The complexity of the city and the parameters creating an urban cluster of life, interaction, transition and atmosphere have been very interesting to observe during the field study. Due to poverty, apartments and houses in a new urban area are mainly for people from the middle class. Integration between people is of course desirable, but economic issues are unfortunately a reality. My intention is to create good living environments for the future population in the study area. By integrating different types of houses, both modern and traditionally inspired, I hope some kind of social integration can become true.

The growing population and consequently the expansion of Ha Noi is pushing the borders of the city. Within 10 years, Ha Dong will belong to Ha Noi and the study area Van Quan will be a new district in the city. This change means Van Quan will be a counterpoint to other districts in the city rather then a new urban area in Ha Dong. The expansion of the capital is unfortunately bringing negative consequences to the village Yen Xa. The demand of higher living conditions and development of urban areas, make the continuing existence of Yen Xa impossible. The rural activities in the area will be replaced by an urban environment and thereby totally change the character.

Urbanisation is part of the globalisation and people are moving into the city in at rapid speed. The demand for more dwellings is increasing and so far, Ha Noi has developed around to the city centre instead of sprawling out in suburbs. This has been a clear strategy from the planning institute and has, in my opinion, been successful to maintain urban qualities like accessibility and public life.
Transition is essential in a global context.

The plan proposal suggests new connections between Ha Dong – Van Quan – Ha Noi and Ha Dong – Van Quan – Van Dien in the future. The existing street structures are commonly based on a grid in the surroundings. To ease communication and orientation in the study area, the street pattern is based on a grid as well. A grid pattern allows multiple choices of transitions and is effective for that purpose. Street corners can be used for integration and communication in the urban context and spontaneous meetings can happen. Streets from juxtaposed urban areas are extended to integrate the new area with existing ones.

If Ha Noi is the body, traffic is the blood rushing through the veins, keeping the body alive. Traffic also causes problems such as pollution, noise, parking problems, accidents etc. Today traffic is flowing surprisingly smooth, mainly because most of the vehicles are motorbikes. My suggestion is that parking is solved mainly within the buildings and quarters for the residents and with parking lots along the streets for visitors, customers, shoppers etc.

The main road crossing the area in the east-west direction will be 36 m wide due to the master plan and for obvious reason it will be the extension of the existing road attached from the new urban area west of the study area. To increase safety, the plan proposal suggests that the lanes in each direction will be separated by vegetation.

A plan suggests a new connection to Ha Noi in the future. The road going north can be a link between Van Quan and Ha Noi and relieve Road No 6 from increased traffic.
STREETS

The street structure should permit multiple choices to go to a certain place.

There are no existing streets in the area today, except for the road going to the village Yen Xa and narrow gravelled alleys within the village. The area will have a new street structure connecting to streets in nearby areas for that reason. The street going to Yen Xa will be preserved though, partly, as the position is suitable for a new transition zone between Ha Dong – Van Quan – Ha Noi and partly to keep one of the few present streets with a standard that can be approved.

Three types of streets are suggested in Van Quan in the grid pattern. The main axis heading east and west is a main road, 36 m wide with diverted lanes for transportations to and from the area. For movements within the area, 9 m wide streets are suggested. The pavements along the streets can also act place for trade and meetings. The third type of street is the alley; narrow streets with slow pace. The alleys are mainly for access to the residential buildings. The alleys is suggested to be shared space where vehicles and pedestrians use the street on the same conditions and speed is reduced to walking pace, i.e. 7 km/h.

The traffic movement can be divided into three parts: long distance, medium distance and short distance. The long distance is using the roads in Van Quan as a transit zone. Medium distances are those from one part of the area to Ha Noi or Ha Dong or vice versa. Short trips are within the area around the neighbourhood.

Essential for the different road types are 1) transition 2) communication and 3) access.
The plan proposal starts from how speed affect volumes and details apprehend. Higher speed admits larger volumes along the boulevard, whereas the alleys favour a smaller scale and more details.

Offices, trade, hotels etc. is suggested along the boulevard. Higher buildings are also suggested along the future access to Ha Noi and to the north. These high buildings will be the skyline and will strengthen the area’s identity and character.

The centre is suggested in the middle of the area next to the park. The centre is located south of the boulevard, because the boulevard’s scale. Still, the access to the centre is good and the scale of the buildings and public places can be adjusted to a human scale, which wouldn’t be possible next to the boulevard.
**SCHOOL AND KINDERGARTEN**

*Schools in the neighbourhood.*

A primary school is suggested north of the boulevard. The position is good for communication, which makes it easy for parents to leave and pick up the children and also for the older students to go to school on their own. The school yard is large, which makes it possible for the students to play and have out-door activities away from the boulevard. There is also a park north of the school, which can be used for sports.

Two kindergartens are suggested south of the boulevard. Their locations are more protected from traffic as the children are young. The longest distance to the kindergarten from the dwellings is about 600 m.

**PARKS AND RECREATION AREAS**

*Parks are essential for recreation and public life.*

I consider parks and recreation areas important in the plan proposal. Four major parks are suggested. The first one is along the boulevard, where trees in the middle and along the sides create a connected vegetation line. The second park is surrounding the pagoda. The pagoda located in the middle of the study area is worth preserving in my argument. By surrounding it with a park, the place can be a peaceful spot for worshipping and recreation – the green lung of Van Quan. The third park is juxtaposed to the hospital in the south of the study area. A park between the road to the study area and the hospital will serve as a buffer zone. The last park is located in the north of the area to guarantee a green surrounding around the school.