

## PREFACE

*The unprecedented growth of Dubai's economy and the concurrent increase of air traffic, both for passengers and cargo, prompted the Higher Authorities in Dubai and "Dubai Civil Aviation, D.C.A" to develop a strategy for the expansion of Dubai Airport facilities and services to cope with future demand.*

*As of mid 1990's, Dubai started a vast program to expand its existing Dubai International Airport (DXB) with the aim of increasing its capacity for passengers and cargo. During implementation it became clear that there were physical constraints that prevented a parallel expansion of cargo facilities. This fact, coupled with the results of several air traffic projections about ultimate passenger capacity of DXB, prompted the authorities to initiate in 2004, the studies for the development of a new international airport at Jebel Ali.*

*The selected site for the new airport is close to the Jebel Ali Free Zone (JAFZA), and presents several advantages for the immediate development of a cargo terminal and logistics city, which would benefit from a direct road link to the JAFZA, as such exploiting potential synergies.*

*The development of such a large international airport, with six runways, the largest contemplated at present worldwide, represented a major planning challenge. Al Maktoum International Airport (JXB), lately named as such, will be a major generator of employment. The planned airport would represent a significant pole of attraction for industrial, office and service employment. Such massive employment will result in an even larger demand for housing, community facilities and services.*

*Very quickly, it became clear that there was a need to plan the areas around the airport to absorb employment, housing and supporting services. And that is how the concept of an Airport City, developed around the airport platform, became an integral part of the Master Planning process. The new airport city, "Dubai World Central" or DWC, extends over an area of 80 km<sup>2</sup> around the airport platform, which itself occupies an area of 60 km<sup>2</sup>, bringing the total site area of Dubai World Central (DWC) to 140 km<sup>2</sup>.*

*The components of DWC are:*

- 1. Al Maktoum International Airport;*
- 2. Dubai Logistics City(DLC);*
- 3. Residential City;*
- 4. Aviation City;*
- 5. Golf City;*
- 6. Commercial City;*
- 7. Exhibition City*
- 8. East and West Entrances (not a city???)*
- 9. Humanitarian City (DLC & Golf)*

*The amount and scale of development in DWC is enormous; comprising a site area of around 140 km<sup>2</sup>, a resident population of 950,000 and employment for some 750,000(including airport). This document is a general description of the Master Plan for Dubai World Central (DWC) and focusing*

*on the development guidelines and planning regulations of the Logistics City that has been master planned around the airport. The guidelines and regulations have been set to ensure that the development of the city will follow the envisaged master plan and concur to the common grounds of development heights, character, coverage (FAR), quality, etc... the basic components of a developing a city for the future.*

*As a final note, the principal methodological approach followed in preparing the Master Plan involves establishing the basic economic and planning parameters underlying the development of such regional and urban development project. At the commencement of the operation no definitive figures were available to determine the extent and rates of growth. These established themselves in response to research, benchmarking, stakeholder involvement, experimentation and empirical judgment. The concept is of a major airport with an upper capacity for passenger and freight movements generating employment demand, which is accommodated in surrounding metropolitan urban communities whose immediate proximity to the employment centers creates a 'balanced community' where travel to work is optimized to the benefit of conditions in the metropolitan area as a whole.*