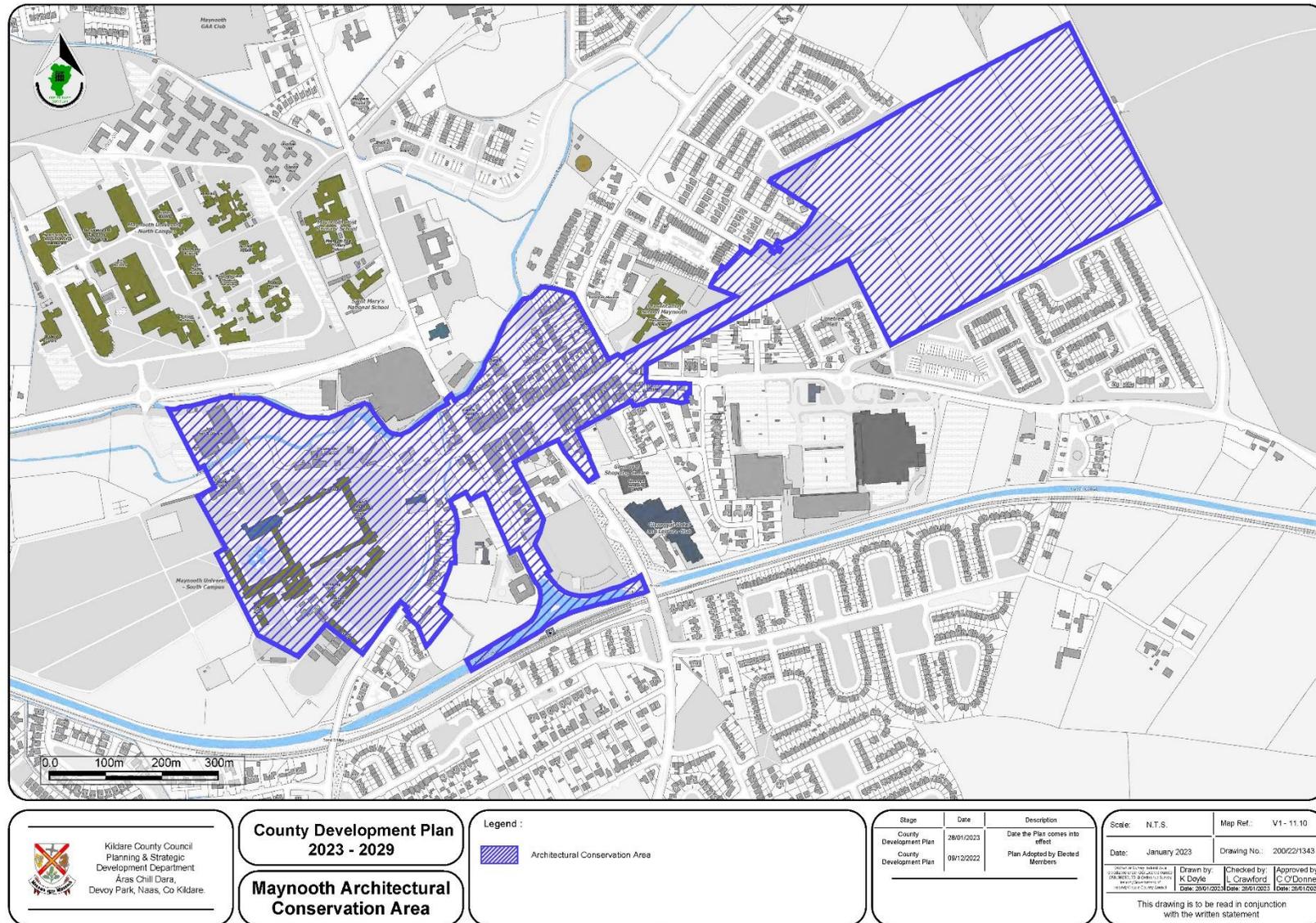


Fig. 1: Extent of Maynooth Architectural Conservation Area (ACA)

SECTION A:
History and Architecture of Maynooth
Architectural Conservation Area

2 HISTORICAL DEVELOPMENT OF MAYNOOTH

2.1 Medieval Period

The town of Maynooth may have been in existence in some form prior to the arrival of the Anglo-Normans in the twelfth century, but the first clear evidence emerges only with the granting of the lands to the Maurice FitzGerald in 1176. Maynooth Castle was built soon after this and a town would have built up soon after. In its initial form the castle may have been of earth and timber but was very soon built as a substantial stone structure. The location of the castle was chosen as the confluence of two small rivers, the Lyreen and an unnamed small river running northward to join it to the north-east of the castle. The two rivers then run on together for a short distance toward the north-east to merge with the Rye Water, which forms the boundary between Counties Kildare and Meath less than a kilometre from the town.

Little is known of the form of Maynooth during the first five centuries of its existence, though it was large enough that a patent was granted for the holding of a market and a fair in the thirteenth century, by which time a chapel had been built; there was also a mill at Maynooth at least as early as the fourteenth century.

The FitzGerald family built up substantial estates in County Kildare and elsewhere, maintaining their principal seat at Maynooth and in 1316 John FitzThomas FitzGerald was created Earl of Kildare. Maynooth Castle was enlarged in the fifteenth century by the sixth earl.

2.2 Sixteenth Century and Seventeenth Century

In 1535 during the rebellion of Silken Thomas the castle was besieged and suffered extensive damage. In 1541 it was reported that a number of houses in Maynooth were derelict as a result of the rebellion and the FitzGerald did not reoccupy

the castle for almost a century. The sixteenth earl married Lady Jane Boyle, daughter of the Earl of Cork and her father restored Maynooth Castle and built a house for the couple between 1630 and 1634. However, the renewal of the castle was short lived. It was badly damaged during the rebellion of the 1640s and was subsequently abandoned.

The Civil Survey, produced in 1654 in the wake of the troubles of the 1640s, recorded that at Maynooth there were two corn mills, two small malt houses, a chapel of ease and two small bridges over two little brooks.

Early in the seventeenth century the FitzGerald's leased part of the lands at Carton, to the east of Maynooth, to a member of the Talbot family of Malahide, who built a substantial house on the lands. The property was subsequently forfeited to the crown and leased to Major-General Richard Ingoldsby, who enlarged the house.



Fig. 2: Maynooth Castle, viewed from Parson Street

5). This depicts the bridge as three-arched, without parapets and with a significant amount of vegetation growing on it. The few buildings that are visible in the view are modest in scale and appearance.

In the 1750s proposals emerged for the redevelopment of the town of Maynooth and a plan for the new layout was prepared. This unexecuted plan showed the main street as straight and broad with side streets and parallel streets in a rectilinear layout and with a substantial widening of the western end of the main street, which would continue to be used for markets. While this plan was not adopted, the selected layout was similar, with the main exception that the market square was located on a smaller site at the northern end of Straffan Road.

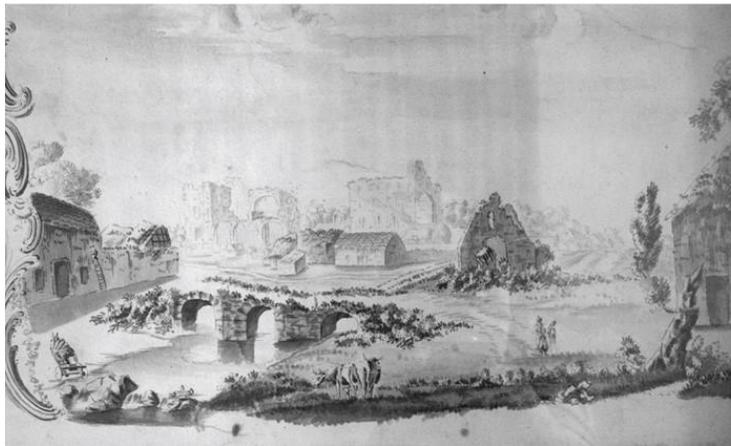


Fig. 5: View of Maynooth from Rocque's map of the Manor of Maynooth

A map prepared by Bernard Scalé in 1773 showed that development had commenced at the eastern end of the town but had not progressed far. A further survey by Thomas Sherrard in 1781 (*Fig. 6*) showed further progress, but there was still a substantial amount of the town undeveloped. The terrace on the northern side of the main street that was shown

on the Rocque map comprised the initial development and by 1773 the area to the north of that had been built-up, as had the area on the southern side of the main street. A Roman Catholic chapel had also been built to the north of the main street and the market house had been erected. This period of expansion coincided with the elevation of James FitzGerald, 20th Earl of Kildare, to the title Duke of Leinster, the most senior peerage in Ireland. A further 1781 map shows more progress along the main street, including the construction of an inn on the southern side of the street (the present-day Leinster Arms).

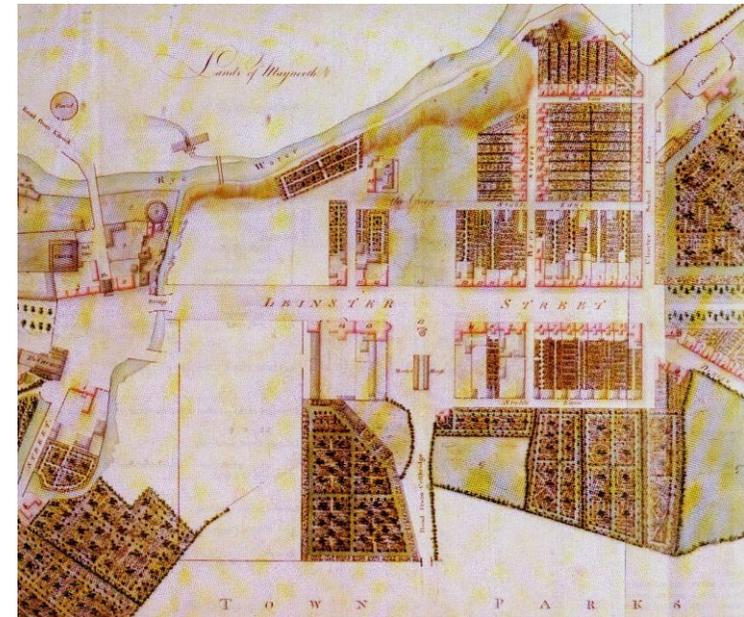


Fig. 6: Thomas Sherrard's survey of Maynooth, 1781

The main reason for the slow progress on the reconstruction of the town was that virtually all of the properties in Maynooth were let out on leases, such that the earl did not have control over them. The only way to achieve the reconstruction would be to wait for the leases to expire or to buy out the remaining

periods of the leases unless the leaseholders could be persuaded to carry out the new development for themselves. Once a site became available for building, leases were granted to developers who built in accordance with the overall plan, with scope for variations in the detailed design of the individual houses.

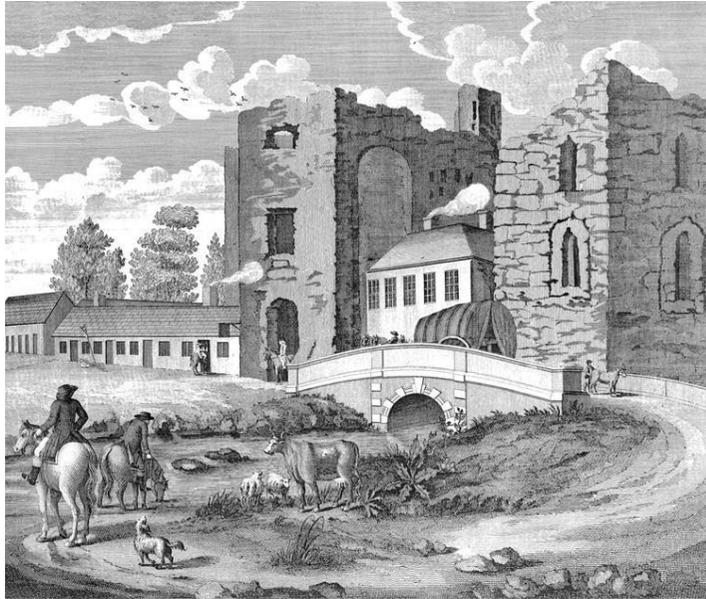


Fig. 7: Maynooth Castle and bridge by Alexander Taylor, 1783

Major Alexander Taylor produced a map of County Kildare in 1783, which is at a small scale and without the detail shown in the survey by Thomas Sherrard two years earlier. The margins of the map include two views of Maynooth, the first of these views (*Fig. 7*) shows Maynooth Castle and, in the foreground, a bridge over the smaller stream that carries the traffic from the town into Parson Street. This bridge, in the classical style, appears to have been built in about 1780 as part of the reconstruction of the town. The second view by Alexander Taylor is not dissimilar to that produced by John Rocque in

1757, being taken from a point on the northern side of the Lyreen River, looking toward Maynooth Castle.

By the 1790s the development of the western end of the town had commenced and Mill Street was laid out with a new bridge, called William Bridge, to carry the reconfigured road to Kilcock. At the same time, other significant developments were under way.

In 1789 an act was passed by the parliament in Dublin to encourage the development of inland navigation. This included the provision of £66,000 to facilitate the construction of a canal between Dublin and Tarmonbarry on the River Shannon. The route, as originally planned, was to run through County Meath to the north of Maynooth, but in the following year a further act of parliament was passed that allowed for an altered route that would pass close to Maynooth and onward to Kilcock. Work on the Royal Canal commenced in 1790 and the canal was opened for passenger services between Dublin and Kilcock in 1796. During the initial years of its operation, the canal boats only stopped at Dublin, Leixlip and Kilcock. By the early-nineteenth century, Maynooth Harbour was completed, and freight and passenger traffic were facilitated from the town. The arrival of the Royal Canal had a major impact on the area to the south of Main Street. In addition to the canal and harbour, the Royal Canal Company constructed Bond Bridge (on Parson Street) and Mullen Bridge (on Straffan Road) and acquired land on either side of Leinster Street, which leads from the town centre to the canal harbour.

In 1795 an act of Parliament provided funding for the construction of a national seminary and appointed trustees to acquire land for this purpose. The decision to locate this college in Maynooth, outside Dublin, was influenced by William FitzGerald, 2nd Duke of Leinster. With the agreement of the duke, a house built by his steward, John Stoyte, on land to the west of Maynooth Castle, was acquired by the trustees. The college opened in Stoyte House in October 1795 with nearly

forty students. Measures were put in train to provide additional buildings to accommodate a chapel, hall, lecture room and dormitories, with Michael Stapleton engaged as architect. The college subsequently added a significant number of new buildings on the campus, including an existing house on adjacent land, Riverstown Lodge, which had been built in the third quarter of the eighteenth century.



Fig. 8: Front range of St Patrick's College, Maynooth (Whitelaw Warburton & Walsh, c.1818)

2.4 Nineteenth Century

By the end of the eighteenth century the reconstruction of the estate town of Maynooth was largely complete, with the arrival of the seminary college and the canal, giving the town added importance. The first decades of the nineteenth century saw a period of consolidation. A T-plan freestanding courthouse was constructed at the market square (now Court House Square), to which a market house extension was added in the mid-nineteenth century. The former charter school, at the east end of the town, was converted to a convent by the Presentation Order in 1824. St Mary's Roman Catholic Church was constructed to the north of Mill Street in the 1830s, creating a

prominent landmark on the western approach to the town from Kilcock. The Manor Mills, a corn mill off Mill Street, were reconstructed in the late 1850s.



Fig. 9: Nineteenth century photograph looking north along Mill Street towards St Mary's R.C. Church

With the arrival of the railway age from the 1830s the construction of railway lines linking the principal cities commenced. The Midland and Great Western Railway Company was established to build a line to Athlone and Galway and this company acquired the Royal Canal with a view to following the line of the canal on its way westward as far as Mullingar. Construction of the railway began in January 1846 and the line opened to Enfield, including a station at Maynooth, in 1847.

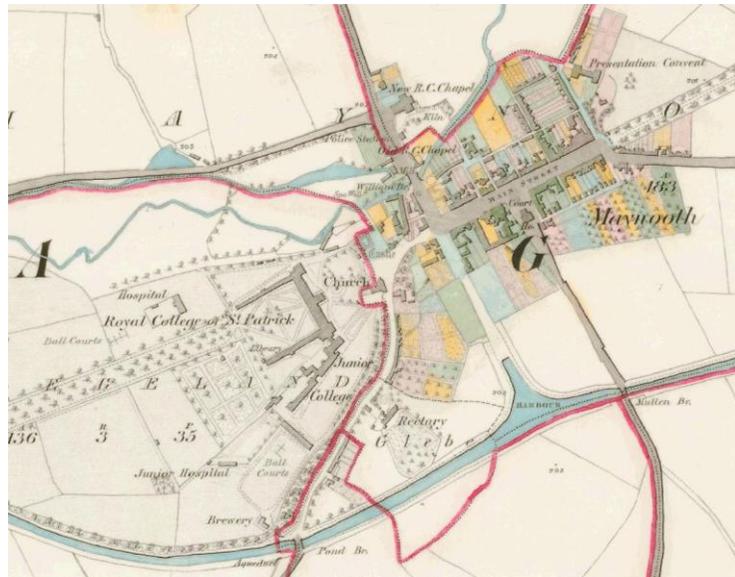


Fig. 10: First edition 6" Ordnance Survey Map of 1837

The 6" first edition Ordnance Survey Map of 1837 (Fig. 10) shows the east-to-west axis of Main Street, much as it survives today, terminated to the west by St Patrick's College, with buildings on three sides of a formal quadrangle. This map shows the Royal Canal, to the south of the town centre, but predates the mid-nineteenth century arrival of the railway line.

The expansion of St Patrick's College continued throughout the nineteenth century. The grounds to the rear (west) of Stoyte House and the late-eighteenth century front range were laid out as a quadrangle, St Joseph's Square, and new three-storey ranges (New House and Humanity House) were added to its north and south during the first decades of the nineteenth century. The college, which had 450 students by 1837, was primarily supported by parliamentary grants. In 1845, the Maynooth College Act granted significant funds to the college and facilitated the construction of a second quadrangle, St Mary's Square, to the south. A new three storey Gothic Revival

College was constructed, to designs by A.W.N. Pugin, on three sides of this square in 1845-51 (Fig. 11).

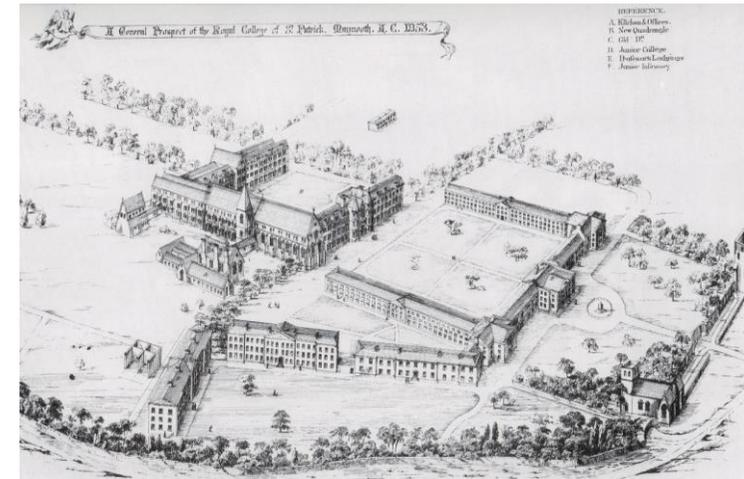


Fig. 11: Layout drawing of St Patrick's College (1853), showing Pugin's Gothic Revival college buildings (on left) to the rear of the eighteenth century front range

The college chapel, an imposing Gothic Revival building designed by J.J. McCarthy, was added to the north side of St Mary's Square in 1875-80 and was completed by the addition of a spire in 1899-1901, designed by William Hague.



Fig. 12: *Early-twentieth century photograph (from Lawrence Collection) looking from Maynooth Castle towards St Patrick's College, showing the newly completed spire of the college chapel*

2.5 Twentieth Century to the Present Day

Throughout the late-nineteenth century, the principal new buildings in Maynooth were located within St Patrick's College and little expansion occurred elsewhere in the town centre. While this trend continued into the early twentieth century, some significant development took place, with the construction of Greenfield Cottages, to the south of the railway, and the courthouse, on the south side of Main Street, was demolished following damage sustained during the War of Independence. The revised Ordnance Survey Map of 1939 (Fig. 14) shows the town centre to be largely confined to the eighteenth-century Main Street and its immediate hinterland, with no significant expansion to the south of the Royal Canal.

With the increase in road traffic from the early years of the twentieth century the use of canals and railways reduced. The Royal Canal was closed to navigation in 1961. Beginning in 1950, some trains to Galway ran on the Great Southern and Western railway route through Portarlinton, rather than coming through Maynooth. The station in Maynooth closed in 1963 and, by 1973, only the Sligo trains continued to use the line through the town. The closure of the canal and the closure of the railway station was not permanent. The Inland Waterways Association of Ireland began a long campaign to reopen the canal over several decades, and the Royal Canal was eventually reopened for navigation between Athlone and Dublin, under the management of Waterways Ireland, in 2010. The canal towpath has become an important leisure amenity and is regularly used by cyclists and pedestrians. A new railway station was opened at Maynooth to cater for commuter traffic in 1981. The frequency of the rail service between Maynooth and Dublin has increased in recent years.



Fig. 13: *Early-twentieth century photograph (from Lawrence Collection) looking north across the Royal Canal harbour towards Maynooth*

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3 STATUTORY PROTECTION AND PLANNING OBJECTIVES

In addition to the statutory protection to buildings and structures within an ACA (as outlined in Section 1.1 above), there are individual structures within Maynooth ACA that are protected by other statutory designations.

3.1 Protected Structures within Maynooth Architectural Conservation Area

The structures listed below, which lie within the boundary of the existing Architectural Conservation Area, are included in the Kildare County Council Record of Protected Structures (RPS), in the County Development Plan 2023-2029. It should be noted that this list has been reproduced in this document for information purposes only. The Record of Protected Structures contained in the Kildare County Development Plan should be consulted prior to the development of land within the Plan area. In parallel to the protection conferred by the ACA, these structures and their attendant grounds, have been identified as having particular significance and are protected in their own right under Part IV of the Planning and Development Act 2000, as amended.

B05-10	Butler’s House, Convent Lane & Dillon’s Lane
B05-11	Buckley House, Main Street
B05-12	Harbour House (Bean House), Leinster Street
B05-13	Nuzstop, Main Street
B05-14	Lyreen House, Court House Square
B05-27	Finnerty House, Dublin Road, Maynooth
B05-28	D.R. Glas, Ryebank House, Dublin Road
B05-29	Dublin Road, Maynooth
B05-33*	Maynooth Railway Station (former), Straffan Road (off)
B05-43	Rye House, Main Street

B05-44	Main Street & Convent Lane
B05-45	Brady’s Public House, Main Street & Court House Square
B05-46	Court House Square & Main Street
B05-47	The Leinster Arms, Main Street
B05-48	Dawson’s, Main Street, Maynooth
B05-49	Maynooth Garda Siochana Station, Leinster Street & Main Street
B05-50	Mill Street
B05-51	28 Leinster Cottages, Double Lane/Back Lane
B05-52	Pound Lane, Maynooth
B05-53	William Bridge, Mill Street
B05-54	Geraldine Hall, Leinster Street
B05-55	Carton (House), Main Street, Dublin Road
B05-56	Maynooth Rectory (former), Parson Street
B05-57	Saint Mary’s Church, Parson Street
B05-60	Mullen Bridge
B05-62*	Maynooth Railway Station, Straffan Road (off)
B05-64*	St Patrick’s College (Junior Hospital), Parson Street
B05-65	St Patrick’s College (Entrance Block, including Stoyte House)
B05-66	Engine House, St Patrick’s College (St Patrick’s House)
B05-67	Loftus Hall, St Patrick’s College
B05-68	St Patrick’s College
B05-69	Rhetoric House, St Patrick’s College
B05-70	Riverstown Lodge, St Patrick’s College
BB05-71	Junior House/Logic House, St Patrick’s College

B05-72	Collegiate Chapel, St Patrick's College
B05-73	'The Quadrangle', St Patrick's College
B05-74*	Bond Bridge
B05-75	Senior Infirmary, St Patrick's College
B05-76	Former School, Pound Lane
B06-12	Castlevew House, Parson Street

* denotes protected structures outside of the existing ACA boundary



Fig. 16: Brady's Public House, a protected structure, on Court House Square

The list below includes the structures and sites within Maynooth ACA that are registered on the Sites and Monument Record. It should be noted that this list has been reproduced in this document for information purposes only. The Archaeological Survey of Ireland (ASI) online database at www.archaeology.ie contains an interactive map/search facility that provides access to all records of the ASI and should be consulted prior to the development of land within the Plan area. Furthermore, the SMR is a 'live' database that is being continually updated as new information becomes available and new sites are uncovered.

KD005-013	Architectural Fragment
KD005-014	Architectural Fragment
KD005-015	Anglo Norman Masonry Castle
KD005-016	Church
KD005-023	Field boundary
KD005-015001	House - prehistoric
KD005-015002	House - early medieval
KD005-015003	House - early medieval
KD005-015004	Building
KD005-015005	Well
KD005-015006	Well

3.2 Sites and Monuments within Maynooth ACA

Some archaeological structures within the town may, in some situations, also be considered as architectural heritage and may therefore appear on both the Sites and Monuments Record (SMR) and the Record of Protected Structures (RPS). Such structures are therefore protected by both the National Monuments Acts and planning legislation.



Fig. 17: *Early-twentieth century photograph of Maynooth Castle (from the Lawrence Collection)*



Fig 18: *Maynooth Castle (2021)*

4 DESCRIPTION OF BUILT ENVIRONMENT OF THE ACA

4.1 Defining Characteristics

There are a number of distinctive characteristics that contribute to the special character of the Maynooth ACA, which are discussed in this section:

- Layout and physical features
- Socio-economic functions
- Building typologies and scale
- Building materials
- Public realm and open spaces



Fig. 19: Entrance to St Patrick's College at west end of ACA

4.1.1 Layout and Physical Features

Maynooth town centre is arranged around the east-to-west axis of Main Street. This wide street, which was laid out to a formal plan in the mid-eighteenth century, is terminated at its eastern end by the limestone entrance piers to Carton Avenue (leading to the west entrance to Carton Demesne) and at its western end by the entrance gates to St Patrick's College Maynooth. The college entrance is framed by the

ruins of Maynooth Castle (to the north) and the tower of St Mary's Church (to the south), which provide a tangible reminder to the town's Medieval past. The tree-lined footpaths and two-storey terraced Georgian buildings, with retail units at street level, give Main Street an attractive and welcoming sense of enclosure. Court House Square forms a large open space on the south side of Main Street at the junction with Straffan Road, with an arched stone sculpture marking the site of the (demolished) former courthouse and market house. There is a significant north-south cross-axis, formed by Leinster Street (to the south) and Mill Street (to the north), which intersect Main Street to the west of Court House Square. There are additional minor laneways running to the north and south of Main Street, which contribute to the character of the town centre.



Fig. 20: Entrance to Carton Avenue at east end of ACA

The eighteenth century town plan continues north from Main Street to the Lyreen, a tributary river which joins the Rye Water to the north-east of Maynooth. The irregularity of the river contrasts with the formal geometry of the town centre. To the rear (north) of Main Street, Pound Lane and Back Lane were constructed as mews lanes and the terraced single-storey and two-storey residential cottages, to the north, were originally built for the estate workers of Carton House. The single-storey terraced dwellings of Leinster Cottages,

encompassing Cross Lane and Convent Lane to the north of Back Lane, are shown on Scalé's map of 1773 and survive as an intact and attractive residential cluster within the town centre.



Fig. 21: River Lyreen (with William Bridge in background)

The town centre of Maynooth is contained by the Royal Canal and the railway line to the south. The triangular canal harbour forms an attractive focal point for passengers arriving to Maynooth by train. Doctor's Lane, to the east of Court House Square, was constructed as a mews lane for the buildings on the south side of Main Street. The backlands to the west of Court House Square were not served by a mews lane and remained largely undeveloped until the late twentieth century. There is a public park with stone rubble boundary walls on the backlands between Leinster Street and Straffan Road, to the immediate north of the Royal Canal.



Fig. 22: The Royal Canal and railway line (right)

The approach roads at the east and west end of the ACA predate and deviate from the mid-eighteenth century formal geometry of the town centre. Parson Street, to the south-west, follows the curved boundary wall of St Patrick's College, travelling (as the R408) towards Prosperous. Mill Street is perpendicular to the north side of Main Street, crossing the Lyreen River at William Bridge, before turning left (west) onto the R148 Kilcock Road. At the east end of the ACA, Dillon's Lane follows the curved historic boundary to the north of Carton demesne, with Convent Lane providing a perpendicular connection to Main Street. The R148 Old Dublin Road, to the south-east of Main Street, follows the historic boundary line of the Carton estate in the direction of Leixlip.

The stone rubble enclosing walls to the substantial grounds of Carton House (to the east) and St Patrick's College (to the west) act as bookends to Maynooth ACA. The tree-lined west avenue of Carton, located within the ACA, acts as a

continuation of Main Street and ensures that the demesne has a strong presence within the town centre. The ACA includes the two large quadrangles within the grounds of St Patrick's College. The contrast between the Georgian proportions of St Joseph's Square and the Gothic Revival architecture of the Pugin-designed St Mary's Square adds to the visual interest of the university campus. The imposing tower of the St Patrick's College Chapel is the tallest structure within the ACA, acting as a highly visible landmark both within the town centre and throughout the surrounding hinterland.



Fig. 23: The footbridge over the Royal Canal

4.1.2 Socio-Economic Functions

Maynooth is a centre of employment, providing commercial, educational, and other services to its population and to the surrounding rural hinterland. The continued growth of the third level campus at St Patrick's College has consolidated the Maynooth's status as a university town. Maynooth lies within the commuter belt to the west of Dublin, with good road and rail connectivity to the city centre and close proximity to large

employers including Intel. This has encouraged the construction of large housing estates on the southern edge of the town, between the railway line and the M4 Motorway, from the 1990's to the present day. As part of this expansion, a number of larger retail outlets have been constructed on the edge of the town centre, just outside the ACA boundary.



Fig. 24: Retail and commercial activity on Main Street

Main Street retains its status as the primary retail and commercial street in Maynooth. Proximity to the university campus has helped to maintain footfall and has allowed the historic core to resist national trends towards out-of-town shopping. Retail activity within the town centre historically involved small shop units, with separate access to upper floor residential accommodation. Current building usage at ground floor level on Main Street and Court House Square continues to comprise a mix of retail, commercial activity, cafés and

restaurants. In some cases, adjacent buildings have been amalgamated to create larger shop units. There are also retail and commercial units on the streets and side lanes off Main Street. The upper floors within the retail core comprise a mix of small offices, residential accommodation, and storage (ancillary to the ground floor retail units).



Fig. 25: *The nineteenth century terraced houses at Leinster Cottages, to the north of Main Street*

Unlike many Irish towns, the historic core of Maynooth retains significant pockets of residential use. The terraced labourers' dwellings of Leinster Cottages (fronting onto Convent Lane and Cross Lane, to the north of Main Street) occupy plots that have been in continuous residential use since the end of the eighteenth century. There are terraced cottages on Parson Street and Pound Lane, which are also in long-standing residential use. There are larger villa-style houses on Leinster Street and Parson Street, between Main Street and the canal. Mixed use infill development on the backlands to the north and south of Main Street, completed in the first two decades of the current century, has helped to consolidate the residential population within the ACA and reflects an ongoing

demand for housing within walking distance of the university and railway station.

The historic role of St Patrick's College as a seminary has gradually decreased, due to falling vocations over the past thirty years, the buildings around St Joseph's Square and St Mary's Square remains in active educational use. The ongoing growth of the university, which expanded into lands on the north side of Kilcock Road during the 1970's, reinforces the importance of third level educational activity to the socio-economic life of the town.



Fig. 26: *The Royal Canal, abutting the boundary wall of St Patrick's College to the west of Bond Bridge*

The redevelopment of Carton House and demesne as a hotel and golf course (completed in 2006) has increased tourism employment in the wider hinterland but appears to have little impact on tourism activity within the town centre of Maynooth. A growing recognition of the importance of the Royal Canal and its towpath as a recreational and tourism resource offer potential for increased tourism activity with the town centre in the years to come.

4.1.3 Building Typologies and Scale

Maynooth ACA encompasses the mid-eighteenth-century town centre, around Main Street and Court House Square, and the eighteenth and nineteenth century buildings of St Patrick's College.



Fig. 27: Mid-twentieth century terrazzo threshold to Brady's Public House

The town centre is low rise, with mainly two-storey terraced Georgian buildings on Main Street, Court House Square, Mill Street, Leinster Street (at its north end), and Convent Lane (south end). These terraced buildings follow a consistent building line, eaves height and roof profile, with uniform classical-proportioned window openings, reflecting the design characteristics of the formal town plan adopted by the first Duke of Leinster. Some of these buildings retain their Georgian entrance doorcases. Shopfronts were introduced over time, as the ground floors were adapted to retail, commercial, and restaurant use. These are relatively traditional in their design and contribute to the uniformity of

the streetscape. The mid-twentieth century shopfront of Brady's Public House (on the corner of Court House Square and Main Street) displays high-quality craftsmanship in its render details, timber windows, and terrazzo threshold (*Fig. 27*), and is of particular interest.



Fig. 28: Harbour House, Leinster Street

The more substantial detached two-storey residences on Parson Street, Leinster Street, and at the west end of Main Street add variety to the town centre and give an insight into the social hierarchy of Maynooth during the eighteenth century. These include Castleview House (Parson Street), Harbour House (Leinster Street, *Fig. 28*), and Buckley House (Main Street).

The single-storey and two storey terraced cottages to the north of Main Street are an important surviving component of the eighteenth-century town plan. The single-storey houses of Leinster Cottages (on Convent Lane, Back Lane and Cross Lane) comprise three bays with arched window openings, on narrow plots with long gardens to the rear. These labourers' cottages have shared chimney stacks, with surviving eighteenth-century chimney stacks (tall and stocky, with

render finish) onto Convent Lane, to the east, and finely detailed early-twentieth century replacement red-brick chimneys elsewhere.



Fig. 29: St Mary's Church of Ireland Church

The public buildings within the town centre are important landmarks, which add to the character of the ACA. The twelfth century Maynooth Castle and St Mary's Church, with its Medieval tower (*Fig. 29*), are imposing structures that contribute to the character and sense of place at the west end of Main Street. The former Presentation Convent was constructed as a charter school in 1749 and was adapted to convent use in 1826. Although now converted to apartment use, it remains the dominant building on Convent Lane. The Leinster Arms is an imposing five-bay two-storey building, with two-storey canted bay projection, on the south side of Main Street, which was constructed as a coaching inn during the 1770's. The nearby Garda Station, which comprises two eighteenth century terraced houses converted to a constabulary barracks in the mid-nineteenth century, anchors the corner of Main Street and Leinster Street. The mid-nineteenth century signal box and red brick former Station

Master's House, to the south of the ACA, are physical reminders of the social and historical importance of the Midland and Great Western railway line to nineteenth century Maynooth. The interconnected arches of the sculpture in Court House Square, were erected in the 1990's to commemorate the demolished courthouse and market house, act as an effective centrepiece to the square. Other public buildings of note include St Mary's Band Hall, on Pound Lane, and Geraldine Hall, a single-storey mid-nineteenth century school on Leinster Street, which has been restored and extended as a scout hall (*Fig. 30*).



Fig. 30: Geraldine Hall, a nineteenth century school converted and extended to scout hall use

At St Patrick's College, the elongated façade of the three-storey front range (*Fig. 31*), with Stoyte House as its centrepiece, defines the approach to the college from Main Street. This Georgian front range, together with the three-storey north and south ranges to its rear, exhibit Classical proportions and detailing, presenting a homogenous and unified enclosure to St Joseph's Square. This contrasts with the mid-nineteenth century Pugin-designed buildings around St Mary's Square, to the west, which are in the Gothic Revival style, with three-storey limestone façades and prominent dormer windows at attic level. The later St Patrick's Chapel,

with its buttressed side walls, radiating apse chapels, and landmark tower, continues the Gothic Revival style. The ACA includes a number of significant buildings on the periphery of the two college quadrangles – including Riverstown Lodge, The Rhetoric Building, The Aula Maxima, and the Columba Centre.



Fig. 31: *Late-eighteenth century front range of St Patrick's College*



Fig. 32: *Gothic Revival range at St Patrick's College (1845-51), designed by A.W.N. Pugin*

4.1.4 Building Materials and Architectural Features

The palette of materials within Maynooth ACA is remarkably consistent and contributes to the strong character and sense of place within the town centre. The external façades generally have a rendered and painted finish throughout the eighteenth century planned town centre, with little or no additional detailing or decoration. The survival of modest

eighteenth century door openings on a small number of the buildings, some with semi-circular overlights, reinforces the Georgian character of the streetscape. The roofs throughout the ACA are typically of natural Welsh slate, although many have been replaced with man-made slates in recent years. The absence of fascias or bargeboards, on most of the roofs, reinforces the strong clean lines of these Georgian Buildings. This simple detailing is a defining characteristic of the town centre and contrasts with the overhanging eaves and barges of the modern housing outside of the town's historic core. The chimney stacks, typically located on the party wall between the buildings, contribute to the strong visual rhythm to the terraced streetscape and help to reinforce the character of the town centre.



Fig. 33: *Examples of eighteenth century door openings on the terraced buildings within Maynooth ACA*

Some of the buildings retain their historic sash windows and panelled timber doors, which strongly contributes to the character of the town centre. The surviving cast iron gutters,

downpipes and hoppers, also help to define the town centre. As with most Irish towns, Maynooth ACA has experienced loss of character through the replacement of historic joinery and rainwater goods with inappropriate modern fittings. The ACA designation takes account of the importance of the surviving historic materials and is intended to protect against further loss of these features.



Fig. 34: *Surviving timber sash window within the ACA*



Fig. 35: *Terrace of single-storey houses on Convent Lane Dwellings on Convent Lane*

The shopfronts within the town centre are quite traditional in their design and are typically of painted timber or render. The consistency of design, materials, and proportions, of the shopfronts in Maynooth contributes to the attractiveness of the retail core.



Fig. 36: Painted timber shopfront on Main Street

The eighteenth-century terraced buildings within Main Street and its environs were typically constructed of locally quarried limestone. A render finish was applied to the external façades, which helped to protect the masonry from saturation. The stone rubble construction was never intended to be visible. There are a small number of buildings within the town centre where the traditional render finish has been removed. This is a significant deviation from the established character of the ACA and is likely to cause saturation and dampness within the masonry walls over time. There is very little exposed brickwork within the ACA. The former station

master's house, close to the railway line to the south, is the only notable brick building within the ACA. The green-painted corrugated iron walls of the detached band hall, close to the canal harbour on Leinster Street, add to the interest of the ACA and are a good example of an early-twentieth century material that is no longer widely used.



Fig. 37: Corrugated iron band hall on Leinster Street

There are limestone rubble boundary walls throughout the town centre. These range from the tall enclosing walls on the perimeter of St Patrick's College to the low boundary walls that enclose the individual plots. These exposed limestone rubble boundary walls are an important feature within the ACA and provide a contrast with the traditional render finishes of the building façades. Wrought iron railings and gates, with painted finish, provide enclosure to the set-back front gardens of the larger houses and definition to the landscaped gardens within the grounds of St Patrick's College.

The use of exposed stone was traditionally reserved for the façades of public buildings, such as Maynooth Castle, St Mary's Church of Ireland Church, and Geraldine Hall. There is high quality cut stone on William Bridge, Mullen Bridge, and

on the entrance piers to both St Patrick's College and Carton House. The Gothic Revival buildings around St Mary's Square within St Patrick's College are constructed of locally quarried limestone.



Fig. 38: Stone rubble enclosing walls to eighteenth century Maynooth Pound, close to William Bridge

4.1.5 Public Realm and Open Space

The east-to-west axis of Main Street is the primary public space within the centre of Maynooth, providing a formal linear connection between St Patrick's College and the long avenue to Carton demesne. The wide footpaths on both sides of the street are lined with mature trees, creating an attractive and somewhat sheltered pedestrian environment. The street curves away from Maynooth Castle at its west end, creating a landscaped area of lawn and trees immediately in front of the entrance gates to St Patrick's College. A contemporary stone podium was introduced within the grounds of the castle in 2001, giving improved access to the main tower (keep).

Court House Square is a well-defined civic space, located to the south of Main Street at its midway point. This formal square forms part of the eighteenth century town plan and was originally constructed with the detached courthouse as its centrepiece. The courthouse was destroyed during the War of Independence and the square is now paved with hard landscaping. A large sculpture, comprising limestone arches and timber beams, marks the site of the old courthouse and provides a focal point for the square (*Fig. 39*).



Fig. 39: Cut limestone arches in Court House Square

The streets and lanes to the north and south of Main Street were laid out to an orthogonal grid as part of the eighteenth century town plan. There is a significant cruciform junction at the intersection of Leinster Street and Mill Street, to the west of Court House Square. Pound Lane, Back Lane and Doctor's Lane, to the north and south of Main Street, acted as mews lanes and are significantly narrower. A landscaped enclosure, with stone rubble walls, occupies the site of the eighteenth-

century animal pound at the west end of Pound Lane, from which the lane takes its name.

At the southern end of Leinster Street, Maynooth Harbour is an important public space within the town centre, with a modern footbridge connection to the railway station. The generous quayside, which was originally constructed to facilitate the delivery of goods by canal, now functions as a point of arrival for passengers arriving to the town by rail. The harbour is also a prominent landmark along the Royal Canal towpath (part of the Royal Canal Greenway), which is increasingly used as a leisure and recreational amenity by walkers and cyclists and will eventually form part of a long distance route connecting Dublin to Galway.



Fig. 40: Maynooth Harbour

Much of the paving and street furniture within the town centre dates from the late-twentieth century, making a low key but appropriate contribution to the setting of the buildings within the ACA. The footpaths are generally paved with concrete setts and paving slabs, with cut stone kerbs. Cycle lanes have been marked out through parts of the town centre. The

lamp standards along Main Street are painted in a dark shade of blue. Street names are noted in Irish and English on wall-mounted plaques, adding to a coherent and uniform presentation of the town centre. Stone paving is used sparingly, to highlight the importance of key locations within the town centre – cobble setts (at the gates to St Patrick’s College) and limestone paving (within Court House Square and at the entrance to Carton demesne). The survival of a historic post box and cast-iron water hydrant adds to the visual interest of the public footpath on Main Street.



Fig. 41: Post box, Main Street



Fig. 42: Water hydrant, Main Street

The walled grounds of Carton Demesne and St Patrick’s College anchor the east and west end of the ACA. The kilometre-long Carton Avenue, at the east end of the ACA, is a tree-lined continuation of Main Street, providing a formal link between the town centre and the (west) Maynooth Gate of Carton House. The landscaping of St Patrick’s College is focussed on the front entrance lawn and two large quadrangles (St Joseph’s Square and St Mary’s Square), with parkland to the west (outside the ACA boundary).



Fig 43: St Joseph's Square, St Patrick's College

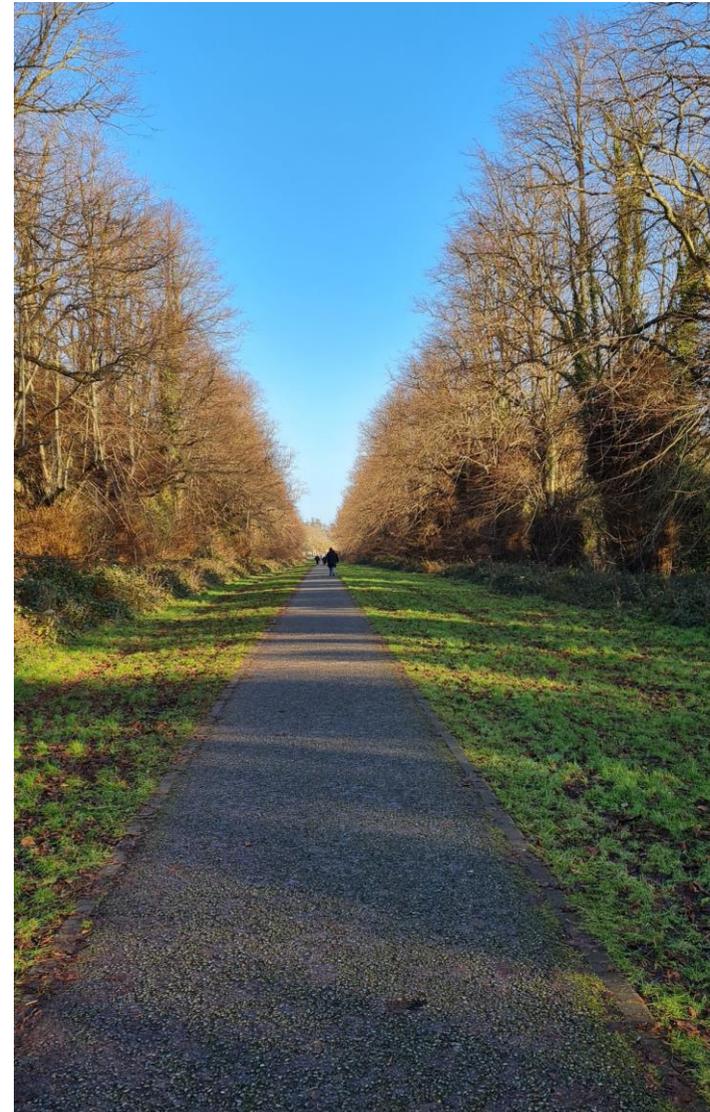


Fig. 44: Carton Avenue, looking east towards Carton Demesne

4.2 Street by Street Appraisal

4.2.1 Main Street and Courtyard Square

Main Street provides the central spine of the planned eighteenth-century town centre, setting up a formal axis between St Patrick's College and Carton Avenue. The street is lined with two-storey terraced buildings, typically three-bays wide, which were originally constructed as houses and now accommodate retail and commercial use on the ground floor. The upper floors comprise a mix of commercial, retail (storage) and residential use. The shopfronts, which mostly date from the late-twentieth century, are traditional in their design and are generally sympathetic to the established character of the streetscape. The wide tree-lined footpath contributes to an attractive and welcoming pedestrian environment, encouraging visitors and the local population to linger and shop within the town centre.



Fig. 45: Main Street, looking east towards Carton Avenue



Fig. 46: Court House Square, looking north towards Main Street

Court House Square, to the south of Main Street, is an important civic space and focal point within the town centre. This square, which encompasses the site of the former courthouse, is a wide paved space, surrounded on three sides by two-storey buildings, which are now in commercial and retail use. The three late-eighteenth century terraced houses (No's 1 -3) at the south-east corner of Court House Square do not have shopfronts. These three-bay buildings provide a visual reminder of how the streetscape of Maynooth would have looked before the terraced buildings were converted to commercial and retail use (Fig. 47). A large two-storey three-bay house with porch projection, Larine House (noted as 'Lyreen House' on the older maps), frames the approach to the town centre from Straffan Road to the south (Fig. 49). This busy road (the R406), the primary vehicular access route to Maynooth from the M4 Motorway, runs along the west side of Courtyard Square. The removal of the detached central courthouse (destroyed during the War of Independence) altered the historic scale and proportions of

the square. The resulting openness and lack of enclosure was addressed by the addition of a substantial central arched stone sculpture in the early 1990's.



Fig. 47: Terraced houses at the south-east corner of Court House Square

There are a number of larger eighteenth-century buildings on the south side of Main Street, at its western end. The two-storey Leinster Arms is a detached two-storey former coaching inn, constructed in the 1770's and is now undergoing a conversion to student residences (Fig. 50). This substantial building, with exposed limestone façade, central two-storey canted entrance bay, and surviving multi-pane timber sash window, dominates the streetscape between Court House Square and Leinster Street. Ivy House is a two-storey four-bay detached house, with setback front garden and two-storey canted end bay, at the north-west corner of Court House Square (Fig. 48). Buckley House is a classically proportioned three-bay two-storey house, set well

back from the line of Main Street, with rendered piers, wrought iron railings and gates.



Fig. 48: Ivy House, at the north-west corner of Court House Square, on the corner with Main Street

A small bridge, with cut limestone parapet, spans over a tributary stream of the Lyreen River, to the immediate west of Buckley House, before Main Street veers southwest to join Parson Street. This curve in the street creates a green space immediately in front of the entrance to St Patrick's College, with cut stone piers and wrought iron gates and railings defining the boundary between the town and the college. Views of the eighteenth-century front range of the college are framed by the Medieval towers of St Mary's Church (to the south) and Maynooth Castle (to the north). The ruins of Maynooth Castle, which include a three-storey keep tower, the south gatehouse, and sections of the enclosing wall on the east side, are managed by the OPW and are open to the public during the summer months.



Fig. 49: Larine House (right), a prominent building on the approach to Court House Square from the south



Fig. 50: The former Leinster Arms (left)

4.2.2 Parson Street

Parson Street forms the approach road to Maynooth from the south-west. This curved road has buildings on the east side

only and is bounded on the north-west side by the stone rubble enclosing walls of St Patrick's College. A small stream runs in front of the college wall, with heavy vegetation growth along its banks, separated from the public footpath by a low stone rubble wall. This stream is culverted under Parson Street (to the south of St Mary's Church), continues through backlands on the east side of the street, flowing under a stone bridge (to the west of Buckley House, before joining the Lyreen River to the north).



Fig. 51: Parson Street, looking north towards Maynooth Castle

St Mary's Church of Ireland Church is prominently located at the north-west corner of Parson Street, to the immediate south of the entrance gates of St Patrick's College. The site has been in continuous use as a place of worship since the thirteenth century. The current Gothic Revival church was constructed in 1859 and incorporates Medieval fabric from the earlier churches on the site. The church has a 'National' rating of significance (on the NIAH survey). The church is set back from the road behind low railings. Its high-quality

stonework and the carved detail of the door and window openings make a significant contribution to the streetscape of Parson Street and the formal entrance to St Patrick's College. The single-bay six-stage fifteenth century castellated tower, attached to the west gable of the church is a major landmark within the town of Maynooth and is a strong visual feature within the landscaped grounds of the college (*Fig. 52*).



Fig. 52: Fifteenth century castellated tower, attached to the west gable of St Mary's Church, viewed from grounds of St Patrick's College

Castleview House, opposite St Mary's Church on the east side of Parson Street, is a three-bay two-storey detached house dating from the early-eighteenth century, which was remodelled in c. 1780. The west part of the house was demolished to facilitate a widening of Parson Street in the mid-nineteenth century. The single-storey cut porch projection and the unusual proportions of the multi-pane sash windows, which include Tudor-style mouldings at first floor level, give the house a distinctive appearance, making a positive contribution to the character of Parson Street. The grounds to the rear (south) of the house, which include a substantial early-eighteenth century outbuilding and two footbridges, are enclosed by a stone rubble west boundary wall onto Parson Street.



Fig. 53: Castleview House

A terrace of two-storey houses follows the curve of Parson Street to the south of Castleview House. This early-nineteenth century terrace comprises a mix of two-bay and

three-bay houses, with rough-dash rendered walls and stepped slate roofs, with chimney stacks on the party walls. The early-eighteenth century rectory, to the south, is a substantial two-storey over part-basement detached house, set back behind a rendered wall, with entrance pillars and wrought iron gates, onto Parson Street. The rectory grounds include stone rubble outbuildings and gardens, extending southwards to the Royal Canal towpath.

Parson Street continues to the south-west, with late-twentieth century housing (Parson Lodge and Parson's Court), to the south of the rectory, outside the ACA boundary, crossing the Royal Canal at Bond Bridge and continuing southwards as the R408 (towards Prosperous).

4.2.3 Mill Street



Fig. 54: Mill Street, looking south towards Main Street from William Bridge

Mill Street is perpendicular to the north side of Main Street, forming part of a cruciform junction with Leinster Street (to the south). It is a busy vehicular route, carrying traffic from the

town centre towards the Kilcock Road (R148) and the main car parks of the north and south campuses of Maynooth University. The south section of Mill Street, between Main Street and William Bridge, has tree-lined footpaths (of similar width to Main Street) with terraced two-storey retail and commercial buildings on both sides. Mill Street takes its name from the eighteenth century Manor Mill, which stood on the north side of the Lyreen River (on the site of the modern Manor Mills shopping centre).

The most significant surviving buildings on Mill Street are a pair of three-bay two-storey late-eighteenth century terraced houses on the west side of the street (Fig. 55). The house to the south has suffered loss of character through the removal of its external render and the introduction of replacement windows but retains its strong original form. The second house (to the north) is visually much more intact, with timber sash windows and a dash render finish, which highlights the high-quality stonework of the central door opening. The design, proportions, and detailing, of these two houses is very similar to those found on Main Street, reflecting the continuing importance of the eighteenth-century town plan to the character and streetscape of Maynooth.



Fig. 55: Terraced houses on west side of Mill Street

The remainder of the streetscape on the west side of Mill Street, comprising two-storey terraced buildings from the second half of the twentieth century, is low key, replicating many of the characteristics of the Georgian buildings within the town centre. The east side of the street, which was occupied by industrial buildings well into the twentieth century, now comprises two-storey retail and commercial buildings, with painted render façades and traditional timber shopfronts that reinforce the established character of the town centre.

The footpath narrows just before William Bridge to the north, providing an attractive sense of enclosure to the commercial and retail activity on the south part of Mill Street. This three-arch bridge of stone rubble construction with cut limestone triangular cut-waters, dates from c.1795.



Fig. 56: Stone rubble wall on the approach to William Bridge on the east side of Mill Street

The north section of Mill Street (beyond William Bridge) does not form part of the ACA. The streetscape is fragmented, with a large shopping centre dominating the west side of the street and a three-storey apartment building, set back from the building line on the east. St Mary's Catholic Church, constructed in the 1830's, stands at the north end of Mill Street (on the east side, opposite the junction with Kilcock Road). The church tower, added in 1862, is an important landmark as viewed from within the ACA. The stone rubble walls on the east side of Mill Street, which draw the eye towards St Mary's Church are an important part of this view and should be protected.

4.2.4 Leinster Street

Leinster Street (also known as Canal Place) is an important eighteenth-century street, running south from Main Street towards Maynooth Harbour and the Royal Canal. This wide vehicular cul-de-sac and is characterised by low volumes of traffic and is heavily used by pedestrians as an access route to the train station. Leinster Street is primarily residential in character, with some retail and service activity at its northern end (close to the junction with Main Street).

Maynooth Garda Station, standing on the west corner of the junction with Main Street, comprises a pair of eighteenth century three-bay two-storey houses, which were converted to use as a constabulary barracks in the mid-nineteenth century. Its set-back front garden, with low wrought iron railings to the public footpath, gives the still functioning garda station a domestic scale. The cut stone doorcases and large Wyatt windows on the ground floor, form part of the nineteenth century alterations and add variety to the streetscape, making a positive contribution to the character of the ACA. A pair of smaller three-bay two-storey eighteenth century houses, to the south of the garda station, continue the terrace, with set-back front gardens that reinforce the residential character of Leinster Street. The more southern of

these two houses retains its eighteenth-century timber windows – six-pane over six-pane sashes at ground floor level and three-pane over six-pane sashes to the first floor.



Fig. 57: Maynooth Garda Station, on corner of Leinster Street and Main Street, with two-storey terraced houses on left

The east side of Leinster Street has a number of commercial and retail units at its north end. A four-bay two-storey public house ('The Roost Bar'), standing on the east corner (with Main Street), is of eighteenth-century date, with hipped slate roof, nineteenth century render quoins, and a modern pub frontage. To its rear, a modern terrace of commercial buildings fronts onto Leinster Street, incorporating prominent gables and dormer windows that are out of character with the less-cluttered rooflines of the predominantly Georgian buildings within the town centre.

Harbour House (also known as 'Bean House') is a substantial five-bay two-storey over raised basement house on the east side of Leinster Street, constructed in the 1760's. The house, which is one of the earliest surviving residential buildings within the ACA, is set back behind railings. This imposing building has suffered some loss of character in recent years –

with the introduction of modern widows and the loss of the eighteenth-century stone entrance steps (replaced with a flight of steel steps) – the surviving architectural details, most particularly the cut stone Gibbsian doorcase (now painted), are of high quality and indicate that the house was built for a person of high social standing. The intact survival of a three-bay two-storey eighteenth century carriage house, attached to the south, enhances the contribution of Harbour House to the streetscape of Leinster Street.



Fig. 58: Leinster Street, looking north towards Main Street, with carriage house of Harbour House in foreground

There are detached two-storey houses (of late-twentieth century and early-twenty-first century date) on the east side of Leinster Street, south of Harbour House. These are a low-key presence on the street, set back from the road, behind stone rubble walls and electric gates. Geraldine Hall, a single-room schoolhouse with off-centre porch (c.1860), is a well-crafted stone rubble building with cut-stone Tudor Revival details to the south. It is now used as a scout hall and was sensitively extended to its rear (east) in 2014. Harbour Field is a public park and recreation space, located off the street (to the east) on the approach to the canal harbour. The southern end of Leinster Street is lined by mature trees on both sides, with the green corrugated iron walls of the detached early-twentieth

century band hall projecting forward of the tree line, creating a prominent and attractive local landmark.



Fig. 59: Geraldine Hall (centre) and the corrugated iron detached band hall (right), Leinster Street



Fig. 60: Curved wrought iron railings with gates, Leinster Street

There are vacant sites on the west side of Leinster Street, including a large surface carpark on the grounds of the (now

demolished) early-twentieth century former Catholic presbytery. There is an isolated wrought iron wicket gate and a set of ornate wrought iron gates with curved railings (opposite Geraldine Hall). These are important survivals, which contribute to the visual character and historic interest of Leinster Street. There is a cluster of modern public buildings, set back from the road on the west side of the street. These buildings – Maynooth Fire Station, a medical centre and a community centre – are a low-key presence with a minimal visual impact on the approach to the canal harbour.

4.2.5 Royal Canal and Railway Line

The eighteenth-century Royal Canal and the nineteenth century railway line, to its immediate south, form a strong physical edge on the south side of the town centre.



Fig. 61: Royal Canal, with railway line on left, viewed from Mullen Bridge

Maynooth Harbour, a triangular inlet constructed to facilitate the delivery of goods to the town centre (on the north side of the canal) is an important visual landmark at the southern end

of Leinster Street. Mullen Bridge (*Fig. 62*), to the east, is a single-arch stone rubble canal bridge, constructed in 1795 and by-passed by the new (larger) Straffan Road bridge in 1995. Mullen Bridge remains in public use as a pedestrian bridge and is an important exemplar of the high-quality stonework and technical skill employed in the construction of the Royal Canal at the end of the nineteenth century.



Fig. 62: Mullen Bridge, now used as a pedestrian bridge over the Royal Canal

Bond Bridge, to the west of the canal harbour just outside the ACA boundary, was constructed in the eighteenth century as a stone rubble single-arch bridge and was replaced with a new stone clad concrete bridge, as part of road-widening works in 2005-06. The carved date stone of the earlier bridge has been mounted on the east parapet of the new bridge. A sloped footpath, from Parson Street onto the towpath, has been retained on the west side of the reconstructed bridge.



Fig 63: Cut stone steps on south towpath of Royal Canal

The cut-stone retaining walls to the canal and harbour are an important feature, revealing a high quality of stone masonry utilised in the construction of the Royal Canal. The north towpath includes recessed steps to facilitate access to the barges. A modern footbridge over the canal provides a pedestrian connection between the railway station and the canal harbour. This has significantly increased footfall on Leinster Street and along the north towpath. A section of the south towpath has been fenced off to provide parking for Maynooth Railway Station. Although the infrastructure of the railway station has been modernised, the survival of the mid-nineteenth century signal box and red brick station master's house (now in private use) are important components of the architectural heritage of Maynooth.

The Royal Canal is heritage asset of considerable historical, social and technical significance to the town of Maynooth. Its construction required the building of structures of technical/engineering merit, such as Mullen Bridge and Bond Bridge, and encouraged the industrial and commercial development of Maynooth. The opening of the Midland and

Great Western railway line in the mid-nineteenth century provided improved connectivity. The railway line continues to serve the large commuter and student population of Maynooth.

4.2.6 Doctor's Lane and Lands to the South of Main Street

Doctor's Lane, to the east of Court House Square, was constructed as an eighteenth-century mews lane, providing access and stables for the buildings on the south side of Main Street. The original mews buildings on the north side of the lane have been replaced over time with a mix of modern single-storey and two-storey buildings, which accommodate retail, commercial and residential use. An eighteenth-century stone rubble outbuilding to the rear of 3 Court House Square, with a two-storey gable fronting onto the lane (at its west end), provides tangible evidence of the origins of the lane and is an important survival. There are surviving stone rubble boundary walls between some of the yards to the rear of Main Street, which contribute to the character and historic interest of the ACA and act as a reminder of the eighteenth-century plot divisions within the town centre.



Fig. 64: 3 Court House Square, with Doctor's Lane on right

Geraldine Court originated as a lane connection to Main Street at the mid-point of Doctor's Lane, one of a number of side lanes within the eighteenth-century town plan. The west

side of the lane has been widened to create a surface car park, with (late-twentieth century) two storey commercial buildings creating a new street frontage to the west. While the entrance from Main Street retains its eighteenth-century width, the widening of this lane has caused local erosion of the historic street pattern, with resulting loss of character to the ACA.



Fig. 65: Geraldine Court, looking south towards Doctor's Lane

The lands to the immediate south of Doctor's Lane, which lie outside the ACA, have remained largely undeveloped. For much of its length, there are surface car parks (associated with the large retail outlets off Straffan Road) to the immediate south of lane. There are traditional stone rubble walls, of eighteenth and nineteenth century date, which help to screen the car parking and contribute to the backstreet character of Doctor's Lane. Newman Place, a modern development of semi-detached two-storey houses, is located to the south of Doctor's Lane at its east end.

4.2.7 Pound Lane, Back Lane and Lands to the North of Main Street

The plots on the north side of Main Street were served by a continuous mews lane, incorporating Pound Lane (off Mill Street, to the west) and Back Lane (continuing on to Convent Lane, to the east), with a number of perpendicular side lanes – Kelly’s Lane, Fagan’s Lane, Coate’s Lane, and Buckley Lane (previously known as Double Lane) – connecting south to Main Street. The vista west along the lane is dominated by views of the landmark tower of St Patrick’s Chapel.

The original mews buildings on the south side of Back Lane have mostly been replaced over time with a mix of single-storey and two-storey buildings, which are mainly in residential use. Some of these modern buildings have exposed limestone rubble façades, reflecting the materiality and character of the earlier outbuildings that fronted onto the lane. A pair of surviving semi-detached cottages, constructed perpendicular to the south side of the lane (at St Mary’s Court), give a sense of the character of Back Lane during the nineteenth century. On the north side of the lane, a low stone boundary wall runs between Cross Lane and Convent Lane, separating the rear gardens of Leinster Cottages from the public road. The section of road to the west of Cross Lane, now called Double Lane, has modern semi-detached houses on its north side.

The former Maynooth National School is located on the north side of the lane, where Double Lane joins Pound Lane. The building incorporates a gable-fronted mid-eighteenth century former Catholic Chapel (c.1770), which was used by the Catholic population of Maynooth prior to the completion of the larger St Mary’s Church (on Mill Street) in c.1840. The addition of a single-storey extension to the west side during the 1840’s, created a T-plan and facilitated the conversion of the chapel to educational use. The former school is a significant building on Pound Lane, and is of particular

architectural, historic and social significance as one of the most intact pre-emancipation chapels in County Kildare.

Pound Lane curves slightly to the south-west, following the line of the Lyreen River. The north side of the lane is lined with two-storey terraced houses. The painted render façades and slate roofs of these cottages, which date from the early nineteenth century, make a significant contribution to the streetscape of Pound Lane. The boundary walls on the south side of Pound Lane have been stepped back to create surface carparking spaces, breaking down the sense of enclosure of this otherwise well-defined lane. The curve of the terrace is terminated to the west by the circular stone rubble enclosing walls of the nineteenth-century animal pound, which causes the laneway to contract at the junction with Mill Street. The Pound is an important historical feature within the ACA, which exhibits high-quality stonework and provides an insight into the practice of impounding stray animals in times past.

The side lanes on the south side of Pound Lane and Back Lane, connect to the Main Street and were first developed with outbuildings and small cottages during the early nineteenth century. Most of these early buildings have been replaced. Kelly’s Lane, Fagan’s Lane, Coate’s Lane, and Buckley Lane are now predominantly characterised by retail and commercial activity, with some residential units, having predominantly two-storey modern buildings. They continue to provide an important physical connection between the busy retail core of Main Street and the residential population of the laneway to its north.

4.2.8 Convent Lane and Leinster Cottages

The formal axis of the town centre terminates to the east at the entrance gates to Carton Avenue, around which Main Street splits into two – Convent Lane (to the north) and Dublin Road (to the south-east). Convent Lane runs perpendicular to Main Street, forming part of the orthogonal grid which was

laid out in the eighteenth century. The west side of Convent Lane (to the junction with Back Lane), comprises two-storey terraced housing, a continuation of the building type found on the Main Street, providing a mix of residential and commercial use. The east side of the street is dominated by the former Presentation Convent, which constructed as a Charter School in 1749 and subsequently converted to convent use in 1826. This significant public building, from which the street derives its name, was converted to residential apartments (The Charter House Apartments) in the 1990's. South of the former convent, a modern girls' secondary school, Presentation Secondary School, has been constructed on the lands abutting Carton Avenue. The former convent and modern school are set back from the road, giving the east side of Convent Lane a more open character.

To the north of Back Lane, Leinster Cottages occupy a large urban block, with terraced single-storey houses fronting onto Cross Lane to the west and north, and Convent Lane to the east. The three-bay cottages, which were constructed in the 1770's as estate worker's dwellings, have pitched slate roofs and painted render façades, with segmental-arched door and window openings. The eighteenth century rendered chimney stacks, which survive on the east terrace (facing Convent Lane), were replaced with well-crafted brick chimneys on the west and north terraces. The cottages have long narrow gardens, which are separated from the public road by low stone walls at Back Lane (to the south) and Cross Lane (to the north). The gardens to the rear of the north terrace extend back to the Lyreen River. Leinster Cottages has architectural, historical, and social significance, as an intact development of eighteenth-century estate workers cottages, directly linked to the formal planning of the town centre of Maynooth.

Butler House, a modest three-bay two-storey detached cottage with single-storey porch and wrought iron railings, stands to the north of the junction of Cross Lane (north) with Convent Lane. This mid-nineteenth century house enhances

the streetscape of Convent Lane and is a protected structure (RPS Ref.: B05-10). Butler House marks the north-eastern extent of the ACA, before Convent Lane veers north-east to become the Dunboyne Road. The lands to the south of Dunboyne Road, backing onto Carton Avenue, were developed as housing between the late-1990's and 2010's.

4.2.9 St Patrick's College

The sense of separation between St Patrick's College and the town of Maynooth can best be seen in the high stone rubble wall that separates the college grounds from Parson Street and the Royal Canal towpath. The finely crafted curved railings and entrance gates, running from St Mary's Church to Maynooth Castle, created a defined boundary between the late-eighteenth century national seminary and the town centre. While these physical boundaries are important to the character and identity of St Patrick's College, the economic and social links between the college and the town centre are equally strong. St Patrick's College provided employment to the local population throughout the nineteenth century and the present-day college and university continue to drive the economic growth of Maynooth. The late-eighteenth century front range, set back with a landscaped front lawn, terminates views to the west end of Main Street, giving St Patrick's College a significant presence within the historic core of Maynooth.

The college buildings within the ACA include the late-eighteenth and early-nineteenth century ranges in the Classical style, to the east of the campus, and the Gothic Revival architecture of the later buildings, to the west.

The three-storey front range of St Patrick's College is dominated by Stoyte House, a square late-eighteenth century house with well-crafted cut stone doorcase, which projects forward at the centre of the composition. This central house is flanked by long wings with projecting end pavilions. The window openings, which are set into recesses at ground and

first floor level, retain their eighteenth-century multi-pane timber sash windows. The eighteenth-century slate roof was replaced with copper cladding in the 1950's, which has patinated to a light green. Two cut stone archways provide access to St Joseph's Square, to the rear.

St Joseph's Square is enclosed on three sides by simple rendered façades, with Georgian proportions to the door and window openings, echoing the character of the terraced Georgian houses along Main Street. These long three-storey ranges, with pedimented breakfronts create a uniform barrack-like enclosure to the quadrangle. To the south of the campus, a group of detached three-storey ranges – Riverstown Lodge (1817), Junior House (1831) and Rhetoric House (1831-33) – continue the Classical detailing of St Joseph's Square, with pedimented central breakfronts, multi-pane sash windows, and slate roofs with cast iron rainwater goods.

The west side of St Joseph's Square is completed by the entrance front of Pugin's 1845 quadrangle (St Mary's Square), having a central tower, with cut limestone entrance arch, first floor oriel window, and craved stone statue of St. Patrick, beneath a canopy at second floor level. St Mary's Square is enclosed to the east, south, and west, by a three-storey façade of local limestone, with a steeply sloped slate roof incorporating dormer windows at attic level. The quadrangle is an exemplar of mid-nineteenth century Gothic Revival design in Ireland and is rated as having national significance by the NIAH. The quadrangle retains many of its original details, including cut limestone paired trefoil window openings, iron casement windows, sheeted timber doors with iron fittings, and slate roofs with cast-iron rainwater goods. The introduction of replacement uPVC windows to parts of the building during the 1990's has resulted in some loss of character. The south range has a number of attached late-nineteenth extensions to its south, including a two-storey

dormitory and a boiler hall, which are also in the Gothic Revival style.

The chapel of St Patrick's College was added to the north side of St Mary's Square in 1875-80. It adopts a more ornamented Gothic Revival style than the adjacent quadrangle, incorporating a blind arcade, a large rose window with cut stone Gothic arched surround, and flanking pinnacles, to its west gabled front. The chapel is constructed of snecked limestone with buttressed side walls and cut limestone details to its window openings. There are multiple gabled apses to the east. The Gothic tower, which was added to the north-west corner in 1899-1901, dwarfs the other buildings on the college campus and is a highly visible landmark from several vantage points within the town centre of Maynooth. Notable buildings to the north of the college chapel include the Columba Centre, a Gothic Revival infirmary constructed in the 1860's, and the Aula Maxima, a rendered building with battlemented gable front and buttresses constructed in the 1890's.

The landscaped grounds make an important contribution to the setting of the buildings within St Patrick's College and provide an important green space amenity to the staff and students of Maynooth University, and to the wider population of Maynooth. The formal quadrangle of St Joseph's Square comprises squares of lawn intersected by axial footpaths, in contrast to the wilder and more organic planting within St Mary's Square to the west. The formal lawns with mature trees throughout the campus, intersected by the Lyreen River to the north of the main quadrangles, give the college a rural character that is largely unchanged since the end of the nineteenth century.

4.3 Important Views

The orthogonal layout of the town plan of Maynooth created a number of important vistas – most particularly the views east and west along Main Street towards St Patrick’s College and Carton Avenue, but also the views north and south at its intersection with Leinster Street and Mill Street. These eighteenth-century vistas remain largely intact today, helping to define the character of Maynooth. The view along Parson Street towards Maynooth Castle helps to define the south-westerly approach to the town centre and is important.

The view west along Carton Avenue towards Maynooth is an important component of the formal relationship between Carton demesne and the town. This view from outside the ACA is of considerable significance and requires protection.

Although largely hidden from view, the Lyreen River is an important topographical feature and helped to define the geometry of the town centre. The view from William Bridge looking east along the river is important. The arrival of the Royal Canal in the late-eighteenth century helped to define the southern edge of the town centre. The view of the canal harbour from Leinster Street, together with the views along the towpath from Mullen Bridge (to the east) and Bond Bridge (to the south), are also important.

The tower of the chapel of St Patrick’s College is an important landmark and is visible from multiple locations within the town centre. The views of the tower from the access road to the railway station car park, from the railway footbridge on the Royal Canal, and looking west along Back Lane and Pound Lane (to the north of Main Street) are of particular importance.

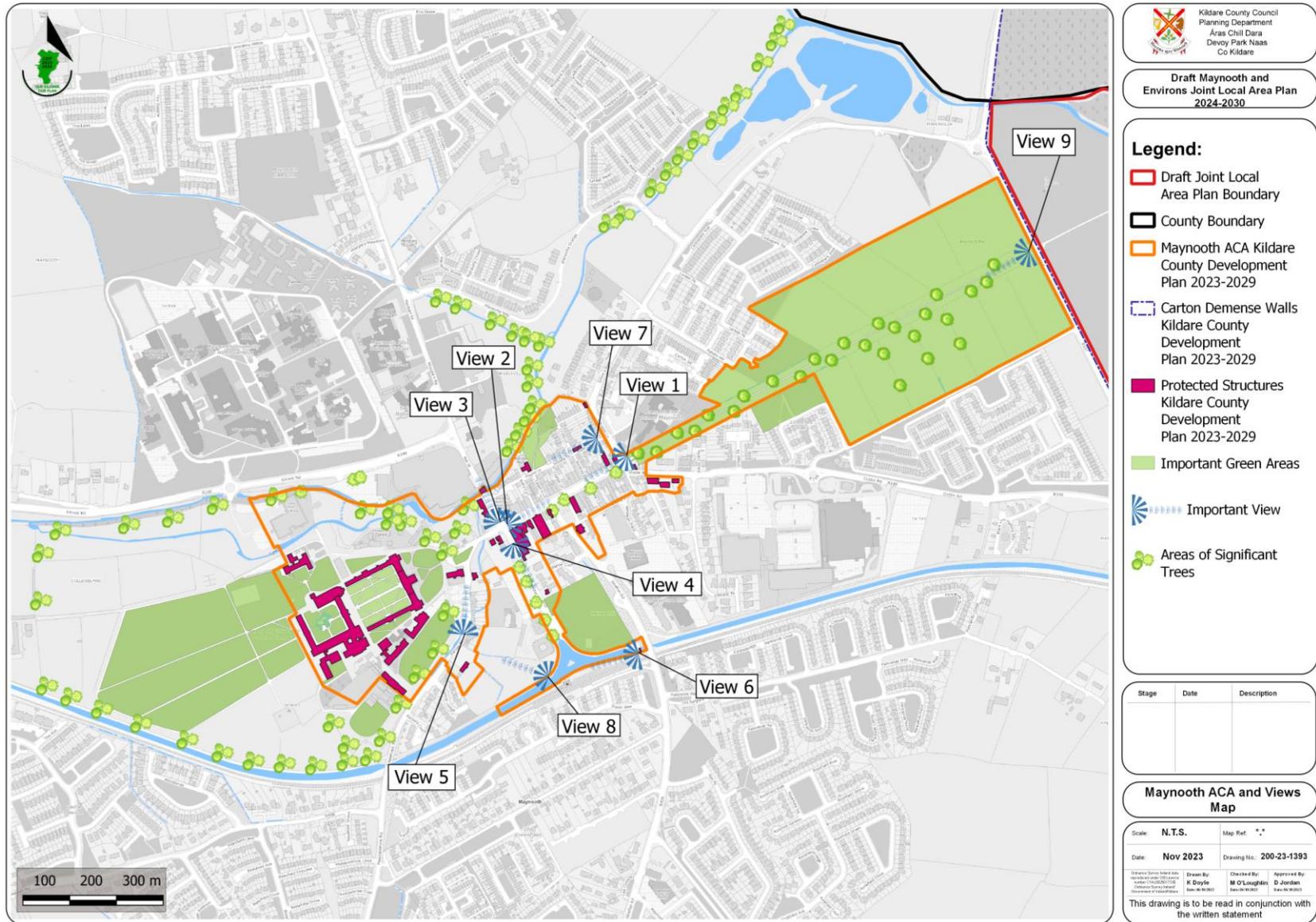
There are a number of important views within the grounds of St Patrick’s College. The view of Maynooth Castle to the north of New House (St Joseph’s Square) is important. The

view across the front lawn towards the Medieval tower of St Mary’s Church is also important.

Based on the above assessment, the following views are of particular importance to the character of the ACA and merit special protection. These views are shown on Fig. 66 (overleaf).

View 1	View from gates to Carton Avenue, looking west along Main Street
View 2	View from junction of Main Street and Mill Street, looking east towards Carton Avenue
View 3	View from Mill Street, looking north towards St Mary’s Catholic Church
View 4	View from Leinster Street, looking south towards Royal Canal
View 5	View from Parson Street, looking north towards Maynooth Castle
View 6	View from Mullen Bridge, looking west along Royal Canal
View 7	View from Pound Lane, looking west towards spire of St Patrick’s College Chapel
View 8	View from footbridge over Royal Canal, looking north-west towards spire of St Patrick’s College Chapel
View 9	View from eastern end of Carton Avenue, looking west towards the town of Maynooth

Fig. 66: Important Views within Maynooth ACA



4.4 Summary of Special Character of Maynooth ACA

- **General:** Maynooth retains the characteristics of a planned eighteenth-century estate town.
- **Archaeological Significance:** Maynooth was an important stronghold of the FitzGeralds, dating back to the construction of the keep the twelfth century. The western end of the town, defined by the Medieval tower of St Mary's Church and the substantial remains of Maynooth Castle, is an area of considerable archaeological significance.
- **Morphology of the Town:** The orthogonal layout of the eighteenth-century core, centred on the east-to-west axis of Main Street, helps to define the character of Maynooth. The town centre is contained between the enclosed grounds of Carton House (to the east) and St Patrick's College (to the north). The edge of the town centre is defined by the Lyreen River, to the north, and the Royal Canal and railway line, to the south.
- **Architectural Significance:** The terraced buildings of the town centre combine to create a uniform and coherent Georgian streetscape that gives the town centre a strong sense of place. The larger houses to the west end of the Main Street, together with the public buildings within the town centre, are important components of the architectural heritage of Maynooth. St Patrick's College, at the east end of the town, includes buildings of National significance that are exemplars of eighteenth-century Classical architecture of the mid-to-late eighteenth century Gothic Revival.
- **Architectural Character:** Maynooth is an exemplar of a planned estate town, in which many houses conform to a simple typology of rendered façades with slate roofs and simple sharp detailing. The fine detailing of the larger houses and public buildings, together with the Medieval

ruins of Maynooth Castle and the formal institutional architecture within St Patrick's College, combine to add a layer of richness and diversity to the character of the ACA. The survival of the eighteenth-century plot divisions, many of which have exposed stone rubble walls, adds to the coherence of the town centre.

- **Vernacular architecture:** Vernacular architecture is generally classified as the homes and workplaces of the general population built by local people using local materials. The eighteenth-century streetscape of the planned town centre is enhanced by local examples of vernacular architecture, most notably the pair of early-nineteenth century cottages at St Mary's Court and the corrugated iron band hall at the south end of Leinster Street.
- **Built landscape features:** Walls, gates and railings give strong boundary definition to properties and add considerable diversity to the streetscape. The railway line and the bridges and quays of the Royal Canal are significant features and contribute strongly to the special character of Maynooth ACA.
- **Landscape:** The topography of Maynooth is, to a large extent, defined by the formal landscaped grounds of the large institutions at either end of its Main Street – Carton demesne, to the east, and St Patrick's College, to the west. The natural boundary of the Lyreen River (to the north), although partly hidden from view, helps to contain the town centre and remains an important presence within the town. The man-made features of the railway line and the Royal Canal, together with the triangular canal harbour, form the southern edge of the town centre and were important contributors to the prosperity of Maynooth during the nineteenth century.

- **Social and Cultural Heritage:** The survival of the eighteenth-century planned street layout and terraced streetscape provides a valuable insight into the historically important relationship between the town of Maynooth and the local landholder, the Dukes of Leinster of Carton House. The foundation of St Patrick's College at the end of eighteenth century reflects the power and influence of the 2nd Duke. It established Maynooth as an important ecclesiastical and educational centre on the island of Ireland, while also generating employment and economic activity within the town of Maynooth and its environs.

**SECTION B:
Guide to Development within
Maynooth Architectural
Conservation Area**

5 IMPLICATIONS FOR PLANNING AND DEVELOPMENT

5.1 Planning Control

The objective of Architectural Conservation Area designation is to protect the special character of an area through the careful control and positive management of change in the built environment.

5.1.1 Limits to Exempted Development

The Planning and Development Act 2000, as amended requires that planning permission be obtained for all development works, except for those deemed to be exempted development. In Architectural Conservation Areas only works which do not affect the special character are exempt, and many interventions which may otherwise be exempt will require permission. Section 82(1) and (2) of the Act defines exempted development in the context of an ACA:

- (1) *Notwithstanding section 4 (1)(h), the carrying out of works to the exterior of a structure located in an architectural conservation area shall be exempted development only if those works would not materially affect the character of the area.*
- (2) *In considering an application for permission for development in relation to land situated in an architectural conservation area, a planning authority, or the Board on appeal, shall take into account the material effect (if any) that the proposed development would be likely to have on the character of the architectural conservation area.*

Assigning ACA status therefore imposes some restrictions on certain works to the exteriors of structures within the designated boundary. Planning permission will be required for any new build works to the front and side façades of buildings or for changes to original materials, such as (inter alia)

windows, wall finishes, boundary walls, roof coverings and rainwater goods that would materially alter the character of the building and surrounding streetscape. New infill development and alterations to existing structures that require a planning application will only be granted planning permission if it can be demonstrated that they will not harm the special character or appearance of the ACA.

The following sections set out examples of the type of works that will or will not require planning permission.

5.1.2 Protected Structures

When a building or structure is included on the Record of Protected Structures, legal protection extends to the exterior and interior (where applicable) of the structure, all man-made features within its curtilage, and any man-made features within its identified attendant grounds. Planning permission will be required for all works that would materially affect the character of a protected structure, or any element of the structure including its curtilage, which contributes to its special character. Works to a protected structure that constitute essential repairs or maintenance may require written agreement from the Architectural Conservation Officer. The conservation officer should be contacted to agree the type of works that would or would not be considered exempted development in respect of the particular protected structure. This can be sought in the form of a declaration from Kildare County Council under Section 57 of the Planning and Development Act 2000, as amended. A declaration issued under this section sets out the type of works the Planning Authority considers would or would not affect the character of a structure or any elements which contribute to its special interest.

5.1.3 Buildings That Are Not Protected Structures

Owners and occupiers of non-protected structures located within the ACA should be aware that works, which in the opinion of the Planning Authority would materially affect the character of the Architectural Conservation Area will require specific grant of planning permission under Section 82(1) of the Planning and Development Act 2000, as amended.

5.1.4 Public Realm

Works in the public realm with Maynooth ACA will generally be carried out by Kildare County Council and its subcontractors, or by statutory undertakers such as gas, electricity or telecommunication network companies, in consultation with the local authority.

Large scale works undertaken by or on behalf of the local authority will require permission under Part 8 of the Planning and Development Regulations 2001, as amended.

All agencies carrying out works to the public realm, e.g., footpaths, planting, street furniture, parking schemes and public lighting, are required to consider the special character of the area as identified in this document and should consult with the Planning Department and the Architectural Conservation Officer of Kildare County Council when planning such works.

Only materials appropriate to the character of the ACA should be permitted. New infrastructure should not be positioned where it would have a negative impact on the character and setting of a protected structure or the character of the ACA.

Private sector utilities should employ professional conservation advice to minimise and mitigate the impact of any proposed intervention, shall consult with the Planning Authority and shall comply with the provisions and objectives of the relevant statutory land use plan regarding such matters.

5.1.5 Use of Professional Advice

Maynooth exhibits a high standard of architectural design, which is evident in the wide range of well-crafted buildings in the town centre - encompassing civic, commercial and domestic structures. The ACA includes buildings of national importance that were designed by leading architects of their time and buildings made by builders, who followed well-used canons of composition and proportion. The materials used in the construction of buildings and structures within the town centre were historically of high quality and durability and have gained character over time with the patina of use and weathering.

In the present day, there is a reduced emphasis on traditional craftsmanship and the use of quality natural materials. Good quality architectural design can do much to improve the appearance of even modest new structures and refurbishments. The intention of the ACA designation is to promote the highest quality, not only in conservation and restoration, but also in new-build interventions. This will typically require the input of appropriate professional expertise. The early input of high-quality design advice can help to deliver a well-designed and executed building. This in turn will encourage development on neighbouring sites within the ACA to meet the same high standards.

5.1.6 Grant Assistance for Conservation Works Within an ACA

Conservation grants are available to the building owners within Architectural Conservation Areas to carry out essential conservation works to parts of their building that are deemed to contribute to the character of the ACA. The conservation grant schemes are funded by the Department of Housing, Local Government and Heritage and are administered by Kildare County Council. The purpose of these grant schemes is to:

- Provide funding to owners and custodians of historic properties to support investment in small-scale,

labour-intensive conservation projects throughout the country.

- Support the employment of conservation professionals, craftspeople and tradespersons in the repair of the historic built environment.
- Assist with the repair and conservation of structures that are protected under the Planning and Development Acts, including Architectural Conservation Areas (ACAs), where this is deemed appropriate by the Local Authority.
- Support training in traditional skills such as roofing, thatching, lime mortar, dry stone walling, ironworks and masonry.

Eligible works within an ACA will be limited to the exterior of the building only, unless the building is also a protected structure, and might include roof repairs, the conservation of historic windows, the repair of cast iron rainwater goods, lime render repairs, and the conservation of historic shopfronts. The significance of the building and its contribution to the Architectural Conservation Area will be important considerations in the assessment grant applications for buildings within an ACA. The deadline grant applications is generally in January of the year in which the works are planned. It is not possible to apply for funding for works that are already complete. The scope of work and conservation methodology to be followed must be agreed in advance by the Department of Housing, Local Government and Heritage and Kildare County Council. As of late 2023, the two main grant schemes are the Built Heritage Investment Scheme and the Historic Structures Fund, which is for more substantial works. The name of the conservation grant schemes, and the application requirements are subject to change from year to year. Building owners are advised to contact Kildare County Council for details of the grant scheme for the current year.

5.2 Works which would not affect the character of the ACA

5.2.1 Maintenance and Repairs

Planning permission will not be required for regular maintenance and necessary repair works, such as to roofs, rainwater goods or windows within the ACA, as long as these works do not materially affect the character of the area. It is important to note that such repairs should involve the re-use of the existing materials. Where replacement materials are required, these should be identical to the existing materials. The replacement of historic materials and building components with different or modern alternatives will require planning permission and is unlikely to be appropriate.

5.2.2 Internal Alterations

ACA designation does not prevent internal changes or re-arrangements to those buildings within the ACA area that are not Protected Structures, as long as such works do not impact on the exterior of the building. If in doubt, it is advisable to cross check Kildare County Council's Record of Protected Structures before carrying out such works.

5.2.3 Restoration of Character

Where original materials have been removed and replaced with modern or inappropriate alternatives, the restoration or reinstatement of these features will not require planning permission where the method, materials and details for the works have been agreed in writing with the Architectural Conservation Officer.

Reference should be made to *'The Advice Series'*, a collection of illustrated booklets designed to guide owners and others responsible for historic structures on how best to repair and maintain their properties. A full list of the Advice Series including pdf. versions available to download are available at: <https://www.buildingsofireland.ie/resources/> The series covers topics such as paving, accessibility, brickwork,

places of worship, energy efficiency, ironwork, roof, windows and historic ruins.

5.3 Works Which Would Affect the Character of the ACA

5.3.1 Roofs

Roofing Materials: The removal of historic roofing materials – including slates, ridge tiles, chimneys, bargeboards, eaves fascia and soffit boards, cast-iron gutters and downpipes – and their replacement with modern materials can seriously damage the character of the ACA. Original coverings and elements can generally be repaired and reused and should always be retained as they are essential to the character of the area. Where original roofing materials have been lost, replacement with historically correct materials will be encouraged. Materials used in repairs should also be historically correct to prevent incremental erosion of the character of the ACA.

Chimneys: Chimney stacks are an essential component of the roofscape of an historic urban environment. Removal of chimney stacks is not appropriate and will not be permitted within an ACA.

Roof Windows: The installation of new roof windows will only be acceptable on roof pitches that are hidden from view, as they can fundamentally alter the visual character of the streetscape.

Dormer Windows: There is no tradition of dormer windows within the town centre of Maynooth. The introduction of new dormers is likely to fundamentally change the special character of the ACA and planning permission will be required to install such windows.

Eaves, Fascias, Soffits and Bargeboards: Most of the historic buildings in the ACA were built without timber eaves

overhangs, having traditional flush eaves detail which should be retained if roof coverings are renewed. Verge details at gable ends typically have no bargeboards and render extends to the underside of the roof slates, forming a neat junction characteristic of traditional Irish construction. This detail should always be retained. Projecting eaves or verges should be avoided except in buildings where this was the historic detail. UPVC fascias or bargeboards are not appropriate and should not be used within the ACA.

Roof Pitch: The alteration of the roof profile fundamentally impacts the character of a building. Changes to the angle, ridge height, eaves level or span of roofs is likely to negatively impact the special character of the ACA and permission will be refused for such changes within the ACA.

5.3.2 External Walls

Rainwater Goods: Historic gutters, downpipes and hopper-heads were generally of cast-iron and make a significant contribution to the character of the ACA. All intact surviving cast iron rainwater good components should be retained, and only individual components which are damaged beyond repair should be replaced. All replacements should be of cast iron to exactly match the profile of the historic rainwater goods. Where historic rainwater goods have been inappropriately replaced, the historic type should be reinstated in any refurbishment of redevelopment works.

Alterations to Façades: Inappropriate alterations to historic façades have a negative impact on the streetscape and character of the ACA and will not be permitted. Where significant new development is proposed within the ACA, the planning authority may require the reinstatement of historic details that were previously altered or removed as a condition of planning permission.

Historic Stonework: Renewal of pointing to exposed stonework, whether on the façade of a building or a boundary

wall, can substantially alter the character of a structure. Where re-pointing is proposed, care should be taken to ensure that intact historic pointing mortar is retained, and that new mortar is composed of the correct materials and applied to the appropriate detail. The re-pointing of historic stonework will generally require planning permission, unless otherwise agreed with the Architectural Conservation Officer.

Removal of Render: The loss of historic external render is likely to cause significant loss of streetscape character within the ACA and to remove a water-resisting surface that was intended to protect the historic building from dampness and decay. The permanent removal of render from buildings within the ACA will almost always be inappropriate and will only be accepted by the planning authority where it can be conclusively demonstrated that the underlying substrate was historically intended to be exposed. The removal and replacement of defective or delaminated render as part of the repair of a building will be permitted. The replacement of modern cement-based renders with traditional lime renders can be beneficial in allowing the external walls of an older building and will normally be permitted, subject to the new colour and texture of the new render being compatible with the established character of the ACA.

Buildings That Were Historically Constructed Without a Render Finish:

There are a limited number of (mainly public) buildings within the ACA that were not rendered and were constructed with exposed stone façades. The addition of external render to these buildings would represent a significant alteration of character and would normally be deemed unacceptable.

Unpainted Buildings and Structures: Some structures within the ACA have a render finish that has never been painted. Older renders normally develop a patina of age over time, which contribute to the character of the ACA and should not be painted over. Similarly, structures originally constructed

with exposed cut-stone were not intended to be painted and the application of paint to such façades would not be appropriate or acceptable.

External Paintwork: Painted finishes are a characteristic feature of the ACA. Significant change to the paint colours of façades, shopfronts, doorcases and other features could alter the character of the ACA and should be undertaken in consultation with the Architectural Conservation Officer. The palette of colours within the ACA is muted. The introduction of garish colours and/or the painting of shopfronts or façades in inappropriate colours to facilitate brand identity should be avoided. Modern chemical-based paints tend to have a low vapour permeability and can have a detrimental effect on historic buildings by trapping moisture in the fabric, leading to dampness and decay. For this reason, it is recommended that the exterior paints used in historic buildings are vapour permeable.

Cleaning: Abrasive cleaning methods, including sandblasting and acid-based cleaning solutions, can damage the external surface of stone and other natural building materials. They often remove the hand-tooled surface from stonework, leading to loss of detail and porosity (resulting in harmful water ingress). Sandblasting and chemical cleaning is not advised on historic buildings. The use of pressurised water in cleaning can cause saturation in the historic fabric of masonry walls. Where the cleaning of a façade is proposed, this should be non-destructive and should avoid damage to the patina of age on a historic building. Cleaning measures may require planning permission and should always be undertaken in consultation with the Architectural Conservation Officer.

External Cladding: The historic buildings within the centre of Maynooth typically have a rendered finish. Where older outbuildings survive, these tend to be constructed of exposed stone rubble. There are a number of public buildings, most notably the Gothic Revival buildings of St Patrick's College,

which have well-crafted cut stone façades. There are no historic examples of brick façades within the town centre. Surviving historic external finishes within the ACA should always be retained. Any proposal for the alteration of an existing finish will require planning permission, and changes which materially affect the special character of the ACA will not be acceptable. However, the addition of cladding to more modern structures may be considered, but only where this is consistent with the special character of the ACA and is carried out following agreement with the Architectural Conservation Officer and case planner.

Satellite Antenna, TV Aerials, Solar Panels, and Other Roof-Mounted Equipment: The addition of such installations to the front elevations or roofs of structures is likely to have a negative impact on the special character of the ACA. Satellite dishes and solar panels should not be visible on the front elevation of buildings. Planning permission will be required for the erection of a satellite dish or solar panel where these are visible from the front of a property within the ACA. The mounting of satellite dishes, aerials, and solar panels in more discreet locations to the rear of a building may be acceptable but should always be carried out in consultation with the planning authority. Existing aerials, satellite dishes, and similar installations, should be removed once they have become redundant.

5.3.3 Windows and Doors

Alteration of Openings: Enlargement of window or door openings or the removal of stone sills or doorsteps can alter the established character of the ACA, resulting in incremental loss of the historic materials on whose texture and authenticity the special character to the town relies. Any proposed change to existing window and door openings will therefore require planning permission.

Replacement of Windows or External Doors: Original timber or metal windows, doors and fanlights are key features which

enrich the character of the ACA. Examples of authentic historic fenestration and external doors have become increasingly rare, and their retention is hugely important to the preservation of the character of the ACA. Decayed timber windows can in most cases be repaired and should not be accepted as a reason for replacement. Replacement of historic windows and doors with modern artificial materials such as uPVC or aluminium has a particularly negative impact on the character of the ACA and will be deemed to be unacceptable. Where windows and doors have been altered or replaced prior to ACA designation, the reinstatement of windows of correct historic design will be encouraged, and where planning applications are made for the buildings concerned such reinstatement may be sought by way of condition of permission. Any alteration to windows or doors within the ACA, which would materially affect the character of the ACA, will require planning permission.

Ironwork: Historic ironwork, including window guards, balconettes, grilles, boot-scrapers, and other ironwork fittings, contribute to the palette of materials in the ACA and should not be removed or altered. Repairs to wrought iron and cast iron should follow best conservation practice using traditional techniques and modern welding techniques should be avoided. Ironwork repairs require special expertise and should only be undertaken following agreement with the planning authority.

5.3.4 Medieval Structures

Below-Ground Archaeology: The ACA includes extant structure of Medieval and early post-Medieval date at St Mary's (Church of Ireland) Church and Maynooth Castle. There is potential that excavation work below ground level within the town centre may uncover archaeological material. Standing Structures: In addition to below-ground archaeology, all standing structures built before 1700 or containing any pre-1700 fabric are protected under National Monuments legislation. Any works must be carried out in consultation with the National Monuments Section of the Department of

Housing, Local Government and Heritage. Medieval structures are key to the appreciation of the character of Maynooth ACA and have a rarity value which requires that very careful consideration be given to in any repair, restoration or development proposals.

5.3.5 Vernacular Buildings

Maynooth was laid out as an eighteenth-century planned town. The town centre includes a small number of vernacular buildings, built of simple materials in unpretentious style, that are an important component of the special character of the ACA. The demolition of these vernacular buildings will not be acceptable. Raising of eaves levels, alteration of roof pitches or the insertion of dormer windows would fundamentally change the character of these vernacular buildings would be unacceptable. Where alterations are proposed to provide modern facilities, these must be carried out in sympathy with the established character and materials of these buildings. Alterations to increase the size of vernacular structures are not always appropriate and generally should be facilitated to the rear of structures. Reinstatement of traditional vernacular features such as corrugated iron, lime-washed external walls, timber sheeted doors and sash windows will be encouraged, but must conform to correct historic detail in form, material and technique.

5.3.6 Industrial Heritage

Maynooth has a rich industrial heritage dating from the Medieval period. The earliest maps of the town show milling activity along the Lyreen River, to the north of Maynooth Castle. Accessibility to markets was greatly increased by the opening of the Royal Canal in 1796, providing a new mode of transport for goods and people. The arrival of the Midland and Great Western Railway line in 1847 supported the town's milling and other agriculturally based industries, facilitated the development of St Patrick's College, and contributed to Maynooth's eventual growth as a commuter town.

The industrial heritage of Maynooth contains a wide range of elements including the railway, engineering structures such as bridges and the canal. All these elements are significant as they contribute to the social, historical, archaeological, engineering and architectural development of the town.

5.3.7 Shopfronts

Historic Shopfronts: A small number of older shopfronts survive along Main Street. These are modest in both scale and detail, utilising well-crafted joinery, painted render, and plate glass, and contribute strongly to the special character of the Maynooth ACA. Works to older shopfronts, dating from prior to 1950, should be limited to conservation and repair only. Alterations to existing shopfronts within the ACA will always require planning permission.

Painting of Historic Shopfronts: Repainting in the existing colour, or in a previous historic colour, is unlikely to affect the character of a shopfront, and may be undertaken without consultation with the planning authority. The stripping of paint stripping from older (pre-1950) shopfronts should only be carried out in consultation with the conservation officer, to avoid the destruction of historic paint layers, including overpainted traces of former signage, which could be of interest. Contact should be made with the Architectural Conservation Officer if it is intended to significantly alter the colour of a shopfront, including situations where the proposed new colour forms part of an established brand or franchise identity.

Existing Non-Historic Shopfronts: The more recent shopfronts within the ACA are generally sympathetic in the design, scale and detailing, to the surviving traditional shopfronts within the town centre. It is important to note that alterations to any shopfront in the ACA, whether old or new, will require planning permission. Care must always be taken in works to seemingly non-historic shopfronts in older buildings, as concealed features of earlier frontages may be concealed

beneath. Kildare County Council's Architectural Conservation Officer should be informed when hidden features of earlier shopfront are exposed during works, regardless of whether planning permission is in place for those works.

For best practice the following documents should be referred to:

Kildare County Council Shopfront Guidelines:
<https://kildarecoco.ie/YourCouncil/Publications/Planning/ShopfrontGuidelines2013/>

Dublin City Council Shopfront Design Guide:
https://www.dublincity.ie/sites/default/files/media/file/uploads/2018-05/DCC_Shopfront_Design_Guide.pdf

New Shopfronts: The introduction of shopfronts in historic buildings where none has previously existed can damage the special character of the ACA and will normally be seen as unacceptable. New shopfronts, whether in contemporary or traditional style should reflect the principle of historic examples within the ACA and should be restricted in size to enclose a display window and entrance door only. New shopfronts should not be higher than the prevailing height of other shopfronts in the street and should not alter or obscure architectural details of the original building such as (inter alia) sills, stringcourses, windows and doorways. New signage boards to shopfronts in the ACA, whether in contemporary or traditional style, must reflect the detail of historic examples. PVC signage, deep fascias and off-the-shelf timber brackets should be avoided.

Replacement Shopfronts: Shopfronts should only be replaced where the existing shopfront is of relatively recent date (i.e., no earlier than 1950). Surviving components of historic shopfronts, such as raised letters, pilasters or vitrolite cladding, should always be retained. Where pilasters or other

vertical timber features form part of a new shopfront design, these should continue to the ground or sit on stone plinths.

Shopfronts of Contemporary Design: Shopfronts of high-quality contemporary design can enhance the layered character of the ACA if properly considered. Where non-traditional designs are proposed, a design statement should be submitted outlining the rationale and concept of the design and demonstrating the intended contribution to the character of the ACA.

Awnings: Historic awnings are a feature of nineteenth century display windows and should be retained where they survive. Where new canopies or awnings are proposed within the ACA, these should be made of heavy-duty cotton material with painted metal or timber hardware.

5.3.8 Signage and External Fittings

New signage: Signage will only be permitted where it forms part of a shopfront. Such signage should be of appropriate design to complement or enhance the structure and should not be overtly dominant on the streetscape. Internally illuminated and plastic fascia boxes will not be considered acceptable. Standard corporate signage, which might detract from the character of the ACA, should be adapted in scale, colour or material colour to suit the character of the ACA.

Outdoor Advertising Billboards: Care should be taken that outdoor advertising does not detract from the special character of the ACA. Billboards which create visual clutter on town centre footpaths, conceal historic features or impinge on significant views will not be deemed acceptable.

Security Shutters: The design of security shutters should complement rather than damage the character of the building and the ACA. Metal roller shutters with visible boxes are not acceptable within the ACA boundaries. Shutter boxes should be positioned discreetly behind the fascia board or sliding

lattice grills be positioned behind the shop window. Security shutters should not cover the whole commercial frontage but only the vulnerable glazed areas. Where appropriate to the type of shop or to the historic interior arrangement, security shutters should be placed behind the window display. Where external security screens are deemed acceptable, they should be of transparent open chain-link grille design rather than solid or perforated shutters, which are not transparent when viewed obliquely. Shutters and grilles should always be painted or finished in a colour to complement the rest of the exterior.

External Seating and Screening: While small sections of outdoor seating can add vibrancy to a town centre, particular care will be required within the ACA to ensure that outdoor seating does not negatively impact on the character of the ACA. Planning permission or a Section 254 license is required for external seating on public footpaths and spaces. Seats should be of wood, painted metal or other traditional material which enhances the visual appearance of the town centre. Plastic is not regarded as an acceptable material for seating. Enclosing ropes and canvas windbreaks can incrementally damage the special character of an ACA and will be considered on a case-by-case basis. Enclosing structures should not exceed 1.1 metres in height or alternatively 800mm in height with integrated planting which does not exceed a total of 1.1m in height. Each section of outdoor seating will need to be carefully considered and assessed in the context of the overall level of existing street furniture. Screens should be made of heavy-duty cotton, glass or painted metal, and should not be used for advertising purposes. External seating and screening within the ACA shall be dismantled and brought indoors daily, at the close of business, unless otherwise agreed with the Planning Authority. All proposals for external seating and screening should be undertaken in consultation with the planning authority and in accordance with the provisions and objectives of the Joint Local Area Plan.

Other External Elements to Commercial Premises: Planning permission will be required for the introduction of external vending machines, ATMs, newspaper receptacles, storage bays and other external fittings within the ACA. The introduction of such fittings will only be acceptable in limited circumstances. Commercial premises should limit the clutter of temporary external retail furniture, such as external heaters, bins, menu-boards, wall-mounted ashtrays, and other external fittings. These will only be acceptable where their design complements or enhances the character of the area.

5.3.9 Boundary Walls and Railings

The alteration or removal of historic railings, boundary walls, piers, or gates, will require planning permission. Loss of such features would be very damaging to the character of the ACA and will not be acceptable. Reinstatement of lost features such as ironwork details to correct historic detail will be encouraged by the planning authority and will be required by condition where appropriate when granting permission for larger developments within the ACA.

5.3.10 Demolition

Demolition Within the ACA in General: Demolition of any building that forms a visible component of the streetscape within the ACA will require planning permission, regardless of whether that building is included on the Record of Protected Structures. Demolition will only be permitted where a structure makes no material contribution to the character or appearance of the ACA and where there is potential to restore character through reinstatement of historic features. There will be a strong presumption in favour of retaining any structure that makes a positive contribution to the character of the town centre, to avoid incremental loss or damage to the special character of the ACA.

Demolition of a Protected Structure: Demolition of any protected structure will be refused unless the Council is satisfied that exceptional circumstances exist.

Proposals to Demolish Due to Structural Failure: Where permission is sought for demolition on the grounds of structural defects or failure, a condition report produced by a suitably qualified and experienced conservation professional, supported by photographs and drawings indicating locations of defects will be required. The justification on structural grounds for any demolition within the ACA should address the full range of repairs or remedial works that might be used in such circumstances and should clearly demonstrate why these options are not capable of being used. A full photographic record and measured survey will be required before any demolition commences.

Façade Retention: The retention of the front façade and the demolition of the substantive fabric of the historic building behind will not normally be permitted within the ACA. Façade retention typically involves a loss of character and authenticity to the historic townscapes and this approach is not considered to be an acceptable approach for redevelopment within Maynooth ACA.

5.3.11 New Build Development

Plot Size: The historic subdivision of plots was an important component of the eighteenth-century plan for the town centre of Maynooth. The surviving plot configurations and stone rubble walls make an important contribution to the special character of the ACA. Where new buildings are proposed, these should follow existing plot boundaries. Proposed development on sites where the historic plot boundaries have already been removed, should articulate the original plot divisions in the volume and composition of the new buildings, as viewed from both the front and the rear.

New and Infill Developments: Designation as an ACA puts an onus on prospective developers to produce a high standard of architectural design, which respects or enhances the established character of the area. New buildings should be designed to blend into the streetscape and should, where appropriate, adopt the prevailing materials, proportions and massing of the surrounding streetscape. Particular regard should be paid to the eaves' heights, roof pitches, building lines which characterise in the surrounding townscape. Chimney stacks should be included where these are a feature of the neighbouring roofscape. Window openings for infill development should match the proportions of the adjoining buildings and should be aligned at head and sill. New buildings should ideally adopt a window-to-wall ratio similar to the established streetscape. New development should be of high quality and of its time. Contemporary interpretations of historic details, which allow the new building to be identified as a positive addition to the streetscape, will be favoured over pastiche reproductions that would dilute the authenticity of ACA.

Alternative Design Approaches: New buildings which depart from the established proportions and façade arrangements within the ACA will only be considered where these exhibit a very high standard of architectural design and will positively contribute to the character of the town centre. A design

impact statement outlining the concept of the design and providing justification for the proposal, demonstrating a considered response to the scale, materials and grain of the ACA must accompany any such application.

Materials and Features: Only materials of good quality and durability may be used in new developments. Materials and components which are not typical of the historic buildings of the town should be avoided. These include rooflights, standard-issue concrete sills or copings, top-hung casement windows, pressed aluminium gutters or uPVC features of any kind. Roofs should be covered with natural slate, lead or other roofing materials which enhances the character of the ACA.

Extensions to the Front or Side of Buildings: All new additions to the front or visible elevations of structures within the ACA will require planning permission. Very careful consideration will be given to applications for extensions to the side or front of a structure within the ACA, as these can be particularly detrimental to the character of the area.

Rear Extensions: Additions to the rear of properties can often be visible from other parts of the ACA and can affect its character. Rear extensions that visibly alter the external appearance of a building within the ACA will require planning permission. Extensions should be designed to minimise their visibility from any public area in the ACA. They should be subsidiary to the main building, of an appropriate scale, and should follow the guidance for new infill buildings given above.

5.3.12 Amalgamation of Properties or Sites

Amalgamation of Structures: Joining two or more buildings together into one functional unit will require planning permission. Any proposals for the amalgamation of properties within the ACA will be considered with regard to the impact of the change on the special character of the ACA, either in its visual appearance or characteristic use. Original entrances

should be retained in use, to ensure that active and vibrant street frontage is maintained. The elevational treatment of façades to connected or amalgamated buildings should emphasise the historic plot subdivisions. For this reason, the paint finishes, or shopfront designs should avoid presenting the adjoining buildings in a homogenous or uniform manner.

Amalgamation of Plots: Any proposed development of a group of sites within the ACA, particularly where this involves increased density, will be required to respect the scale, mass, height, and design of adjoining buildings and of the surrounding townscape. The adoption of high-quality contemporary design is not precluded but should reflect the dominant and historically significant grain of the town. Developments which span across several historic plot boundaries, should be broken up in their volume and massing, and their façades should reflect historic plot divisions, both to the front and the rear. The demolition of buildings that contribute positively to the character of the ACA will not normally be permitted. All such buildings should be retained and incorporated sensitively into any proposed re-development, and particular care should be taken to respect their historic significance, architectural character, and original plot form.

5.3.13 External Lighting

Proposals for the illumination at night of buildings and other features within the ACA will require the consent of Kildare County Council. The method of lighting, including the fitting type, fixing method, and type and colour of light, must be specified by the applicant in seeking permission. This should be appropriate to the character of the ACA and should be designed so that it does not impact public lighting levels, cause light pollution, or negatively affect neighbouring structures.

5.3.14 Views

The key views, outlined in Section 4.3 of this document, must be preserved. New development within or adjacent to the ACA should not adversely impact on or block these views.

5.4 Works to the Public Realm

5.4.1 Works by the Local Authority

Most works undertaken in the public realm will be carried out by Kildare County Council. These works include road opening works for drainage, water supply and metering, road resurfacing, paving works, accessibility improvements, street lighting, street furniture, controls and signage for (inter alia) traffic and pedestrians, parking provision and meters. Larger-scale works will require planning approval under Part 8 of the Planning and Development Regulations 2001, as amended. The Architectural Conservation Officer should always be consulted in this process.

For smaller scale interventions, the relevant engineering department should consult closely with the Architectural Conservation Officer to ensure any unavoidable impacts on the character of the ACA are suitably mitigated.

Where subcontractors are used, the tender documents should inform bidding companies of the constraints imposed by working within an ACA. Subcontractors should be carefully overseen or should be required to engage professional conservation advice in any interventions within a historic context.

5.4.2 Works by Statutory Undertakers

Infrastructural works for supply of gas, electricity, telecommunications, broadband, and similar services will be provided by a range of providers. These works can have a damaging impact on the historic built environment.

Utility and service providers are each governed by different legislation, but all must consult to some degree with the local roads authority and obtain permission for any road-opening works. The road authority as the overseeing body should inform the relevant service provider of the constraints imposed on work within an ACA and should consult with the Planning Department of Kildare County Council and the Architectural Conservation Officer before approving interventions. Private sector utilities will be required to employ professional conservation advice to minimise and mitigate the impact of proposed interventions within the ACA.

5.4.3 Historic Paving and Street Furniture

Alterations to paving and street furniture should be in keeping with the established visual simplicity of the town. Where historic evidence of street furniture does not survive, new elements should be chosen to be high quality and low-key. The visual impact of litter bins, information boards, bollards, and other elements of street furniture, should be avoided by using a co-ordinated colour schemes and designs to minimise clutter. Careful consideration should be given to the location of those necessary items of street furniture.

The Architectural Conservation Officer of Kildare County Council should be consulted before any works commence, to ensure that works do not adversely affect, but rather enhance the character of the area.

5.4.4 Drainage

Sewers, culverts, and older drainages systems, make an important contribution to the historic character and civil engineering heritage of the ACA, even when these are not immediately visible. Works to the historic underground infrastructure within the ACA should be respectful of historic fabric, materials and components, where these survive, and should favour repair over replacement.

5.4.5 Public Lighting

The street lighting in parts of the ACA comprises a mix of decorative lamp standards and utilitarian fittings. Consideration shall be given to the adoption of a co-ordinated design strategy for the public lighting within the ACA. Particular care should be given to the colour, light output and positioning of public lighting to produce a more intimate lighting regime which will enhance and reinforce the established character of the ACA.

5.4.6 Traffic Management and Signage

Whilst the opening of the Kilcock-Maynooth-Leixlip By-pass (the M4 Motorway) in the 1990's substantially reduced the amount of national traffic passing through the town centre. Maynooth continues to experience from high volumes of locally generated traffic. Particular care is required to ensure that all signage and other traffic management features are carefully sited to cause the minimum impact to the character and presentation of the ACA. Traffic engineers should consult the Architectural Conservation Officer at an early stage in the design, where changes or road traffic improvements are proposed.

5.4.7 Management of Parking

Excessive car parking can detract from the character of historic streets and designed landscapes. On street parking can significantly diminish the proper appreciation of historic buildings and spaces. The development off-street surface car parks in backland locations can erode historic plot divisions and visually degrade of the character of the town. The visual impact of car parking varies across the ACA area.

The provision of parking along Main Street is provided by on-street bays that are recessed into the footpath. The paved central civic space of Court House Square does not incorporate car parking. While the limited number of on-street spaces compares favourably with many Irish towns, the

presence of parked cars on both sides of Main Street diminishes the presentation of the terraced Georgian streetscape. Consideration could be given to the elimination of opposing spaces (i.e., on both sides of the street) as a measure to further improve the presentation of the historic town centre.

In a small number of locations, the introduction of backstreet parking has led to the loss of historic plot boundaries and the erosion of the cross lanes. The backlands to the immediate north and south of Main Street are an important component of the ACA. Proposals to provide surface car parking through the amalgamation of historic plots and/or the removal of boundary walls along the side and back lanes will not normally be permitted within Maynooth ACA.

The presence of larger tracts of surface car parking immediately outside the ACA to the south of town centre has had a negative visual impact on the presentation of the historic core of Maynooth. Much of this carparking is associated with the large retail and commercial premises off Straffan Road, to the south of the town centre. The stone rubble boundary wall that separates Doctor's Lane from the surface car park to its south is an important physical feature to be retained and maintained. The provision of planting and improved landscaping, to screen the peripheral surface car parks from the historic streetscape of Maynooth, will be a key requirement of any future redevelopment of the sites to the south of the ACA.

The grounds of St Patrick's College includes large surface carparks to the south and north of the historic buildings. These car parks form part of the orderly expansion of the college and do not significantly impact on the setting or historic character of the campus. The provision of additional car parking spaces along some of the internal roads to the immediate north and south of the historic buildings has led to an incremental loss of character within the college. Kildare

County Council will continue to work with St Patricks College Maynooth to manage parking provision and to ensure that car parking infrastructure does not detract from the historic buildings and designed landscape of the college.

Throughout the ACA, the configuration of parking bays in sensitive areas should be designed for the best possible presentation when cars are not present. For disabled-accessible parking spaces alternatives to blue surfacing should be provided.

5.4.8 Planting and Landscaping

Within Maynooth ACA, the quantity and quality of planting – encompassing the tree-lined eighteenth-century streets, the enclosed quadrangles and designed landscape of St Patrick’s College, the tree-lined vista of Carton Avenue, and the mature trees that surround Maynooth Castle – is an essential contributor to its special character. Good quality planting maintenance and design is required to support the established planting in the present and into the future. Particular attention should be paid to the setting of the Royal Canal (to the south) and the Lyreen River (to the north). The Architectural Conservation Officer shall be consulted in the design of any such schemes, to ensure that the impact on the historic character of the town is acceptable.

Within the town centre of Maynooth, good quality landscape design has contributed to an enhancement of the setting of the historic buildings and improved the appreciation of the urban and existing landscape setting. Future landscaping proposals shall be required to employ good quality natural materials and planting, which are either already present within the ACA or are in sympathy with its scale and materials.

5.4.9 Service Utilities

Maynooth ACA is vulnerable to negative visual impacts of overhead cables and (often redundant) cables and other electrical components on elevations. The fixing of cables to

the façades of buildings within the ACA shall be discouraged and, where this is unavoidable, the cables should be placed neatly in discreet positions using dark coloured cable as approved by the Architectural Conservation Officer. The identification and removal of redundant cables, burglar alarm boxes and other service installations should take place in tandem with the introduction of new service utilities.

5.4.10 Wires and Distribution Poles

Overhead electricity supply and telephone cables and poles have the potential to significantly detract from the character of Maynooth ACA. Kildare County Council will facilitate and support any initiatives to place overhead services underground within the historic ACA. The removal of redundant services and signage from the façades of buildings will also be encouraged.

IMPORTANT NOTE:

Some of the works listed require planning permission, irrespective of whether they are located within an ACA or not and are included to highlight the need for careful consideration of the design of the proposed works to ensure that they do not impact negatively on the character of the area.

It should be noted that the guidance given in Section 5 above is not in itself a comprehensive list of all works, in all circumstances, that require planning permission, but identifies those works that would impact on the character of the ACA. Development works would still have to adhere to the general provisions of the Planning and Development Act 2000, as amended, and Planning Regulations 2001, as amended. The Planning Department and Architectural Conservation Officer of Kildare County Council should be consulted if there is any doubt as to whether planning permission is required or not.