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Number: 5086/QD-UBND

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*Thanh Hoa, December 29, 2023*

**DECISION**

**ON APPROVAL OF THE ADJUSTMENT OF THE GENERAL PLAN OF LAM SON - SAO VANG URBAN AREA, THO XUAN DISTRICT, THANH HOA PROVINCE TO 2040**

**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 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;*

*Pursuant to Decision No. 4480/QD-UBND dated December 15, 2014 of the People's Committee of Thanh Hoa province on approving the adjustment of the General Planning for construction of Lam Son - Sao Vang urban area, Tho Xuan district, Thanh Hoa province to 2030, with a vision after 2030;*

*Pursuant to Decision No. 3283/QD-UBND dated September 14, 2023 of the People's Committee of Thanh Hoa province on approving the adjustment of the construction planning of Tho Xuan district, Thanh Hoa province to 2045;*

*Pursuant to Conclusion No. 844-KL/TU dated July 4, 2022 of the Provincial Party Standing Committee on adjusting the master plan of Lam Son - Sao Vang urban area, Tho Xuan district, Thanh Hoa province to 2040;*

*Pursuant to Official Dispatch No. 2889-CV/VPTU dated August 15, 2022 of the Provincial Party Committee Office notifying the direction of the Provincial Party Committee Standing Committee on completing the project to adjust the general urban planning of Lam Son - Sao Vang, Tho Xuan district, Thanh Hoa province until 2040 ;*

*Pursuant to Official Dispatch No. 4797/BXD-QHKT dated October 24, 2023 of the Ministry of Construction on the project to adjust the general urban planning of Lam Son - Sao Vang, Tho Xuan district, Thanh Hoa province to 2040 (2nd time);*

*At the request of the Department of Construction in Appraisal Report No. 9213/SXD-QH dated December 26, 2023 on the project to adjust the general planning of Lam Son - Sao Vang urban area, Tho Xuan district, Thanh Hoa province to 2040.*

## **DECISION:**

**Article 1.** Approving the project to adjust the general urban planning of Lam Son - Sao Vang, Tho Xuan district, Thanh Hoa province until 2040, with the following main contents:

**1. Project name:** Adjustment of Lam Son - Sao Vang urban master plan,

Tho Xuan district, Thanh Hoa province by 2040.

### **2. Scope and scale of planning adjustment**

a) Scope of planning adjustment based on the boundary of the Lam Son - Sao Vang Urban General Planning Adjustment Project, Tho Xuan District to 2030 approved by Thanh Hoa Provincial People's Committee in 2014; including the entire area of Lam Son town, the communes: Xuan Bai, Tho Xuong, Tho Lam and part of the area of Sao Vang town (about 1,324.00 ha), the communes: Xuan Hung (about 983.55 ha), Xuan Sinh (about 616.86 ha), Xuan Phu (about 1,078.47 ha), Xuan Thien (about 341.06 ha), Tho Son (about 464.60 ha), Kien Tho (about 48.60 ha). The specific boundaries are as follows:

- North: bordering Kien Tho commune, Ngoc Lac district; Xuan Thien commune, Tho Xuan district.

- South: adjacent to Cua Chat lake; Xuan Phu commune, Tho Xuan district; part of Sao Vang town (formerly Xuan Thang commune), Tho Xuan district; Binh Son commune, Trieu Son district.

- East: bordering Xuan Sinh commune, part of Sao Vang town (formerly Xuan Thang commune), Tho Xuan district.

- West: adjacent to Chu River.

b) Scale of planning adjustment:

- Adjusted planning area scale: Maintain the area according to the approved project in 2014, about 8,590 hectares.

- Planning research scale: about 10,659 hectares.

### **3. Planning adjustment goals**

- Adjust the Lam Son - Sao Vang Urban Master Plan to develop the Lam Son - Sao Vang area to meet its role and function as one of the growth poles of Thanh Hoa province according to Resolution No. 58-NQ/TW dated August 5, 2020 of the Politburo on Construction and Development of Thanh Hoa province to 2030, with a vision to 2045.

- Adjust the Lam Son - Sao Vang Urban Master Plan to meet the tasks and solutions set out in Resolution No. 10-NQ/TU dated January 10, 2022 of the Standing Committee of Thanh Hoa Provincial Party Committee on construction and development of Tho Xuan district to 2030, with a vision to 2045.

- Review the Lam Son - Sao Vang Urban Master Plan approved in 2014 to promptly adjust any inadequacies arising during the implementation of the urban master plan; update new contents in the Tho Xuan District Construction Master Plan to 2045, Thanh Hoa Province Master Plan for the period 2021-2030, with a vision to 2045 approved, and other related specialized technical master plans.

### **4. Properties and functions**

As an existing urban area, developing into an urban area of Tho Xuan town expected to be formed before 2030, a dynamic urban area, the center of the key economic region in the West of Thanh Hoa province with the functions of high-tech industry - agriculture, urban and service, focusing on aviation services, resort tourism, important technical infrastructure hubs such as road traffic, airports.

### **5. Forecast of scale and achieved economic and technical indicators**

#### **5.1. Forecasting population and land size**

*a) Population size:*

- Current population (2022): about 55,000 people.

- Forecast to 2030: Population size in the planning study area is about 99,850 people.

- Forecast to 2040: Population size in the planning study area is about 158,000 people.

### *b) Land size*

- Urban construction land area by 2030 is about 5,128.40 hectares.
- Urban construction land area by 2040 is about 5,666.59 hectares.

## **5.2. Main economic and technical indicators achieved**

### *a) Land use targets achieved:*

- Newly planned civil land: about 80.0 m<sup>2</sup>/person (of which land for new residential units and housing groups: about 45.0 m<sup>2</sup>/person);
- Urban green land reaches the target of 10.3% of urban construction land, including:
  - + Public green land accounts for 1.4% of urban construction land (5.0 m<sup>2</sup>/person);
  - + Limited green land use reaches 5.9% of urban construction land;
  - + Specialized green land accounts for 3.0% of urban construction land.
- Service land - public housing unit reaches 8.1 m<sup>2</sup>/person.;
- Traffic land up to regional roads accounts for 13.6% of urban construction land.
- The total urban parking lot area must reach a minimum of 4.0 m<sup>2</sup>/person; of which, the parking lot area arranged in the general planning must reach 1.6 m<sup>2</sup>/person, the remaining quota (minimum 2.4 m<sup>2</sup>/person) will continue to be allocated to residential land lots and residential areas when implementing zoning and detailed planning projects.

### *b) Basic technical infrastructure indicators:*

- Water supply: Urban domestic water supply 120 liters/person/day; Industrial park water supply 40m<sup>3</sup>/ha/day for at least 60% of the area; Industrial cluster water supply (IC) craft village 20 m<sup>3</sup>/ha/day; high-tech agriculture: 25 m<sup>3</sup>/ha/day.
- Power supply: Household power load 330 W/person; Industrial park 200 KW/ha; Industrial park 140 KW/ha; high-tech agriculture: 10 KW/ha.
- Wastewater drainage: Collection and drainage treatment:  $\geq 80\%$  of water supply.
- Standard for domestic solid waste treatment (CTRsh): urban 0.9 kg/person/day; Collection rate 90%.

## **6. Orientation of urban space organization**

## **6.1. Urban formation basis**

- Lam Son - Sao Vang urban area, Tho Xuan district is an urban area located on Ho Chi Minh road, a strategic development route for the western region of the country in general and Thanh Hoa province in particular. According to the general planning for construction and urban development along Ho Chi Minh road (section through Thanh Hoa province) approved by the Prime Minister in Decision No. 27/2004/QD-TTg dated March 2, 2004, Lam Son - Sao Vang urban area is identified as a type III urban area.

- The master plan for the construction of Lam Son - Sao Vang urban area, Tho Xuan district, Thanh Hoa province until 2020 was established and approved in 2001 according to Decision No. 520/2001/QD-UBND dated March 2, 2001 of the People's Committee of Thanh Hoa province. Orientation to develop into an industrial urban area, one of the driving forces in the socio-economic development strategy of the province; In which, Lam Son - Sao Vang urban area is determined to be formed on the basis of the current status of Lam Son and Sao Vang urban areas, with an estimated population of about 60,000 people, the land area of the inner city area of about 1,000 hectares (it is expected to develop Lam Son town and Sao Vang town to expand the suburban area including the communes: Lam Kinh, Tho Xuong, Xuan Bai, Tho Lam and Sao Vang Farm).

- Adjustment of the General Planning for Lam Son - Sao Vang urban construction, Tho Xuan district, Thanh Hoa province to 2030, with a vision after 2030 approved by Thanh Hoa Provincial People's Committee in Decision No. 4480/QD-UBND dated December 15, 2014. In which, the scope of the study is determined to include the administrative boundaries of Lam Son town, Sao Vang town, Xuan Bai and Xuan Lam communes (merged into Lam Son town), Xuan Hung, Tho Xuong, Tho Lam, Xuan Thang communes (merged into Sao Vang town) and part of Xuan Phu and Xuan Son communes (merged and formed Xuan Sinh commune); with an area of about 8,590 hectares.

## **6.2. Urban structure**

Based on the "One belt - Two centers - Three routes" principle to effectively exploit the core strategic advantages of the city, specifically:

- A belt: Ho Chi Minh Road - National Highway (QL) 47 and the western belt road of the airport form the limited belt for urban development of Lam Son - Sao Vang, with the function of connecting internal functional clusters and connecting with satellite urban points and Tho Xuan town.

- Two central poles: Lam Son town center and the new administrative center of Tho Xuan town (expected to be established in 2030) in Sao Vang town are closely linked with Tho Xuan airport to form an airport urban complex.

- Three routes: Urban commercial service route, industrial - logistic route, eco-tourism and agricultural route.

### 6.3. Urban development orientation

a) Development orientation of the area within the planning boundary (about 8,590 ha):

- The Lam Son - Sao Vang urban development space is based on the main traffic framework system including: Ho Chi Minh Road, the road connecting National Highway 47 with Ho Chi Minh Road (DT.519B), the road connecting Tho Xuan Airport with Nghi Son Economic Zone (DT.506), the 3 connection points of these routes act as 3 main gateways to the urban area, creating a sense of stability and balance.

- Space zoning: Divided into 5 core space zones:

+ Lam Kinh area: Including Lam Kinh historical and cultural relic site and Lam Kinh tourist area, expanding to the East (to the road connecting Ho Chi Minh road and National Highway 47) to form a historical and cultural tourism space - Riverside ecological urban area.

+ Lam Son area space: Lam Son town space - Urban service center - Commercial and tourism services.

+ Sao Vang area space: Sao Vang town space - High-tech industry - Financial and commercial service center - Administrative, cultural, sports, entertainment center - Applied research and training center, Healthcare.

+ Space area of the West Ho Chi Minh road: Forming landscape space (along Chu river) - Ecological urban area - Tourist area combined with ecological agriculture.

+ Space area to the East of Lam Son, to the Northwest of Sao Vang: Restrict construction, preserve agriculture - rural areas, is the take-off and landing area of Tho Xuan airport.

- The overall space of the entire Lam Son-Sao Vang urban area is designed according to 05 main spatial axes connecting all functional areas, including: (1) Urbanization spatial axis along both sides of National Highway 47; (2) "Agricultural highway" spatial axis on both sides of Ho Chi Minh road; (3) Landscape spatial axis on both banks of Chu river; (4) North - South landscape spatial axis: Organized according to architectural spatial layout based on natural terrain, with clear focus and highlights, clarifying functional spaces of tourism, industry, and urban areas; (5) East - West landscape spatial axis (National Highway 47 landscape spatial axis): Using open space layout, main urban axis on the background of natural terrain.

- Urban highlight spaces:

+ Urban gateway areas are built at the intersections of traffic junctions and major urban spatial axes: The Eastern gateway of the urban area is connected to Highway 47 and Tho Xuan airport, including mixed-use complexes, trade and services (TMDV), high-tech agricultural research center (CNC), urban railway station; The Western gateway is connected to Highway 47 and Ho Chi Minh road, Lam Son urban area and high-tech agricultural landscape area; The Southern gateway is connected to the formation and development of industrial parks and ecological urban

areas in Tho Son commune; The Northern gateway is connected to Highway 47C, DT.506B, Ho Chi Minh road and Lam Kinh historical relic complex.

+ Airport space: Building a mixed-use area with commercial centers, logistics, warehouses, airport gateway areas, convenient for transporting and transiting goods.

+ Space of the new Administrative Center area: Includes a complex of buildings: headquarters, district-level agencies, cultural and sports facilities, square areas, green trees, auxiliary works...

+ Urban green space: Landscape trees on both banks of Chu River, green parks of residential units, Tam Thanh Bamboo Ecological Park, green space of high-tech agricultural landscape areas, green space of golf course area associated with Chi Mountain landscape, green space of agricultural area around Tho Xuan airport...

- Functional zoning and urban landscape architecture orientation: Lam Son - Sao Vang urban area is divided into 8 main functional zonings as follows:

+ Lam Son area, existing urban service area (773.0 ha);

+ Sao Vang area, urban area - Aviation services (1,830.0 ha);

+ New administrative center urban area and ecological urban area combined with Nui Chi - Nui Chau Golf Course (1,525.0 ha);

+ Agricultural area east of Ho Chi Minh road and ecological urban area along Chu river (1,140.0 ha);

+ Lam Kinh area, a tourist urban area associated with preserving and promoting the value of Lam Kinh special national relic (549.0 ha);

+ Lam Son - Sao Vang Industrial Park and auxiliary space (590.25 ha);

+ Existing landscape and residential area along Chu River (677.0 ha);

+ High-tech agricultural zone in Tho Lam, Tho Xuong, Tho Dien communes (1,505.75 ha).

b) Development orientation of the area within the planning research boundary and adjacent urban areas (outside the planning boundary):

- Northern and Northeastern areas: Belonging to the administrative boundaries of the communes: Xuan Thien, Tho Dien, Xuan Hung; this area is included in the planning project to ensure consistency in the technical infrastructure system of the urban area with the neighboring area; spatial orientation, landscape architecture and land use are implemented according to the general urban planning projects, related general construction planning such as: Pho Dam urban general planning, general construction planning of Xuan Hung and Tho Dien communes. For the area related to the detailed planning of Tho Xuan International Airport for the period 2021-2030, with

a vision to 2050; implemented according to the land use planning for the period up to 2050 of the detailed planning approved by the Ministry of Transport in Decision No. 1136/QD-BGTVT dated June 12, 2020.

- Eastern area:

+ Orientation to arrange the Aviation Maintenance, Repair and Service Area with an area of about 100 hectares in the vicinity of the airport; arrange the Logistics Area with a minimum area of 20 hectares; in addition, arrange land fund to develop commercial services, warehouses, yards, etc. to form a mixed area.

+ Orientation of the layout of the urban railway passenger station area connecting with Thanh Hoa city and Nghi Son Economic Zone, area of about 41.9 hectares. Arrange the bus station at the intersection between National Highway 47 and the Tho Xuan Airport beltway.

+ Adjust the boundary and scale of Thanh Hoa province's High-tech Agricultural Zone to about 200 hectares.

+ The remaining area within the research area is oriented to reserve land for urban development.

- Southern region: Research and develop the expansion of the Lam Son - Sao Vang Industrial Park area to the south of the current industrial park; reserve land for industrial production development with an area of about 7,500 hectares, of which the area within the administrative boundaries of Tho Xuan district is about 2,500 hectares. Prioritize attracting investment in high-tech projects, especially projects in the aviation industry, electronics, telecommunications, medical equipment, pharmaceuticals, lighting equipment, precision mechanics, defense industry, etc., towards forming a high-tech industrial park of the province.

## 7. Land use structure by function

### 7.1. Land use planning

- Urban construction land by 2040 is about 5,666.59 hectares, of which:

+ New civil land about 1,002.27 ha;

+ Non-civil land about 3,365.22 ha.

- Other land: 2,923.41 ha.

\* Balance sheet of land use demand by stages:

TT	Land use category	Short term to 2030		Long term to 2040	
		Area (ha)	Rate (%)	Area (ha)	Rate (%)

	Projected population	99,850		158,000	
	<b>TOTAL AREA</b>	<b>8,590.00</b>	<b>100.00</b>	<b>8,590.00</b>	<b>100.00</b>
<b>I</b>	<b>Urban construction land</b>	<b>5,128.40</b>	<b>59.70</b>	<b>5,666.59</b>	<b>65.97</b>
<b>1</b>	<b>Current civil land</b>	<b>1,299.10</b>	<b>15.12</b>	<b>1,299.10</b>	<b>15.12</b>
1.1	Land for residential group in current state of renovation	1,245.43	14.50	1,245.43	14.50
1.2	Current educational land (High school, Middle school, Primary school, Kindergarten)	21.72	0.25	21.72	0.25
1.2.1	<i>High School</i>	<i>1.88</i>	<i>0.02</i>	<i>1.88</i>	<i>0.02</i>
1.2.2	<i>Secondary School, Primary School, Kindergarten</i>	<i>19.84</i>	<i>0.23</i>	<i>19.84</i>	<i>0.23</i>
1.3	Land for public services other than current status	24.52	0.29	24.52	0.29
1.4	Current status of urban headquarters and agencies	7.43	0.09	7.43	0.09
<b>2</b>	<b>New residential land</b>	<b>492.35</b>	<b>5.73</b>	<b>1,002.27</b>	<b>11.67</b>
2.1	New residential land (including 25% of administrative mixed land area)	162.56	1.89	424.67	4.94
2.2	Mixed land for new housing and services	14.97	0.17	36.65	0.43
2.3	New educational land (High school, Middle school, Primary school, Kindergarten)	13.07	0.15	28.88	0.34
2.3.1	<i>Secondary School, Primary School, Kindergarten</i>	<i>8.94</i>	<i>0.10</i>	<i>16.75</i>	<i>0.19</i>
2.3.2	<i>High School</i>	<i>4.13</i>	<i>0.05</i>	<i>12.13</i>	<i>0.14</i>
2.4	New public service land	26.49	0.31	61.78	0.72
2.5	New public green land	23.63	0.28	79.07	0.92
2.6	New technical infrastructure land (Parking lot)	9.05	0.11	25.22	0.29
2.7	Traffic land	242.58	2.82	346.00	4.03
<b>3</b>	<b>Non-civil land</b>	<b>3,336.95</b>	<b>38.85</b>	<b>3,365.22</b>	<b>39.18</b>
3.1	Mixed administrative land (25% of land for residential units, administrative centers, public works, extra-urban services...)	238.15	2.77	238.15	2.77
3.1.1	<i>New housing land (25% of mixed administrative land area)</i>	<i>38.76</i>	<i>0.45</i>	<i>38.76</i>	<i>0.45</i>

3.1.2	Land for construction of administrative buildings and auxiliary buildings (75% of area)	199.40	2.32	199.40	2.32
3.2	Mixed Land (Commercial, service, Warehouse, yard, Logistics...)	94.52	1.10	122.79	1.43
3.3	Industrial land, warehouses and industrial parks	647.84	7.54	647.84	7.54
3.3.1	Industrial land, warehouse status	57.59	0.67	57.59	0.67
3.3.2	Industrial Park Land	590.25	6.87	590.25	6.87
3.4	Land for education, training and research center	24.58	0.29	24.58	0.29
3.5	Land for services and tourism	79.90	0.93	79.90	0.93
3.6	Medical land	3.85	0.04	3.85	0.04
3.7	Limited green land use (green parks, sports)	341.99	3.98	341.99	3.98
3.8	Specialized green land	177.31	2.06	177.31	2.06
3.9	Land of relics, religion	102.89	1.20	102.89	1.20
3.10	Land for security and defense	706.17	8.22	706.17	8.22
3.11	Foreign traffic land	445.05	5.18	445.05	5.18
3.12	Other technical infrastructure land	474.70	5.53	474.70	5.53
<b>II</b>	<b>Other land</b>	<b>3,461.60</b>	<b>40.30</b>	<b>2,923.41</b>	<b>34.03</b>
1	Agricultural land	2,723.15	31.70	2,184.96	25.44
1.1	High-tech Agricultural Land	612.78		687.78	
1.2	Agricultural land	2,110.37		1,497.18	
2	Forest land (production forest)	383.49	4.46	383.49	4.46
3	Rivers and water	354.96	4.13	354.96	4.13

Note:

- Residential land, housing groups include: Housing, public works - services, trees, public playgrounds, technical infrastructure, serving the regular, daily needs of the community according to QCVN 01: 2021/BXD.

- Mixed land includes: Land for building houses, mixed works or used for a number of different purposes; specifically determined, suitable for urban development needs in planning and construction projects.

## 7.2. Location and scale of main functional areas

Based on the urban development structure, the urban space is divided into 08 main areas according to function and natural terrain as follows:

#### 7.2.1. Area 01 (Existing urban service area)

- Scope of Lam Son town, Tho Xuong and Tho Lam communes. Natural area is about 773.00 ha; estimated population by 2040 is about 29,000 people.

- Is a multi-functional mixed-use urban area, including residential areas, commercial services, resort services, hotels, restaurants, hospitals, schools, community spaces, green spaces and other auxiliary areas. Is a training and development center for human resources serving in agricultural industrial parks and clusters and aviation services.

#### 7.2.2. Area 02 (Airline service urban area):

- Scope of Sao Vang town, Xuan Hung, Xuan Phu, Tho Lam communes. Natural area is about 1,830.00 ha; estimated population by 2040 is about 29,000 people.

- Is a multi-functional service urban area associated with the Logistics Center at the gateway to Tho Xuan airport. Developing a high-tech agricultural area in the area affected by the airport's flight funnel.

#### 7.2.3. Area 03 (New administrative center urban area and ecological urban area combined with Nui Chi - Nui Chau Golf Course):

- Scope of Sao Vang town and communes: Xuan Phu, Tho Lam. Natural area scale is about 1,525.00 ha, estimated population by 2040 is about 36,000 people.

- An urban area associated with the new political and administrative center of Tho Xuan Town in the future. Building a resort complex, entertainment and golf course taking advantage of the landscape and terrain of the southern area of Chau mountain and the existing natural space.

- The administrative-political center urban area: is the highlight of the future Tho Xuan urban area, ensuring the requirements of a new modern administrative area according to the standards of a type IV urban area. The main functions include: The political administrative area (District Party Committee - People's Council - District People's Committee, public administration center and other agencies) combined with auxiliary areas such as the provincial exhibition center, regional sports center, existing residential areas, new residential areas, central parks, entertainment, cultural centers, health care, education, urban public works, landscape trees, commercial housing areas, parking lots...

#### 7.2.4. Area 04 (Urban agricultural area west of Ho Chi Minh road and ecological urban area along Chu river):

- Location: Lam Son town, Xuan Bai commune and Tho Xuong commune. The natural area is about 1,140.00 ha, the expected population by 2040 is about 14,000 people.

- An agricultural development area associated with urbanization located at the intersection of Ho Chi Minh Road and National Highway 47C, with the landscape axis being the Chu River.

Building and forming tourist areas, buffer zone landscape areas combined with riverside ecological urban areas helps increase the number of tourists, attract investment and exploit the potential value of land funds on both sides of the river. Developing entertainment, resort and recreation spaces close to nature creates a unique locality.

7.2.5. Area 05 (Lam Kinh area, urban tourist area associated with preserving and promoting the value of Lam Kinh special national relic):

- Scope of Lam Son town, Tho Xuong commune (Tho Xuan district) and Kien Tho commune (Ngoc Lac). The natural area is about 549.00 ha, the expected population by 2040 is about 2,000 people.

- Building and forming tourist areas, buffer zone landscapes combining riverside ecological urban points with the central core being the Lam Kinh Special National Monument and the Chu River water surface.

7.2.6. Area 06 (Lam Son - Sao Vang Industrial Park and auxiliary space):

- Scope of Sao Vang town, Xuan Hung commune, Tho Son commune, Xuan Sinh commune, Xuan Phu commune, Tho Lam commune. Natural area scale is about 590.25 ha.

- The area is connected to Lam Son - Sao Vang Industrial Park at the gateway of the urban center - airport services. Planning auxiliary spaces, landscape trees, water surfaces according to natural conditions to serve microclimate regulation, and support drainage in the area.

7.2.7. Area 07 (Landscape and residential area along Chu River):

- Scope belongs to Lam Son town, Xuan Thien commune. Natural area is about 677.00 ha, estimated population by 2040 is about 14,600 people.

- Is an ecological urban area north of Chu River. Build and form new residential areas linked with existing residential areas, Forming riverside landscape space combined with resort tourism services.

7.2.8. Area 08 (High-tech agricultural area):

- Scope of Tho Xuong, Tho Lam, Tho Dien communes. Natural area scale is about 1,505.75 ha; Area reserved for CNC agricultural zone in Tho Lam, Tho Xuong, Tho Dien communes is about 650 ha, of which the Applied Research Center (R&D) is about 25 ha; Estimated population by 2040 is about 33,400 people.

- Exploiting the potential of land and soil suitable for planning high-tech agricultural complexes including: seed and crop research areas, large-scale concentrated production areas...;

- The area concentrates modern production forces, combining production and business with research, acquisition, transfer, and development of high-tech agriculture, building high-tech potential in the agricultural sector of Tho Xuan town in the future.

## **8. Regulations on space, architecture and urban landscape**

### **8.1. General regulations on management of urban space, architecture and landscape**

- Orientation of space organization and architecture of the new administrative center of Tho Xuan district: Maximum height is about 9 floors, the space on both sides of National Highway 47 is associated with the formation and development of new modernity, in the future it will be the area with the highest building height in the whole urban area, this is the urban center area associated with the new administrative center of Tho Xuan town in the future. Administrative, political, cultural - sports, commercial, service, tourism, and medical works must be studied in accordance with the nature, function of the type of work and urban characteristics.

- The urban gateway area must be oriented and have the idea of the shape of the key buildings depicted in the main directions and traffic routes leading into the urban area; including the following areas:

+ The eastern gateway of the urban area is connected to Highway 47 and Tho Xuan airport. The eastern gateway is connected to Sao Vang urban area, a mixed-use commercial and service complex, a high-tech agricultural research center, and an urban railway station.

+ The Western gateway connects with the traffic axis of National Highway 47 and Ho Chi Minh Road, Lam Son urban area and high-tech agricultural landscape area.

+ The southern gateway is associated with the formation and development of industrial parks and ecological urban areas in Tho Son commune.

+ The northern gateway is connected to the traffic axes of National Highway 47C, Provincial Road 506B, Ho Chi Minh Road and Lam Kinh historical relic complex.

- Organizing main spatial axes and landscapes:

+ Renovating and upgrading the landscape of the external routes QL.47, QL.47B, QL.47C, the route connecting Tho Xuan Airport with Nghi Son Economic Zone (DT.506), DT.506B, DT.519B, DT.514B, etc. The main routes serve tourism and urban areas, creating attractive landscapes, with smart, modern, ecological, and easily accessible public utilities.

+ Architectural orientation for main roads and typical areas in the urban area according to the principle of ensuring the transition of urban architectural images developed through stages.

+ Propose to preserve and exploit the existing natural landscape in terms of terrain, trees, rivers, lakes, and water surfaces. Limit expansion to ensure the natural landscape and historical and

cultural values of the city. Form a number of special tourist service points that do not obstruct the view.

- Strictly control high-rise construction to suit the current characteristics of each area. At intersections between main urban roads, encourage the construction of high-rise buildings to highlight and shape the urban space.

- Encourage the development of restored areas and inefficiently used land to supplement land funds for urban development, tourism services, specialized green parks, public works, and urban technical infrastructure.

## **8.2. Restricted construction areas**

- Prohibited areas: National defense areas, including Sao Vang military airport and military airport service locations; strategic defense areas managed by Tho Xuan District Military Command (near Cua Chat Lake); bomb storage area of Regiment 923...

- Areas with restricted development: Restricted urban development along the take-off and landing zone of Sao Vang Airport; restricted building height within the aviation height management area of Sao Vang Airport; Lam Kinh National Historical Site; Chu River Flood Escape Corridor; West of Ho Chi Minh Road and National Highway 47C...

- Planning for resettlement areas: Need to relocate resettlement areas to build future urban functions. According to each development phase, people in the industrial development area will be resettled to the North of the road connecting National Highway 47 with Ho Chi Minh Road at convenient locations.

## **9. Technical infrastructure system planning**

### **9.1. Traffic planning**

#### **9.1.1. Road traffic**

a) National highway system: Comply with the approved planning of Vietnam's road network.

- Ho Chi Minh Road: The planned cross-section retains the current road boundary; For the section from Kien Tho commune (Ngoc Lac district) to the intersection with the southern road of the industrial park, the planned cross-section is 140.0 m; for the section from the southern road of the industrial park to the end of Xuan Phu commune (Tho Xuan district), the planned cross-section is 73 m; including the main road surface and the two-sided access roads.

- QL.47:

- + The current national highway has a cross-section of each section that is suitable for the road under management; specifically: the section from Trieu Son to Xuan Thang intersection (now Sao Vang town) has a cross-section of 54 m (with a collector road on both sides); the section to

the center of Sao Vang town has a cross-section of 25 m; the next section to the beginning of Lam Son town has a cross-section of 30 m; the section through Lam Son town has a cross-section of 32 m; the section from Muc Son bridge to Thuong Xuan town has a cross-section of 25 m.

+ Planning the route through Lam Son-Sao Vang industrial park to Ho Chi Minh road across Chu river to Thuong Xuan district. The section through the industrial park has a cross-section of 81 m (including the service road); the section from the industrial park to Ho Chi Minh road has a cross-section of 54 m (including the service road); the section from Ho Chi Minh road across Chu river to Thuong Xuan town has a cross-section of 26 m (excluding the service road).

- QL.47B: The current national highway has a planned road width of 18 m, excluding the service road; the extended section of the route is upgraded from Provincial Road 506 (the route from Tho Xuan Airport to Nghi Son Economic Zone). The planned cross-section through Lam Son - Sao Vang urban area is 82 m.

- QL.47C: maintain the current 25 m right-of-way (excluding service roads).

b) Provincial road system: Including provincial roads 506B, 514B, 519B; The planning complies with the approved planning of Thanh Hoa province for the period 2021-2030, with a vision to 2045. DT.506B is planned to be 20.5 m; DT.514B is planned to be 25 m, the section through the industrial park adjusts the route direction towards Road No. 12 and Road No. 4 of the Industrial Park; DT.519B is currently planned to be 18 m.

c) Urban transport

\* Urban roads:

- Route No. 7 has a right-of-way of 55.0 m connecting from the Northeast beltway of Tho Xuan Airport to National Highway 47C to Lam Kinh relic site;

- Route No. 8 has a road width of 43.0 m, planned to organize an overpass over the current National Highway 47 and the Sao Vang airport runway (in the immediate future, it can be leveled).

- The Northeast Ring Road of Tho Xuan Airport (Route No. 9) is planned as an urban road with a right-of-way of 57 m.

- The road south of the industrial park is planned with a road width of 77 m, including the main road and the two-way service road.

\* Inter-regional roads: Routes 12, 15, 17 and 20 have a planned road width of 30.0 m.

- Regional roads: Remaining roads with right-of-way from 25 to 30 m. d) Bus station:

- Lam Son bus station is planned as a type II bus station with an area of about 1.4 hectares;

- Sao Vang bus station is planned as a type I bus station with an area of about 10.0 hectares (outside the planning boundary, in the development-oriented area according to the research boundary).

#### e) Parking:

- Total demand for urban parking area is about 65 hectares (standard 4.0 m<sup>2</sup>/person according to regulations).

- Within the scope of the general urban planning project, parking lots will be arranged in central urban areas and crowded areas, with a total area of about 25.22 hectares (meeting the target of 1.6 m<sup>2</sup>/person); the remaining area (target of 2.4 m<sup>2</sup>/person) will continue to be allocated to residential land plots and residential areas when implementing zoning and detailed planning projects to ensure the needs and radius of use for residents according to regulations.

#### 9.1.2. Airport

Implementing the detailed planning of Tho Xuan International Airport to 2030, with a vision to 2050 approved by the Minister of Transport in Decision No. 1136/QD-BGTVT dated June 12, 2020.

#### 9.1.3. Inland waterways

- Chu River is a national level IV inland waterway.

- Muc Son wharf is a cargo wharf combined with a tourist boat wharf.

#### 9.1.4. Railway

- Planning 02 elevated railway lines connecting Lam Son - Sao Vang urban area with Thanh Hoa city and Nghi Son Economic Zone.

- Arrange 02 stations: passenger station and cargo station in Lam Son Sao Vang urban area; Passenger station is located in the area near Tho Xuan Airport; Cargo station is located in the area south of the southern route of the industrial park.

#### 9.1.5. Public transport

The public transport network development plan includes a combination of bus rapid transit (BRT) with buses running inner-city and inter-city routes connecting Thanh Hoa city and Nghi Son Economic Zone.

#### 9.2. Water supply planning

\* Total water demand for industry and urban areas by 2030 is: 34,000 m<sup>3</sup>/day; by 2040 is 70,000 m<sup>3</sup>/day.

Planning of water supply plants as follows:

- Water Supply Plant No. 1A: is the current water plant in Xuan Bai commune with a capacity of 8,400 m<sup>3</sup>/day. The water source is taken from the Chu River flowing through Xuan Bai commune, 500 m above Bai Thuong dam.

- Water supply plant 1B: Located on the basis of expanding water supply plant 1A; By 2030, the investment capacity will be 16,000 m<sup>3</sup>/day. By 2040, the capacity is expected to increase to 50,000 m<sup>3</sup>/day. It is expected that water plants 1A and 1B will supply water to all urban residents in the communes in the district.

- Water Supply Plant No. 2: Provides water for industrial parks, industrial clusters, high-tech agricultural zones and service areas around the airport. The capacity of the first phase until 2030 is 10,000 m<sup>3</sup>/day; the second phase is 20,000 m<sup>3</sup>/day. The water supply is taken from the Chu River.

\* Raw water supply: Raw water is taken from the raw water pipeline of the project to build a clean water supply system and raw water for urban chains along National Highway 47, Thanh Hoa city and surrounding areas under the PPP method.

### **9.3. Planning of ground elevation and surface drainage**

#### 9.3.1. Base elevation

The lowest construction elevation for the industrial park area is +15.5 m; Sao Vang area is +16.0 m; Lam Son area is +14 m; Lam Kinh area is +16.0 m.

#### 9.3.2. Surface drainage

- The main drainage direction is towards Chua stream, Tho Xuan drainage river, draining to Cau Chay river and Chu river area through drainage pumping systems. Using Dong Truong lake, Cay Quyt lake, Mau Sui lake as reservoirs with the function of regulating lake and supplying irrigation water to neighboring areas.

- Divide the planning area into 4 main basins:

+ Basin 1: Includes the area southwest of the urban area including Lam Son - Sao Vang Industrial Park, Sao Vang central area, and logistic area.

+ Basin 2: The entire area of Sao Vang urban area.

+ Basin 3: The entire area from the South of Nong Giang River to Chi Mountain.

+ Basin 4: The entire area north of Nong Giang River and both sides of Chu River.

- Design mixed drainage system, using round culverts, box culverts, open ditches, and built ditches depending on each road level.

#### **9.4. Wastewater drainage planning**

- Total urban wastewater treatment demand by 2030 is 31,000 m<sup>3</sup>/day; by 2040 is 64,000 m<sup>3</sup>/day;

- Planning 6 wastewater treatment stations, including 4 wastewater treatment stations serving domestic wastewater treatment and 02 stations serving centralized wastewater treatment in industrial parks.

Treatment plant No. 1: Located at the intersection of Road No. 12 and Road No. 33, next to Chua stream, collecting water from Xuan Thang new urban area and Sao Vang urban area. The capacity of the treatment plant is 10,000 m<sup>3</sup>/day.

Treatment plant No. 2: Located in the Northwest of Go Lang hill, treating wastewater from Xuan Lam urban area, capacity 10,000 (m<sup>3</sup>/day).

Treatment plant No. 3: Located in the Northwest of Cay Quyt Lake, collects and treats industrial wastewater. The capacity of the treatment plant is 15,000 (m<sup>3</sup>/day).

Treatment plant No. 4: Located in the southwest of Dong Truong lake, Xuan Phu commune (next to route 26) collects and treats all wastewater from industrial land, with a capacity of 12,000 (m<sup>3</sup>/day).

Treatment plant No. 5: Located in the South of Chu River in Tho Lam commune, collecting wastewater from Lam Son urban area and Tho Xuong urban area. Phase 1 capacity is 7,000 (m<sup>3</sup>/day).

Treatment plant No. 6: Located in the North of Chu River in Lam Son Town, capacity 5,000 (m<sup>3</sup>/day).

- Construct treatment stations in 2 planning phases to ensure treatment of the entire wastewater flow in each phase.

+ Phase 1: Construction of 5 treatment stations as follows: Station No. 1 with a capacity of 5,000 m<sup>3</sup>/day; Station No. 2 with a capacity of 5,000 m<sup>3</sup>/day; Station No. 3 with a capacity of 15,000 m<sup>3</sup>/day; Station No. 5 with a capacity of 5,000 m<sup>3</sup>/day.

+ Phase 2: Upgrade treatment stations 1, 2, 5 according to planned capacity and build new treatment station 4 with capacity of 12,000 m<sup>3</sup>/day.

#### **9.5. Solid waste planning, environmental sanitation and cemeteries**

##### **9.5.1. Solid waste collection, environmental sanitation**

- The demand for solid waste treatment in the whole urban area by 2030 is 197 tons/day; by 2040 it is 293 tons/day.

- Solid waste is collected at the collection areas and transported to the district-level concentrated solid waste treatment area in Xuan Phu commune with a scale of 25 hectares.

#### 9.5.2. Cemetery

- Planning a district-level people's cemetery in Xuan Phu commune, west of Ho Chi Minh road, with an area of about 45 hectares.

- Maintain and renovate existing cemeteries in the area to ensure environmental hygiene according to regulations. In the future, gradually close and relocate existing cemeteries to a centralized cemetery in Xuan Phu commune.

- Do not allow free burials, close, plant trees to isolate unplanned cemeteries, and move to centralized cemeteries when necessary.

### 9.6. Power supply planning

\* The total power demand of Lam Son - Sao Vang urban area by 2030 is 108 MVA; by 2040 it is 156 MVA.

\* Power source: Power supply for newly built transformer stations is taken from 220 kV Ba Che transformer station and from Cua Dat hydropower plant via 110 kV lines.

\* Planning of 03 transformer stations including:

- Tho Xuan 110 kV transformer station with capacity of 2x40MVA (upgraded from the existing Tho Xuan 110 kV transformer station with capacity of 25+40MVA);

- 110kV transformer station Lam Son 1 Industrial Park, capacity 2x63MVA;

- 110kV transformer station Lam Son 2 Industrial Park, capacity 2x63MVA.

\* Power grid:

- 35 kV, 22 kV power grid: Underground planning along urban traffic routes ensures aesthetics.

- Lighting grid, low voltage grid in newly built areas are planned with underground cables to ensure urban aesthetics.

### 9.7. Passive telecommunications infrastructure planning

- Total demand for passive telecommunications system: 100,000 (subscribers).

- Upgrade and expand Thanh Hoa Provincial Center core with additional capacity of 100,000 mobile subscribers, 25,000 BRCĐ internet subscribers, and 25,000 fixed voice subscribers.
- Access station No. 1: 50,000 mobile subscribers providing services to Sao Vang town area and industrial park.
- Access station No. 2: 25,000 mobile subscribers providing services to the administrative center urban area and Xuan Phu commune.
- Access station No. 3: 25,000 mobile subscribers providing services to Lam Son town area.
- Maintain and upgrade existing postal and telecommunications service points to meet service needs in the planning area.
- Develop fiber optic broadband infrastructure and mobile information coverage to all areas.
- Underground all cable lines along main roads and internal roads in the planning area to ensure urban safety and aesthetics.
- Prioritize investment in building camouflaged, environmentally friendly mobile information transmitting and receiving antenna poles that can be shared by telecommunications businesses in the region.
- Arrange land fund for construction of telecommunications works, postal and telecommunications service points, construction of mobile information transmission and reception stations.

## **10. Issues related to national defense, security and environmental protection measures**

### **10.1. Issues related to national defense and security**

Land areas planned for national defense and security, high points, and defense areas must be strictly protected according to regulations. When implementing detailed plans and investment projects, the opinions of competent security and defense agencies must be sought.

### **10.2. Environmental protection measures**

- Domestic wastewater treatment areas are divided into drainage basins to ensure self-flowing water, and treated water will be discharged into the river. For industrial zones, there are 02 centralized wastewater treatment plants, treatment plants 3 and 4. Existing industrial factories must have their own treatment plants to ensure standards before discharging into the environment.
- Domestic solid waste: Classified at source, collected and brought to a centralized solid waste storage area (according to planning) then brought to a solid waste treatment area in Xuan Phu commune. Organize 100% waste collection and treatment.

- Manage burials according to approved plans, do not allow free burials in locations that are not suitable for planning.

- Control the grazing of livestock and poultry on the streets.

- Plant trees on both sides of the traffic routes, choose trees that have a lot of shade, are less prone to pests and diseases and can withstand storms. Build and plant trees for the main urban park, especially focus on planting trees and flower gardens, connecting trees with water surfaces, creating urban highlights, meeting the entertainment and relaxation needs of the city. Organize the planting of trees, gardens, campuses, flower beds, in state agencies, public works...etc.

## **11. Priority investment program and implementation resources**

### **11.1. Priority investment program**

- Invest in main urban routes, including routes 7, 8, and 9.

- Investing in resettlement residential areas to serve site clearance for industrial parks, roads and public works...

- Investing in the new administrative center urban area of Tho Xuan district (towards Tho Xuan town).

- Investing in new urban residential areas.

- Investing in water supply plant No. 1B to supply water to Lam Son-Sao Vang urban residential area and other communes; investing in water supply plant No. 2 to supply water to high-tech industrial parks...

- Investing in 110 kV transformer station Lam Son 2 Industrial Park with capacity of 2x63MVA-110/35/22.

- Investing in waste treatment areas to serve urban areas and surrounding areas.

- Investing in a 45-hectare district cemetery.

### **11.2. Implementation resources**

Resources to attract domestic and foreign investment in urban infrastructure development. Resources to be implemented from the district budget, benefiting from special mechanisms and policies for the development of Tho Xuan district and other legally mobilized resources.

## **12. Management regulations according to planning project**

Promulgate the Management Regulations according to the Project of Adjusting the General Urban Planning of Lam Son - Sao Vang, Tho Xuan District, Thanh Hoa Province to 2040, together with the decision approving the project.

## **Article 2.** Implementation

1. The Department of Construction is responsible for:

- Complete approved project documents according to regulations, organize the handover of documents and files to localities, as a basis for management and implementation according to approved planning.

- Coordinate with the People's Committees of Tho Xuan, Trieu Son, Ngoc Lac districts and related units to widely publicize the approved urban master plan content no later than 15 days from the date of approval according to the provisions of Clause 12, Article 29 of the Law amending and supplementing a number of articles of 37 Laws related to planning in 2018.

2. The People's Committees of Tho Xuan, Trieu Son and Ngoc Lac districts are responsible for:

- Direct local authorities to strictly manage land funds for construction planning and land reserves for functional areas within the planning research area; organize and manage the preparation of zoning plans, detailed urban plans, and construction investment in compliance with approved general urban 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.

- Review the synchronization of other specialized technical plans related to the urban master plan; make adjustments (if any) to ensure synchronization between planning types and levels. Review and adjust the related commune master plan according to the spatial development orientation of the approved urban master plan (for the area included in research and development reserves determined in the project).

3. Thanh Hoa Institute of Planning and Architecture is responsible for posting the approved planning dossier content on the National electronic information portal [www.quyhoach.xaydung.gov.vn](http://www.quyhoach.xaydung.gov.vn).

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

**Article 3.** This Decision takes effect from the date of signing and replaces Decision No. 4480/QĐ-UBND dated December 15, 2014 of the Provincial People's Committee on approving

the adjustment of the General Planning for construction of Lam Son - Sao Vang urban area, Tho Xuan district, Thanh Hoa province to 2030, with a vision after 2030.

Chief of Office of the Provincial People's Committee; Directors of the Departments: Construction, Natural Resources and Environment, Planning and Investment, Transport, Finance, Chairmen of the People's Committees of the districts: Tho Xuan, Trieu Son, Ngoc Lac, Director of the Thanh Hoa Institute of Planning and Architecture and Heads of relevant departments and units are responsible for implementing this Decision./.

**THANH HOA PROVINCE PEOPLE'S COMMITTEE**