



PLANNING & DEVELOPMENT DEPARTMENT

# MIXED-USE PARKING & COMMERCIAL DEVELOPMENT GUIDELINES



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# **PLANNING GUIDELINES**

## **1.1. INTRODUCTION**

- 1.1.1.** This section comprises planning and land use controls defined under these guidelines.
- 1.1.2.** This guideline will be applicable to the land plot allocated for a mixed-use development of parking and commercial building in Phase 2, Hulhumalé.
- 1.1.3.** Prior drawing and construction approvals need to be obtained from HDC before the construction of any building in Hulhumalé.
- 1.1.4.** Prior building permit for building use needs to be obtained from HDC once the construction works have been completed for any such building.
- 1.1.5.** Concept level drawings (site plan showing the surrounding context, floor plans, conceptual sections and elevations, and 3D model), and spatial layout, showing the overall classifications and requirements of the development must be submitted to HDC for comments before proceeding to final architectural and structural drawings.
- 1.1.6.** The final detail drawing approval and related construction approvals need to be obtained from HDC before the construction of any building in Hulhumalé.
- 1.1.7.** The final detail drawing set should be signed and stamped by a registered local architect/structural engineer.
- 1.1.8.** Under these guidelines, a building is defined to be a constructed development that is not movable/ portable within a given plot, and one that is finished using different materials and is constructed to a certain standard that is acceptable to HDC.
- 1.1.9.** A detailed breakdown with the list of spaces and the area allocated for the spaces must be provided with each stage of the submission.

## **1.2. LAND USAGE**

- 1.2.1.** The allocated land plot is for the construction of a mixed-use parking and commercial development.
- 1.2.2.** A maximum of 50% of the GFA can be used for commercial purposes.
- 1.2.3.** A minimum of 50% of the GFA should be used for parking purposes.
- 1.2.4.** The inclusion of a basement is mandatory for this development, and it should accommodate vehicular parking, as given under section 1.6 of this document.
- 1.2.5.** Following are the prohibited uses for this development:
  - 1.2.5.1.** Any residential uses,
  - 1.2.5.2.** Any industrial use, any use where flammable materials are used, any use where the public is disturbed from loud noises, smell or dust generating and carrying activities, construction godowns, etc.

### **1.3. BUILDING HEIGHT, F.S.I AND SETBACK PLAN**

- 1.3.1.** The building floor space index (F.S.I) is provided in the guideline drawings along with building setback lines.

F.S.I is calculated as:

$$\text{Floor Space Index (F.S.I)} = \frac{\text{Gross Floor Area}}{\text{Plot Area}}$$

- 1.3.2.** Following spaces will be excluded from GFA:

**1.3.2.1.** Basement parking

**1.3.2.2.** Terrace communal open areas

**1.3.2.3.** Ramp dedicated for parking

**1.3.2.4.** Open void

**1.3.2.5.** Service duct

**1.3.2.6.** Lift void

**1.3.2.7.** Stair void of top floor

- 1.3.3.** The building height is subjective to the plot location, area of the plot and land usage. (Refer to guideline drawings for maximum building height, footprint and gross floor area)
- 1.3.4.** An additional 2 meters height pitch roof from maximum building height will be allowed.
- 1.3.5.** An additional 4 meters height from the terrace slab is allowed for a lift machine room.
- 1.3.6.** No part of the building should be projected out beyond the building setback line, unless otherwise shown in the guideline drawings.
- 1.3.7.** Shading devices are allowed to be cantilevered out to the pavement from the front side of the building up to 1m from plot line. No structural part of the shading device should be placed outside the plot line.
- 1.3.8.** The minimum height between finished floor level to slab/ ceiling soffit level is 2.7 meters.

### **1.4. DEPTH OF FOUNDATION**

- 1.4.1.** The depth of the foundation will depend on structural integrity and it will be decided by the structural engineer.
- 1.4.2.** The foundation protection method and visual soil report should be submitted.
- 1.4.3.** An Environment Impact Assessment Report and Soil Inspection Report need to be submitted with the detail drawings if:
- 1.4.3.1.** The foundation of the structure is deeper than 1.8288 meters (6 feet) below natural ground level

### **1.5. BOUNDARY WALL**

- 1.5.1.** Boundary wall or fence are not allowed to be built around the development in order to promote urban interaction at street level.

## 1.6. PARKING

- 1.6.1. Parking spaces should be designed to an international standard (the standard referred to should be mentioned).
- 1.6.2. A parking justification must be submitted along with the drawing submission at all stages.
- 1.6.3. Parking spaces should be appropriately sized for movement in and around and should cater for people with disabilities and wheelchair users.
- 1.6.4. Appropriate circulation should be provided in order for smooth movement of vehicles throughout the parking.
- 1.6.5. The entrance for the parking area should have a sufficient opening for easy entry and exit simultaneously.
- 1.6.6. The development should accommodate staff and operational parking in the following ratio:
  - 1.6.6.1. A minimum of 1 car parking for every 250m<sup>2</sup> of maximum commercial GFA.
  - 1.6.6.2. A minimum of 1 motorcycle parking for every 60m<sup>2</sup> of maximum commercial GFA.
- 1.6.7. The development should accommodate public parking in the following ratio:
  - 1.6.7.1. A car parking for every 50m<sup>2</sup> of parking GFA.
  - 1.6.7.2. A motorcycle parking for every 20m<sup>2</sup> of parking GFA.
  - 1.6.7.3. 75% of the public parking should be dedicated for short-term parking and 25% should be dedicated for long term parking.

## 1.7. SERVICES

- 1.7.1. The ground floor level should accommodate a security post and a service area which is easily accessible by service providers.
- 1.7.2. Consultation is to be done at the concept level with service providers of electricity, plumbing, and sewerage, as to how these could be economically and sustainably incorporated into the development.
- 1.7.3. Any space required by the relevant service provider for the installation or provision of a supporting facility (transformer, pump rooms, storage tanks, service stations, etc.) should be provided well within dedicated utility spaces at either ground or first-floor level of the development.
- 1.7.4. The water quality should comply with the standards set forth by the Health Protection Agency (HPA) if proposed to use a private water supply.
- 1.7.5. An approved firefighting layout for the development should be obtained from Maldives National Defense Force (MNDF) Fire and Rescue Services.
- 1.7.6. The discharge of water (foul water or other) should be to a sewer network approved by the relevant service provider.
- 1.7.7. The layout of each utility network within the development should generally be in accordance with the established practice of the relevant service provider.

- 1.7.8.** A central collection area should be provided on the ground floor (away from common areas) with ease of loading/unloading vehicular access.
- 1.7.9.** A waste management plan is to be developed along with the waste management authority to minimize public intrusion and ease of access.
- 1.7.10.** Any telecom-related infrastructure/equipment can be installed on the buildings with prior approval from HDC.
- 1.7.11.** A minimum space of 8sqft should be allocated within the equipment/server room for HDC's equipment rack.

## **2. DESIGN GUIDELINES**

### **2.1. INTRODUCTION**

This section will comprise of design controls and requirements imposed for this development.

### **2.2. ACCESS & CIRCULATION**

- 2.2.1.** A sheltered, safe, and convenient vehicular drop-off/pick-up area, with universal access, should be provided to all dwellings, facilities & services within the plot.
- 2.2.2.** Frontage of the site and pedestrian & vehicular access ways into the site should be designed & constructed by the developer. This includes but is not limited to the pathways, lighting, softscapes, hardscapes & urban furniture.
- 2.2.3.** All circulation routes and entrances should be well defined and well lit. The entrance should be highlighted as well and should be welcoming for walk-in entrances
- 2.2.4.** An adequate number of elevators should be provided along with an elevator traffic analysis report justifying the number of elevators.
- 2.2.5.** At least one elevator must be fire rated and must be able to accommodate a stretcher.
- 2.2.6.** An adequate number of staircases should be proposed based on the MNDF fire protection guidelines.
- 2.2.7.** Demarcate and provide appropriate lighting on pedestrian routes.
- 2.2.8.** Disability access should be integrated at all pedestrian and vehicular drop-off/pick-up points.
- 2.2.9.** If shared pathways (for vehicles and pedestrians) are to be provided within the development, appropriate markings should be used to indicate pedestrian prominence over vehicles.
- 2.2.10.** Any corridor or walkway should have a minimum width of 1200mm.
- 2.2.11.** Where stepped access is unavoidable, especially at ground floor level, the steps should be designed as suitable for physically impaired persons or wheelchair users
- 2.2.12.** Any slope provided for vehicular access should be between 1:8 to 1:12 and with a firm and even surface.
- 2.2.13.** Any slope provided for pedestrian/PWD access should be between 1:10 to 1:12 with railings and a firm & even surface.
- 2.2.14.** Every storey of a building shall be provided with exit facilities for its occupant load.
- 2.2.15.** Pedestrian linkages from one building to the other are highly encouraged within the development to promote connectivity and pedestrian interaction
- 2.2.16.** Development is planned to be interconnected with the adjacent mixed-use parking and commercial buildings with pedestrian bridges. The bridges will be developed at a later stage after the adjacent developments are completed. Hence, the provision is to be made for the bridge, as necessary. *(Please refer to the relevant guideline drawings)*
- 2.2.17.** Vehicular pathways within the plot should be designed safely, with minimum interruption to both pedestrian pathways and green verges within the plot and during ingress and egress

- 2.2.18.** Access to the parking should be provided from the rear side of the building.
- 2.2.19.** Use scored, colored, textured, and/or similar paving that is distinguishable from the travel lane at the drop-off area.
- 2.2.20.** Illuminate all outdoor parking areas with illumination towards the paved areas only and not into any adjacent buildings.
- 2.2.21.** Wherever parking is provided appropriate floor paint marking must be given.
- 2.2.22.** Car parking size: 2.4m x 4.8m (100mm line thickness). Give an additional 300mm for the width of parking at every end.
- 2.2.23.** Motorbike parking size: 2m x 1m (100mm line thickness)
- 2.2.24.** Car parking spaces for people with disability: 3.4m x 4.8m with an adjacent minimum 2.4 m wide shared space for wheelchair transfers. (100mm line thickness)
- 2.2.25.** Motorbike parking spaces for people with disability: 2m x 1.5m (100mm line thickness)

### **2.3. STRUCTURAL & CIVIL WORKS**

- 2.3.1.** The designed lifespan of the main structure should be a minimum of 50 years.
- 2.3.2.** The structural design must be done in accordance with British standards or any superseded European standard (Eurocode). The developer must include a local registered engineer during the design process and should get the drawings stamped by an accredited structural checker.
- 2.3.3.** Necessary standards for construction to ensure the quality of workmanship and site safety during construction should be followed
- 2.3.4.** At the concept stage as a deliverable, the developer should propose a structural system/ material as well as the proposed methodology brief with the above-mentioned standards.

### **2.4. SOLID WASTE MANAGEMENT**

- 2.4.1.** A garbage Management Room must be provided within the development.
- 2.4.2.** The garbage management room must be provided in accordance with any laws, guidelines, or regulations implemented by the Utilities Regulatory Authority, Waste Management Corporation, or any of the other regulatory bodies mandated with the regulation of Solid Waste Management/Collection within the Greater Male' Area.
- 2.4.3.** The Solid Waste Management areas shall be designed to ensure the segregation of waste. Garbage Chute and Garbage Management Room shall comply with the segregation act and should be designed to avoid cross-contamination of waste.

### **2.5. GENERAL REQUIREMENTS**

- 2.5.1.** The design method to provide both aspects of natural lighting & ventilation should be taken into consideration when designing.
- 2.5.2.** The building has to be designed in a way that it does not hinder the privacy of the surrounding private residential plots.
- 2.5.3.** It is encouraged for the building to be aesthetically designed consisting of different elements of sustainability.



- 2.5.4. Male, female and disability access toilets must be provided at the development for visitors and staff separately.
- 2.5.5. The services are to be screened away from public view and should not be a hindrance to the aesthetics of the development.
- 2.5.6. Ensure that all aspects of the building comply with the Maldives Disability Act.
- 2.5.7. The whole development should follow all updated and the most recent guidelines set by relevant authorities of the government.

**NOTE:** *In addition to this, please refer to the relevant guideline drawings.*