

# Conditional Development Applications Assessment Guidelines

Additional Guidance – Conditional Development Applications Assessment Guidelines

## GENERAL ASSESSMENT GUIDELINES FOR ACTIVITIES AND DEVELOPMENTS REQUIRING APPROVAL AS A CONDITIONAL DEVELOPMENT APPLICATION.:

### Introduction

The Development Application (DA) process and assessment focusses on ensuring that all development proposals are processed and assessed using consistent criteria.

The current (DA) process and assessment route is set out within the Introduction section to the MSDPs. This additional guidance outlines a range of considerations that will be undertaken into account when assessing a development application and should be taken into account by the proponent when preparing a development proposal for submission and determination.

The guidance will provide general assessment criteria which should be taken into account for all conditional applications as well as specific guidance for development involving an increase in height, development within the heritage overlay, development within the open space and sports zones, development for utilities, development involving quarrying and additional guidance on car parking.

## General Assessment Criteria

*These should be taken into account for all conditional development applications*

1. Is the activity compatible with the purpose and activities anticipated in the zone?
2. If the activity cannot go into its intended zone, what is the justification and a statement provided.
  
- 3.. Will there be any adverse effects from the development? Such as:
  - Noise
  - Dust
  - Smoke
  - Odour/fumes
  - Glare
  - Vibration
  - Electromagnetic effects
  - Loss of privacy
  - Loss of sunlight or daylight for adjoining residences
  - Extra vehicular activity

...if so, can these be avoided through a redesign ,landscaping or another form of mitigation

- 4.. Is the proposed size and design in keeping with existing development and the character of the area?
5. . Whether the general form and continuity of development on street frontages will be affected?
6. Whether anything on the site makes compliance with the regulations impracticable?

**ASSESSMENT GUIDELINES FOR APPLICATIONS INVOLVING AN INCREASE IN HEIGHT** (The extent to which any increase in height will:

- a) Have an adverse impact on sunlight and daylight to adjoining sites.
- b) Contribute to the bulk of a building and cause dominance over or intrusion into the privacy of adjoining properties.
- c) Be compatible with the height and visual character of the surrounding area and streetscape.
- d) Interrupt residential views from sites in the vicinity (e.g. such as from adjoining apartment building balconies and living areas)
- e) The extent to which the proposed development obstructs public views from or towards prominent natural or built landmarks, including to the coastline, the Cornice, the State Mosque, Museum of Islamic Art, the Grand Park, the Fanar.

## **ASSESSMENT GUIDELINES FOR APPLICATIONS WITHIN THE HERITAGE OVERLAY**

### **Historic and Cultural Significance**

The extent to which the proposal, development, excavation or subdivision of archaeological site(s), historic building(s), historic place(s) and historic area(s):

1. Is consistent with the identified heritage values, including scale, design, form, style, bulk, height, materials and color, and retains, protects or enhances the historic context.
2. Provides for design, layout or location of the activity, including associated building platforms, vehicle access and services on site in a manner that will minimize the disturbance of the site.
3. Provides for the on-going maintenance of the site to ensure that the site is preserved and that damage does not occur.
4. Maintains visual linkages between the building or structure and the street.
5. Is compatible with the reasons for inclusion of the building, structure or site and its significance.
6. Addresses cumulative effects on heritage values.
7. Adheres to the conservation principles of International Council on Monuments and Sites (ICOMOS).
8. Includes consultation with the Qatar Museums Authority (QMA).
9. Whether the heritage values of any buildings or places would be adversely affected by the proposal.

### **Adaptation and/or Modification**

Whether the proposal including modification, re-use, renovation or restoration to the building or structure:

1. Contributes positively to the character of the surrounding area and maintains the relationship of the building or structure with its setting.
  2. Will have positive environmental, social, or cultural effects for the wider community.
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3. Considers the extent to which the primary façade of a scheduled building is proposed to be altered, and whether the main determinants of the style and character, and the heritage significance, of the building are maintained or restored.
4. Ensures new buildings respect the design, scale and materials of any original façade.

**ASSESSMENT GUIDELINES FOR APPLICATIONS WITHIN THE OPEN SPACE AND RECREATION and SPORTS ZONE:**

1. Whether the public's enjoyment of the site's recreation potential be maintained?
2. Will public access be maintained?

**ASSESSMENT GUIDELINES FOR CONDITIONAL APPLICATIONS FOR UTILITIES** (Whether alternative technologies and techniques have been considered)

1. Whether co-location of overhead electricity and telecommunication lines is technically, economically and practically reasonable.
2. Whether the proposal is in accordance with relevant industry standards and meets specified clearance requirements for operational and safety reasons.
3. Whether the proposal will adversely impact the amenity values of the site and locality.
4. Whether there are difficult ground conditions, topography or obstructions which make undergrounding impractical.
5. The necessity of the proposed site to provide and maintain essential network utility services.

**ASSESSMENT GUIDELINES FOR CONDITIONAL APPLICATIONS FOR QUARRYING** Where the site adjoins one of the following zones, the quarry and all ancillary activities should be set back a minimum of 500m:

- Residential and Mixed Use zones
  - Community Facilities, Open Space and Recreation and Sport Zones
  - Environment and Conservation Zone
1. In assessing the quarry, Quarry operators are expected to use all reasonable measures to keep the environmental impacts of quarrying within the site.
  2. In assessing the effective management of the quarry, regard shall be given to:
    - a) Effective buffer areas.
    - b) Sensible location of plant and buildings.
    - c) Appropriate on-site controls (noise, sediment, dust, hazardous substances).
    - d) Landscaping to screen views (using earth bunds or trees) planned rehabilitation.
    - e) Planned rehabilitation.
  3. In assessing the visual impacts of the quarry, regard shall be given to:

- a) The visibility of the quarry, stockpiles, buildings and machinery from properties surrounding the site and from roads.
  - b) The quality and effectiveness of any existing or proposed screen planting, screening or mounding on the site boundary.
  - c) The visual impacts of unrestored land as seen from properties surrounding the site and from roads.
  - d) The risk of undesirable filling materials or refuse being deposited.
  - e) The appearance and size of crushing plant used on the site.
  - f) The extent and appearance of the total amount of stockpiling on the site.
  - g) Any proposed measures to reduce the visual impacts.
4. In assessing the hours of operation of the quarry, regard shall be given to:
- a) All quarry and ancillary activities should be limited to between Saturday to Thursday 6am-7pm
  - b) The intensity, frequency and duration of increased hours of quarry operations and its likely impacts on residents in adjoining zones.
  - c) The number and proximity of adjoining residential units.
  - d) The likely additional or prolonged adverse impacts associated with quarrying, including lighting, noise and traffic generation.
5. In assessing the noise impacts (blasting, machinery, vehicles) of the quarry, regard shall be given to:
- a) The proximity and number of residential units near the site with particular regard to potential noise disturbance.
  - b) Any proposed measures to reduce the noise impacts.
6. In assessing the dust impacts of the quarry, regard shall be given to:
- a) The risk of adverse impacts on neighbors of dust nuisance.
  - b) The wind direction.
  - c) Any proposed measure to reduce dust impacts.
7. In assessing the restoration of quarried land regard shall be given to:
- a) The likelihood that the land will be restored at a later date and the purpose for which it will be restored.
  - b) Alternative land use proposals for the use of unrestored quarried land.
8. In assessing the traffic impacts of the quarry, regard shall be given to:
- a) Traffic movements should be limited to 200 movements per day
  - b) Any likely adverse noise, dust or traffic generation on rural properties.
  - c) Any likelihood that quarry materials could accumulate on road surfaces and create a nuisance or hazard.

- d) Any adverse effects on traffic safety or efficiency.
9. In assessing environmental impacts of the quarry, regard shall be given to:
- a) Storm water and silt management from the quarry.
  - b) The risk of adverse impacts on neighbors of any vibrations.
  - c) The location of any sensitive land use and zone.

**ASSESSMENT GUIDELINES FOR CONDITIONAL APPLICATIONS FOR CARPARKING (in addition to General Assessment Guidelines):**

Whether the proposal provides for anticipated parking demand.

In assessing a lesser number of parking spaces and end-of-journey facilities, regard may be had for the following:

- a) The total parking demand generated by the proposal including typical operating and peak conditions. Where it can be demonstrated that this is less than the number of spaces required by the standard and that the development is such that the premises cannot be used for any other purpose in the future, a lesser number of parking spaces may be accepted.
  - b) The availability of public transport services in the locality, such as buses and the metro, the proximity of the proposed activity to public transport stops and the extent to which those services are suited to providing for the transport needs of the proposed development.
  - c)
  - d) The hours of operation relative to other activities on the site or on adjoining sites and opportunities for sharing parking spaces.
  - e) The ability and appropriateness of the road being used to accommodate on-road parking, particularly in regard to the safe and efficient operation of the transport network and the protection of local character.
  - f) The availability of appropriate off-road public parking in the locality.
  - g) Any inappropriate modification to the natural environment that would result from providing the required parking.
  - h) Options for providing additional parking if required in the future.
  - i) The extent to which the provision of end-of-journey facilities, such as bicycle parking, showers, changing rooms and lockers are provided.
  - j) The extent to which provision for active modes of transport or travel planning has been made.
  - k) The availability of passenger transport services in the locality, the proximity of the proposed activity to passenger transport stops and the extent to which those passenger transport services are suited to providing for the transport needs of the proposed activity.
1. In assessing whether the parking demand for a particular proposal may be provided on other sites, regard shall be given to the following:
- a) Whether off-site parking is in close proximity with clear, safe and convenient access.
  - b) Whether shared parking provision is acceptable particularly where hours of operation are different.

- c) The desirability of avoiding vehicular access to the site because of the impacts on traffic safety or pedestrian amenity.
- d) The convenience and safety of those using the parking spaces especially the general public.
- e) Any arrangement for alternative parking provision is adequately secured by a legally binding mechanism.

The extent to which the safe and efficient functioning of the transport network is affected.

