



Urban Planning Guidelines

06

6.0 Development Control Regulations – Urban Planning Guidelines

6.1 Vision and Objectives

Al Duqm City will experience significant change over the plan period with the projected substantial population growth from the current population of around 9,000 residents to a total of at least 250,000 residents by 2040. With this will come demands for employment and housing. As such, this Section provides the Policies and Regulations to regulate and control this projected growth to ensure that development is sustainable, and international best practice is integrated into the development ensuring that Duqm is an attractive place to live, work and visit.

These Regulations will ensure that Al Duqm City has robust and effective policies in place which respond to changing circumstances and the unique characteristics of Duqm. Ultimately, it seeks to ensure that development will contribute towards and assist in ensuring that the City meets the identified objectives which are:

- **Compact:** Duqm City will have a structure that integrates land use and transport, concentrate higher density development close to public transport routes and nodes, create a mix of uses, make efficient use of land, and provide a clearly defined urban edge
- **Connected:** Duqm City will deliver a multi-modal network linking residential districts with employment, service, and community facilities, as well as extending beyond the Community to the Industrial Zone.
- **Legible:** Duqm City will deliver a clear urban structure organised into distinctive 'districts', 'nodes' and 'paths', with 'landmarks' provided to aid orientation and 'gateways' which signal arrival and departure
- **Liveable:** Duqm City will be where residents and visitors have good access to daily services, community facilities, and recreational opportunities. A hierarchy of Centres will provide focal points for the new community at district and neighbourhood levels.
- **Inclusive:** Duqm City will be designed and developed to respect the cultural requirements of Oman whilst also accommodating the diverse cultures and nationalities of the expatriate workforce.
- **Green:** Duqm City will provide a network of parks and open spaces, based on wadis and the rock escarpments, which will address the recreational needs of future residents and provide an attractive setting for the community.
- **Resilient:** Duqm City will develop resilient infrastructure adapted to meet the challenges presented by the harsh environmental conditions and future climate change.

6.2 Location of Development

The overall strategy and direction of spatial development is illustrated in the Key Diagram at Figure 6-1. This shows the broad locations of the Civic centre, and supporting District Centres together with major transport routes and open spaces. Indeed, development will take place across the City as well as outside these key areas, but this plan serves to demonstrate the key locations and direction of growth.

Although development will take place throughout the City, a detailed phasing strategy has been developed for Al Duqm City as described in Chapter 13 of the Stage 3A Report relating to Phasing and Implementation. The following Phasing Intervals are considered to be appropriate for development of Al Duqm City:

- Phase 1 – 2017 to 2022
- Phase 2 – 2023 to 2027
- Phase 3 – 2028 to 2032
- Phase 4 – 2033 to 2040
- Phase 5 – Beyond 2040

The projected employment and population growth identified within each of the phasing intervals has guided the amount of land which is allocated and in turn developed across the plan period. A detailed description of the recommended phase 1, 2, 3 and 4 areas has been provided in Chapter 13 of the Stage 3A Report which spans across the seven districts identified for the City. The seven districts are as follows:

1. The Rock Garden District
2. The Civic District
3. The Airport District
4. The Boulevard District
5. Duqm Heights District
6. The Tourism District
7. The Commercial District
8. The Defence District

Each District will have a distinct identity and expression of character (Figure 6-2). The Master Plan indicates the quantum of development and types of uses within each District, across multiple development parcels. Each development parcel identified should adhere to the Development Control Regulations and Standards in order to implement and regulate the vision and objectives for the City, through ensuring the appropriate mix of uses.

Growth will be directed in Phase 1 in the first years of development, which will be primarily focussed in the Rock Garden District and some development within the Airport District. SEZAD will encourage the delivery of homes, jobs infrastructure and community facilities in these locations through the allocation of sites in this area. Phase 2 will see development in the Duqm Heights District and the Boulevard District and further tourism development in the Tourism Zone. Phase 3 will see further development in the Duqm Heights and Boulevard District. Phase 4 will see the development of the light industrial plots in the Duqm South District, and infilling in Duqm Heights and the Airport District. Phase 5 – beyond 2040 – would see the release of all other plots within the City.

The sections below provide further detail on the identified Districts within Duqm, and will describe the nature of the proposed development within each District.



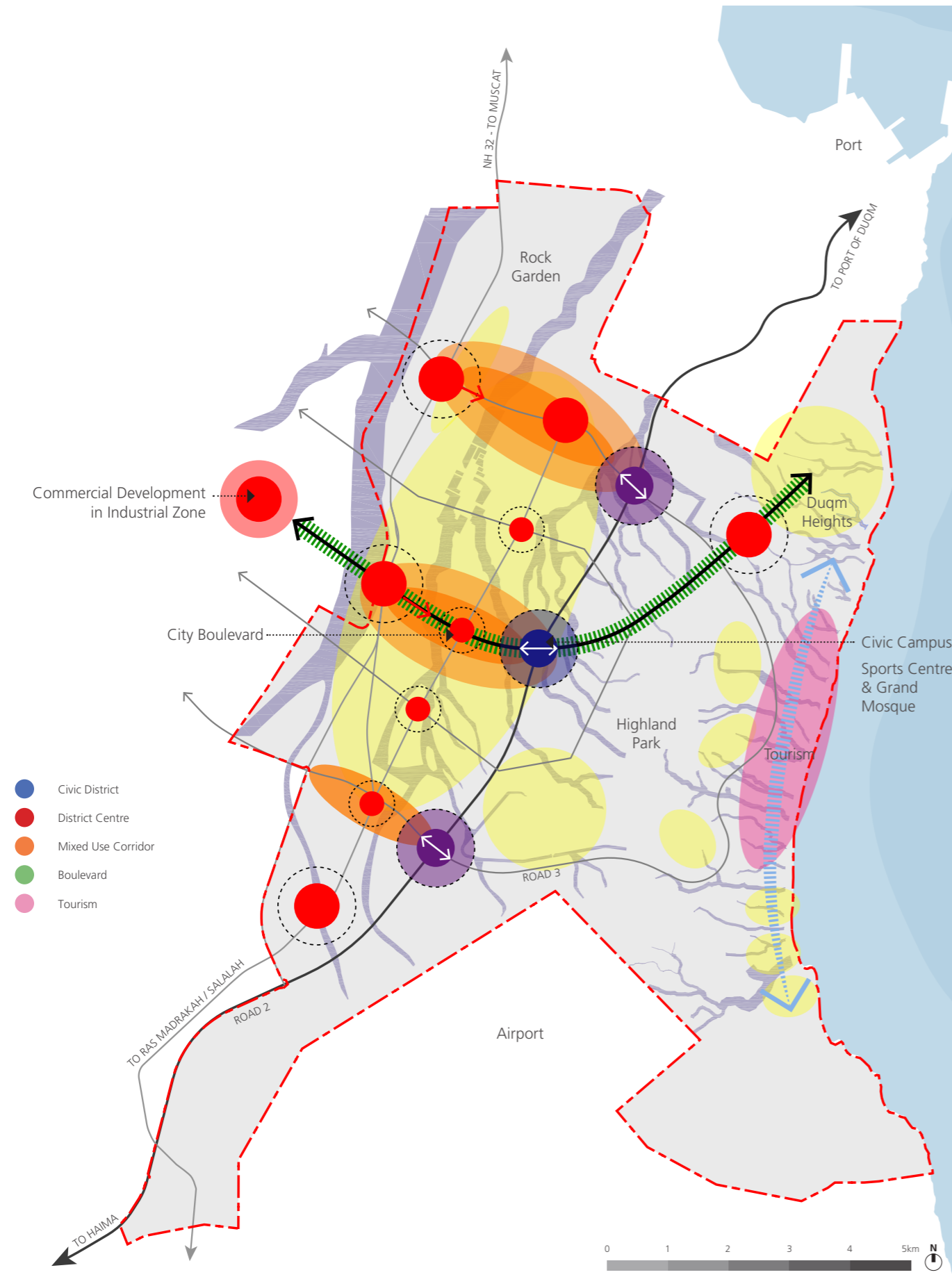


Figure 6-1: Key Diagram for the development of Al Duqm City

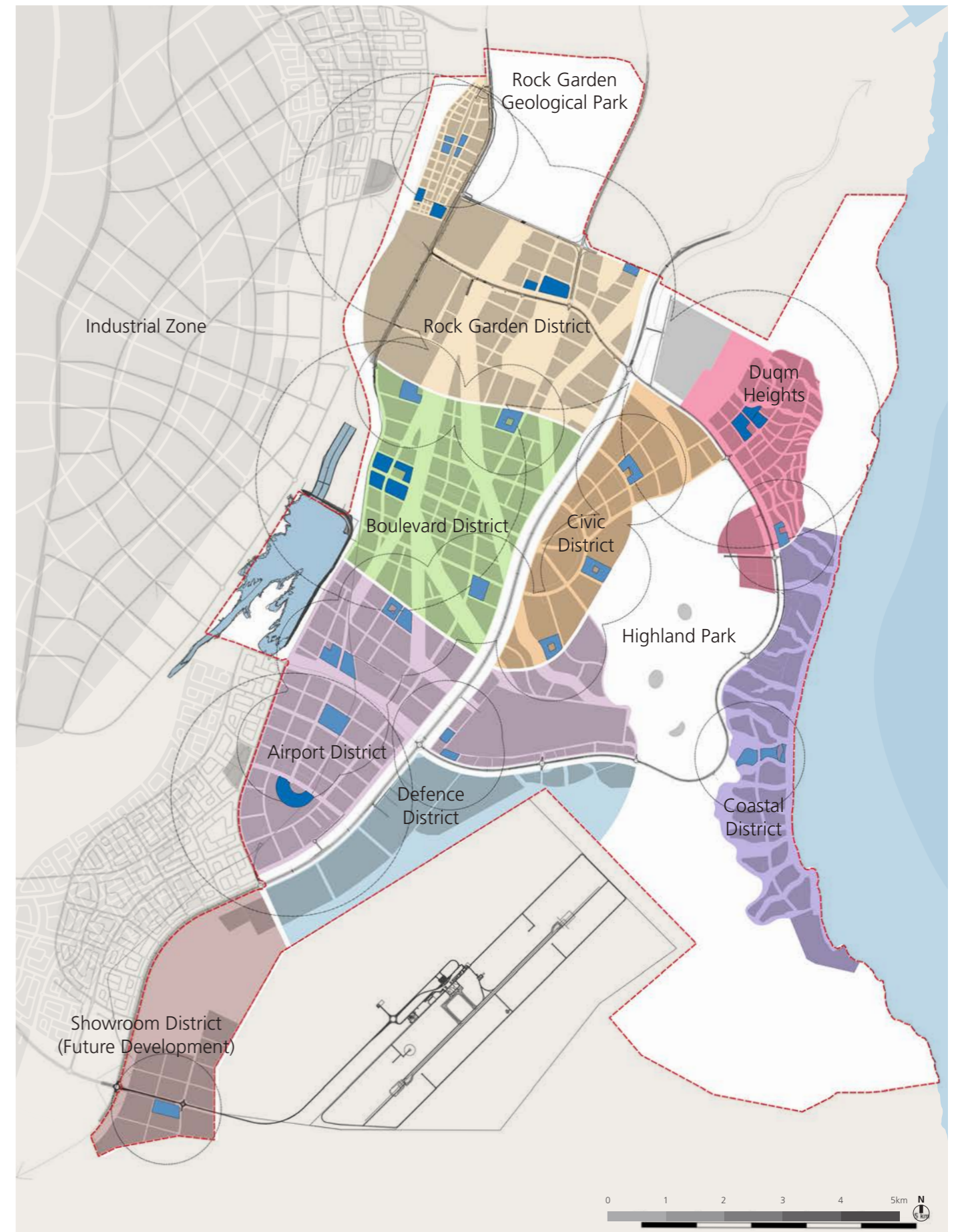


Figure 6-2: Identified Districts in Al Duqm City

6.3 District Plans

6.3.1 The Rock Garden District (1)

As described in detail elsewhere, the Rock Garden will be the first District to be developed as 'Phase 1a', in addition to the existing development in close proximity which is already existing. This new District will complement the existing development directly to the west in Saay Village South and will reinforce and incorporate the block to the west of the wadi where there is already significant development and further allocated plots.

During Phase 1a, the Rock Garden will begin to take shape with new housing zones being completed (Figure 6-3). This will be primarily low density residential villas and medium density townhouses located in the interior, with medium and high-density apartments in along strategic transport routes, which would be up to 5 storeys in height.

A new District Centre will be the focus of the District where community facilities will be provided. This would also be developed in Phase 1a to support the new

community in this location. This will include a new Kindergarten, two Cycle 1 Schools and a Cycle 2 School and a library. A local retail mall, civic plaza, health clinic and a Jumma mosque will be provided. The Civic Plaza together with the new routes for pedestrians and cyclists through the area to the Wadi Park will ensure high quality, accessible open space for the new residents of this District.

The aspiration for this District is to secure high-quality development to create a successful, attractive and vibrant neighbourhood with a mix of uses including homes, retail, leisure and community facilities which integrate with the surrounding area and existing community, economically, socially and physically, maximising opportunities for walking and cycling through the area. It is also an aspiration for this District to meet the highest feasible environmental standards, setting the benchmark for the development of the rest of the City.

A plan of The Rock Garden District is located at Figure 6-4.



Figure 6-3: Rock Garden Phase 1a area

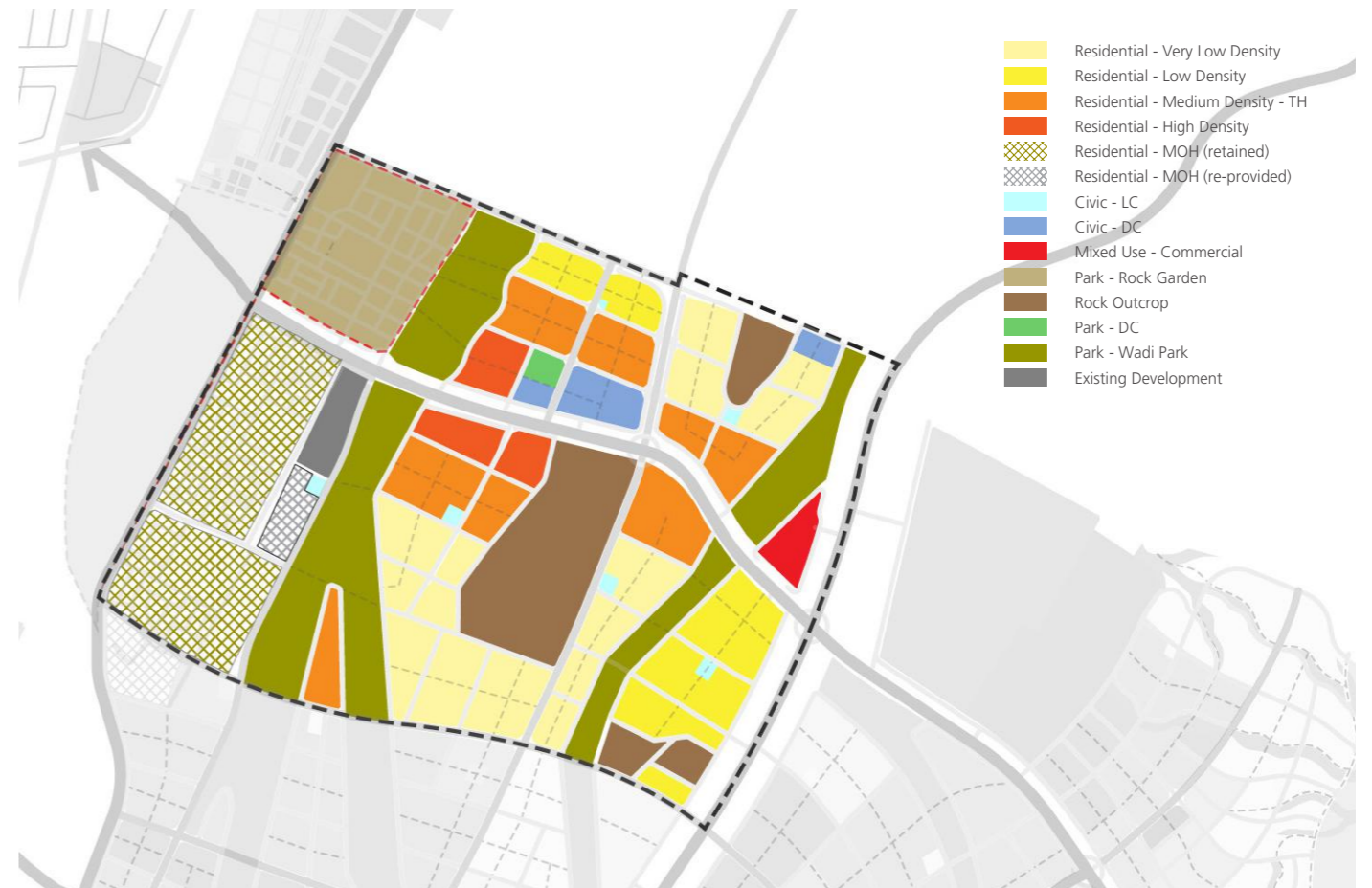


Figure 6-4: Rock Garden District Plan



6.3.2 The Civic District (2)

The Civic District will be the heart of the new City, accommodating regional and sub-regional level civic facilities in a campus setting. This includes the Grand Mosque, Sports Stadium and Regional Hospital, situated around the City Park. A plan of The Civic District is located at Figure 6-5.

The Civic District is at the eastern end of the City Boulevard next to Road 2. The very wide right of way of this arterial road will need special treatment in this location to prevent the civic and facilities being visually and physically separated from the residential districts to the west of Road 2. This could be achieved by planting the road corridor with a grove of shade trees between the two inner orbital roads.

The radial street geometry has been selected to emphasise the importance and formality of the Civic District. The Grand Mosque will occupy the most visually important location terminating the view looking east along the City Boulevard. The Grand Mosque is anticipated to extend to

approximately 100,000sqm GFA and accommodate a total of around 5,000 worshippers.

The Sports Stadium adjacent is anticipated to come forward in later phases – Phase 4 or 5 (beyond 2040) – once the population has reached a critical mass. The stadium would comprise approximately 15,000 seats and cater for large sporting events. Before the stadium has been constructed, this site could be used for similar community land uses such as a festival or show ground or an open space for performances or public events.

Surrounding these key civic uses, would be a mix of medium density townhouses and apartments, with high density apartments residential apartments providing a buffer to Road 2. Heights in this area should not exceed 5 storeys for the high-density apartments, as the focal point should be the Grand Mosque and other land uses should not compete with this. A District centre would be provided to the south to ensure appropriate accessible community facilities for residents in this location.

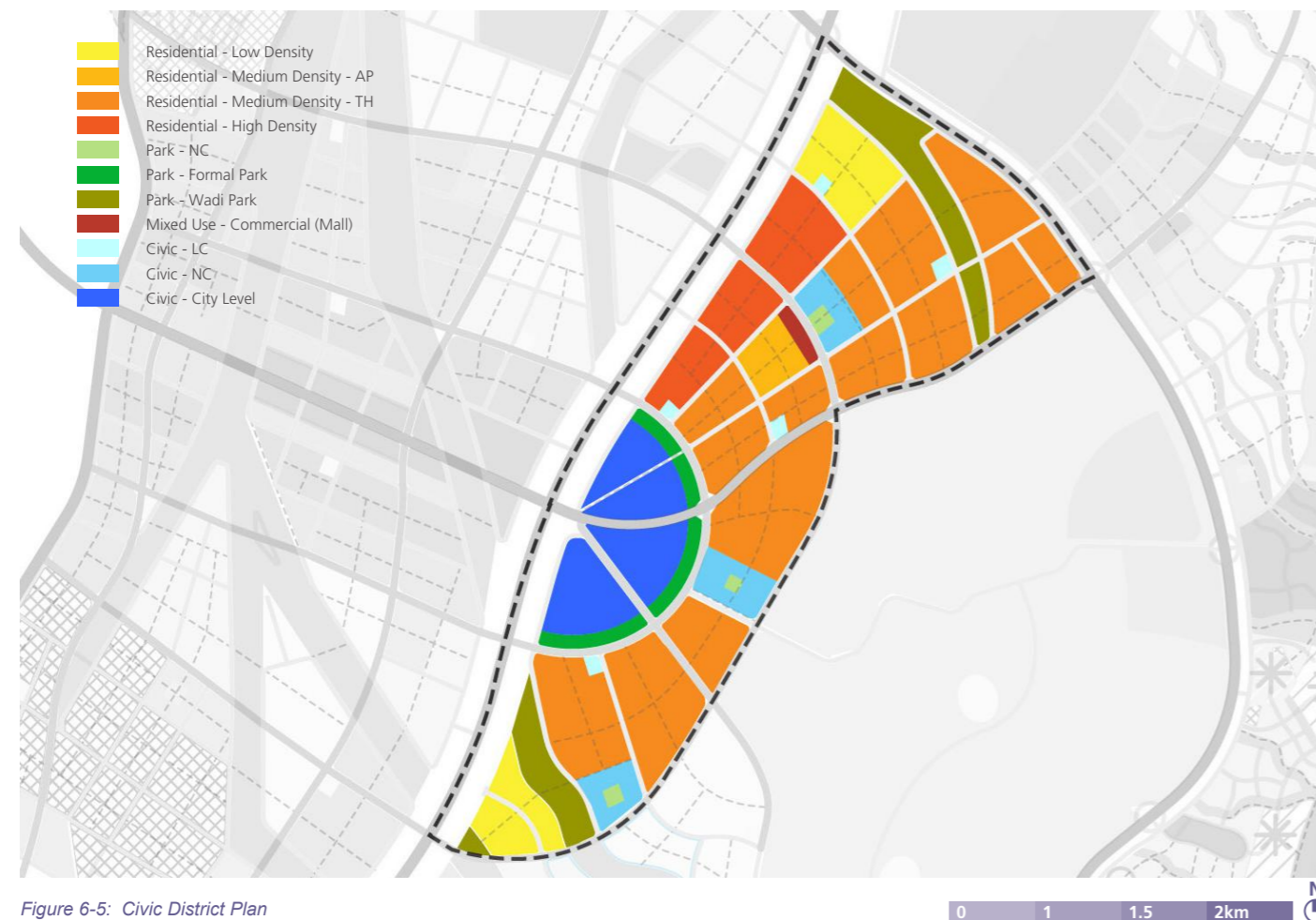


Figure 6-5: Civic District Plan



6.3.3 The Boulevard District (3)

The Boulevard District is intended to be the key shopping District, with a mixed-use activity corridor running National Highway 32 in the east to the Civic District in the west, which in turn would connect the City with the industrial zone to the west. A plan of the Boulevard District is provided at Figure 6-6.

The boulevard would also be the main public transport route. The University will be located to the east, which will assist in creating footfall and activity in this zone.

The City Boulevard will have a 60m right of way and be planted with large evergreen trees to create a continuous shaded canopy. The boulevard will be framed by mixed use buildings up to 10 storeys, with retail and civic uses on the ground floor and residential or offices above. The buildings could be colonnaded to provide additional shade and shelter.

In terms of the permitted commercial uses, this area has further restrictions in terms of what can be located

here. The key retail shopping area (the 'Primary Shopping Area' (PSA)) and the focal point of the city from a retail perspective – is the civic boulevard. In the PSA, additional controls and restrictions apply to the retail streets, specifically, the designated 'primary shopping frontage' fronting onto the Civic Boulevard and the supporting 'secondary shopping frontages' which sit behind the main high street. These additional restrictions seek to restrict the number and location of non-retail uses within the primary shopping frontage to ensure that the primary retail function is not undermined or diluted. The secondary frontages in this zone will provide opportunities for a greater mix of uses including supporting restaurant and other business uses.

The protected frontages are listed as either primary or secondary frontages and are described in further detail within the Land Use Zone policies within the sections below.

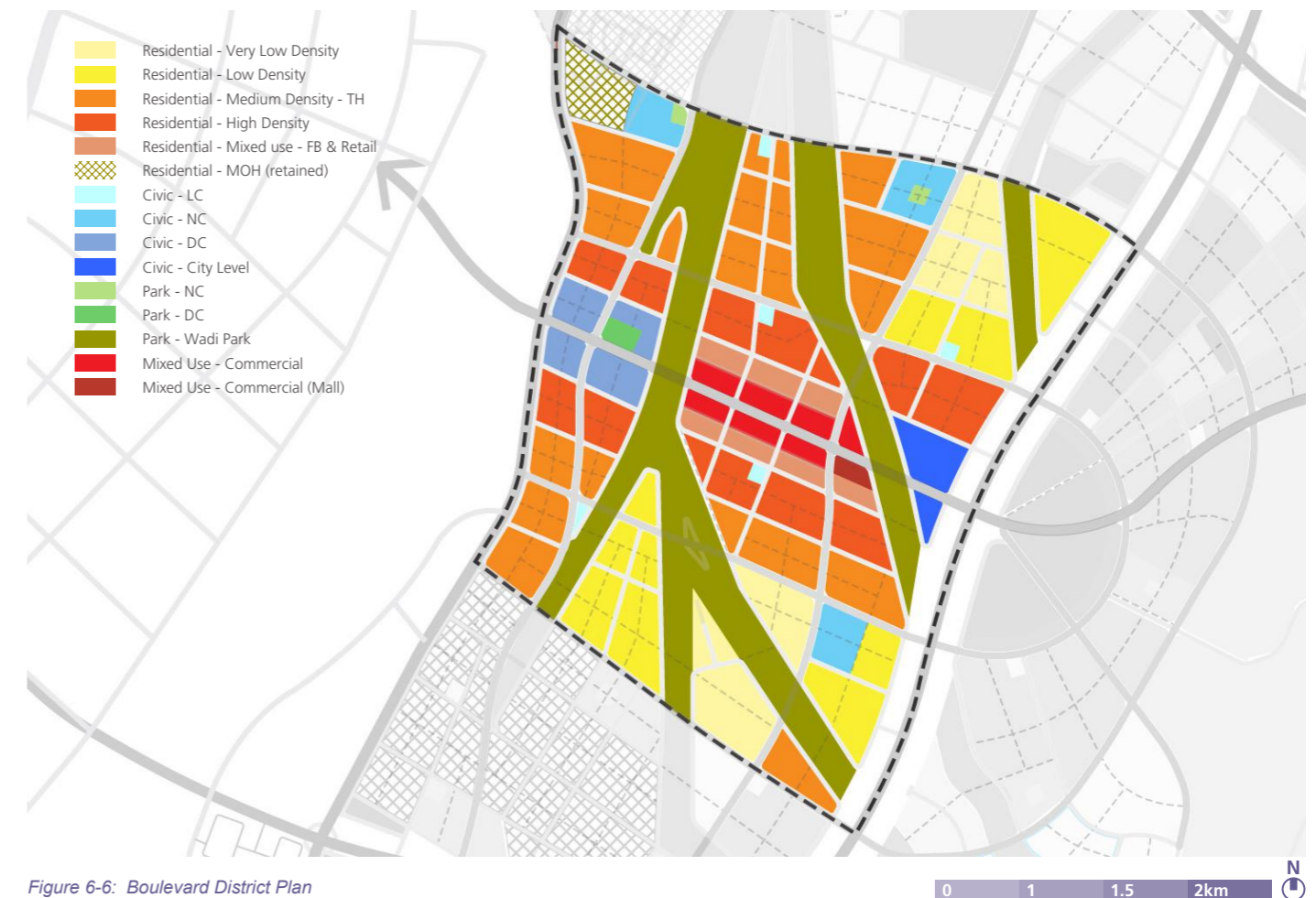


Figure 6-6: Boulevard District Plan



6.3.4 The Airport District (4)

The Airport District is located to the south of the project site. Arterial Roads 2 and 3 sub-divide the district into three large neighbourhoods (Figure 6-7). Each would have its own District or Neighbourhood centre with clustering of facilities to maximise convenience and accessibility and to encourage walking and other sustainable modes such as cycling for shorter journeys.

The northern neighbourhood within this District includes the large area of Ministry of Housing land, including the 150 units of compensation housing, and other medium and high density residential uses fronting Road 2. This area has been replanned around the existing wadi channels which have been incorporated into the street layout. Any existing development which has been built in the wadis will be removed and no further built development will be allowed in the wadis as this would put future residents in danger from risk of flooding.

The eastern neighbourhood, separated from the rest of the District by Road 2, has also been replanned taking into consideration the wadis. Again, any existing development which has been built in the wadis will be removed and no further built development will be allowed in the wadis as this would put future residents in danger from risk of flooding. This area would be primarily low density residential, designed for prime residential property with views over the Highland Park and out to the coast.

In the southern neighbourhood, fronting onto Road 2 to the west of the airport there are a number of showrooms and commercial uses, to which the land use policies relating to Commercial Mixed Use with Showroom will apply. The remainder of this neighbourhood is proposed for residential uses, with medium density apartments forming a boundary around the neighbourhood and lower density villas in the interior.

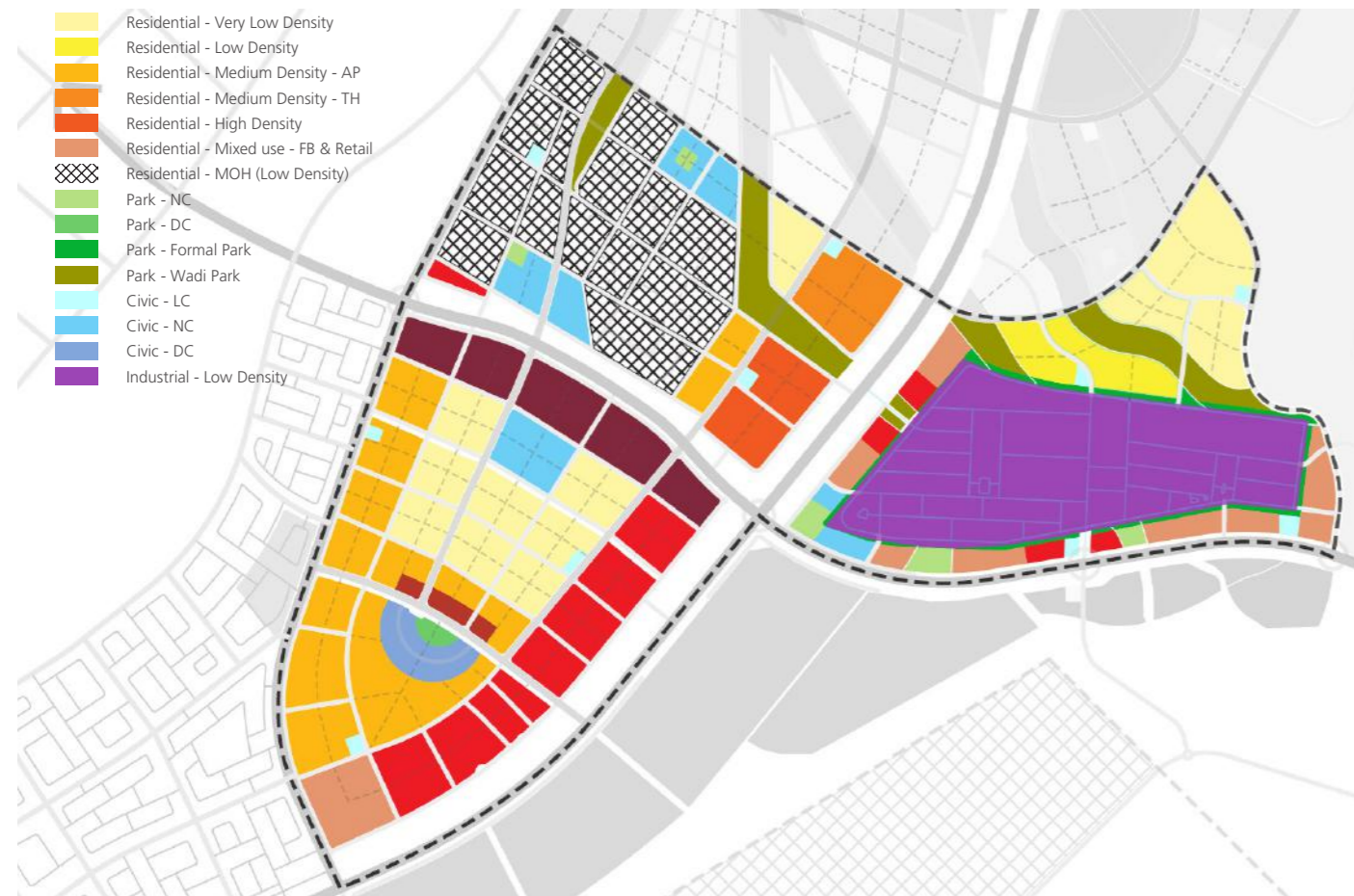


Figure 6-7: Airport District Plan

6.3.5 Duqm Heights District (5)

This district is located in the north-east of the project site (Figure 6-8) and is expected to come forward in later phases of development of the City. The proximity of this area to the port means that it is essential that the Port Buffer area is maintained and respected and the land use policies set out in the following section relating to the Port Buffer should be strictly enforced.

Duqm Heights will be the smallest of the identified districts. It is located on higher ground with views to the sea, a kilometre away therefore it makes an ideal location for prime residential development and very high-quality development should be encouraged here. This could take the form of villas and high-rise apartments sited to maximise views of the coast in the locations determined on the zoning plan.

A natural coastal park will act as a buffer between the new district and the sea. A network of trails following the coastal wadis will connect the residential areas with the pristine beaches.

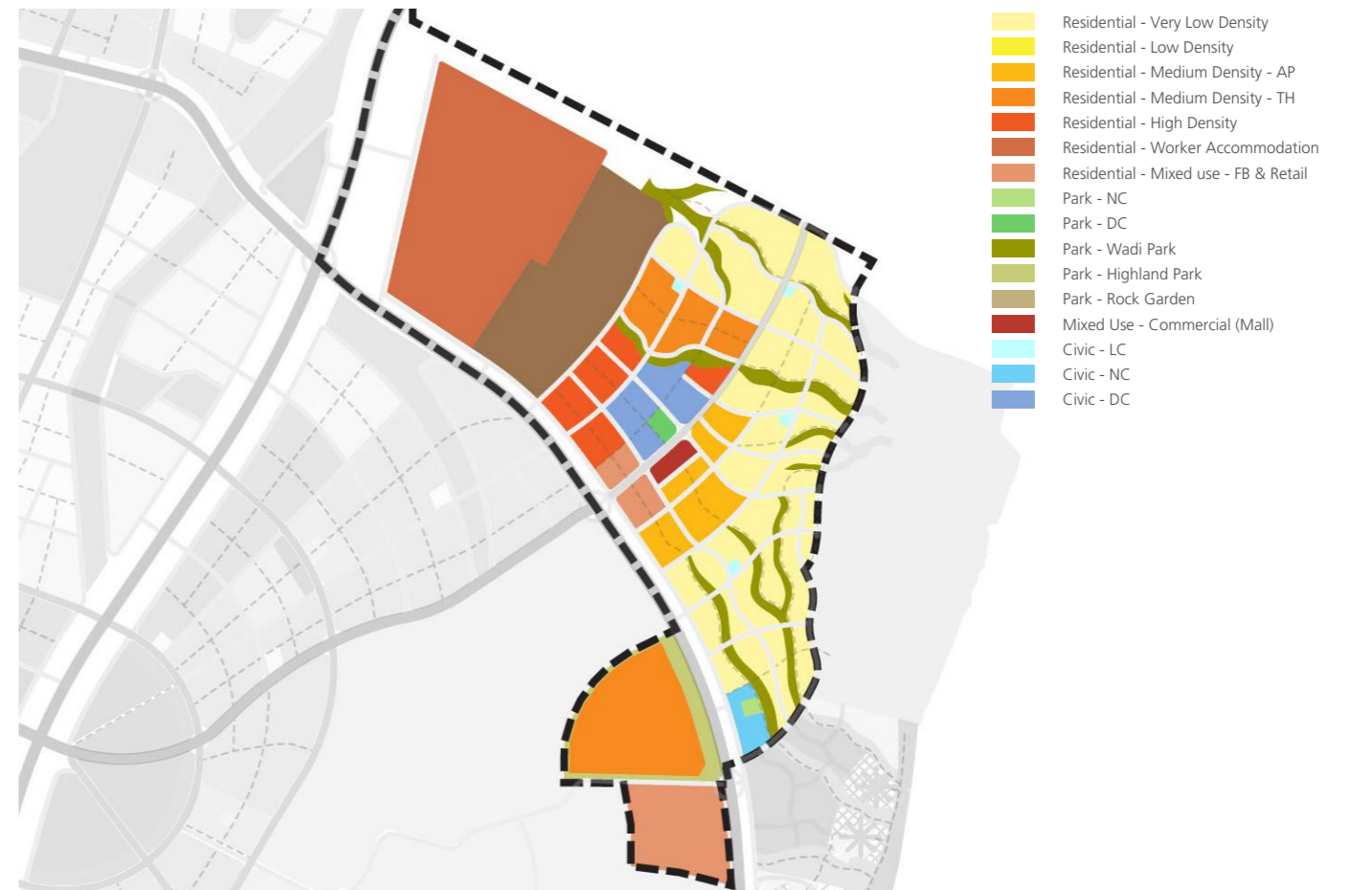
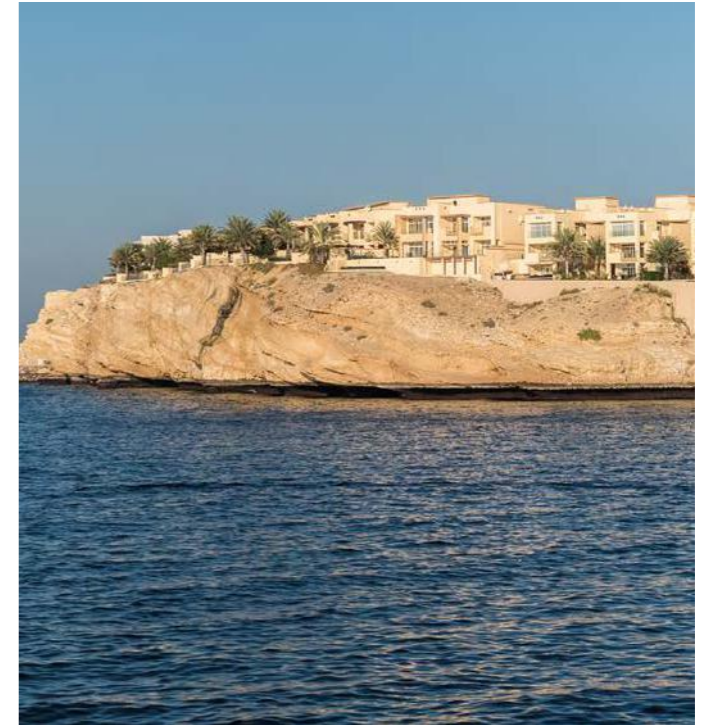


Figure 6-8: Duqm Heights District Plan

6.3.6 The Coastal District (6)

The Coastal Zone is one of the largest Districts in Duqm, and specific Market Assessment has been undertaken in relation to this zone, in order to determine the number, type and location of facilities and hence land uses in this Zone.

In essence, three distinctive districts have been identified, as illustrated in Figure 6-9, each catering to one particular tourist motivation and varying in character and density:

- The 'Business District' will be the main commercial focus where tourists and residents will come for business, retail gastronomy or just a walk along the Corniche.
- The 'Family, Leisure and Entertainment District' will be the primary leisure driver for the entire development and will offer a wide array of experiences and activities for families.
- The 'Eco Tourism, Wellness and Luxury District' will be a calm and peaceful area for tourists and residents to unwind.

In addition, there are large areas of residential land uses which will complement the identified hotel resorts and Integrated Tourism Complex developments, creating a permanent residential community here who will support the Zone outside of peak tourism periods.

The flat coastal plain is drained by a series of incised wadis flowing the short distance from the main escarpment into the sea. It is important that these natural stormwater drainage routes are protected and kept free from development, as per the land use policies relating to this area. Indeed, the strategy for developing the sensitive coastal area is to keep built development away from the wadis, the turtle nesting sites and features of heritage interest.

There is also a requirement for a 150-metre setback from the sea to protect development from storm surges and rising sea levels. Within this area, no built development shall be permitted. Acceptable uses might include temporary pop-up retail and food trucks, further details of which are provided under the relevant land use policies.

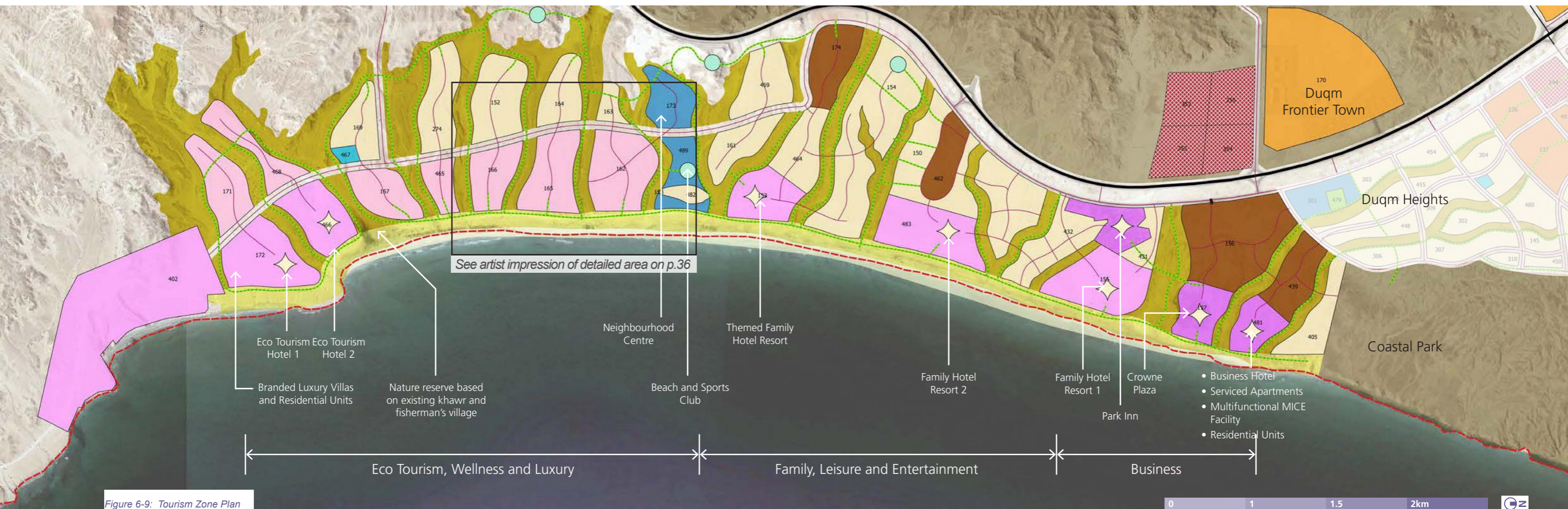


Figure 6-9: Tourism Zone Plan

6.3.7 The Commercial District (7)

This area is located furthest south of the City, separated from the main urban form by a large expanse of rocky outcrops and raised undulating ground. This District is located to the east of Said Bin Taimur Road (National Highway 32) which bounds it to the west, providing access to the City to the north via a roundabout (Figure 6-10).

It is also located directly to the west of the Airport, with the Airport Road cutting through this District in an east to west direction. Access from the Airport Road is again provided by a roundabout.

This area is zoned for industrial, commercial and mixed use residential land uses.

The location in close proximity to the Airport may facilitate the development of complementary or related commercial and industrial uses in the future development of the City and indeed the Airport.

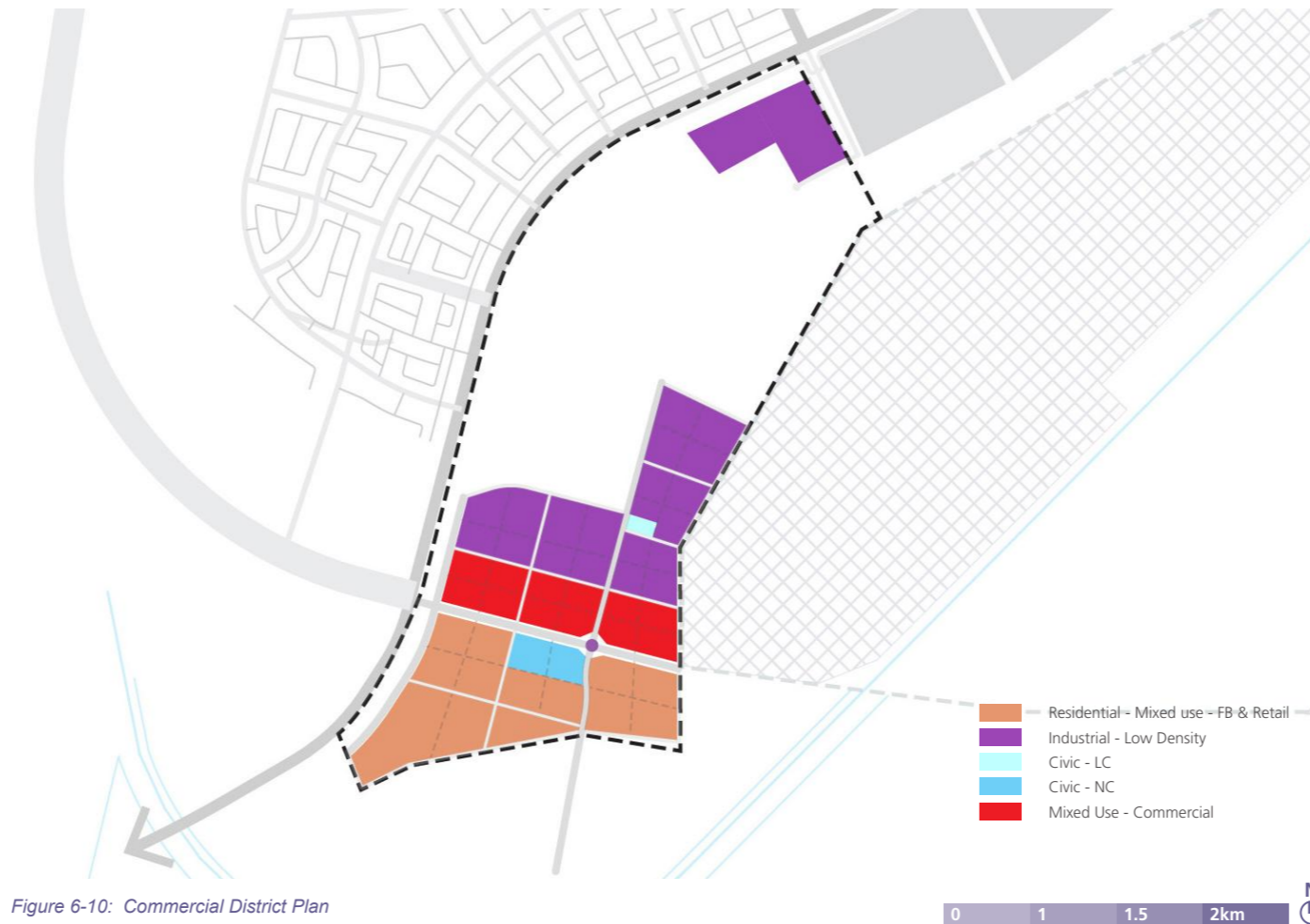


Figure 6-10: Commercial District Plan

6.3.8 The Defence District (8)

This area is located to the south of Duqm, to the north of the Airport (Figure 6-11). This area is known as the Defence District due to the Royal Oman Police, Royal Navy and Special Forces operations being located here. There is already a large amount of development here which will be maintained. As such, the relevant land use policies relating to public service facilities and national institutional facilities will apply.

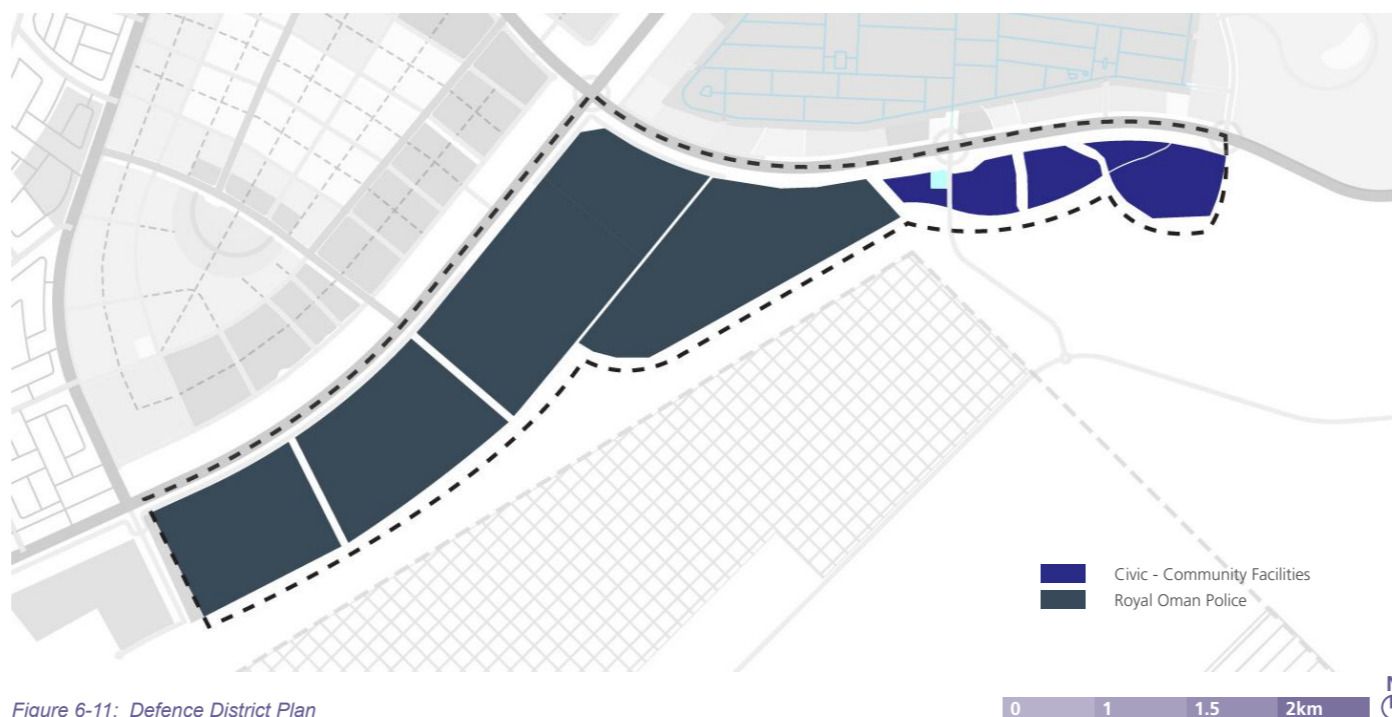


Figure 6-11: Defence District Plan

6.4 Land Use Policies

The Primary Land Use Plan (Figure 6-12) illustrates the mix of land uses across the City, and demonstrates the wide range of land uses identified within the City.

Whilst the majority of the City is residential - to provide accommodation for those employed in the Industrial Zone for example - complimentary commercial land uses and community facilities are distributed throughout the City.

Nearly all Districts, and indeed land use parcels, will follow a pedestrian friendly, accessible mixed-use format, with high quality open space and a range of facilities for both residents and visitors. This is set out in further detail in the Urban Design Guidelines.

For the purpose of these Regulations, the various land uses within Al Duqm City have been divided into the following land use zones - which are covered within the subsequent land use policies - as set out in Table 6-1.

6.4.1 General Standards

The guidelines set out in the sub-sections below relating to each land use zone provide a framework of rules and recommendations for development beyond the parameters set out in the Detailed Master Plan. They provide guidelines for the layout of future districts and neighbourhoods and specify the permitted primary uses within a land use zone and other accepted ancillary or accessory uses.

They will act as a reference against which Master Plan submission and Building Permit applications can be assessed, in addition to any prevailing National standards which apply. They would be provided to investors and developers looking to invest in Duqm and therefore will be a helpful tool for masterplanners and designers preparing such plans.

The following standards apply to all land use typologies and all zoning districts.

6.4.2 General Provisions

Accessory and Temporary uses and structures, and on-street parking and loading, shall be in accordance with the Land Use Policies and Standards. All requirements shall be met on site and no impacts which are likely to have a detrimental impact upon the amenity of the area or upon the environment, health, safety and general welfare of the public shall be permitted beyond the site boundaries.

6.4.3 Permitted Uses

Only those uses permitted in each zoning district shall be allowed. No other use shall be operated, altered, modified or enlarged so as to conflict with the regulations for the zoning district in which such use is located.

Whilst prohibited uses are not specified, in essence, any uses other than those identified within the Regulations are considered prohibited unless otherwise approved by SEZAD.

Land Use Zones	
Residential Land Use Zones	
Low Density Residential	LDR
Medium Density Apartments	MDR-A
Medium Density Townhouses	MDR-T
High Density Residential	HDR
Residential Mixed Use	RMU
Ministry of Housing	MOH
Labour Accommodation	
Labour Accommodation	LAB
Commercial Land Use Zones	
Commercial Malls	CMA
Commercial Mixed Use	CMU
Commercial Mixed Use with Showroom	CMU-S
Industrial Land Use Zones	
Light Industrial	LIN
Tourism Land Use Zones	
Tourism - Family Leisure	TOU-F
Tourism - Business zone	TOU-B
Tourism - Low Density	TOU-LD
Tourism - Low Density Residential	TOU-RLD
Tourism - High Density Residential	TOU-HDR

Land Use Zones	
Community Facilities Land Use Zones	
Community Facilities - City Level	COM-CC
Community Facilities - District Centre	COM-DC
Community Facilities - Neighbourhood Centre	COM-NC
Community Facilities – Local Centre	COM-LC
Community Facilities - Non-Centre	COM-NON
Open Space Land Uses	
District Centre Park	DCP
Neighbourhood Centre Park	NCP
Formal Park	FOP
Highland Park	HIP
Tree Nursery	TRE
Wadi Parks	WAD
Tourism Beach Park	BEA
Rock Garden Geological Park	ROC
Pocket Park	POC
Rock Outcrops	ROC
Port Hatch Buffer	
Port Hatch Buffer	POR

Table 6-1: Land Use Zones

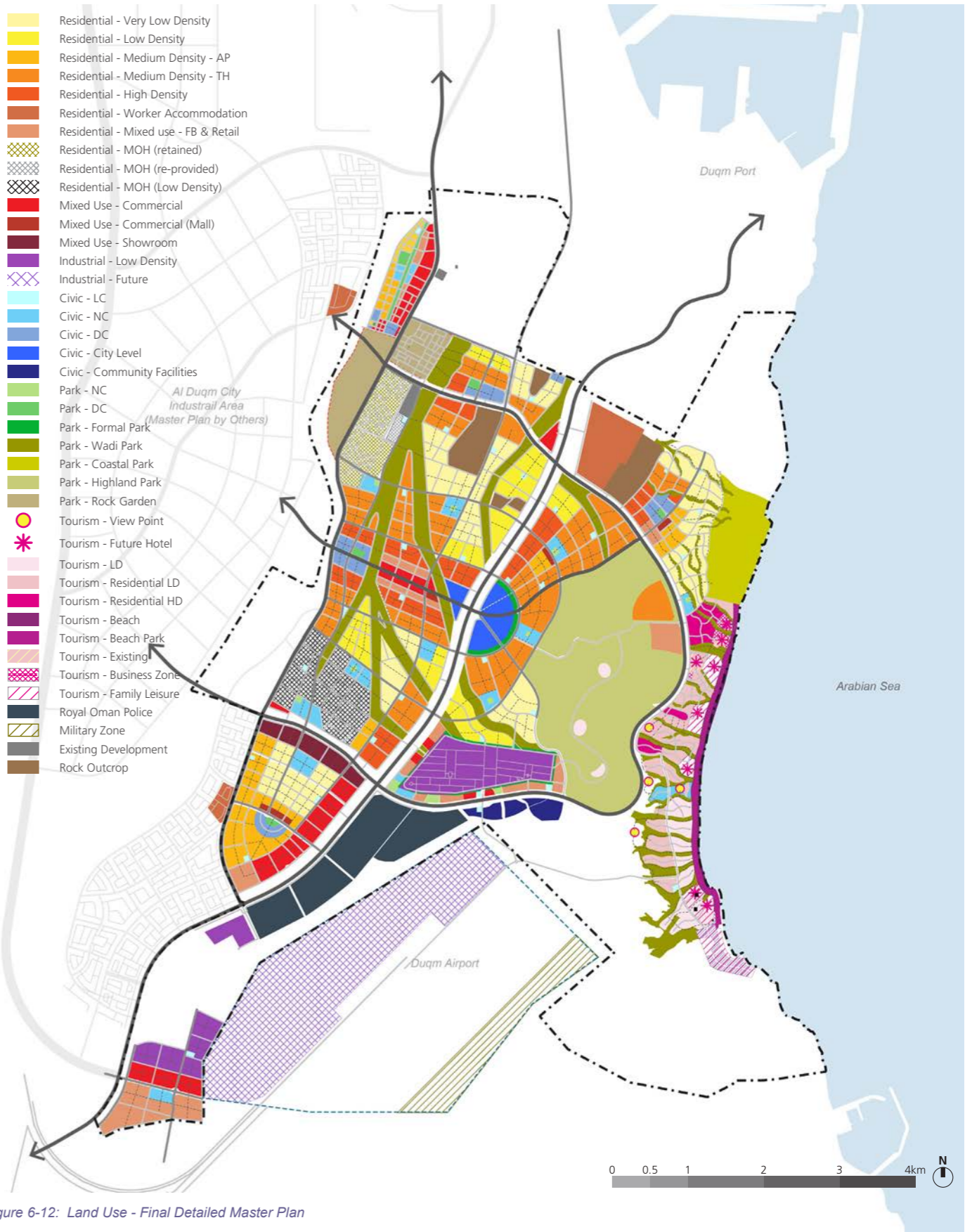


Figure 6-12: Land Use - Final Detailed Master Plan

6.5 Residential Land Uses

Residential land uses refer to areas dedicated to purpose built residential accommodation, differentiated into low, medium, and high density, Ministry of Housing and Labour Accommodation. Figure 6-13 illustrates where residential land uses are to be located within the overall Plan for the City; all districts include some level of residential accommodation.

6.5.1 Residential Land Use Policies

- RLU5: Provide high-quality residential developments across the City for all residential land use types, of different types and sizes, in order to serve the existing and future population, meeting housing needs across the spectrum of household incomes.
- RLU6: Residential developments should provide accessible and convenient community facilities and open space to create liveable and sustainable residential communities in order to create mixed, inclusive and sustainable communities.
- RLU7: Prioritise development of sites for residential development adjacent to or in close proximity to other residential development sites under construction in early phases, in accordance with the land use zoning set out in the Detailed Master Plan.
- RLU8: Provide Low Density Residential (LDR) accommodation and Medium Density Residential (MDR) accommodation alongside similar density developments, such as LDR, MDR-T and MDR-A in accordance with the Detailed Master Plan in order to maintain and ensure character areas within the City. Similarly, encourage residential land uses within the interior of the defined Districts to ensure that retail and commercial uses are prioritised on the primary transportation corridors.
- RLU9: Maintain existing Ministry of Housing (MOH) areas within the City, allowing for relocation, redevelopment and regeneration where appropriate.
- RLU10: Maintain existing worker accommodation within the City, ensuring that the surrounding land uses respect this.
- RLU11: Provide Residential Mixed Use (RMU) zones to create defined corridors across the City in accordance with the Detailed Master Plan, developing clear boundaries and contrasting urban character areas. Encourage higher density residential development to create defined corridors, gateways and viewpoints in strategic locations – for example in the Civic Boulevard.
- RLU12: Residential Mixed Use (RMU) shall be located along primary roadways and transport corridors and shall ensure active frontages providing retail and commercial uses in accessible locations.
- RLU13: Ensure adequate parking is provided for Residential Mixed Use (RMU) land uses, to reduce congestion and increase accessibility.
- RLU14: Medium Density Residential (Apartments) (MDR-A) and High-Density Residential (HDR) shall be permitted to include ancillary retail/commercial floorspace. This should extend to a maximum of 300sqm GFA per building. Ancillary commercial and retail uses shall only be permitted in locations where they will provide multi-functional urban areas which conveniently serve the local population and reduce the need to travel longer distances, and in accordance with the inset plan at Figure 3-13.
- RLU15: Residential development across all typologies shall be of the highest quality design, meeting minimum international space standards, and following the Urban Design Guidelines set out in this document. This will ensure that residential development provides functional, adaptable and accessible spaces suitable for families with children, older people, people with disabilities and others.
- RLU16: Residential development across all typologies shall ensure adequate amenity and a quiet environment for both existing and future residents.



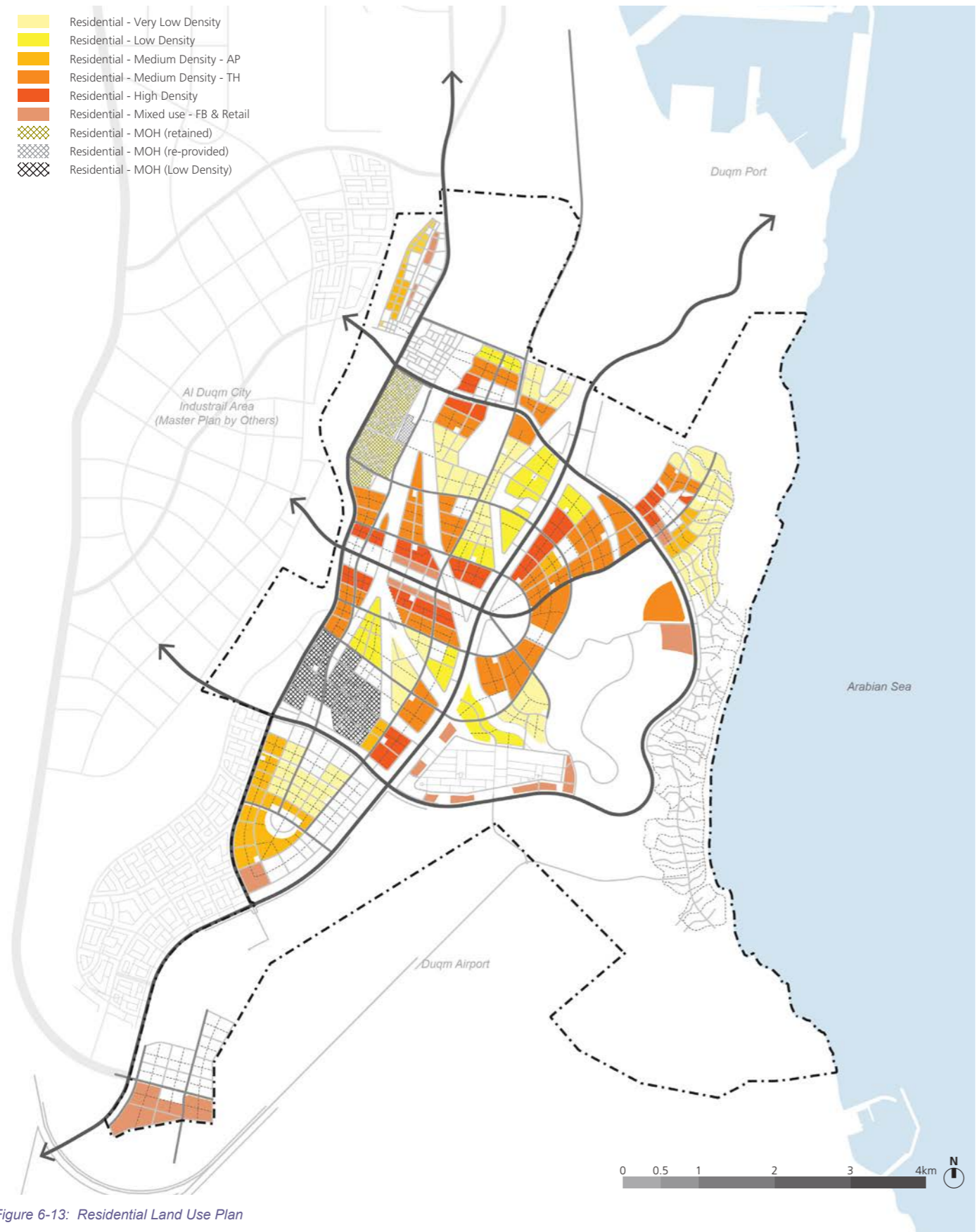


Figure 6-13: Residential Land Use Plan

Low Density Residential (LDR)	
Low Density Residential	Low Density Residential identifies areas for single unit detached villa accommodation for both Expatriate and Omani family living.
Development Regulations	Medium Density Residential development in Duqm is to be delivered by Master Developers rather than individual unit developers, for example private individuals. Therefore, a minimum Development Parcel of 2 hectares (20,000sqm) (gross) will be allocated to Master Developers by SEZAD for Low Density Residential Development.
Permitted Uses	Land uses permitted within this zone are as follows: <ul style="list-style-type: none">Single Family Residential Detached Units Accessory Uses: <ul style="list-style-type: none">Gym and swimming poolsTennis and basketball courtsSupporting office useGuard/gate house
Parking Standards	Two (2) car parking spaces (minimum) to be provided per villa to be provided within the plot. Visitor parking is provided on the basis of at least one space per plot within the housing cluster or on-street.



Medium Density Residential (MDR-T)	
Medium Density Residential – Townhouse (MDR-T)	The Medium Density Residential zones identify areas for single unit detached or attached townhouse accommodation for both Expatriate and Omani family living.
Development Regulations	Medium Density Townhouse development in Duqm is to be delivered by Master Developers rather than individual unit developers. Therefore, a minimum Development Parcel of 2 hectares (20,000sqm) (gross) will be allocated to Master Developers by SEZAD for Medium Density Townhouse Development.
Permitted Uses	Land uses permitted within this zone are as follows: <ul style="list-style-type: none">Single Family Residential Detached/Semi-Detached or Attached Units Accessory Uses: <ul style="list-style-type: none">Tennis and basketball courtsSupporting office useGym and swimming poolsGuard/gate house
Parking Standards	Two (2) car parking spaces (minimum) to be provided per villa to be provided within the plot. Visitor parking is provided on the basis of at least one space per plot within the housing cluster or on-street.



Medium Density Residential (MDR-A)	
Medium Density Residential - Apartments (MDR-A)	The Medium Density Apartment zones identifies areas for residential buildings made up of apartments, providing accommodation for both Expatriate and Omanis.
Development Regulations	Medium Density Apartments can be delivered as investment plots if required. Therefore, there is no requirement to deliver as a Master Developer.
Permitted Uses	Land uses permitted within this zone are as follows: <ul style="list-style-type: none">Multi-family Residential Apartment Units Accessory Uses: <ul style="list-style-type: none">Commercial/retail at ground floor only, to a maximum of 300sqm GFA and only where in accordance with Figure 3-13Tennis and basketball courtsSupporting office useGym and swimming poolsGuard/gate house
Parking Standards	Parking to be calculated on the basis of the below standards: <ul style="list-style-type: none">Studio/1 bedroom apartment – 1 car parking space per apartment2 bedroom apartment – 1.5 car parking spaces per apartment3+ bedroom apartment – 2 car parking spaces per apartment All parking to be provided within the plot.



High Density Residential (HDR)	
High Density Residential (HDR)	The High Density Apartment zones identifies areas for residential buildings up to 8 storeys – depending on location - made up of apartments, providing accommodation for both Expatriate and Omanis. These are generally located along primary roads.
Development Regulations	High Density Apartments can be delivered as investment plots if required. Therefore, there is no requirement to deliver as a Master Developer.
Permitted Uses	Land uses permitted within this zone are as follows: <ul style="list-style-type: none">Multi-family Residential Apartment Units Accessory Uses: <ul style="list-style-type: none">Commercial/retail at ground floor only, to a maximum of 300sqm GFA and only where in accordance with Figure 3-13Tennis and basketball courtsSupporting office useGym and swimming poolsGuard/gate house
Parking Standards	Parking to be calculated on the basis of the below standards: <ul style="list-style-type: none">Studio/1 bedroom apartment – 1 car parking space per apartment2 bedroom apartment – 1.5 car parking spaces per apartment3+ bedroom apartment – 2 car parking spaces per apartment If commercial floorspace is to be provided, two (2) parking spaces (minimum) to be provided per 100sqm of commercial floorspace. Servicing for the commercial units is to be from the street. All parking to be provided within the plot.



Residential Mixed Use (RMU)	
Residential Mixed Use (RMU)	The Residential Mixed Use typology identifies areas for residential buildings up to 6 storeys – depending on location - made up of commercial and retail uses at ground floor/mezzanine level with apartments above, providing accommodation for both Expatriate and Omanis. These are generally located along primary roads and in key commercial areas where the intention is to create pedestrian friendly centres.
Development Regulations	A combination of commercial retail, commercial office and residential uses are permissible within mixed use plots. Residential uses are not permitted at ground floor level. Uses which are not permitted within the commercial plots are also not permitted within residential mixed use plots.
Permitted Uses	Land uses permitted within this zone are as follows: <ul style="list-style-type: none">Multi-family Residential Apartment UnitsCommercial uses (retail, food & beverage and/or commercial uses) on ground/ mezzanine levels only (maximum 300sqm per use) Accessory Uses: <ul style="list-style-type: none">Supporting office useGym and swimming pools
Parking Standards	Parking to be calculated on the basis of the below standards: <ul style="list-style-type: none">Studio/1 bedroom apartment – 1 car parking space per apartment2 bedroom apartment – 1.5 car parking spaces per apartment3+ bedroom apartment – 2 car parking spaces per apartment Two (2) parking spaces (minimum) to be provided per 100sqm of commercial floorspace. Servicing for the commercial units is to be from the street. All parking to be provided within the plot to the rear. If viable, this may be decked to provide landscaped courtyards above. Visitor parking to be calculated at 10% of the total parking and should be accommodated on-street or within the cluster.



Ministry of Housing (MOH)	
Ministry of Housing (MOH)	<p>The Ministry of Housing zones identify areas for single unit detached villa accommodation for Omani family living. It is anticipated that these will be the standard 600sqm plots as per MoH developments across Oman.</p> <p>There are six primary land allocations which have both existing and committed development to a greater or lesser extent, the majority being assigned for citizen housing, where Krookies have been issued for their ownership and development.</p>
Development Regulations	<p>The approach to plotting and subdivision within these areas is based upon the approach already established by the Ministry of Housing which is a standard plot of 600sqm with access lanes to the rear of each plot. This current approach will be maintained.</p>
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">Single Family Detached Residential Units
Parking Standards	<p>Two (2) car parking spaces (minimum) to be provided per villa to be provided within the plot.</p> <p>Visitor parking is provided on the basis of at least one space per plot within the housing cluster or on-street.</p>





6.6 Labour Accommodation

6.6.1 Labour Accommodation Land Use Policies

- LAB1: High quality labour accommodation shall be provided in the identified locations inside the City boundary and outside the City to accommodate the blue collar workforce. Facilities are to be provided in line with Omani Labour Law and the International Labour Organization guidelines, and any subsequent prevailing guidelines or legislation relating to Labour Accommodation.
- LAB2: Where labour accommodation is provided for 500 workers or more, a range of community facilities is to be provided including a mosque, health clinic/ centre, retail and recreational activities.
- LAB3: A maximum of 10,000 people per facility shall be permitted.
- LAB4: Labour accommodation is to be located at a minimum of 5km from existing or planned residential accommodation and should be located at a minimum of 5km from the Tourism Zone.
- LAB5: Sites should be located close to the industrial zone subject to the provisions of LAB3, or other industrial areas where job opportunities will be located.
- LAB6: Sites should be located close to an active road network, with several access/egress to facilitate entry/exit of company buses. Comprehensive Transport Impact Statements (TIS) will need to be provided as part of any master plan/building permit application submitted to SEZAD, demonstrating that there are no adverse transport impacts.
- LAB7: Accommodation should be compliant with all the sanitary and environmental conditions and safety requirements to preserve the health and safety of its residents and protect its internal and surrounding environment, such as the building materials, the drinking water and sanitary drainage systems, the air conditioning systems, the elevators, the emergency exits, the firefighting systems, internal air quality and the common service utilities, according to Omani Labour Law and international specifications.
- LAB8: In terms of design, there shall be a maximum of 8-10 people to a room. The residential units should be designed, built and equipped to ensure that occupants have an acceptable level of comfort and safety in a clean and healthy environment. The accommodation management, security office, workers equipment room, kitchens, cafeterias, prayer room, first aid room and any other services should be located on the ground floor.
- LAB9: The locations identified within the Master Plan (Figure 6-14) do not include provision for temporary construction workforce who must be accommodated elsewhere. Purpose built blue collar accommodation is for permanent employees in Duqm.





Figure 6-14: Labour Accommodation Land Use Plan

Labour Accommodation

Labour Accommodation (LAB)

The Labour Accommodation zones identify facilities such as labour camps which provide purpose built housing for labourers employed in Duqm for example in the port or the refinery.

Permitted Uses

Land uses permitted within this zone are as follows:

- Staff accommodation units
- Management offices

Accessory Uses:

- Ancillary retail/commercial uses such as pharmacy, barbers, small supermarket (maximum 300sqm GFA)
- Health centre/clinic
- Mosque
- Supporting recreational and leisure facilities (e.g. sports courts, gym)

Parking Standards

1 bus parking space per 1,000 sqm GFA is to be provided for company buses within the site. Parking for senior staff to be provided within the plot at 1 space per 500 sqm GFA.



6.7 Commercial Land Uses

Commercial Land Uses refer to office, business and retail uses along with other complementary services. This will include financial services, banks, offices, retail, food & beverage and restaurants as well as local and major shops and other support services. Figure 6-15 illustrates the location of commercial land uses within the overall Master Plan and Figure 6-16 shows the primary and secondary shopping frontages.

Please refer to Section 7.16 of this report for detailed guidelines and diagrams relating to the Civic Boulevard.

6.7.1 Commercial Land Use Policies

- CLU1: Encourage the provision of Commercial Mixed Uses (CMU) in strategic locations in accordance with the Master Plan to create defined commercial and business areas – in the Showroom District for example, and in the Civic Boulevard.
- CLU2: Commercial Land Uses shall be permitted in suitable locations to create physical buffers between industrial and residential land uses. They shall also buffer interior lower density residential areas from major transport corridors.
- CLU3: New shopping and retail uses including Commercial Malls (CMA) and Commercial Mixed Use (CMU) development shall be focussed in the designated retail areas and designated centres, such as the Civic Boulevard, as per the Detailed Master Plan.
- CLU4: Ensure that Commercial Uses respect the density of surrounding development, and discourage the development of high density Commercial Uses in locations where such development would alter the established urban form.
- CLU5: Commercial Mixed Use (CMU) development within the designated zones shall include the full range of retail and other town centre uses, including food, drink and restaurant uses, except where additional controls apply.
- CLU6: Town centre and retail development shall be focussed within the Civic Boulevard, should contribute to its vitality and viability, and must be appropriate to the function, size and character of the Civic Boulevard.
- CLU7: The Civic Boulevard shall be maintained as a primarily retail area, in order to protect the vitality and viability of the Civic Boulevard as the highest priority retail centre. Within the designated 'primary shopping frontage' within the 'Primary Shopping Area' (PSA) (Figure 6-16) retail uses shall be preferred, with a maximum of 20% non-retail uses being permitted within this frontage.
- CLU8: Strip Malls and Drive Through establishments should be generally avoided and are not permitted in high density or medium density neighbourhoods (refer to the descriptions of the eight districts in earlier sections of this Chapter). If this type of retail is required in low density neighbourhoods, the overall layout and design shall ensure that an attractive pedestrian realm is created along the street frontage the retail buildings are facing. Access should only be provided via a service road.



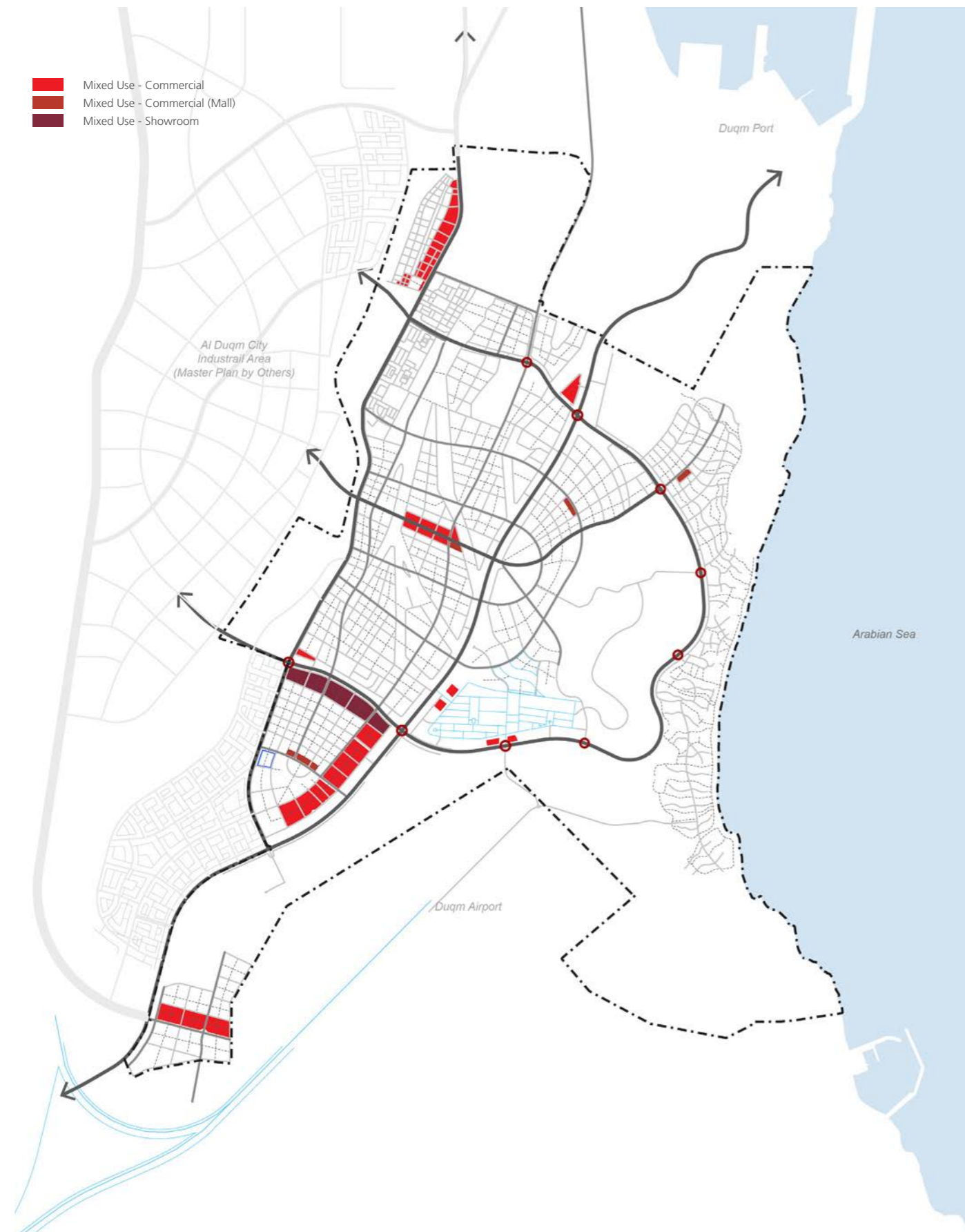


Figure 6-15: Commercial Land Use Plan

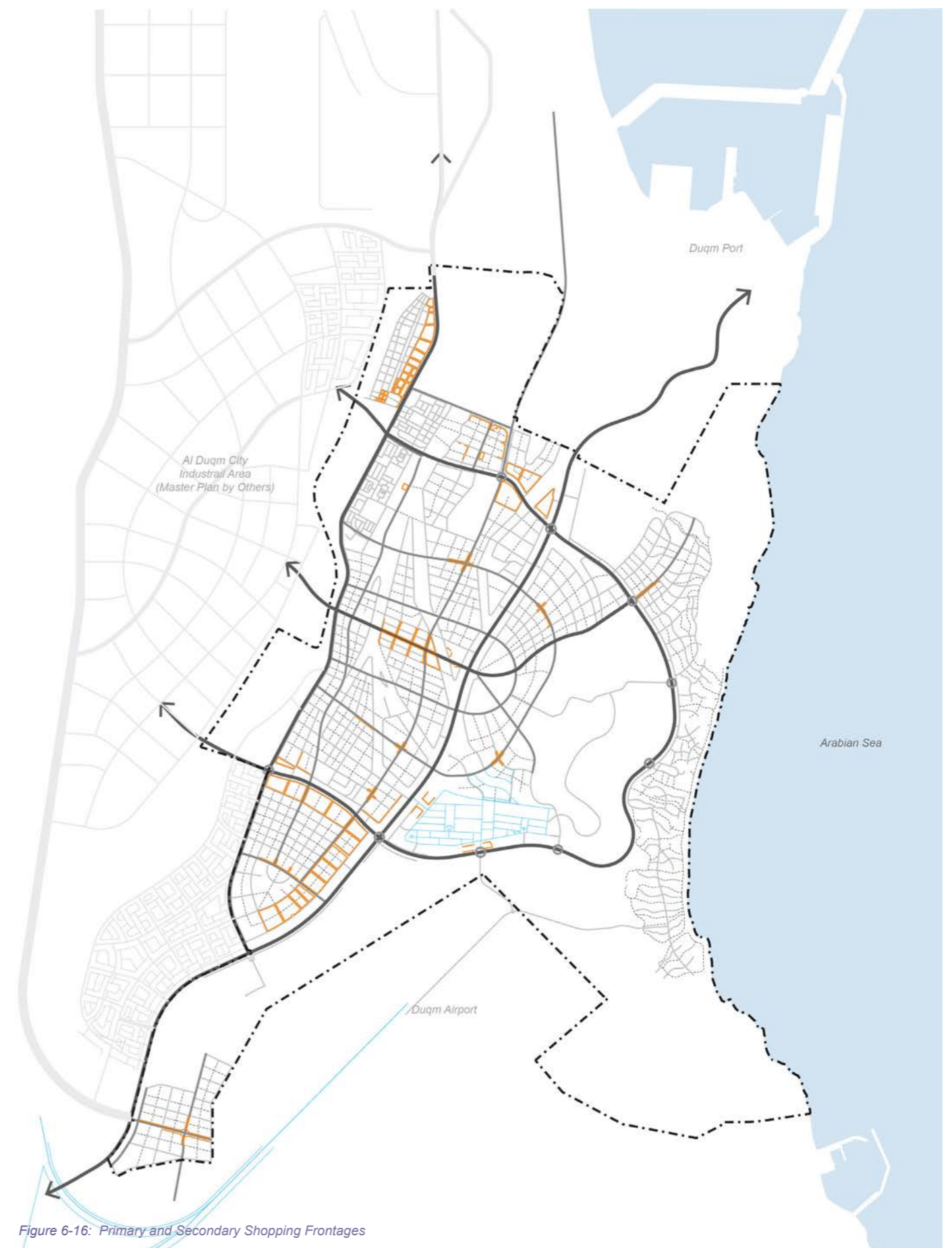




Figure 6-16: Primary and Secondary Shopping Frontages

Commercial Mall	
Commercial Mall (CMA)	The Commercial Mall Zones provide locations for commercial malls to be located around the city. The scale and focus of the malls uses will vary significantly and will include the local or neighbourhood malls and the mall located within the civic boulevard, to serve the retail needs of the City.
Development Regulations	Given that the scale and focus of mall uses within Duqm is envisaged to vary significantly, it is not intended that these controls be so prescriptive so as to curb creativity but rather the intention is to ensure all such uses are developed at an appropriate scale and intensity as well as provided with adequate parking, services and connectivity.
Permitted Uses	Land uses permitted within this zone are as follows: <ul style="list-style-type: none"> Retail Shopping Mall comprising convenience and comparison retail and grocery stores. Accessory Uses: <ul style="list-style-type: none"> Medical clinic or dental clinic Restaurant, café, food & beverage outlets, and food courts Mosque Entertainment and recreational uses such as cinemas.
Parking Standards	Two (2) parking spaces to be provided per 100 sqm of commercial mall GFA. Taxis ranks also to be considered where appropriate.



Commercial Mixed Use	
Commercial Mixed Use (CMU)	The Commercial Mixed Use Zones identify land for mixed use commercial development comprising a mix of retail and commercial uses. These uses will be located in areas of high visibility on the primary road network.
Development Regulations	<p>Permitted uses in this area are convenience and comparison retail, grocery stores and/or restaurant/café/ food & beverage uses.</p> <p>The key retail shopping area (the 'Primary Shopping Area' (PSA)) and the focal point of the city from a retail perspective – is the civic boulevard. In the PSA, additional controls and restrictions apply to the retail streets, specifically, the designated 'primary shopping frontage' fronting onto the Civic Boulevard and the supporting 'secondary shopping frontages' which sit behind the main high street. These additional restrictions seek to restrict the number and location of non-retail uses within the primary shopping frontage to ensure that the primary retail function is not undermined or diluted. The secondary frontages in this zone will provide opportunities for a greater mix of uses including supporting restaurant and other business uses.</p> <p>An over-concentration of non-retail uses within the primary frontage can detract from its shopping function and may prejudice its vitality and viability, create extensive lengths of 'dead' frontage and a lack of proper shop window displays. This can detract from the attractiveness of the street to shoppers or isolate particular shops or areas from the main pedestrian flows. It is therefore necessary to manage the shopping function of centres to ensure their vitality and viability is not significantly harmed.</p> <p>Design guidance relating to shopfronts, entrances and awnings/ canopies which apply to these zones are included within the Urban Design, Landscape and Architectural Guidelines in the subsequent sections of this Report.</p>
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none"> Up to 25% of the total gross floorspace to comprise retail shops including convenience and/or comparison retail, hairdresser's beauty parlours and barbers, post office, laundry, grocery store, restaurant, café/food & beverage outlets or similar. The remaining floorspace to comprise commercial offices, finance and professional sales and services, walk in office, business services, personal services, and/or education and training services, business services. Wholesale commercial uses, buildings materials, garages, workshops, vehicles sales and other similar uses are not permitted. In the primary shopping frontage on the Civic Boulevard, only retail shops will be permitted at ground floor level and no cafes, restaurants or other commercial uses will be permitted, unless otherwise agreed with SEZAD. Outside of the primary shopping frontage, the full range of town centre – commercial and retail uses - will be permitted.

Commercial Mixed Use	
Parking Standards	<p>Two (2) parking spaces (minimum) to be provided per 100sqm of commercial GFA, except in the Boulevard District which will benefit from the BRT and will therefore require lower levels of parking, to be discussed and agreed with SEZAD on a plot by plot basis. All parking to be provided within the plot, to the rear.</p> <p>Where appropriate, parking may be located within development blocks at ground floor in an undercroft arrangement; this would be located to the rear of the blocks and not adjacent to the street.</p> <p>Parking for each use should be separated where possible.</p>
	
	

Commercial Mixed Use with Showroom	
Commercial Mixed Use with Showroom (CMU-S)	<p>The Commercial Mixed Use with Showroom Zones are located within the Showroom District to the south of the City. This zone fronts onto Road 2, and provides an alternative retail offering, with a high percentage of 'big box' retail uses and functions, fulfilling the retail needs of the City.</p>
Development Regulations	<p>This zone identifies land for mixed use commercial development including showrooms.</p>
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">Up to 50% of the total gross floorspace to comprise:<ul style="list-style-type: none">Retail showrooms/warehouses including convenience and/or comparison retail.Car showrooms.The remaining floorspace to comprise commercial offices, finance and professional sales and services, walk in office, business services, personal services, and/or business services.
Parking Standards	<p>Two (2) spaces to be provided (minimum) per 100 sqm of GFA.</p>
	

6.8 Industrial Uses

There are significant areas of land identified outside the city for industrial uses therefore there are only minimal areas allocated within the City boundary for light industrial uses – as illustrated by Figure 6-17.

Light industrial uses include those uses which are not hazardous and do not harm residential amenity through noise, smoke, odour or other pollutants.

6.8.1 Industrial Land Use Policies

- IND1: Light Industrial and low density employment uses will be promoted within the designated light industrial zones to the south of Duqm.
- IND2: Light Industrial Uses will not be permitted where such a use would result in odours, fumes, dust and/or noise, which would negatively impact upon residential amenity in the City. For this reason, heavy industrial uses will not be permitted. If SEZAD as the Planning Authority believes proposals would lead to detrimental effects on amenity, appropriate conditions should be attached to Development or Master Plan Approvals.
- IND3: Light industrial uses shall not be detrimental to public health, safety, morals or general welfare and shall take all measures possible to minimise any adverse impacts on their surroundings.
- IND4: If SEZAD as the Planning Authority believes proposals would lead to detrimental effects on amenity, SEZAD may impose conditions, safeguards and restrictions upon Development or Master Plan Approvals as necessary to reduce or minimise any potential effect of such uses upon other properties, their environs, or the City as a whole.



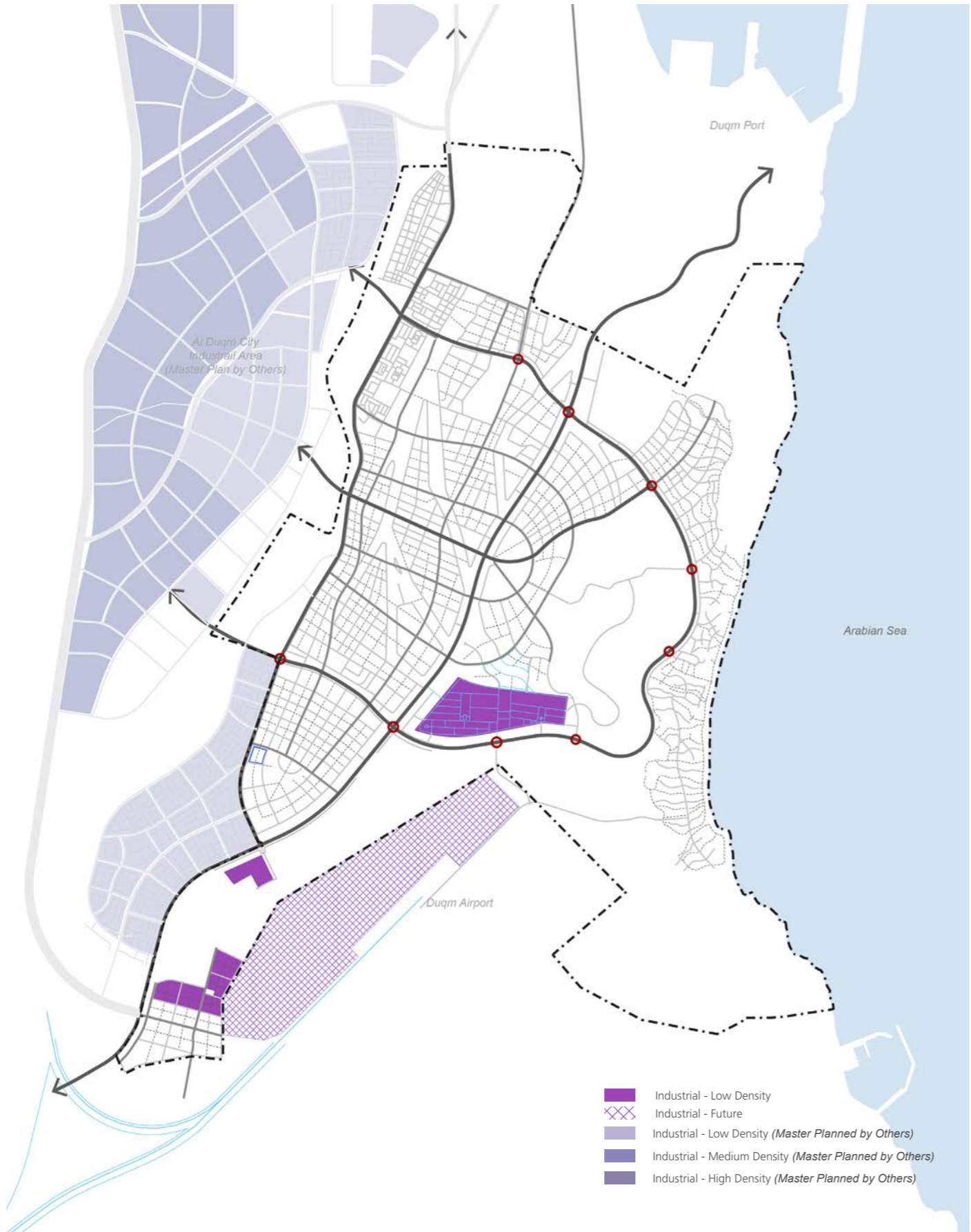


Figure 6-17: Industrial Land Use Plan

Light Industrial	
Light Industrial (LIN)	The Light Industrial Zones are located to the south of the City, adjacent to Road 2 and the purpose is to provide land for light industrial uses. These zones can be used for a wide range of businesses and 'light' industrial uses. These might include warehouses, and/or storage, and other light industrial uses. Heavier industrial uses such as production, manufacturing and petrochemicals for example would not be appropriate.
Development Regulations	<p>As these zones are located within the City they will not be heavy industrial uses causing adverse noise, visual or other impacts. SEZAD as the planning authority shall ensure that any Master Plan Approvals for the light industrial zones mitigate any adverse impact through the use of conditions as described within the Section above.</p> <p>Any retail sales portion of such uses shall be conducted entirely within an enclosed building.</p> <p>No heavy industrial uses or manufacturing/processing which would create smoke, gas, odour, dust, noise, vibration of earth, soot or lighting to a degree that is offensive will be permitted.</p>
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">Wholesale, warehousing and storage uses;Light manufacturing and assembly;Fabrication, assembly or production of furniture, art wares and craft, consumer electricals, cleaning products, home appliances, or other materials which are in a refined form; andGardening and construction related industries (excluding cement production). <p>This may include but is not limited to the following uses:</p> <ul style="list-style-type: none">Bakeries;Building material and lumber storage;Cabinet making/carpentry;Distributing plants (excluding petroleum);Food processing (except fish, dairy, poultry and meat products, vinegar, yeast and rendering of fats and oils)Fruit or vegetable packing;Ice and cold storage;Laboratories for research and development;Machine shops;Sheet metal works;Storage for household goods. <p>Uses which would not be permitted include towing yards and vehicle storage, chemical manufacturing plants, concrete products manufacturing plants, grain milling, treatment of wastewater, handling, storage or shipping.</p> <p>Accessory uses:</p> <ul style="list-style-type: none">Ancillary, retail, religious and office uses.
Parking Standards	For production oriented developments, one (1) space per 500 sqm GFA shall be provided. For service oriented developments, two (2) spaces to be provided per 100 sqm GFA. For warehouse type developments, one (1) space to be provided per 200 sqm GFA.

6.9 Tourism Uses

The tourism land uses refer to areas dedicated to hospitality, including accommodation such as resorts and hotels, serviced apartments, complementary residential land uses – including both permanent residential homes and ‘second homes’ for rent and for sale, and supporting facilities such as beach clubs, restaurants, recreational facilities and meeting or conference centres. These are broadly categorised into a ‘business zone’ a ‘family leisure zone’ and an ‘eco-tourism zone’.

Although the tourism land uses are primarily located in the Tourism Zone on the coast, there are a number of elements such as the Rock Garden Geological Park and the Oryx Sanctuary outside of the boundary of the Master Plan, which are considered highly important in terms of the overall tourism offer of Duqm.

6.9.1 Tourism Land Use Policies

- TOU1: Tourism land uses shall be provided in the Tourism Zone within the identified locations to complement the existing and planned resort developments in this location, including the Crowne Plaza and the Park Inn. Tourism development shall be of a high quality, catering to either the business, family or eco-tourism markets primarily.
- TOU2: Within the business zones (TOU-B), development shall cater to business tourism users in line with demand from the industrial and port area, complementing the existing Crowne Plaza and Park Inn. This may include business hotels, serviced apartments, multi-functional event and conference facilities, across all grades and ratings. Some retail and restaurants will also be encouraged around the proposed corniche.
- TOU3: Within the family leisure zones (TOU-F), development shall focus on family and leisure type developments, including family hotel resorts and/or ‘splash hotels’, ecohotels or boutique hotels, parks and recreation and other beachfront activities. Such developments should aim to be of a high standard at either a 4-star or 5-star rating.
- TOU4: Leisure, sports and entertainment components will complement the hospitality offering and will be ancillary to any hotel or resorts development. Such facilities shall not harm residential amenity for guests of the hotels/resorts or residents within the local area.
- TOU5: Development within the Tourism Zone shall respect the existing site and characteristics and shall not exceed the building heights and densities set out within the Urban Design Guidelines for each part of the Tourism Zone.
- TOU6: Integration of green space and green corridors will be encouraged, to develop ‘activity corridors’ to connect the different districts.
- TOU7: Wadis set-back zones and green spaces shall be integrated in a coherent network to retain their ecological value. These can be linked through to encourage activity corridors and connect the different districts.
- TOU8: Residential development within the Tourism Zone shall complement the proposed hotel and resort development and may comprise second homes/holiday homes or permanent residential accommodation.
- TOU9: No development is to be located within the deep incised wadis, which should be kept clear from built development in order to allow them to continue to fulfil their current drainage function and prevent flood risk in the Tourism Zone or further upstream. No built development is to be located within the 50m buffer to the edge of the wadi.
- TOU10: Tourism development in the Coastal Zone shall respect and maintain the 150m setback from the high tide line. No permanent built development is to be located within this area; however temporary structures such as beach huts, pop-up stalls and food trucks may be located here, subject to satisfying SEZAD that they are temporary rather than permanent structures and meeting all relevant conditions. Strictly no residential units will be permitted in this 150m setback area.

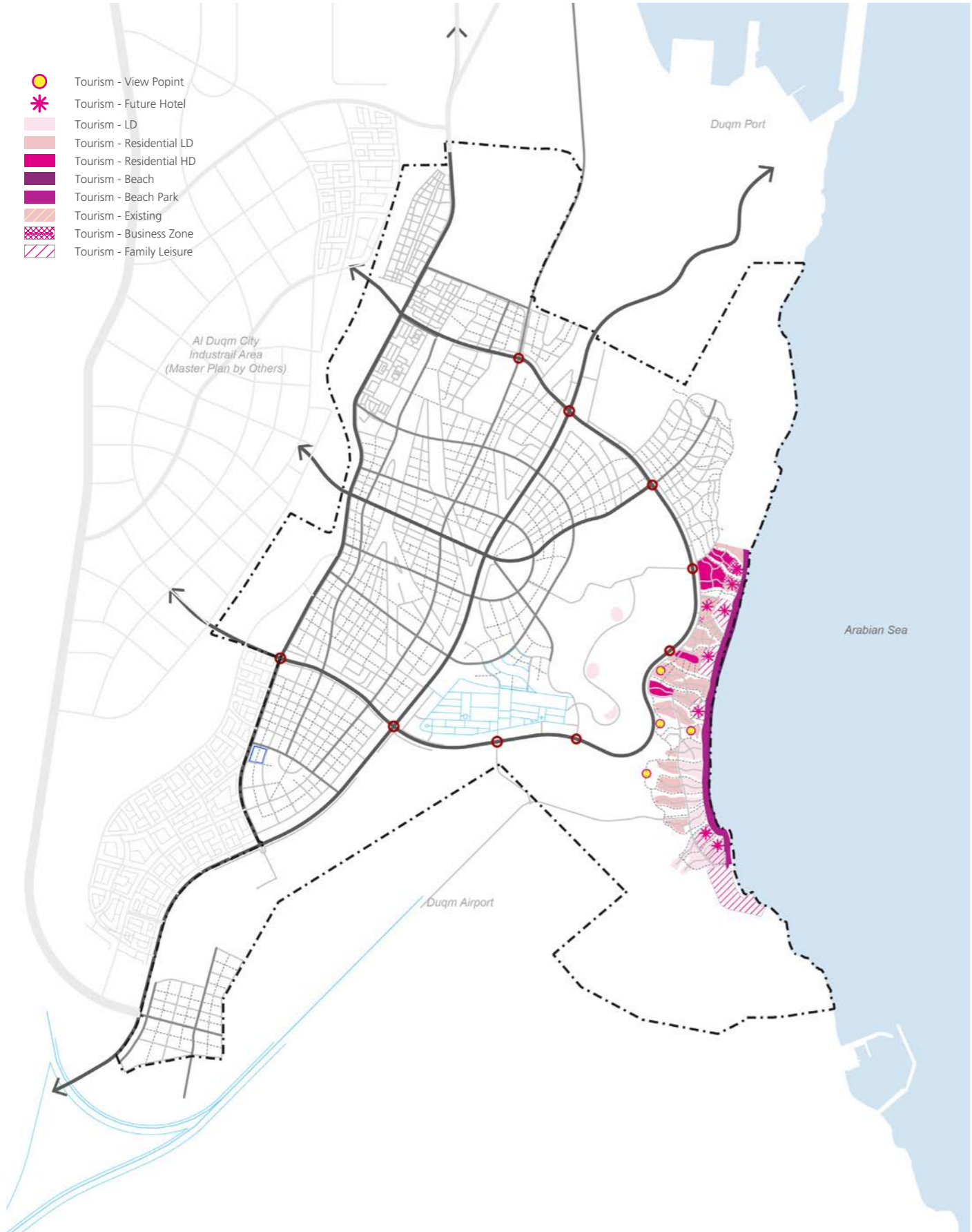


Figure 6-18: Tourism Land Use Plan

Tourism Family Leisure

Tourism Family Leisure (TOU-F)

The identified Tourism – Family Leisure land use zone provides plots for the development of family hotels and resorts. These zones are located in the Tourism District adjacent to the coast benefitting from uninterrupted views out to sea and direct beach access.

Development Regulations

These zones may be developed in accordance with the Omani Regulations set out within Decision No (45/2017) relating to 'Integrated Tourism Complexes' (ITC) which set out the requirements for ITC development.

Should these plots be developed as ITC schemes, the area of land shall not be less than one hundred (100) thousand square meters (equivalent to 10 hectares) in accordance with Decision No (45/2017). In addition, the following restrictions on the permitted uses shall be adhered to, which are set out below.

No built development shall be located within 150m of the high tide line. In addition, no built development is to be located in the wadis or within the 50m buffer zone to the edge of the wadi as illustrated on the Tourism District Plan.

Density, building heights and building setbacks are to be determined in accordance with the Urban Design Guidelines.

Permitted Uses

Land uses permitted within this zone are as follows:

- Hotels and resorts;
- Entertainment complexes;
- Sports and leisure facilities; and
- Water parks or larger recreation facilities.

Accessory uses:

- Commercial uses including restaurants, cafes, retail and other supporting facilities;
- Hotel 'back of house' facilities e.g. administrative offices, kitchen, laundry housekeeping and maintenance facilities.
- Child Care Facilities;
- Mosques;
- Bars and nightclubs; and

Leisure facilities e.g. swimming pool, tennis courts, spa and gym.

Parking Standards

1 car parking space to be provided for every 3 hotel rooms and 1 car parking space for every 10 sqm of public area i.e. food & beverage and entertainment uses.



Tourism Business Zone	
Tourism Business Zone (TOU-B)	<p>The identified Tourism – Business land use zone provides plots for the development of business hotels and associated facilities such as conference and meeting centres. They may also include serviced apartments.</p> <p>Restaurants and retail shall be encouraged along the proposed corniche.</p>
Development Regulations	<p>These zones may be developed in accordance with the Omani Regulations set out within Decision No (45/2017) relating to ‘Integrated Tourism Complexes’ (ITC) which set out the requirements for ITC development.</p> <p>Should these plots be developed as ITC developments, the area of land shall not be less than one hundred (100) thousand square meters (equivalent to 10 hectares) in accordance with Decision No (45/2017). In addition, the following restrictions on the permitted uses shall be adhered to, which are set out below.</p> <p>No built development shall be located within 150m of the high tide line. In addition, no built development is to be located in the wadis or within the 50m buffer zone to the edge of the wadi as illustrated on the Tourism District Plan.</p> <p>Density, building heights and building setbacks are to be determined in accordance with the Urban Design Guidelines.</p>
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">• Business hotels;• Serviced apartments;• Restaurants;• Exhibition halls; and• Conference and meeting facilities (‘MICE’). <p>Accessory uses:</p> <ul style="list-style-type: none">• Commercial uses including restaurants, cafes, retail and other supporting facilities;• Hotel ‘back of house’ facilities e.g. administrative offices, kitchen, laundry housekeeping and maintenance facilities.• Mosques;• Leisure facilities e.g. swimming pool, tennis courts, spa and gym.
Parking Standards	<p>1 car parking space to be provided for every 3 hotel rooms and 1 car parking space for every 10 sqm of public area i.e. food & beverage and entertainment uses.</p>



Tourism – Low Density	
Tourism – Low Density (TOU-LD)	<p>The Tourism Low Density zones are intended to allow for the development of low density hotels and holiday homes or villas, providing an alternative offer to the larger hotels and resorts.</p>
Development Regulations	<p>This zone may include hotels, second homes and holiday villas, and low density outdoor recreation opportunities.</p>
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">• Residential villas and townhouses;• Smaller hotels (that do not include significant entertainment, events venues or shopping areas);• Low density recreational opportunities which are in keeping with the identity of the zone, such as water parks, zip lines and adventure centres, climbing walls etc. <p>Accessory uses:</p> <ul style="list-style-type: none">• Hotel back of house facilities e.g. kitchen, laundry, staff accommodation;• Restaurants and cafes;• Retail commercial uses (ground floor and mezzanine only);• Mosques; and• Leisure facilities e.g. swimming pool, tennis courts, spa and gym.
Parking Standards	<p>1 car parking space to be provided for every 3 hotel rooms and 1 car parking space for every 10 sqm of public area i.e. food & beverage and entertainment uses.</p>



Tourism – Low Density Residential	
Tourism – Low Density (TOU-LDR)	The Tourism - Low Density Residential identifies areas for single unit detached villa accommodation for both Expatriate and Omani family living. This may be as a 'second homes' or as permanent residential accommodation.
Development Regulations	Low Density Residential development in the tourism zone is to be delivered by Master Developers rather than individual unit developers, for example, by private individuals. Therefore, a minimum Development Parcel of 2 hectares (20,000 sqm) will be allocated to Master Developers by SEZAD for Low Density Residential Development in this zone.
Permitted Uses	Land uses permitted within this zone are as follows: <ul style="list-style-type: none">Residential villas and townhouses; andSmaller hotels (that do not include significant entertainment, events venues or shopping areas). Accessory uses: <ul style="list-style-type: none">Hotel back of house facilities e.g. kitchen, laundry, staff accommodation;Restaurants and cafes;Mosques; andLeisure facilities e.g. swimming pool, tennis courts, spa and gym.
Parking Standards	Two (2) car parking spaces (minimum) to be provided per villa to be provided within the plot. Visitor parking is provided on the basis of at least one space per plot within the housing cluster or on-street.



Tourism High Density Residential	
Tourism – High Density (TOU-HDR)	The Tourism - High Density Residential zones identifies areas for residential development made up of apartments, providing permanent residential accommodation for Expats and Omanis. villa accommodation for both Expatriate and Omani family living. This may constitute serviced apartments, second homes, or permanent residential accommodation.
Development Regulations	High Density Apartments can be delivered as investment plots if required. Therefore, there is no requirement to deliver as a Master Developer.
Permitted Uses	Land uses permitted within this zone are as follows: <ul style="list-style-type: none">Residential Apartment Units; andServiced apartments. Accessory uses: <ul style="list-style-type: none">Commercial/retail at ground floor only, to a maximum of 300sqm GFA.Restaurants and cafes;Supporting office use;Guard/gate house;Gym and swimming pools;Mosques; and Leisure facilities e.g. swimming pool, basketball courts, tennis courts and spa.
Parking Standards	Parking for the residential units to be calculated on the basis of the below standards: <ul style="list-style-type: none">Studio/1 bedroom apartment – 1 car parking space per apartment2 bedroom apartment – 1.5 car parking spaces per apartment3+ bedroom apartment – 2 car parking spaces per apartment All parking to be provided within the plot to the rear. If viable, this may be decked to provide landscaped courtyards above. Visitor parking to be calculated at 10% of the total parking and should be accommodated on-street or within the cluster.



6.10 Community Facilities

The Master Plan has identified suitable locations for the provision of District, Neighbourhood and Local Centres to ensure that there are appropriate community facilities and social infrastructure provided in tandem with the provision of residential, commercial and other land uses (Figure 6-19).

A defined hierarchy has been identified whereby certain facilities are provided at various spatial scales. These centres correlate with the catchment area which they serve, which in turn is based on local and regional best practice and standards.

Ultimately the theory behind providing both educational and community facilities within each District – as opposed to being isolated outside the District or Neighbourhood - is based upon the consensus that firstly, this can be a key factor for integrative neighbourhood development, and that secondly, mixed land use plays an important role in achieving a sustainable urban form.

With regards to education for example, the traditional approach of isolating schools away from communities has been superseded by a new way of integrating education with the community which physically and programmatically combines schools with non-educational uses. Mixed-use urban planning that combines entertainment, commercial, educational, civic and residential uses has proven successful in creating more vibrant communities. School buildings often enhance the neighbourhood and provide a focal point for the community. Indeed, research has shown that the additional activities as well as the function as a school improves the value of the surrounding properties and the entire neighbourhood.

With regards to sustainability, land use planning should include measures to reduce the need for movement and provide favourable conditions for energy-efficient and environmentally friendly forms of transport such as walking and cycling. This is embedded within the objectives for the development of Duqm. Mixed use zoning allows compatible land uses to be in close proximity to one another, and therefore decreases the travel distances between activities. Research shows that car use will decline in neighbourhoods which are designed to be pedestrian-friendly, with a connected street layout and an increase in mixed use.

The renowned urbanist Jane Jacobs wrote: 'In dense, diversified city areas, people still walk, an activity that is impractical in the suburbs and in most grey areas. The more intensely various and close-grained the diversity in an area, the more walking. Even people who come into a lively, diverse area from outside, whether by car or by public transportation, walk when they get there'. Clearly, diversity is vital; without it, the urban system declines as a living place and a place to live. Diverse development contains a mixture of land uses, building and housing types, and architectural styles. This must include community facilities, civic amenities and educational facilities such as schools.

As set out above, best practice identifies that centres should be planned as compact and pedestrian friendly systems which respect the scales of the planned urban form, therefore the policies relating to community facilities will not be so prescriptive that they identify specific facilities but rather identify areas where a comprehensive range of facilities and services will be provided. This will facilitate a diversity of facilities to ensure vibrant local, neighbourhood and district centres.

The Detailed Master Plan sets out in detail which types of facilities are required and the number of facilities required.

6.10.1 Community Facilities Land Use Policies

COM1: Community facilities shall be provided within defined centres, across a defined hierarchy of centres at Local, Neighbourhood, District and City level to promote liveability and create successful and highly functional residential areas. The community facilities standards set out in this document shall be adopted to ensure facilities are provided in accessible and appropriate locations across the city.

COM2: Centres shall be planned as compact and pedestrian oriented systems that respect the scales of the planned urban form. Pedestrian access should be safe and comfortable, with non-obstructive shade ways.

COM3: Community facilities within centres shall be clustered with, or framing spaces which encourage social gathering such as plazas, or generate pedestrian footfall such as retail and food and beverage uses, to create activity centre and places of social interaction. Centres will create high streets that mix community and commercial uses, with climate-controlled spaces within this context where possible.

COM4: Mosques should be the focal point of any given centre, although they are to be designed to integrate with the connections to the surrounding public realm. They should be located where they are easily accessible by worshippers travelling on foot or by public transport. Entrances for worshippers shall be placed prominently along public streets.

COM5: Community facilities shall promote equality and social inclusion through the design and development of community facilities, services and spaces, catering for both Omanis and Expats and the elderly and disabled. They shall be distributed evenly across the city.

COM6: Where possible, shared parking will be provided to maximise utilisation of parking spaces and minimise use of land for parking.

COM7: Community facilities shall be delivered in a phased manner taking in account the phasing strategy for the city and growth projections. This should be monitored carefully as the city grows and expands.

COM8: Non-centre facilities shall be in highly accessible locations with suitable access and egress from the road network, with suitable parking to be provided within the plot.

COM9: It is preferential for schools to be in centres where possible, although it is not essential. School shall be located throughout the residential communities that they serve rather than being clustered in central locations. Where schools are not located in centres, they shall be located in accessible urban areas, close to community centres to encourage students to walk to school on foot, reducing vehicular movements and allowing residents to take advantage of local facilities.

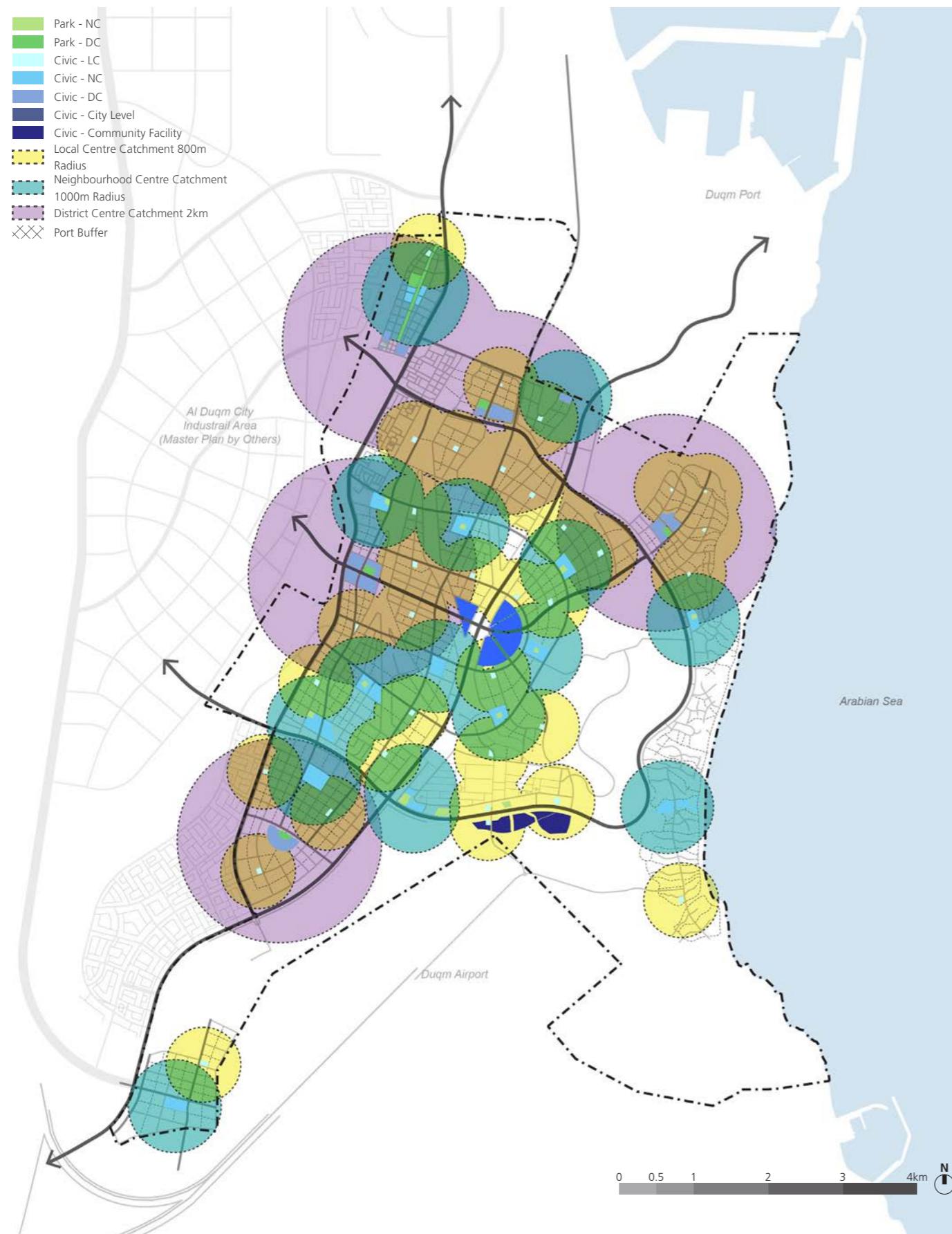


Figure 6-19: Community Facilities Land Use Plan

Community Facilities – City Centre Level

Community Facilities – City Centre Level (COM-CC)

The purpose of the City Centre Zone is to provide for the development of the key regional/sub-regional facilities in a campus setting, which will provide both a focal point for the City, along with the key services needed to support the population.

Development Regulations

The City Level facilities include the Grand Mosque, the Sports Stadium, the Regional Hospital and the University, situated around the City Park.

The Grand Mosque

The Grand Mosque is anticipated to extend to approximately 100,000sqm GFA and accommodate a total of around 5,000 worshippers on a site of approximately 20 ha.

The Sports Stadium

The stadium would comprise approximately 15,000 seats and cater for large sporting events. Before the stadium has been constructed, this site could be used for similar community land uses such as a festival or show ground or an open space for performances or public events.

The University

The University is anticipated to accommodate approximately 4,000 students across the campus, on an 18.5-hectare plot. This is based on regional benchmarks including Middle East College, The University of Nizwa, German University of Technology, Sohar University and Abu Dhabi University.

The Regional Hospital

This would be sited on a 25-hectare site and would include a Disabled Habilitation and Care Centre on a further 5-hectare site. In total, it is estimated that the two would comprise around 800 beds. This is based on other large scale regional hospitals in Oman such as the Royal Hospital Muscat (700 beds), and the new hospital planned for as part of the government's long-term Health Vision 2050 strategy at Medical City (530 beds). Furthermore, the 2010 Census estimated that the current provision across Oman is 1.7 beds per 1,000 population – applied to Duqm full build out this would be only 481 beds.

As such, the maximum of 800 beds for the regional hospital has been adopted for Duqm. This is to be discussed and agreed with the Ministry of Health.

Permitted Uses

Land uses permitted within this zone are as follows:

- Grand Mosque;
- Eid Prayer Area;
- Sports Stadium;
- University;
- Regional Hospital; and
- Disabled Habilitation and Care Centre.

Accessory (or temporary) uses:

- Festival/showground/event space (temporary use only);
- Supporting surface/basement parking;
- Infrastructure facilities e.g. STP, District Cooling Plant etc.
- Ancillary retail/commercial uses e.g. F&B for the stadium and hospital, up to 100sqm retail within/adjacent to the mosque.

Community Facilities – City Centre Level

The Grand Mosque

The Grand Mosque is anticipated to extend to approximately 100,000sqm GFA and accommodate a total of around 5,000 worshippers.

Neither Oman, Dubai or Abu Dhabi have comprehensive car parking standards for Grand Mosque type facilities. Therefore, we have benchmarked against the Sultan Qaboos Grand Mosque in Sohar which is likely to be of a similar size to that constructed in Duqm. The Sohar Mosque has approximately 1,250 car park spaces and additional 20 spaces for Buses, as measured in google earth. Therefore, the same should be applied for Duqm.

The Sports Stadium

It is assumed that 60% of visitors would travel by car (considering Park & Ride, Event Management Plans, etc) with 3 persons per car. This results in 3,000 car parking spaces required for a 15,000-seat stadium.

The Sports Stadium is not expected to come forward until Phase 3 or 4, therefore there is potential to house alternative facilities here such as festival grounds, markets and/or outdoor entertainment. There may also be potential to provide additional car parking here.

The University

There are no parking standards for Oman with regards to Universities. Therefore, the parking standards around the region have been applied which is 0.169 spaces per student. This results in 676 spaces being required.

The Regional Hospital

In terms of parking standards for the hospital, we have considered regional parking standards for government hospitals, and adopted the standards set out below.

Type of Vehicle	Parking Rate
Car – employees/resident	0.281 per bed
Car - visitors	1.066 per bed
School/company bus/truck	0.022 per bed
Total	1.369 per bed

Parking Standards



Community Facilities – District Centre		
Community Facilities – District Centre (COM-DC)	<p>The purpose of the District Centre (COM-DC) zone is to provide for the development of pedestrian-oriented uses that serve the small-scale retail, service, office, and entertainment needs of several fully developed residential neighbourhoods. Supermarkets, offices and other businesses in this district should generally be useful to the majority of the neighbourhood residents within walking distance, as well as the needs of the community as a whole.</p> <p>Large-scale grocery and retail uses (e.g. hypermarkets sized for a district area) may also be appropriate uses although small-scale retail, service, and restaurant establishments should constitute the primary uses in this zone.</p>	
Development Regulations	<p>Civic and neighbourhood oriented uses should be secondary functions of buildings in this district. All uses should be relatively nuisance-free to surrounding residents and not detract from the residential purpose and character of the surrounding neighbourhood.</p>	
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">• Shopping centre / retail• Commercial businesses (i.e. office equipment repair services, advertising agencies, commercial art services)• Finance/banks, insurance and real estate businesses• Printing and reproduction services (excluding any operation considered to be of an industrial scale)• Local Supermarket• Jame’e (Friday) Mosque*• Libraries• Local Police station• Wali’s House• Wali’s Office• Cinemas/theatres• Major Post Office• Local Hospital/health care services (dentist/doctors)• Restaurants• Schools** <p>Accessory (or temporary) uses:</p> <ul style="list-style-type: none">• Government offices• Public service offices (i.e. DEWA, DU)• Public service offices (i.e. Omantel)• Infrastructure facilities e.g. STP, District Cooling Plant etc.• Supporting surface parking. <p><i>*Refer to religious facilities standards and guidelines below</i></p> <p><i>**Refer to educational facilities standards and guidelines below</i></p>	
Parking Standards	<p>Local Shopping Centre: 2 parking spaces per 100 sqm GFA</p> <p>Commercial Businesses: 2 parking spaces per 100 sqm GFA</p> <p>Local Supermarket: 3 parking spaces per 100 sqm GFA</p> <p>Library: 1 parking space per 400 sqm GFA</p> <p>Police Station: 2 parking spaces per 100 sqm GFA</p>	<p>Post Office: 5 parking spaces per 100 sqm GFA</p> <p>Local Hospital: 1.4 parking spaces per bed</p> <p>Local Clinic: 4 parking spaces per 100 sqm GFA</p> <p>Restaurant: 1 parking space per 10 sqm GFA</p> <p>Cinema/Theatres and F&B included in the local shopping centre</p>



Community Facilities – Neighbourhood Centre	
Community Facilities – Neighbourhood Centre (COM-NC)	The purpose of this zone is to provide for the development of uses which meet the day-to-day needs of one or more fully developed residential neighbourhoods. Small stores and hypermarkets, cafes, offices and other businesses in this district should be useful to the majority of the neighbourhood, and sized so as not to attract substantial patronage from outside the neighbourhood.
Development Regulations	Neighbourhood centres will typically include 2-4 small stores - grocery stores, pharmacies, bakery etc. all uses should be relatively nuisance free to surrounding residents and not detract from the residential purpose and character of the surrounding neighbourhood.
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">Local retail, such as:<ul style="list-style-type: none">BakeryFinancial InstitutionGift shopLaundryBarber/beauty salonCafé/local restaurantMedical centre or dental centreGrocery storeShoe repairGymJame'e (Friday) Mosque*Sport and Youth CentresHealth centres/clinicsPost officePublic ToiletsPlaying FieldsSchools** <p>Accessory (or temporary) uses:</p> <ul style="list-style-type: none">Government officesPublic service offices (i.e. Omantel) <p>Infrastructure facilities e.g. STP, District Cooling Plant etc.</p> <p><i>*Refer to religious facilities standards and guidelines below</i></p> <p><i>**Refer to educational facilities standards and guidelines below</i></p>
Parking Standards	<p>Jame'e (Friday) Mosque: 1 parking space per 10 sqm GFA</p> <p>Local Retail: 2 parking spaces per 100 sqm GFA</p> <p>Sport Club/Centre: 1 parking space per 100 sqm GFA</p> <p>Local Clinic: 4 parking spaces per 100 sqm GFA</p> <p>Post Office: 5 parking spaces per 100 sqm GFA</p> <p>Parks/Open Space: 2 parking spaces per 1,000 sqm site area</p> <p>Government Offices: 2 parking spaces per 100 sqm GFA</p>



Community Facilities – Local Centre	
Community Facilities – Local Centre (COM-LC)	<p>The purpose of this zone is to provide for the development of uses which meet the day-to-day needs of one fully developed residential neighbourhoods.</p> <p>Small stores, cafes and other businesses in this zone shall provide only the essentials for the neighbourhood, and should be sized so as not to attract substantial patronage from outside the neighbourhood. Typically, a local centre would extend to around 1 – 1.5 hectares with a local mosque as the focal point.</p>
Development Regulations	<p>Neighbourhood centres will typically include 1-3 small stores - grocery stores, drug stores, bakery etc. All uses should be relatively nuisance free to surrounding residents and not detract from the residential purpose and character of the surrounding locality.</p>
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">Local MosqueNurseryLocal ShopsChildren’s PlaygroundKindergarten <p>Accessory uses:</p> <ul style="list-style-type: none">Government officesPublic service offices (i.e. Omantel)Infrastructure facilities e.g. STP, District Cooling Plant etc.Supporting surface parking.
Parking Standards	<p>Local Mosque: 1 parking space per 25 sqm GFA</p> <p>Local Shops: 2 parking spaces per 100 sqm GFA</p> <p>Playground: 2 parking spaces per 1,000 sqm site area</p> <p>Government Offices: 2 parking spaces per 100 sqm GFA</p>



Religious Facilities											
Religious Facilities (REL)	<p>The Master Plan identifies the appropriate locations for the provision of mosques and other religious facilities such as Eid Prayer Grounds across the City based on catchment areas and the population distribution. Typically, these are included within identified centres; however, they may also be located out of centre and therefore the following standards are provided.</p> <p>In addition, in non-residential buildings (hotels, offices, shopping centres, sport and cultural buildings, etc.), musallas (prayer rooms) will be required within the built form of the building. A musalla will not replace the requirement for a mosque in given neighbourhood or district but will provide additional prayer facilities over and above the provision of all required mosques.</p>										
Development Regulations	<p>There are three types of mosque as defined in the Regulations. Each type has a specific role and, as a result, requires varying degrees of facilities and supporting infrastructure.</p> <ol style="list-style-type: none">1. Local Mosque (Masjid) - serves a single catchment and is typically within walking distance. Serves all daily prayer times. Required to serve a small worshipper population.2. Jame'e (Friday) Mosque – serves multiple catchments within a given area. Typically located along a transit route to provide better access. Serves all daily prayer times and Friday prayers. Required to serve a larger worshipper population than a Masjid to accommodate the number of worshippers from multiple catchments who will attend Friday prayers.3. District Jame'e (Eid) Mosque or Grand Mosque – similar catchment to a Jame'e mosque and serves daily, Friday and Eid prayers. Adjacent open space requirement to accommodate Eid prayers. <table><tr><th>Centre level</th><th>Facility</th></tr><tr><td>Local Centre</td><td>Local Mosque (Masjid)</td></tr><tr><td>Neighbourhood and District Centres</td><td>Jame'e / Friday Mosque</td></tr><tr><td>City Centre</td><td>Grand / Eid Mosque</td></tr><tr><td>City Level</td><td>Eid Prayer Ground</td></tr></table>	Centre level	Facility	Local Centre	Local Mosque (Masjid)	Neighbourhood and District Centres	Jame'e / Friday Mosque	City Centre	Grand / Eid Mosque	City Level	Eid Prayer Ground
Centre level	Facility										
Local Centre	Local Mosque (Masjid)										
Neighbourhood and District Centres	Jame'e / Friday Mosque										
City Centre	Grand / Eid Mosque										
City Level	Eid Prayer Ground										
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">• Mosques, including appropriate space for male and female worshippers and visiting worshippers.• Quranic education;• Imam's residence; and• Mu'athen's Residence. <p>Accessory uses:</p> <ul style="list-style-type: none">• Creches;• Spaces for community interaction; and• Associated commercial uses (no more than 100sqm GFA).										
Parking Standards	<p>Local Mosque: 1 parking space per 25 sqm GFA</p> <p>Jame'e (Friday) Mosque: 1 parking space per 10 sqm GFA</p> <p>Grand Mosque: benchmarked against the Sultan Qaboos Grand Mosque in Sohar which is likely to be of a similar size to that constructed in Duqm. The Sohar Mosque has approximately 1,250 car park spaces and additional 20 spaces for Buses, as measured in google earth. Therefore, the same should be applied for Duqm.</p>										

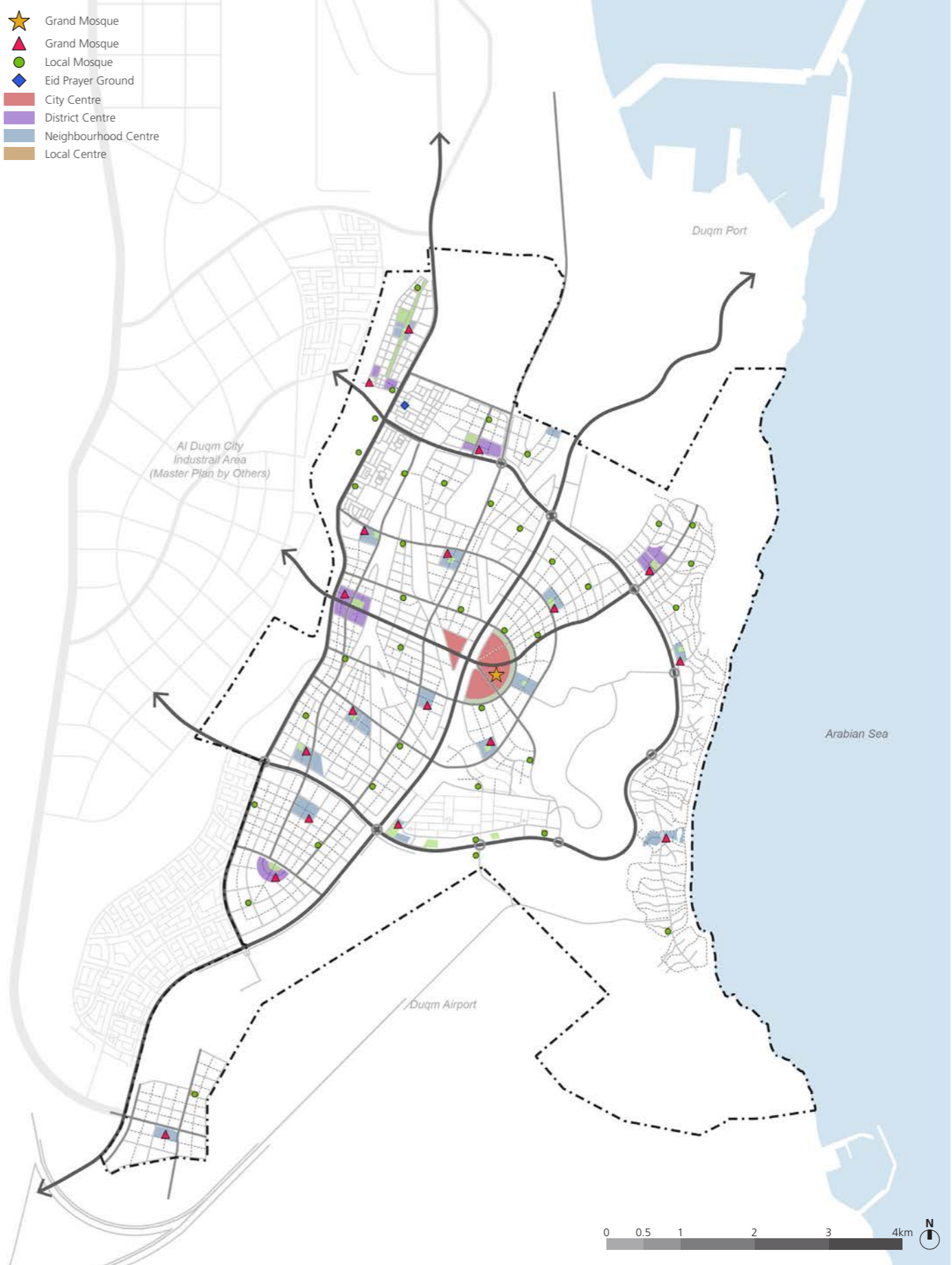
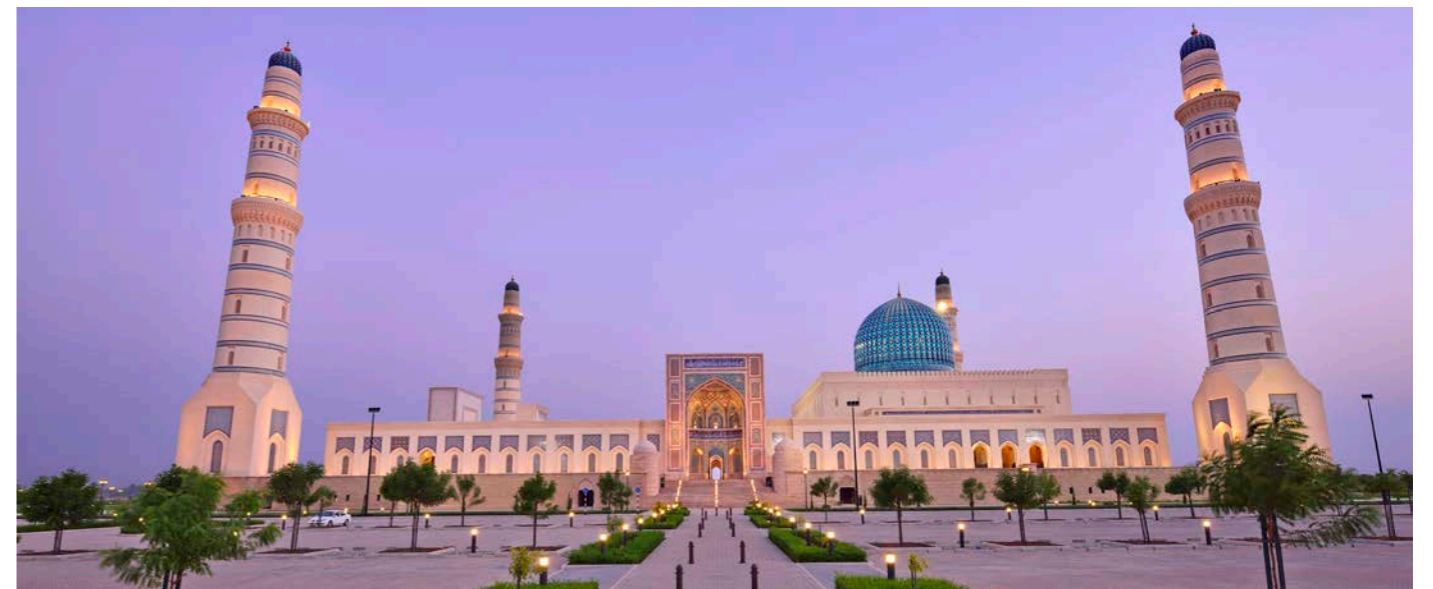



Figure 6-20: Location of Religious Facilities in the City



Educational Facilities					
Education Facilities (EDU)	The Master Plan identifies the appropriate locations for the provision of nurseries and both public and private schools at all levels across the City based on catchment areas and the anticipated population distribution. Typically, these are included within identified centres; however, they may also be located out of centre and therefore the following standards are provided.				
Development Regulations	Schools should be designed with safety and accessibility in mind, with access on a secondary road and efficient traffic flow around the site, providing suitable access/egress and parking. Additionally, functional design shall allow for younger students to be separated from older students in the case of private schools along with separate access and egress.				
	Education provision in Duqm shall be of the highest quality comprising facilities that are safe, attractive, appropriate for learning, environmentally friendly and enriching to all members of the communities they serve. The design of educational facilities should be as follows:				
	<ul style="list-style-type: none">Educationally Suitable - provide multiple teaching and learning environments to accommodate present and future needs.Stimulating and Vibrant - create spaces that stimulate creativity and provide eagerness for learning and discovery.Healthy and Productive - enable students and teachers to achieve maximum potential by providing healthy, safe, and comfortable environments.Cost Effective - design facilities that are easy to build, maintain, and operate.Sustainable- minimize negative environmental impacts and maximize the use of none polluting, renewable resources.				
	Facility	Grade	Age	Separate / mixed	Maximum children per classroom
	Kindergarten	-	3-5	Mixed	20
	Cycle 1 Schools	Grades 1-4	6-9	Mixed	30
	Cycle 2 Schools	Grades 5-10	10-15	Male/female	30
	Post - Basic Education	Grades 11-12	16-17	Male/female	30
	Private Schools	Kindergarten – Grade 12	3-17	To be determined by the school	30
	Vocational Training Centre	N/A	18+	Mixed	N/A
Permitted Uses	Land uses permitted within this zone are as follows:				
	<ul style="list-style-type: none">School and university buildings;Sports fields and facilities including swimming pools.				

Educational Facilities					
Parking Standards	Parking shall be provided within the school site and on the basis of 1 parking space per teacher in addition to the following for other staff and visitors:				
		Average number of teachers per class	Average number of visitors	Average number of employees per school (non-teaching staff)	Average parking lot capacity (per 100 students)
	Kindergarten	2	8	5	-
	Cycle 1 Schools	2.2	15	10	-
	Cycle 2 Schools	2.4	25	14	-
	Post-basic (Cycle 3) education	2.7	30	16	Males: 40 Females: 10
	It is assumed that in Cycle 3 (age 16-17), for every 100 students in a male school it assumed that 40 students will drive (and therefore need car parking spaces), and in a female school for every 100 students in the school it is assumed that 10 female students will drive (and therefore require a parking space).				
	Private schools shall determine the level of car parking in accordance with the above standards and on the basis of the proposed size of school, and mix of students and ages.				
	In addition to the above, it recommended that plans provide bus stops and waiting spaces within the plot. Car parking spaces should cover an average space of 35sqm, with a small bus taking 45sqm.				
					

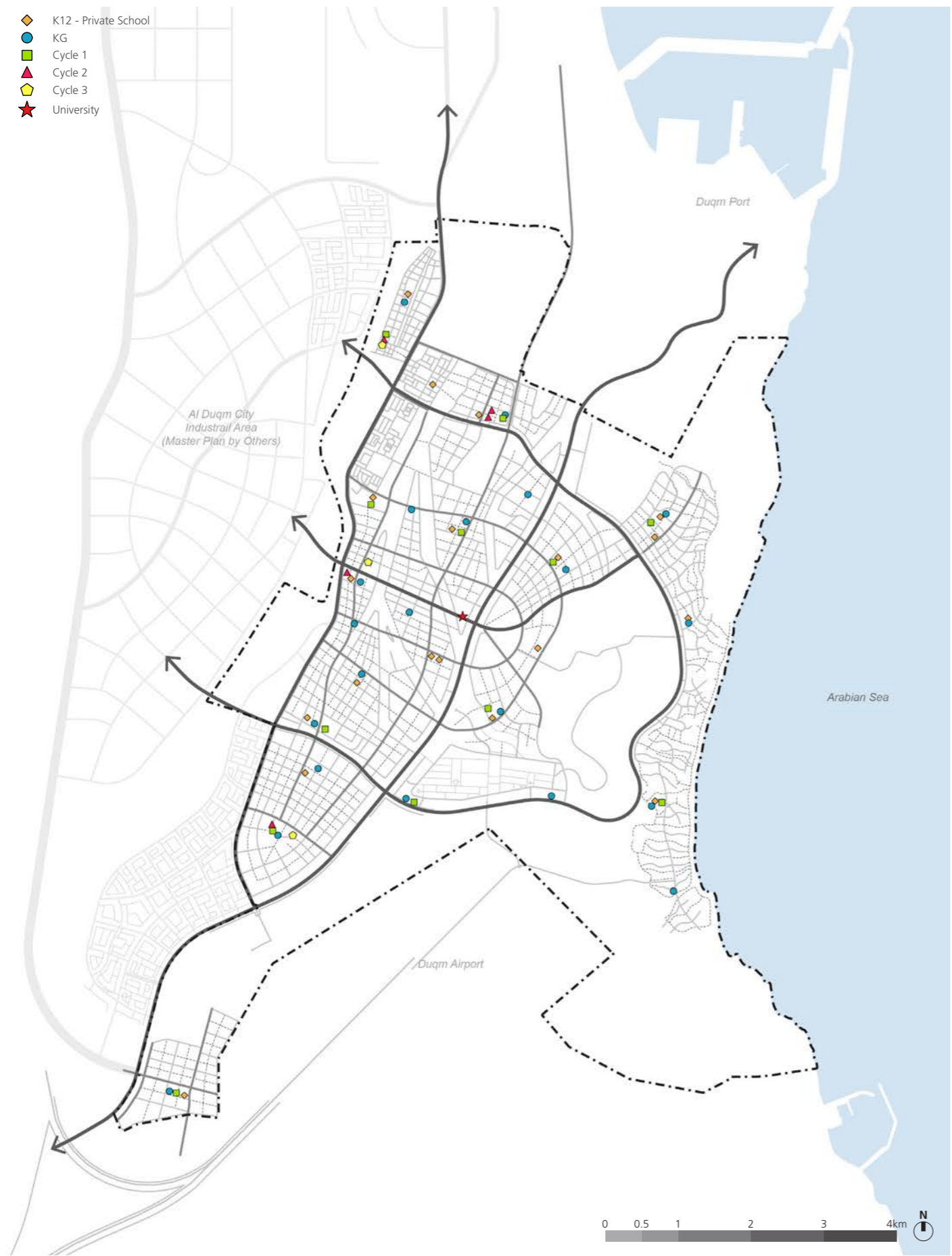


Figure 6-21: Location of Educational Facilities in the City



Community Facilities – Non-centre	
Non-centre Community Facilities (COM-NON)	<p>The purpose of the Non-Centre community facilities zone is to allow for the development of a comprehensive range of facilities and services to serve the social, religious and health and safety needs of all visitors, residents and employees of Duqm.</p> <p>These are generally considered to be ‘bad neighbour’ uses which are inappropriate for the centre, for reasons relating to danger, smoke, noise, fumes or odour, or being generally incompatible with primarily residential land uses. Hence being located outside the main City.</p>
Development Regulations	<p>The location of each of the non-centre community facilities is subject to the approval of SEZAD and any other authority of relevance e.g. Royal Oman Police. The minimum plot area varies between each of the facilities and is dependent upon the population served in terms of density and GFA.</p> <p>Notwithstanding the above, non-centre facilities shall not be detrimental to public health, safety, morals or general welfare and shall take all measures possible to minimise any adverse impacts on their surroundings.</p> <p>SEZAD may impose conditions, safeguards and restrictions upon any users as necessary to reduce or minimise any potential effect of such uses upon other properties, their environs, or the City as a whole.</p> <p>Similarly, conditional permits may be used in this case</p>
Permitted Uses	<p>Land uses permitted within this zone are as follows:</p> <ul style="list-style-type: none">• Sharia Court;• Bus Garage;• Bus Terminus;• Cemetery;• Eid Prayer Ground;• Vocational Training Centre;• Government Office;• Animal compound;• Civil Defence Station/Fire Station;• Slaughterhouse;• Petrol Filling Station;• Police Vehicle Compound;• Police Headquarters; and• Police Regional Command Centre. <p>Accessory uses:</p> <ul style="list-style-type: none">• Security gatehouses/guardhouse; and• Supporting surface parking.
Parking Standards	<p>Government Offices: 2 parking spaces per 100 sqm GFA</p> <p>Civil Defence: 1 parking space per 200 sqm GFA</p> <p>Petrol Filling Station: 2.5 parking spaces per fuelling position</p> <p>Police Station: 2 parking spaces per 100 sqm GFA</p>

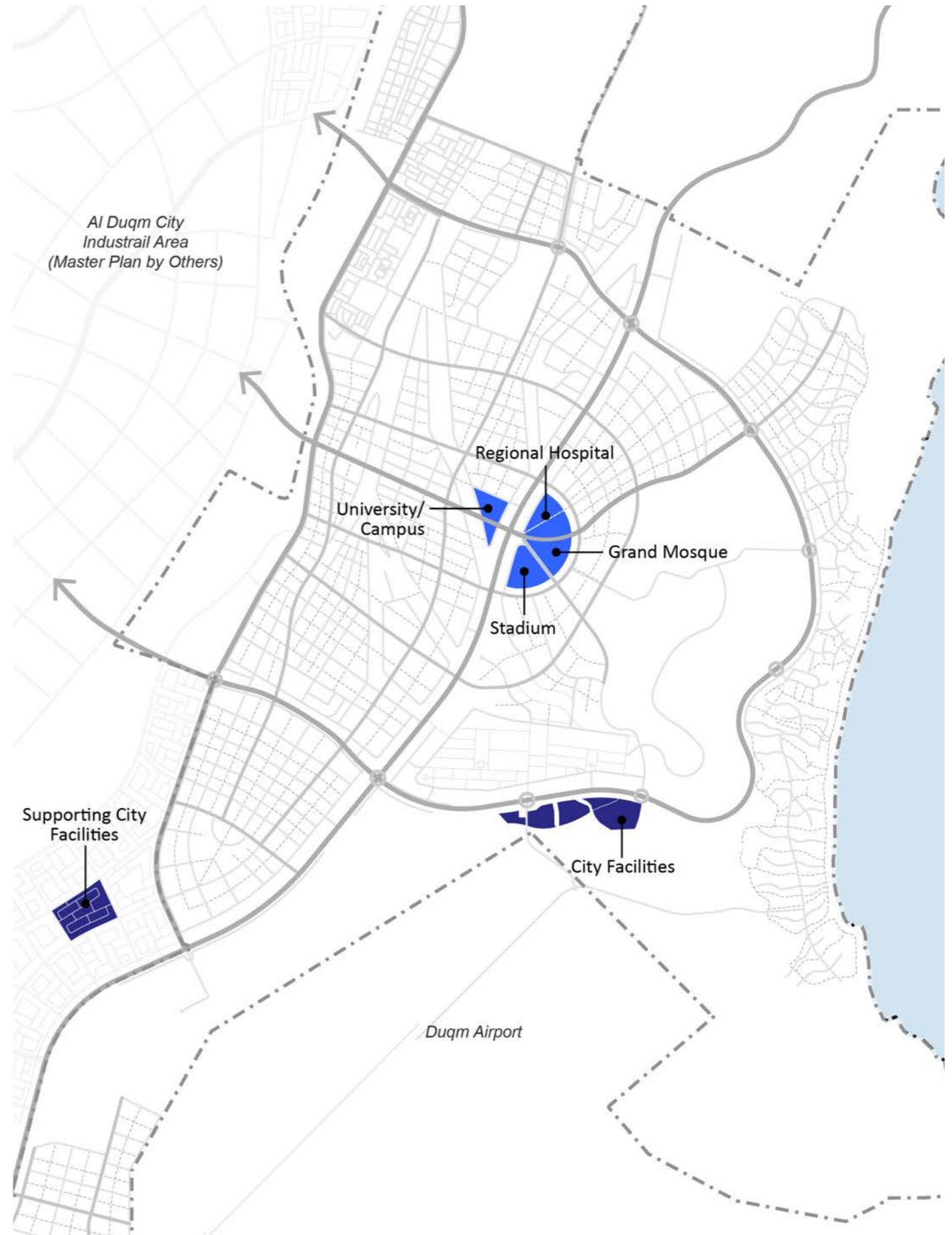


Figure 6-22: Location of Non-Centre Facilities



6.11 Open Space and Recreation

The consideration of open space for the purposes of the Detailed Master Plan for Duqm can be split into two categories, namely: outdoor parks, gardens and recreational space constituting 'open space' and secondly sports grounds, playing fields, sports centres and indoor facilities constituting 'sports facilities'.

The purpose of the Open Space zones is to provide permanent outdoor recreational space for residents and visitors, promoting healthy living through athletic, social and educational activities, including provision for pedestrian connectivity between open space elements.

6.11.1 Open Space Policies

OPS1: High quality open spaces shall be provided throughout the city for the enjoyment of visitors and residents in line with the guidelines identified within the Detailed Master Plan relating to the location, type and function of the space.

OPS2: Open spaces shall be provided in line with the standards set out in these regulations and the landscape guidelines provided in subsequent sections of this document.

OPS3: Green Buffers shall be provided where appropriate as multifunctional areas which provide open space and facilities, as well as buffer against conflicting land uses, especially between industrial and residential uses which are well connected by pathways and cycle tracks to surrounding areas.

OPS4: Encourage the provision of public open space and recreational areas alongside community and neighbourhood facilities, to create a vibrant community centre with various functions, as well as promoting the sharing of facilities and infrastructure.

OPS5: Ensure open space and recreation areas are connected by high-quality walkways and cycle paths to create an interconnected network of public open space across the City, especially within Sectors with predominantly residential land uses.

OPS6: Enhance the visual amenity of roadways through landscaping and beautification where water resources permit this, to provide attractive routes throughout the City, as well as beautification of key entry points and gateways into the City.

OPS7: Promote the use of low irrigation or drought resistant planting, as well as xeriscaping within public open space, to reduce irrigation requirements and provide landscaping which promotes sustainability.

OPS8: Encourage the use of renewable energy sources within public open space and for recreational facilities, to reduce the energy demand on non-renewable resources and promote sustainability.



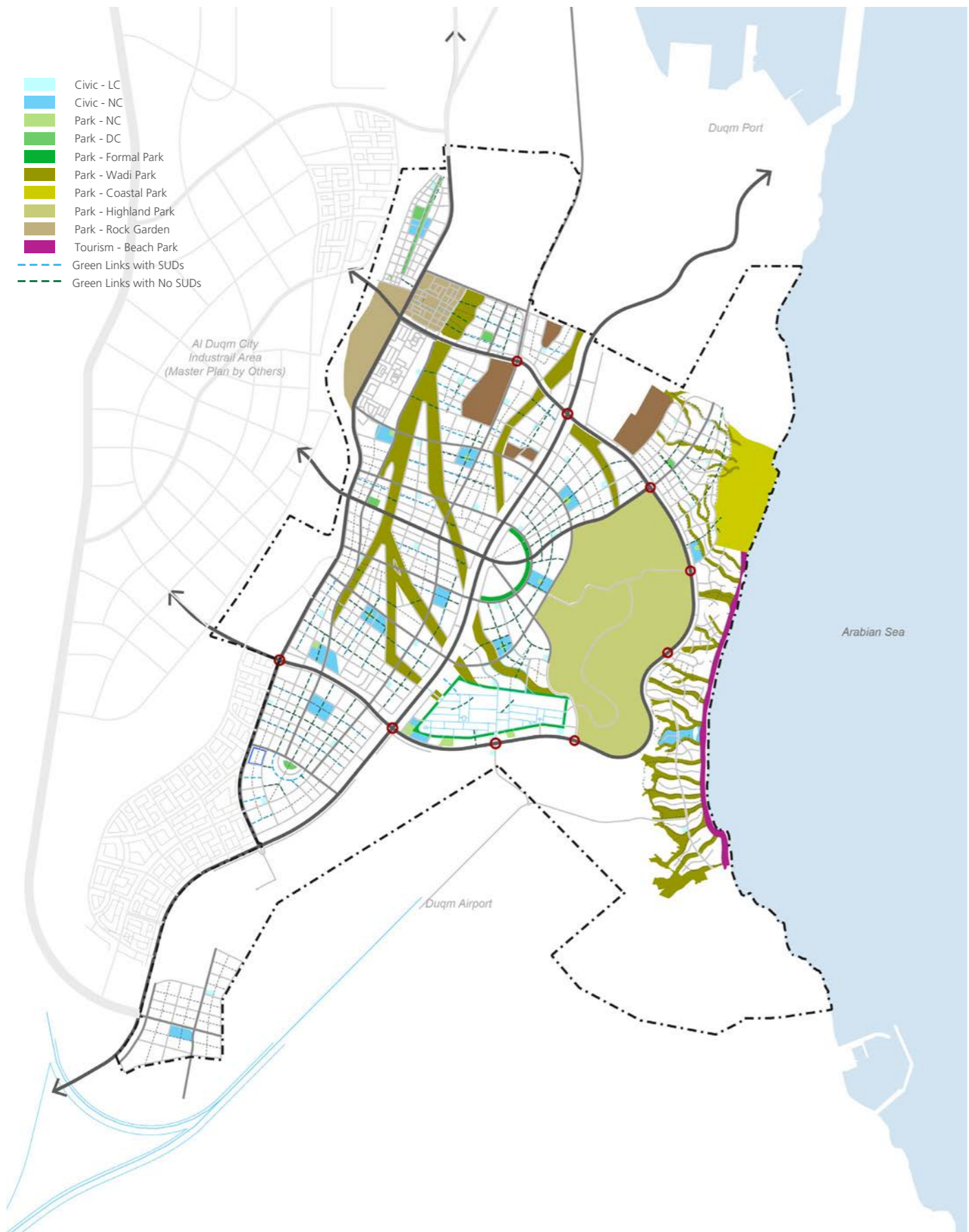


Figure 6-23: Open Space Plan

Open Space	
Open Space (OPS)	Each of the City Districts has an integrated hierarchy of connected parks, open space and public realm. As such, this land use zone provides areas for the provision of a network of open spaces across the City.
Development Regulations	<p>This network of connected open space will help to encourage a more active lifestyle, create a more attractive environment to live and work and encourage the establishment of natural swathes of wildlife that flow through Duqm.</p> <p>The Urban Design Guidelines and Landscape Guidelines which follow in the subsequent Chapters should be followed with regards to each of the open space typologies.</p>
Permitted uses	<p>Permitted uses:</p> <ul style="list-style-type: none">Designated Open Space, which by it's nature is inherently open and generally free from built development, including but not limited to:Children's playgroundPublic GardenFormal ParksPlaying FieldsCemeteriesFestival GroundsNational Parks <p>Accessory uses, which will not be appropriate in all context*:</p> <ul style="list-style-type: none">Swimming poolsLakes and pondsPublic toiletsPavilions and platformsObservation decksMosquesSheltersOther bicycle and jogging pathsPicnic areasSurface and storm water drainageSupporting facilities including dugouts, goal posts, and other similar facilities needed to carry out permitted uses. <p>*Refer to Urban Design and Landscape Guidelines</p>
Parking Standards	2 parking spaces per 1,000 sqm Site Area

6.12 Port Hatch (Buffer Zone)

Following extensive dialogue with the Port of Duqm, the Port Buffer Zone has been established to identify an area between the Port and the City, where no development shall be located (Figure 6-24). This zone has been established in order to ensure that there is no conflict between residential land uses and the Port where there are predominantly industrial land uses, and the Port can continue to operate as it does at present and expand further in the future should they wish to. This buffer will ensure that there are no residential parts of the City which are negatively impacted by the Port activities.

6.12.1 Port Hatch Buffer Land Use Policies

POR1: No built development is to be located within the Port Buffer Hatch to the north of the City. This is to ensure that there is no conflict between the operation of the Port and the living environment for the future residents of the City.





Figure 6-24: Port Buffer

Port Buffer

Port Hatch Buffer (POR)	
Development Regulations	No built development is to be located within the Port Buffer Hatch.
Permitted Uses	No development is permitted in this location. Landscaping however is encouraged, subject to water availability.

6.13 Parking Standards

6.13.1 Purpose

The purpose of identifying standards for car parking is to ensure that the sustainability objectives of the Master Plan are embedded within the development of the City, in that only as much parking as needed is provided, and parking is used as a tool to encourage sustainable travel choices, such as walking, cycling and public transport.

6.13.2 General Parking Principles

Parking arrangements will be developed on a plot-by-plot basis based on the parking standards set out within the regulations for each land use and typology (see previous sub-sections). At this stage, it is not appropriate to specify the form of parking for each plot but the following guidelines set out the general approach that is recommended and should be followed by developers and investors.

Developers will be required to demonstrate that there is adequate provision of space within the site for parking, manoeuvring, loading and unloading to fulfil the operational requirements of the proposed development. These guidelines form the basis against which Master Plan submissions and Building Permits will be assessed. Parking Designs which do not comply with the guidelines are likely to be rejected.

All unenclosed driveways, access ways, off-street parking and loading areas shall be graded, surfaced, drained and suitably maintained to the satisfaction of SEZAD to avoid nuisances of dust, erosion, or excessive water flow across right of ways. the surface shall be graded and drained to dispose of all surface water to the curb or gutter and away from adjoining properties. No water or dust shall be caused to enter upon any street or adjoining properties.

6.13.3 Off-Street Parking Provisions

Parking will be provided on the plot in general. Where master developers are planning large developments, shared car parking can be incorporated in the form of multi-storey car parking where appropriate.

On-street parking will only be permitted where it is essential and there are no other options for parking available, to reduce the number of parked car congesting the streetscape. Parking control/enforcement should be ensured.

6.13.4 Size and Space Requirements

The term 'one space' within the Development Regulations for each land use zone refers to standing area only and the recommended minimum dimensions for a car parking space are 2.5m by 5.5m.

The term 'commercial vehicle space' used in the Development Regulations refers to the standing area required for the general type of commercial vehicle which would normally serve the particular development.

The following are the standard space requirements of typical buildings:

Car	2.5m x 5.5m
Light vans/commercial truck	3.0m x 9.0m
Rigid Vehicles/light truck	3.50m x 14.0m
Articulated Vehicles	4.0m x 20.0m
Coaches (60 seats)	3.50m x 14.0m
School bus	3.0m x 12.0m

These may be used as a basic reference value, but different layouts such as parallel, herringbone and in-line (90 degrees) have slightly different overall space requirements and detailed layout of parking spaces will be site specific. Typical parking layouts as defined by the Oman Highways Design Standards have been provided adjacent.

These guidelines refer to standing space only and do not take account of access, manoeuvring space or space required for loading/unloading.

Operational parking space for commercial and service vehicles will depend on the type attracted to a development and should provide for manoeuvring space to enable vehicles to exit in forward gear.

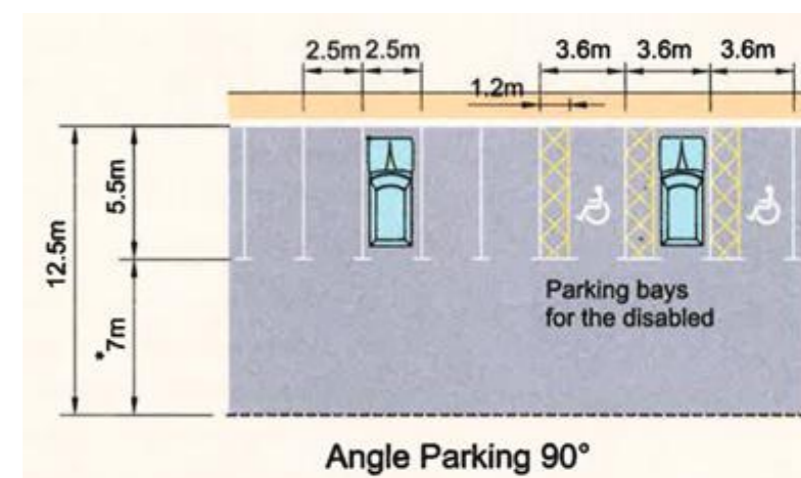
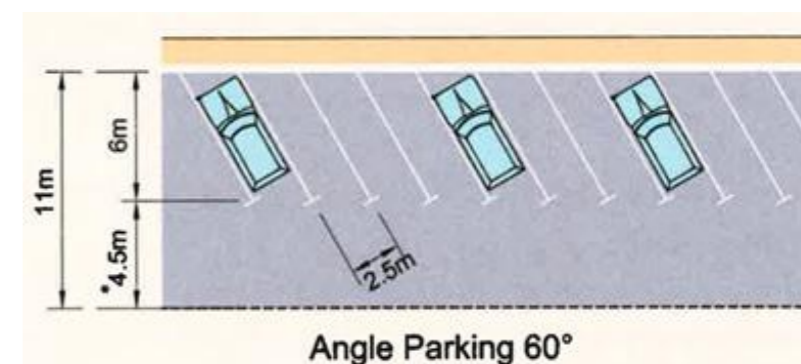
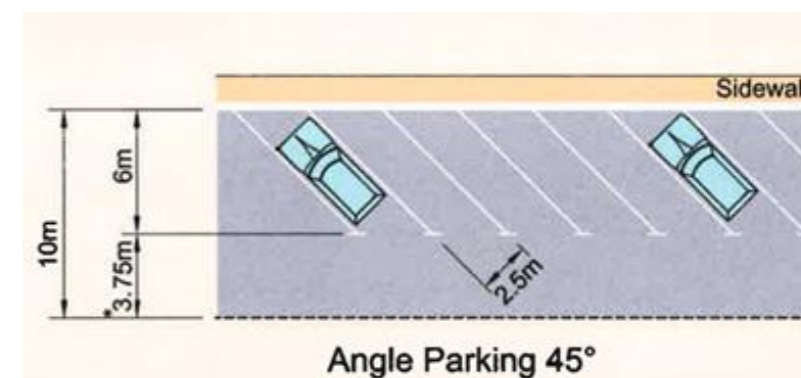
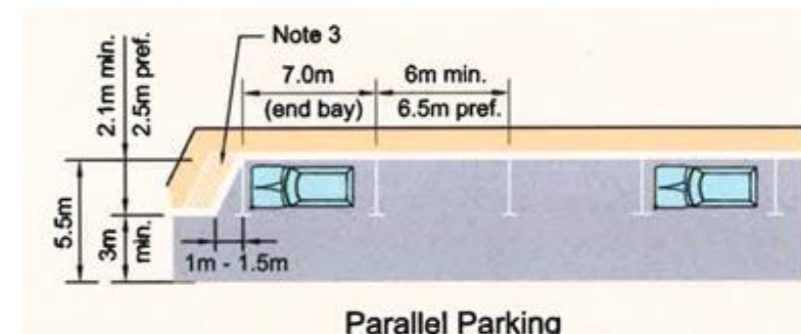
The maximum widths of access paths within car parks is as follows:

- 3m if the parking is parallel to the road;
- 3.75m if the parking makes an angle of 45° with the access road;
- 7m if the parking is at right angles with the access road; and
- 4.5m if the parking makes an angle of 60° with the access road.

10% of the total parking provision should be dedicated to car clubs, electric charging and hybrid vehicles.

5% of the total parking provision should be made available for disabled users. Such spaces should extend to 5.5m by 3.6m.

Typical Parking Layouts with Dimensions (Oman Highways Design Standards, 2017)



Typical Dimensions for Ramps (Design recommendations for multi-storey and underground car parks, Third Edition, 2002)

Ramp type	Rise	Maximum Gradient
Straight ramps	Not greater than 1.50m	1:6 (Note 1)
	Greater than 1.50m	1:10
Curved ramps	Not greater than 3.00m	1:10
	Greater than 3.00m	1:12

- Notes:
- With transition gradients top and bottom
 - Gradient measured on centre-line

Maximum gradients for vehicle ramps

Option	Radius (m)	Structure clearance outside kerb (m)	Structure clearance inside kerb (m)
Recommended	12.00	0.60	0.30
Preferred minimum	9.00		
Absolute minimum	7.50		

Recommended outer kerb radii for one-way curved ramps

Ramp type	Ramp width (m)	Width of additional central raised kerb (m)	Structure of clearance outside kerb (m)	Structure clearance inside kerb (m)
One-way	3.65	N/A	0.60	0.30
Two-way	7.00 (Note 2)	0.50		

- Notes
- See Figure 6-23
 - For two-way ramps a central raised kerb of 0.5m is recommended

Recommended minimum widths for curved ramps and accessways

Ramp type	Position	Width (m)	Additional side clearance to structure (m)
One-way (Note 1)	Width for straight approach	3.00	0.30
	Entry/exit section for turning approach	3.50	

- Notes
- For two-way ramps a central raised kerb of 0.5m is recommended.

Recommended minimum widths for one-way straight ramps and accessways

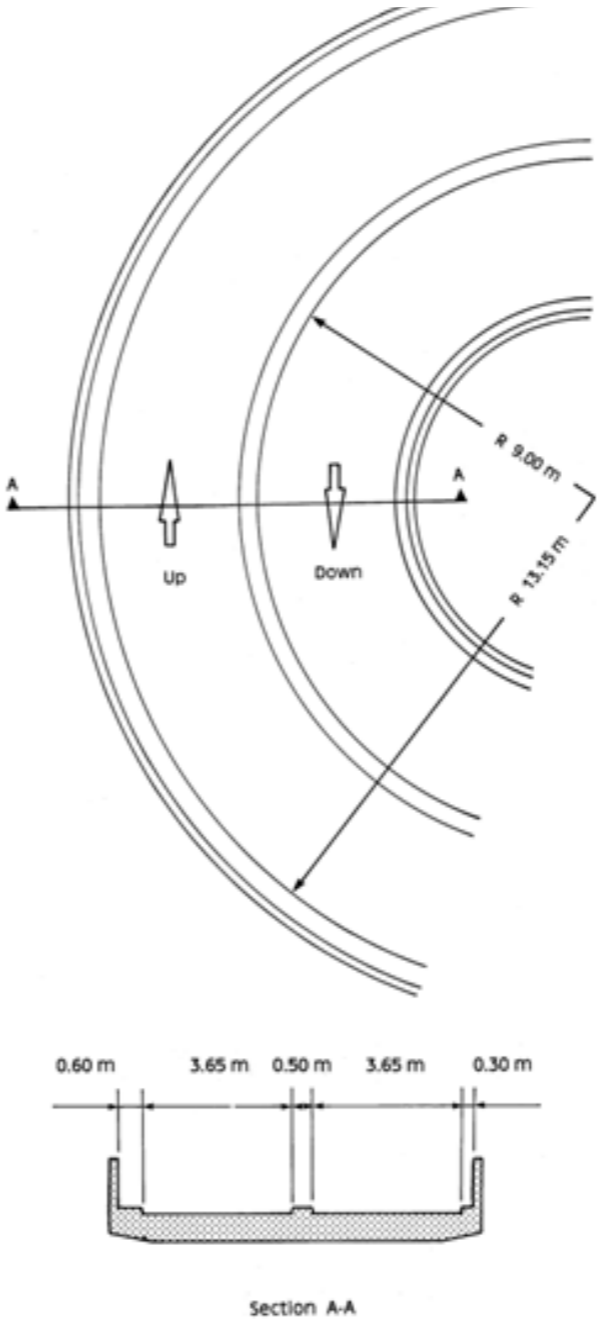


Figure 6-25: Two-way spiral ramp



6.13.5 Cycle Parking

The promotion of cycling as a travel opportunity is part of the drive to promote alternatives to the private car and encourage more sustainable means of travel. One step in this process is to improve the provision, safety, convenience and general environment for cycling by ensuring that the needs of cyclists are fully taken into account in the development process. To help promote cycle use the amount of good quality cycle parking needs to be increased. It is therefore strongly recommended that secure cycle parking is provided as an integral part of new development.

A beneficial effect of providing designated cycle parking areas may be a reduction in haphazard chaining of bicycles to railings, pipes and lighting columns, thus removing clutter and inconvenience to pedestrians and frontages.

Full secure, weather protected parking will normally be required for employee cycle parking. Weather protection will also be required for visitor parking where space for ten or more cycles is provided or in cases where medium to long-term cycle parking is required, for instance at public transport interchanges.

6.13.6 Motorcycle Parking

Parking provision for motorcycles shall be assessed on demand. Where provided or required the location of motorcycle bays within a development should take account of the requirements of users and recognise that they are vulnerable in tight or enclosed space.

Motorcycle theft is a problem that concerns most riders. The provision of carefully planned, secure parking facilities which provide for natural surveillance can help to reduce this concern. Additional security can be afforded through the provision of security bollards or inground motorcycle clamps to which motorcycles can be chained. Purpose built security systems are also available which clamp the front wheel of a motorcycle and include combined storage facilities for clothes and accessories.

6.13.7 Parking Design Principles

The following design principles shall be incorporated into the parking design where possible:

- All parking areas shall be designed and operated to be convenient and accessible as possible, without creating any nuisance, hazard, unreasonable impediment to traffic. In particular, onsite parking areas shall be designed so that users will be encouraged to use the car parking spaces provided rather than any available on-street parking.
- The majority of required off-street parking within the Civic Boulevard area will be located within parking structures with the exception of those areas reserved solely for drop-off and VIP parking. A maximum of 15% of the total parking requirement of each plot can be provided as at-grade surface parking.
- Where provision is to be made for the accommodation of stationary vehicles within a portion of a building the car spaces and access lanes shall be separated from the remainder of the building by means of a substantial wall or partition construction of masonry and having the required fire rating capacity.
- Electronic devices to open gates and garage doors are encouraged.
- Parking areas shall have high standards of landscaping, screening and shading in accordance with the Landscape Guidelines. They shall be suitably integrated into the overall building and site design concept.
- Asphaltting and glazed tiling of car-parking surface areas should be minimized to reduce glare and heat radiation.
- Whenever surface parking areas abut the boundary of the site, they shall be screened from view by planting or a screening material between 1m and 1.8m in height (detached single-family residential uses are exempt from this requirement), except at intersections of access drives and streets where the maximum height of screening material shall be 0.75m so as not to obstruct vision.
- Screening material may consist of one or any combination of the following elements:
 - a. Walls or fences
 - b. Densely planted compact plants
 - c. Landscaped berms

- Dead end aisles shall be avoided to the greatest extent possible.
- All parking facilities shall be setback sufficiently from the street so that vehicles need not back out onto or over a public street or alley.
- The required vertical clearance for all parking areas shall be 2.2m.
- Each parking and loading space shall have adequate drives, aisles, and turning and manoeuvring areas for access and usability, and shall at all times have access to public street.
- Tandem parking is prohibited.
- Inside turning radius for commercial trucks and buses shall be a minimum of 9 meters and for large, single unit and semi-trailer combination vehicles, a minimum of 12.5m.
- Arrangement of parking stalls - Wheel stops or a continuous curb shall be provided along the boundary line of any parking plot which abuts a street or a right-of-way. Wheel stops or curbs shall also be provided where necessary to prevent vehicles from striking walls, buildings or structures within or adjacent to any parking plot and to protect landscaping and to prevent encroachment of cars over walkways.
- Sight distance - sight lines at entrances shall be designed and maintained in accordance with local authority standards relating to traffic engineering and safety.
- Lighting of Car parking areas - any lighting that is provided shall be installed in a manner that will prevent direct light from shining onto any street or adjacent property.
- Space marking - Required off-street parking areas for more than five (5) vehicles shall have individual spaces marked in accordance with local authority standards, unless otherwise advised by SEZAD.
- Required off-street parking areas for more than twenty (20) vehicles shall have aisles, approach lanes and manoeuvring areas clearly marked with directional arrows and lines in accordance with local authority standards unless otherwise advised by SEZAD.

- Above-grade structured parking within Duqm is generally not encouraged and all development should strive to accommodate their parking requirements through the use of below-grade parking structures where possible. Where above-grade parking structures are required, these shall be limited to a maximum three (3) levels of above-grade parking.
- For all above-grade parking structures, the parking areas shall be completely 'sleeved' within the building envelope e.g. located behind shop fronts and other uses so as to completely conceal the parking structure.
- The following regulations apply to access facilities for a structured parking facility:
 1. An access driveway for a parking structure whose entrance is in a wall facing a street shall have a minimum width of:
 - a. 5.2m, where the wall abuts the street line; or
 - b. 3m, where the wall is 6m or more from the street line.
 2. The maximum circulation/ramp slope permitted within structural parking shall not be more than twelve (12) percent.
 3. The maximum continuous parking slope permitted within structural parking shall not be more than six (6) percent.
 4. A minimum stacking space of three (3) vehicles must be provided between the street line and any access control device.
- Where accessible parking is provided, separate pedestrian access ways providing wheelchair accessibility shall connect all building entries with public paths and car parking areas.
- In terms of size requirements, accessible stalls shall be 3.6m wide and lined to provide a 2.4m parking area and a 1.2m loading and unloading area on the passenger side of the vehicle. The minimum length of each parking stall shall be 5.5m.
- Parking stall location – accessible parking stalls shall be located on the shortest accessible route of travel to an accessible entrance. Where multiple accessible entrances exist, parking shall be dispersed among the entrances.
- Each accessible parking stall shall be identified by a permanent marker with the international symbol for accessibility.





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