



City Hotels- Urban Isle Development Guidelines

Created by:

Urban Planning Department

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Approved by:

Director, Urban Planning Department

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1. 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 apply to City Hotels in Urban Isle, categorized and developed as a 'Hotel' development in Hulhumalé – Urban Isle.
- 1.1.3. Prior drawing and construction approvals need to be obtained from this corporation before the construction of any building in Hulhumalé.
- 1.1.4. A prior building permit for building use needs to be obtained from this corporation 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 this corporation for comments before proceeding to the final architectural and structural drawings.
- 1.1.6. The final detail drawing approval and related construction approvals need to be obtained from this corporation 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 dwelling 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 this corporation.
- 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 is for the construction of City Hotels.

1.2.2. The supporting facilities that will be included are:

- 1.2.2.1. Reception and lobby
- 1.2.2.2. Utility services
- 1.2.2.3. Parking
- 1.2.2.4. Maintenance & storerooms
- 1.2.2.5. Toilets
- 1.2.2.6. Waste collection area
- 1.2.2.7. Housekeeping & laundry facilities

1.2.3. Following is prohibited uses within this development:

- 1.2.3.1. Any commercial use.
- 1.2.3.2. 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, constructing godowns, etc.

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

1.3.1. Building setback is provided with the Development Guideline Drawing along with building F.S.I and 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. Ramp dedicated for parking
- 1.3.2.3. Terrace communal open areas
- 1.3.2.4. Open void

- 1.3.2.5. Service duct
 - 1.3.2.6. Lift void
 - 1.3.2.7. Stair voids of the top floor
- 1.3.3. Building Height is subjective to the plot location, area of the plot, and land usage. Please refer to guideline drawings for maximum building height, footprint & GFA.
- 1.3.4. No part of the building should be projected out beyond the building setback line.

1.4. DEPTH OF FOUNDATION

- 1.4.1. The depth of foundation for each building shall be determined by the structural engineer of the development.
- 1.4.2. The foundation protection method must be submitted with the final detail drawings.
- 1.4.3. Foundation system must be approved from the relevant authorities if the foundation depth is 2m or deeper below the natural ground level.

1.5. BOUNDARY WALL

- 1.5.1. The boundary wall could be built with a maximum height of 1.2 meters from the natural ground level.
- 1.5.2. If required, the developer may choose to have a boundary wall with perforation or demarcate the plot boundary with natural green verge.

1.6. PARKING

- 1.6.1. The specified amount of vehicle parking should be provided within the development site for both staff & guests.
- 1.6.2. Parking spaces should be appropriately sized for movement in and around and should cater for people with disabilities.
- 1.6.3. Vehicle parking shall be provided as per the following ratio:

- 1.6.3.1. Maximum of 1 car for the development (EV charging vehicle)
- 1.6.3.2. Minimum of 1 bicycle per room (for guests)
- 1.6.3.3. Minimum of 1 bicycle for every 2 staff members
- 1.6.4. The development should have a designated drop off/ parking area for a minimum of one buggy which are in operation within the island.

1.7. SERVICES

- 1.7.1. Consultation is to be done at the concept level with service providers of electricity, plumbing, GPON and sewerage, as to how these could be economically and sustainably incorporated into the development.
- 1.7.2. All developments should provide the GPON fibre cabling system for commercial and accommodation units. Refer to in-building cabling guidelines.
- 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 the given area for the development.
- 1.7.4. Dedicated utility space at either ground or first-floor level should be provided for the provision and/or installation of relevant services as required.
- 1.7.5. The water quality should comply with the standards set forth by the Health Protection Agency (HPA) if proposed to use a private water supply.
- 1.7.6. In accordance with the EPA guidelines, it is required to have adequate storage of water (if possible, with integrated rainwater harvesting systems) within the development for firefighting and any other emergency usage.
- 1.7.7. An approved firefighting layout for the development should be obtained from Maldives National Defence Force (MNDF) Fire and Rescue Services.

- 1.7.8. The discharge of foul water should be to a sewer network approved by the relevant service provider.
- 1.7.9. The layout of each utility network within the development should generally be in accordance with the established practice of the relevant service provider.
- 1.7.10. The garbage collection area (away from common areas) with easy access should be provided and a central collection area on the ground floor with ease of loading/unloading vehicular access.
- 1.7.11. A waste management plan is to be developed along with the waste management authority to minimize public intrusion and ease of access.

2. DESIGN GUIDELINES

2.1. INTRODUCTION

- 2.1.1. This section will comprise 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 staircases 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.
- 2.2.6. An adequate number of staircases should be proposed based on the MNDF fire protection guidelines.
- 2.2.7. Routes for pedestrians should be marked off, and illumination should be adequate.
- 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. All corridors 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 the building shall be provided with exit facilities for its occupant load.
- 2.2.15. Illuminate all outdoor parking areas with illumination towards the paved areas only and not into any adjacent buildings.
- 2.2.16. 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
- 2.2.17. Wherever parking is provided appropriate floor paint marking must be given.

2.3. PWD ACCESSIBILITY

2.3.1. Entrances

- 2.3.1.1. Easy accessibility between internal and external spaces, and between internal spaces, provided a safe transit point for people with limited mobility and people who use a wheelchair.
- 2.3.1.2. Guidelines to consider:
 - 2.3.1.2.1. Make wide enough for wheelchair access
 - 2.3.1.2.2. Provide adequate maneuvering space
 - 2.3.1.2.3. Provide even, non-slip surfaces
 - 2.3.1.2.4. Provide ramped access for ease of dealing with more than one level and for easy entry from external to internal spaces.

- 2.3.1.2.5. Provide lighting for safety and security
- 2.3.1.2.6. Install sounding devices, such as a doorbell, to identify visitors.

2.3.2. Indoor circulation

- 2.3.2.1. Circulation through different spaces must be well planned for easy maneuverability, especially for people with limited mobility and people who use a wheelchair.
 - 2.3.2.2. Incorporate spaces wide enough for wheelchair access
 - 2.3.2.3. Ensure door handles are level handles to make easily accessible.
- 2.3.3. Ensure that all aspects of the building comply with the Maldives Disability Act.

2.4. GENERAL REQUIREMENTS

- 2.4.1. It is encouraged for the development to be aesthetically designed consisting of different elements of sustainability.
- 2.4.2. PWD toilets should have a minimum turning diameter of 1.5m and an outward opening door with clear access of minimum 900mm.
- 2.4.3. The services are to be screened away from public view and should not be a hindrance to the aesthetics of the development.
- 2.4.4. The whole development should follow all updated and the most recent guidelines set by relevant authorities of the government.

2.5. STRUCTURAL AND CIVIL WORKS

- 2.5.1. The designed lifespan of the main structure should be a minimum of 50 years.
- 2.5.2. 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.
- 2.5.3. Necessary standards for construction to ensure the quality of workmanship and site safety during construction should be followed.

2.6. SOLID WASTE MANAGEMENT

- 2.6.1. A Garbage Management Room must be provided within the development.
- 2.6.2. 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 other regulatory bodies mandated with the regulation of Solid Waste Management/Collection within the Greater Male' area.
- 2.6.3. 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.