

الغابة الخضراء
green
& wood

NAKHEEL



QUALITY INFORMATION

Document Name	Reference No.	Prepared for	Prepared by	Date	Reviewed by
Green Wood: Design Guidelines	60679578-ACM-XX-XX-RP-PM-000001-00-DXB	Nakheel	Aneesh Illikkal Devansh Jain Jasmine Ayesh Hammoud Choucair	18 April 2023	Nelson Fung

REVISION HISTORY

Revision	Revision Date	Details	Authorised	Name	Position
00	31 January 2023	Green Wood: Design Guidelines		James Kirkpatrick	Director, U+P Middle East, Urban Design
01	08 February 2023	Green Wood: Design Guidelines Revision 01		James Kirkpatrick	Director, U+P Middle East, Urban Design
02	15 February 2023	Green Wood: Design Guidelines Revision 02		James Kirkpatrick	Director, U+P Middle East, Urban Design
03	22 February 2023	Green Wood: Design Guidelines Revision 03		James Kirkpatrick	Director, U+P Middle East, Urban Design
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05	06 April 2023	Green Wood: Design Guidelines Revision 05		James Kirkpatrick	Director, U+P Middle East, Urban Design
06	18 April 2023	Green Wood: Design Guidelines Revision 06		James Kirkpatrick	Director, U+P Middle East, Urban Design

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Introduction

I.1 Introduction and User Guide

1.1.1 Purpose and objectives

The Development Guidelines establish a means to implement the development vision for Green Wood Master Plan. They provide a clear set of planning and design parameters in order to effectively communicate and manage built form expectations.

The purpose of the Guidelines is to convey a site-wide design approach for achieving the vision of Green Wood. It details guidelines on site-wide themes such as access, façades, heights, streetscapes, building masses, boundary walls, architectural and landscape character etc.

Objectives of the Development Guidelines are threefold:

- To guide developers and owners in the development of individual plots, inclusive of ongoing modifications.
- Ensure that the built form within development is coherent and of a high quality standard in accordance with overall vision.
- To provide a tool to direct, control and monitor development process based on agreed principles and guidance.

The Development Guidelines also ensures:

- A tangible criteria to achieve the intended land use, character, public realm and built form outcomes for the entire site.
- An efficient approvals framework to inform land owners, developers and stakeholders of the development aspirations of Green Wood.
- Integration of the built environment with the non-built environment to create a public realm that is safe, attractive and user-friendly.

The guidelines support and build on existing authority regulations. When using the guidelines, it is essential for the reader to also refer to the content and requirements enclosed within the Detailed Master Plan report.

1.1.2 Report Structure

- 01 **Introduction** - Provides a brief overview of the Development Guidelines and the overall structure of the document. It also describes the Vision and Goals for Green Wood Development.
- 02 **Master Plan** - Summarises the Green Wood Concept Master Plan along with location and context of the development. It describes the overall Master Plan for the area, key figures in a snapshot and future illustration for Green Wood.
- 03 **Planning Guidelines** - Outlines the site wide Planning Guidelines, including land use summary, plot typologies, plot ownership, pedestrian entry points, boundary types, guardhouse design guidelines and plot amalgamation plan for Green Wood.
- 04 **Development Guidelines** - Outlines the Architecture theme and Building Typology for the development. The guidelines focus on providing a holistic architectural development approach of high quality. It also outlines the Landscape and Utilities connections and services for Green Wood.
- 05 **Codes & Regulations** - Outlines the general codes and regulations applicable to Green Wood Development.
- 06 **Abbreviations & Definitions** - Outlines the key terminology used within this document.

1.1.3 Limitations and Notes

Compliance with the Development Guidelines does not substitute or override the obligation of development to comply with all mandatory Building Codes and Laws. It is the sole responsibility of the plot owner to be familiar with the latest laws, regulations and guidelines.



1.1.4 Customer Journey Map



For any further clarifications please reach out to respective teams as stated below based on the requirements;

- Design and planning related NOC Services – planning.approvals@nakheel.com
- Logistics and site access permits - DCPA.TPDLogisticsServices@nakheel.com
- Master planning and Amalgamation services – UPCD.enquiry@nakheel.com
- Other Site / Infrastructure / CAR access related NOCs – NOC.center@nakheel.com

1.1.5 Trakhees Approval

Trakhees
Pre-concept Masterplan Approval

Issue of SOS
Trakheesa to all authorities

SOS Approval
DM - Drainage Department/
DEWA/ Telecommunications/
RTA/ Dubai Ambulance/ Dubai
Police/ Dubai Civil Defense/
Othes as deemed necessary

Individual Service Approval
To submit the individual Plan for each
service/authorities

DCR, Design Guidelines
For Final Masterplan Approval

Trakhees
Final Masterplan Approval

Construction NOC

Construction
Construction of Roads
& Infrastructure

02



Master Plan

2.1 Site Context

2.1.1 Regional Context

The project site is located only 15km away from the heart of Business Bay in Dubai, and it can be conveniently accessed by two major east - west running express highways, Al Awir Road and Al Ain Dubai Road.

At the same time, the site directly engages Emirate Road, an outer periphery road of Dubai, along its southern site boundary, and Sheikh Mohammed Bin Zayed Road is also situated within a very close proximity. In summary, the site can be well accessed by various vehicular means, and in future along the project site boundary, there will be an introduction of a future metro station linked with metro blue line making the site more accessible for residents and visitors.

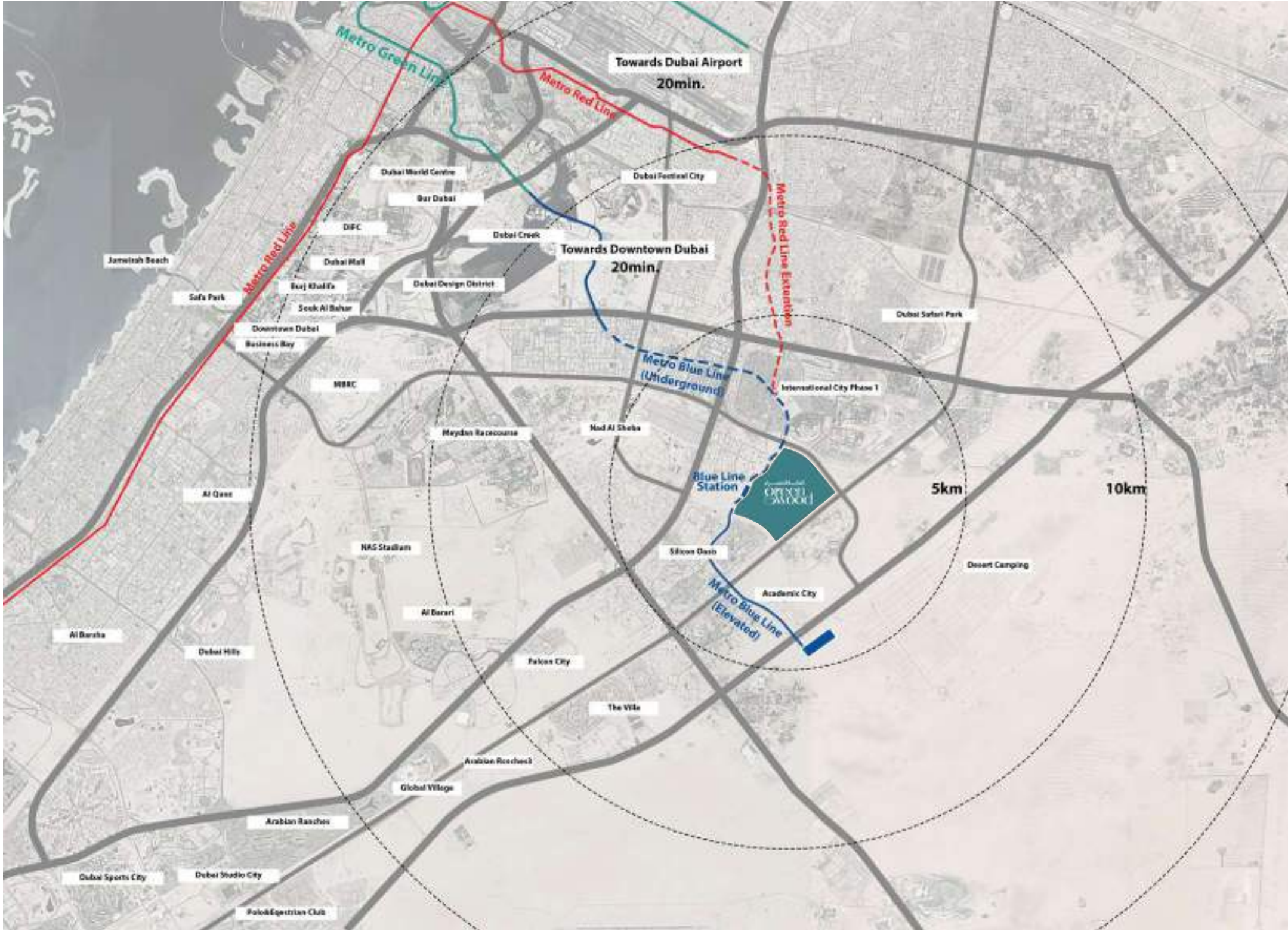


Figure 2.1 Regional Context

- LEGEND**
- ←→ Metro Red Line
 - ←→ Metro Green Line
 - ←→ Metro Blue Line

2.1.2 Local Context

PROJECT SIZE

The project site is 3,865,293m2 one of the largest in terms of size among the other phases of development.

CONNECTIVITY

The project site is in close proximity to Silicon Oasis, including direct access by both the existing and future vehicular roads; thus providing a great advantages in terms of the vehicular accessibility. The site also has pedestrian and cycling tracks, connecting the project site to it's surrounding areas. There will also be an introduction of a future metro station along the northern west site boundary, providing ease of public transportation access and a great opportunity to create a transit-oriented plaza integrated with the metro station.

EXISTING COMMUNITY

The project site is well surrounded by mixture of residential communities, academic and high tech cluster which makes it a favourable condition and a great reason to create a focal public amenity that can be reached and enjoyed by larger community audiences.



Figure 2.2 Local Context

2.2 Project Vision

A self sufficient, resilient & vibrant new community for families, Created with walkable urban neighbourhoods featuring lush green open space.



2.3 Illustrative Master Plan

Green, communal
and diverse lifestyle community

395ha
LAND AREA



3.0km
CENTRAL PARK
TRAILS



UCAA MOSQUE



9.9ha
CENTRAL PARK



SCHOOLS



7
ACCESS POINTS TO
MAIN ROADS



30,745
SQ.M RETAIL GFA



46ha
OPEN SPACE
AREA



12.5km
JOGGING TRACK
CYCLING TRACK



251ha
RESIDENTIAL
AREA



6.1km
CENTRAL PARK
FRONTAGE



24/7
SECURED GATED
COMMUNITY



Key Destinations

- 01 Apartment Zone
- 02 Apartment Zone with TOD and Pond Park
- 03 Community Amenity
- 04 School
- 05 Boulevard Neighbourhood (outer ring)
- 06 Central Park Neighbourhood (inner ring)
- 07 Central Park
- 08 Utility Plots



2.4 Land Use Plan

There are three major zones: The TOD Zone with Pond Park Apartments, Boulevard Neighbourhood (Outer Ring), and Central Park Neighbourhood (Inner Ring).

TOD Zone with Pond Park Apartments

The TOD Zone comprises of mixed use buildings and Pond Park Apartments. This zone has the benefit of being served by a new metro station in the future. The apartments in this area will primarily be of the low to mid rise apartment typologies, i.e., (G+5, G+9 and G+12).

Boulevard Neighbourhood

The Boulevard Neighbourhood (Outer Ring) is the townhouse zone which is located between the outer and inner ring road. The vehicular access to these plots is through the inner ring road, however pedestrian connectivity to this neighbourhood will be through extensive green loop system in addition to the inner and outer ring roads.

Central Park Neighbourhood

The Central Park Neighbourhood also comprises of townhouses that loop within the inner ring road along with access to a large central green park, and amenities within the neighbourhood.

All the utility plots are located along the north-east site boundary allowing for a convenient accessibility from the existing external expressway.

LEGEND









 Project Boundary	 Amenities
 Mixed Use	 Utilities
 Residential Apartment	 Open Spaces
 Residential Townhouses	 Green Buffer



Figure 2.2 Land Use Plan



2.5 Road Hierarchy

There are four different categories of road types proposed for Green Wood Master Plan as highlighted below,

Major Arterial Road

The major arterial road runs outside the site boundary, at the periphery providing access and movement from the site to the other areas.

Minor Arterial Road, ROW - 60m

The main arterial road for the site providing access to both mixed use development and townhouses.

Collector Road, ROW - 50m

The collector road loops around the two townhouse type superplots and runs across the site.

Local Road Type 1, ROW - 20m

The local road type 1 caters to the services, utility plots and community facilities within the site.

Local Road Type 2, ROW - 18.3m

The local road type 2 provides access to various townhouses within the superplots.

Note: The internal roads within superplots are to be developed by the superdeveloper.



Figure 2.3 Road Hierarchy Plan

LEGEND

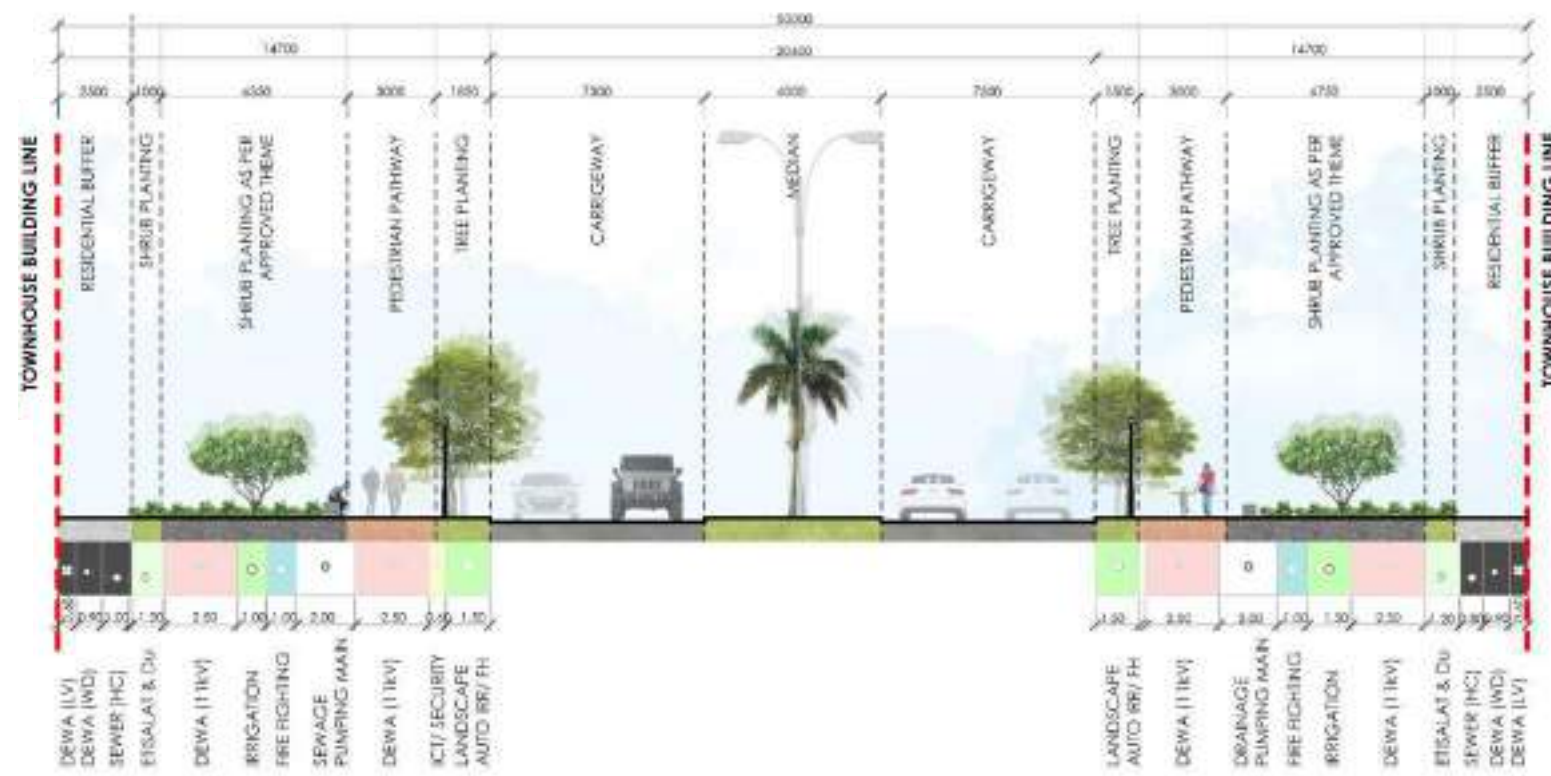
- Major Arterial Road
- Minor Arterial Road (ROW 60m)
- Collector Road (ROW 50m) - By Main Developer
- Local Road Type 1 (ROW 20m)
- Local Road Type 2 (ROW 18.3m) - Tentative by Sub Developer
- Entrance

Minor Arterial Road (ROW 60m)

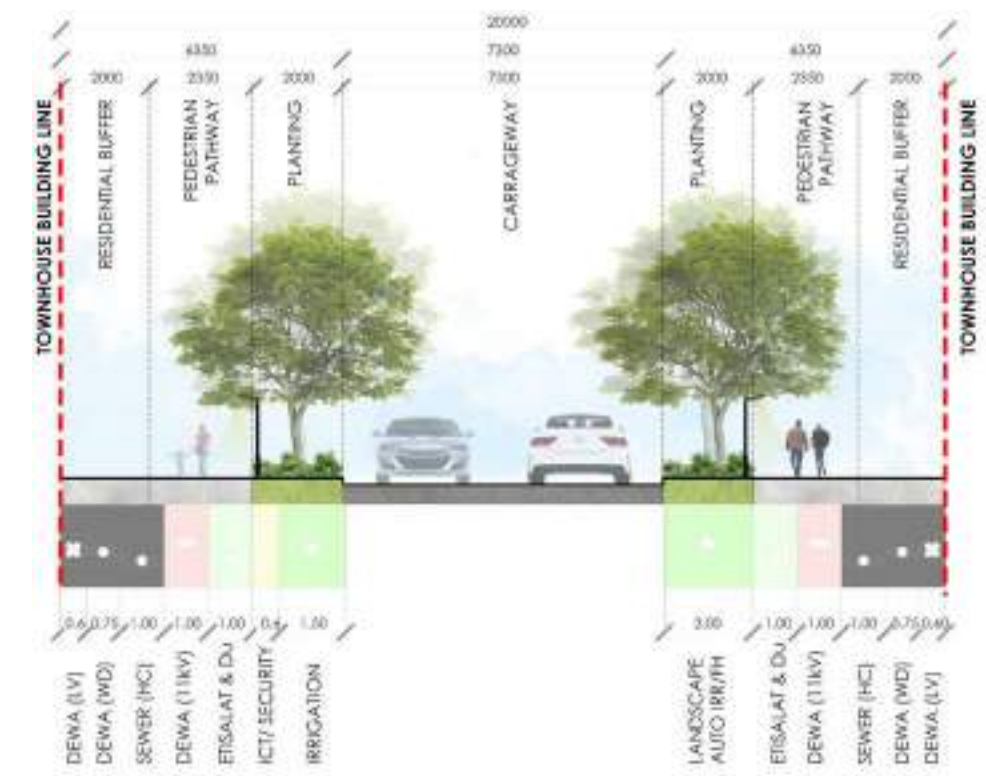


Figure 2.4 Proposed Road Cross Sections

Collector Road (ROW 50m)



Local Road Type 1 (ROW 20m)



2.6 Green Spaces

There are four different types of green and open spaces proposed for Green Wood,

01. Central Park Green
02. Pond Park
03. Buffer Green, and
04. Street Landscape

The most crucial one is the central park green located within the inner loop community that ties together the townhouses around it's surrounding. It is the main green open space filled with ample amount of greeneries and programmed features which residents can visit, relax and enjoy.

Another important feature is the extensive green loop system that ties all the townhouses located outside the loop road. Like the central park green, it is linked with a series of the pocket parks with varying sizes, offering residents with a green amenity where they can walk, run, play, and rest. There is a comfortable amount of green buffer all around the site periphery and along the loop road as well.

The street landscape is detailed as part of the ROWs within the landscape and public realm chapter of the masterplan.



- LEGEND**
- Central Park
 - Pond Park
 - Green Buffer
 - Street Landscape
 - Park Entrance

Figure 2.5 Green and Open Space Plan

Figure 2.4 Proposed Road Cross Sections



Figure 2.6 Green Spaces Images



Figure 2.6 Green Spaces Images



Figure 2.6 Green Spaces Images



Figure 2.6 Green Spaces Images

2.7 Pedestrian and Cycling Network

The Green Wood is proposed to have a comprehensive cycling and pedestrian (jogging track) network that offers not only an internal pedestrian network within the project site, but also integrated with the existing and future residential communities surrounding the site. This will allow residents to navigate through the active mobility network, aligning with the large green network, to get to their desired destination. This network can serve multiple functions; such as for walking, running, exercising, and resting.



Figure 2.7 Pedestrian and Cycling network Plan



Figure 2.8 Pedestrian and Cycling network Images

2.8 Building Heights

The overall urban form transition from low rise in the town house zone to mid and high rise towards IC3 and proposed metro station.

Building heights for Town houses is G+2 and for apartment zone varies from G+5 to G+12. The max. heights for mixed use buildings adjacent to the proposed metro.

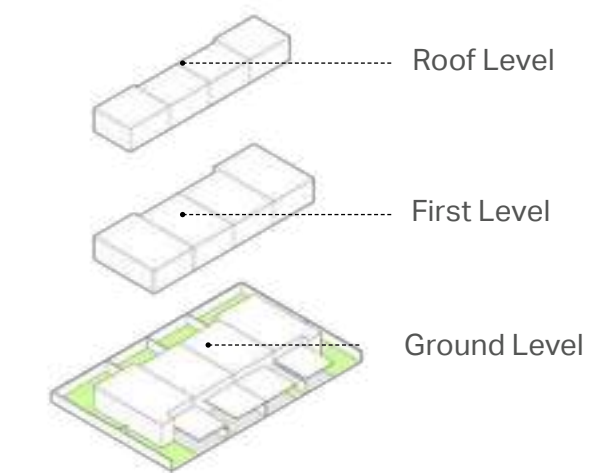


Figure 2.9 Building Heights Plan

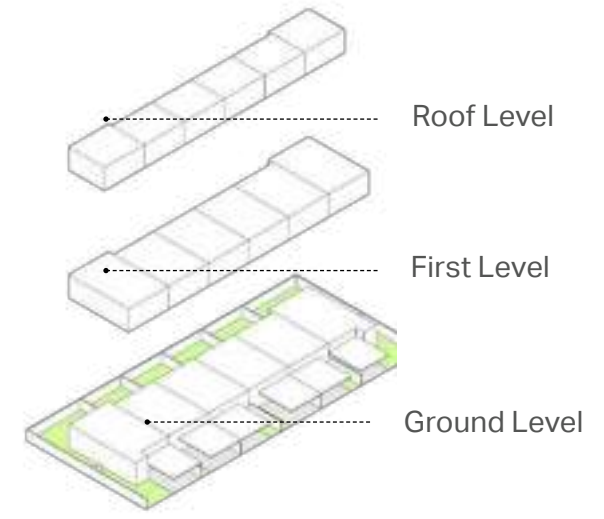
- LEGEND**
- G
 - G+2
 - G+5 to G+9
 - G+5 to G+30

Townhouse Typology perspectives

4 UNIT TOWNHOUSE



6 UNIT TOWNHOUSE



8 UNIT TOWNHOUSE

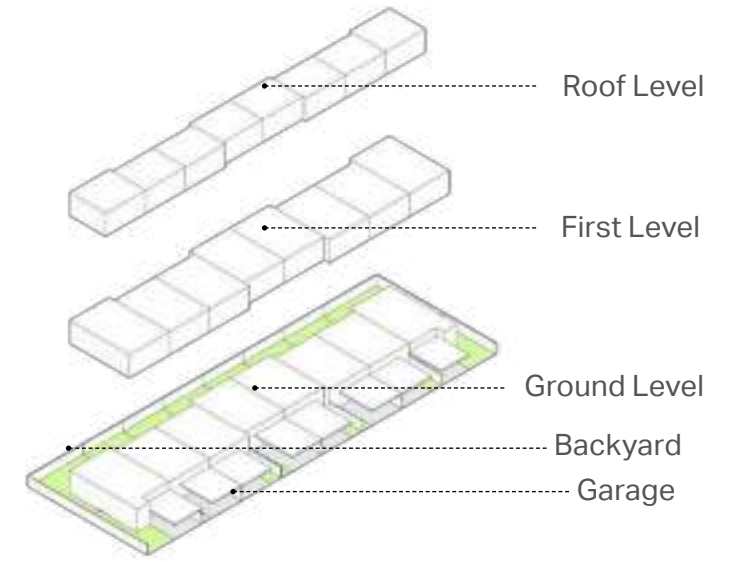


Figure 2.11 Townhouse Typology Perspectives

Apartment Typology perspectives

G+5 APARTMENT TYPE

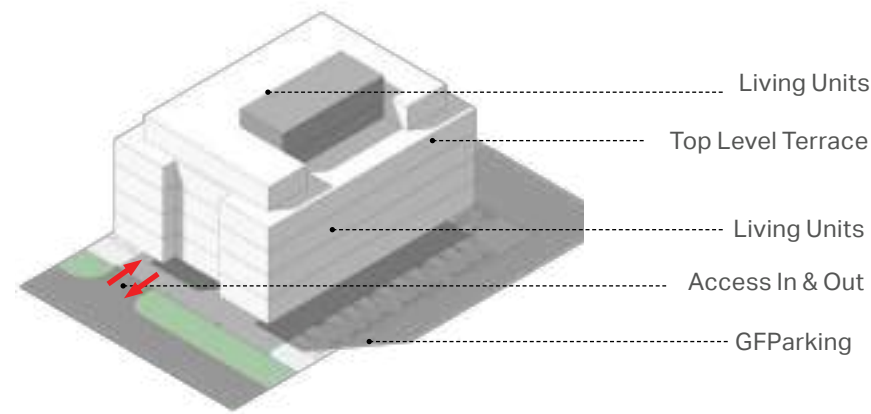
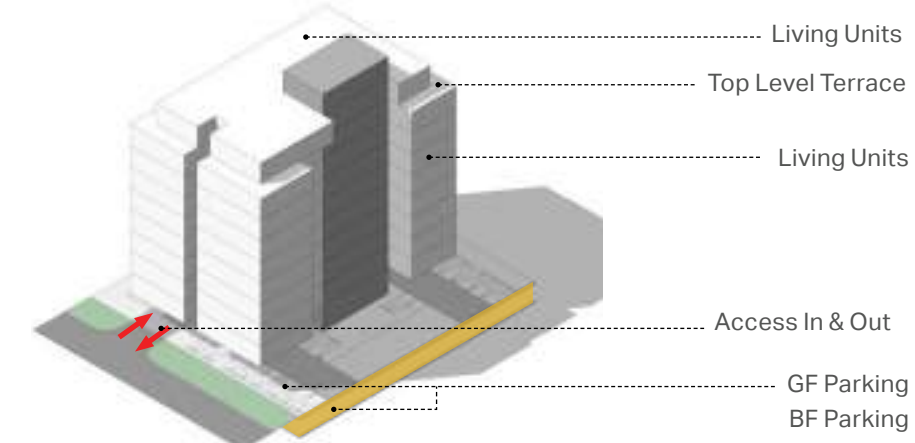
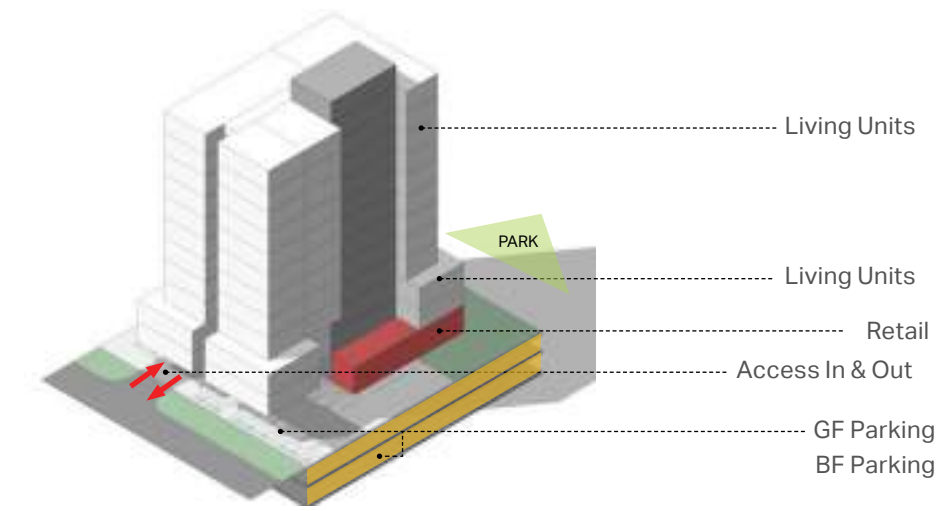


Figure 2.10 Apartment Typology Perspectives

G+9 APARTMENT TYPE



G+12 APARTMENT TYPE



2.9 Community Facilities Provision

2.9.1 Community Facility Distribution

LEGEND

- **School**
 - Private School (K-12)
 - Private School (Primary+Kindergarten)
- **Integrated Community Facility**
 - Private Specialty Clinic
 - Children Nursery
 - Retail Center
 - Juma Mosque
- **Healthcare Facility**
 - Private Hospital
 - Health Center
 - Ambulance Point



Figure 2.12 Community Facilities Provision Plan



Figure 2.13 Community Facilities Images



Figure 2.13 Community Facilities Images