

Fig. 4.5 The traditional layout of Suburban Distributor Roads

Houses back onto the road. Passive supervision of the road from neighbouring properties is poor and the environment for pedestrians and cyclists is hostile.

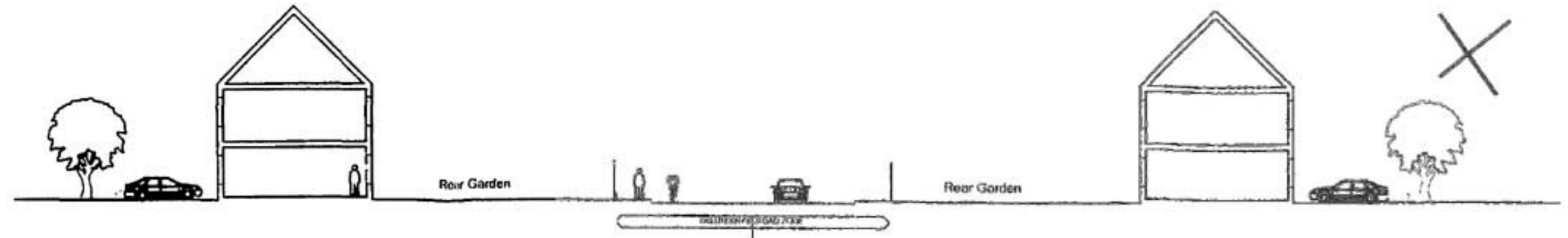


Fig. 4.6 A preferred layout for Suburban Distributor Roads

Houses open onto a service road and face onto the main Distributor Road. Both passive supervision of the road from neighbouring properties and the visual environment for pedestrians, cyclists and motorists are greatly enhanced.

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

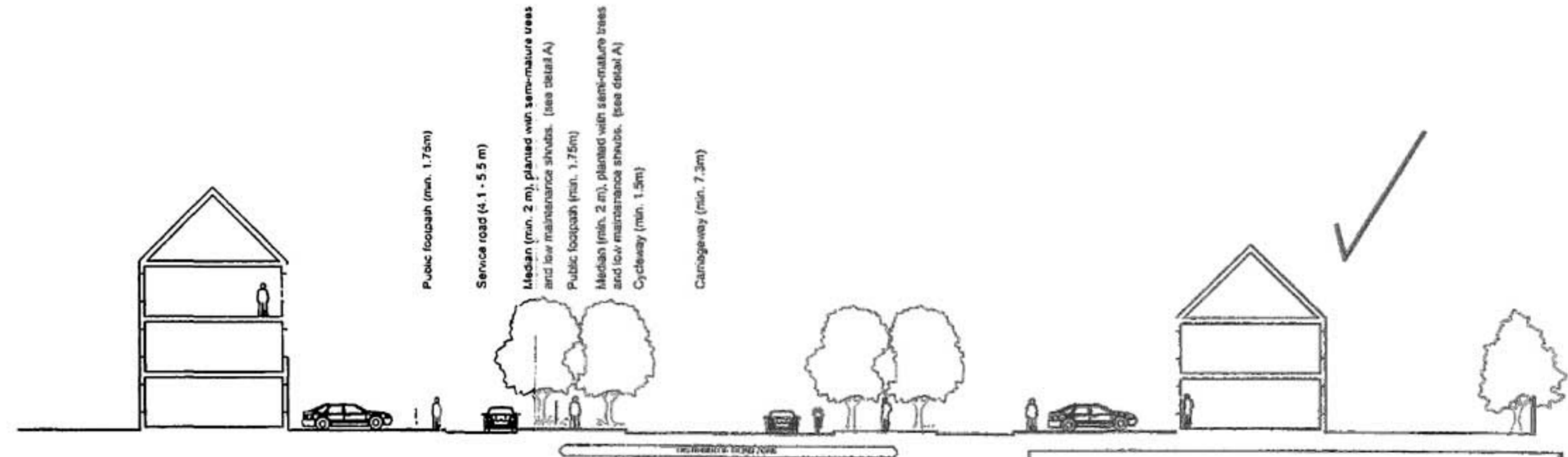
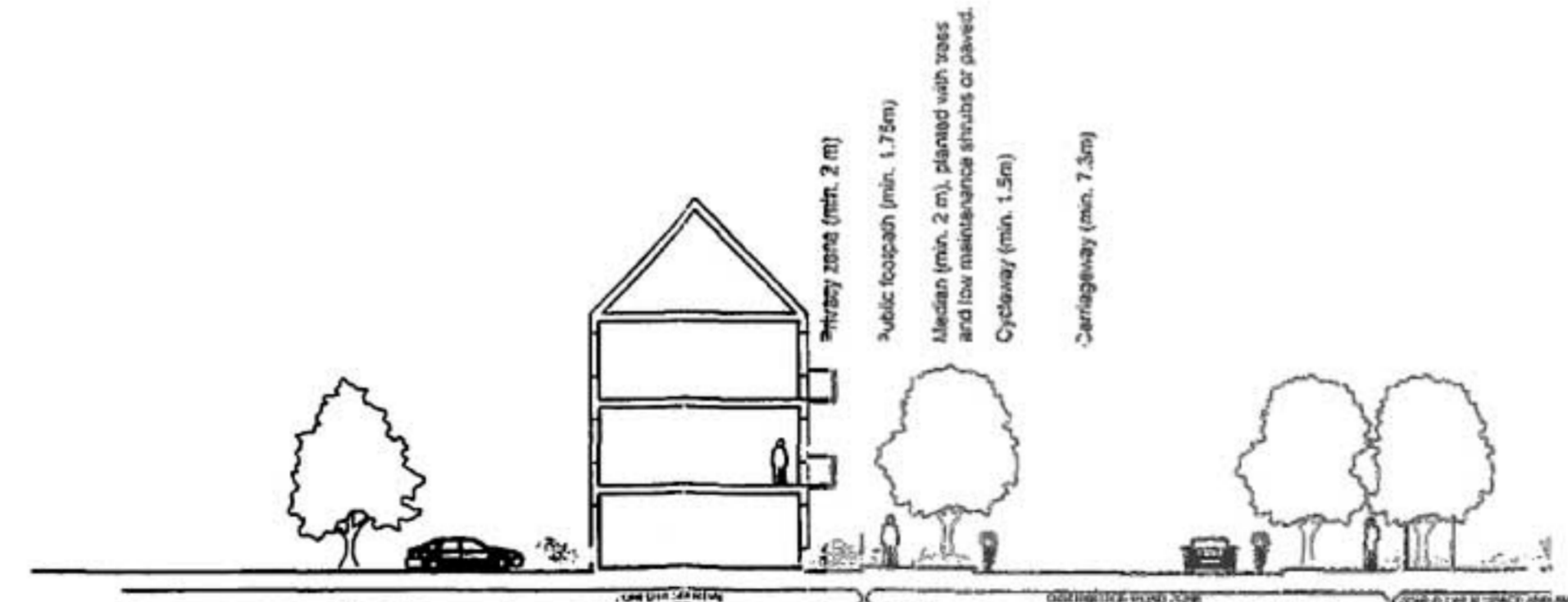


Fig. 4.7 An alternative layout for Suburban Distributor Roads

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

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



Detail A

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

job	KILDARE TOWNS Development Plans	Scales	NTS	Status	
drg.	Distributor Road Standards	Date	May 01	Drn.	KR
		Job No.		Drawing No.	Rev.



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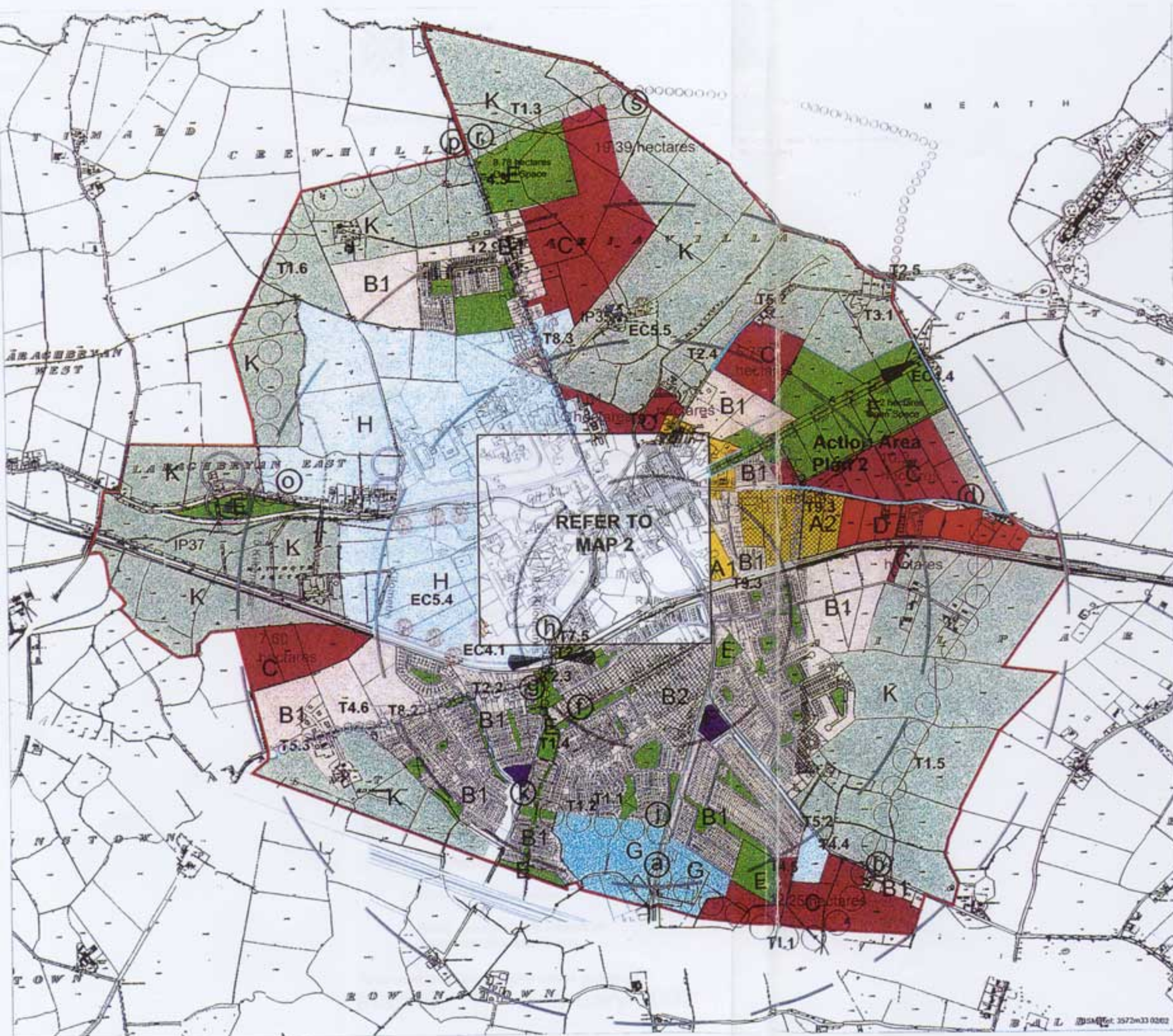
MAYNOOTH DEVELOPMENT PLAN 2002

LAND USE ZONING AND SPECIFIC OBJECTIVES

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

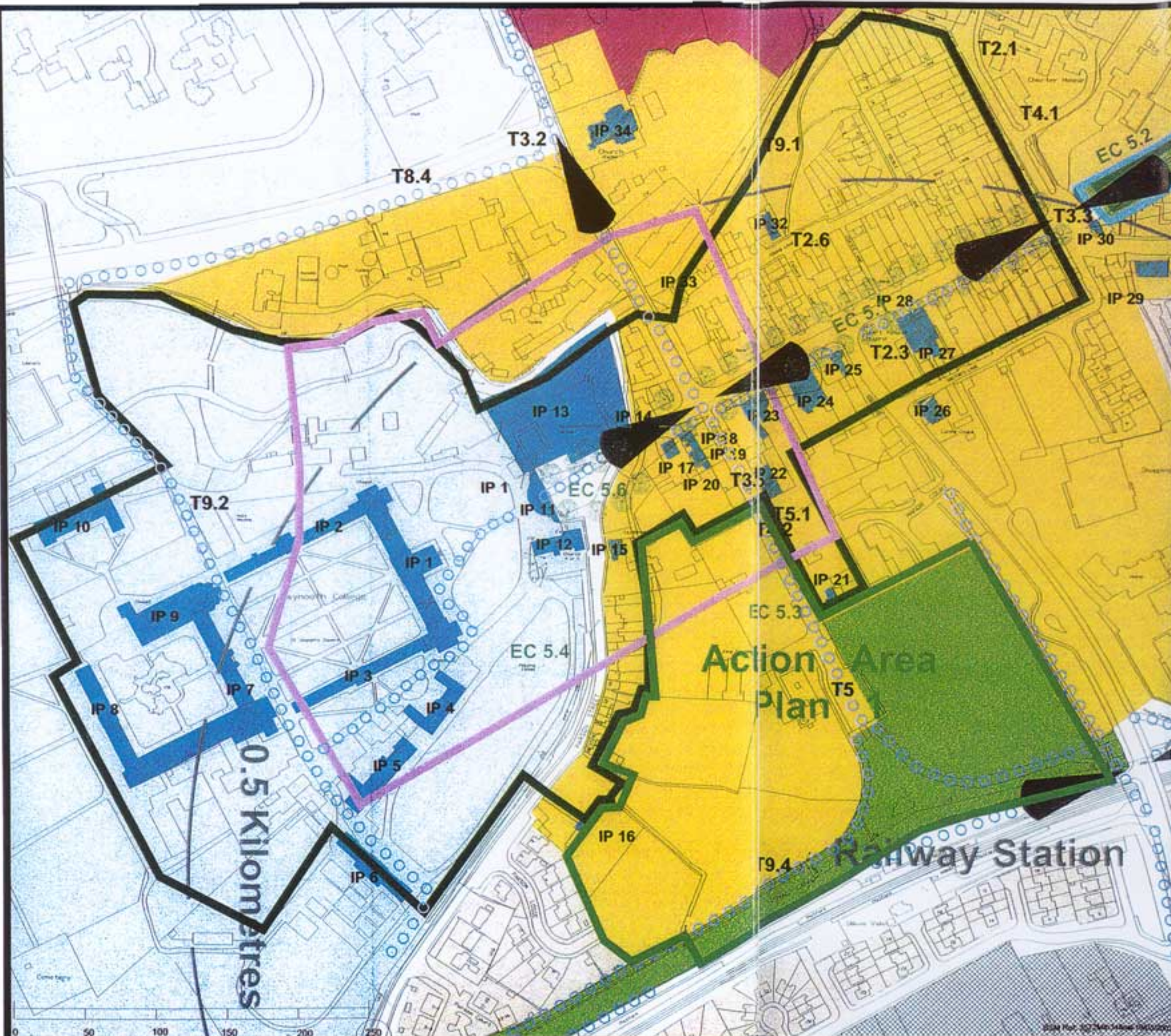
Road, cycle path and pedestrian routes are diagrammatic only

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





LAND USE ZONING AND SPECIFIC OBJECTIVES



- A1: Town Centre
- B1: Existing Residential / Infill
- B2: Higher Density Residential
- C: New Residential
- E: Open Space & Amenity
- H: Institutional & Educational
- Distance from Railway Station
- Action Area Plan 1 Objective
- Action Area Plan 2 Objective
- Zone of Archaeological Potential
- Architectural Conservation Area Objective
- IP: Protected Structure Objective
- Protected View / Prospect Objective
- Cycle Path / Pedestrian Route Objective
- EC5: Tree Preservation Objective
- T: Transportation Objective

Road, cycle path and pedestrian routes are diagrammatic only