

4.0 Phasing and Implementation

4.1 Concept

4.1.1 It is proposed that all development within the Adamstown SDZ be subject to a schedule of phasing. The purpose of phasing is to ensure that infrastructure, services, facilities and amenities are provided together with residential development.

4.1.2 The proposed phasing schedule is based on the premise that the number of dwelling units that may be permitted in each phase of development is dependent on a predetermined amount of works to provide infrastructure, services, facilities and amenities having been completed to serve each phase.

4.1.3 This is considered appropriate in the context of a Strategic Development Zone, given that any planning application that is in compliance with the approved Planning Scheme will receive a final grant of planning permission within eight weeks. Construction may commence immediately thereafter.

4.2 Sequence

4.2.1 To ensure flexibility, the proposed phasing schedule is sequential rather than time-specific. There are thirteen sequential phases of development in the Adamstown Planning Scheme, with the critical first phase being split into phases 1A and 1B. Phase 1 comprises 1,000 units, evenly split between the two sub-phases. Phase 2 has 800 units and the remaining phases, except for the last phase, have 800 units.

4.2.2 A 'Roll - Over' mechanism may operate between any two phases. In the event of the maximum permissible number of units being completed before the required facilities and infrastructure in any phase, a 'Roll - Over' of up to 250 dwelling units may be constructed in the following phase, subject to planning permission. These residential units may not be occupied until the required facilities and infrastructure in the previous phase have been completed.

4.2.3 The thirteen sequential phases facilitate a gradual east-west progression across the SDZ lands. Prior to the completion of phase seven, or between 5,001 and 5,800 dwelling units, all of the SDZ lands will have been opened up for development and all major public transportation, external road links internal road loops and sanitary services infrastructure will have been completed.

4.2.4 Phases eight to ten allow for consolidation and completion of development throughout Adamstown and prior to the commencement of phase eleven, or more than 8,200 dwelling units, all infrastructure, services, facilities and amenities necessary to facilitate the minimum required quantum of residential development in the SDZ will have been completed.

4.2.5 Phases eleven to thirteen comprise further intensification that allow additional residential development up to the permitted Planning Scheme ceiling of 10,150 dwelling units. The key elements of the proposed phasing sequence are illustrated and described on the following pages:-



Figure 4.1. Indicative Phased Development of Adamstown District Centre

Phase 1A 0-500 dwellings

4.2.6 Phase 1A allows development to commence at two separate locations on the east of the SDZ lands and requires completion of:-

- The upgrade of the R120 Newcastle Road to 9 metre distributor road standard with footpath on both sides adjoining the Adamstown Castle and Somerton development areas and the Finnstown House Hotel;
- One side of the Adamstown Link Road i.e. the road linking Adamstown to the Outer Ring Road (ORR) as a haul road to include a new bridge over the railway and Adamstown Link Road on the R120 Lock/ Newcastle Road;
- A new junction on the R120 Newcastle Road at Adamstown Castle;
- The initial section of the Main Adamstown Station Road as far as its junction with the Adamstown Link Road;
- The initial northern section of Loop Road #1 to replace the acute bend on the existing north-eastern section of Tandy's Lane;
- The Lucan-Palmerstown High Level Water Supply Scheme (not illustrated);
- Pro-rata childcare provision as per the Planning Scheme (not illustrated);

If the full quota of development permissible in phase 1A, i.e. all 500 dwelling units, occurs on the southeast of the SDZ lands, replacement of the acute bend on the existing north-eastern section of Tandy's Lane is not required as part of phase 1A.

Key			
Access Only Cul De Sac		Schools / Civic Building	
Existing Road		Dedicated QBC Busway	
Finished Road		Flexible Use Building (to illustrate District And Local Centres)	
Haul Road		Pump Station	
Upgrade Existing Road/Footpath		Major Park	
Railway Station Operational		Surface Park and Ride Complete	
Park and Ride Operational		Railway Station Complete	
		Four Tracking Of Railway	

Phase 1B 501-1,000 dwellings

4.2.7 Phase 1B allows further development at two separate locations on the east of the SDZ lands and requires completion of:-

- The Outer Ring Road (ORR) between the N4 and the N7 (not illustrated);
- One side of the Adamstown Link Road i.e. the road linking Adamstown to the Outer Ring Road (ORR) as a two-way single carriageway road;
- The Main Adamstown Station Road;
- Adamstown Railway Station and surface park and ride car park to a basic operational standard;
- The remaining parts of Loop Road #1 as a haul road;
- The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;
- Pro-rata childcare provision as per the Planning Scheme (not illustrated);

If the full quota of development permissible in both phases 1A and 1B, i.e. all 1,000 dwelling units, occurs on the southeast of the SDZ lands, completion of Loop Road #1 as a haul road is not required as part of phase 1B.



Figure 4.2 Phase 1A



Figure 4.3. Phase 1B



Figure 4.4. Phase 2

Phase 2 1,001-1,800 dwellings

4.2.8 Phase 2 ensures that both parts of the east of the SDZ lands are linked and requires completion of:-

- Loop Road #1. The existing eastern section of Tandy's Lane is subject to alternative access arrangements to be determined by the Planning Authority in consultation with the residents of that section of the Lane;
- The Link Road to the rear of the existing *Superquinn* District Centre;
- The Adamstown Station access road adjoining the railway line as a haul road;
- The works to upgrade the existing Lucan-Esker and Lucan-Low Level pump stations (not illustrated);
- Construction of Primary School #1 with a minimum of 8 no. classrooms of permanent construction (illustrated) or, construction of a Secondary School with a minimum of 12 no. class rooms of permanent construction;
- Community Centre #1 (not illustrated);
- The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;
- Pro-rata childcare provision as per the Planning Scheme (not illustrated);



Figure 4.5. Phase 3

Phase 3 1,801-2,600 dwellings

4.2.9 Phase 3 supports consolidation of development on the east of the SDZ lands and requires completion of:-

- Both sides of the Adamstown Link Road i.e. the road linking Adamstown to the ORR to provide a two-way dedicated QBC busway in addition to a two-way single carriageway road;
- The dedicated QBC busway on the main Adamstown Station Access Road;
- A District Centre busway loop road adjoining Adamstown Station;
- The Adamstown Station access road adjoining the railway line;
- The eastern section of the Loop Road around Adamstown District Centre;
- Construction of a leisure centre with a swimming pool and all-weather pitch at the flexible use building location beside the site identified as Primary School #1;
- The northern section of Loop Road #2 to replace the existing western section of Tandy's Lane;
- Part of the northern section of Loop Road #3 as a haul road to facilitate construction of the Tobermaclugg Pump Station;
- Tobermaclugg pump station, associated overflow management measures and rising mains (pump station illustrated);
- Works to upgrade Tobermaclugg Stream between the SDZ lands and the N4 to include upgrading the Tubber Lane surface water drain, regrading sections of the channel and enhancing the capacity of the N4 culvert (not illustrated);
- Adamstown District Centre phase #1, to include a minimum of 3,000 sq.m. of retail and retail services;
- Community Centre #2 (not illustrated);
- The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;
- Pro-rata Childcare Provision as per the Planning Scheme (not illustrated);

Phase 4 2,601-3,400 dwellings

4.2.10 Phase 4 allows development to extend to the centre and northwest of the SDZ lands and requires completion of:-

- Part of the northern section of Loop Road #3;
- A new junction on the R403 Celbridge Road;
- Both the Celbridge Road Link and the remaining section of the northern part of Loop Road #3 as haul roads;
- The northernmost, central and southernmost sections of the central spine of Loop Road #2 and provision of a dedicated QBC Busway;
- Two cross links between Loop Roads #1 and #2, one of which comprises the northeastern section of the Loop Road around Adamstown District Centre;
- Construction of a Secondary School with a minimum of 12 no. classrooms of permanent construction (illustrated) if not constructed as part of Phase 2, or, construction of Primary School # 1 with a minimum of 8 no. classrooms, of permanent construction;
- Tandy's Lane Park including at least one playing field and a children's playground;
- Community Centre #3 (not illustrated);
- The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;
- Pro-rata childcare provision as per the Planning Scheme (not illustrated);

If the full quota of development permissible in phases 1A to 4, i.e. all 3,400 dwelling units, occurs east of Adamstown Railway Station, completion of part of the northern section of Loop Road #3, of a new junction on the R403 Celbridge Road and of both the Celbridge Road Link and the remaining section of the northern part of Loop Road #3 as a haul road, are not required as part of phase 4



Figure 4.6. Phase 4

Phase 5 3,401-4,200 dwellings

4.2.11 Phase 5 ensures further links between the north and the south of the SDZ lands and requires completion

- All elements of Phase 4 not previously completed, as allowed for above;
- The doubling of the Dublin-Kildare suburban railway line or such other works to upgrade the rail line as part of the Kildare Route Project to accommodate a minimum of 3,000 peak hour direction trips serving Adamstown*;
- Adamstown Railway Station and surface Park and Ride car park to a finished standard;
- A District Centre loop road west of Adamstown Station;
- The western section of the Loop Road around Adamstown District Centre as a haul road;
- The northwestern section of Loop Road #3 as a haul road;
- Adamstown District Centre phase #2, to include a minimum of a further 5,000 sq.m. of retail and retail services;
- Further assesment of sewerage works and the works to upgrade the 9B sewer if required at this phase or a later one specified by the Development Agency arising from the assesment (not illustrated);
- The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;
- Pro-rata childcare provision as per the Planning Scheme (not illustrated);

* To provide for rail infrastructure such as would accomodate a capacity of 3,000 peak hour trips in each direction, i.e.
 - a.m. 3,000 peak hour trips from Adamstown in the direction of the city centre
 - p.m. 3,000 peak hour trips to Adamstown from the direction of the city centre.



Figure 4.7. Phase 5



Figure 4.8. Phase 6



Figure 4.9. Phase 7

Phase 6 4,201-5,000 dwellings

4.2.12 Phase 6 supports further consolidation of development on the east and centre of the SDZ lands and requires completion of:-

- A further cross link road between Loop Roads #1 and #2;
- A link road south from Loop Road around Adamstown District Centre to the west of Adamstown Station;
- Construction of Primary School #2, with a minimum of 8 no. classrooms of permanent construction;
- Community Centre #4 (not illustrated);
- The Central Boulevard Urban Park;
- Enterprise Centre #1 (not illustrated);
- The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;
- Pro-rata childcare provision as per the Planning Scheme (not illustrated);

Key			
Access Only Cul De Sac		Schools / Civic Building	
Existing Road		Dedicated QBC Busway	
Finished Road		Flexible Use Building (to illustrate District And Local Centres)	
Haul Road		Pump Station	
Upgrade Existing Road/Footpath		Major Park	
Railway Station Operational		Surface Park and Ride Complete	
Park and Ride Operational		Railway Station Complete	
		Four Tracking Of Railway	

Phase 7 5,001-5,800 dwellings

4.2.13 Phase 7 allows development to extend to the west of the SDZ lands and requires completion of:-

- The Celbridge Link Road;
- All but the southernmost section of Loop Road #3;
- Construction of Airlie Park including at least two playing fields, a children's playground, four tennis courts, four five-a-side all-weather playing pitches and permanent changing and shower facilities. Playing fields within the Planning Scheme area shall be laid out and sized so as to accommodate Gaelic games or soccer or other field games as appropriate;
- Tandy's Lane Local Centre;
- Community Centre #5 (not illustrated);
- The Central Civic building in Adamstown District Centre;
- The provision of surface water works required for the northeast and southeast drainage catchments on a pro-rata basis in the context of the overall catchment surface water drainage strategies (not illustrated). These works must be completed in full by Phase 7;
- Pro-rata childcare provision as per the Planning Scheme (not illustrated);

Phase 8 5,801-6,600 dwellings

4.2.14 Phase 8 allows development to continue on the west of the SDZ lands and requires completion of:-

- The southernmost section of Loop Road #3;
- A cross link road between loop roads #2 and #3 to the south of Airlie Park;
- A link road south from the northern section of Loop Road #3 to intersect with the cross link south of Airlie Park;
- Construction of Primary School #3, with a minimum of 8 no. classrooms of permanent construction;
- Tobermaclugg Local Centre;
- Community Centre #6 (not illustrated);
- Pro-rata childcare provision as per the Planning Scheme (not illustrated);

Key			
Access Only Cul De Sac		Schools / Civic Building	
Existing Road		Dedicated QBC Busway	
Finished Road		Flexible Use Building (to illustrate District And Local Centres)	
Haul Road		Pump Station	
Upgrade Existing Road/Footpath		Major Park	
Railway Station Operational		Surface Park and Ride Complete	
Park and Ride Operational		Railway Station Complete	
		Four Tracking Of Railway	

Phase 9 6,601-7,400 dwellings

4.2.15 Phase 9 supports further consolidation of development on the centre and east of the SDZ lands and requires completion of:-

- A central north-south link between the two cross links joining Loop Roads #2 and #3;
- Adamstown District Centre phase #3, to include a minimum of a further 7,625 sq.m. of retail and retail services;
- Construction of Tobermaclugg Park including at least one children's playground;
- Community Centre #7 (not illustrated);
- Pro-rata childcare provision as per the Planning Scheme (not illustrated);



Figure 4.10. Phase 8

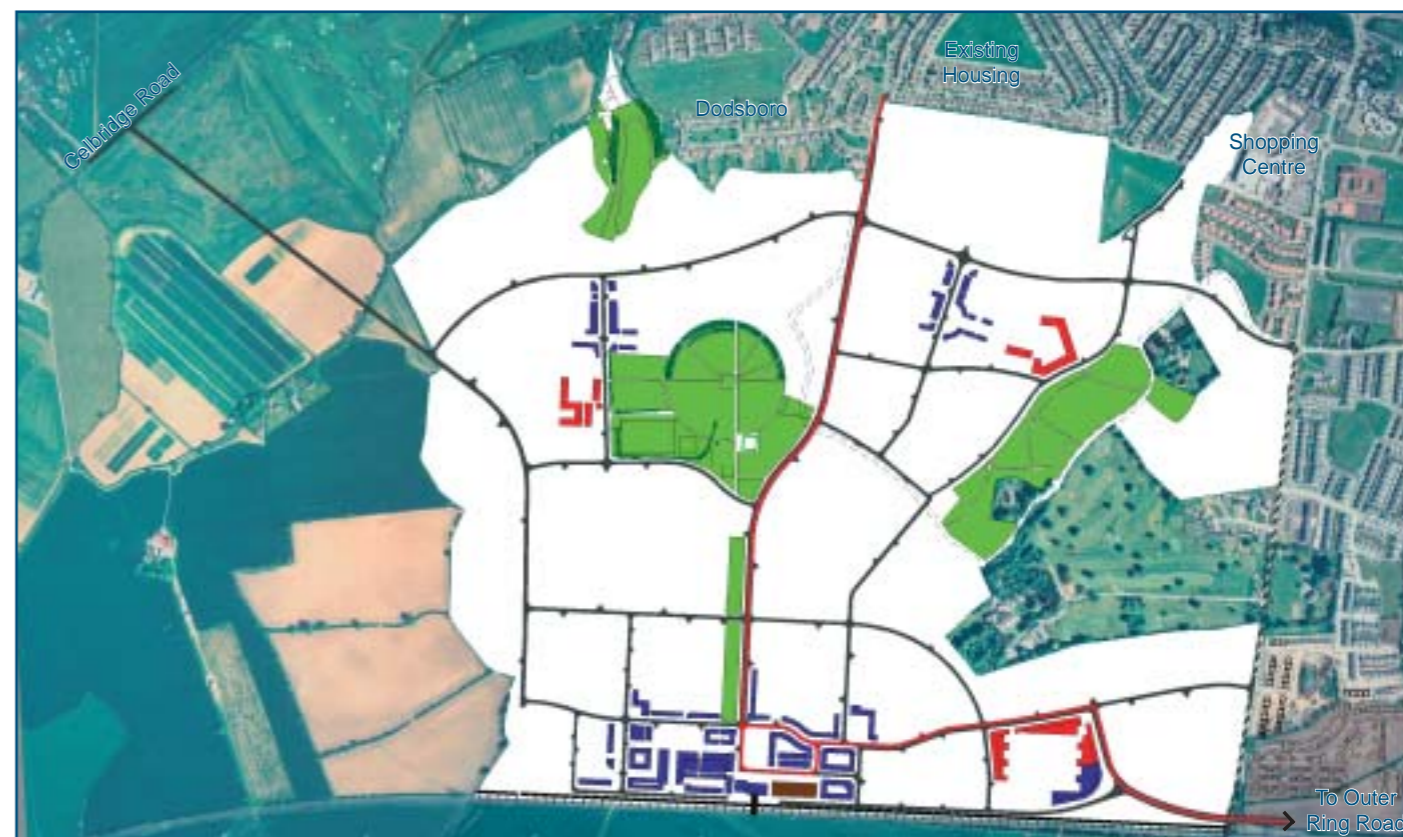


Figure 4.11. Phase 9

4.2.16 Phases 10-13 (not illustrated) comprise completion of the development of Adamstown, including intensification up to the permitted Planning Scheme ceiling of 10,150 dwelling units and require:-

Phase 10 7,401-8,200 dwellings

- Enterprise Centre #2;
- Pro-rata childcare provision as per the Planning Scheme;

Phase 11 8,201-9,000 dwellings

- Community Centre #8;
- Pro-rata childcare provision as per the Planning Scheme;

Phase 12 9,001-9,800 dwellings

- Community Centre #9;
- Pro-rata childcare provision as per the Planning Scheme;

Phase 13 9,801-10,150 dwellings

- Community Centre #10;
- Pro-rata childcare provision as per the Planning Scheme.

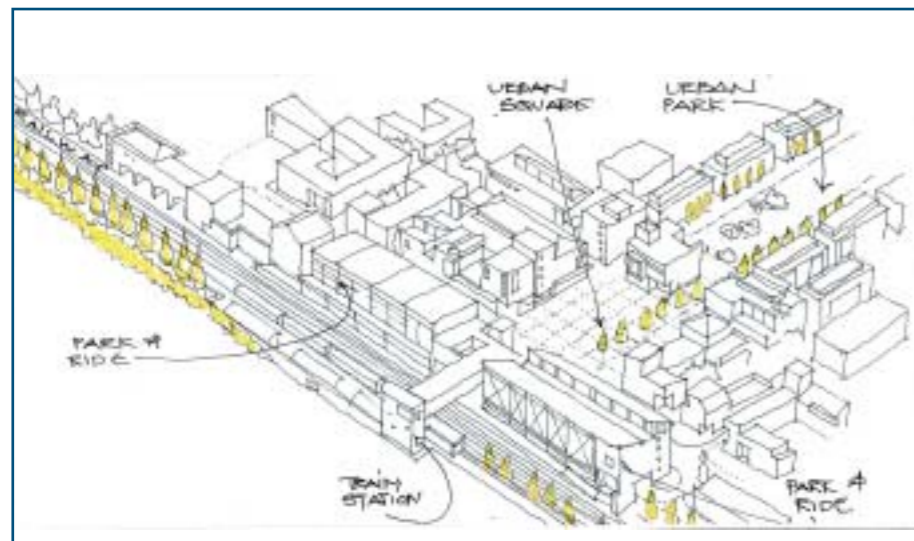


Figure 4.12. Concept District Centre

4.3 Operation

4.3.1 The proposed sequential phasing schedule operates as follows:-

- There are a certain amount of works, i.e. infrastructure, services, facilities and/or amenities required for each phase of residential development, i.e. per 800 dwelling units;
- Any required works may be brought forward and completed sooner than scheduled. However, unless all required works for a particular phase of residential development are completed, the total number of dwelling units that may be permitted will not increase beyond that phase;
- Certain required works may take longer than one phase of residential development to complete, in which case it may be necessary to seek planning permission for the works sooner than the phase of dwellings for which they are required;
- There is no limit on the amount of works i.e. infrastructure, services, facilities and amenities that may be subject to any single planning application;
- There is no limit on the number of dwellings that may be included in any single planning application, but any permission granted will be subject to a sequence of phasing that accords with this Planning Scheme;
- All planning applications submitted for either works and/or dwellings within the Adamstown Planning Scheme area shall include a schedule detailing exactly the required works i.e. infrastructure, services, facilities and amenities and number, type and location of dwellings completed to date;
- Prior to any phase of development, a schedule detailing compliance with the requirements of the previous phase or phases of development as appropriate, together with a report assessing the implications of the cumulative impacts of the proposed phase or phases of development as appropriate, with particular reference to traffic and transportation and drainage (including flooding), shall be submitted to the Planning Authority, the outcome of which shall influence, if necessary, the detailed design of the elements of the phase or phases for which planning permission is to be sought;
- Dwelling location is not specified for any phase of residential development and is flexible. The required sequence of phasing and the min-max criteria detailed in the Planning Scheme will result in a gradual east-west shift across the Planning Scheme lands.

4.3.2 A mid-term review of the Planning Scheme shall be undertaken as part of phase six, i.e. before phase seven can commence, to ensure that the required infrastructure and facilities detailed in phases 1-5 of the Planning Scheme have been provided and are operational and that the overall Scheme is progressing and continues to progress in a satisfactory manner.

4.3.3 To facilitate ongoing monitoring, evaluation and implementation of the Planning Scheme, it is proposed to establish: -

- 1) A Steering Group, which shall comprise representatives of the Elected Members and Officers of the Planning Authority/ Development Agency together with representatives of relevant statutory agencies and Government Departments;
- 2) A Project Implementation Team to comprise relevant technical and administrative staff of the Planning Authority/ Development Agency together with other relevant technical and administrative representation as may be applicable from time to time.

4.3.4 Haul roads (construction roads) are a key feature of the proposed phasing sequence and will ensure that heavy construction vehicles do not have to use the existing local road network or the local Adamstown road network as it is completed. For the purposes of this Planning Scheme, a haul road described as a drained and hard-surfaced (with clause 804 or similar) road that is open only to site/ construction traffic.

4.3.5 It is clarified that required public transport provision relates to the provision of land, facilities and infrastructure. It is further clarified that required schools are to be provided with associated toilets and staff rooms etc., and to a standard specified by the Dept. of Education.

4.3.6 In some cases, the completion of works required to facilitate residential development in a phased manner within the Adamstown SDZ are outside the direct control of either the SDZ landowners or the Development Agency, South Dublin County Council.

4.3.7 Such works include major upgrades to the strategic rail, road and drainage network, the provision of rail and bus services and the provision of school buildings and teaching staff.

4.3.8 To ensure phased development in accordance with proper planning and sustainable development it is necessary to programme these works into the schedule of phasing. If not carried out, further development will not be permitted.

4.3.9 It shall be a requirement of this Planning Scheme to pursue the development of a Section 49 Planning Scheme to support the funding of necessary infrastructure, facilities and amenities to serve Adamstown.

INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES	PHASE	1	1B	2	3	4	5	6	7	8	9	10	11	12	13
	DWELLING NO	0 - 500	501 - 1,000	1,001 - 1,800	1,801 - 2,600	2,601 - 3,400	3,401 - 4,200	4,201 - 5,000	5,001 - 5,800	5,801 - 6,600	6,601 - 7,400	7,401 - 8,200	8,201 - 9,000	9,001 - 9,800	9,801 - 10,150
<input type="checkbox"/> Upgrade R120 Newcastle Road/Footpath															
<input type="checkbox"/> Adamstown Link Road as a haul road															
<input type="checkbox"/> New junction & initial section of Main Adamstown Station Road															
<input type="checkbox"/> Initial section of Loop Road #1															
<input type="checkbox"/> The Lucan-Palmerstown High Level Water Supply Scheme															
<input type="checkbox"/> Pro-rata creche provision as per the Planning Scheme															
<input type="checkbox"/> The Outer Ring Road between the N7 and N4															
<input type="checkbox"/> Adamstown Link Road as a two-way single carriageway															
<input type="checkbox"/> Main Adamstown Station Road															
<input type="checkbox"/> Adamstown Railway Station and surface park & ride to basic standard															
<input type="checkbox"/> Loop Road #1 as a haul road															
<input type="checkbox"/> Surface water attenuation works for north east & southeast catchments															
<input type="checkbox"/> Loop Road #1															
<input type="checkbox"/> Link Road to rear of Superquinn															
<input type="checkbox"/> Adamstown Station access road adjoining railway line as haul road															
<input type="checkbox"/> Upgrade Lucan-Esker and Lucan-Low Level pump stations															
<input type="checkbox"/> Primary School #1 or Secondary School															
<input type="checkbox"/> Community Centre #1															
<input type="checkbox"/> Adamstown Link Road as two-way busway & two-way road															
<input type="checkbox"/> Busway on main Adamstown Station Road															
<input type="checkbox"/> Adamstown Station access road adjoining railway line															
<input type="checkbox"/> Eastern section of Loop Road around District Centre															
<input type="checkbox"/> Northern section of Loop Road #2															
<input type="checkbox"/> Part of northern section of Loop Road #3 as a haul road															
<input type="checkbox"/> Tobernaclugg pump station and rising mains															
<input type="checkbox"/> Works to upgrade the Tubber Lane surface water drain and N4 culvert															
<input type="checkbox"/> Adamstown District Centre phase #1															
<input type="checkbox"/> Community Centre #2															
<input type="checkbox"/> Part of northern section of Loop Road #3															
<input type="checkbox"/> New junction & Celbridge Road Link & part of Loop Road #3 as haul roads															
<input type="checkbox"/> Loop Road #2															
<input type="checkbox"/> QBC busway on Loop Road #2															
<input type="checkbox"/> Two cross links between Loop Roads #1 and #2															
<input type="checkbox"/> Secondary School or Primary School #1															
<input type="checkbox"/> Tandy's Lane Park															
<input type="checkbox"/> Community Centre #3															
<input type="checkbox"/> All elements of Phase 4 not previously completed, as allowed for above															
<input type="checkbox"/> Doubling of Dublin-Kildare railway line or equivalent															
<input type="checkbox"/> Adamstown Railway Station and surface park & ride to a finished standard															
<input type="checkbox"/> Western section of District Centre Loop Road & northwestern section of Loop Road #3 as haul roads															
<input type="checkbox"/> Adamstown District Centre phase #2															
<input type="checkbox"/> Further assessment of sewage works and the works to upgrade 90 sewer if required															
<input type="checkbox"/> Cross link between Loop Roads #1 and #2 & link road south from District Centre to west of Adamstown Station															
<input type="checkbox"/> Primary School #2															
<input type="checkbox"/> Community Centre #4															
<input type="checkbox"/> Central Boulevard Urban Park															
<input type="checkbox"/> Enterprise Centre #1															
<input type="checkbox"/> Celbridge Link Road															
<input type="checkbox"/> Loop Road #3															
<input type="checkbox"/> Airlie Park															
<input type="checkbox"/> Tandy's Lane Local Centre															
<input type="checkbox"/> Community Centre #5															
<input type="checkbox"/> Central Civic building															
<input type="checkbox"/> Cross link road between Loop Roads #2 and #3 and link road south from Loop Road #3															
<input type="checkbox"/> Primary school #3															
<input type="checkbox"/> Tobernaclugg Local Centre															
<input type="checkbox"/> Community Centre #6															
<input type="checkbox"/> Central north-south link															
<input type="checkbox"/> Adamstown District Centre phase #3															
<input type="checkbox"/> Tobernaclugg Park															
<input type="checkbox"/> Community Centre #7															
<input type="checkbox"/> Enterprise Centre #2															
<input type="checkbox"/> Community Centre #8															
<input type="checkbox"/> Community Centre #9															
<input type="checkbox"/> Community Centre #10															

Figure 4.13. Planning Scheme Phasing Schedule by Number of Units

4.4 Timing

4.4.1 Time limits are not applied to the phasing of development in the Adamstown SDZ. This is to facilitate flexibility and allow for changing market conditions over time. The required sequence of phasing has been formulated with regard to the capacity of the construction industry in the Lucan area and the likely timescale for completion of major infrastructural projects.

4.4.2 During the period 1996-2001, in excess of 1,000 dwellings per annum were constructed throughout the Lucan area. This figure represents historically high levels of output, but could feasibly be exceeded in the Adamstown SDZ.

4.4.3 In reality, it is likely that there will be one or more peaks or troughs in annual dwelling completions in Adamstown. One phase of development, or 800 dwellings, is therefore regarded as a reasonable estimate of the annual average level of dwelling completion. Development is likely to commence before the end of 2004 with the first dwellings completed in 2005.

4.4.4 The estimated annual average figure of 800 dwellings per annum is consistent in the context of the timescale for completion of major infrastructural projects. The Outer Ring Road (ORR) is scheduled for completion before the end of 2004 and the proposed phasing sequence requires that not more than 1,000 dwellings may be completed before a single carriageway link to the ORR is in place.

4.4.5 Similarly, four-tracking of the Dublin-Kildare Railway Line is scheduled for completion to Adamstown by 2008 and the proposed phasing sequence requires that not more than 4,200 dwellings may be completed before four-tracking is in place.

4.5 SDZ Planning Applications

4.5.1 All planning applications submitted for development within the Adamstown SDZ will be given a specific 'SDZ' prefix in addition to the normal planning register reference number, in order to identify their Strategic Development Zone status.

4.5.2 All 'SDZ' planning applications must be assessed in the context of the approved Planning Scheme. Where proposed development is not consistent with the approved Planning Scheme, planning permission will be refused and where consistent with the approved Planning Scheme, planning permission will be granted.

4.5.3 In determining whether planning permission should be refused or granted, development proposals within the Adamstown SDZ will be considered under the following principal headings:-

- 1) Phasing
- 2) Development Area Characteristics
- 3) Overall Design Detail

The key planning considerations under each heading are summarised on the adjoining flowchart.

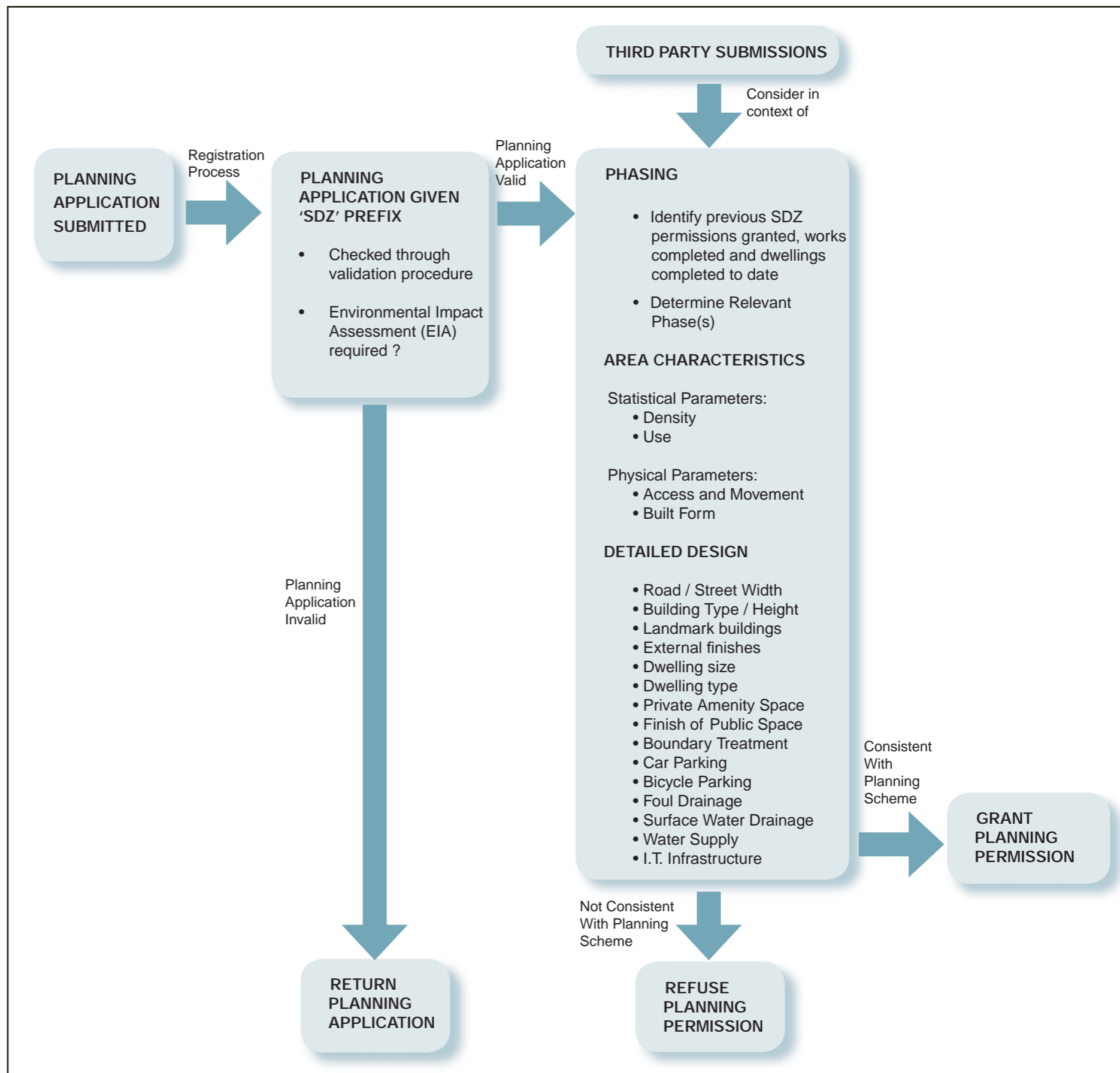


Figure 4.14. SDZ Planning Application Process