CENTRE

The spatial structure should allow multiple uses and making changes possible.

The centre of the study area is positioned between the pagoda and the boulevard. Services will be focused around this area and have good access both to the major road and to the area’s central park.
PUBLIC TRANSPORTATION

Public transportation is needed to prevent traffic jams. Public transportation also increases accessibility.

Bus lines are passing the road south of the study area. A new connection is suggested along the boulevard to connect to the area’s centre and services. This bus line will connect to the road in the south. In the developing of new residential areas around the planning area, bus lines can be connected along the new road to Van Dien and north to Ha Noi.

Due to the estimated population in Van Quan, a bus line could easily be established up this road and then heading west towards the bus station in Ha Dong.
BUILDINGS

Modern life style should complement traditions, not erase them. New areas should therefore be adjusted to existing structures and protect traditional values, such as pagodas, cemeteries, traditional buildings etc.

The plan proposal intend to integrate living, working and recreation in the study area. This can be made in two ways, either by vertical integration or by juxtaposing diverting usages next to each other.

While the landscape is very flat and no buildings will be seen east of the study area, the plan suggests that higher buildings to create the edges along the borders of the study area. This will help distinguish the area partly from the existing areas and partly to determine the difference between built and un-built space. By having a higher density at some spots, others can be developed with lower buildings referring to the traditional houses.
Example of quarter with lower buildings.
Example of quarter with higher buildings and tube houses.
The plan proposal suggests between 6 to 10 storey buildings on the northern and eastern borders of the study area, mainly for living. Along the boulevard, buildings will be more voluminous, between 5 to 7 storeys, and stand out as solitaires for offices, shops, hotels, school etc.

The houses for living accept variation in design and can be developed both as detached or row houses and as apartment buildings. Still, they will be based on the traditional building pattern with narrow and deep houses, 2 to 4 storeys.

Parking is a problem in Ha Noi today as streets are narrow and blocks are closed. My suggestion for the parking situation in Van Quan is to create garages under the houses for the residents. The plan proposal also suggests un-built spaces for recreation and social activities. Parts of the un-built space can be used for parking purpose in some parts and will also be a cheaper solution.