

THE PRIME MINISTER

No: 1396/QĐ-TTg

SOCIALIST REPUBLIC OF VIETNAM

Independence– Freedom – Happiness

Ha Noi, September 25, 2012

DECISION

**ON APPROVING ADJUSTMENT OF THE MASTER PLAN OF NHA TRANG CITY,
KHANH HOA PROVINCE, TILL 2025**

THE PRIME MINISTER

Pursuant to the Law on Government organization, of December 25, 2001;

Pursuant to the Law on urban planning, of June 17, 2009;

*Pursuant to the Government’s Decree No.37/2010/ND-CP, of April 07, 2010 on making,
appraising, approving and managing the urban planning;*

At the request of People’s Committee of Khanh Hoa province.

DECIDES:

Article 1. To approve adjustment of the master plan of Nha Trang city, Khanh Hoa province, till 2025 with the following principal contents:

1. Scope of making plan:

Scope or research for adjustment of the master plan of Nha Trang City with total area of about 26,547 ha, including: The Nha Trang City at the present time with total natural area of 25,260 ha and about 1,287 ha belonging to two communes Dien An and Dien Toan of Dien Khanh district.

2. Nature:

- Being one of tourism centers, centers of event planning with national and international meaning.
- Being the economic, science – technical, education – training and medical center of South Central coastal region and Central Highlands.
- Being policy, economic, culture, science and technical center of Khanh Hoa province.
- Possessing an important position in security and defense.

3. Scale of population:

- By 2015, population of city shall be about 560,000 persons. In which, population of inner city shall be about 415,000 persons.

- By 2025, population of city shall be about 630,000 persons. In which, population of inner city shall be about 560,000 persons.

4. Scale of land for urban construction:

Land for urban construction by 2025 shall be 5,500 ha – average of 122 m²/person.

5. Orientation of space development

a) Orientation of urban development: Toward South and West, a small part toward North, along to the coast line.

b) The urban structure and functional partition:

- The central zones:

+ The administrative central zone of Khanh Hoa province: Being planned new one at the ecological urban zone at the South of Phong Chau road, with scale of about 35 ha;

+ The administrative central zone of City: At current position;

+ The cultural central zones: Along to sea, Tran Phu road with scale of about 20 ha and in the ecological urban zone at the South of Phong Chau road, with scale of about 10 ha;

+ The central zone for exercise and sport: Being built a new one at Nui Dat – Phuoc Dong area, with scale of land area about 60 ha;

+ The medical central zones, total area about of 72 ha: General hospital of Khanh Hoa province, Khanh Hoa obstetric-pediatric hospital; Khanh Hoa army and people hospital; Army hospital; Le Hong Phong hospital; Skin And Venereal Diseases and cancer and tumor Hospital, medical centers in Vinh Hoa- Vinh Hai zone; Nha Trang international general hospital; Olympic high technical hospital; Sai Gon-Nha Trang Eye Hospital and regional clinics in Vinh Phuoc, Phuong Sai, Tan Lap, Phuoc Long, Phuoc Tien wards;

+ The education-training centers: About of 110 ha, including: The professional education center in Hon Nghe zone, Nha Trang university, Economical mid-level School; Political School; Ethnic University; Technical High School; Pedagogical College, and so on;

+ Main trade centers: In region of Dam marketplace (scale of about 6 ha) and in the existing urban central zone; beside that, more 02 new central zones in current Nha Trang airport zone and in the ecological administrative urban zone, at the South of Phong Chau road;

+ The multi-function centers: Being urban main axles with the use function which being encouraged variety and flexibility, ensuring conformity with development target of City, not causing environment pollution.

- The urban development axles:

+ The coastal urban axle: Including space of park combining with coastal tourism service and range of works at the West of Tran Phu road and the West of Pham Van Dong road;

+ The urban axle along to the Cai river: Estuarine zone from bridge of railway to sea: Making public spaces, riparian square, wharves for berthing. The zone in the west of railway: Not setting up urban main traffic road along to river, roads along to river are regional roads, ensuring connection of operation of function zones with the public spaces, the square adjoining riverbank;

+ The urban axle along to the ecological urban zone at the South of Phong Chau road: Including urban centers associated with ecological landscape nearing surface water;

+ The urban axles along to routes toward to sea. Being encouraged to build in concentration, high-storey along to these routes.

- The functional zones include:

+ The coastal urban center: Scale of land for urban construction is 2,740 ha, scale of forecasted population is 245,000 persons, maximum height for construction is 40 storeys, construction density is about 40%, prioritized for tourism and service activities;

+ The ecological urban zone at the South of Phong Chau road: Being developed into the ecological urban zone, public ecological park, combining with tourism service and the new administrative urban zone of Province. Scale of land for urban construction is 350 ha, scale of forecasted population is 14,000 persons; not limit high-storey construction for land zone for construction of trade center, in remaining zones, the maximum high-storey level is 15 storeys. The construction density is about 15%;

+ The urban zone adjoining with the west of the coastal urban zone (Hon Nghe xone, Dat Lanh zone - the Southwest of Giang Huong mountain and Phuoc Dong, Song Lo zone): Land for urban construction is about 1,250 ha, being new urban centers and existing residential areas being renovated with multi function. Scale of population is 98,000 persons; construction density is about 35%; maximum high-storey level is 15 storeys;

+ The urban zone at the North of the October 23 road: land for urban construction is about 100 ha, building the river ecological tourism urban zone attached with structure of existing village and hamlet being renovated and upgraded, scale of urban population is about 5,000 persons; construction density is about 20%; the maximum high-storey level in new development function zones is 15 storeys, in existing zone of hamlets and villages is 6 storeys;

+ The urban zone at the South of the October 20 road and zones adjoining with Dien Khanh town: Upgrading and renovating the existing villages and hamlets, keeping maximally the agricultural ecological spaces, supplementing some new urban functions at positions along to the new road axes connector from Cao Ba Quat road (Nha Trang) to Lung bridge (Dien Khanh); area of land for construction of urban functional zones is about 275 ha; scale of urban population is about 19,000 persons; gross construction density is about 30%; the maximum high-storey level in the new development functional zones is 15 storeys, in existing zones of villages and hamlets is 6 storeys;

+ The zone of Nha Trang bay is controlled under the functional zones, including: Zone of protecting, improving the wilder natural landscape at the east of Bay; zones of recovering and preserving forest; zones concentrated for tourism and service development in model of open urban structure; zones developing high-grade resorts and closed tourism services. Total area of construction land for functional zones in islands is about 385 ha; scale of population is 9,500 persons; construction density is about 5%; the maximum high-storey level is 5 storeys;

+ The zone at north of Cai river, in two sides of highway 1A: The development reserve zone;

+ Developing the suburb zone to meet national criterion on building new rural area. Maintaining and raising effectiveness of agricultural production, combining with ecological tourism activities.

6. Planning on using land of functional zones till 2025:

a) Land for urban construction:

Land for urban construction by 2025 in urban central zone shall be 5,500 ha, including: Land for units' use: 2,350 ha. Land for public works at urban-level and regional-level: 150 ha. Land for trees, exercise and sport at urban-level and regional-level: 450 ha. Land for agencies, professional schools: 250 ha. Land for industry, high-technology, small industry and handicrafts: 430 ha. Land for tourism service, other non-agricultural business and manufacture: 960 ha. Land for religion, vestiges, famous landscape: 60 ha. Land for urban main traffic and foreign relation traffic: 850 ha.

b) Other land: Other land in zone oriented for planning of the City inner area is about 12,133 ha, including: Land for National defense and security, land for agriculture, aquaculture, land for irrigation and transmission; energy, cemeteries, graveyards, rivers, springs, water surfaces, and so on.

7. Urban design

a) General principles:

- Concentrating on tourism urban development reaching international level.

- Creating urban identity from characteristics of natural landscape, including: System of sea-bay-river water surfaces, zone of sunken fields, mountain - island, coastal delta, agricultural ecological zones.

- Developing urban structure in line with socio-cultural condition: Upgrading, renovating and exploiting existing urban zones; enhancing the exchange capacity and attraction of tourism urban area, through system of public space, squares.

b) The lay-out of architecture-landscape space:

- Landscape zones:

+ The sunken-pond ecological zone at the South of Phong Chau road: Arranging the administrative urban zone at North, near to Phong Chau road; the urban functional zones concentrated into islands in sunken-field zone, interlacing spaces of public trees and water surface; renovating the shrimp farming zone into large water surfaces.

+ The tourism urban zone along to southern bank of Cai river: Zone from estuarial of Cai river to national railway: Planning streets combining with wharves, small squares nearing river and tree range along riverbank for shade; redesigning zone of fishing port, having square, setting up to connect with Dam marketplace. The zone along to the Cai river, from the west of railway: Improving landscape, upgrading existing farm buildings into tourism urban zones; having conditioning ponds in two side of Cai river; forming works interlacing in ecological tree spaces, water surface; construction model in each zone not exceeding 15 storey.

+ The current zone of Nha Trang airport: The existing main runway becomes traffic axle of Northwest – Southeast direction, with string of squares, may lay works with a relative bulk, no limit on height. At the end point in the east of axle, adjoining Tran Phu road, having a square combining with outdoor fairs and exhibitions. At the end point in the east of axle, adjoining Le Hong Phong road, laying public flower garden.

+ The urban zone in North shore of Cai river (Vinh Tho ward, Vinh Phuoc): Designing the multi urban range concentrated along to the South bottom of Hon San, just leveling in the small for construction premises. Zone adjoining Cai river: Combining each section with hard embankment to establish wharves and trees. The Hon Chong zone becomes tourism point.

+ The urban zone in the North of San mountain – South of Co Tien mountain (Vinh Hoa and Vinh Hai wards): Setting up a central axis seaward with various architecture, creating highlight. The urban range along to slopes of Hon San and Co Tien mountain with different essential backgrounds depend on slope.

+ Zone of Phuoc Tien ward: Compactness of small land blocks into big land blocks for construction of works with big bulk. Ngo Gia Tu and Hong Bang roads used for projects on renovation, identity creation and service value.

+ The existing urban central zone (Phuoc Sai, Phuong Son, Van Thang and Loc Tho wards): Developing two new trade and service axes along to Le Thanh Ton and Phan Chu Trinh roads. Allowing to construct multi-storeyed works in this zone. Connecting Dam marketplace with neighboring main street, with zone adjoining Cai river. Moving the administrative works to west, prioritizing spaces adjoining Bay for tourism and service activities.

+ The urban zone in South of airport – North of Quan Truong river (Phuoc Long, Vinh Truong wards): Reasonable decentralization and renovation of traffic roads. Setting up road and embankment routes adjoining river, combining with squares for tourism service activities adjoining river. Forming the central zone servicing for the South zone of airport.

+ The South zone of Nha Trang: Forming central zone with high urban density and quality. Combining spaces at two sides of road, ensuring traffic on Nguyen Tat Thanh boulevard.

+ The West zone of Nha Trang: Building the interlaced urban functional zones under river-water ecological structure in association with renovation of existing villages and hamlets, developing agricultural ecological tourism; being multi functional urban zone with focus point being tourism urban zone.

+ The urban range and park along to Nha Trang seashore: Setting up traffic in Tran Phu – Pham Van Dong centre line servicing for tourism. Attaching function and landscape architecture of part of seashore at East with urban zones at West of Tran Phu and Pham Van Dong roads. It is able to lay some items of entertainment and tourism service in this zone.

+ The zone of Nha Trang Bay:

. Protecting, improving natural landscape in the east of Bay: The water surface zone in the area of preservation, limitation of tourism activities, keeping in safety for coral reefs. Dam Bay, Bich Dam zones shall not increase construction density and have measure of the environmental protection. The forest zone in preserved and recovered area, except for some public works of sea preservation and some utility works for tourism. Dam Bay zone: Recovering mangrove forest combining with ecological tourism, allowing projects of ecological tourism service with construction density $\leq 5\%$. Dam Tre zone: The biological and landscape preservation zone facilitates for ground of turtles' parturition, zones with coral, so on.

. Zones of forest recovering and preservation in east of Hon Tre island, on Hon Tam and Hon Tri Nguyen, are zones not placed in zones planned for construction of urban areas. Prohibiting absolutely activities of exploiting, burning coal and construction, except from some defense works and some other works for essential public management.

. Concentrating on development with high indensity: The Southeast zone of Hon Tre, Hon Tam, Hon Tri Nguyen islands, orienting to forms of sea island tourism urban zone, with public space for community tourism, becoming tourism service centers on Bay.

. The North zone of Hon Tre island, from the west of island to the west of Dam Tre: Developing high-grade resorts and closed tourism services.

- Highlights of landscape and open space:

+ Highlight works about height at the coastal center, new urban center in Nha Trang airport, Dong Bo ecological urban areas, so on.

+ Mountain peaks adjoining inner city and in urban areas; setting up urban axes to create viewpoint with mountain landscape. Setting up urban landscapes in direction of river, sea or zone of sunken fields.

8. Planning on system of technical infrastructure

a) Traffic:

- Foreign relation traffic:

+ Roadway: National highway 1A with cross section from 4-6 lanes, building sub roads in two sides upon going through residential areas.

+ Railway: Renovating, upgrading Thong Nhat railways passing Nha Trang, Nha Trang station becomes station for only passenger, building a new commodity station outside of City center.

+ Waterway: Building Nha Trang port into passenger port and service combination with quality ensuring for receipt of international passenger under the approved seaport planning; setting up zones for berthing of individual ships at Nha Trang port, Quan Truong estuarine zone, along to Cai river; setting up wharves along to Cai River, Quan Truong river and along to seashore in North of Cai river.

+ Airway: Using the Cam Ranh international airport planned with scope of 4 million passengers/year. Nha Trang airport is changed the use purpose of land into urban land.

- Inner city traffic:

+ Upgrading, renovating main routes, combining foreign relation routes and suburb zones with central zone.

+ Continuously completing and building new main routes and regional roads, connecting continuously and synchronously new development zones and existing zones, in line with nature of tourism urban areas.

- The traffic works:

+ Foreign relation bus station: The North bus station (existing bus station) in 02nd April – Dien Bien Phu roads (Vinh Hoa ward); the South bus station: Building a new one in Dien Toan ward (Dien Khanh district), near with intersection of national highway 1A and Nha Trang – Dien Khanh – Lam Dong roads.

+ Car parking: The public car parking is laid in urban centers. Scale ensuring standard and demand on car parking.

+ Bridges, culverts: Building works of bridges, culverts in line with level, tonnage of each road route.

- Setting up the public traffic:

+ The basic components of public traffic system of Nha Trang city are: System of transshipment buses and system supporting kinds of small vehicles such as: Taxis, motorbikes, cyclos, so on

+ Shape of bus route network:

. According to route direction: North-South direction: From Hon San, Ru Ri mountain pass going to direction of Binh Tan, Da bridges and opposite direction; Southwest direction: From Dien Khanh to Binh Tân, Song Lo travel zone, lengthening to Cam Ranh airport and opposite direction; West-East direction: From Tran Phu to Le Hong Phong, the zone in the west of Le Hong Phong, Nha Trang and opposite direction.

. According to shape of routes: The route along to major arterial road in North-South direction; radial route; zigzag route connecting routes along to arterial road; passing routes, freedom routes.

Setting up bus routes according to the following stages:

. Stage till 2012: requiring 8-10 bus routes, in which setting up more 3-5 new bus routes.

. Stage till 2020: maintaining 10 above bus routes, combining with lengthening itinerary, setting up more 6 bus routes.

. Stage 3 till 2020: maintaining 16 above bus routes, combining with lengthening itinerary, setting up more 6 bus routes.

b) Leveling planning:

The construction high level of new construction zones controlled ≥ 3.0 m. Traffic road through zone based on the high level of current construction base in order to define the high level of roads, ensuring connection as well as operation of functional areas. Works in current zone, when renovating and constructing, they must be ensured for the high level of construction base ≥ 3.0 m. The high levels traffic roads through current zones are raised up under many stages, reaching to high level ≥ 3.0 m.

- For old inner city zone: The inserted construction works must observe by high level of planning and ensure common drainage.

- For new building zone with even and flat or low and sunken foundation: Leveling or banking in line with construction high level of each zone, creating slope to ensure drainage of water surface self-flowing into the common sewage system.

- For zone adjoining mountains: Leveling in the small for only construction; improving and planting more trees at slopes, hills, mountains, rising coverage and preventing from erosion, sliding, mountain landslide.

c) Planning on storm water drainage:

- In old inner city center: Renovating, upgrading the drainage system, using interceptor sewer to separate dirty water bringing to treatment station, after attaining hygiene standard, shall be discharged to common environment.

- The urban functional zones being built newly: Building a separated discharge sewer system.

- Zone adjoining mountain: Collecting water from mountain slopes, being discharged through urban main drainage axles, after that flowing to river or sea.

- Main direction of storm drainage of city is through Cai and Quan Truong rivers.

- Coastal zone: Remaining 5 main outlets to sea, renovating in collecting sewage to bring to treatment station.

- Rivers in urban areas are cleared flows, made culver or embankment, and combined with solutions creating landscape. The Cai river is connected with Quan Truong river in west and Ba Ve river in zone nearing Kim Bong river, helping flood drainage in Cai river and supplementing flows in these rivers.

d) Planning on water supply:

Water sources: Cai river in Vo Canh and Xuan Phong, Suoi Dau, Song Cho ponds.

- The focal point works:

+ The first stage: Vo Canh water plant: Raising capacity from 58,000 m³/day and night to 98,000 m³/day and night; Xuan Phong water plant remains capacity of 15,000 m³/day and night; building a new water plant in Suoi Dau pond with capacity of 20,000 m³/ day and night.

+ The long-term stage: Vo Canh water plant remains capacity of 98,000 m³/day and night; Xuan Phong water plant raising capacity to 20,000 m³/day and night; water plant on Suoi Dau pond raises capacity to 40,000 m³/day and night; building new Son Thanh water plant (water source from Song Cho pond) with capacity of 50,000 m³/day and night.

dd) Planning on power supply:

- Power sources: Saving land for construction of 500kV line and Nha Trang 500 kV station at Dac Loc zone; building a new 110 kV station in center of Nha Trang city and a new 110 KV station in West of Nha Trang. Expanding and raising capacity of current 110 KV substations (Ma Vong, Dong Den, Binh Tan) under actual sub loading capacity of each substation.

- Power grid: Changing into underground for medium-voltage, low-voltage Power grid in city's center.

e) Planning on sewage collection and treatment:

- Mixed drainage system: The inner city zone uses the half-separated drainage system, building interceptor sewer route to collect sewage and bring to the concentrated treatment station; the new development zone uses the separated drainage system.

- Sewage drainage system:

+ Basin 1: the Basin in north of Cai river, mixed drainage system. A concentrated sewage treatment station is planned in Vinh Ngoc ward, the west of Hon San.

+ Basin 2: the Basin in south of Cai river (old city's central zone), mixed drainage system. A concentrated sewage treatment station is planned in the South of Dong Bo zone.

+ Basin 3: Basin in the West of Nha Trang, a separated drainage system. A sewage treatment station is laid in the South tree zone.

+ The industrial zones: Using a separated drainage system.

g) Planning on solid waste collection and treatment: The living solid waste is classified at source and collected to centralize to the current Luong Hoa solid waste treatment zone of city.

h) Planning on cemetery: Building cemetery in Suoi Hiep – Suoi Cat zone (Cam Lam, Dien Khanh districts) to serve for Cam Lam, Dien Khanh inter-district zone and Nha Trang. Total area of cemetery is about more 200 ha. Funeral forms: Mixture.

9. The initial construction planning

a) The initial construction planning till 2015:

- Concentrating on renovation, upgrading of existing urban areas and completing zones which have been handed over land for performance of project.

- Defining strategy for city's development through strategic projects.

a) Programs and projects being prioritized for investment:

- Building units of sewage treatment station and system of sewage drainage under forecast on development of each stage;
- Building public ecological park and urban functional zones in Dong Bo zone;
- Renovating Cho Dam zone to Cai river;
- Projects on completing parks adjoining sea creating many spaces of squares and trees;
- Projects renovating functional zones in Phuoc Tien ward;
- Projects converting functions in urban center;
- Recovering mangrove forests in Dam Bay zone;
- Developing the biological and landscape preservation zone in Dam Tre;
- Renovating, upgrading Nha Trang port, building a combination of service works attached with the port;
- Combining with projects on urban upgrading and development in order to complete the storm water drainage system;

10. Assessment on strategic environment

a) The impact subjects and minimization measures

- Social environment: The big impacts to society in positive direction, strengthening living quality. The negative impacts through forecast on movement of a part of people, vocational training, so on.
- Water environment: Elements effect water environment on waste and living solid waste; formulating minimization plans; classifying solid waste at source, collection; collecting and treating separately industrial, medical sewage and waste.
- Air environment and noisy: Impacts to the air environment and noisy in construction stage; at major traffic axles and focal points; from industrial areas.
- Land environment: Negative impacts on alterations of covering surface, the drainage system, so on.
- The ecology: Protecting the ecology of Nha Trang bay; preserving, recovering forestry, mangrove forest; preserving biology and landscape, environmental conditions for zones of coral, sea grass, grounds of turtles' parturition, so on.

b) Program on the environmental quality observation and supervision.

Observation on environmental impacts concentrating on industrial zones, concentrated urbanization zones.

Article 2. People’s Committee of Khanh Hoa province

1. Promulgating regulation on management under approved project on adjustment of Nha Trang city’s master plan, formulating, promulgating Regulation on planning and design management of entire urban areas.
2. Publishing the approved project on adjustment of the Nha Trang city’s master plan.
3. Organizing to review formulation, adjustment, approval of partition plans, detailed plans, urban designs, in order to specify adjustment on Nha Trang city’s master plan, serving for performance of investment project.
4. Managing strictly construction land fund, ensuring to exploit effectively the city’s development land fund; managing and using land in according to provisions of law on land.

Article 3. This decision takes effect on the day of signing.

The Minister of Construction, People’s Committee of Khanh Hoa province and heads of relevant agencies shall implement this Decision.

**FOR THE MINISTER
DEPUTY MINISTER**

Hoang Trung Hai

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