

DESIGN COMPETITION

“GATEWAY OF HYDERABAD”

AN ICONIC STRUCTURE AT HIMAYATH SAGAR, HYDERABAD
By Musi Riverfront Development Corporation Limited

Frequently asked questions

- 1. We've noticed that it primarily contains survey plots and lacks any other layers. We wanted to confirm if this is the final version of the CAD file or if there might be additional data that we are missing.**

The cad file shared is the final version.

- 2. Clarification regarding the exact extent to which we can occupy within the red highlighted zone. Could you also please provide information on any height restrictions that may apply to the design within this area? If there is any structure type restriction.**

The red zone marks the competition boundary.

Height & structure restrictions: Design must adhere to safety clearances w.r.t to Airport Authority of India and setbacks. Ancillary buildings (if any) must follow state bylaws for parking, side/rear setbacks, etc.

Participants are encouraged to think beyond conventional gateway typologies that span across both sides of the roadway. Innovative design approaches—such as iconic vertical structures, standalone landmark towers, or symbolic installations—are strongly encouraged, provided they serve as a distinctive and welcoming urban marker at the city's threshold.

- 3. Regarding the connectivity of the site, is it feasible to design solutions that link the two sides of the road through an overhead or underground connection? Are there any restrictions we should be aware of for such structures?**

Yes, such solutions may be explored. Any proposals for connecting the two sides of the ORR (via skywalks) must comply with safety norms and highway regulations. They may also consider providing pedestrian connectivity or access on one side of the road, wherever feasible.

- 4. Could you please elaborate on how the gateway design brief integrates with the broader objectives of the Musi River redevelopment project?**

The Gateway is envisaged as an entry statement to Hyderabad, located in the Musi Riverfront precinct. It aligns with the larger ambition of Musi redevelopment — to reclaim the river's ecological, social, and cultural significance while enhancing public realm and city identity.

- 5. There are reports of a proposed metro line in the vicinity. Should the potential future metro alignment be considered in our design, even if it is not explicitly mentioned in the brief?**

Participants are advised to keep provisions/flexibility in design to accommodate such future infrastructure where feasible.

- 6. Could you provide detailed information on the flyovers within the project site, including their heights, spans, and structural constraints, to help us coordinate our design appropriately?**

The site includes existing flyovers on the ORR.

- Detailed data (contours and the river buffer) will be shared with registered teams along with the GIS package.*
- Designers should plan around existing piers and median gaps without disturbing structural integrity.*

- 7. Are there any guidelines or maximum permissible limits for the overall height and width of the gateway structure?**

There are no specific limits set by the authority, but designs must:

- Follow safety and visibility norms*
- Be structurally feasible and not obstruct sightlines*

- 8. Are amendments to the existing flyovers permitted, and is construction allowed in the area between the bridges?**

Modifications to existing flyovers (ORR) are not permitted.

- 9. What are the exact coordinates and location of the site? Or are we expected to identify and propose a suitable site within the Rajendra nagar ORR exit area?**

The competition boundary has been shared as a geolocated polygon file (KMZ).

- 10. What is the area and boundary of the site? Is the site government owned/ privately owned, or under mixed ownership?**

The site is part of a government-controlled precinct, suitable for strategic development under the Musi Riverfront Development Corporation.

- 11. Are there sensitive land uses in proximity to the site, such as residential areas, heritage assets, ecological zones, or religious structures??**

The site lies adjacent to the Musi River and close to transport corridors. The site is adjacent to the Himayath sagar Lake but no ecological sites are immediately within the footprint, but due diligence is expected during design.

12. What are the topographic surveys of the site (contours, slopes, natural features).

A topographic base map will be provided with data on:

- *Survey benchmarks*
- *Water edges*
- *Contour intervals*

13. What are the details of the existing soil profile?

Project-specific geotechnical investigations will be conducted after competition stage, prior to execution.

14. Are there any seasonal flood levels, high-water marks, or hydrological constraints?

The High Flood Level (HFL) of the Musi River will be shared as part of the KML package to help assess site constraints.

15. Are there existing vegetation, water channels, or ecological features on-site?

The site spans both sides of the ORR. Vegetation is comparatively sparse in the existing site.

16. Are there building codes or design guidelines specific to Musi Riverfront Development that the Gateway must follow?

There are no Musi-specific design codes. Designers should follow general state building codes, and ensure architectural quality aligns with the Musi Riverfront's revitalization goals.

17. Are there budget constraints or indicative cost limits for the design?

There is no strict budget cap for the design concept stage. However, designs should be scalable, practical, and economically implementable in phased manner.

18. Is it strictly necessary to stick to the site boundary or we can go beyond that?

Based on the Design requirement, the site may be extended on one side of the site. Participants are encouraged to move beyond the conventional concept of gateways that extend across the roadway. The competition invites creative interpretations—such as iconic towers, vertical landmarks, or symbolic installations—that reimagine the idea of a city gateway while serving as a distinctive and welcoming marker at Hyderabad's entrance.

19. What is the maximum permissible height for the Gateway structure?

Designs must comply with airport corridor safety norms and highway sight-line clearances. Consider coordination with GHIAL/NHA clearance guidelines as appropriate.

20. Is there a recommended or required location for the gateway within the site (e.g., buffer zones, no-build areas, distance from roads/lake)?

The Designers are free to determine the location in the site.

21. Will updated satellite imagery or traffic data be shared for modeling?

Not explicitly stated. Teams may use public GIS datasets, Google Earth.

22. Are certain construction materials (concrete, steel, stone, composites) preferred, restricted, or prohibited for the gateway?

No restrictions stated.

- *Use of durable, context-sensitive, sustainable materials is encouraged.*
- *Teams are encouraged to explore concepts such as prefab and easy assembly of the proposed structure, so as to not disturb the transport corridor.*

23. Is it mandatory to use local, sustainable, or vernacular materials to align with ecological and cultural responsibilities?

Not mandatory.

24. Do the technical submission documents need to reference environmental rating, climate responsiveness, durability, or fire resistance of materials?

Yes, especially in the technical narrative. Teams are encouraged to demonstrate awareness of:

- *Environmental rating*
- *Material lifecycle*
- *Fire safety*
- *Climate-responsive design*

25. Which green energy features are mandatory or strongly encouraged (such as solar panels, rainwater harvesting, smart/LED lighting, net-zero features)?

The following are highly encouraged:

- *Solar panels / smart lighting*
- *Rainwater harvesting*
- *Sustainable landscaping*
- *Low-energy systems*
- *Net-zero intent*

26. Should eco-friendly lighting and sustainable landscaping be shown in plans/visuals or explained only in the narrative?

Both.

- *Incorporate visually in renderings*
- *Explain clearly in narrative text or diagrams*

27. Is there a template, strict outline, or file naming convention for required PDFs and presentation boards?

Not specified yet. Teams should expect guidelines on:

- *PDF naming*
- *Board formatting*
- *Submission folders*

These will be shared before the deadline.

28. Where must the unique registration code appear on each board and file for anonymity?

Place it discreetly on each board and file, typically in the lower right/left corner. Do not include names or affiliations.

29. Are AR, smart technology, or interactive features required physically in the model or only suggested/conceptual?

These will be welcomed as value-added features. These can be conceptually representable.

30. Should the gateway include pedestrian access, walkways, or interactive/observation spaces, or is it intended as a visual landmark only?

Designs may propose viewing/observation decks, walkways and pedestrian walkways.

31. What are the specific weights or priorities for evaluation criteria: innovation, sustainability, user engagement, feasibility, and cultural symbolism?

Expected evaluation parameters include:

- *Design innovation & originality*
- *Symbolism*
- *Feasibility & scalability*
- *Sustainability*
- *User experience / interaction*

32. Will shortlisted or awarded entries get further opportunities for presentation, dialogue, or exhibition with the public or the jury?

Shortlisted proposals may be invited for jury interactions, public displays, or extended presentations.

33. Are there state-recommended practices/standards for mounting, printing, and board finish for the physical A1 boards?

Standard practices include:

- *Matte finish, foam-core or PVC mounting*
- *No team identifiers or lamination unless instructed*

34. Is the submission of a physical or digital model required, allowed, or prohibited?

Physical models are optional. Digital renders and 3D views are mandatory.

35. Is public pedestrian or vehicular access infrastructure a required part of the proposal?

Not mandatory, but public realm design integration is encouraged where relevant.

36. Who is the designated point of contact for all participant queries, and how frequently can clarifications be requested?

A designated email ID has been shared in the design brief for all clarifications. Queries will be compiled into periodic FAQs.

37. Is there a limit to the number of queries or clarifications that can be submitted before the official deadline?

No strict limit, but teams are encouraged to submit consolidated queries and refer to shared FAQs to avoid duplication.

38. What support is provided for teams with questions about the digital submission platform or technical upload issues?

A helpdesk/contact team will be available during the final submission window to resolve upload-related queries. The details will be shared through a mail along with submission guidelines/details.

39. Are there guidelines for referencing third-party visuals, data, or team affiliations within submitted files?

Yes.

- *Do not include team names or personal details*
- *Cite any external maps, graphics, or references used in an appendix or caption.*

40. How will post-submission questions, corrections (if needed), or clarifications be addressed by the authorities?

Corrections after the deadline are generally not allowed. Teams may be permitted to resubmit before the deadline in case of major upload errors, subject to jury discretion.

41. Is there a public FAQ or discussion board for participant queries to prevent redundant questions or share answers with everyone?

Yes. A consolidated FAQ will be issued periodically to ensure transparent, equal communication to all teams.