

**DECISION**

**On approving the 1/2000 scale construction zoning plan for Urban Area No. 01, Nghi Son Economic Zone, Thanh Hoa Province**

**THANH HOA PROVINCE PEOPLE'S COMMITTEE**

*Pursuant to the Law on Organization of Local Government dated June 19, 2015; Law amending and supplementing a number of articles of the Law on Organization of the Government and the Law on Organization of Local Government dated November 22, 2019;*

*Pursuant to the Law on Urban Planning dated June 17, 2009;*

*Pursuant to the Law amending and supplementing a number of articles of 37 Laws related to planning dated November 20, 2018;*

*Pursuant to Decree No. 37/2010/ND-CP dated April 7, 2010 of the Government on formulation, appraisal, approval and management of urban planning;*

*Pursuant to Decree No. 72/2019/ND-CP dated August 30, 2019 of the Government amending and supplementing a number of articles of Decree No. 37/2010/ND-CP dated April 7, 2010 on the preparation, appraisal, approval and management of urban planning and Decree No. 44/2015/ND-CP dated May 6, 2015 detailing a number of contents on construction planning;*

*Pursuant to Decision No. 1699/QD-TTg dated December 7, 2018 of the Prime Minister on approving the adjustment and expansion of the master plan for construction of Nghi Son economic zone to 2035, with a vision to 2050;*

*Pursuant to Circular No. 04/2022/TT-BXD dated October 24, 2022 of the Ministry of Construction regulating task dossiers and dossiers of inter-district construction planning projects, district construction planning, urban planning, functional area construction planning and rural planning and relevant legal provisions;*

At the request of the Department of Construction in Appraisal Report No. 8659/SXD-QH dated December 8, 2023 on the 1/2000 scale Construction Zoning Plan of Urban Area No. 01, Nghi Son Economic Zone, Thanh Hoa Province (attached to Submission No. 324/TTr-UBND dated November 13, 2023 of Nghi Son Town People's Committee).

**DECISION:**

**Article 1.** Approval of the 1/2000 scale construction zoning plan for Urban Area No. 01, Nghi Son Economic Zone, Thanh Hoa province, with the following main contents:

### **1. Location, scope, boundary and planning area**

- Belongs to the administrative boundaries of Xuan Lam, Nguyen Binh and Binh Minh wards, Nghi Son town. The specific boundaries are as follows:

+ North borders: Nguyen Binh and Binh Minh commune centers (DT-05 urban subdivision according to planning);

+ East and South borders: Bang River (ecological subdivision ST-03 according to planning);

+ West side: North-South railway (industrial zone CN-17 according to planning).

- Planning area: 809.21 ha.

### **2. Properties and functions**

It is an urban area in the central urban area of Nghi Son Economic Zone with the main comprehensive functions: Public area, commercial services, healthcare and urban residential areas with social infrastructure and technical infrastructure systems according to standards.

### **3. Population size**

Estimated: 50,000 people including:

- Current population is about 12,376 people;

- Population growth is about 27,224 people.

- The population resettled on-site and elsewhere is about 10,400 people (the area ensures resettlement arrangement for industrial park No. 17 and detailed planning 1/500 of Hai Ha commune resettlement area in Xuan Lam ward, Hai Linh in Decision 4191/QD-UBND dated October 5, 2020).

### **4. Economic and technical indicators achieved by the project**

#### **4.1. Land indicators**

- Land index for housing group:

+ Current residential land area: 189.54 ha, target of about 189.54 ha/12,376 people = 153.15 m<sup>2</sup>/person.;

+ The area of new housing land is about: 93.33 ha, the target is about 93.33 ha/23,865 people = 39.1 m<sup>2</sup>/person.

+ Population distribution in housing types is as follows:

<b>TT</b>	<b>Types of housing in urban areas</b>	<b>Area (ha)</b>	<b>Population (people)</b>
1	Group of existing houses for renovation	189.54	12,376

2	New residential development	105.85	27,224
-	<i>New housing group determined according to zoning plan</i>	93.33	23,865
-	<i>Mixed land for housing and services (concentrated social housing planning areas).</i>	12.52	3,359
3	Resettlement housing group	65.07	10,400
*	<b>Total</b>	<b>360.46</b>	<b>50,000</b>

- Urban public land has an area of 32.84 ha, the target achieved is about 32.84 ha/50,000 people = 6.57 m<sup>2</sup>/person.

- Urban public green land: area scale: 28.94 ha; target is about 28.94 ha/50,000 people = 5.8 m<sup>2</sup>/person.

- Sports land has an area of about 8.10 ha; the target achieved is about 8.10 ha/50,000 people = 1.62 m<sup>2</sup>/person.

- The parking lot area is about 20.11 hectares, the target achieved is about 20.11 hectares/50,000 people = 4.02 m<sup>2</sup>/person.

- The area of traffic land is about 149.04 ha, the target achieved is about 149.04 ha/50,000 people = 29.81 m<sup>2</sup>/person.

#### **4.2. Technical infrastructure indicators**

- Traffic: minimum traffic land 18%.
- Electricity supply: 2,100 KWh/person/year.
- Water supply: 150 l/person/day and night.
- Drainage: Separate rainwater and wastewater drainage.
- Waste treatment standard: 1.2 kg/person/day and night.
- Waste: 100% collected and transported to the Economic Zone's waste treatment area.

### **5. Functional zoning and land use planning**

#### **5.1. Functional zoning**

##### a) Urban centers:

Basically stabilize the locations of urban functional centers determined according to the approved Master Plan and concretize with specific scale and design as follows:

- Public and commercial service area: Total area of about 48.36 ha; The cluster of works is an important highlight of the area. Arranged along major traffic axes such as National Highway 1A, North-South 2, Hai Hoa - Binh Minh. Building large-scale commercial, financial and banking centers associated with the central area of Nghi Son Economic Zone.

- Public, medical, educational and relic centers: Stabilize the current public centers of the town including Hop Luc hospital, with an area of 4.04 ha;

Education and training land (Hung Do school, Hongfu) with an area of 5.7 ha.  
Dao Duy Tu historical relic with an area of 2.99 ha.

b) Works and functions in urban subdivisions

\* Land for housing groups in urban areas:

- Land for existing housing groups to be renovated: Basically stabilizing existing urban residential areas including neighborhoods and villages in Nguyen Binh, Binh Minh and Xuan Lam wards. Based on population distribution and current status of the area, supplementing social infrastructure and technical infrastructure to ensure standards, service radius and actual needs of the area. Total area: 189.54 ha, meeting the stable needs of about 12,376 residents.

(The above area includes cultivated land in residential land, traffic land in residential group, cultural houses, kindergartens, trees... in residential group).

- Land for developed housing group: Including detailed planning project areas 1/500 updated in the project and newly developed residential areas in 03 residential units attached to social infrastructure system, technical infrastructure ensuring urban standards with an area of about 93.33 hectares; serving about 23,865 people, maximum construction density of 60%, 2-5 floors high.

- Mixed land for housing and services: This is a necessary need and an inevitable trend in housing today in Nghi Son Economic Zone, arranging social housing land fund concentrated in the area west of National Highway 1A and near the Annora shoe factory with a scale of 12.52 hectares. Meeting the housing needs of about 3,359 people. Floor height 7-25 floors, construction density: 30-40%.

- Resettlement residential land: To meet the needs of moving and resettlement to serve urban development projects including the construction of roads, functional areas and other projects. Arranging resettlement areas ensures providing new housing with better living conditions and associated with local cultural traditions. The choice of allocation in many locations will meet this orientation. Total area of 65.07 ha (maximum construction density of 60%, 2-5 floors). Serving about 10,400 people.

\* Service - public works (of residential units): Mainly arranged in the central area of residential units with public works, commercial and service items renovated and newly built such as: Schools, medical facilities, cultural houses, commercial services and other public works, commercial and service items of the urban area. The scale and service radius ensure the needs of use and follow urban standards. Total area: 32.84 ha.

\* Green trees, parks, sports: Arrange green trees, parks, sports land in residential units (03 residential units), ensuring urban standards and being necessary open spaces and spaces to meet cultural activities, sports and entertainment of the people. The total area of Green trees, parks for public use of the urban subdivision is 28.94 ha; Sports land of the urban subdivision: 8.10 ha.

\* Land for traffic and technical infrastructure:

- Land for external traffic: 36.32 ha;
- Urban technical infrastructure land: 7.49 ha;
- Traffic land and other technical infrastructure of the urban area: 169.15 ha (of which parking lot land is 20.11 ha; traffic land is about 149.04 ha).

## 5.2. Land use planning

TT	Land use function	Area Accumulate (ha)	Construction	High floor	SDD coefficient	Rate (%)
*	Total planning area	809.21				100
1	Residential land	360.46				44.54
1.1	Land for current housing group	189.54	50-60	1-5	0.5-3.0	23.42
1.2	Land for residential development	105.85				13.08
-	New housing land	93.33	50-60	2-5	1.0-3.0	11.53
-	Mixed land for housing and services	12.52	30-40	7-25	1.0-3.0	1.55
1.3	Land for resettlement housing group	65.07	50-60	2-5	1.0-3.0	8.04
2	Public service land	32.84	30-40	1-5	0.3-2.0	4.06
2.1	Cultural land	4.34	30-40	1-3	0.3-1.2	0.54
2.2	Service land	0.74	30-40	1-3	0.3-1.2	
2.3	Medical land	2.19	30-40	1-3	0.3-1.2	0.27
2.4	Land of education	25.57	30-40	1-5	0.3-2.0	3.16
-	Land for secondary schools, primary schools, kindergartens	20.88	30-40	1-5	0.3-2.0	2.58
-	High School Land	4.69	30-40	2-5	0.6-2.0	0.11
3	Public green land	28.94	5	1	0.05	3.58
4	Sports land	8.10	25	1-5	0.25-1.25	52.47
5	Parking	20.11				2.49
6	Urban traffic land	149.04				18.42
7	Commercial and public service area	48.36	30-60	1-15	0.3-9.0	5.98
8	Office land, headquarters	2.11	30-40	3-5	0.9-2.0	0.26
9	Industrial land	21.70	50-70	1-3	0.5-2.1	2.68
10	Land for training and research	5.70	50-70	1-5	0.5-2.1	0.70
11	Regional medical land (Hop Luc Hospital)	4.04	30-40	5-7	1.5-2.8	0.50

12	Land of relics and religion	3.24	40	1-3	0.4-1.2	0.40
13	Limited green land	55.00	5	1	0.05	6.80
14	Other technical infrastructure land	7.49				0.93
15	Foreign traffic land	36.32				4.49
-	Land on National Highway 1A	19.76				2.44
-	Coastal land	14.46				1.79
-	Railway corridor land	2.10				0.26
16	Water surface	25.76				3.18

*Note: In addition to the planning criteria specified above, criteria on construction density, height, and land use coefficient (SDD) must also comply with the regulations in QCVN 01:2021/BXD.*

## **6. Spatial organization, architecture, landscape and urban design**

### **6.1. Urban spatial orientation**

- The space of urban area No. 01 is basically composed of the shaping elements of natural conditions, current status of the area and main routes oriented according to the approved master plan, including: Landscape along Cau Doi river; residential areas, existing works; National Highway 1A, North-South railway, existing traffic axes, coastal roads... system of functional centers of Hop Luc general hospital, Annora shoe factory, Dao Duy Tu relic... urban technical infrastructure determined according to the master plan.

- The focal point of the entire area is the space on both sides of the North-South axis 2 with high-rise commercial service centers and public works.

- Organize urban green landscape spaces outside the areas oriented according to the approved Master Plan such as the Central Park, green landscape spaces associated with the Cau Doi and Cau Dua river systems. In addition, organize parks in the centers of residential units and residential groups to ensure compliance with urban standards and create open, green spaces to meet the needs of cultural activities - sports and entertainment for residents in the area and urban areas as well as contribute to concretizing the idea of building a green - ecological urban area and sustainable development.

- Basically stabilize existing residential areas and existing urban infrastructure. The main orientation in planning will be to supplement social infrastructure systems, technical infrastructure according to standards and renovate and embellish to create synchronization in urban space between new and old development areas.

- Choosing modern architectural form as the main form in the urban space, using coherent shapes and bright colors to create an image of the central area of Nghi Son city in the future. Encouraging the combination of blocks to build large-scale and large-volume works to contribute to changing the urban

architectural space, but must ensure the planning criteria and current standards and regulations.

## **6.2. Main spatial axes**

In the urban area, there are traffic axes and also the main spatial axes identified in the approved master plan including: North-South axis (including 5 axes): National Highway 1A; coastal road; Hai Nhan - Xuan Lam road; Hai Hoa - Binh Minh road and Ninh Hai - Binh Minh road. East-West axis (including 3 axes): North-South Road 2; Axis connecting from Annora shoe factory through Hop Luc hospital; Road axis behind Annora shoe factory.

## **6.3. Key areas and highlights of the urban area**

- Including areas: Public center, trade - service connected to North-South axis 2; Hop Luc general hospital area; Mixed-use construction area near Annora shoe factory; Residential unit centers (Xuan Lam, Nguyen Binh and Binh Minh wards) ... etc. These are key areas and functions and also important driving forces for development, contributing to changes in space and landscape architecture of the entire urban area.

- Key highlight projects: including projects along the North-South axis 2, with high-rise public, commercial and service buildings, Hop Luc general hospital, Dao Duy Tu temple and other public centers... all will create a modern look of a new urban area.

## **6.4. Orientation of division of housing units**

Based on the actual conditions of the area, it is divided into 03 residential units with the dividing line being National Highway 1A and North-South axis 2.

- Unit No. 1 (East of National Highway 1A): located in the area of Xuan Lam, Nguyen Binh and Binh Minh wards with a population of about 20,000 people, an area of about 367 hectares;

- Unit No. 2 (Northwest of National Highway 1A): located in Binh Minh and Xuan Lam wards with a population of about 10,000 people, an area of about 181 hectares;

- Unit No. 3 (Southwest of National Highway 1A): mainly located in the central area of Xuan Lam ward with a population of about 20,000 people, an area of about 261 hectares.

## **7. Technical infrastructure system planning**

### **7.1. Traffic planning**

#### **a) Railway:**

Maintain the scale of the North-South railway line with a 1000 mm wide gauge; in the future, upgrade the North-South railway line to a 1435 mm wide gauge, achieving an average train speed of 100 km/h.

#### **b) Road network organization:**

\* Foreign relations:

Basically comply with the scale and route direction oriented in the general planning of Nghi Son Economic Zone including:

National Highway 1A (4 main lanes): plays the role of an external road and is an important North-South axis of Nghi Son Economic Zone; the 74.0 m wide section has the cross-section symbol 1-1.

Coastal road (8-lane scale): plays the role of the main urban longitudinal axis with cross-section symbol 2-2, CGĐĐ 48.0 m.

Tho Xuan - Nghi Son route (scale of 06 lanes and 02 rudimentary lanes): plays the role of an external road and is an important North-South axis of Nghi Son Economic Zone with cross-section symbol 3-3, CGĐ width 76.0 m.

\* Main urban roads:

North-South route 2, the western section of National Highway 1A, has cross-section code 5-5, CGĐĐ 41.0 m. Road surface  $10.5 \text{ m} \times 2 = 21.0 \text{ m}$ ; Sidewalk  $5.0 \text{ m} \times 2 = 10.0 \text{ m}$ ; Separator = 10.0 m.

North-South route 2, the eastern section of National Highway 1A, has cross-section code 7-7, CGĐĐ 36.0 m. Road surface  $10.5 \text{ m} \times 2 = 21.0 \text{ m}$ ; Sidewalk  $6.0 \text{ m} \times 2 = 12.0 \text{ m}$ ; Separator = 3.0 m.

\* Inter-regional routes:

Hai Nhan - Xuan Lam route has cross-section code 7-7, CGĐĐ 36.0 m. Road surface  $10.5 \text{ m} \times 2 = 21.0 \text{ m}$ ; Sidewalk  $6.0 \text{ m} \times 2 = 12.0 \text{ m}$ ; Separator = 3.0 m.

Ninh Hai - Binh Minh route from intersection N102 to intersection N132 has cross-section symbol 6-6, CGĐĐ 40.0 m. Road surface  $10.5 \text{ m} \times 2 = 21.0 \text{ m}$ ; Sidewalk  $6.0 \text{ m} \times 2 = 12.0 \text{ m}$ ; Separator = 7.0 m; from intersection N132 to intersection N139 has cross-section symbol 9-9, CGĐĐ 27.0 m. Road surface:  $7.5 \text{ m} \times 2 = 15.0 \text{ m}$ ; Sidewalk  $6.0 \text{ m} \times 2 = 12.0 \text{ m}$ .

\* Main roads in the area:

Hai Hoa - Binh Minh route has cross-section code 8-8, CGĐĐ 34.0 m. Road surface  $6.0 \text{ m} \times 2 = 12.0 \text{ m}$ ; Sidewalk  $5.0 \text{ m} \times 2 = 10.0 \text{ m}$ ; Separator = 12.0 m.

\* Regional roads:

The East Line of the North-South Railway has cross-section symbol 10-10, CGĐĐ 25.0 m. Road surface:  $7.5 \text{ m} \times 2 = 15.0 \text{ m}$ ; Sidewalk  $5.0 \text{ m} \times 2 = 10.0 \text{ m}$ .

Landscape axis has cross-section symbol 4-4, CGĐĐ 44.0 m; Road surface:  $13.5 \text{ m} \times 2 = 27.0 \text{ m}$ ; Sidewalk:  $6.0 \text{ m} \times 2 = 12.0 \text{ m}$ ; Separator: 5.0 m.

\* Zoning lines:

Upgrading and building new regional road systems to create convenient connections between urban areas, with road cross-section width of 17.5 m - 22.5 m.

Road surface: 5.25 m x2 = 10.5 m; Sidewalk 6.0 m x2 = 12.0 m;

Road surface: 5.25 m x2 = 10.5 m; Sidewalk 5.0 m x2 = 10.0 m;

Road surface: 3.75 m x2 = 7.5 m; Sidewalk 5.0 m x2 = 10.0 m;

Road surface: 3.75 m x2 = 7.5 m; Sidewalk 6.0 m x2 = 12.0 m.

\* Renovated roads: Mainly renovated on the basis of existing roadbeds in existing residential areas, the renovated roadway is widened from 3.5 to 5.5 m; the sidewalk is wide from 1.0 to 3.0 m.

c) Parking lot system:

Total area is 20.11 ha (ensuring the target of 201,100 m<sup>2</sup>/50,000 people = 4.02 m<sup>2</sup>/person). When planning in detail at a scale of 1/500 for areas with high transportation demand, commercial centers, services, sports, and entertainment, parking lots and public parking spots must be arranged for passengers and vehicles, connected to the street network, ensuring a maximum walking distance of 500 m.

d) Public transport organization:

- Suburban and inter-provincial bus routes are mainly developed along main routes such as National Highway 1A and Coastal Road.

- Intra-urban bus routes: Bus routes in the inner city will serve the main functional areas and central areas. Main bus routes are mainly developed along the central axis; Secondary bus routes are mainly developed along the North-South route 2 and Binh Minh - Nguyen Binh road.

- Achieved technical and economic indicators: Public transport network density is 2.0 km/km<sup>2</sup> of urban construction land. Maximum distance between bus stops is 600 m.

## **7.2. Ground leveling planning**

Comply with the elevation control of the general planning for the construction of Nghi Son Economic Zone: The area west of National Highway 1A belongs to Nguyen Binh ward  $H \geq +3.2$  m and Xuan Lam ward  $H \geq +2.8$  m; The area east of National Highway 1A belongs to Nguyen Binh ward  $H \geq +3.8$  m; Xuan Lam ward  $H \geq +3.0$  m; Binh Minh ward  $H \geq +3.7$  m. The areas must ensure coordination with the surrounding ground elevation and must not affect the general drainage.

Areas with ground elevation  $H < +3.2$  m in Nguyen Binh and Binh Minh and  $H < +2.8$  m in Xuan Lam ward must ensure minimum elevation when constructing.

## **7.3. Drainage system planning**

a) Rainwater drainage:

- Rainwater drainage system: Use a complete, completely separate rainwater drainage system. Use a reinforced concrete circular sewer system and

drain into rivers, lakes and the drainage system according to the general planning of Nghi Son Economic Zone.

- Embankments to limit erosion of the Doi Bridge, Dua Bridge and Lach Bang Rivers in the planning area: use environmentally friendly surface materials, ensure the landscape, combined with the design of public spaces.

b) Wastewater drainage:

- The wastewater drainage system of urban area No. 01 is designed to use a completely separate drainage system. Wastewater must be treated by an on-site septic tank and then collected into the urban wastewater drainage system.

- The treatment plant is located in Binh Minh ward (in subdivision 5), the long-term capacity of the treatment plant is 55,000 m<sup>3</sup>/day and night; currently implementing the first phase of construction investment according to the Dong Luc urban project with a capacity of 600 m<sup>3</sup>/day and night.

The wastewater volume of the design area is 12,500 m<sup>3</sup>/day and night.

#### **7.4. Power supply planning**

- Total expected electricity demand: 75,000 kVA

- Power source: invest in building a new 110 kV Tinh Gia 2 transformer station, capacity S=2x63MVA - 110/35/22 kV located in the Southwest of the planning area.

- Power grid: Medium voltage power will use 22 kV distribution grid. New 22 kV loop circuits will be built from 110 kV Tinh Gia 2 station to supply power to 22 kV transformer stations in the area and surrounding areas. Underground cables will be used. Low voltage power with existing 0.4 kV lines will be kept intact to supply power to loads. In the long term, underground renovation will be carried out along traffic routes, and a new 0.4 kV network will be built and arranged underground along sidewalks in the planning area.

- Lighting: The existing lighting network in the residential area will be combined with a 0.4 kV low voltage line to supply electricity for daily life. The newly built lighting network will be arranged underground along the sidewalks of the planning area.

#### **7.5. Water supply planning**

- Water demand of the design area is 16,300 m<sup>3</sup>/day and night.

- Water source: The water source for Urban Area No. 01 in the long term is used from the water supply system from Hao Hao water plant located in Dinh Hai commune with a capacity of 125,000 m<sup>3</sup>/day.night, the raw water source is taken from Yen My Lake and Cua Dat Lake. In the first phase, when Hao Hao water plant has not been invested in building; the water source for the urban area is from Nguyen Binh water plant, the current capacity is 4,000 m<sup>3</sup>/day.night and upgraded to 10,000 m<sup>3</sup>/day and night.

- Build additional water distribution and supply networks for the areas, organized into 3 closed loops and dead-end pipeline networks. Build a pipeline network from the main urban pipes D110-D300 to connect pipes with diameters from D90 - D40 to residential areas. The minimum buried depth of the pipes is 0.4 m from the ground, pipes across the road must not be less than 0.7 m.

#### **7.6. Passive telecommunications:**

- The telecommunications service demand of the planning area is about: 15,000 subscriber lines.

- Continue to maintain and upgrade post offices in wards and communes in the area to meet the needs of providing public postal and telecommunications services.

- Invest in building 01 satellite access station; underground fiber optic cables along traffic routes from the town's central station to satellite stations in the area to meet the needs of landline subscribers, fixed broadband Internet, and television via telecommunications networks in the area.

#### **7.7. Solid waste, environmental sanitation**

- After being classified, CTR is transferred to the Truong Lam solid waste treatment area for centralized treatment. The total amount of solid waste in the planning area is about: 72 tons/day and night.

- The existing cemetery in the basic planning research area will be closed and gradually relocated to Nguyen Binh cemetery (west of the railway) according to the orientation of Nghi Son Economic Zone General Planning.

#### **8. Resettlement solutions**

The estimated resettlement demand to meet the implementation of technical infrastructure construction projects and functional areas in the project is about 10,400 people, including:

- Coastal road project and other planned routes need to resettle about 500 people;

- Resettlement for industrial park No. 17 needs about 2,800 people;

- Resettlement project of Hai Ha commune in Xuan Lam ward about 7,100 people.

The arrangement of resettlement areas ensures that new housing with better living conditions and associated with local cultural traditions is provided. The choice of distribution in many locations will meet this orientation. The total area is 65.07 hectares, the maximum construction density is 70%, the height is 2-5 floors.

#### **9. Management regulations according to urban master plan**

Promulgate the Management Regulations according to the 1/2000 scale Construction Zoning Plan for Urban Area No. 01, Nghi Son Economic Zone attached to this Decision.

## **Article 2. Implementation.**

1. Nghi Son Town People's Committee is responsible for:

- Complete and publish approved planning project documents according to regulations; hand over project documents and files to urban planning management agencies and land management agencies at all levels for storage, management and implementation according to approved planning.

- The organization shall widely publicize the approved planning content no later than 15 days from the date of approval as prescribed in Clause 12, Article 29 of the Law on Amending and Supplementing a Number of Articles of 37 Laws related to planning in 2018.

- Organize the placement of planning boundary markers in the field (planting markers, locating planning boundaries, centerlines, road boundaries of main traffic axes, protection areas) and manage according to the provisions of law.

- Direct local authorities to strictly manage urban planning land funds and manage construction according to planning.

- Review and adjust assigned related plans to ensure consistency and synchronization with approved urban zoning plans.

- Organize the preparation of detailed urban plans, submit for approval and approve according to authority, ensuring compliance with approved zoning plans.

- Establish annual and long-term priority investment programs and projects, determine measures to implement construction planning on the basis of mobilizing all domestic and foreign investment capital sources, and exploiting land funds through policy mechanisms according to current State regulations.

2. The Management Board of Nghi Son Economic Zone and Industrial Zones is responsible for coordinating with the People's Committee of Nghi Son town to update the contents of the Sub-Zone Planning project into the dossier adjusting the General Planning of Nghi Son Economic Zone, reporting to competent authorities for consideration and decision.

3. Thanh Hoa Institute of Planning and Architecture shall post the approved planning content on the Vietnam Urban Planning and Construction Planning Information Portal (<http://quyhoach.xaydung.gov.vn>), no later than 15 days from the date of approval decision.

4. The Department of Construction and related functional sectors, according to their specific functions and tasks, are responsible for guiding and managing implementation in accordance with current planning and regulations of law.

**Article 3.** This Decision comes into force from the date of signing.

Chief of Office of the Provincial People's Committee; Directors of the Departments: Construction, Natural Resources and Environment, Planning and

Investment, Transport, Finance; Head of the Management Board of Nghi Son Economic Zone and Industrial Parks; Chairman of Nghi Son Town People's Committee and Heads of relevant sectors and units are responsible for implementing this Decision./.

**THANH HOA PROVINCE PEOPLE'S COMMITTEE**