



# Luxury Housing Development Guidelines

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**Created by:**

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- Introduction**
1.
    - 1.1. This guideline will be applicable to the 'Luxury Housing' to be developed in Hulhumalé.
    - 1.2. Developments coming under this guideline will follow the general and specific requirements to the development based on the usage.
    - 1.3. Prior drawing and construction approvals need to be obtained from this corporation before the construction of any building in Hulhumalé.
    - 1.4. Prior building permit for building use needs to be obtained from this corporation once the construction works have been completed for any such building.

- Definitions & abbreviations**
2.
    - 2.1. EIA: Environmental Impact Assessment
    - 2.2. GPON: Gigabit Passive Optical Network which is used to deliver broadband access to buildings.
    - 2.3. HPA: Health Protection Agency
    - 2.4. MNDF: Maldives National Defense Force
    - 2.5. SQFT: Square feet
    - 2.6. PWD: People with disabilities
    - 2.7. MWSC: Male' Water and Sewerage Company
    - 2.8. Building: 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 HDC
    - 2.9. Public Open Spaces: Common spaces, such as but not limited to courtyards or terraces, within the building



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- 2.10. Private Open Spaces: Open spaces such as balconies or terraces are only accessible through residential units



## CHAPTER 1

### GENERAL REQUIREMENTS

#### Planning approvals

3.
  - 3.1. Concept-level drawings (site plan showing the surrounding context, floor plans, conceptual sections and elevations) 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.
  - 3.2. The final architectural and structural drawings shall be stamped by a local architectural and structural checker registered as a professional in relevant authorities.
  - 3.3. A detailed breakdown with the list of spaces and the area allocated for the spaces must be provided at each submission stage.
  - 3.4. Before the construction, all the related approvals for the purpose must be obtained from This corporation.
  - 3.5. The permit to use the building will be issued after the construction works, followed by an inspection of the development.

#### Building height, F.S.I and setback plan

4.
  - 4.1. Building setback is provided with the Development guideline drawing along with the building height.
  - 4.2. F.S.I is calculated as:

$$\text{Floor Space Index (F.S.I)} = \frac{\text{Total area of the building}}{\text{Total area of the land}}$$



- 4.3. The following spaces will be excluded from GFA:
- 4.3.1. Basement parking
  - 4.3.2. Terrace communal open areas
  - 4.3.3. Ramp dedicated for parking
  - 4.3.4. Open void
  - 4.3.5. Service duct
  - 4.3.6. Lift Void
  - 4.3.7. Stair void of the top floor
  - 4.3.8. Balconies extruding in to the setback area but within the balcony extrusion limit
- 4.4. 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).
- 4.5. No part of the building such as roof eaves, gutters, and door/window panels, etc. should be projected out into the road beyond the building setback line.
- 4.6. The setback area at ground level can be utilized for circulation or parking but should not be covered above at any level.
- 4.7. The minimum distance between two building blocks/towers in a single plot must be not less than 10m unless stated otherwise.
- 4.8. Any Plot with maximum height of 47m, must have obstruction lights installed and marked as per MCAA (Maldives Civil Aviation Authority) Air Safety Circular 139-5, Chapter 6. The circular is available from MCAA website.



## Foundation depth

5.
  - 5.1. The depth of foundation for each building shall be determined by the structural engineer of the development.
  - 5.2. The foundation protection method should be submitted with the final detail drawings.
  - 5.3. An Environment Impact Assessment Report and Soil Inspection Report needs to be submitted with the detail drawings if:
    - 5.3.1 The foundation of the structure is deeper than 1.8m below natural ground level.
    - 5.3.2 The building height exceeds 31m from the natural ground level.

## Services

6.
  - 6.1. Consultation is to be done at concept level with service providers of electricity, plumbing, sewerage as to how these could be economically and sustainably incorporated into the development.,
  - 6.2. If development is in Phase 2 developer must consult with GPON consultants as to how it could be economically and sustainably incorporated into the development
  - 6.3. All developments should provide the GPON fiber cabling system for commercial and residential units. Refer to in-building cabling guidelines if the development is in Phase 2 of Hulhumalé.
  - 6.4. 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.





- 6.5. Dedicated utility space at either ground or first floor level should be provided for the provision and/or installation of relevant services as required.
- 6.6. The water quality should comply with the standards set forth by the Utility Regulatory Authority (URA) if proposed to use a private water supply.
- 6.7. Food & beverage outlets should adhere to all requirements set forth by the Food & Drug Authority relating to food storage/preparation/service & disposal.
- 6.8. An approved firefighting layout for the development should be obtained from Maldives National Defense Force (MNDF) Fire and Rescue Services.
- 6.9. The discharge of foul water should be to a sewer network approved by the relevant service provider.
- 6.10. The layout of each utility network within the development should generally be in accordance with the established practice of the relevant service provider.
- 6.11. The garbage collection area (away from common areas) with easy access should be provided at each floor level and a central collection area at the ground floor with ease of loading/unloading vehicular access.
- 6.12. A waste management plan is to be developed along with the waste management authority to minimize public intrusion and ease of access.
- 6.13. Any telecom-related infrastructure/equipment can be installed on the buildings with prior approval from HDC.



- 6.14. A minimum space of 1 SQFT from any three corners of the building rooftop shall be allocated to HDC for the installation of telecom poles.
- 6.15. A minimum space of 9 SQFT of the building rooftop shall be allocated to HDC for the installation of a telecom outdoor cabinet rack.
- 6.16. In-building wiring should adhere to all requirements set forth in HDC's In-building wiring guideline if the development is in Phase 2 of Hulhumalé.
- 6.17. Optical Network Terminal (ONT) provisioning should be facilitated in each apartment with proper enclosure (recommended Height: 12", Width: 12", Depth: 4") including 1 (One) AC 220 power socket if the development is in Phase 2 of Hulhumalé.
- 6.18. A minimum space of 8sqft should be allocated within the equipment/server room for HDC's equipment rack.

## **Access and circulation**

- 7.**
  - 7.1. 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.
  - 7.2. 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.
  - 7.3. 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.



- 7.4. An adequate number of elevators should be provided along with an elevator traffic analysis report justifying the number of elevators.
- 7.5. At least one elevator must be fire rated and must be able to accommodate a stretcher.
- 7.6. An adequate number of staircases should be proposed based on the MNDF fire protection guidelines.
- 7.7. Demarcate and provide appropriate lighting on pedestrian routes.
- 7.8. Disability access should be integrated at all pedestrian and vehicular drop off/ pick up points.
- 7.9. 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.
- 7.10. Any corridor or walkway with one way and two-way traffic should have a minimum width of 1250mm.
- 7.11. Where stepped access is unavoidable especially at ground floor level, the steps should be designed as suitable for physically impaired persons or wheelchair users.
- 7.12. Any slope provided for vehicular access should be between 1:8 to 1:12 and with a firm and even surface.
- 7.13. Any slope provided for pedestrian/PWD access should be between 1:10 to 1:12 with railings and a firm & even surface.
- 7.14. Every storey of a building shall be provided with exit facilities for its occupant load.



- 7.15. Pedestrian linkages from one building to the other is highly encouraged within the development to promote connectivity and pedestrian interaction.
- 7.16. Vehicular pathways within the plot should be designed in a way that is safe, with minimum interruption to both pedestrian pathways and green verges within the plot and during ingress and egress.
- 7.17. Use scored, coloured, textured and/or similar paving that is distinguishable from the travel lane at the drop off area.
- 7.18. Illuminate all outdoor parking areas with illumination towards the paved areas only and not into any adjacent buildings.
- 7.19. Wherever parking is provided appropriate floor paint marking must be given.
- 7.20. Car parking size: 2.4m x 4.8m (100mm line thickness). Give an additional 300mm for the width of parking at every end.
- 7.21. Motorbike parking size: 2m x 1m (100mm line thickness)
- 7.22. 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)
- 7.23. Motorbike parking spaces for people with disability: 2m x 1.5m (100mm line thickness)

**Structural  
and civil  
works**

- 8. 8.1. The designed lifespan of the main structure should be a minimum of 50 years.



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- 8.2. 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.
- 8.3. Necessary standards for construction to ensure the quality of workmanship and site safety during construction should be followed.
- 8.4. 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.



## CHAPTER 2

### SPECIFIC REQUIREMENTS

- |                      |            |  |
|----------------------|------------|--|
| <b>Land usage</b>    | <b>10.</b> | <p>10.1. These allocated land plots are for the construction of High-End Housing units whereby it is used mainly for residential usage.</p> <p>10.2. Commercial spaces should be accommodated as indicated in the guideline drawings.</p> <p>10.3. If a customer requests for design changes to accommodate for Persons with Disability (PWD), the developer should bring the necessary changes as per clause 18 of this document.</p> <p>10.4. Terrace should be used as communal space/ storage of service tanks or components. (Residential usage on terrace is not allowed).</p> <p>10.5. Based on the plot area, location &amp; land use plan, buildings are subjected to additional facilities such as convenience stores, commercial spaces, additional support facilities and restrictions.</p> <p>10.6. The building should accommodate the required vehicular parking given under section 12 of this document.</p> |
| <b>Boundary wall</b> | <b>11.</b> | <p>11.1. Urban interaction is highly encouraged at street level to provide seamless integration of private and public space without compromising privacy and security.</p> <p>11.2. If required, the developer may choose to have a boundary wall with perforation or demarcate the plot boundary with a natural green verge of maximum 1.2 meters.</p>  |



- 11.3. A boundary wall of maximum 2 meters (from Natural Ground Level) is allowed on the rear and sides of the plot. In such a case, the solid portion of the wall is to be 1.2 meters in height with a perforation of up to 2 meters (from Natural Ground Level).

#### **Parking**

**12.**

- 12.1. Please refer to the Annex 1 and Annex 2 for the parking requirements for the parking building.

#### **Development Requirements**

**13.**

- 13.1. Male, female, and disability access toilets must be provided at the development.
- 13.2. It is encouraged for the building to be aesthetically designed consisting different elements of sustainability.

#### **Public open spaces**

**14.**

- 14.1. Public open spaces are defined as common spaces, such as but not limited to courtyards or terraces, within the building.
- 14.2. Access ways and public areas within the development shall be overlooked by dwellings or otherwise open to surveillance by residents.
- 14.3. Open space should generally be attractive and usable by different age groups. Undefined areas, badly shaped, fragmented, or unusable spaces which are difficult to maintain should be avoided.
- 14.4. A children's play area is to be provided within the development.
- 14.5. If landscaping is provided, either soft or hard (or both) at common areas, materials with good resistance to vandalism, non-slip and low maintenance should be chosen.



- 14.6. Communal green space is to be provided within the development not less than the ratio at 1:1 of the building footprint.

#### **Private Open Spaces**

- 15.**
- 15.1. Private spaces are defined as open spaces such as balconies or terraces only accessible through residential units.
- 15.2. All dwellings should be provided with private open space /balcony, adjacent to the main living area.
- 15.3. The private open space/balcony can be used as or together with a drying area which should be screened from public view.

#### **Commercial Area**

- 16.**
- 16.1. Minimum size for commercial units to be 450-600sqft.
- 16.2. Maintain consistency in the allocated commercial space. Ideally a rectangular floor plan for both floors with relatively equal unit depth.
- 16.3. A separate shaded drop off/pick up must be provided for commercial zone.
- 16.4. A separate shaded drop off/pick up must be provided for loading & unloading purposes along with the following;
- 16.4.1. The ingress & egress for the designated location should be from the commercial side.
- 16.4.2. The designated location should be at the side of commercial front.
- 16.5. Partition walls of commercial units shall be basic standard blockwork of minimum 100mm thickness and shall be finished as per guidance document.





- 16.6. All commercial unit entrances and access to corridors should accommodate a PWD access.
- 16.7. PWD access designs of ramps, corridors, walkways etc should not limit commercial unit size allocation, where applicable.
- 16.8. CCTV systems along with the cables are to be provided at all common areas.
- 16.9. CCTV server location to be provided in the drawing. CCTV server location should be shown ideally in a utility room/ enclosed room in a secure location
- 16.10. Commercial unit façade walls will not be required.
- 16.11. Corner commercial units should be designed to accommodate a curved glass facade finish for corner plots and a glass façade design to be incorporated to side walls of the corner plots, where applicable.
- 16.12. Drainage must be provided where needed in all corridors and any other open spaces.
- 16.13. Distribution box to be provided in each unit including a separate meter for each unit.
- 16.14. Electrical main panel for commercial units should be provided separately with easy access to commercial area management or maintenance team. Adequate size of cable trench or duct should be provided for cable entry.
- 16.15. The main panel board and transformer (It should be noted that the developer does not require to have a transformer in Phase 2 Developments, but should include one in Phase 1 developments if load capacity exceeds as per STELCO guidelines) should



have 25% excess capacity in addition to the required capacity in terms of Amp.

- 16.16. Water connection points and sewerage provisions shall be provided for each commercial unit.
- 16.17. Grease traps must be provided to the development according to MWSC requirement.
- 16.18. Adequate size of grease trap shall be provided considering 50% of commercial area would have oil-based activities. This grease trap shall be in accordance to MWSC requirement.
- 16.19. Adequate lighting that achieves average lux levels must be provided at all common areas such as corridors, elevator lobby, stairs, etc.
- 16.20. All common areas, such as lift lobby, corridors, walkways & public toilets should be fully finished by the developer.
- 16.21. All balconies, terraces, and where applicable railings should be provided at a minimum height of 1.2m.
- 16.22. All units should have adequate electricity capacity and provisions.
- 16.23. AC provisions should be given to all commercial units.
- 16.24. A universal PWD toilet should be provided together with separate one male and one female toilets.
- 16.25. If a commercial lobby is designed, the area should:
  - 16.25.1. Designed to guide customer traffic flow to all the units equally



- 16.25.2. To be near or accommodate ease of access to commercial drop off zone, toilet, lift & staircase provision
- 16.26 50% of commercial units should have provisions for toilets
- 16.27. Considering all commercial units would be supplied with split AC's. Area for AC outdoor unit should be provided within 15m from the indoor unit. The pipes and ducts should not interfere or cross through other commercial areas/units. AC outdoor unit should be easily accessible from commercial area without the need to enter through commercial unit (via common area or corridor). Furthermore, the access for said space should be provided from the commercial side.
- 16.28. GPON fiber cables should be provided for all units for all Phase 2 developments.
- 16.29. Provide space for a janitorial/utility room
- 16.30. Allocate separate garbage area for all commercial units for Organic waste of minimum 60sqft area, with water connection and drainage for cleaning.
  - 16.30.1 The designated location should be at the side/behind commercial front.
  - 16.30.2. The ingress & egress for the designated garbage collection location should be from the commercial side.
  - 16.30.3. The space should provide provision for proper ventilation (mechanical ventilation preferably in order to deter odor emissions)



- |                    |            |  |
|--------------------|------------|--|
| <b>Amenities</b>   | <b>17.</b> | <p>17.1 All units should have smart home technology</p> <p>17.2 24/7 security and concierge services should be provided</p> <p>17.3 The spaces mentioned below should be provided within the building.</p> <p style="padding-left: 40px;">17.3.1. Entertainment rooms</p> <p style="padding-left: 40px;">17.3.2. Community room should include; A minimum of 30 pax capacity</p> <p style="padding-left: 40px;">17.3.3. A private cinema or screening room</p> <p style="padding-left: 40px;">17.3.4. A fitness center</p> <p style="padding-left: 40px;">17.3.5. An outdoor swimming pool with cabanas, sun loungers and poolside bar</p> <p style="padding-left: 40px;">17.3.6. A rooftop garden or outdoor terrace</p> <p style="padding-left: 40px;">17.3.7. Convenience store for residents</p> |
| <b>Residential</b> | <b>18.</b> | <p>18.1 All corridors within the building should have a minimum width of 1200mm</p> <p>18.2 Main entrance of all residential units must have a minimum width of 900mm</p> <p>18.3 The pedestrian approach towards the entrance of units should be wide enough for two-way traffic and the main entrance of the dwelling at a minimum width of 900mm.</p> <p>18.4 Weather-resistant non-slip material should be provided where necessary.</p> <p>18.5 Adequate lighting should be provided to all residential units.</p>  |



- 18.6. Design and layout should make use of natural daylight as much as possible to encourage minimum use of electrical lighting.
- 18.7. Opening panels of windows, above ground floor level, should be at a minimum height of 1000mm above the internal floor finish level and any opening below 1000mm should be protected with a safety railing.
- 18.8. Private open spaces/balconies should have a minimum clear width of 1000mm.
- 18.9. Glazing used for doors and windows should be safe and with a nominal thickness proportionate to the area of the panel as per British Standard or equivalent.
- 18.10. Wherever a railing is provided, it should be safe for all occupants, especially for children, with a minimum distance of 125mm openings between the railing members where applicable.
- 18.11. Additional safety measures, to minimize the risk of falling over, should be taken if horizontal railings are to be provided.
- 18.12. Floor finishes in wet areas should be provided with slip-resistant surfaces.
- 18.13. Every dwelling should be connected to electricity and GPON networks.
- 18.14. Every dwelling should be provided with an adequate pressure of water for domestic use as per the service providers' requirements.
- 18.15. All units must have dedicated and adequate spaces/ledges for AC outdoor units, which must be properly screened from public view.



## 18.16. 2 BEDROOM APARTMENT

18.16.1 Minimum area 1000 ft<sup>2</sup> / 92.90<sup>2</sup> (carpet area)

### 18.16.2 SPACE ALLOCATION & SPECIFICATIONS

#### Sitting Room

- The minimum area for Sitting/Living shall be 130 SQFT (12.08SQM).
- Minimum clear height (Floor to ceiling height) for Sitting/Living area shall be 2.7m.

#### Dining & Kitchen

- The minimum area shall be 140 ft<sup>2</sup> (13.01 m<sup>2</sup>)
- Minimum clear height (Floor to ceiling height) for kitchen & dining area shall be minimum 2.7m from slab bottom to floor finish

#### Laundry

- Laundry/Washing space shall be provided to accommodate 1 washing machine (0.36sqm) & drying area with adequate sunlight.
- The minimum clear height (Floor to ceiling height) shall be 2.7m.

#### Balcony

- The minimum railing/ parapet wall height shall be 1.2m.
- The minimum width of the balcony shall be 1m (1000mm).



### Bedroom

- The minimum size of the Master bedroom shall be 160 SQFT (14.86 SQM).
- The minimum size of the other bedroom shall be 120 SQFT (12.08 SQM).
- Minimum clear height (Floor to ceiling) for all areas (except toilets) shall be 2.7m.

### Toilets

- The minimum size of the master bedroom toilet shall be 32.29 SQFT (3 SQM)
- The minimum size of other bedroom toilets shall be 28 SQF (2.60 SQM)
- Minimum clear height (Floor to ceiling height) for toilets shall be 2.4m

## 18.17. 3 BEDROOM APARTMENT

18.17.1 Minimum area 1300 ft<sup>2</sup> / 120.77m<sup>2</sup> (carpet area)

### 18.17.2 SPACE ALLOCATION & SPECIFICATIONS

#### Sitting Room

- The minimum area for Sitting/Living shall be 180 SQFT (14.86 SQM).
- Minimum clear height (Floor to ceiling height) for Sitting/Living area shall be 2.7m.

#### Dining & Kitchen

- The minimum area shall be 190 ft<sup>2</sup> (15.79 m<sup>2</sup>)



- Minimum clear height (Floor to ceiling height) for kitchen & dining area shall be minimum 2.7m from slab bottom to floor finish

#### Laundry

- Laundry/Washing space shall be provided to accommodate 1 washing machine (0.36sqm) & drying area with adequate sunlight.
- The minimum clear height (Floor to ceiling height) shall be 2.7m.

#### Balcony

- The minimum railing/ parapet wall height shall be 1.2m.
- The minimum width of the balcony shall be 1m (1000mm).

#### Bedroom

- The minimum size of the Master bedroom shall be 160 SQFT (14.86 SQM).
- The minimum size of the other bedroom shall be 120 SQFT (12.08 SQM).
- Minimum clear height (Floor to ceiling) for all areas (except toilets) shall be 2.7m.

#### Toilets

- The minimum size of the master bedroom toilet shall be 32.29 SQFT (3 SQM)
- The minimum size of other bedroom toilets shall be 28 SQF (2.60 SQM)



- Minimum clear height (Floor to ceiling height) for toilets shall be 2.4m.

18.18. Maid rooms

18.18.1. This is not a mandatory aspect of residential units. However, if a maid room is to be included in the design the developer should follow the minimum areas given in this document.

18.18.2. Minimum room area 56 SQFT / 5.20 SQM

18.18.3. Minimum toilet area 24 SQFT / 2.23 SQM

**Universal/  
PWD access**

**19.** 19.1. If the tenant requires the residential unit to be designed for PWD, then the following aspects should be included.

19.2 Entrances

19.2.1 Easy accessibility between internal and external spaces, and between internal spaces, provides a safe transit point for people with limited mobility and people who use a wheelchair.

19.2.2 Guidelines to consider:

- Entrance to apartment, common spaces, at least 1 apartment and en suite must be a minimum 850mm (clear).
- Minimum 1500mm diameter circle should be given to allow for easy maneuverability.
- Provide even, non-slip surfaces.
- Provide ramped access for ease of dealing with more than one level



and for easy entry from external to internal spaces.

- e) Provide lighting for safety and security.
- f) Install sounding devices, such as a doorbell, to identify visitors.

### 19.3 Indoor circulation

- 19.3.1. Circulation through different spaces must be well planned for easy maneuverability, especially for people with limited mobility and people who use a wheelchair.
- 19.3.2. Incorporate spaces wide enough for wheelchair access.
- 19.3.3. Ensure door handles are lever handles.

### 19.4 Bathrooms and toilets

- 19.4.1 At least 1 en suite should be designed and furnished for maximum comfort and ease of use.
- 19.4.2. The en suite should be designed so that a clearance of 1500mm diameter circle is given to allow for easy maneuverability.
- 19.4.3. The following aspects should be included in at least 1 bathroom of allocated PWD units.
  - a) Minimum 850 mm width door, preferably opening out or sliding.
  - b) Sufficient space for people using wheelchairs or other assistive devices.
  - c) Adequate handrails and grab bars to assist people to get to and from



a wheelchair and to assist people with reduced strength.

- d) Security and privacy feature so users can easily close and lock the bathroom or toilet door.
- e) Toilets with a minimum dimension of 1.6 m x 2.4 m, or 2.0 m x 2.7 m if a shower is included and with an in-swinging door.
- f) Toilets located against the wall diagonal from the entry door.
- g) Firmly fixed-grip rail next to the WC, 800 mm high.
- h) Accessories, such as mirrors and towel rails, 900 mm to 1.1 m high.
- i) Firmly fixed washbasin to the wall at a height of between 800 mm to 850 mm.
- j) Single-lever taps.
- k) Drop-down or removable shower seat in the shower.

#### 19.5. Kitchens

- 19.5.1. Provide work surfaces at a comfortable height for people using wheelchairs.
- 19.5.2. Provide ease of access to the opening and closing of windows and doors.

#### 19.6. Bedroom & living room

- 19.6.1. At least one bedroom should be designed and furnished for maximum comfort.
- 19.6.2. A clearance of 1500mm diameter circle must be provided to allow for easy maneuverability.

	<b>Luxury Housing Development Guidelines</b>	<b>Doc ID:</b>	UBP-2024-DGL016
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		<b>Classification:</b>	Public
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19.6.3. Entrance door should be a minimum 850mm (clear).

19.6.4. Provide lighting for safety and security.

19.7. Ensure that all aspect of the building complies with the Maldives Disability Act.

**Note:** *In addition to the aforementioned requirements, refer to the guideline drawings issued by this corporation with details specific to the allocated development.*



## ANNEX 1 – Parking Standards

### DEFINITIONS & ABBREVIATIONS

1.
- 1.1.
- PWD:** Person with Disabilities.
- 1.2.
- QP:** Qualified Person. (Architect, Civil Engineer, Urban Planner)
- 1.3.
- Accessway:** A driveway that provides access to the parking place, without any adjacent parking lots.
- 1.4.
- Clearway Ramps:** Inclined floors that provide access between two levels, but without any parking lots adjacent to them.
- 1.5.
- Inside lane of curve:** The innermost lane, nearest to the centre point of curve.
- 1.6.
- Inside radius of lane of curved accessway and driveway:** The distance measured from the inside curve edge to the centre point of the curve.
- 1.7.
- Multi-lane:** Where more than one vehicle can pass through at any given time and there is no physical separation/divider, such as curbs, railings, parapets or walls, between the lanes.
- 1.8.
- Maximum gradient:** The steepest gradient of ramp measured along the centre line of the lane.
- 1.9.
- Outside lane of curve:** Any lane positioned after the innermost lane
- 1.10.
- Parking Lot:** The space for parking of one vehicle. The parking lot should be rectangular, with the longer side known as length and the shorter side is the width. In parallel parking, the



longer side is parallel to the parking aisle or driveway.

- 1.11. **Parking aisle:** An access lane or driveway with adjacent parking lots.
- 1.12. **Parking angle:** The angle measured between the longer side of the parking lot and the line of traffic flow of the aisle.
- 1.13. **Parking ramps:** Inclined floors that provide access to adjacent parking lots. These are sloping aisles with parking lots adjacent to them.
- 1.14. **Single-lane:** A lane where only one vehicle can pass through at any given time.
- 1.15. **Traffic Flow:** The direction of vehicle movement

**CAR PARKING**

- 2. 2.1. The Rules in Hulhumale allow for a range-based parking provision for developments throughout the island. Number of parking lots should not exceed +/- 10% from this guideline.
- 2.2. Within this range, developers may propose a parking provision that meets their needs without the need for additional approval.

**MOTORBIKE  
PARKING**

- 3. 3.1. Developers in Hulhumale are required to provide dedicated parking for motor-cycle within their developments. Parking should not be allowed on walkways and carriageways.
- 3.2. This requirement helps to ensure that motorcycles are parked in designated areas and do not cause obstruction to pedestrians or traffic.



3.3. Building owners are also encouraged to allow dispatch riders to park temporarily at their loading/unloading bays to facilitate delivery by motorcycles. This initiative aims to make delivery processes more efficient and convenient for both riders and building owners.

## **LOADING AND UNLOADING**

### **4. 4.1. Loading Bays, Coach and Other Heavy Vehicle Parking Facilities:**

4.1.1 The Parking Places (Provision of Parking Places and Parking Lots) Rules in Hulhumale stipulate requirements for loading bays, coach, bus, and lorry parking for different types of developments such as office, retail, hotel, school, industrial, and warehouse uses.

4.1.2. Arrangement should be made for loading and un-loading for residential plots with commercial activities, in a way that does not block or hinder road movement, traffic and pedestrian paths. This initiative aims to make the delivery processes more efficient and convenient for both residents and delivery drivers.

## **COMPUTATION FOR THE NUMBER OF PARKING LOTS REQUIRED**

### **5. 5.1. The parking provision standards outlined in Annex 2 are used to determine the number of parking lots required for a development in Hulhumale.**



5.2. The calculation for the number of required parking lots for the lower and upper bound is to be rounded to the nearest integer.

5.3. It is essential to note that rounding off is done for each use before adding up to obtain the total requirement for the development.

## REVIEW OF PARKING PROVISION

6. 6.1. Developers and designers are required to comply with the parking standards within the development boundary. However, this corporation has the discretion to review the parking provision for a development below the lower bound if they are convinced that it is technically and physically impossible to make full parking provision. In such cases, the QP and the developer must demonstrate that the deficiency would not result in illegal or indiscriminate parking.

6.2. For provision of parking lots above the upper bound, the developer must provide justifications for the overprovision. Information such as the nature of business, staff population, visitor-ship, parking/travel demand management measures, traffic and parking impact study, etc. must be submitted for evaluation.





**PARKING  
LAYOUTS AND  
DIMENSIONS**

7. 7.1. The Parking Places (Provision of Parking Places and Parking Lots) Rules mandate the adherence to minimum parking layout dimensions for various types of vehicles such as cars, heavy vehicles, motorcycles, and bicycles. It is the responsibility of QPs to ensure that all geometric dimensions are met when designing a parking place.
- 7.2. Additionally, QPs are required to provide parking dimensions that exceed the minimum requirements to cater to the actual parking needs of the development.
- 7.3. When designing a parking place, QPs must consider the presence of columns, ducts, services, and other factors that may affect the standard parking dimensions.
- 7.4. These items must be clearly indicated on the plans and must not impede the minimum dimensions stipulated in the Rules in a completed or constructed parking place.
- 7.5. Furthermore, QPs are advised to consider the best practices outlined in Chapter 4 during the design and implementation of the parking place.



**CAR PARKING  
PLACES**

8. 8.1. The minimum dimensions required for a car parking lot are as follows:

Parking Lot Dimensions	Minimum Requirements
Width	2.3 meters
Length	5.0 meters
Length for Parallel Parking	5.4 meters

8.2. Additionally, the area of each lot should be flat and free from any obstructions such as kerbs or other encumbrances. It is important to comply with these minimum dimensions to ensure adequate space for vehicles to park and manoeuvre safely.

The minimum dimensions of car parking lots with adjacent obstructions is as shown in **Figure 1.0**.

13.2.1. Lot A: without any obstruction within  
Obstruction Free Zone

13.2.2. Lot B: with obstruction on both sides

13.2.3. Lot C: with obstruction on one side

8.3. In cases where an object or obstruction is located within the middle of a parking lot's length, the lot must be widened. If the obstruction is on one side, the minimum lot width required is 2700mm. If the obstruction is on both sides, the minimum lot width required is 3000mm. An obstruction is defined as any large element 175mm above



finished floor level, such as columns, walls, or ducts.

- 8.4. Compliance with these minimum dimensions is crucial to ensure that vehicles can park and manoeuvre safely without any obstructions.

A figure of the parking lots with adjacent obstructions & minimum headroom clearance can be seen as in **Figure 1.1 and 1.2** respectively.

- 8.5. To parallel park a car, there are specific minimum length requirements for the parking lot. These requirements depend on whether the lot is adjacent to any obstructions. If the parking lot is clear of any obstructions, then the minimum length needed for parallel parking is 7.2 meters.
- 8.6. However, if the lot is next to an obstruction like a wall or another parked car, then the minimum length needed for parallel parking is reduced to 6.0 meters.
- 8.7. It is important for drivers to be aware of these requirements to ensure they have enough space to safely park their vehicle without causing any damage to their own car or other vehicles nearby.

Figure showing minimum dimensions of parallel parking lots can be seen as shown in **Figure 1.3.**



- 8.8. This extra space allows for drivers to manoeuvre their vehicles in and out of the parking spaces without blocking neighbouring spaces or causing any damage to their cars.

The plan showing increase in width of perpendicular lots can be seen as shown in **Figure 1.4, 2.5 and 1.6.**

- 8.9. Additionally, this gap can improve accessibility for disabled motorbike drivers who require more space to enter and exit their vehicles. By taking into consideration these recommendations, parking lot designers can create a safer and more accommodating environment for all users.

(Refer to **Figures 1.7 – 1.18**)

- 8.10. Minimum of 2.5% parking spaces in any parking place should be specified for PWD parking.

## MOTORBIKE PARKING PLACES

9. 9.1. Developers must ensure that their developments include designated areas for motor-cycle parking.
- 9.2. These parking areas should be located at corners or any available space within the parking premises, and it is advisable to separate them from car parking areas.



9.3. These motor-cycle parking lots should not impede the movement of other vehicles and pedestrians. If they are situated adjacent to car parking spaces, a clearance of 500mm should be maintained between them.

Parking Lot Dimensions	Minimum Requirements
Width	0.85 meters
Length	2.0 meters
Length for Parallel Parking	2.2 meters
Access-way (Single Lane)	1.2 meters
Access-way (Double Lane)	2.4 meters

The minimum dimension of car parking lots with adjacent obstructions can be seen as shown in **Figures 1.19 – 1.22.**

**BICYCLE  
PARKING SPACES**

10. 10.1.
- Bicycle parking lots shall be should be located at spots that are visible and convenient. While allocating bicycle parking lots, any cycling paths in the vicinity should be taken into consideration.
- 10.2.
- In any case there are constraints to consolidate all bicycle parking lots in one location, it is acceptable to propose more than one bicycle location within a development. It is a minimum requirement to have 10 bicycle lots within a development.



10.3. Bicycle parking and car parking should be segregated, in cases where possible. The route cyclist take to reach the bicycle parking lots shall avoid vehicular ramps and driveways.

10.4. A bicycle parking rack shall be provided for each bicycle parking lots and must be anchored to the ground so as to allow cyclists to lock the bicycles. The rack should be strong enough to support the bicycle upright by its frame.

For high density parking, double-tier bicycle racks can be used.

The Figures for bicycle parking dimensions are as shown in **Figures 1.23 – 1.25.**

**MARKING OF  
PARKING LOTS**

11.
- 11.1.

In order to ensure efficient use of space and safety for all drivers, it is essential to have clear demarcation lines in parking lots.
- 11.2.

These lines serve as a visual guide for drivers to park their vehicles within the designated area and in the center of the parking spot.
- 11.3.

Without clear demarcation lines, drivers may park too close to another vehicle or encroach on other parking spots, leading to unnecessary inconvenience and potential accidents.



The Figure for Parking lot marking is as shown in **Figures 1.26 – 1.28.**

- 11.4. When drivers encounter a bend or corner within a two-way driveway, it is important that they remain within their designated lane to avoid collisions and ensure the safety of all drivers.
- 11.5. One effective strategy is to include a continuous white line on the road surface, which helps to clearly demarcate the boundaries of each lane.
- 11.6. Additionally, QPs can use chevron markings, which are triangular symbols painted on the road surface that point in the direction of the turn.
- 11.7. These markings serve as a visual cue to remind drivers to stay in their lane and follow the curvature of the roadway.
- 11.8. By incorporating both continuous white lines and chevron markings, QPs can create a clear and intuitive visual guide for drivers to follow when navigating turns and bends within a two-way driveway.
- 11.9. This can help to reduce the risk of accidents and promote safer driving practices

Figures for corner road marking are shown in **Figures 1.29–1.33.**

**BEST  
PRACTICES**

- 12.** 12.1. Provide Clear Information:



- 12.1.1 To prevent drivers from becoming disoriented in a parking area, it is crucial to provide clear directions through adequate signage and road markings.
- 12.1.2 Chevron markings, guiding lines, and different coloured or textured paving stones can be utilized to guide drivers and their vehicles in specific directions.
- 12.1.3 Directional information should be prominently displayed at the entrances and throughout the parking facility to aid in traffic flow and proper use of parking spaces.
- 12.1.4 Signage within parking facilities should consist of a coordinated system of signs and graphics, offering directional information and a professional appearance.
- 12.1.5 This includes parking availability signs at the entrance of car parks and on each parking level, which assist drivers in making informed decisions about where to park.
- 12.1.6 By implementing clear signage and road markings within parking areas, drivers can navigate through the space safely and





efficiently, leading to a more positive parking experience for all.

- 12.1.7 No-entry signs at the end of one-way aisles could aid in the reduction on movement in the wrong direction.
- 12.1.8 If parking is available for visitors this should be displayed clearly at the entrances of parking areas as shown in **Figure 2.1**.
- 12.1.9 Directional arrows, markings on the floor surfaces and walls/columns aids motorists to pause and make decisions before moving off.
- 12.1.10 Height clearance signs serve to inform drivers of the presence of height restrictions in a car park. A clearance bar could also be suspended at the entrance, so that any tall vehicle or vehicles with protruding objects can reverse out of the car park. An example of this shown in **Figure 3.2 & 3.3**.

**VEHICLE  
CONFLICT WITH  
OTHER USERS**

- 13.** 13.1. Vehicle Conflict with Other Users:
  - 13.1.1 An essential aspect to consider in the design of parking facilities is the intersection of movements between vehicles, cyclists, and pedestrians.



13.1.2 To mitigate potential conflicts and enhance safety, it is beneficial to separate these user groups through the development of designated paths or walkways. This separation minimizes exposure to risk and accounts for the varying speeds and vulnerabilities of different user groups.

13.1.3 In the parking network design, efforts should be made to reduce conflict between drivers and pedestrian/cyclist movements. Circulation roads and driveways should prioritize vehicular traffic, minimizing pedestrian and cyclist movement along these areas. Moreover, special attention should be given to areas with high pedestrian flow to reduce the flow of vehicles and ensure the safety of pedestrians.

13.1.4 To ensure safe interactions at driveways, it is crucial to provide adequate sight distance for drivers. This can be achieved by incorporating "clear sight distance triangles" or splay corners for exiting driveways, allowing drivers to have sufficient line of sight to spot approaching pedestrians and vice versa. To maintain



clear visibility, no obstructions such as signs or walls should be erected within these sight distance triangles. Alternatively, convex mirrors can be strategically placed at sharp building edges and blind spot areas to enhance safety measures.

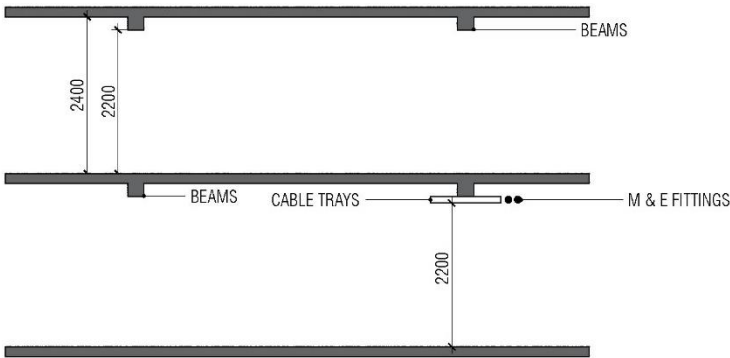
13.1.5 By implementing these measures, development proposals can create parking facilities that prioritize safety, minimize conflicts, and foster a harmonious coexistence between drivers, cyclists, and pedestrians. This approach aligns with the Code of Practice on Vehicle Parking Provision and enhances the overall functionality and safety of the parking areas.

Examples are shown in **Figures 3.4 & 3.5**

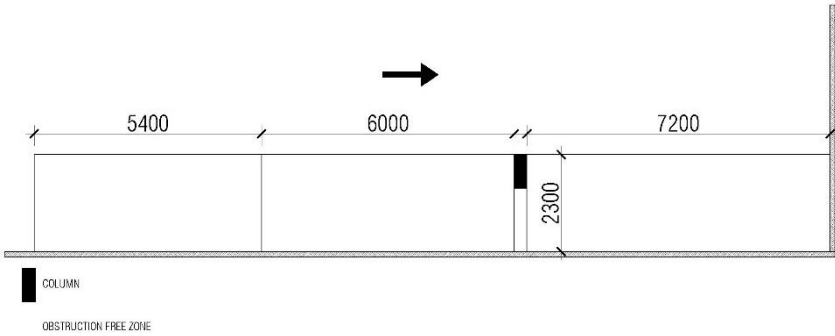




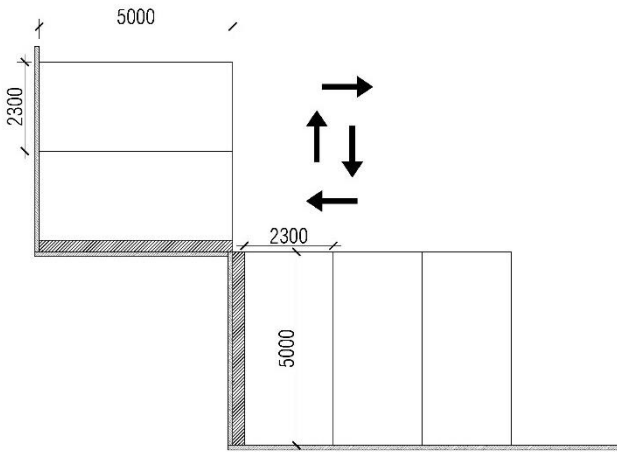
**Figure. 1.2** Minimum headroom clearance



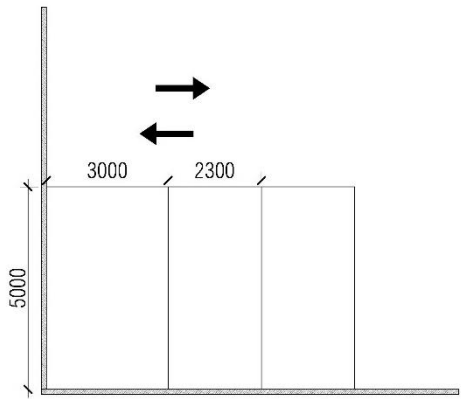
**Figure. 1.3** Width of Parallel parking lots



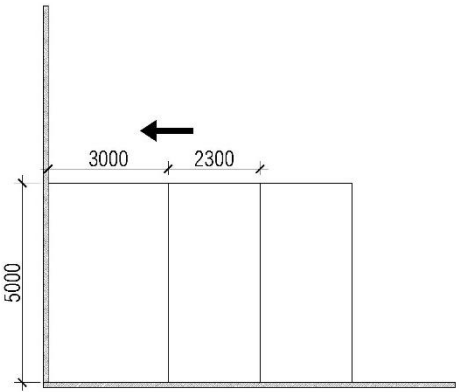
**Figure. 1.4** Plan showing increase in width of perpendicular lots



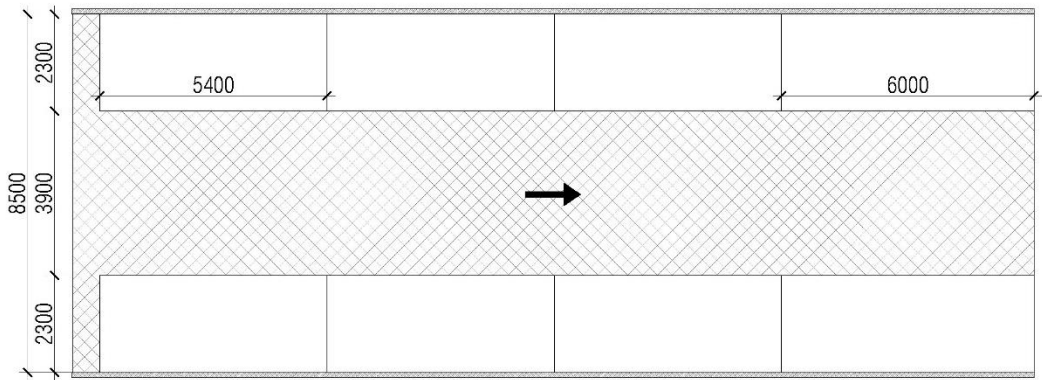
**Figure. 1.5** Increase width of end-lot two way



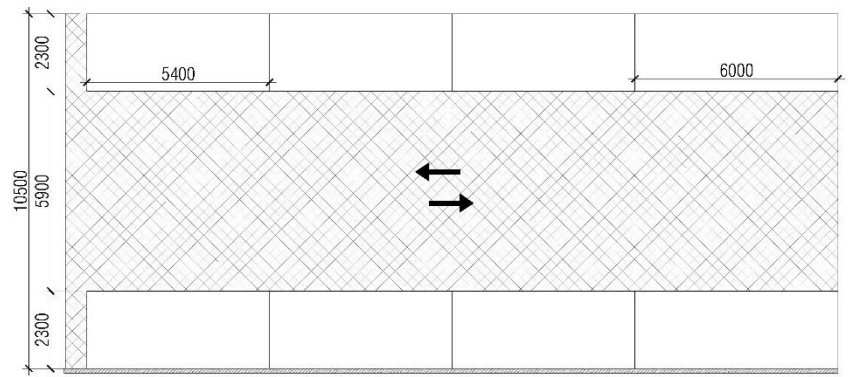
**Figure. 1.6** Increase width of end-lot one way



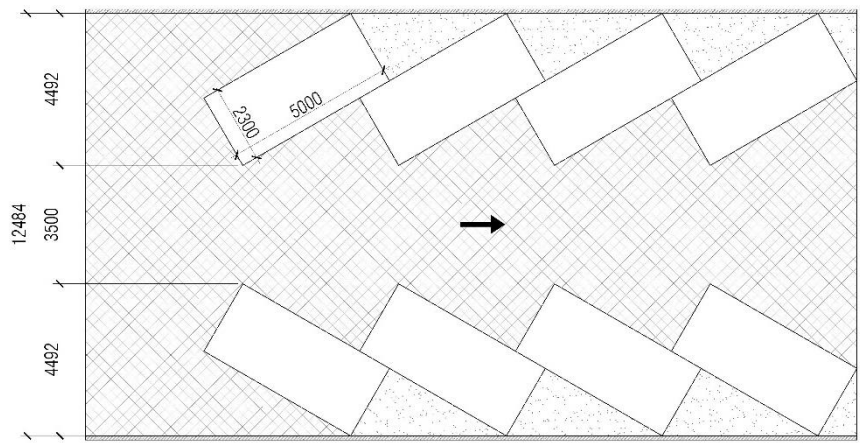
**Figure. 1.7** parallel parking dimensions one-way



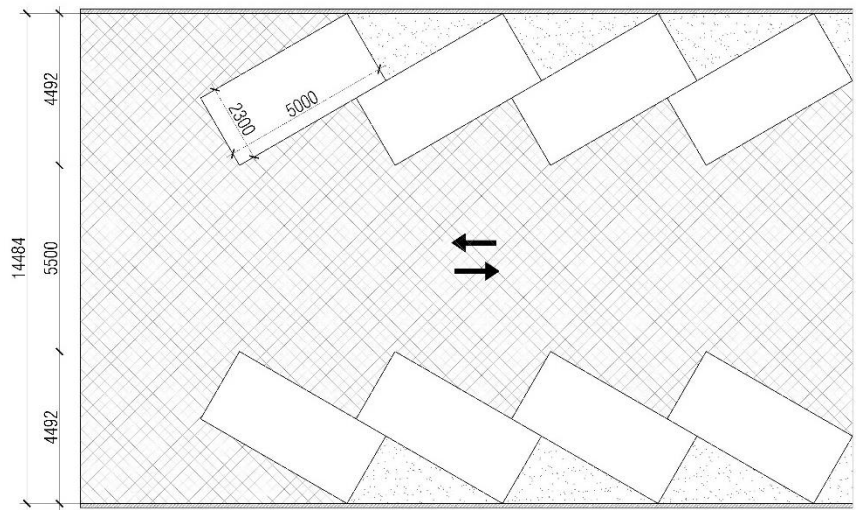
**Figure. 1.8** Parallel parking dimensions two-way



**Figure. 1.9** 30° angled parking one-way

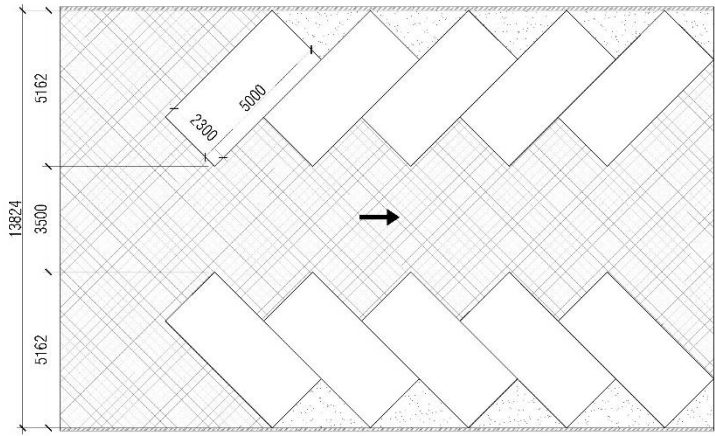


**Figure. 1.10** 30° angled parking two-way

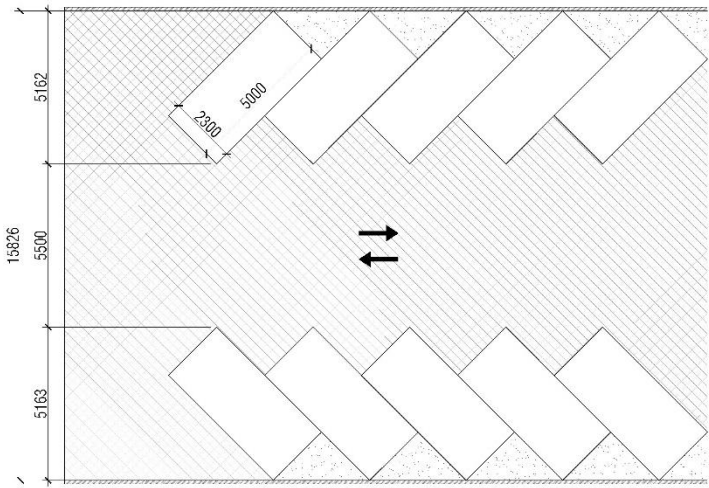




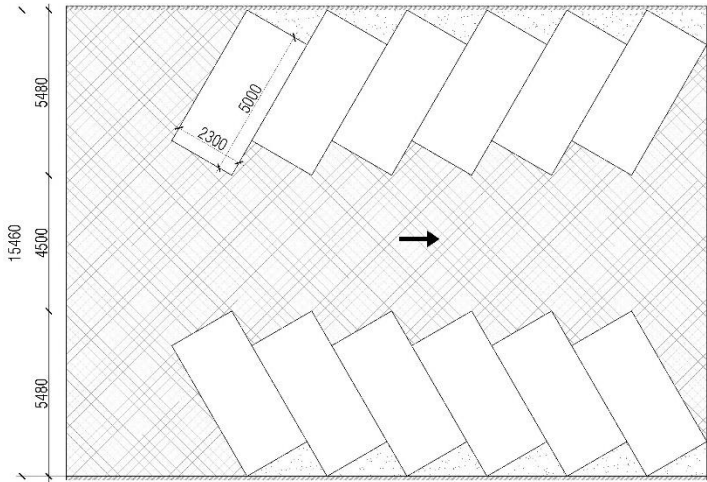
**Figure. 1.11** 45° angled parking one-way



**Figure. 1.12** 45° angled parking two-way

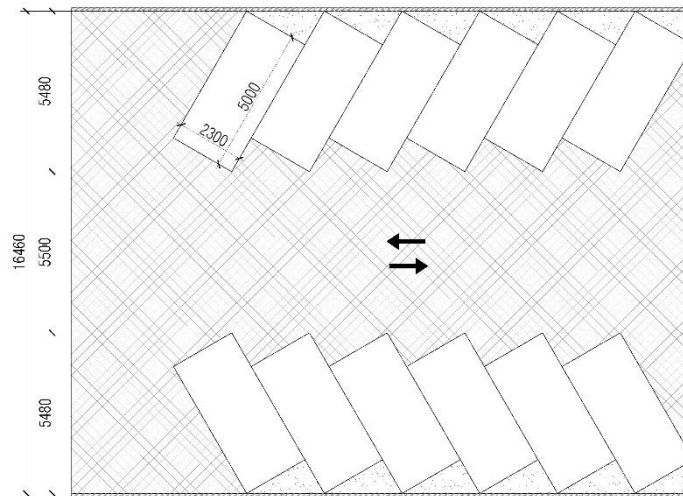


**Figure. 1.13** 60° angled parking one-way

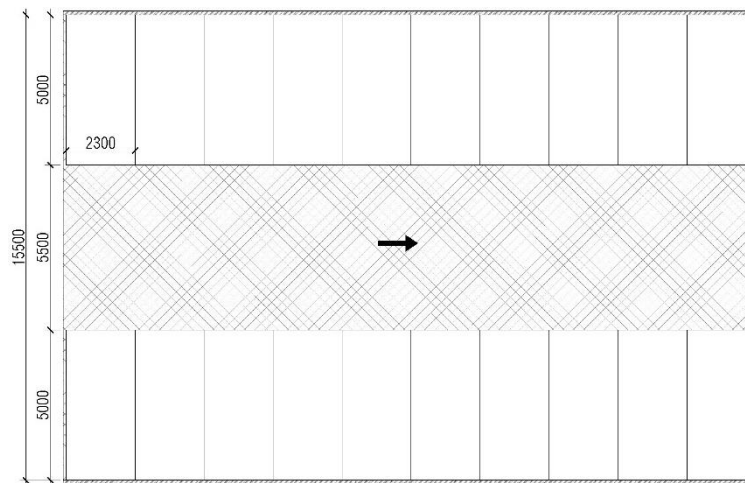




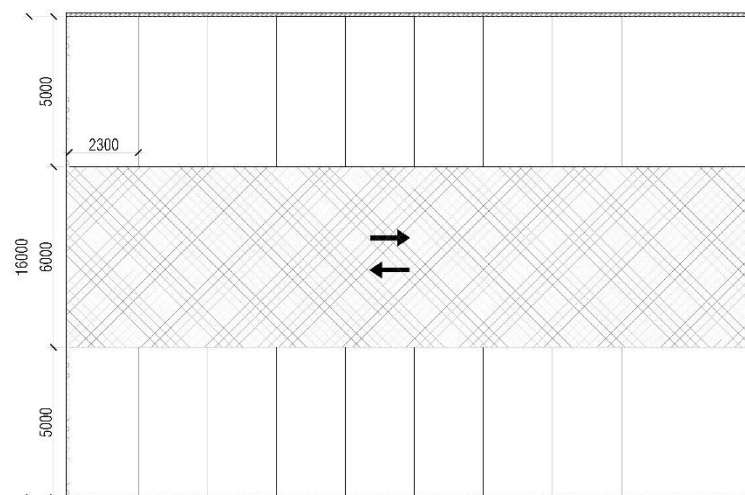
**Figure. 1.14** 60° angled parking two-way



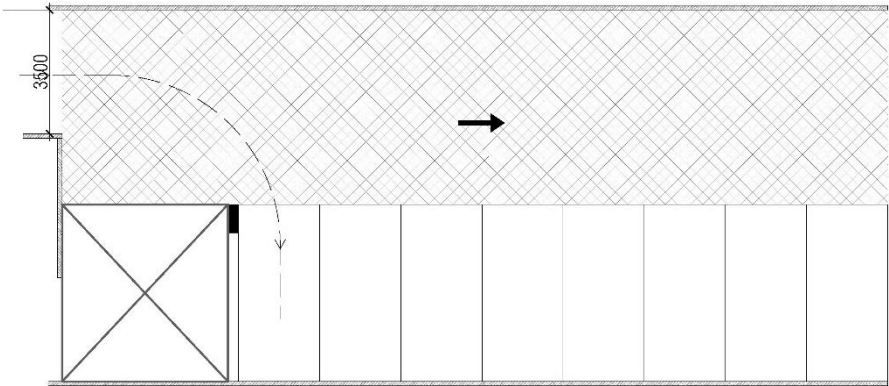
**Figure. 1.15** 90° angled parking one-way



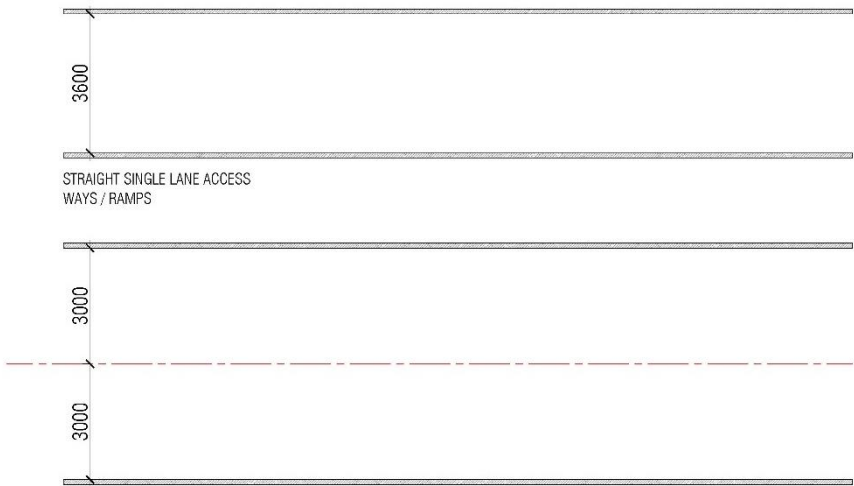
**Figure. 1.16** 90° angled parking two-way



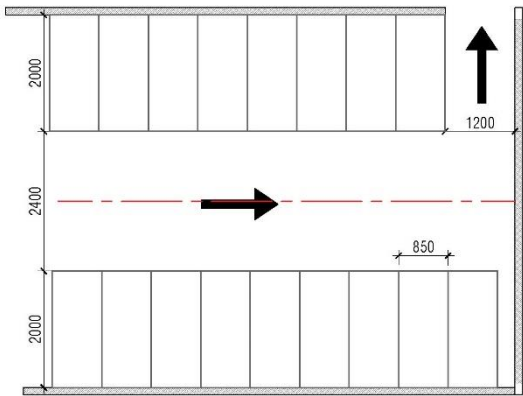
**Figure. 1.17** Extent of parking aisle



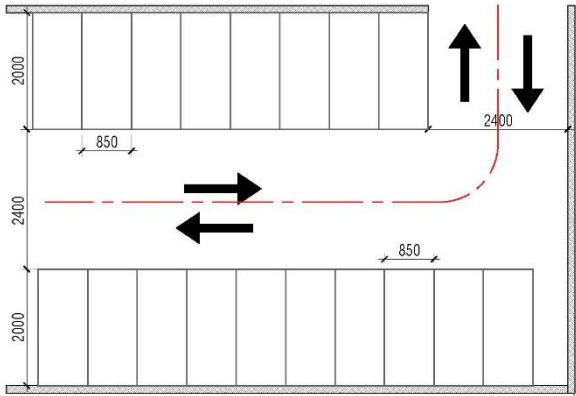
**Figure. 1.18** Extent of parking aisle



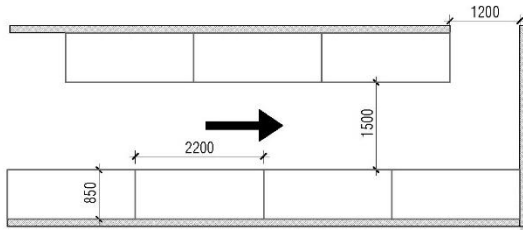
**Figure. 1.19** Minimum dimensions for 90° motorbike parking one-way



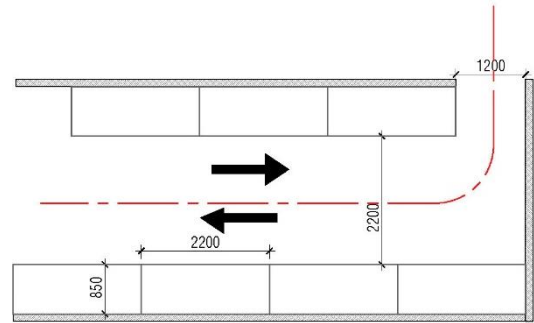
**Figure. 1.20** Minimum dimensions for 90° motorbike parking two-way



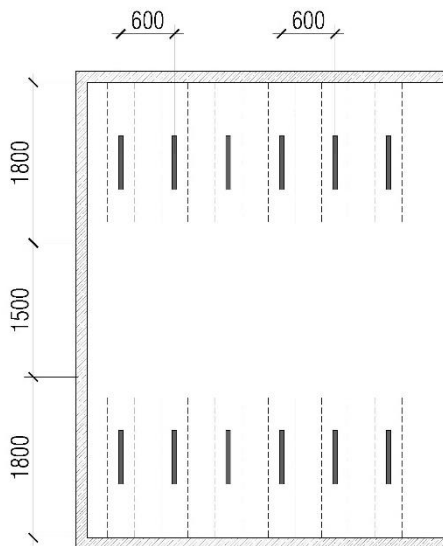
**Figure. 1.21** Minimum dimensions for parallel motorbike parking one-way



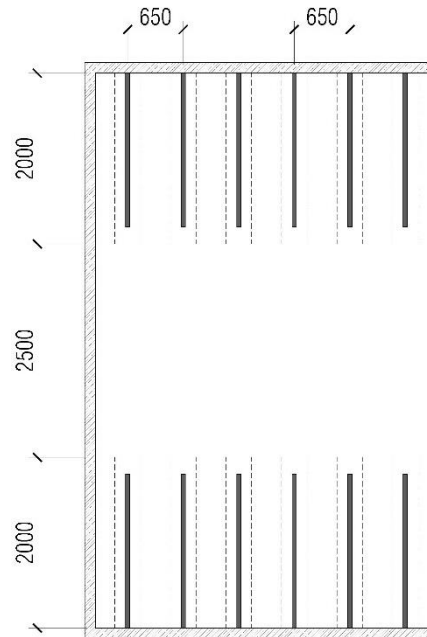
**Figure. 1.22** Minimum dimensions for parallel motorbike parking two-way



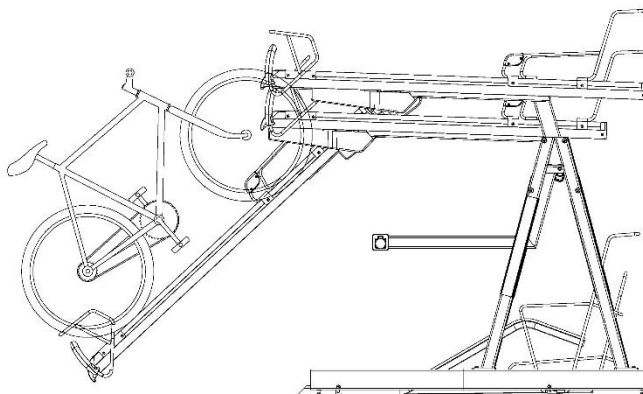
**Figure. 1.23** Single-tier bicycle parking layout



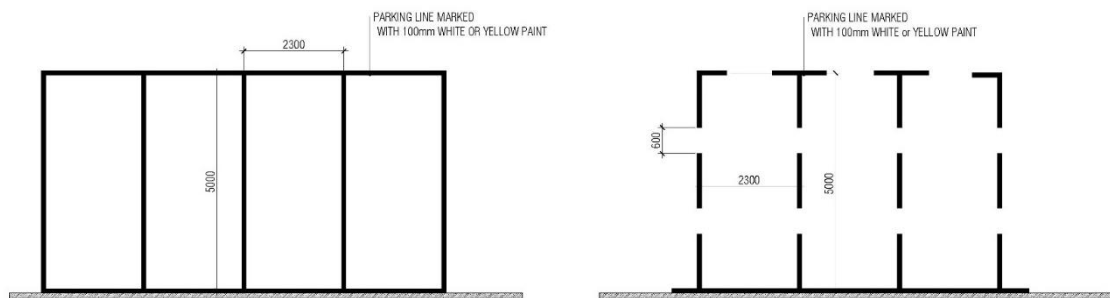
**Figure. 1.24** Double-tier bicycle parking layout



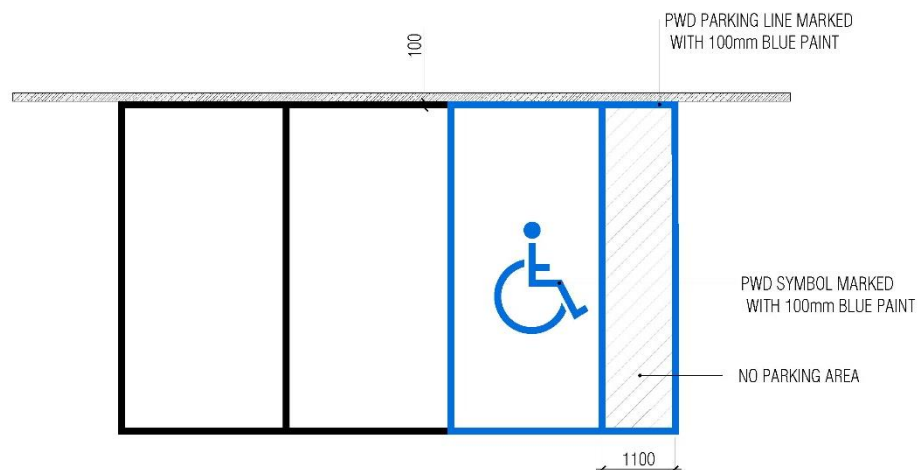
**Figure. 1.25** Example of double-tier bicycle rack



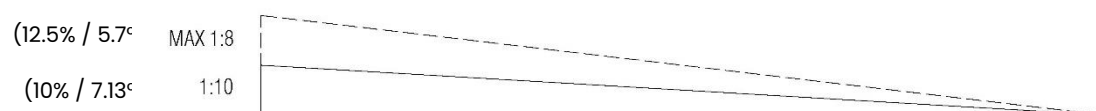
**Figure. 1.26, 1.27** Ways to demarcate parking lots & numbering



**Figure. 1.28** PWD parking lot dimensions

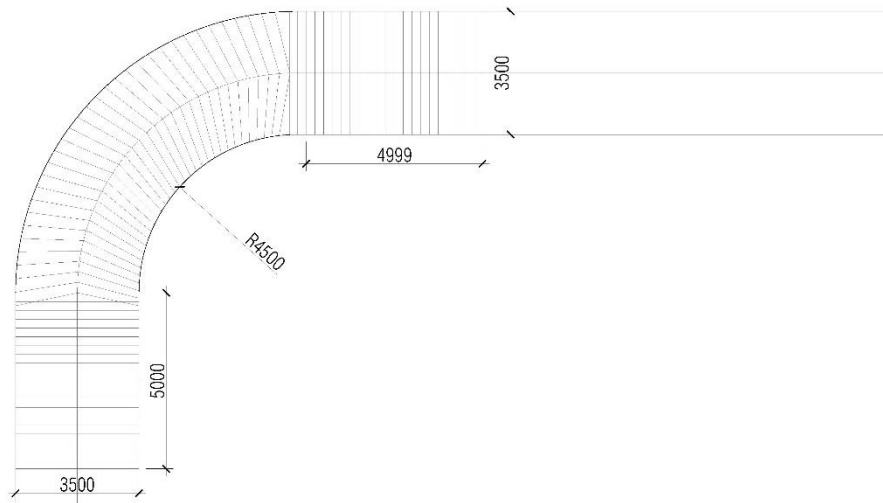


**Figure. 1.29** Ramp details

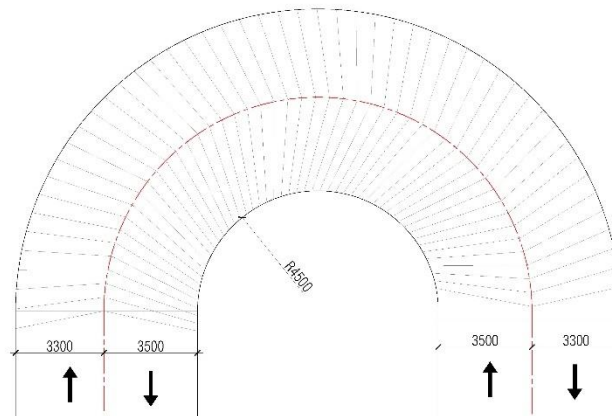


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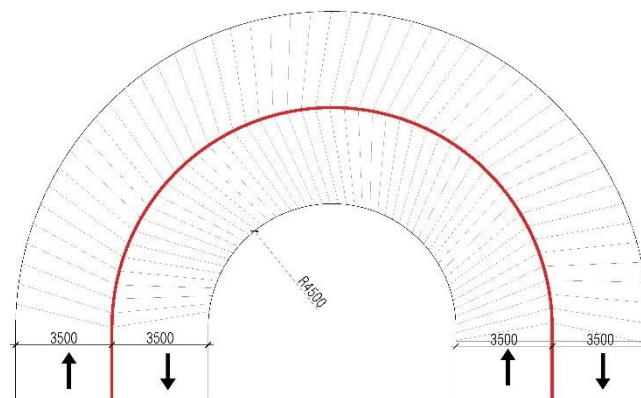
**Figure. 1.30** Example of clearway ramp and accessway



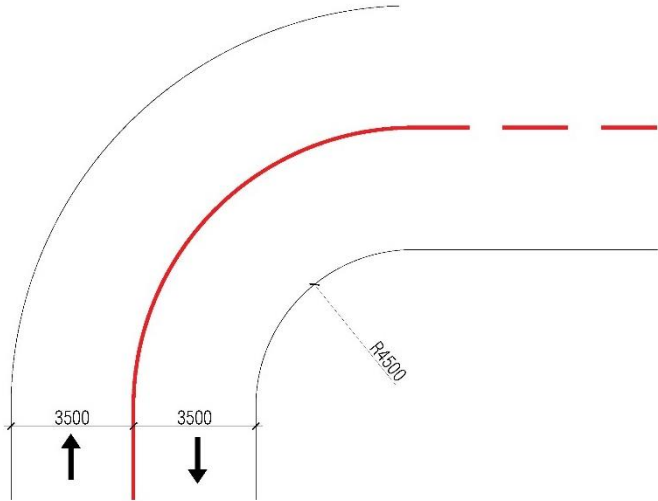
**Figure. 1.31** Multi lane curved accessways & ramps without physical divider



**Figure. 1.32** Multi lane curved accessways & ramps with physical divider




**Figure. 1.33** Provide a continuous line at bends and corners of multi-lane driveways



**Figure. 2.1** Parking availability sign



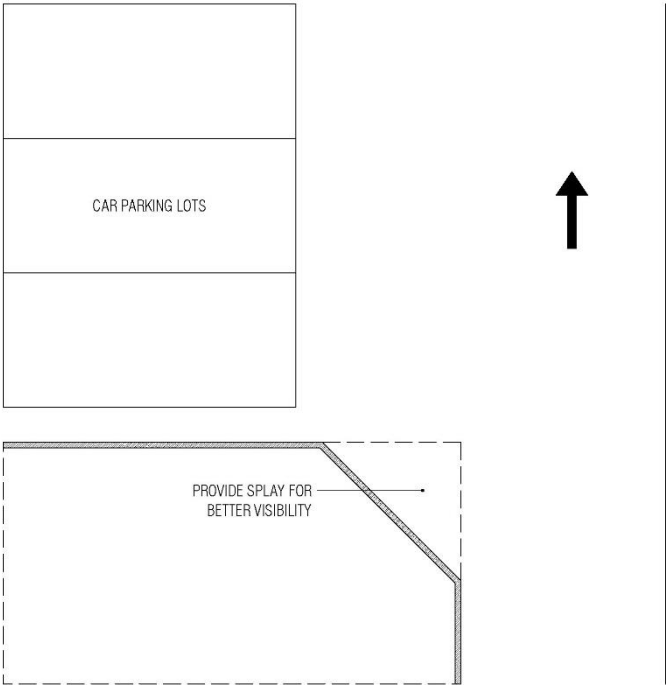
**Figure. 2.2** Height clearance bar and height limits



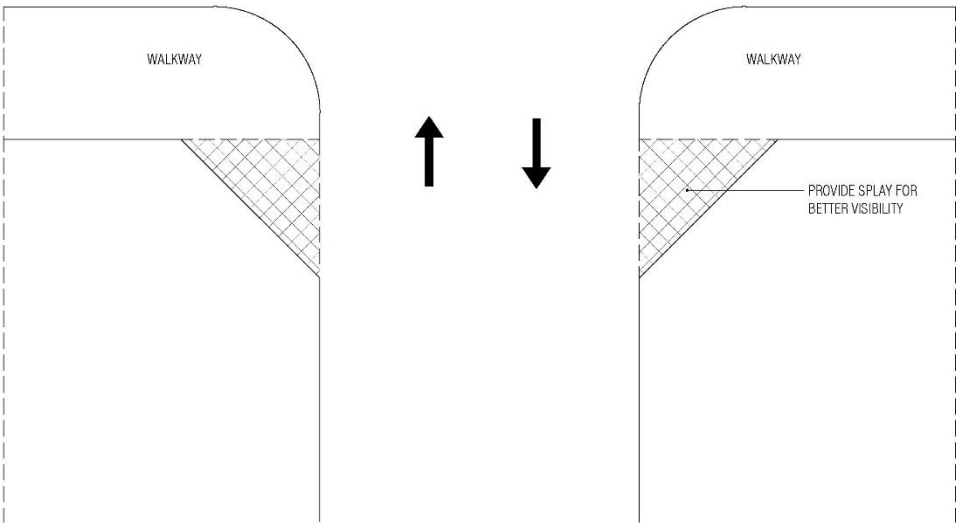
**Figure. 2.3** Convex mirror can be provided at corners and blind spot areas to provide better visibility for motorists and pedestrian.



**Figure. 2.4** Improve visibility at car park exit

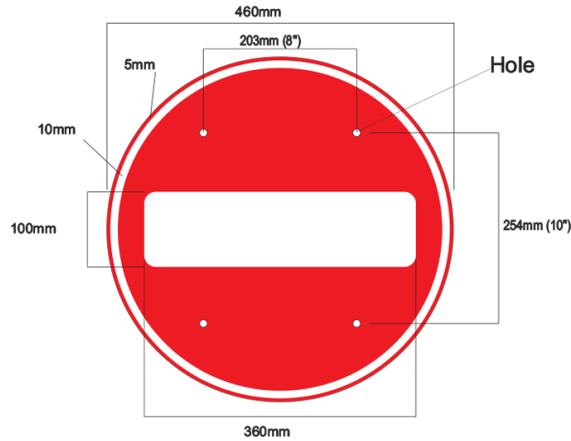


**Figure. 2.5** Improve visibility where there are walls





### NO ENTRY



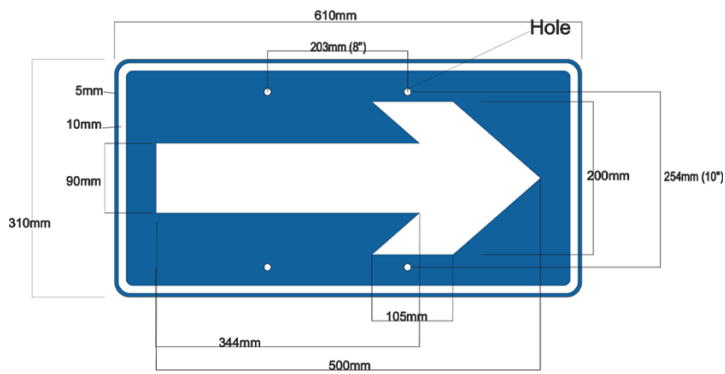
#### **COLOR**

Reflective Signal Red  
Reflective White  
Solid Dark Grey in the rear side

#### **USE**

Exit areas only

### ONE WAY



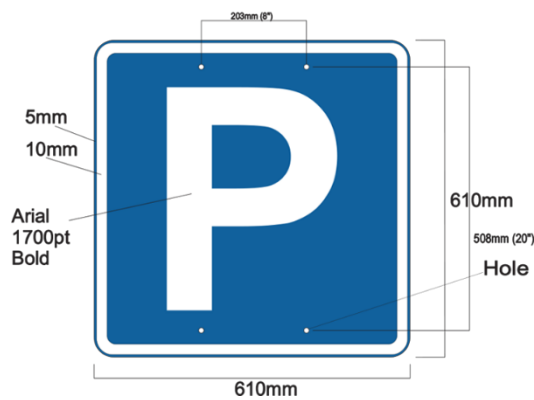
#### **COLOR**

Reflective Blue  
Reflective White  
Solid Dark Grey in the rear side

#### **USE**

One-way roads

### PARKING



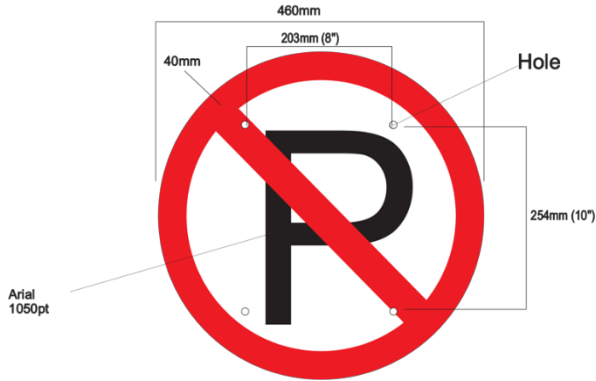
#### **COLOR**

Reflective Blue  
Reflective White  
Solid Dark Grey in the rear side

#### **USE**

Parking zones

### NO PARKING



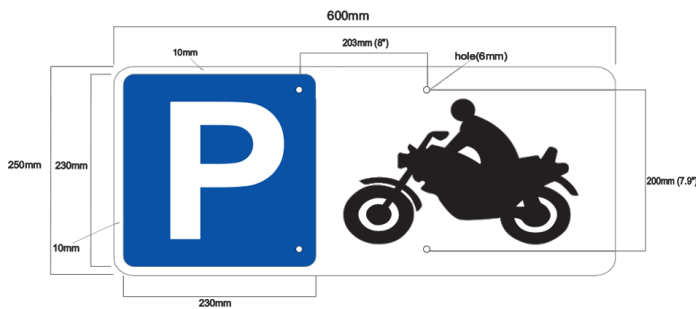
### **COLOR**

Reflective Signal Red  
Reflective White  
Solid Black  
Solid Dark Gret in the rear side

### **USE**

Parking prohibited areas

### MOTORBIKE PARKING



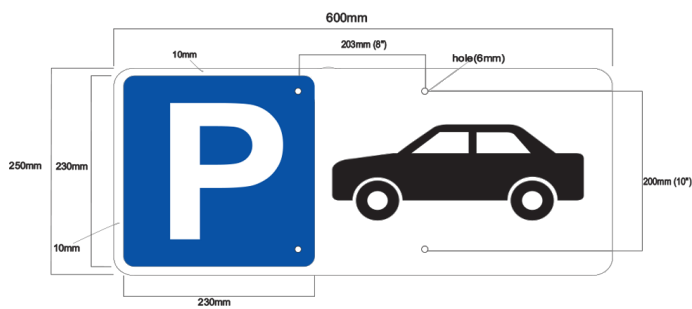
### **COLOR**

Reflective Blue  
Reflective White  
Solid Black  
Solid Dark Gret in the rear side

### **USE**

Only motorbike parking zone

### CAR PARKING



### **COLOR**

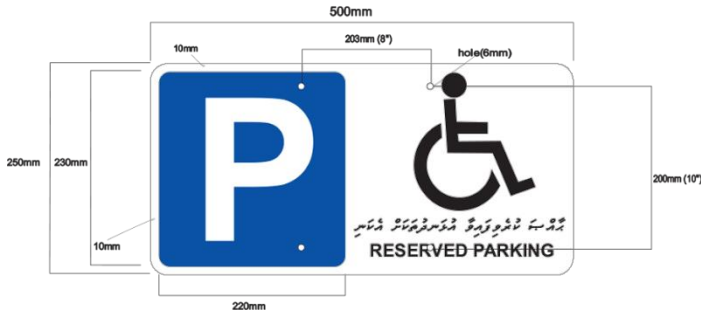
Reflective Blue  
Reflective White  
Solid Black  
Solid Dark Gret in the rear side

### **USE**

Only carparking zone



#### RESERVED PARKING



#### COLOR

Reflective Blue  
Reflective White  
Solid Black  
Solid Dark Grey in the rear side

#### USE

Only reserved parking / PWD parking zone

#### NO PARKING WITH DROP-OFF AND PICK-UP ONLY



#### COLOR

Reflective Signal Red  
Reflective Blue  
Reflective White  
Solid Black  
Solid Dark Grey in the rear side

#### USE

Pickup-up & drop off only areas



## ANNEX 2 – Parking Requirements

NO	USE	TYPE	MINIMUM PARKING REQUIREMENT
1	Residential Lots with Commercial Spaces	Car	-
		Motorbike	1 Motorbike parking space for every 100 sqm GFA
		Bicycle	10 Bicycle parking spaces
		HV	
2	Social Housing	Car	1 Car parking space for every 4 dwelling units
		Motorbike	2 Motorbike parking space for every dwelling unit
		Bicycle	10 Bicycle parking spaces
		HV	
3	Mid-range Apartments	Car	1 Car parking space for every 3 dwelling units
		Motorbike	2 Motorbike parking space for every dwelling unit
		Bicycle	10 Bicycle parking spaces
		HV	
4	Luxury apartments	Car	1 Car parking space for every dwelling unit
		Motorbike	2 Motorbike parking space for every dwelling unit
		Bicycle	10 Bicycle parking spaces
		HV	
5	Office	Car	1 Car parking space for every 250 sqm GFA.
		Motorbike	1 Motorbike for every 60 sqm GFA
		Bicycle	10 Bicycle parking spaces
		HV	1 Loading and unloading space for first 5000 sqm GFA and additional loading and unloading space for every subsequent 10,000 sqm GFA.
6	Retail shops / Department stores/showrooms	Car	1 Car parking lot for every 250 sqm GFA
		Motorbike	1 Motorbike parking space for every 100 sqm GFA
		Bicycle	10 Bicycle parking spaces
		HV	1 Loading and unloading space for every 5000 sqm GFA



7	Supermarkets (GFA > 2000 sqm)	Car	1 Car parking lot for every 1000 sqm GFA
		Motorbike	1 motorbike parking space for every 200 sqm GFA
		Bicycle	10 bicycle parking spaces
		HV	1 Loading and unloading space for every 5000 sqm GFA
8	Restaurants, Cafés, Canteens and Cafeterias	Car	1 Car parking Space per every 250 sqm dining area
		Motorbike	1 Motorbike parking space for every 100 sqm dining area
		Bicycle	10 Bicycle parking spaces
		HV	
9	Guest Houses	Car	1 Car/Van parking space per guest house
		Motorbike	10% of the plot area divided by 5
		Bicycle	10 Bicycle parking spaces
		HV	-
10	Hotels	Car	1 Car/Van parking space per every 1000 sqm GFA
		Motorbike	10% of the plot area divided by 5
		Bicycle	10 Bicycle parking spaces
		HV	
11	Pre Schools / Primary Schools / Secondary Schools	Car	1 Car parking space per every 500 sqm administrative (include teacher's rooms) GFA.
		Motorbike	1 Motorbike parking space for every 60 sqm administrative (include teachers' room) GFA.
		Bicycle	10 Bicycle parking spaces
		HV	-
12	High Schools	Car	1 Car parking space per every 250 sqm administrative (include teacher's rooms) GFA.
		Motorbike	1 motorbike parking space per every 10 students + staff population
		Bicycle	10 Bicycle parking spaces
		HV	
13		Car	1 Car parking space per every 500 sqm administrative GFA. And 1 additional

	Polytechnics College and Universities		carparking per every 50-student population.
		Motorbike	1 Motorbike parking space per every 5 students + staff population
		Bicycle	10 Bicycle parking spaces
		HV	1 Loading and unloading space
14	Nursing Homes	Car	1 Car per every 50 beds
		Motorbike	1 Motorbike parking per every 10 beds
		Bicycle	10 Bicycle parking spaces
		HV	-
15	Convention Facilities and Exhibition Centres	Car	1 Car parking lot per every 500 SQM GFA
		Motorbike	1 Motorbike parking per every 70 sqm GFA
		Bicycle	10 Bicycle parking spaces
		HV	1 Loading and unloading space for up to 5,000 sqm GFA and 1 Loading and unloading space for every subsequent 10,000 sqm GFA
16	Public Parks	Car	5 Car parking space per hectare
		Motorbike	50 Motorbike parking space per hectare
		Bicycle	10 Bicycle parking per hectare
		HV	
17	Cinemas	Car	1 Car parking space per every 20 seats
		Motorbike	1 Motorbike parking space per every 5 seats
		Bicycle	10 Bicycle parking spaces
		HV	-
18	Public Libraries	Car	1 Car parking space per every 500 sqm GFA
		Motorbike	1 Motorbike parking space per every 100 sqm GFA.
		Bicycle	10 Bicycle parking spaces
		HV	
19	Foreign Workers Accommodation	Car	-
		Motorbike	1 Motorbike parking space for every 20 beds
		Bicycle	1 Bicycle parking space for every 5 beds
		HV	1 Loading and unloading space per every 300 beds
20	Warehouse	Car	



		Motorbike	1 Motorbike parking space per every 200 sqm GFA
		Bicycle	10 Bicycle parking spaces
		HV	1 Lorry / loading and unloading for first 2500 sqm GFA and 1 parking for every subsequent 5000 sqm GFA
21	Factories	Car	1 Car parking space for every 5000 sqm GFA
		Motorbike	1 Motorbike parking space for every 100 sqm GFA
		Bicycle	10 Bicycle parking spaces
		HV	1 Lorry / loading and unloading for first 2500 sqm GFA and 1 parking for every subsequent 5000 sqm GFA
22	Mosques	Car	-
		Motorbike	10 Motorbike space for every 100 worshipers
		Bicycle	10 Bicycle parking spaces
		HV	-
23	Sport Facilities	Car	1 Car parking space per every 20 spectators
		Motorbike	1 Motorbike parking space per every 10 spectators with 1 Motorbike parking for every 60 sqm staff area
		Bicycle	10 Bicycle parking spaces
		HV	-
24	Hospitals and medical facilities	Car	1 Car parking space per every 20 beds
		Motorbike	1 Motorbike parking for every 60 sqm staff area and 1 motorbike parking for every 20 seats in waiting area
		Bicycle	10 Bicycle parking spaces
		HV	-

