

Structure Plan

Executive Summary





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The findings of this plan are based on studies conducted during 2019-2021. All updates will be based on future studies and framework plan and will be incorporated in the next update of the plan. All detailed and updated data must be acquired directly through the concerned entity.

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1 Background

An aerial photograph of Dubai, United Arab Emirates, during sunset. The sky is a mix of orange, yellow, and blue. The city skyline is prominent, featuring numerous skyscrapers, with the Burj Khalifa being the tallest and most prominent on the right side. The foreground shows a mix of urban development, including roads, parking lots, and some greenery. The overall scene is a panoramic view of the city's growth and modern architecture.

“What worked for the past may not work for the future. What benefited us in the past twenty years may be not be useful for the next twenty. Time makes it imperative to change tools, renew institutions and tackle recessions. In the same way, the future compels us to have new blood, and restructure our culture and ideas to ensure that we achieve real changes over the coming period.”

H.H. Sheikh Mohammed bin Rashid Al Maktoum

Vice President and Prime Minister of the United Arab Emirates

Ruler of the Emirate of Dubai

1.1 Importance of the Plan

Dubai 2040, referred to as “the Plan”, is an integrated 20-year roadmap to achieve the urban development agenda.

Dubai 2040 will direct development in a coordinated manner through its structure plan approach, including strategies, principles, policy directions, and initiatives to serve as the guide to other lower-order plans.

The Plan is the government’s primary tool to harmonise the spatial initiatives in its renewed planning system.

It covers both Metropolitan Dubai and Hatta. The Plan celebrates the emirate’s rich history while setting an ambitious future-focused agenda by coordinating spatial development to improve Dubai’s environment, ease of business, housing choice, park provision and infrastructure efficiency.

This will place the Emirate on a path of sustainable, future-proofed growth as it prepares to double its residential population in the face of game changing environmental, technological and economic opportunities and to position Dubai as the world’s best city for living.



1.2 Dubai’s Planning History


Dubai’s planning history goes back 60 years to when the emirate was home to less than 50,000 residents living in just over 3km² of land by the creek.

Since then, the government has produced five urban plans to guide the emirate from its humble roots to the dynamic global city we know today.

Dubai 2040 is the sixth in the legacy of these visionary plans and comes at a critical time.

The Plan builds on the DNA of the previous plans and paints a confident future. It sets the guide to align the authority and developer master plans to help increase the Emirates’ overall competitiveness.

A Legacy of Urban Plans

<p>1960 Dubai Master Plan</p> 	<p>Population 40,000</p>	<p>Built area 3.2km²</p>
<p>1971 Dubai Master Plan</p> 	<p>Population 80,000</p>	<p>Zoned area 80km²</p>
<p>1985 Dubai Structural Plan</p> 	<p>Population 370,000</p>	<p>Urban area 367km²</p>
<p>1995 Dubai Urban Area Structure Plan</p> 	<p>Population 674,000</p>	<p>Urban area 1,035km²</p>
<p>2012 Dubai 2020 Structure Plan</p> 	<p>Population 1,905,000</p>	<p>Urban area 1,335km²</p>

Note:

Urban Area: The Urban area is one of 4 development zones that has been identified for Dubai. This extends from Dubai’s coastline to E611, and represents the focussed area within which future development is planned.

Zoned Area: The Zoned area is any piece of land that has been prescribed a land use on the government’s planning system.

Built Area: The built area of Dubai, is the physically constructed footprint of the Emirate. This includes the low rise and multistory buildings, formal public parks and any civil infrastructure associated with it.

1.3 Dubai 2040 Vision

Dubai, the best city for living

As the emirate’s spatial roadmap for the next twenty years, the Plan advances prosperity, sustainability and cohesiveness through a people centric approach.

It adopts holistic spatial strategies to enhance livability by creating a visionary framework to guide planning. It details the core objectives intended to promote environmental, social and economic well-being.



1.4 The Dubai 2040 Planning Process

The plan-making process was guided by a Higher Committee that comprised the following members:

- Director General and Chairman of The Board Of Executive Directors of the Roads and Transport (RTA)
- Secretary General of The Executive Council (TEC)
- Assistant Secretary General of The Executive Council (TEC)
- Director General of Dubai Municipality (DM)
- Managing Director and CEO of the Dubai Electricity and Water Authority (DEWA)
- Chief of Dubai Police
- Director General of Dubai Land Department (DLD)
- Chairman of the Ports, Customs and Freezone Corporation (PCFC)
- Director General of Dubai Development Authority (DDA)
- Director General of Mohammed Bin Rashid Housing Establishment (MBRHE)

The plan-making process involved a number of workshops, face-to-face interviews, focus group meetings and site visits reaching out to over 56 public and private sector stakeholders.

The Plan was developed in five phases over a 22-month period:

Phase 1 Baseline review: A comprehensive, multi-disciplinary analysis of the key issues and opportunities facing Dubai’s built, social and economic environments.

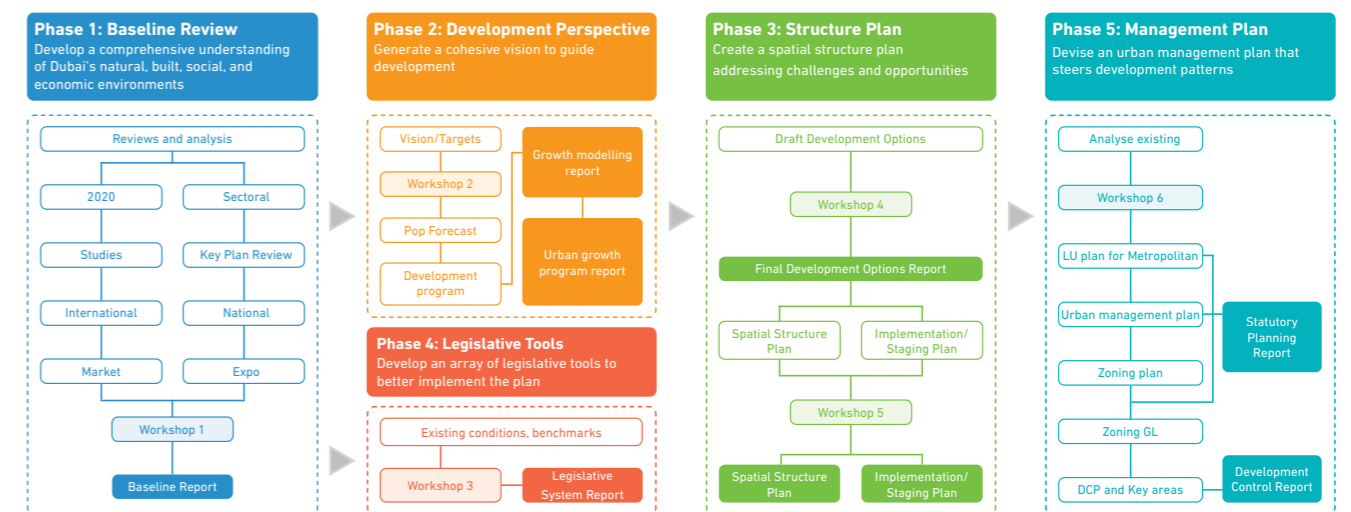
Phase 2 Development perspective: A cohesive vision to guide the emirate’s future growth supported by a 20-year population and employment forecast. The forecast led to the land and floorspace requirements for housing, employment, open space and community facilities.

Phase 3 Spatial Structure Plan: Development of the preferred 20-year Emirate’s structure plan after assessing alternatives based on social, economic, environmental, infrastructure and planning considerations.

The structure plan was supplemented by topic-specific thematic plans, a comprehensive policy framework and an implementation roadmap.

Phase 4 Legislative tools: A refreshed planning governance system ratified by law to ensure the compliance within the planning system and smooth implementation.

Phase 5 Management plan: Zoning controls and guidance to coordinate and implement the plans and policies set out in Phase 3.



Project highlights

- 22 months
- 173 meetings
- 7 workshops
- 14 focus groups
- 95 decisions
- 5 international experts
- 56 stakeholders
- 18 benchmark cities
- 78 agencies involved

Project partners

Government partners:

- المجلس التنفيذي (The Executive Council)
- بلدية دبي (Dubai Municipality)
- مجلس دبي للتطوير (Dubai Development Authority)
- مؤسسة محمد بن راشد آل مكتوم (Mohammed Bin Rashid Holding Ltd)
- شرطة دبي (Dubai Police)
- تراخيص (Trakhees)
- +48 government authorities/committees/private sector

Public engagement:

- 3 public Surveys
- Application "How you see it 2040"

2 Dubai Today

“
The Plan has been prepared at a critical time in the **region’s development** and Dubai is committed to play its part responsibly.
”

2.1 Dubai’s Current Position

The Plan comes at a critical time for the region.

The 2008 global economic crisis and the 2020 pandemic has meant that a return to the urban growth model of previous decades is not expected nor should it be considered reasonable for cities around the world.

In addition to this, the current technological, economic and societal shifts dramatically change the way people work, live, travel and recreate.

Dubai’s transformation into a major global city has shone a spotlight on its ability to develop rapidly. However, the next phase of growth will need to be sensitive and pragmatic.

The emirate will play its part in helping address the critical developmental, economic and environmental challenges that face the region to ensure a better place for successive generations.

While the Plan responds to the short-term priorities for economic recovery, it also sets out robust pathways towards longer term livability.

It achieves this by rationalising the legacy of existing and ongoing commitments by prioritising projects that are most relevant to Dubai’s economic, environmental and social prosperity.

Dubai’s achievements

Rankings



Best Cities Index
Regionally #1
Globally #5/100
2022



Global Livability Index
Regional frontrunner
Globally #79/173
2022



Global Cities
Regionally #1
Globally #23/156
2021



Global Power Cities Index
Regionally #1
Globally #11/48
2022

Key global trends

City competitiveness

As urbanisation continues, cities and not countries will compete. This makes it imperative for Dubai to provide a wide range of economic opportunities and a high standard of living for prospective firms and residents.

Demographic and social change

Dubai is in a unique position to harness opportunities from global population growth. The emirate must adopt innovative development and social policies that cater to the needs of the elderly, children, and people with determination.

Technological innovation

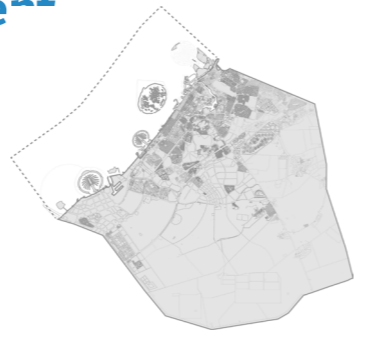
Changes in artificial intelligence, big data and mobility will affect how people live, work and travel. Dubai must remain at the forefront of technological innovation and merge this with its social agenda.

Climate change and resource scarcity

While accepting its local environmental context, Dubai must find ways to enhance access to fresh air, water and open space. It will need to support and incentivise ways of developing in ways that are adaptive to its desert climate and mitigates carbon emissions.

2.2 Key Considerations for Future Development

Dubai Metropolitan Area



Reduce sprawl, increase density and land use mix

Provide opportunities to increase density and land use mix to reduce automobile dependency and separated residents from key amenities in these low density communities.



Increase environmental resilience

Dubai should adapt its built environment to positively respond to climate change, accelerate its net-zero plans through sustainable resource use, and green space provision.



Percentage of population

Increase the use of key existing infrastructure in the urban areas.



Coordinated governance

Provide a seamless, proactive, and an integrated urban planning system to promote consistency and coordination for the public and private sector.



Balance land use supply

Meet the future area demands with flexible approaches to regeneration such as zoning and flexible built space that addresses the emirate's economic ambitions.

Hatta



His Highness has identified Hatta as the emirate's highlands. It is one of the most important communities due to its unique environmental and cultural assets, and its potential for a variety of sustainable economic development opportunities.

Meet National housing requirements sustainably

The existing land in Hatta must be designed in harmony with its surroundings to deliver unique citizen housing.

Increase environmental resilience

Incorporate new ideas and design techniques such as biophilia and green infrastructure to help deliver the emirate's new environmental goals.

Integrate development with nature

Preserve Hatta's rural character, the agricultural farms and its natural assets by showcasing them in the new developments.

Enhanced economies

Leverage Hatta's cultural and natural dimensions when thinking of growth and opportunities for the local people.



2.3 Key Opportunities

Dubai Metropolitan Area



The Plan has identified the following key spatial opportunities:

- Leverage Dubai's diverse population and economy to create a unique, people-focused sense of place.
- Expand natural conservation areas, create urban-rural natural connectors, and increase urban green space to enhance environmental sustainability.
- Capitalise on existing development to create a connected hierarchy of centres, bringing residents closer to where they work, shop and recreate.
- Promote infill development and maximise public transit investments, to maximise the efficiency of existing and planned infrastructure.
- Expand affordable housing options and regenerate aging residential communities.

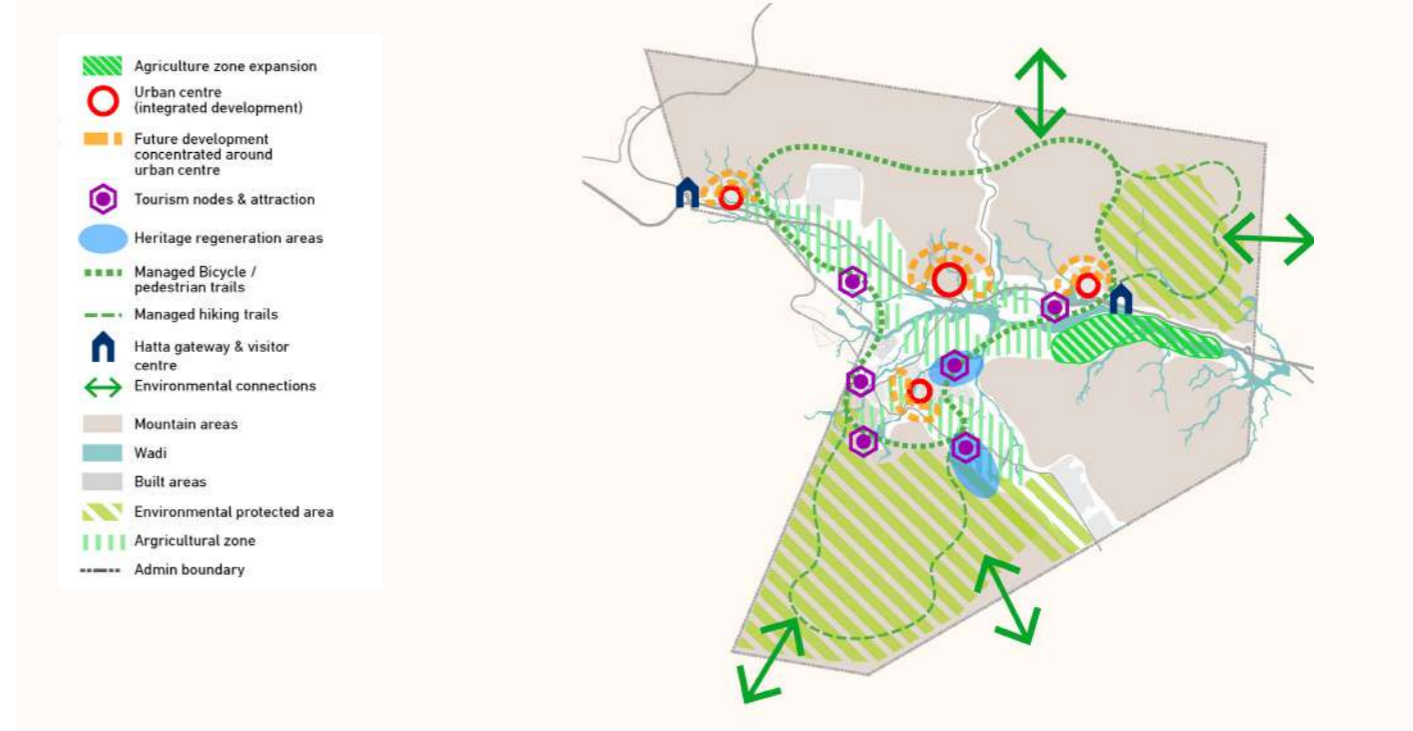
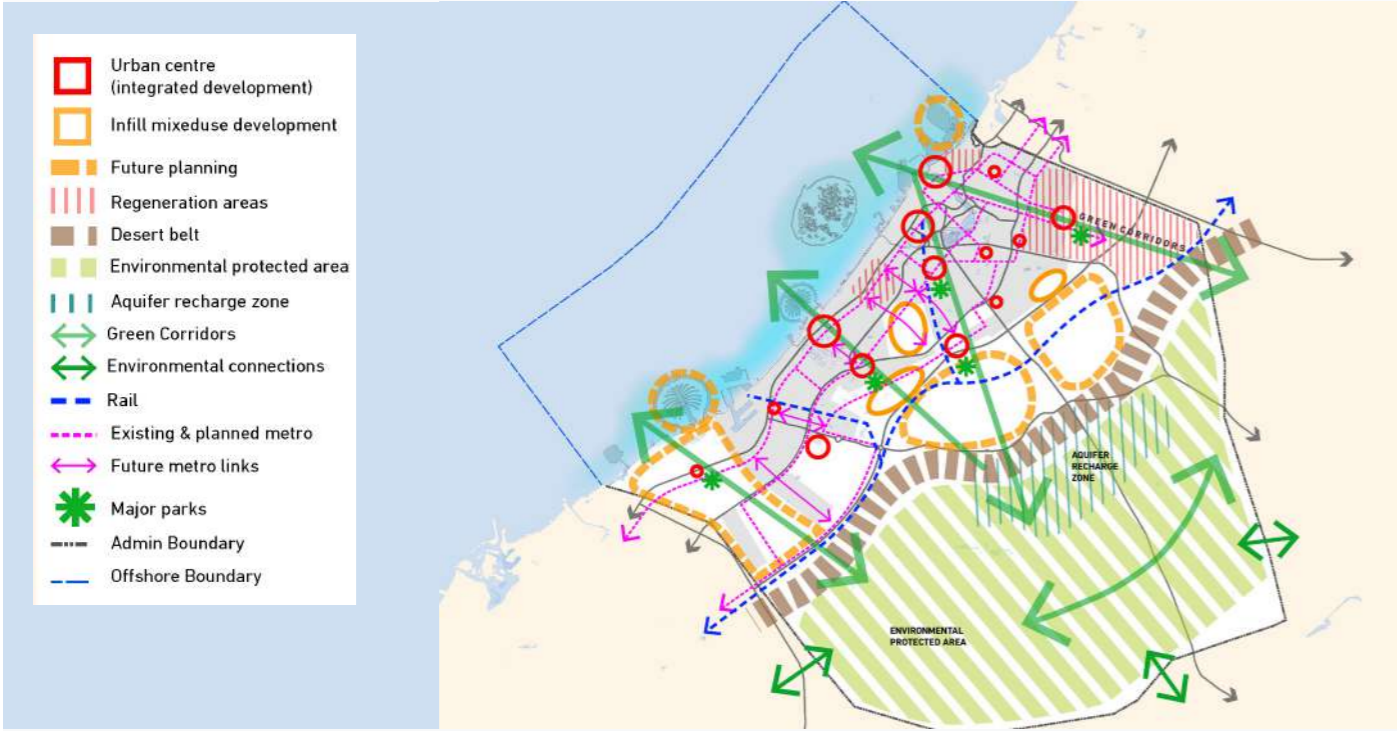
Hatta



With careful planning, Hatta can remain a sanctuary for key environmental resources and an exemplar of the emirate's unique heritage and critical agricultural assets which will retain residents and attract visitors.

Hatta's vitality can be enhanced through economic diversification, keeping in mind the need to balance the environmental considerations.

Hatta has the potential to consolidate its growth, protect its conservation sites, execute flood resiliency strategies and support sustainable waste management.



3 Growth Prospective

“ The Plan provides a preliminary forecast for Dubai’s growth over the next twenty years keeping in mind the socio-economic conditions. ”

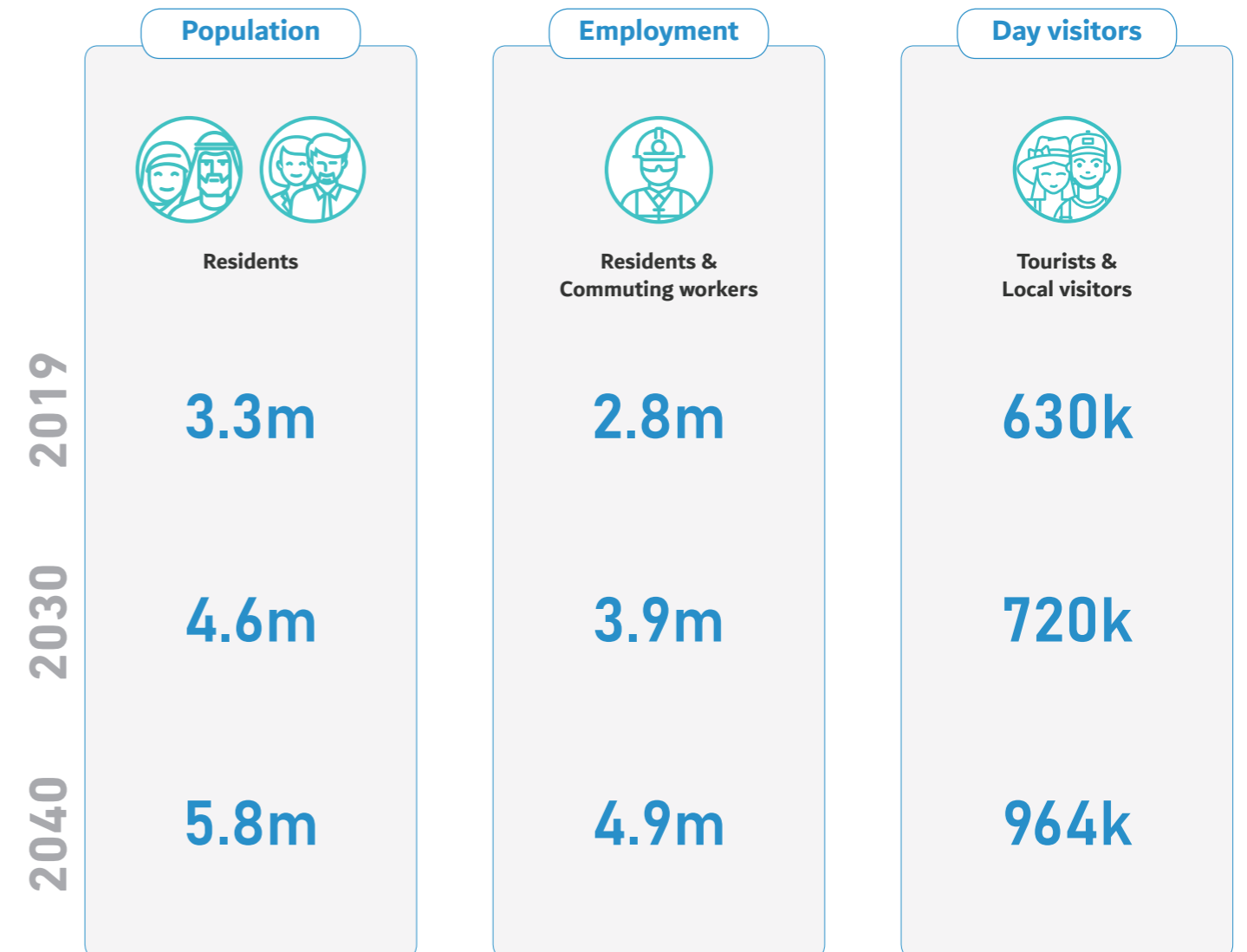
3.1 Population Growth

The Plan provides a detailed residents, employment and visitor population forecast to estimate the amount of land and floorspace required over the next twenty years.

Dubai’s overall population growth is expected to remain highly responsive to Dubai’s economic and social initiatives. The emirate’s residential population is forecasted to increase by almost 75 percent over the next two decades to reach 5.8 million. Resident and commuting workers are also expected to increase by 75 percent to reach 4.9 million.

Most of the employment will be driven by growth in the high-tech and knowledge-focused sectors, increasing the land requirement to serve these emerging economic sectors.

Daily visitors to the emirate is expected to grow by 53 percent driven by Dubai’s continued position as a global aviation and tourism hub, creating a significant demand for additional hospitality services.



3.2 Estimated Land and Floorspace Requirements

The estimated land and floorspace requirements were derived from the future trends and emirate's development vision and its impact on the population forecast.

While the requirements are significant, they do not exceed the quantum of unbuilt land previously allocated for future development, increasing our opportunity for sustainable development.

These requirements present the need to adequately stage and manage future growth. This will mean new opportunities as we strengthen our existing partnership while exploring new innovative ways to refocus our development plans in the unbuilt areas and the need for additional open space and land for future-focused industries.



4 Building Blocks of the Plan

“
The Plan's vision is directed by the emirate's leadership to position Dubai as the world's best city for living.
”



4.1 The Vision Framework and Strategy Themes

The Plan's vision is directed by the emirate's leadership to position Dubai as the world's best city for living. A vision framework supports this ambition, outlining a series of strategy themes, principles, policy directions and indicators to support the development and implementation of the Plan.

This framework provides stakeholders with the ability to respond to unforeseen changes flexibly without compromising on the Plan's aims. The holistic framework is based on a multi-disciplinary approach, that encourages buy-in from key public and private sector stakeholders.

Vision framework



Strategy themes



Conservation

Celebrate Dubai's built and natural environment

- Celebrate and conserve heritage assets
- Recognise and protect natural areas
- Promote arts and culture



People-centricity

Prioritise people

- Quality places that support well-being
- Complete communities
- Transit-, cycle- and pedestrian-focused places



Business friendliness

Enhance supply of & access to employment land

- Flexible land supply
- Easy access to employment land
- Enhanced competitiveness
- Attracting highly skillful residents



Efficiency

Optimise resources and maintain quality of experience

- Centres-first compact growth
- Optimised land use mix
- Integrated infrastructure
- Leverage existing infrastructure



Choice

Offer options and embrace diversity

- Diverse, affordable housing
- Mixed-use centres
- Multi-modal mobility access



Sustainability

Ensure environmental quality & resilience

- Climate-resilient built & natural environment
- Ecological management
- Sustainable infrastructure



Collaboration

Work together across public & private sectors

- Information and capability sharing
- Mutual spatial priorities
- Coordinated implementation

4.2 Spatial Directions

A set of spatial directions provide the foundational basis to the Plan, ensuring that the Plan responds positively to the Emirate's current and planned growth. These directions mobilise the Plan's vision and strategy themes, address core challenges and capitalise on the opportunities identified in the baseline analysis.

While these directions address many of the trends and issues that Dubai faces over the next 20 years, they are also designed to serve the Plan beyond this period, creating a sustainable development trajectory that will benefit both current and future generations.



Historic relationships

Dubai's historic core and existing centres remain focal points for employment, retail, culture and recreation; while heritage area boundaries are respected.



Marine, coastal & inland waterway uses

A moratorium is set on additional offshore reclamation, the scale of future coastal/ creekside development is limited and open space connections are enhanced along the shore and creek.



Natural conservation areas (NCA)

Protect the existing conservation areas, identifying additional areas with high ecological values as potential expansion of the existing reserves.



Rural areas

Greenfield growth outside the urban area is discouraged, rural centres are enhanced sustainably to provide access to essential services and future agricultural development aligns with the location of the rural centres.



Centres

New centres are proposed to enhance the city's current polycentric form. Centres are mixed-use areas that focus services, employment and leisure opportunities with access to public transit. Future growth areas are supplemented by access to centres, and areas around existing centres are consolidated and densified.



Transects

Densities peak at Dubai's centres, and decrease between centres, allowing for the insertion of green corridors.



Infrastructure

Major existing and planned infrastructure remains unchanged and growth areas maximise any existing excess utility capacity, where possible.

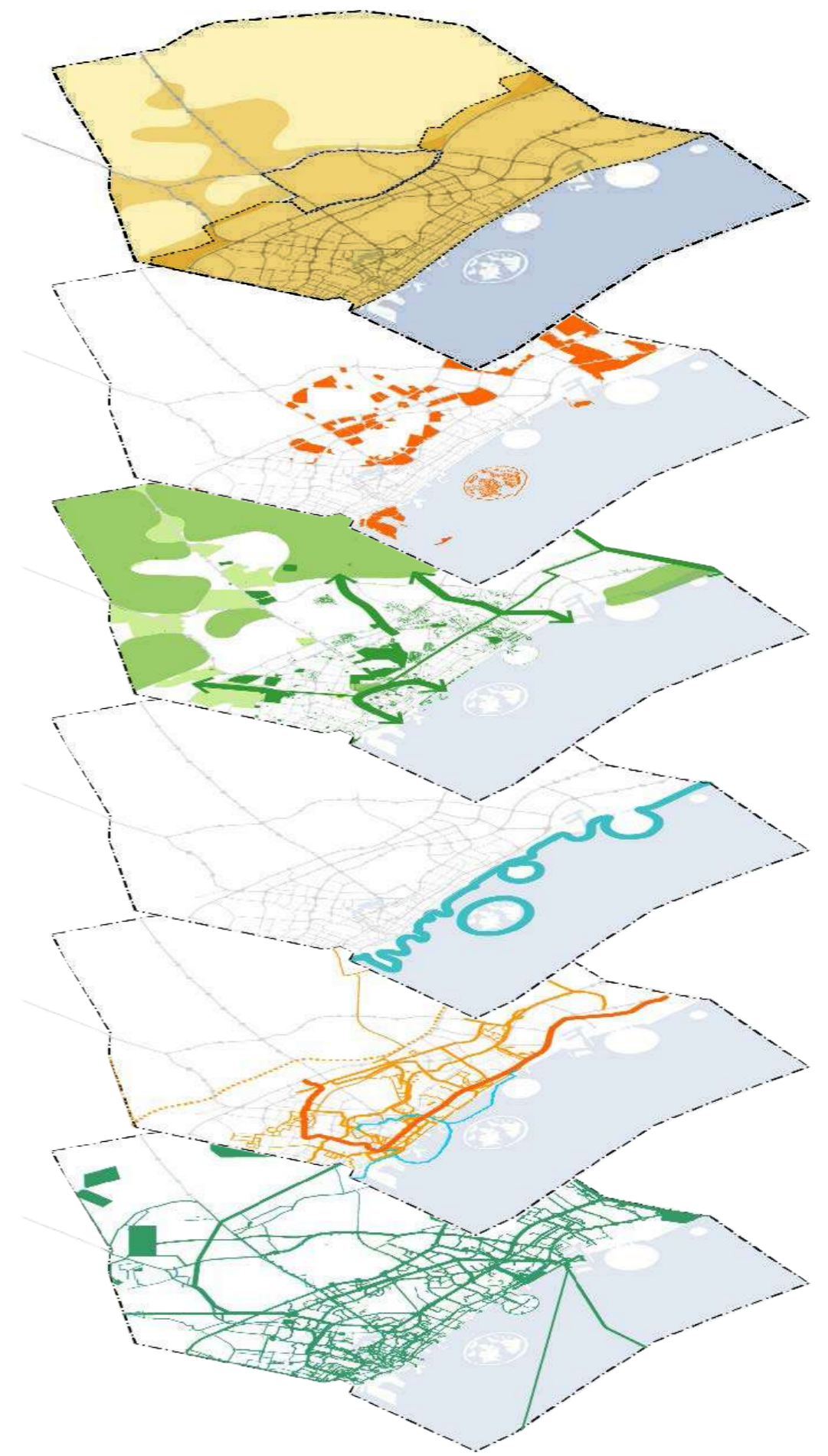


Staging

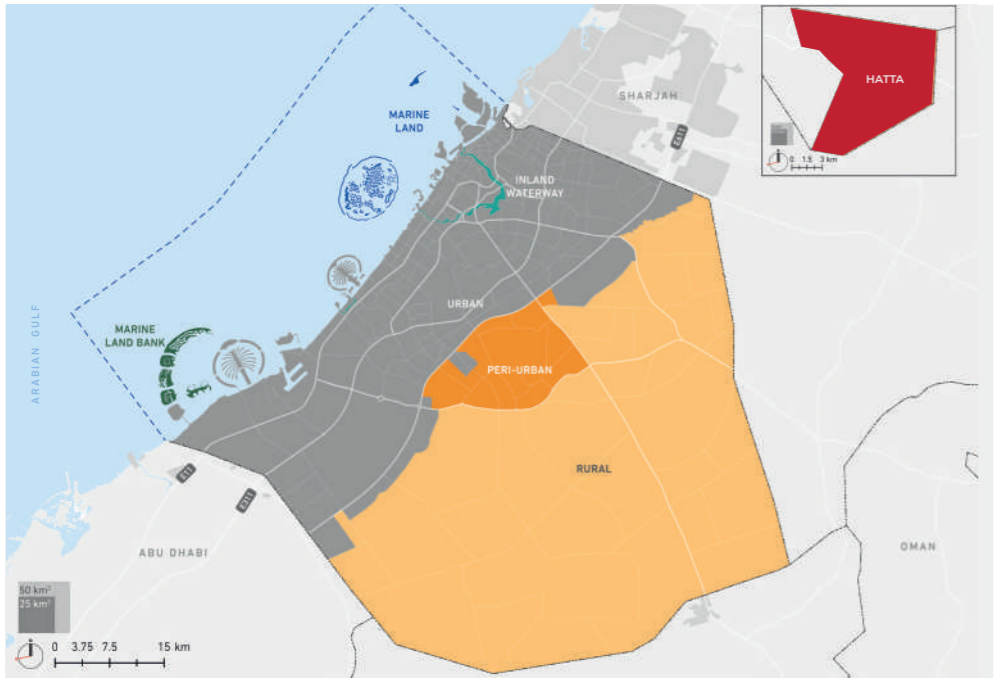
Growth areas conform with major project boundaries to align with developer requirements. Development is staged to provide resilience to potential growth trajectory shifts and areas are land-banked to accommodate growth beyond 2040.

4.3 Spatial Policies

- Structure, land use and built form**
 - 01 Define urban, peri-urban, rural, marine and coastal areas
 - 02 Protect and enhance rural, desert, and mountain wilderness areas
 - 03 Establish high-quality design guidelines
- Housing**
 - 04 Provide national housing choice
 - 05 Promote affordable housing
 - 06 Establish safe, high-quality worker housing
- Employment**
 - 07 Improve access to local and on-street retail
 - 08 Promote high-tech, innovation and STEAM clusters/corridors
 - 09 Support industrial, production and processing sectors
- Community facilities**
 - 10 Co-locate community facilities within a hierarchy of centres
 - 11 Provide access to health, safety, security and emergency services
- Heritage, arts and culture**
 - 12 Develop arts and cultural spaces, venues and districts
 - 13 Preserve and leverage Dubai's historic and modern built heritage
- Environment and open space**
 - 14 Improve environmental quality: air, water, noise and UHI
 - 15 Enhance stormwater/ floodplain management
 - 16 Protect natural conservation areas and develop ecological corridors
 - 17 Provide a high-quality parks and recreation system
 - 18 Increase food security with urban agriculture and food production
 - 19 Preserve and enhance waterfronts, inland lakes and waterways
- Mobility and access**
 - 20 Prioritise centres-focused, transit-oriented development
 - 21 Promote sustainably-oriented travel behaviour
 - 22 Integrate land use and transport
 - 23 Future-proof mobility systems
 - 24 Promote safe, active mobility-friendly streets
 - 25 Facilitate efficient and sustainable freight management
- Utilities**
 - 26 Develop integrated RoWs and corridor management systems
 - 27 Enhance solid waste management systems
 - 28 Establish sustainable, energy-efficient management systems
 - 29 Promote a sustainable water management system
 - 30 Integrate telecommunication corridors
 - 31 Improve Dubai's natural gas system
 - 32 Provide a cost-effective and sustainable district cooling strategy
- Governance**
 - 33 Establish an integrated geospatial data platform
 - 34 Provide value capture and fees for urban investments and rezoned/ reallocated land



4.4 Land Development



2020 Urban Area
Current
3.3m pop.
2,500 Pop/km²

2040 Urban Area
Additional
5.8m pop.
4,200 Pop/km²

URBAN	1,491 km ²	
PERI-URBAN	206 km ²	
RURAL	2,216 km ²	TOTAL METROPOLITAN LAND
		3,913km²
HATTA (RURAL)	129 km ²	TOTAL METROPOLITAN LAND+HATTA
		4,042km²
MARINE LAND	15 km ²	
TOTAL EMIRATE LAND (metropolitan land+hatta+marine land)	4,057 km²	
MARINE LAND BANK	16 km ²	TOTAL MARINE AREA

Note: Any new development outside the urban area is not permitted unless it has shown full compliance with the requirements of the Dubai 2040 Plan.

The Plan classifies the emirate into four geographic areas to manage growth sustainably and to conserve the environment. Each area is guided by specific parameters and policies .

Urban area: This is where most of the existing development and all future growth is going to be contained. Through this approach, the Plan will increase Dubai's population density by 68 percent over the next two decades

Peri-urban area: The area between the urban and rural area. This area prioritises low to medium density and is scheduled to become mixed-use for future development.

Rural area: The area outside the urban and peri-urban areas that is mostly undeveloped wilderness, natural conservation areas, agriculture and rural settlements. New development is not permitted unless it has shown full compliance with the requirements of the Dubai 2040 Plan.

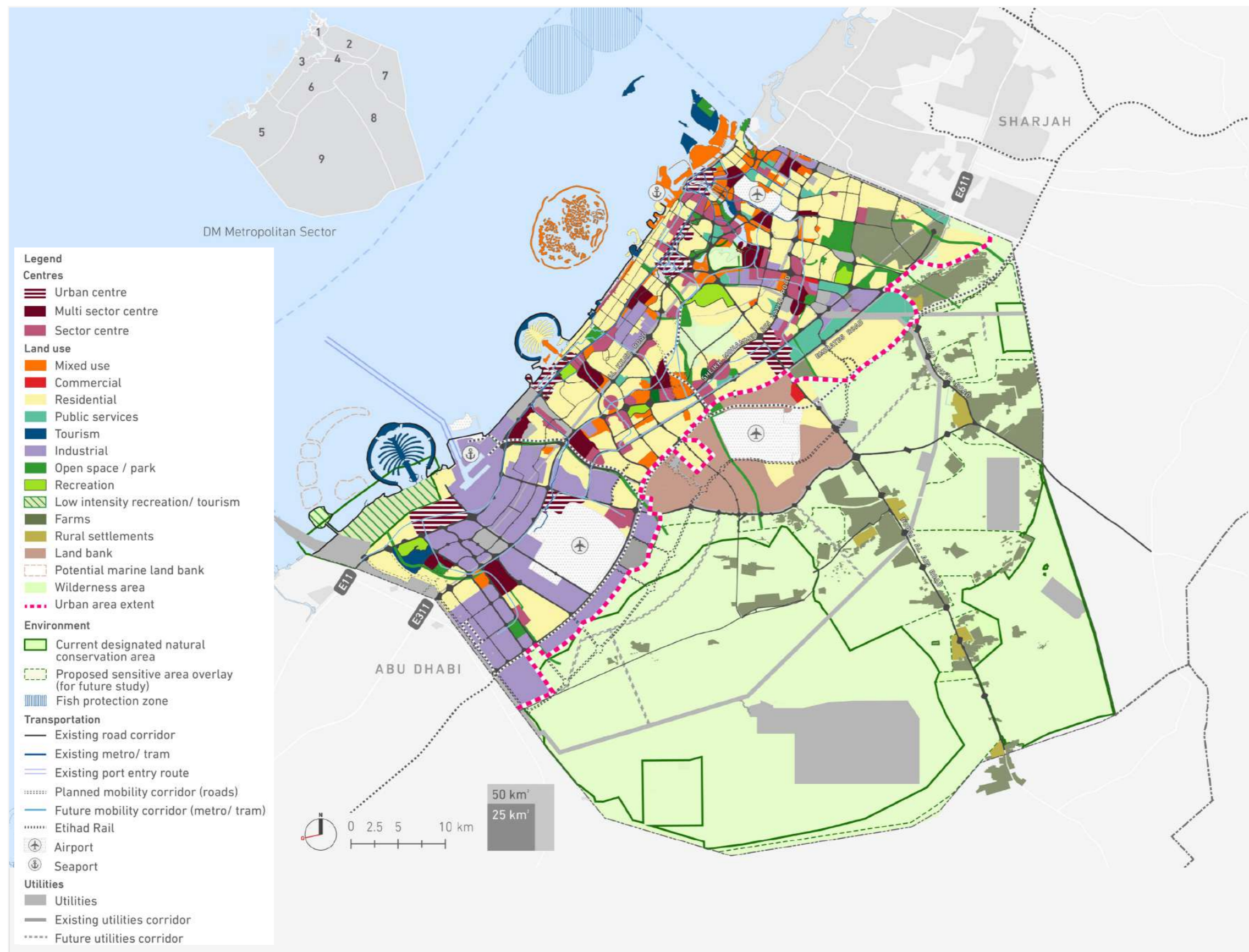
Marine land: Dubai's territorial waters, which extends up to 12 nautical miles off the coast. This includes artificial islands and a marine land bank which currently sits underwater but can be rapidly reclaimed if needed. Further development or reclamation is not permitted in the marine area until key environmental studies and review processes are completed.



5 The Structure Plan 2040

Dubai Metropolitan Area

5.1 Spatial Structure



The 2040 structure plan embodies the strategy themes, spatial directions, sustainable growth principles, and integrates the highest-performing components of each of the spatial options. In particular, the Plan is shaped by the following central components:

Centres hierarchy: The Plan establishes a people-centric hierarchy of centres, with each tier of centre providing a range of employment opportunities, essential services and other key amenities. This hierarchy is anchored around six urban centres, which provide the highest concentration of jobs and city-serving services. Three of these locations currently exist (Deira/ Bur Dubai, Downtown/Sheikh Zayed Road, Marina), two will be developed to 2040 (Silicon Oasis, District 2020) while one will be earmarked for development beyond 2040 (Jebel Ali).

Transit-oriented development: Future growth is prioritised at centres served by public transport, maximising the number of residents, jobs and amenities in their vicinity. The centres will be developed around transit stations, intensifying density and positioning stations where appropriate.

Geographic areas: The Plan classifies the emirate into four distinct development areas to manage growth sustainably and conserve the environment.

Terrestrial and marine environments: The Plan proposes large expansions to existing natural conservation areas, while unzoned land in the rural area is designated as wilderness, precluding future development.

Land bank: To ensure that future growth aligns with demand, the Plan sets out the 2040 development footprint. Land outside this urban footprint is designated as land bank, which can only be developed once development opportunities within the 2040 footprint are exhausted. The peri-urban area which lies adjacent to the urban area extent, comprises a large portion of the proposed land bank.

Utilities: Sustainable utility provision is promoted through the land allocation for renewable energy production, local-level intervention such as green infrastructure and a groundwater protection area that covers Dubai's primary aquifer.

5.2 Centres

Centres are mixed-use areas that focus services, employment and leisure opportunities in concentrated areas. They function as the key building blocks of the Plan's spatial structure.

This approach will bring residents closer to the places where they work and shop. It also helps maximise the utility of public transport investments and minimises sprawl by consolidating development. The Plan proposes a hierarchy of centres:

- Higher-order centres (Urban centres, Multi-sector centres, sector centres) that accommodate a wide range of city-serving activities, higher residential density, and a higher percentage of employment to residential uses to bring residents more closer to jobs
- District community, and neighbourhood centres which cater to the everyday needs of residents in the immediate vicinity.

These centres are positioned as the foci for future development, serving as priority locations for densification, enhanced facility, access and public transit allocation

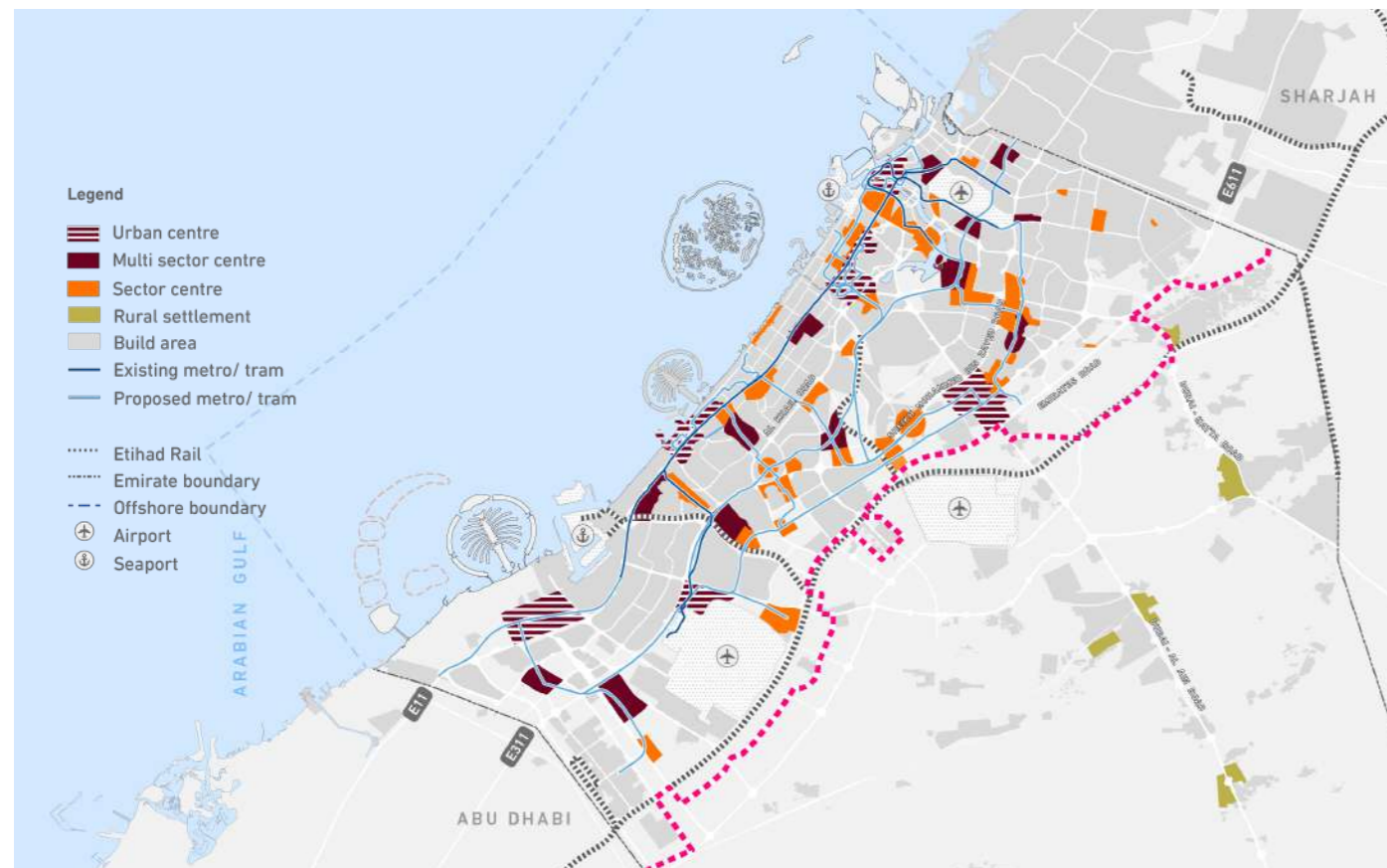
The Plan identifies urban, multi-sector and sector centres as the three highest orders in the proposed hierarchy.

Lower-order centres will be defined through future planning efforts and also include the rural centres.

Centres serve as an integral component of the Plan's transit-oriented development approach. Under this, centres are prioritised around the Plan's public transit alignment, maximising access to jobs, housing and services.

Centre Hierarchy	Count
Urban centres	
- Upto 2040	5
- Beyond 2040	1
Multi-sector centre	13
Sector centre	40
Rural centre	5

Note: District, Community and Neighbourhood centres will be identified on the detailed master planning level to support the creation of 20-minute access to key community facilities.



5.3 People Centric Design Approach

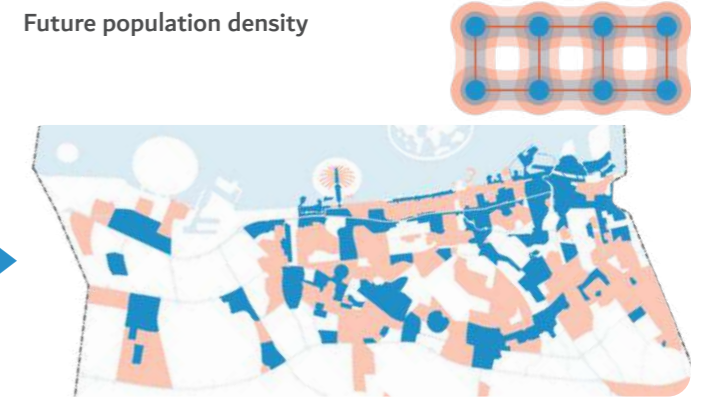
The Plan adopts a people centric planning and design approach across various dimensions which will be complemented by the different sectoral strategies.

Current population density



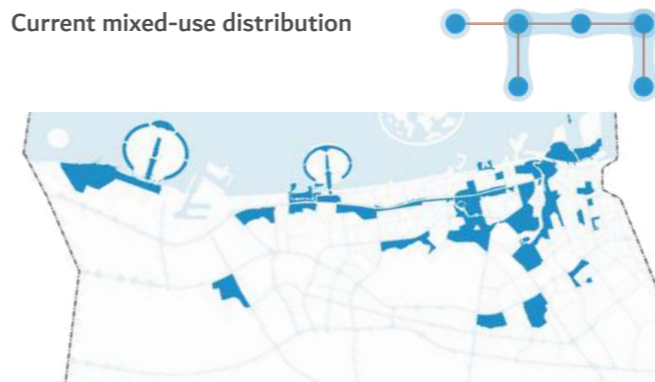
The current population density is distributed unevenly creating a fragmented urban system.

Future population density



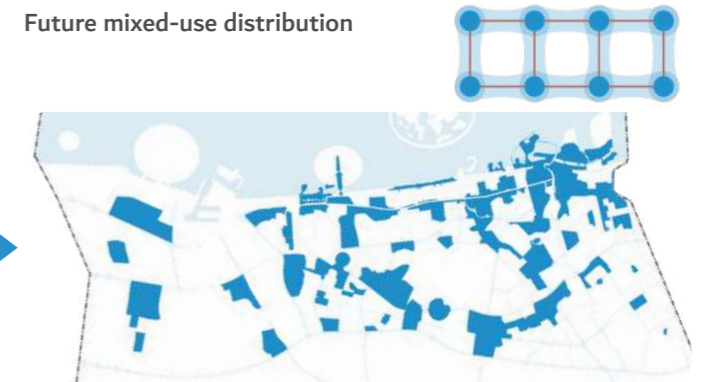
The future population density will be distributed and densified at the different Centres to support pedestrian friendly vibrant streets and utilise existing infrastructure more efficiently.

Current mixed-use distribution



The current mixed use development areas are disjointed and do not create a cohesive urban fabric.

Future mixed-use distribution



The future distribution of mixed use development areas will focus on creating active ground floor uses and increased open and green spaces.

5.4 Housing

Current State

Dubai's housing landscape is varied, reflecting the diverse lifestyles and backgrounds that shape the city's demographic makeup. In general, Dubai's housing landscape is characterized by the following components:

- Housing densities, particularly near transit stations are inconsistent.
- While some locations maximise the value of transit proximity, others remain very low density. For example:
 - There are mid to high density apartments close to Dubai's established centres such as Bur Dubai and Deira.
 - Newer centres are predominantly high-rise.
 - Density outside the centres are low-rise and low density. These are mostly low-density villa communities, although some have been developed as high-rise areas without transit access.
- Many new developments are only partially developed, creating sprawl and decreasing infrastructure efficiency.
- Rural housing is primarily characterised by large homes within or near agricultural parcels.
- Most labour accommodation is built within or next to industrial areas, usually lacking mass transit access or commercial amenities.
- Many residents are considered "housing vulnerable" as they spend 30 percent or more of their income on housing-related costs. Singles and families not provided with employer accommodation and earning less than AED 5,000 and 10,000 per month respectively, are considered vulnerable and require affordable housing assistance.
- The estimated number of housing units that are required by 2040 will be determined based on the results of the Affordable Housing Framework.

Future State and Goals

The Plan aims to create a sustainable supply of housing to meet the population's diverse demands through new housing typologies through various methods. In particular it:

- Focuses on delivery: Prioritises housing within designated growth areas, particularly within and close to centres.
- Manages supply: Ensures that the supply of housing is aligned to the demand, and the growth is staged to ensure that the pipeline meets the population growth forecasts.
- Offers diversity: Promotes the addition of new housing typologies, to serve Dubai's diverse population based on anticipating future needs and trends.
- Enhances affordability and choice: Diversifies the range of affordable options available to singles, providing individuals with high-quality, reasonably-priced housing.
- Supports complete communities: Highlights the need to ensure families and singles have access to a full array of amenity and open space opportunities along with their homes.
- Provides affordable housing options and allocates staff housing near centres.

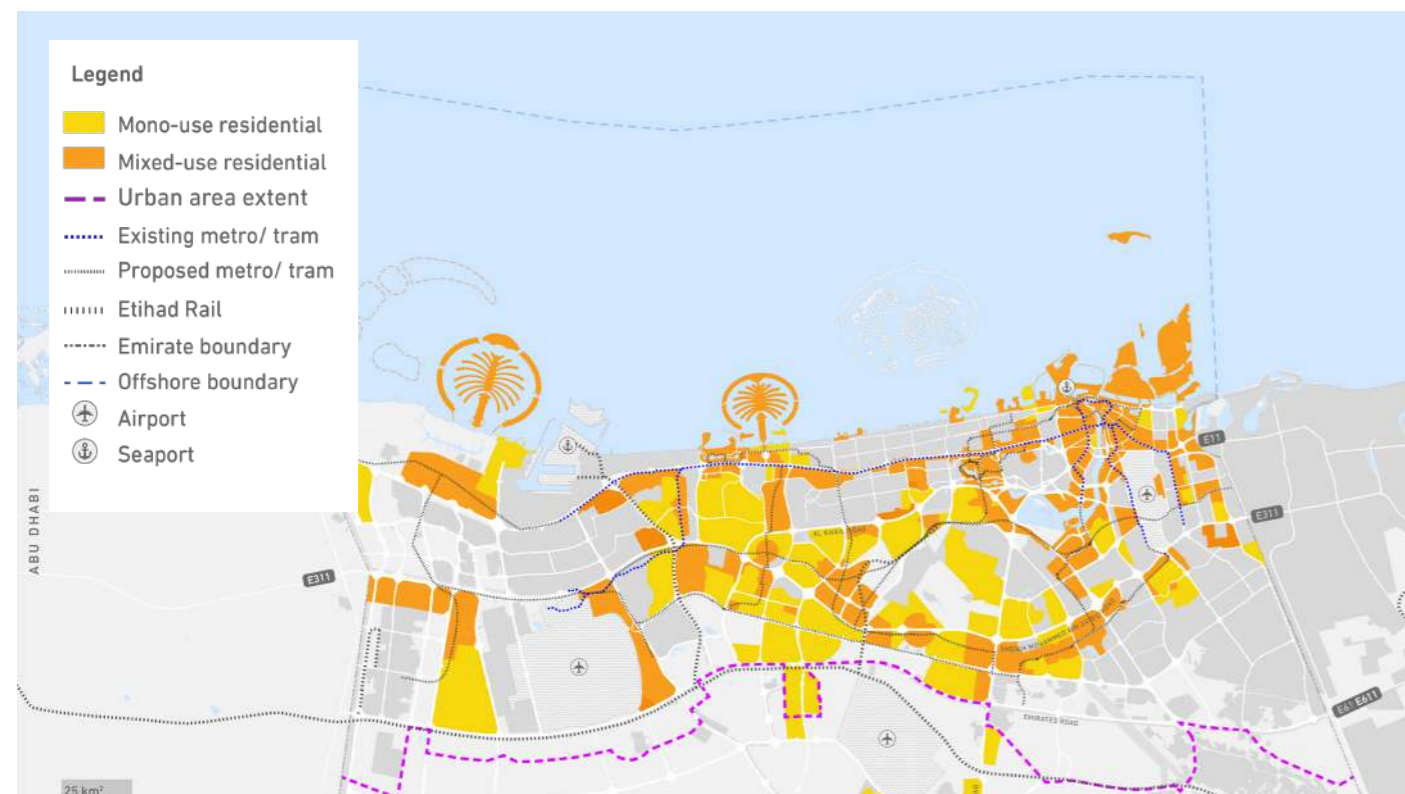
Affordable Housing Approach

Spatial allocation and distribution

- The Plan promotes affordable and low-income housing provision within existing and future hierarchy of centres, allowing residents with high-quality access to jobs, amenities and public transit access.
- Areas where high levels of demand for affordable housing currently exist (e.g., overcrowded areas in the historic core), are prioritised to ensure provision closer to employment, transit and other key amenities.

Typology and choice

- Additional housing typologies are supported within the housing market to support cost reduction.
- Building standards specific to affordable housing are recommended, to help reduce the cost of construction for developers and to pass on the savings to residents.



5.5 Employment

Office

The Plan seeks to guide commercial land use planning in a direction that brings residents closer to jobs and daily goods and services. Additionally, the spatial growth of these sectors will reflect demand, preventing over-development.

- The vast majority of future office development will be allocated in centres, enhancing integration and connectivity between residential and employment locations where office clusters will be connected to neighbouring residential areas through soft mobility connections.
- Most offices will be concentrated within walking distance of tier 1 and 2 transit stations, reducing automobile dependency for work-related trips and mitigating peak-hour congestion.
- In conjunction with the Plan's industrial strategy, high-tech facilities will combine office and low-impact production uses.

Retail

Due to its status as a global shopping destination, Dubai features a high per-capita supply of retail space, catering to residents and visitors alike. However, the rise of e-commerce has impacted the brick-and-mortar approach.

The Plan proposes to manage the retail supply sustainably, balancing the changing requirements while ensuring that residents are within close reach of daily goods and services:

- Street retail will comprise the focus of future development, especially in centres.
- All residents will be within a short walk or cycle trip of essential retail services.
- To facilitate convenient access to retail, land use controls allow for a limited amount of retail allocation previously zoned as single-use residential.
- Future mall development is not recommended beyond current commitments.

Hospitality

Dubai's tourist economy is expected to remain a major driver of future growth, backed by a forecast of 25 million annual visitors by 2040.

The Plan balances this significant demand with an increased focus on sustainability and environmental stewardship, ensuring future developments mitigate their ecological impacts.

The Plan manages hospitality growth through the following by doing the following:

- Allocate most future hospitality land in centres, providing visitors with easy access to transit and major points of interest
- Create several tourism zones throughout the city, including a tourism corridor along the coast. The corridor will be bolstered by public realm improvements, active travel links, public transit connections and the creation of heritage and cultural zones as well
- Link the Dubai Harbour and Mina Rashid cruise terminals with nearby hotels and retail, facilitating mixed-use, hospitality-focused districts
- Limit the allocation of large-footprint resorts in environmentally-sensitive areas; and allocate low-impact, sustainably-focused hotels along the creek and coast

Industrial

Dubai's industrial development is a key facet of the Plan. It reflects Dubai's position as a key logistics hub and bolsters the emirate's economic growth strategy by focusing on STEAM and future-focused production sectors.

While the Plan emphasises the integral role of future industrial development, it also recognises the opportunities the city has in optimising its current industrial landscape.

The following components shape the Plan's approach to industrial and logistics uses:

- Position the southern emirate as a multi-modal logistics and production hub, capitalising on its connections with Al Maktoum Airport, Jebel Ali Port and Etihad Rail. Additionally, the Plan allocates an advanced production zone in the northeast, linking the tech-focused Silicon Oasis urban centre
- Identifies several transit-accessible industrial districts in the urban core as mixed-use regeneration districts through holistic redevelopment schemes. To incentivise development, the Plan recommends developing comprehensive local area frameworks for these areas to enhance public realm, pedestrian connections, mix of use and open space provision
- Maintains other existing city-serving industrial sites near the urban core
- Promotes affordable and labour housing provision near industrial sites



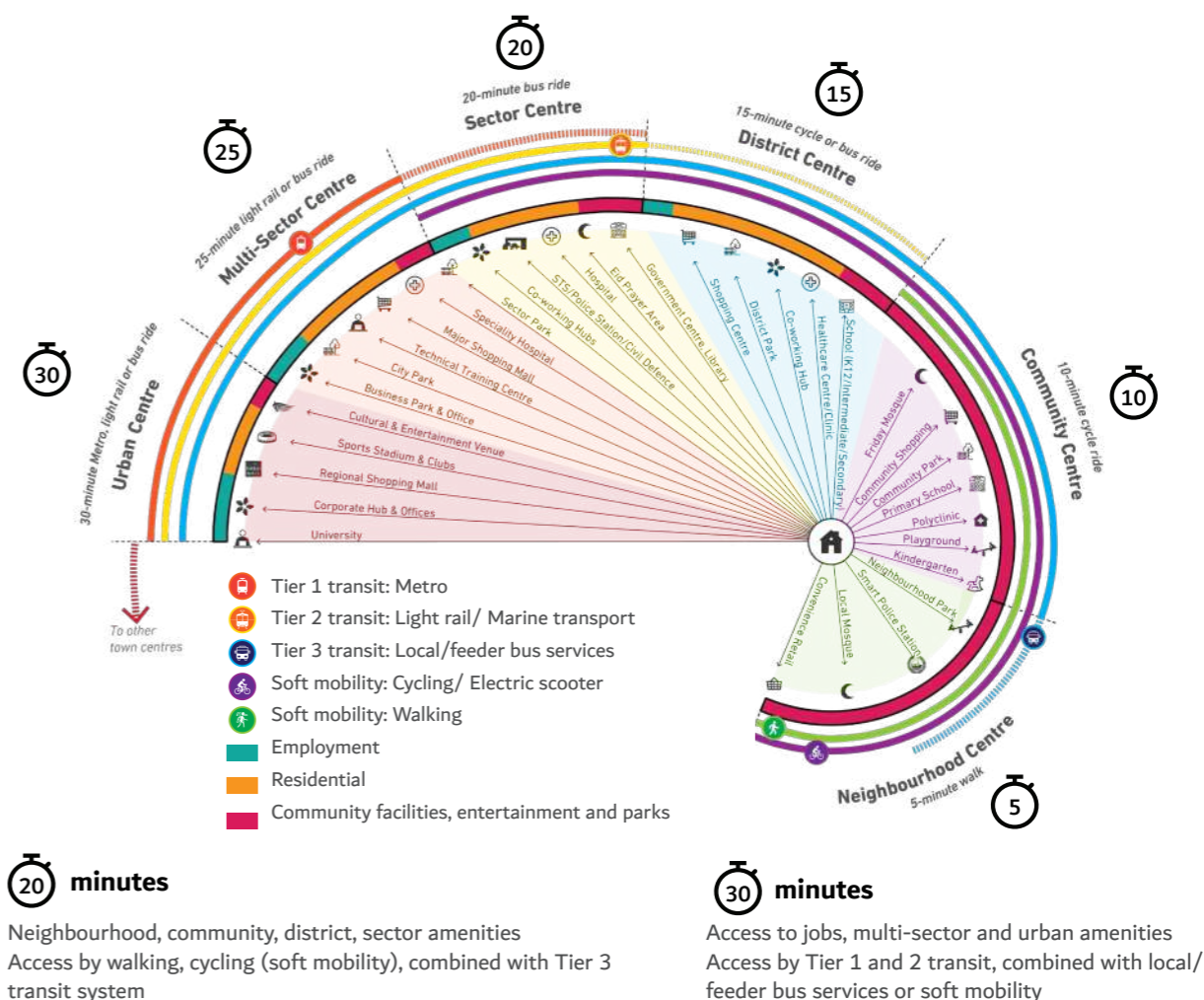
5.6 Open Space

The Plan's open space element aims to increase the amount of green space in the emirate's urban area. The Plan focuses on increasing the number of publicly-accessible parks and recreational space, with the goal of creating an integrated parks and green corridor system that complements a wider rewilding strategy. To increase the provision of and access to publicly-accessible green space, the Plan adopts the following approach:

- Introduce conservation, desert and marine parks, that are designated for protection but allow limited, sustainably-managed public use. Only low-impact activities such as hiking, birdwatching, scientific research and educational programming are allowed.
 - Facilitate a pronounced open space hierarchy, ensuring that all residents have convenient access to both small and large-scale parks and recreation amenities.
 - Categorise open spaces into experiential categories, providing sustainably-managed amenities in Dubai's urban, rural and coastal areas.
 - Create almost 13.6 km² of new city-level parks which can host multi-functional recreation spaces, green infrastructure, native flora, and amenities appropriate to their geographic context.
- Expand the network of community parks and public recreational spaces, working with public and private sector stakeholders to ensure that all users have easy access to green space.
 - Develop a system of green corridors and connectors, that connects major parks, key natural assets and centres. The green corridors will be a part of Dubai's soft mobility network, linking open space to wilderness areas, introducing greenery in areas impacted by the urban heat island effect, facilitating wildlife links and accommodating green infrastructure.
 - Enhance public beach access by linking existing waterfront to urban areas via green corridors, prioritising unallocated/ undeveloped waterfront for future use as public beaches and introducing policies to create uninterrupted public access across the coast.

Public Parks Programme	
	Land Area (km ²)
Current allocation (2020)	21.7
2040 allocation	42.8
Total new city parks	13.6

5.7 Community Facilities



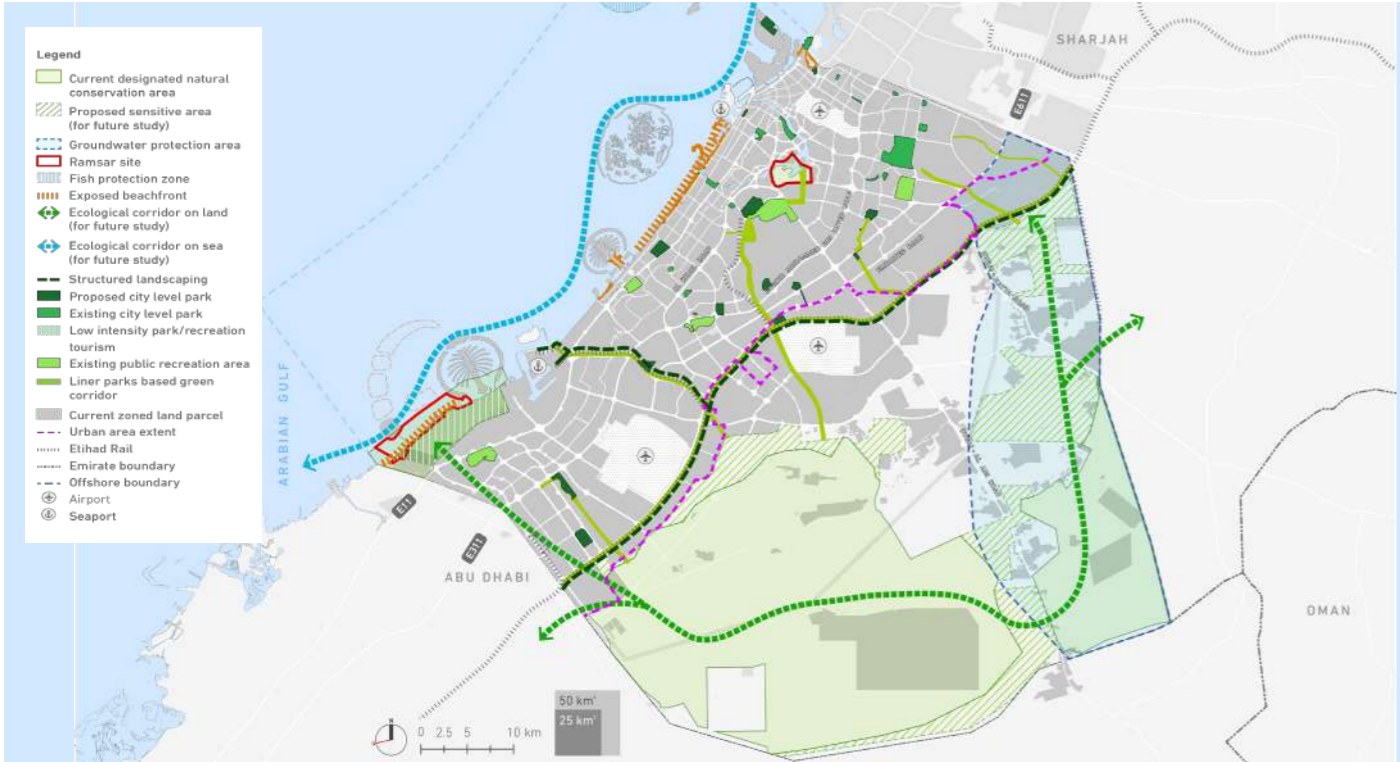
One of the key enabling factors of a liveable, people-centric, post-pandemic city is the ability to provide a comprehensive array of essential services and employment opportunities within close reach of peoples' homes.

The Plan introduces the 20-minute city concept, which supports this through:

- Provision of a comprehensive range of amenities, services and employment opportunities within 30 minutes for all residents, the majority of which are accessible within a 20-minute walk or cycle trip

- Ensure that lower order facilities can be reached through short walks, while higher-order amenities are accessible through a 30-minute public transit trip
- Plan for all residents to be within a 30-minute Metro/ light rail trip to their place of work
- Enhance accessibility by providing adequate facilities within the Plan's hierarchy of centres

5.8 Environment



Note: Preliminary map subject to further studies

The Plan aims to improve Dubai’s environmental quality, conserve nature, restore biodiversity and sustainably manage the ecosystem services they provide to positively contribute to the Emirate’s path towards a zero carbon city.

Therefore, the Plan promotes sustainable development and enhances environmental quality through reduced emissions, improved resource efficiency and reduced land-take and avoiding fragmentation.

The Plan’s approach involves directions in three key areas:

Environmental quality, sustainability, and urban connectivity

- Create closed systems for resources such as recycled and stormwater treatment, storage and reuse through integrating public and private utility networks, increasing water storage capacity to handle excess supply in the winter and employ green infrastructure systems
- Reduce transportation-related emissions by promoting transit-oriented development, increasing active and public transportation access and utilise transport demand management tools
- Develop a comprehensive open space and green corridor system, doubling open space in metropolitan Dubai and creating green corridor linkages

Natural conservation, and ecological connectivity

- Potential expansion of the emirate’s quantum of natural conservation areas (NCAS) including expansions to existing reserves and a new reserve at Margham
- Allocate all currently unzoned rural land as wilderness, where future development will be limited
- Introduce other effective area-based conservation measures (OECMs), which are outside NCAS that will support biodiversity commitments (e.g., eco-reserves, heritage sites, safety and security sites, water catchments, habitat restoration areas)
- Introduce a moratorium on offshore reclamation and development, except for ecological rehabilitation and restoration projects until related environmental studies are completed

Environmental planning and management

- Require that all framework plans be subject to a strategic environmental assessment (SEA) process
- Ensure that spatial plans and study recommendations are based on environmental data and that the values and designation are integrated into the emirate’s geospatial datasets

5.9 Mobility



The Plan aims to enhance Dubai’s transportation system in the following ways:

Soft mobility (walking and cycling)

- Develop a connected and permeable pedestrian network that connects residents with essential services
- Enhance cycle infrastructure, particularly at the centres
- Mitigate urban heat island effect through shaded soft mobility routes and alternative paving/ road-top material
- Introduce policies that promote a change in travel behaviour by implementing complete streets standards, installing pedestrian/ cycle-friendly facilities and incentivising walking and cycling as a preferred method of travel
- Help further decarbonise transport by integrated land use and transport planning and active travel networks

Public transport

- Support transit investments through the centres hierarchy and transit-oriented development, where higher-order centres are connected by Metro/light rail, and lower-order centres are connected by bus and soft mobility

- Align the proposed public transit network to the Plan’s centres; and intensify underutilised stations
- Continued improvements in local transport through on-demand bus services, more options for shared mobility and improved last-mile connections

Private transport

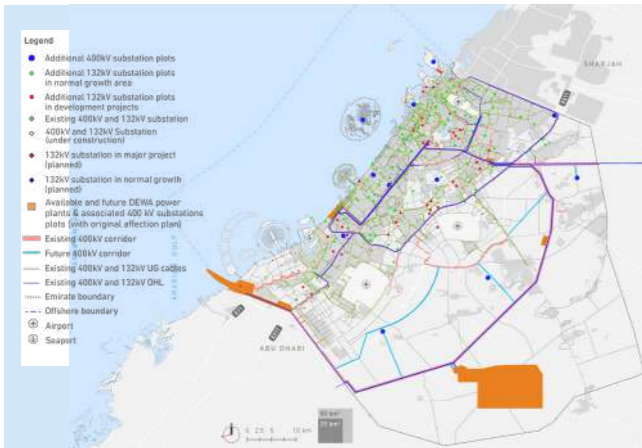
- Reduce automobile demand by increasing public transit access to centres, promoting transit-oriented development, and providing affordable housing to attract residents who currently commute from other emirates
- Reserve corridors to accommodate inter-modal demand

Freight and logistics

- Prioritise logistics along the Etihad Rail alignment and near the Jebel Ali/ Maktoum Airport inter-modal hub
- Reserve sites in industrial areas for fulfilment centres
- Plan for autonomous trucks and delivery systems

5.10 Utilities

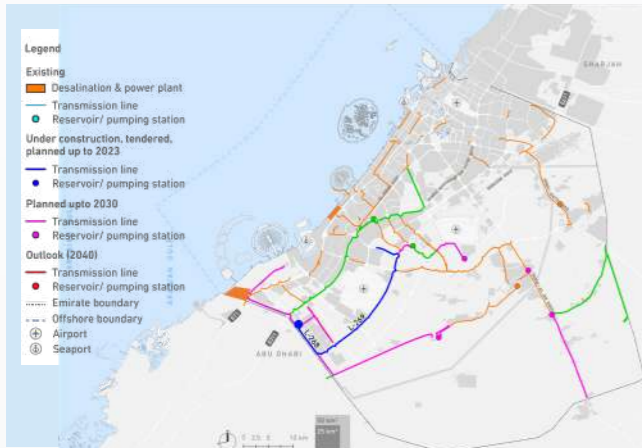
Power



Supply and demand analyses indicate that DEWA's planned power production, transmission and distribution networks are sufficient to accommodate the Plan's growth targets. This thanks to its sound planning process which is conducted in line with best international practices and standards.

To facilitate sustainable energy use, the Plan supports continuing the ongoing implementation of Dubai Demand Side Management Strategy programs and initiatives. In addition, the plan also supports continuing the ongoing Dubai Clean Energy Strategy 2050 initiatives including solar power capacity expansions.

Potable water

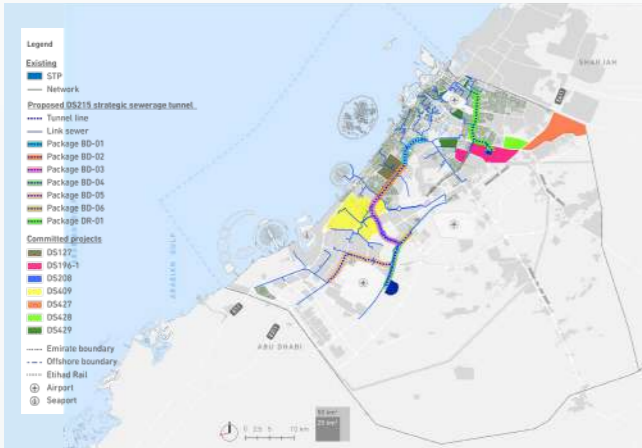


Similar to power, DEWA's existing plans for the emirate's potable water system are sufficient to accommodate planned growth. This thanks to its sound planning process which is conducted in line with best international practices and standards.

To encourage water conservation, the Plan supports continuing the ongoing implementation of Dubai Demand Side Management Strategy programs and initiatives.

Additionally, the Plan recommends supplying Dubai's non-potable water demand such as district cooling and irrigation with alternative water sources(TSE), thus reducing the requirement for desalinated water.

Sewerage



The Plan supports the need to direct future sewerage demand to the emirate's two sewage treatment plants (STPs).

DM's sewerage tunnel will play a key role in facilitating demand generated by future growth. The tunnel will direct sewage to the two primary STPs, with many pumping stations being decommissioned.

To accommodate the future demand, the Plan recommends expanding the capacity at the two STPs, providing expanded treatment capacity at facilities outside the STP catchment and expanding coverage to areas with no network.

Stormwater

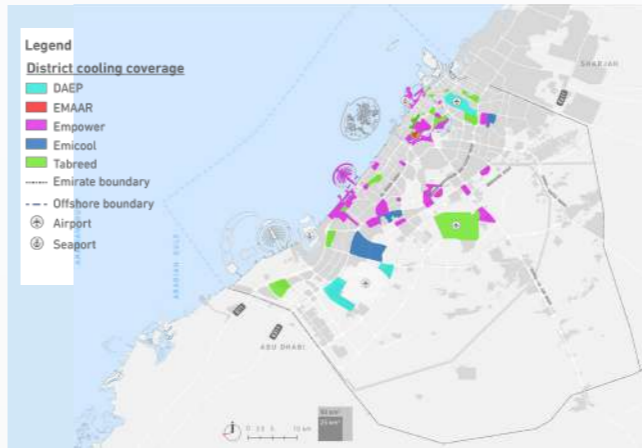


The Plan supports the increase of direct discharge systems (collecting runoff as it occurs and conveying it immediately to outfalls/pump stations), expands detention and discharge systems, enhances self-contained drainage systems in private developments with no drainage systems, wherever appropriate.

The Plan also suggests the use of sustainable urban drainage systems, by adding new stormwater conduits dedicated to pond drainage, to promote aquifer recharge methods.

To accommodate future growth, the Plan identifies specific sectors that require enhanced stormwater infrastructure.

District cooling

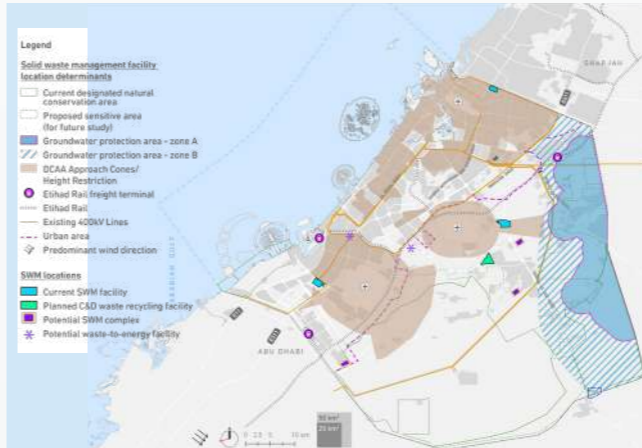


The Plan recommends that more efficient cooling methods are adopted city wide.

This includes the expansion of the recycled water supply network and improved water recycling capabilities to create an opportunity for sustainably-operated city wide district cooling system.

The Plan also highlights the importance of district cooling services in high-density areas and regulating the tariff structure to achieve an efficient and economically viable system.

Solid waste



Several locations are recommended to host new landfills, recycling plants, waste-to-energy sites, and other waste management facilities.

The sites were identified considering a number of criteria including:

- Adjacencies to other uses
- Environmental considerations
- Current ownership
- Proximity to key road corridors; and
- Distance from the urban area.

5.11 Integrated Rights of Way

Utilities



The Plan's calls on integrating the rights of way (RoW) for utility, mobility and green infrastructure where possible to achieve four goals:

1. Continuity and sufficiency of corridors to support projected and future growth in the Emirate
2. Align Dubai's utility and right-of-way system.
3. Enhance ecological, open space, mobility and utility connectivity through holistic links and corridors across the Emirate
4. Efficiency of maintenance with minimal impact to all other features within the corridor

The Plan elaborates on the design of current and future RoWs by categorising them based on their location, to provide more flexibility on their design.

This will allow a more optimised approach to the improvement of the RoW system as the current standards will be more responsive to the local development context.

The Plan also prioritises pedestrians and cyclists within the RoW to increase active mobility options without sacrificing safety or comfort.

Mobility

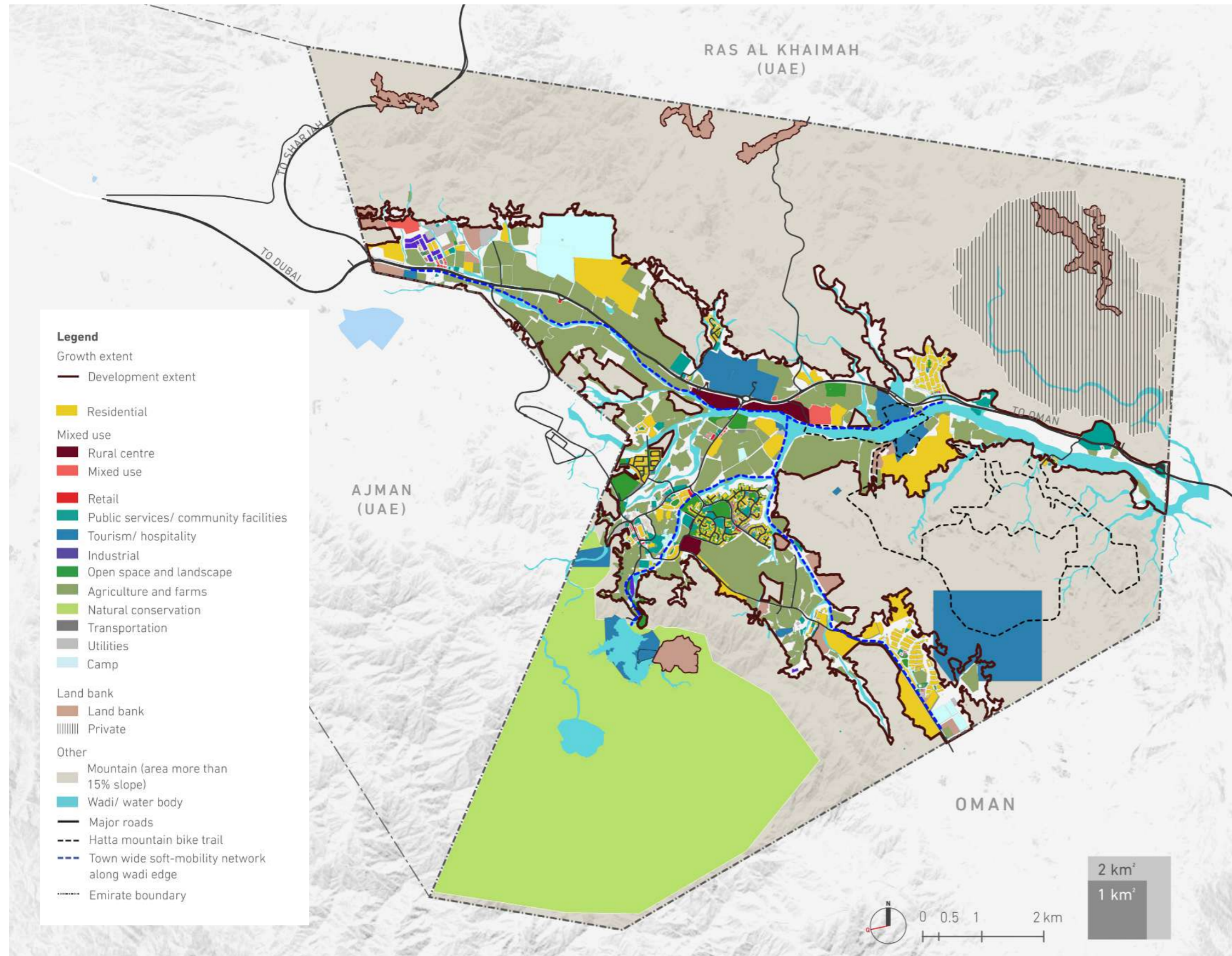


The Structure Plan 2040

Hatta



5.12 Spatial Structure



Principles for sustainable growth

- Spatial development parameters**
 Future development will be contained within the 15% slope areas to reduce development costs, and foster environmental resilience by protecting mountains, natural conservation areas, and wadis.
- Centres and population structure**
 A hierarchy of people-centric centres will be established by enhancing opportunities adjacent to the Fort Roundabout and creating an additional centre in the southern part of Hatta.
- Development extent/ growth area**
 The Plan's development extent focuses on unallocated lands below 15% slope and potential regeneration areas, including existing agricultural plots identified by DM's Hatta Centre. A land bank is maintained to accommodate growth beyond 2040.
- Terrestrial environment**
 Development is prohibited within Hatta's natural conservation area, and restrictions apply to sites within the groundwater protection zone.
- Land use**
 Future land provision is balanced against the need to maintain Hatta's rural character and its growing population.
- Open space and integrated green corridors**
 Hatta's natural assets will be connected to form an ecologically rich network, providing recreational and green infrastructure solutions.
- Mobility and accessibility**
 The Plan establishes new active travel networks, connecting centres and residential neighbourhoods through soft mobility to support a car-free lifestyle.
- Utilities**
 New green infrastructure will be developed with minimal impact on the environment and community. Additionally, the Plan articulates opportunities to enhance renewable energy uses to target a low carbon future.

5.13 Vision, Strategic Aims and Growth

Vision and strategic aims

The Plan sets the direction for Hatta's growth to support continued liveability of the area. The Plan's concept concentrates future growth into a set of compact, self-reliant sustainable urban villages embedded in the exclave's agricultural-focused environs. Additionally Hatta's heritage and natural assets are used to provide opportunities for community-focused eco-tourism to boost the local economy.

The Plan targets a variety of aims for Hatta, including supporting its role as a strategic regional centre, managing growth in a

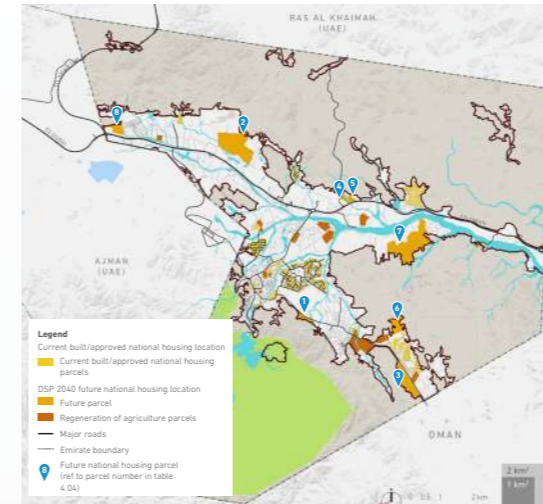
resilient and responsible manner as it doubles in population over the next two decades, by providing high-quality national housing options, and protecting its unique natural assets.

To achieve these aims, the Plan's spatial concept for Hatta restricts development to low-slope areas outside wadis, developing small-scale rural centres, and providing adequate protection for its natural conservation areas to ensure a diverse array of employment opportunities for its citizens and residents.



5.14 Thematic Components

Housing

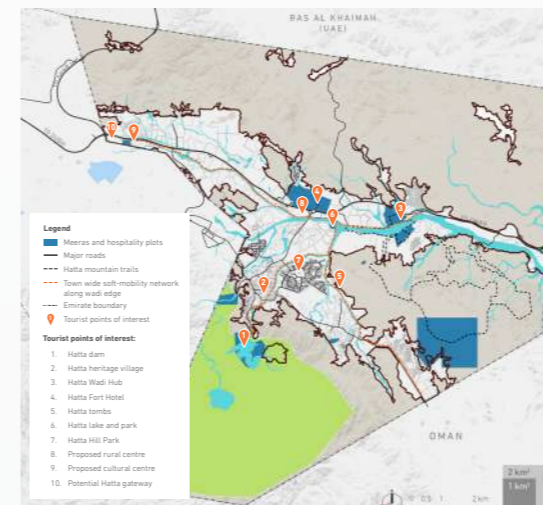


A large portion of Hatta's future growth is driven by a doubling of its population. As with the housing plan for metropolitan Dubai, Hatta's approach is to provide a range of development scenarios based on parcel and unit size efficiency, as these require a smaller footprint.

The Plan identifies a sufficient quantum of land to accommodate all possible development scenarios; unused sites will be used as a land bank to accommodate growth beyond 2040.

In addition to securing adequate land to meet future growth, the Plan also prioritises future proofed national housing communities with high-quality community facility provision.

Hospitality

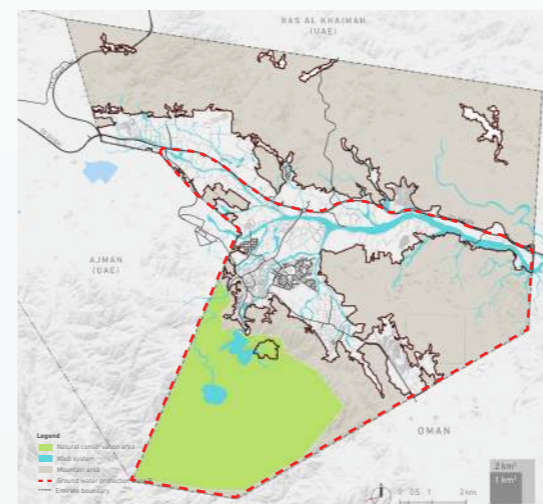


The Plan supports the continued sustainable development of Hatta's tourism and hospitality industry. This is in line with the leadership's vision for Hatta to be a cornerstone of the emirate's cultural and eco-tourism product. This approach maintains Hatta's identity for future generations.

The Plan protects plots reserved by developers for future hospitality use, identifies and protects key tourism sites and conserves natural assets crucial to Hatta's unique character.

No land beyond the existing allocation is expected to be required to support tourism-related activities. New activities, such as food truck and eco-tourism ventures, can be accommodated within the existing areas.

Environment



Hatta's unique natural environment is integral to its long-term viability and the well-being of its residents. The Plan protects Hatta's wadis, mountains and reserves through conservatory zoning measures, allowing for broader ecological connections through the Hajar mountains and to the coast.

A large portion of Hatta lies on an aquifer, and this is protected through a groundwater protection zone overlay. This overlay precludes activities and uses that may harm this important resource.

6 Statutory Planning System

“ The statutory planning system **updates** both the urban planning governance and the plan hierarchies for **consistency and agility.** ”

دبي
DUBAI

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دبي المدينة الأفضل للحياة في العالم

6.1 Framework Plans

The Framework plans and manuals facilitate the implementation of the structure plans.

They provide detailed policies and guidelines for either a particular topic or geographic area related to a specific or proposed development within the emirate.

The information details the spatial compliance needed within the structure plan through policies and location, use specific development parameters presented in the local plans, zones and overlays.

Dubai 2040 Framework Plans	
No.	Framework plans
Topic frameworks	
1	Zoning*
2	Natural conservation and connectivity
3	National housing*
4	Heritage, art and cultural conservation
5	Soft mobility (inc. X-minute/ first mile)
6	Strategic transportation
7	Public transport: rail/marine/bus/air taxi
8	Freight and logistics
9	Integrated strategic infrastructure
10	Affordable housing*
11	Worker accommodation*
12	Open space and greenery*
13	Urban design and public realm*
14	City-wide community facilities planning
15	Geo-economic and STEAM synergy
16	Tourism and retail experience
17	Mega-developer coordination plan
Local area frameworks	
1	Urban Centres
2	Future national housing*
3	Rural settlements*
4	Hatta*

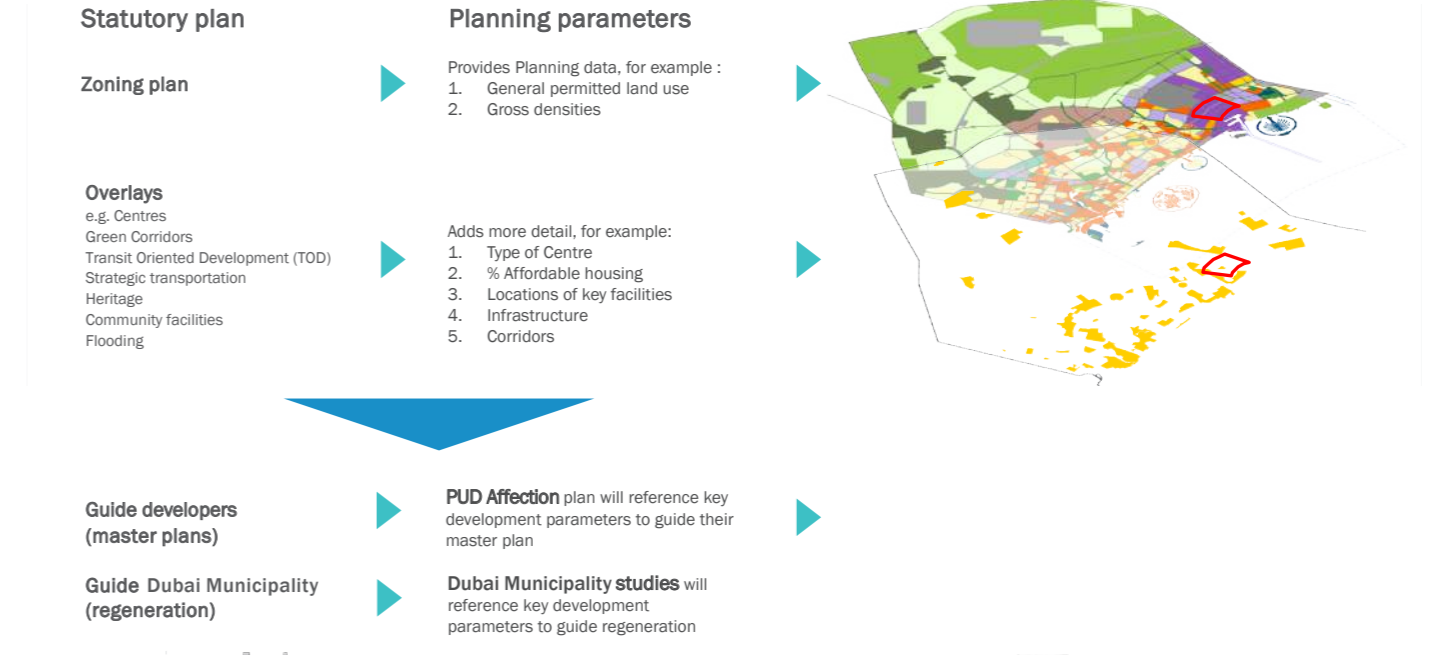
The spatial map identifies the location, while the policy articulates the outcomes sought by the framework plan and the matters that a developer must address and the planning authority must consider during the permit process. The following frameworks and manuals are proposed to detail the structure plan.

The plans marked in * have been initiated.

Dubai 2040 Manuals	
No.	Manuals
Plan making manuals	
1	Sustainable, resilient and green communities (Al Sa'fat)
2	Urban design and public realm*
3	Open space and greenery*
4	Integrated strategic infrastructure
5	Transit-oriented development*
6	Affordable/low-cost housing*
7	National housing
8	Community facilities standards
9	Safety and security planning
10	Waterfronts: beaches and promenades*
11	Unified Planning code*

Note: Preliminary list of recommended Framework plans and manuals

6.2 Zoning Plan



The structure and framework plans are supported by zoning overlays, which provide further detail to policies and investigations recommended by the structure plan.

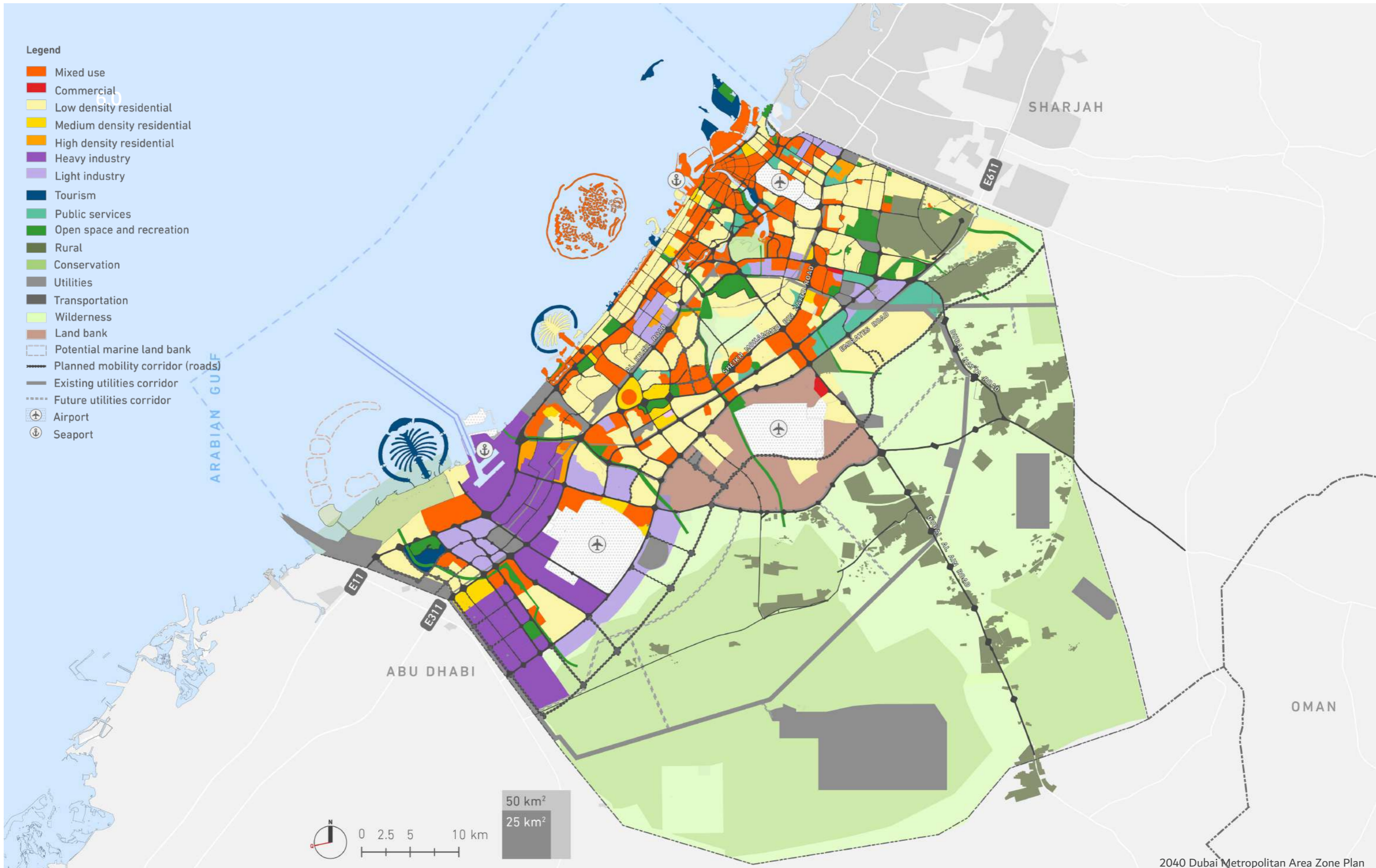
Zone plans are a way of organising land, outlining the future location and development activity that is to be permitted, or not permitted, within areas of a city over a set horizon period. This is normally 5–10 years, unless a critical trigger is hit, such as population or GDP growth rate change.

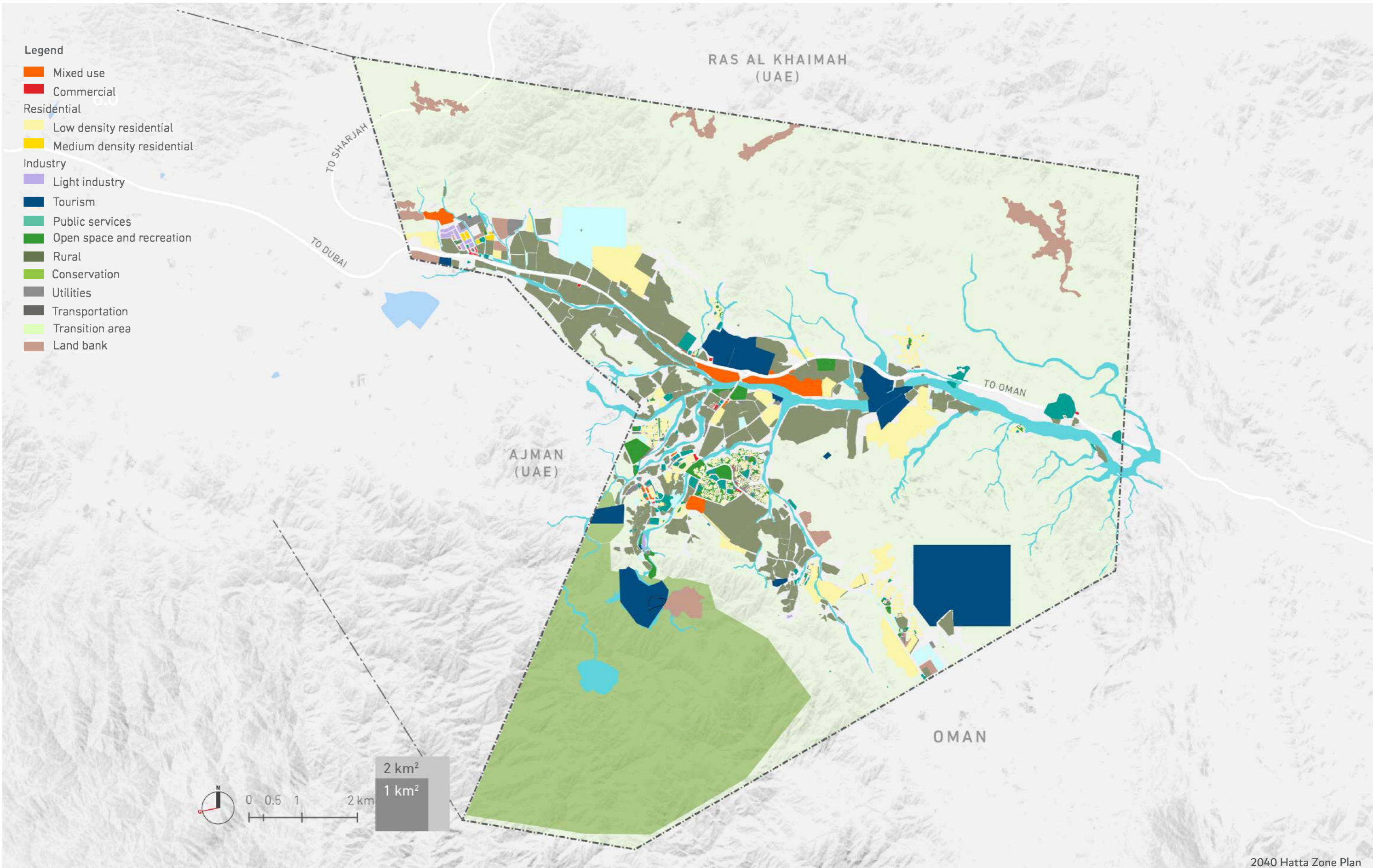
Each zone entails a list of permitted land uses and a series of controls, which represent the minimum standards.

Zone controls apply to parcels of land and describe the primary purpose of the land with allowance for supporting land uses that must be followed by all development moving forward.

The figures on the following pages depict the 2040 zone plans for Dubai Metropolitan Area and Hatta.

The Plan has mapped the zones across the emirate and provided definitions and permitted land uses for each classification. Going forward, the Plan will identify specific controls for each zoning category following detailed studies.





Unified land uses (used in the masterplan/ planning permit applications)		Zone (identified in the Structure plan)															
General landuse	Detailed land use	Commercial	Conservation	Light industry	Heavy industry	Land bank	Mixed-use	Open space and recreation	Public services	Low-density residential	Med-density residential	High-density residential	Rural	Tourism	Wilderness	Transportation	Utility
Residential																	
	Residential single family	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Residential multi family	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Residential collective	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Commercial																	
	Retail ¹	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Mall	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Event and exhibition	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Office	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Recreation and entertainment	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Fuel station ¹	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Hospitality																	
	Resort ²	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Hotel	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Serviced apartment	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Industrial																	
	Industrial light	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Industrial medium	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Industrial heavy	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Logistics	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Mixed use																	
	Mixed commercial	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Mixed residential	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Mixed hospitality	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Mixed industrial	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Community facility																	
	Religious ¹	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Education ²	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Healthcare	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Municipal services	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Social and cultural	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Safety and security ³	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Transportation																	
	Public transit	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Maritime	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Aviation	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Freight rail	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Right of ways ²	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Parking	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Utilities⁴																	
	Power	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Potable water	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Sewerage	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Drainage/stormwater	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Irrigation	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Firefighting	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	District cooling	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Telecommunications	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Solid waste	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Oil and gas	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Integrated utilities ⁴	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Agriculture																	
	Animal and livestock	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Agriculture and nursery	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Open space and parks																	
	Parks and beaches	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Sports recreation	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Public realm	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Buffer	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Wilderness	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗

Note: Preliminary recommendation for land uses permitted in each zone

1. Fuel stations, retail (for example strip retail, convenience shop), religious land uses will be permitted in the wilderness areas subject to Dubai Municipality approval
2. Project scale of the resort, education, RoW land uses within the conservation zone will be determined by the management plan and will support the objective of the zone
3. Permitted safety and security facilities in commercial, mixed and residential zones include lower hierarchy typologies such as SPS, Police station, Civil defense and Ambulance
4. Distribution utilities are Permitted-Secondary in all zones. However, these

5. Transmission level utilities will be considered an innominate use in all zones, that must be justified through studies requested by the Dubai Municipality showing both the impact and mitigation before being permitted
6. Any land use not specified as 'permitted' or 'not permitted' within the applicable zone may be permitted as an 'innominate use' and needs to be assessed by Dubai Municipality

6.3 Planning Overlays

In addition to the zone plan, a site or area may have one or more overlay requirements. Overlays provide additional information about how the site or area should be developed.

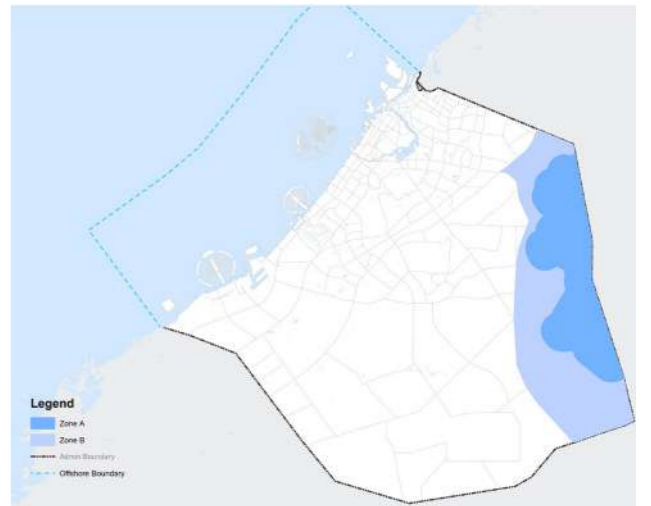
Overlays are typically the outcomes of topic and local area framework studies. They do not replace the underlying zone but describe supplementary conditions.

In addition to the spatial boundaries, overlays also include policy initiatives that may describe the development requirements on impacted land such as affordable housing.

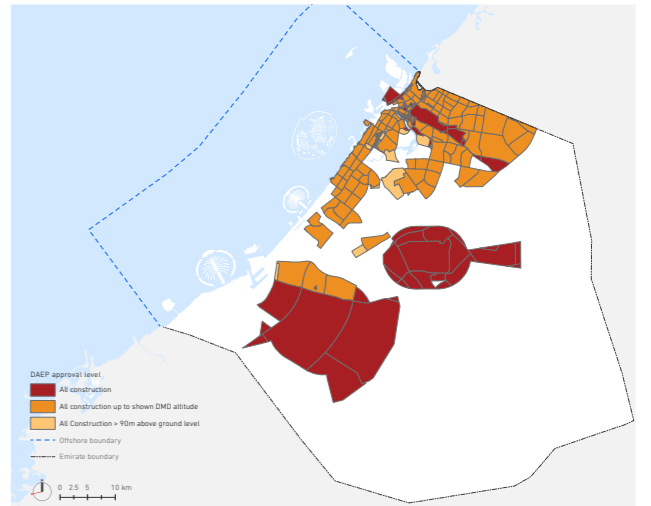
Not all of Dubai's land has an overlay requirement although some may be affected by more than one overlay. To obtain a permit, a proposed development must comply with the requirements and development control parameters set forth by any zones and overlays that impact the land.

Overlays cover a variety of different topics in the following areas:

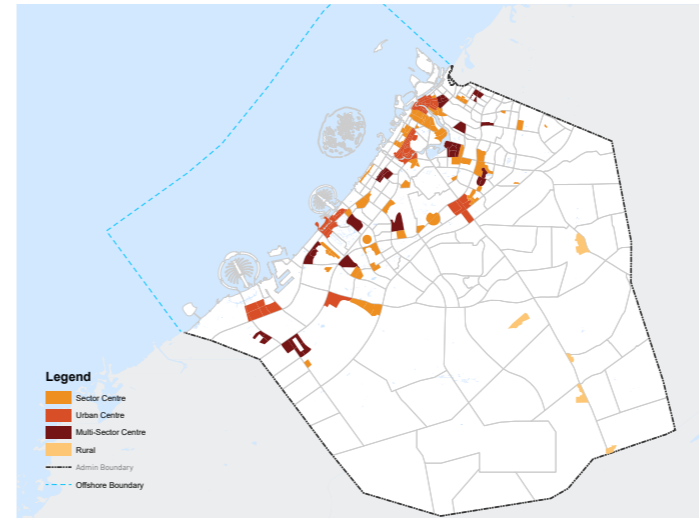
- Land use and transportation planning
- Housing
- Economic development
- Natural and built heritage conservation
- Strategic infrastructure



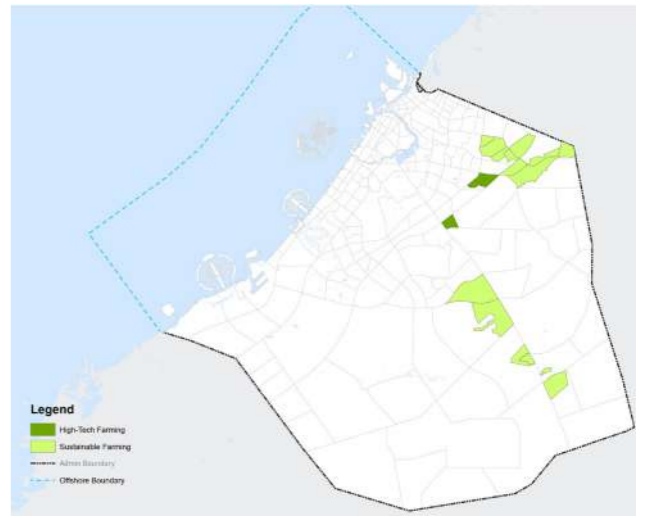
Groundwater Protection Overlay



DAEP Height Restriction Overlay



Dubai 2040 centres overlay example



Farms Overlay

7 Implementation and Monitoring

“ The Plan’s implementation details the key projects, initiatives and studies that need to be conducted for the holistic planning of the emirate. ”



7.1 Implementation

The implementation plan details the key projects, initiatives and studies to be conducted. It prioritises actions across three tiers allowing for the Plan's execution to be responsive to changes in the government's agenda and impacts due to short-term shocks without sacrificing the overarching vision. These include:

1. **Fundamental priorities:** Actions expected to be implemented in the first five years of the Plan
2. **Watch-and-go priorities:** Actions based on demographic, economic and political triggers
3. **Aspirational priorities:** Actions related to far-reaching commitments by the government in areas of global co-operation.

The actions outlined in the implementation plan are categorized across the Plan's several topics, including: Zoning and land use, National housing, Mega-developer projects, Strategic Infrastructure and environment. A policy and staging framework has been developed for each key area.

A broad budget, with estimates for land development, infrastructure, and key initiatives/studies will guide the implementation of the Plan initiatives.

7.2 Monitoring

The Plan outlines quantitative key performance indicators (KPIs) categorised around the eight goals to help monitor its implementation and progress.

These indicators provide stakeholders with a toolset to track the Plan's performance and established whether any additional interventions are needed.

The table provides a list of the Plan's preliminary indicators.

#	Indicator
1. Optimise the utilisation of space and infrastructure	
1.1	Residential population density
1.2	Development Density
1.3	Development mix within centres
1.4	% installed capacity for electricity from renewable sources
1.5	%Development serviced by District cooling district
1.6	% of potable water needs that are met
1.7	% of electricity needs that are met
1.8	% growth area serviced by sewerage and recycled network
1.9	% growth area serviced by stormwater drainage network
2. Plan vibrant and healthy communities with a range of housing and core facilities	
2.1	% of National Housing units and lands provided annually
2.2	% of units allocated through ready house typology
2.3	% of affordable housing allocated in the centre
2.4	% of population that can reach their essential facilities by walking or cycling
2.5	% of communities with full provision of facilities
3. Enhance provision of parks and open space	
3.1	Open Space provision per capita
3.2	% of publicly accessible waterfront
4. Improve accessibility with a people centric approach	
4.1	% of trips made by walking
4.2	% of trips made by cycling
4.3	% of trips by public transport and shared mobility
4.4	% of population within 800m of a public transport station
4.5	Traffic congestion

#	Indicator
5. Enhance the effectiveness of economic land	
5.1	STEAM ecosystem
6. Improve environmental spatial quality and resilience	
6.1	% of communities exposed to high urban heat island
6.2	Clean and healthy land air and environment
6.3	Diversion of waste from landfills
6.4	Water quality (waterways and coastal waters)
6.5	% of Natural Conservation areas in Dubai
6.6	% of built area within flood inundation areas
6.7	% of Dubai's high yield sustainable food production from domestic priority agriculture
6.8	Total hill loss area modified to accommodate future development
7. Protect heritage, archaeology, and places of cultural significance	
7.1	% of Historical and Heritage precincts in Dubai
8. Apply spatial planning and development regulations in a consistent and coordinated manner	
8.1	% updated planning data in the Dubai Spatial Database
8.2	Dubai 2040 implementation progress
8.3	Dubai 2040 monitoring (% of indicators meeting scheduled tracking)



**DUBAI
2040**

Structure Plan

Executive Summary