

DECISION

Regarding the approval of the project to adjust the general planning of Bim Son Town, Thanh Hoa Province, until 2045

THE PEOPLE'S COMMITTEE OF THANH HOA PROVINCE

Based on the Law on the Organization of Local Governments dated June 19, 2015; the Law amending and supplementing several articles of the Law on Government Organization and the Law on Local Government Organization dated November 22, 2019;

According to the Urban Planning Law dated June 17, 2009;

Referring to the Law amending and supplementing several articles of 37 laws related to planning dated November 20, 2018;

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

Based on Decree No. 72/2019/ND-CP dated August 30, 2019, from the Government amending and supplementing several articles of Decree No. 37/2010/ND-CP dated April 7, 2010, on urban planning formulation, appraisal, approval, and management, and Decree No. 44/2015/ND-CP dated May 6, 2015, detailing several contents of construction planning;

According to Decision No. 153/QĐ-TTg dated February 27, 2023, from the Prime Minister approving the Thanh Hoa provincial planning for the period 2021-2030, with a vision to 2045;

Based on Circular No. 04/2022/TT-BXD dated October 24, 2022, from the Ministry of Construction that regulates the documentation required for tasks and planning dossiers for inter-district construction planning, district construction planning, urban planning, functional area construction planning, and rural planning, along with related legal regulations;

Based on Decision No. 3878/QĐ-UBND dated November 1, 2013, from the Provincial People's Committee approving the general construction plan for Bim Son town, Thanh Hóá province, up to the year 2030, with a vision extending beyond 2030;

Based on Conclusion No. 1278-KL/TU dated September 20, 2022, from the Standing Committee of the Provincial Party regarding the adjustment of the general plan for Bim Son town, Thanh Hóá province, up to the year 2045;

Based on Document No. 502/BXD-QHKT dated February 16, 2023, from the Ministry of Construction regarding the adjustment of the general plan for Bim Son town, Thanh Hóa province, up to the year 2045;

Following the proposal from the Department of Construction in the appraisal report No. 2131/SXD-QH dated April 8, 2023, regarding the adjustment project for the general plan for Bim Son town, Thanh Hóa province, up to the year 2045 (attached with Proposal No. 917/TTr-UBND dated April 6, 2023, from the People's Committee of Bim Son town).

DECISION:

Article 1. Approval of the Adjustment Plan for the General Urban Planning of Bim Son Town, Thanh Hoa Province, until 2045, with the following main contents:

1. Scope of the Planning

The scope of the adjustment of the general construction planning of Bim Son Town includes the entire administrative area of Bim Son Town, which consists of 06 wards (Ba Dinh, Ngoc Trao, Lam Son, Dong Son, Bac Son, Phu Son) and 01 commune (Quang Trung). The specific boundaries are as follows:

- To the North, it borders Tam Diep Town, Ninh Binh Province;
- To the East, it borders Ninh Binh Province and Ha Vinh Commune (Ha Trung District);
- To the South, it borders Ha Trung District (Yen Duong and Hoat Giang Communes);
- To the West, it borders Ha Trung District (Ha Bac and Ha Long Communes).

2. Characteristics and Functions

As the economic driving force in the northern region of the province, it plays a role as one of the three growth poles in the midland delta of the province; it holds an important position in terms of national defense and security, as well as being a transportation hub. Its main functions and development drivers include:

- Industry: with a focus on processing, manufacturing, assembly, automobile production, and construction materials industry;
- Trade, services, tourism: focusing on developing warehousing services, goods transit, logistics... to support industrial development; cultural tourism - spiritual beliefs as the northern gateway of Thanh Hoa province, connecting with Ninh Binh province and the northern provinces.

3. Land scale and population

a) Land scale: The area for planning adjustments is 6,386.17 hectares.

b) Population scale:

- Current population (as of December 2022): about 59,389 people;

- Population by 2030: about 100,000 people;
- Population by 2045: about 150,000 people.

4. Economic and technical targets achieved

a) Land use targets of the project:

Total natural area of the city: 6,386.17 ha; current population: 59,389 people; projected population by 2030: 100,000 people (an increase of about 40,611 people); by 2045: 150,000 people (an increase of about 90,611 people). The structure and land use targets of the project:

- Newly developed residential land: by 2030 about 359.12 ha, achieving an average target of 77.88 m²/person; by 2045 about 750.64 ha, achieving an average target of 78.10 m²/person;

- Residential land development: by 2030 about 174.27 hectares, achieving an average standard of 37.79 m² per person; by 2045 about 369.86 hectares, achieving an average standard of 38.48 m² per person;

- Service and public land throughout the urban area: by 2030 about 60.44 hectares, achieving an average standard of 6.04 m² per person; by 2045 about 84.76 hectares, achieving an average standard of 5.65 m² per person;

- Urban public green space: by 2030 about 66.79 hectares, achieving an average standard of 6.68 m² per person; by 2045 about 104.49 hectares, achieving an average standard of 6.97 m² per person;

- Transportation land (within residential land): by 2030 about 235.01 hectares, achieving an average standard of 23.50 m² per person; by 2045 about 364.64 hectares, achieving an average standard of 24.31 m² per person.

- The proportion of transportation land within the urban area (calculated up to the sector road): by 2030 about 621.81 hectares, accounting for 19.1% of urban construction land (3,257.94 hectares); by 2045 about 787.84 hectares, accounting for 20.3% of urban construction land (3,872.75 hectares).

b) Technical infrastructure standards:

- Road density: 8-5.5 km/km²;

- Electricity consumption target: 1,500 KWh/person/year; load 500W/person;

- Domestic water supply: by 2030: 120 liters/person/day, after 2030: 150 liters/person/day; water supply rate 100%;

- Wastewater drainage: 100% of supplied water;

- Solid waste: 1.2 kg/person/day;

- Collection and treatment of domestic waste: 100%.

5. Land use structure by function

* Total planning area: 6,386.17 ha, including:

- Urban construction land: 3,872.75 ha; of which:

+ Current residential land: 1,016.24 ha;

+ New planned residential land: 750.64 ha;

+ Non-residential land: 2,105.87 ha.

- Agricultural land and other land: 2,513.42 ha.

* Phasing of land use planning by stage:

Order	FUNCTIONAL GROUP/ LAND USE FUNCTIONAL TYPE	CURRENT STATUS OF RENOVATION (HA)	FIRST PHASE PLANNING (UNTIL 2030)		LONG TERM PLANNING (UNTIL 2045)		INCREASE (+) DECREASE (-)
			AREA (HA)	STRUCTURE (%)	AREA (HA)	STRUCTURE (%)	
[1]	[2]	[3]	[4]		[6]		[6]-[3]
TOTAL PLANNING AREA		6.386,17	6.386,17	100	6.386,17	100	
I	RESIDENTIAL LAND	1.016,24	1.375,36	21,5	1.766,88	27,7	750,64
1	Residential Unit	796,69	995,91	15,6	1.191,51	18,7	369,86
2	Resettlement Unit	24,95					
3	Public Services	45,85	60,44	0,9	84,76	1,3	38,91
3.1	- Urban public	6,50	12,55	0,2	20,64	0,3	
3.2	- School	20,90	27,06	0,4	37,70	0,6	16,80
	+ High school	4,23	4,23	0,1	11,14	0,2	6,91
	+ Junior high school	16,67	22,83	0,4	26,56	0,4	9,89
3.3	- Hospital	2,75	2,75	0,0	2,75	0,0	-
3.4	- Culture, sports	12,60	12,60	0,2	18,19	0,3	5,59
3.5	- Market	3,10	5,47	0,1	5,47	0,1	2,37
4	Urban agencies, headquarters	6,98	10,15	0,2	10,15	0,2	3,17
5	Public green trees	17,65	66,79	1,0	104,49	1,6	86,84
6	Urban traffic	117,05	235,01	3,7	364,64	5,7	247,59
6.1	- Roads	117,05	218,60	3,4	328,65	5,1	211,60
6.2	- Parking (static traffic)		16,41	0,3	35,99	0,6	35,99
7	Urban technical infrastructure	7,07	7,07	0,1	11,33	0,2	4,26
II	OUTSIDE CIVIL LAND	1.070,79	1.882,58	29,5	2.105,87	33,0	1.882,58
1	Industrial production land	484,86	857,57	13,4	857,57	13,4	372,72

	- Industrial land	424,50	797,22	12,5	797,22	12,5	372,72
	- Industrial center land, production facilities	60,36	60,36	0,9	60,36	0,9	-
2	Training and research centers	20,16	20,16	0,3	20,16	0,3	-
3	Medical centers	2,83	6,63	0,1	12,10	0,2	9,27
4	Cultural and sports centers			-	32,55	0,5	32,55
5	Services, tourism	69,28	132,87	2,1	281,75	4,4	212,47
	- Commercial services	42,86	63,26	1,0	149,04	2,3	106,17
	- Industrial services	26,42	69,61	1,1	69,61	1,1	43,19
	- Tourism services			-	63,10	1,0	63,10
6	Restricted use of trees		46,76	0,7	46,76	0,7	46,76
7	Specialized trees		33,12	0,5	33,12	0,5	33,12
8	Relics, religion	3,25	90,92	1,4	90,92	1,4	87,67
9	Security	2,80	10,10	0,2	10,10	0,2	7,30
10	Defense	223,23	235,90	3,7	235,90	3,7	12,67
11	Foreign Transport	235,00	386,80	6,1	423,20	6,3	188,20
12	Technical Infrastructure Outside Urban Areas	29,38	61,74	1,0	61,74	1,0	32,36
12.1	- National Power Station (110KV, 220KV)	8,19	8,19	0,1	8,19	0,1	-
12.2	- Railway Station	7,82	7,82	0,1	7,82	0,1	-
12.3	- Bus Station		3,95	0,1	3,95	0,1	3,95
12.4	- Solid Waste		9,09	0,1	9,09	0,1	9,09

12.5	Treatment Area and Other Technical Infrastructure		19,32	0,3	19,32	0,3	19,32
12.6	- Cemetery Land, Cemetery	13,38	13,38	0,2	13,38	0,2	-
III	AGRICULTURAL LAND AND OTHER FUNCTIONS	4.299,15	3.128,22	49,0	2.513,42	39,4	-1.785,72
1	Agricultural production	1.868,03	897,32	14,1	382,02	6,0	-1.486,01
2	Hills, mountains (unused)	2.071,76	1.546,15	24,2	1.334,50	20,9	-737,26
3	Mining	170,24	446,45	7,0	446,45	7,0	276,22
4	Lake, pond	50,27	79,38	1,2	79,38	1,2	29,11
5	Rivers, streams, canals	138,85	158,92	2,5	158,92	2,5	20,07
6	Reserve for urban development construction			-	112,15	1,8	112,15

6.1. Urban Development Vision

- From now until 2030, research will focus on connecting the urban space and technical infrastructure between Bim Son town and the neighboring districts in the northern part of the province. The main development focus will be on industry, particularly construction materials, processing, manufacturing, agricultural and forestry product processing, and textiles; along with service commerce linked to its position as the northern gateway of Thanh Hoa province, connecting to Ninh Binh province and other northern provinces.

- In the period after 2030, there will be a push to enhance spatial and technical infrastructure connections between Bim Son town and Ha Trung district to complete the urban development area (Bim Son - Ha Trung area), ensuring that it meets the criteria for a Grade IV urban area according to the approved Thanh Hoa provincial planning towards 2030 with a vision up to 2040. Gradually, there will be a transition to environmentally friendly industries, the development of modern urban areas, attracting residents to settle down, and becoming a strong growth pole linking Thanh Hoa province with the northern region.

6.2. Model and spatial direction of urban development

* The urban space of Bim Son has evolved through the process of urbanization, creating distinct areas from North to South; the North features the mountainous ecological landscape (Tam Diep mountain range), followed by industrial areas; in the middle lies the central urban area (from the industrial zone to the Tam Diep River); next is the new development space for the city (from the Tam Diep River to the extended National Route 217B).

* The urban space mainly consists of: the central area (the current town), the new urban area (south of the Tam Diep River) connecting to the Cu urban area (Ha Trung); the connecting axes include: the current National Highway 1A, the North-South expressway, and National Highway 217B. Therefore, the urban development direction is towards the southeast along the extended National Highway 217B.

* The inter-regional and inter-district connectivity orientation:

- National Highway 217B and the extended National Highway 217B to the coastal road: Ho Chi Minh Road (the northwest region of the province and the provinces of Hoa Binh, Son La) - Thach Thanh district - Expressway interchange - Bim Son - National Highway 10 - Coastal road (connecting the coastal provinces of Ninh Binh, Hai Phong, Quang Ninh, etc.) - Lach Sung Port.

- The North-South expressway, National Highway 1A, and the connecting road between the four National Highways (QL.45-QL47-QL217-QL217B) leading to Sao Vang Airport.

- The connection route from the industrial zone (eastern side) to the Cu urban area (Ha Trung) to Hau Loc - National Highway 10.

* The industrial-service connection orientation: Connecting Ly Nhan Tong Street with Ha Long Industrial Zone leading to the expressway interchange (Ha Long urban area, Ha Trung district), and connecting with Lach Sung Port (Nga Son).

* Urban and inter-urban connections: National Highway 1A, the extended Nguyen Duc Canh Street, the extended Phan Chu Trinh Street leading to the Cu urban area and Ha Trung town (Ha Trung district), the extended Le Loi Street leading to Provincial Road 527B; National Highway 217B – Ha Bac, Ha Tan communes, Ha Linh urban area (Ha Trung district).

6.3. Location and scale of the main functional areas

Based on the orientation of urban functional areas, the direction for 07 sub-plans has been laid out, adjusting the previously approved sub-plans as follows:

* Sub-area No. 1 - Area No. 1 west of National Highway 1A:

- This area is located within the administrative boundaries of Bac Son Ward and part of Ngoc Trao Ward. Its western boundary borders Ha Long Commune, Ha Trung District, the northern border is adjacent to Zone A of the Bim Son Industrial Park, and the southern border is along Nguyen Van Cu Street.

- The area size is approximately: 380 hectares, with an expected population of around 18,000 people.

- Functional characteristics: This is an urban residential area, a zone for developing social housing projects (workers' housing serving the Bim Son industrial park), with key technical infrastructure for electricity supply, water supply, industrial services, and national defense security.

* Sub-zone 2 - Area 2 west of National Route 1A:

- Bounded to the north by Nguyen Van Cu street; to the south by Ha Bac commune and Yen Duong commune in Ha Trung district; to the east by National Route 1A; and to the west by Ha Long commune and Ha Bac commune in Ha Trung district.

- Area size of about: 500 ha, with an expected population of about 17,000 people.

- Characteristics and functions: This is an urban residential area with technical infrastructure, a transportation hub, and a gateway to the western urban area, ensuring national defense security.

*Sub-zone 3 - Center of the township:

- Located within the boundaries of Ba Dinh ward and part of Bac Son ward, Ngoc Trao currently. Bounded to the north by area B - Bim Son industrial park (Tran Hung Dao street); to the south by Tam Diep river; to the east by Lam Son ward; and to the west by National Route 1A.

- Area size of about: 400 ha, with an expected population of about 28,000 people.

- Characteristics and functions: This is an urban residential area, fulfilling part of the political administrative functions of the township: a conference, cultural, and sports center; a regional educational training center.

* Sub-zone 4 - Eastern urban area:

- Located within the administrative boundaries of Lam Son ward and part of Dong Son ward currently. Bounded to the north by the industrial zone; to the south by the Tam Diep river; to the east by the approved subdivision plan number 8 (approved in 2019); and to the west by Ba Dinh ward.

- Area size of about: 718 ha, with an expected population of about 30,000 people.

- Characteristics and functions: This is the urban residential area at the eastern center of the township; a zone for developing social housing projects (such as workers' housing and low-income housing).

* Sub-zone 5 - Functional area on the eastern side of the township (this is Sub-zone 8 established and approved in 2019):

- Basically, there is no change to the boundaries and functions according to the approved subdivision plan. The boundaries are as follows: Bounded to the north by rocky mountains; to the east by Ha Vinh commune in Ha Trung district; to the west, it borders Zone 4 (planned transportation road); to the south, it borders the Tam Diep River.

- The area is about 630 hectares, with an estimated population of around 3,000 people.

- Characteristics and functions: It's designated for industrial development, handling part of the infrastructure (waste treatment station, transportation) and the existing urban residential area.

- * Sub-area 6 - New Urban Area South of Tam Diep River

- It falls within the administrative boundaries of Phu Son Ward and Quang Trung Commune as of now. Its boundaries are as follows: West borders National Highway 1A; East borders the planned high-speed railway; North borders Tam Diep River; South borders Yen Duong Commune in Ha Trung District.

- The area is about 670 hectares, with an estimated population of around 51,000 people.

- Characteristics and functions: It's a urban residential area, commercial service area, and the southern gateway of the Town.

- * Sector No. 7 - Urban area, cultural and sports center south of the Tam Diep River:

- It currently falls within the administrative boundaries of Dong Son ward. Its boundaries are as follows: to the north, it borders the Tam Diep River; to the south, it borders Hoat Giang commune in Ha Trung district; to the east, it borders Ha Vinh commune in Ha Trung district; to the west, it borders the planned high-speed railway.

- The area covers approximately 640 hectares; the projected population is about 3,000 people.

- Nature and function: It's a newly developed urban residential area, a regional cultural and sports center, a traffic hub, and the technical infrastructure in the southeast of the town, set aside for future urban development.

6.4. Identifying urban development areas

a) Existing areas for reconstruction

- The area east of National Highway 1A, north of the Tam Diep River, is the central urban area, focusing on renovating existing infrastructure, continuing to invest in cultural, sports facilities, and green parks north of Tran Phu Street, gradually relocating residents from the north of Tran Hung Dao Street to the south, stabilizing and restructuring the residential area south of Tran Hung Dao Street to meet the criteria for a type-III urban area. The units east of Le Loi Street (Dong Son ward) will undergo renovation and restructuring with limited expansion of urban development, ensuring a clean living environment alongside industrial development to the east.

- The area west of National Highway 1A will continue to upgrade and improve the existing infrastructure to meet the criteria for a type-III urban area.

b) Functional conversion areas.

- The area along both sides of Thanh Nien Street has been converted from commercial service land to residential land (due to the change in the regional traffic orientation – QL 217B is no longer defined as Thanh Nien Street);

- The residential area along both sides of Tran Hung Dao Street has been converted from industrial land to service land (in the northern area) and residential land (in the southern area) to align with the current situation, which has been specifically assessed in the adjustment of the general planning in the area above.

c) New development and development reserve areas

- The new development area is mainly located south of the Tam Diep River (East of National Highway 1A) belonging to Phu Son Ward and Quang Trung Commune; the area along the Tam Điệp River, Lam Son Ward, the area north of Ho Tung Mau Street in Bac Son Ward, and the area northwest of Nguyen Duc Canh Street in Ba Dinh Ward, with the primary development function being urban land, including: urban residential land, commercial service land, land for healthcare, education, cultural and sports facilities,...

- For land designated for the development of social housing, it is planned to be located near industrial zones and functional areas designated for production, as well as within commercial housing development projects in accordance with housing laws. Social housing is primarily identified as high-rise buildings; the location and scale of the land for constructing social housing will be specified in the relevant subdivision or detailed planning projects.

- The area reserved for urban development is located in the southern part of Tam Diep River, Dong Son Ward.

d) Construction prohibited areas: These are areas within the boundaries of Zone I of ranked historical sites, which are demarcated for protection according to Heritage Law.

6.5. Administrative and political center, commercial and public service trade center, sports and green trees.

a) Urban administrative-political center: The administrative and political center at the municipal level will continue to be stable in Ba Đình Ward, which includes administrative agencies (Municipal Party Committee, Municipal People's Committee, various organizations, etc.) and Conference and Cultural Center.

b) Systems of urban centers, parks, and green corridors:

The green space system includes open areas like rivers, scenic lakes, streams, hills, etc. These concentrated green spaces are interconnected, forming ecological open spaces, which consist of:

- The Tam Diep riverbank system combined with a road running along the river, points where streams meet the river, and landscaped green spaces that are open and airy.

- Parks in the central area, including the Water Park at the Clay Mine (Ba Dinh Ward, Lam Son Ward), Dong Ly Thuong Kiet Lake Park (Phu Son Ward), the five-level park (Dong Son Ward)... and parks in the new southern region.

- The new planning for green parks in the new residential areas and the existing central area, including the Bim Son Conference Center Square and the new urban area in the southeast.

c) The commercial center system:

It's arranged along the main urban roads and inter-regional routes like: Tran Phu street, Nguyen Duc Canh street (extended); National Highway 217B (including the extended section), National Highway 1A; the road from National Highway 1A to Provincial Road 527.

d) The cultural and sports center system:

It's located in the central subdivision on Nguyen Duc Canh street and in the area south of the Tam Diep river along the road from National Highway 1A to Provincial Road 527.

7. Technical infrastructure system planning

7.1. Traffic development orientation

a) Road traffic:

* External traffic - urban main axis:

- National Highway 1A: Maintain current alignment and cross-section size. The cross-sectional scale is as follows: Section from Doc Xay Km 285+400 - Ba Leaf Bridge Km 287+400; section from Ba Leaf bridge Km 287+400 - Km 292; The section from Km 293 - Tong Giang Bridge Km 294+288 has CGDD = 36.0m and the section from Km 292 - Km 293: Roadbed width 37m (calculated from the current railway corrugated iron fence).

- National Highway 217B and National Highway 217B extended: the western section of National Highway 1A to Thanh Nien Street remains the same scale according to the Southern Tam Diep River Master Plan project; Red line boundary = 40.0m. Route from Thanh Nien Street to the East; Red line boundary = 56.0m meets the standard of level III plain road, this is an external traffic route that serves as the Southern Ring road of the town connecting with Ha Trung district and Nga Son district.

- Expand and upgrade provincial road 527 to meet urban main road standards, cross-section symbol 6-6: roadbed 2x7.0m; Summer 2x7.0m; Red line boundary = 28.0m.

* Urban transportation: Researched and synchronously connected infrastructure with the planned transportation system of surrounding areas. Ensure technical and economic indicators of the urban road system; ensure railway traffic safety. Maintain the main trunk routes, inter-regional roads in the East - West,

North - South directions and the alignment and cross-sectional scale according to the town construction planning project approved in 2013.

- Urban main roads, inter-regional roads: These are meaningful traffic routes for the entire urban area. Connecting large population centers, large industrial parks, and urban-level projects, including:

+ Tran Phu - Nguyen Van Cu route is designed with 3 main lanes and 2 rudimentary lanes, symbol cross-section symbol 6-6; Red line boundary = 28.0m.

+ Tran Hung Dao route is designed with 4 main lanes and 2 rudimentary lanes (cross-section symbol 4-4); Red line boundary = 40.0m.

+ Expanding and upgrading National Highway 1A - Long Son Cement Factory (cross-section symbol 4-4): roadbed 2x10.5m; Middle median: 5m; Summer 2x7.0m; Red line boundary = 40.0m.

Construction of a new route extending to the East connecting with Lach Sung port to meet level III delta road standards, design speed $V=80\text{km/h}$, this is an Inter-regional route acting as a Southern Ring route. The north of the town connects Bim Son Industrial Park with Lach Sung Port, Nga Son district.

+ The extended Le Loi, Phan Chu Trinh - Yet Kieu route connecting the Eastern Industrial Park of the town with Ha Trung district is designed with 4 main lanes and 2 rudimentary lanes (cross-section symbol 5-5); Red line boundary is 34.0m wide.

+ The extended Nguyen Duc Canh route connecting the town center with Ha Trung district is designed with 4 main lanes and 2 rudimentary lanes (cross-section symbol 3-3); Red line boundary is 42.0m wide.

+ The Cu Chinh Lan – Ba Trieu route running west of the North-South Railway has the function of a collection route for the urban area west of National Highway 1A, designed with a scale of 3-4 main lanes (cross-section symbol 7-7 and 9-9); Red line boundary = 25.0m and 21.0m.

- Regional roads:

+ Maintain the scale and direction of the Thien Ly North-South route through Ba Doi Pass connecting Bim Son with Tam Diep city at Dau temple area;

+ For newly developed areas: Based on the framework of the main traffic routes above, build urban area roads and internal roads in a checkerboard pattern, with a minimum cross-section width of 17.5m (roadway width 7.5m; sidewalk width 2x5.0m)

+ For old areas: renovate and expand the existing concrete and aggregate road system to meet urban road standards, with a cross-section width of 13.5m or more (roadway width 7.5m; sidewalk width 2x3.0m).

- Differential intersection: Maintain the scale of the project of the QL217B intersection with QL1A according to the approved zoning plan. Adjust the

intersection of Tran Hung Dao Street with QL1A from an asterisk shape to a different-level intersection in the form of a direct overpass.

- Static traffic:

+ The old bus station in Ngoc Trao ward is converted into a parking lot; a new bus station is planned in the area south of National Highway 217B, Quang Trung commune, with an area of about 3.95 hectares.

+ Parking lot: The system of concentrated public parking lots is planned in urban public works areas, crowded places; the total area is about 35.99 hectares. In addition, the public parking lot system will be arranged in urban residential areas through zoning and detailed planning projects; ensuring that the usage target for the entire urban area must reach a minimum of 3.5m²/person.

- Public transport: Continue to exploit and upgrade existing bus routes, develop new bus routes, strengthen the connection of the town with key areas in the province such as Thanh Hoa city, Nga Son, Thach Thanh, ensuring the service radius of these routes within 500m and ensuring the density of the road network for public transport according to regulations.

b) Railway traffic:

- Maintain the current North-South railway line. Future orientation is planned according to Decision No. 1468/QĐ-TTg dated August 24, 2015 of the Prime Minister on approving the adjustment of the Master Plan for the development of Vietnam's railway transport to 2020, with a vision to 2030.

- Manage and ensure the protection scope and traffic safety corridor of the two railway lines passing through the town according to the provisions of Decree No. 56/2018/NĐ-CP dated April 16, 2018 of the Government regulating the management and protection of railway infrastructure.

7.2. Technical preparation orientation

a) Construction leveling orientation

- The terrain of Bim Son town is relatively complex (semi-mountainous terrain combined with low-lying rice fields), the main solution is to locally level each small and medium-sized plot of land. Based on the current terrain, the average elevation of the mountainous area is planned to be: + 20m to + 30m; the average elevation of the flat land and swampy area is from + 3.5m to + 4.0m. Specifically according to the 3 main areas as follows:

- Area north of Nguyen Van Cu Street: the lowest elevation for the entire area is 8.0m. The industrial park construction area has an elevation of (10.0-16.0)m.

- Area south of Nguyen Van Cu street: Select the ground elevation for the new construction area from (3.5-4.5)m; for the hilly area, the elevation is from (10.0-15.0)m.

- Industrial park north and south of Tran Hung Dao street. The lowest ground elevation is from (9.5-10.0)m; the highest ground elevation for the industrial park near Canh Chim lake is from (29.0-30.0)m.

- The construction area from South of Tran Hung Dao Street to Tam Diep River for construction. The built area basically remains the same as the current ground level. The new planning area is based on the nature of the urban function and the existing terrain, determining the construction elevation suitable for the surrounding built-up area. Specifically, the lowest construction elevation for this area is 5.5m. The highest construction elevation can reach (25.0-30.0)m in the Ong Hill area.

- Area south of Tam Diep River: This is a low-lying area that is often flooded when there is moderate and heavy rain. This area is protected by the Tam Diep River dike and the Tong River dike (according to the plan). The average construction elevation of the area is 3.50m; the Bim hill area can have a construction elevation of up to 12.5m.

- The Eastern area (East of Le Loi Street): This is a relatively high-altitude hilly land area with a low elevation that is less prone to flooding when it rains. The lowest construction elevation for the entire area is 4.5m. The land area for the industrial park has an elevation of (10.0 - 25.0)m.

b) Orientation of the rainwater drainage system:

*** Rainwater drainage design solution:**

- The rainwater drainage network is a separate, self-flowing drainage system. The rainwater drainage system must be suitable for the situation of existing residential areas, current public works, planning of functional areas and related projects.

- Upgrade the common drainage system in existing residential areas to a semi-separate drainage system (build stations to separate rainwater and wastewater).

- The existing areas to upgrade Song stream, Co Dam stream, Truong Son quarter stream and newly developed areas use reinforced concrete round culverts (D60-D200)cm to collect rainwater to the main drainage axes.

*** Drainage basin division:**

- Basin I - West of National Highway 1A: Area south of provincial road 522B, drainage direction is concentrated to the regulating lake - Bai Troc from existing streams and drainage systems along traffic routes to discharge into the Tong River.

- Basin II - North of Tam Diep River: Surface drainage direction is from North to South, all surface water drains through 4 main drainage axes: Song stream, Co Dam stream, Truong Son stream and Long Son stream then discharges into the Tam Diep River. Area south of Tran Phu Street, all surface water is directly drained into the Tam Diep River.

- Area III - South of Tam Diep River: This is the dynamic drainage area, surface water flows to Thanh Nien canal, old Tong river and Tam Diep river through the pumping station system of Phu Duong, Doai Thon, Tam Da and Triet Giang.

* Solution for stormwater drainage system structure

- The planned rainwater drainage system is a self-flowing drainage system combined with the existing irrigation drainage system's headworks, independent of the wastewater drainage system. - The drainage network of the planned roads is arranged with covered rainwater drainage ditches running along both sides of the road, to ensure that no cross-cutting of the road is required during repairs and dredging.

7.3. Water supply planning orientation

a) Water source for the area: The current water source for the town is groundwater. After 2035, groundwater will not be used (except in some cases approved by competent authorities). Raw water is taken from Len River to supply to Bim Son Industrial Park according to Decision 1013/QD-UBND dated March 24, 2020 of the Chairman of Thanh Hoa Provincial People's Committee.

b) Water use indicators:

- Domestic water supply standard: 120 liters/person.day.night;
- Total water demand of the town by 2030 is: 58,000 m³/person.night; by 2045 it is 75,000 m³/person.night; of which domestic water demand by 2030 is: 19,400 m³/person.night; The period up to 2045 is 36,400 m³/day/night.

c) Water plant:

- Phase to 2030:

+ Upgrade the capacity of the town water plant from 10,000 m³/day/night to 20,000 m³/day/night to supply water to the current town area and the urban development area south of Tam Diep River in Phu Son ward and Quang Trung commune.

+ Upgrade the capacity of the water plant in Dong Son ward from 3,000 m³/day/night to 10,000 m³/day/night.

+ Build a raw water reservoir with a scale of 3.8 hectares in Bac Son ward to store raw water to supply clean water treatment plants and Ha Long Industrial Park, Area A - Bim Son Industrial Park.

- Phase 2030-2045: + Upgrade the capacity of the town's water plant from 20,000 m³/day/night to 20,000 m³/day/night to supply water to the urban development area south of Tam Diep River and the northern communes of Ha Trung district.

+ Construct a raw water reservoir with a scale of 4.0ha in Ba Dinh ward (north of Bim Son cement factory) to store raw water to supply clean water treatment plants and industrial parks and clusters east of National Highway 1A.

* Water supply pipeline network in the area:

- Distribution network: It is expected to build a pipeline network by 2045 to form loop networks, combined with dead-end networks. From the main pipes $\varnothing 250$ - $\varnothing 110$ of the town, pipes with diameters from $\varnothing 90$ - $\varnothing 50$ will be connected to residential areas. Use uPVC and HDPE pipes in combination for pipe diameters $\varnothing 110$ - $\varnothing 250$ mm and pipe diameters $\varnothing 90$ - $\varnothing 50$ mm. Use cast iron pipes for pipe sections across bridges.

+ Minimum buried depth of 0.5m, the pipeline is buried in the technical corridor of urban roads.

d) Fire prevention and fighting:

- Water supply network: Currently, the Fire prevention and fighting system is being used in conjunction with the urban clean water supply network, some main roads and new urban areas have fire hydrants supplying water.

- The current urban fire prevention and fighting headquarters has 01 headquarters with an area of about 6,000 m² in Ngoc Trao ward, located on National Highway 1A, near the intersection with Nguyen Duc Canh - Tran Phu street. Service radius (according to QCVN 01/2021/BXD maximum 3km), ensuring the scope of Ngoc Trao, Ba Dinh, Bac Son and Phu Son, Quang Trung wards.

- During the planning period, it is necessary to add at least 01 fire prevention and fighting facility in Lam Son and Dong Son wards (the specific location will be determined in the zoning plan) to ensure a maximum radius of 3km.

- In the areas of rivers, streams, and regulating lakes, water intake stations are planned to be built to serve fire prevention and fighting work according to regulations.

7.4. Orientation for wastewater drainage planning

- The domestic wastewater flow of the town by 2030 is: 15,600 m³/day.night; the period by 2045 is 29,600 m³/day.night; The industrial wastewater flow is 38,600 m³/day.night.

a) Wastewater drainage solution

* Domestic wastewater:

- The wastewater drainage system is a separate drainage system;

- Domestic wastewater from households and public works is preliminarily treated through septic tanks and then flows through the residential wastewater drainage network to the wastewater transfer pumping station, pumped to the wastewater treatment plant for treatment.

* Industrial wastewater: For industrial clusters and production facilities, a separate wastewater treatment plant must be built and treated to ensure current standards before being discharged into the receiving source.

b) Wastewater drainage system

* Wastewater drainage network in the area:

- For existing residential areas, use a semi-separate wastewater drainage system. Rainwater and wastewater from households are collected together by a drainage system, and rainwater and wastewater separation stations are built at the end points of the system before connecting to the main rainwater drainage system of the area. For newly built areas, use a separate drainage system.

- Sewers are built underground under the sidewalk. Initial depth of the sewer $h \geq 0.5\text{m}$.

- Drainage network structure: Use round sewers $D = 30 - 50\text{cm}$ for sub-areas. Use round sewers with size $D = 20\text{cm}$ for pumping sewers from the pumping station to the treatment station.

* Drainage basin zoning:

- Basin 1: North of Tam Diep River (central area) including Ba Dinh Ward, Lam Son Ward and Dong Son Ward. Drainage slope direction is from North to South, from West to East.

- Basin 2: West of National Highway 1A including Bac Son Ward, part of Ha Long Commune, Quang Trung Commune and Ngoc Trao Ward. Drainage slope direction is from North to South, from West to East.

- Basin 3: Is the area south of Tam Diep River, Phu Son Ward, Quang Trung Commune and south of Dong Son Ward. Drainage slope direction is from North to South, from West to East.

* Wastewater treatment plant: - Phase to 2030: Upgrade the domestic wastewater treatment plant of Quang Trung commune from the capacity of $Q = 3,500 \text{ m}^3/\text{day.night}$ to $7,000 \text{ m}^3/\text{day.night}$. Construct a new wastewater treatment plant in Dong Son ward (wastewater treatment area of the old cement factory) with a capacity of $7,000 \text{ m}^3/\text{day.night}$.

- Phase to 2045: Upgrade the domestic wastewater treatment plant of Quang Trung commune from the capacity of $Q = 7,000 \text{ m}^3/\text{day.night}$ to $11,000 \text{ m}^3/\text{day.night}$. Construct a new wastewater treatment plant of Dong Son ward (area south of Tam Diep river) with a capacity of $11,300 \text{ m}^3/\text{day.night}$.

* Industrial wastewater: Treated separately in industrial zones, clusters, and industrial production facilities.

7.5. Power supply planning orientation

- The total demand for domestic electricity of the town in the period up to 2030 is 62,300 kVA; in the period up to 2045 is 130,700kVA.

- The total demand for industrial electricity is 266,800kVA.

a) Power source, transformer station:

- The power source supplying Bim Son town is the national grid through the 220kV Bim Son station with a capacity of $(2 \times 250)\text{MVA}-220/110\text{kV}$; the

110kV Bim Son station (25+63)MVA – 110/35/22kV. By 2045, the capacity of the 110kV Bim Son station will be increased to (2x63)MVA-110/35/22kV.

- The power supply for the existing industrial area and factory is taken directly from the 220kV Bim Son station with a capacity of (2x250)MVA-220/110kV including: 110kV transformer station: There are 05 specialized 110kV stations for customers such as Bim Son cement factory on E9.26 road with a capacity of (2x40+42)MVA-110/6kV. The station of VEAM automobile factory on E9.16 road with a capacity of 18MVA - 110/6kV. Long Son Cement 110kV station with a capacity of 2x45MVA - 110/6kV; Long Son 2 Cement 110kV station with a capacity of 2x31.5MVA - 110/6kV providing specialized power for Long Son cement factory; 110kV Cofo Tire Station 1x25MVA-110/22kV.

b) High voltage and medium voltage power grid:

- Maintain the route and protection corridor of the super high voltage cable line of the 220kv; 110kv high voltage power line.

- Gradually replace and convert the voltage level from 6kV-10kV to 22kV, continue to operate and develop the 35kV; 22kV power grid to supply power to distribution transformer stations. The power line is mainly designed along traffic routes.

c) Low voltage power grid:

- Develop low-voltage power grids associated with medium-voltage lines and newly built transformer stations to supply electricity to residential areas, to ensure that 100% of households have access to electricity. For the renovation of low-voltage grids, it is necessary to gradually replace old low-voltage lines with long life spans, conductors with too small cross-sections or using improper poles. Rebuild existing low-voltage lines that do not meet technical standards.

- Mixed medium-voltage and low-voltage lines are used along residential routes to reduce line corridors and investment capital. The low-voltage power supply radius of a transformer station is selected from 500 - 800m depending on high or low load density.

7.6. Orientation of passive telecommunications infrastructure

Telecommunications infrastructure is an important infrastructure for socio-economic development, an essential infrastructure for digital economic development, and building a digital society; gradually transform telecommunications infrastructure into information and communication technology (ICT) infrastructure to serve digital transformation according to Plan No. 4216/QĐ-UBND dated October 6, 2020 of the Provincial People's Committee on promulgating the Digital Transformation Plan in Thanh Hoa province until 2025, with a vision to 2030. The demand for telecommunications services in urban areas is in the period up to 2030: 31,250 subscriber lines, with a coverage rate of at least 80%; in the period up to 2045, it is 48,750 subscriber lines, with a coverage rate of 100%.

a) Public telecommunications service points:

Continue to maintain and upgrade public telecommunications service points to meet the demand for providing postal and public telecommunications services for urban areas.

b) Telecommunication infrastructure:

Fixed telephone network, fixed Internet: Invest in upgrading existing optical access stations (AON, PON), invest in building new optical access stations in industrial clusters, commercial areas, new residential areas when planning in detail, meeting the requirements of providing telecommunications, Internet, and television services via telecommunications networks. For areas with urban aesthetic requirements: Build self-standing antenna poles, camouflaged antenna poles, ensuring urban landscape.

- Mobile information network: Invest in building BTS stations to ensure mobile information coverage to 100% of villages and neighborhoods in the area; increase the shared use of mobile information infrastructure by enterprises; prioritize investment and construction of camouflaged, environmentally friendly BTS stations; gradually renovate existing bulky BTS stations into camouflaged, environmentally friendly BTS stations according to regulations, ensuring safety and urban aesthetics".

- Transmission network: Undergrounding the entire peripheral cable network on main roads and internal roads in urban areas according to the provisions of Decision 3705/QĐ-UBND dated September 24, 2015 of the Provincial People's Committee Chairman on approving the planning of passive telecommunications infrastructure in Thanh Hoa province until 2020, with a vision to 2030. Undergrounding cable lines on main roads and internal roads in urban areas". Eliminate or underground cable lines at intersections, crossroads, traffic junctions and cable lines crossing traffic routes to ensure safety and aesthetics.

7.7. Solid waste and environmental sanitation

a) Planning for solid waste collection and treatment:

- The total demand for solid waste treatment in the town by 2030 is: 348 tons/day; by 2045 is: 408 tons/day; in which, domestic solid waste by 2030 is: 90 tons/person/day; by 2045 is: 150 tons/person/day.

- Solid waste in the planning area is collected and transported to the landfill in Dong Son ward, area of about 10 hectares; scale by 2030, processing capacity is 500 tons/day; scale by 2045, processing capacity is 1,000 tons/day.

b) Cemetery planning: In the immediate future, close the cemetery areas in the town center, wards, communes and add a green tree system to ensure aesthetics and environmental sanitation, in the long term, move to the concentrated cemetery areas in Bac Son ward with a scale of 13.4 hectares.

8. Orientation for social infrastructure development

8.1. Cultural and sports institutions

* Regarding cultural institutions:

- Phase 2021 - 2030: Invest in building 01 standard town library and review and ensure that communes and wards in the area have libraries and reading rooms according to current standards; Continue to invest in developing the cultural and sports center area north of Tran Phu Street to serve the town. Strive for 100% of ward-level administrative units to have cultural and sports centers; 100% of neighborhoods to have spacious cultural houses and sports areas, invested in equipment according to prescribed criteria. Preserve, embellish and promote values: 14 historical relics have been ranked, exploited and managed with control of spiritual relic sites such as Song Temple, Chin Gieng Temple, Cay Vai Temple, Bat Hai Long Vuong Temple, Khanh Quang Pagoda.

- Develop an urban-level Cultural - Sports Center in the Southeast of the town; meeting the requirements of the Northern region of the province. Invest in the construction of comprehensive cultural facilities with 1 to 3 functions (cinemas, cinema complexes; theaters, exhibition halls) at the Cultural - Sports Center in the Southeast of Tam Diep River.

- Phase 2030 - 2045: Complete key projects of the Cultural - Sports Center to serve, meeting the regional level.

* Sports facilities:

- Phase 2021-2030: Complete the items of the central gymnasium of the town north of Tran Phu Street, invest in the gymnasium. Invest in ward-level stadiums, ensuring that 100% of wards have basic sports facilities (stadiums, training and competition halls & swimming pools) and other sports facilities according to Decree No. 112/2007/ND-CP.

- Phase 2030-2045: Invest in the urban central stadium, meeting the criteria of the Southeast region with a minimum capacity of 10,000 seats.

8.2. Education and training

- Stabilize, upgrade and renovate existing educational and training facilities in the area, including the Central University of Natural Resources and Environment Branch, 02 high schools, 10 middle schools, and 09 primary schools.

- Invest in upgrading and developing the school network, improving the quality of infrastructure of the existing school system. Plan land funds to develop the school system according to standards and criteria, encourage the establishment of non-public vocational training facilities; develop a number of schools training key occupations that meet national standards, especially occupations suitable for industrial types in Bim Son town.

8.3. Health

- Modernize Bim Son General Hospital, Ward Health Station (invest in facilities, equipment, human resource training). Invest in expanding the current Bim Son General Hospital, establish some more specialized centers. Improve

capacity for preventive health activities, ensure disease prevention in the new situation.

- Plan a new hospital to the Southeast of Tam Diep River and a medical center to the North of Tran Phu Street, serving urban and regional residents.

8.4. Trade and services

- Market: Arrange land fund to implement market development investment according to the Thanh Hoa Provincial Planning Plan in Bim Son, including 07 markets.

- Commercial centers: By 2025, focus on attracting and calling for investment in at least 02 commercial centers of grade III or higher in the area south of Tam Diep River, promoting urbanization in the south of the town. By 2030: Continue to attract at least 02 commercial centers of grade III or higher, increasing the total number of commercial centers from grade III or higher to 04 centers.

9. Regulations on urban space, architecture, and landscape

a) Urban gateway areas

Urban gateway areas include: Doc Xay area (Bac Son ward); Tong Giang Bridge area (Quang Trung);... designed with attractive modern landscape and architecture, creating an impressive feeling of Thanh Hoa province.

b) Architectural highlights and urban landscape

- Highlights in architectural form, including: The welcome gate cluster, the northern gateway area from Doc Xay underpass; gates, fences, symbols, etc. Bim Son Industrial Park (area A west of the railway and area B east of the railway); Square, Bim Son town conference center in the existing urban area; Sports complex in the Southeast urban area of the town.

- Highlights in the urban area need to be selected for architectural plans to select the optimal architectural plan, meeting the requirements of planning, architecture, culture, socio-economic efficiency, national defense, security and environmental protection.

c) The relationship between the old and new urban spaces

- The planning orientation for the renovation of existing urban areas is specifically determined in the zoning plan and detailed plan in the next phase to suit the current characteristics of each area.

- For urban areas with good infrastructure and construction quality, newly invested in construction in the recent period, implement management according to planning, supplement technical infrastructure and social infrastructure to meet the standards of type III urban areas. For projects that are in progress and have not been completed: continue to implement the project, review design solutions, compare with the general planning and criteria of type III urban areas to supplement technical infrastructure and social infrastructure, for areas that have

not been built, consider the general planning orientation and development needs of the project to adjust in accordance with the planning orientation.

- For low-quality residential areas, old collective housing areas... consider planning to renovate into low-rise or multi-storey apartment buildings, reserve space for arranging parks, parking lots, and social infrastructure to serve residents.

d) Urban design

- Respect natural terrain conditions and landscapes. Inherit and promote the value of natural landscapes, coordinate spaces. Planning must be linked to approved plans, synchronously study adjacent urban spaces. Landscape architecture layout must not disrupt spatial morphology but must create natural - artificial harmony. Determining the main axes, routes, and spatial landmarks of the entire area as well as each project is determined on the basis of natural landscape landmarks and axes such as high points, rivers, directions, and viewpoints.

- Key areas, gateways, construction of symbolic works, etc.; Preserve the natural landscape values, promote the landscape values of architectural works.

- Forming landscape axes in the town, trade - service axes, industrial transport routes, industrial parks are arranged in harmony with nature with a green - clean - beautiful form.

- Studying the functional areas of the town designed with the specific characteristics of each area, exuding the functional element in harmony with the natural landscape. Ensuring that all areas are decorated with urban lighting design, natural ventilation. Managing urban traffic, parking lots, intersections need to be designed safely. Creating aesthetics is a highlight in the overall urban space.

10. Solutions to protect and promote the value of relics

- Carry out marking the boundary of the protection area of historical and cultural relics, scenic spots that have been ranked at the provincial and national levels according to the provisions of the Law on Cultural Heritage. To ensure the avoidance of land encroachment and implementation of inappropriate investment projects on classified relic land; during the implementation process, the Ministry of Culture, Sports and Tourism will be consulted before submitting to the Provincial People's Committee for approval of the plan to adjust the minutes and maps of the protection zone of historical and cultural relics and scenic spots in the town; investment projects within the boundary of the protection zone of the relic will not be considered.

- After the dossier on demarcation of the monument is approved, the consideration and approval of investment and implementation of projects within the boundary of the monument protection zone shall be carried out in accordance with the provisions of the law on Heritage protection, Investment, Land, and Construction.

11. Environmental management and protection solutions

Economic, social and urban development must go hand in hand with environmental protection for the purpose of sustainable development. On that basis, develop solutions and plans for environmental protection, including:

- In concentrated industrial production areas, organize appropriate green isolation strips to minimize pollution caused by noise, smoke and dust to urban residential areas.

- Manage small-scale industrial and traditional craft production facilities in the area with appropriate green isolation strips. Gradually move to concentrated industrial production areas for management and limit negative impacts on the living environment.

- Strictly control the sources of discharge into rivers, streams and other sources of discharge... to avoid pollution for downstream areas.

- For water seeping from solid waste treatment sites, cemeteries must build a system of water collection ditches leading to the reservoir. Here, the wastewater is treated by chemical methods (usually using lime powder to neutralize), then the PH level and some metal ions are tested to meet the permitted standards before being discharged into the environment.

- For hazardous medical solid waste, it is necessary to collect and thoroughly treat it by high-temperature incineration technology so that the incinerator emissions meet environmental standards.

- Industrial solid waste will be classified for reuse or landfill, before landfilling, measures must be taken to remove toxic substances.

- After collection, solid waste is brought to the urban collection area, treatment will be carried out at the general treatment area to reduce the risk of environmental pollution, and modern treatment technology can be applied.

- Have environmental protection solutions for existing areas within the influence of cement factories, construction material exploitation and production, and industrial parks; including:

- + On-site pollution source treatment: Right at the factory premises, from the production workshops to the office area, industrial hygiene must be strictly and voluntarily followed. Factors that impact the environment such as gas, dust, water, etc. must be thoroughly treated to ensure environmental hygiene and safety standards before being discharged into the outside environment.

- + Solution to relocate households located in industrial areas that do not ensure isolation distance: Some small households currently located in the area approaching the cement factory, interspersed in the Northern Industrial Area (in Quarter 5, Bac Son Ward; Quarters 7 and 10, Ba Dinh Ward; Quarter 6, Lam Son Ward) are gradually relocated to the South of Tran Hung Dao Street. The planning has arranged a resettlement land fund with a scale of about 25 hectares.

- + Solution to protect the surrounding environment: For the Northern industrial park, cement factory: arrange to plant isolated trees, ensuring tree

coverage >50%. For factory areas, strictly regulate the construction setback distance >10m from residential areas to plant trees and cover.

12. Priority investment programs, implementation resources

- Period to 2025, vision to 2030:

+ Implement according to the planning of key projects in the new urban area of the town; residential and resettlement projects according to the planning.

+ Gradually build a framework infrastructure system to attract investment in the town. Prioritize the construction of the road from Bim Son Industrial Park to National Highway 217B; the road from Tran Phu Street to Nam Bim Son Street. Develop investment projects to build houses and public service areas.

+ Determine the protection corridors for rivers and lakes.

+ Implement priority investment projects in the area under the responsibility and authority of the town according to the orientation of Thanh Hoa Provincial Planning for the period 2021-2030, with a vision to 2045 approved by the Prime Minister.

- After 2030: Complete the road traffic system according to the development practice of Bim Son urban area. Develop urban areas in the Eastern region according to the general planning orientation.

- Implementation resources:

+ From annual public investment capital. Diversify investment, focus on investing in key projects and urban construction projects. Avoid ineffective, scattered investment.

+ For land fund exploitation investment projects, select investors with experience, financial capacity, long-term vision, good ideas and high reliability right from the beginning in a concentrated manner to develop new urban area projects, avoiding dispersion.

+ Mobilize capital from many domestic and foreign sources with many investment forms in accordance with current legal regulations.

13. Regulations on management according to the general urban planning project

Issuing the Regulations on management according to the project Adjusting the general construction planning of Bim Son town to 2045, attached with the decision approving the project.

Article 2. Implementation organization

1. The People's Committee of Bim Son town is responsible for:

- Completing and publishing the approved planning project dossier according to regulations; Hand over the dossier and documents of the project to adjust the general construction planning of Bim Son town until 2045 to the urban

planning management agency, land management agencies at all levels for storage, management and implementation according to the approved planning.

- Organize the public announcement of the approved general planning content no later than 15 days from the date of approval according to the provisions of Clause 12, Article 29 of the Law on Amending and Supplementing a number of articles of 37 Laws related to planning in 2018.

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

- Organize the preparation of urban subdivision plans, architectural management regulations, detailed urban plans, submit for approval and approve according to authority, ensuring compliance with the approved general planning.

- 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 regulations of the State. 2. The Department of Construction and related departments, branches and units, according to their functions and tasks, are responsible for guiding and managing implementation according to the planning and current regulations of law.

Article 3. This Decision takes effect from the date of signing.

The Chief of Office of the Provincial People's Committee; Directors of the Departments: Construction, Natural Resources and Environment, Planning and Investment, Transport, Finance, Chairman of the People's Committee of Bim Son town and Heads of relevant sectors and units are responsible for implementing this Decision./.