

Location, Function, Boundaries

Tracking the History of Urban Expansion in Hanoi, 1960-2020

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Abstract

Urban expansion planning plays a pivotal role in orchestrating the potential development of urban spaces while accommodating the increasing population demands and fostering sustainable urban development. This paper focuses on Hanoi's urban expansion planning practice from 1960-2020, dividing into three different stages with seven proposals: 1) the first stage(1960-1975), the planner uses a monocentric urban model in the Finger Plan; 2) the second stage(1975-1986) reflects two different planning approaches, one was inspired by planning techniques employed in the Soviet Union to develop a new center which located 30-50 km away from the existing city, the other was inherited proposals from the 1960s; 3) the third stage (1986-2020) evolves a comprehensive model which combined polycentric urban model with green belts and satellite towns. The paper particularly analyzes the location, function, and boundaries of urban expansion areas of Hanoi by using primary and secondary materials from the Vietnam Institute for Urban and Rural Planning, the Ministry of Construction, etc. It reveals that urban expansion proposals in Hanoi are politically driven, and lack science due to relying on inaccurate population and economic forecasts.

Keywords

Urban expansion, plans for expansion, new towns, Hanoi, regional planning

How to cite

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INTRODUCTION

Throughout history, urban areas have played a pivotal role in human development, leaving a clear imprint on the planet's landscape. In the context of globalization and strong socio-economic development in recent centuries, urbanization has been on the rise, manifested through the continuous expansion of urban construction areas. Studying the history of urban expansion planning helps to understand past decisions, preserve cultural values, and guide sustainable development and effective resource management. It also provides a scientific basis for addressing current and future issues, promotes creativity, ensures harmonious urban development, and supports sound decision-making processes. Urban expansion planning determines the location, scope, and scale of new urban areas or the expansion of existing ones within a region. It aims to develop different types of urban areas with various characteristics and functions.

In Vietnam, the concept of “urban expansion planning” was first introduced by Hebrard in his plans for Indochina, particularly in the “*Urban Expansion and Renovation Plan of Dalat*” in 1921 ¹. To date, domestic studies have approached the field of urban expansion planning; however, there are no specialized monographs on the methods of identification and principles of planning and the history of planning. Foreign studies, facing challenges in accessing local data and conducting surveys, have largely been limited to methodological research and exploratory studies.

This article focuses on the practicalities of urban expansion planning in Hanoi from 1960 to 2020 by analyzing the location, function, and boundaries of urban areas in Hanoi over three periods with seven proposed planning suggestions to clarify the models of urban expansion planning in Hanoi and the spatial structure components of this city.

THE FORMATION OF THE URBAN AREA SYSTEM IN THE FINGER PLAN (1960-1975)

On July 20, 1954, the Geneva Accords were signed, bringing peace to Indochina. On October 10, 1954, the Government of Vietnam took control of Hanoi. From 1955 to 1957, the city focused on rebuilding its economy under the guidance of the Hanoi Party Committee of the Labor Party of Vietnam. The goal was to change Hanoi

from “a colonial trading city” into “a production city.” Later, Hanoi implemented a plan for economic recovery and development from 1958 to 1960, focusing on transitioning from capitalist commerce and industry to socialism. This included developing and strengthening state-owned enterprises to establish a socialist system. However, due to the many difficulties left by the pandemic and the limited financial capacity of the state, along with the absence of a comprehensive plan, city development in recent years has been piecemeal and not aligned with the demands of production or the improvement of the material and cultural lives of the people ². In 1958, given this situation and based on the Resolution of the 14th Central Conference

on the three-year plan for economic recovery and development, and cultural development, “it is clearly stated that *“there is a need to study the planning of economic regions and the construction planning of cities”* ³ . This is to serve the mission of being “the political and cultural center of the country, supporting industry, production, and the lives of the working people.

THE FINGER PLAN CONCEPT IN HANOI

Given this context, the government proposed a guiding principle for the renovation and expansion of Hanoi: “to serve as the political and cultural center of the country, to support industry, production, and the lives of the working people.” In 1960, during a visit to Vietnam, Polish professor P. Zarema contributed a planning proposal for Hanoi, which served as a suggestion at that time (Figure 1). Additionally, with the assistance of Soviet experts, Vietnam’s architects proposed a study for the urban planning of Hanoi, envisioning a population scale of 700,000 to 1,000,000 residents. The city was to be entirely located on the right bank of the Red River, with urban land expanding from the old city to the west (not reaching the Nhuệ River). For the first time, West Lake was designated as the central element in the urban layout. The urban functions were shaped by a structure of four new urban areas surrounding West Lake, alongside historic quarters with central areas at the core, conveniently connected by city roads. Industrial zones were to be established in the southeast and northwest areas (between the Nhuệ River and the Red River). Green spaces were designated as a system to shape and separate these areas. The western belt railway of the city was identified as the boundary to limit urban sprawl into rural areas ⁴ .

Although it was only a preliminary sketch, this plan marked a new approach to functional zoning, aiming to meet the industrialization needs promoted by the local government, moving away from the commercial urban planning model of the colonial period in Hanoi. However, the plan had a significant limitation: it did not provide space for future development. The entire capital was confined to its current land area, bounded by West Lake and the Nhuệ River. Additionally, the construction area was narrow, not suitable for the long-term scale of a capital city. Furthermore, the planning structure was theoretical rather than practical.

To build the capital in a civilized, modern manner suitable for the social context of the time, the first comprehensive master plan for Hanoi was completed in 1962. This plan was developed with the assistance of a team of experts from socialist countries, led by architect I. A. Anfyozob, in collaboration with Vietnamese experts. During this period, Hanoi was designated to develop according to a “splayed hand” model, with a population scale of 1 million residents and approximately 20,000 hectares of construction land. The Finger Plan, inspired by Copenhagen’s urban planning strategy, emphasizes controlled development along radial axes. It envisions a city structure extending from the outward along urban rail lines, creating distinct urban zones with essential services and amenities within a 15-minute walking radius of rail stations. This model, akin to Transit-Oriented Development (TOD), prioritizes convenient transportation links to the inner urban and foresees highway development to bolster public transit and improve commuting convenience.

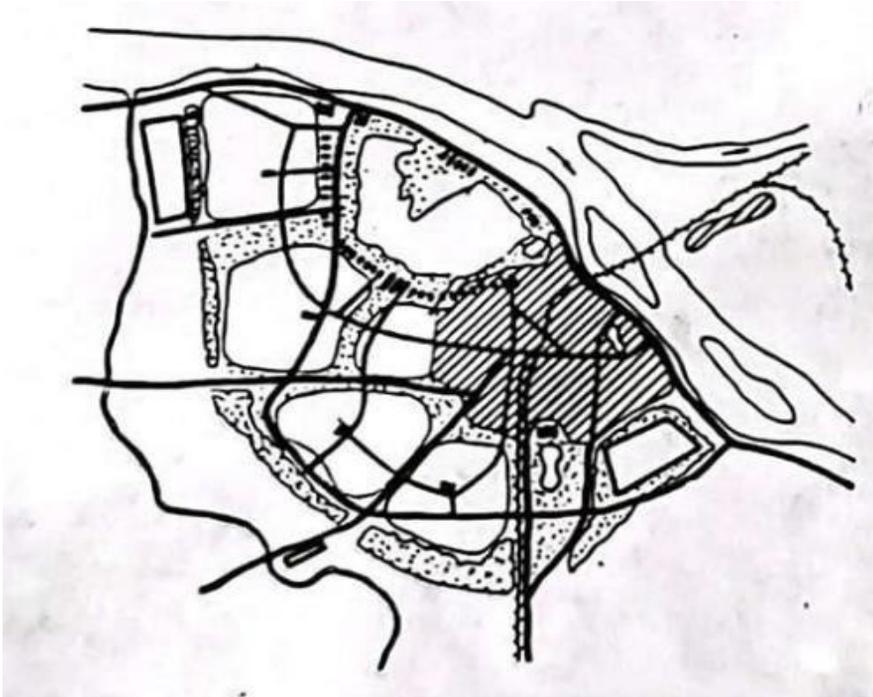


Fig. 1. Suggested planning proposal by Professor P. Zarema

The Finger Plan structure in Hanoi's urban planning model is a combination of an urban layout along five radial axes (the five fingers), while also incorporating the concept of three main rings from the 1960 plan. The city was projected to be divided into the following areas: the inner urban, the extended inner urban, and a new satellite town.

The inner urban included the old quarters (Ba Đình, Hoàn Kiếm) and the area south of West Lake as it exists today. The extended inner urban was planned to develop primarily towards the northwest and southwest along five radial transportation axes. Future development was projected for the Gia Lâm area, with Đông Anh town serving as a satellite (Figure 2).

The ring roads were planned to run parallel to the old Đại La dyke, extend to the banks of the Red River, cross the Red River, and enclose Long Biên and Gia Lâm districts into the inner urban via two bridges: Thăng Long and Thanh Trì. The central areas of the capital would include plazas and boulevards stretching from the Red River bank to Hoàn Kiếm, through the old 36-street quarter, and up to West Lake. The old railway line would be preserved only from the southern section to Hanoi station, with the section crossing Long Biên Bridge to Gia Lâm station being removed, leaving Gia Lâm as a terminus. The new railway system was designed in a ring shape, encircling the city from the northwest, down to the southwest, and then to the northeast.

The advantage of this Finger Plan model is that it provides a clear direction for the future development of the capital. It allows for the expansion of Hanoi's urban space into the surrounding areas, reserving land for a larger capital in the future. Additionally, this planning model is well-organized and coherent, skillfully and harmoniously integrating the ring roads and radial axes. The idea of relocating the railway outside the urban area facilitates the connection between functional zones, ensuring improved environmental hygiene. The plan also established a strong link between the old quarter and West Lake, incorporating the capital's unique landscape and environmental features into the city's central planning.

The Finger Plan model applied to Hanoi marked a change from the original theory by integrating a new town form with the ring road system and establishing a new central structure for the city. However, the most crucial aspect of the original Finger Plan - the development of a railway system along all radial axes - was entirely absent in Hanoi's application during this period.

Nevertheless, during this time, Vietnam faced economic difficulties, with infrastructure damaged by American bombings and limited budget resources focused mainly on reconstruction. Therefore, using the standard of 100 square meters per person, the projected urban area of approximately 20,000 hectares was relatively large and challenging to align with the current pace of economic development. The project focused solely on long-term planning without phased implementation, leading to the dispersed, uncoordinated, and incomplete arrangement of urban infrastructure projects according to the long-term plan. However, in general, the planning proposal from this period was highly regarded for its many innovative design ideas and served as a foundation for subsequent plans

TWO PROMINENT PLANNING MODELS IN URBAN EXPANSION PLANNING(1975-1986)

During this time, Hanoi faced the challenge of rebuilding its economy after the end of American bombing, addressing the impact of the war, and preparing for the reunification of the country in 1975. Additionally, Hanoi had to deal with localized conflicts on its borders that lasted into the late 1980s.

In the early 1970s, people's lives and economic activities were unstable, exacerbated by severe flooding in August 1971, which significantly impacted the economy. Furthermore, the second wave of American bombing in Northern Vietnam in 1972 caused severe damage to economic infrastructure, schools, and hospitals in Hanoi.

Given these circumstances, there were significant changes in the city's development planning. The focus was on reevaluating the development direction for Hanoi to address issues related to flooding and minimize encroachment on agricultural land. The planning approach emphasized renovation and the selection of new construction sites to address Hanoi's deficiencies at that time while meeting the needs of economic and cultural development needs and ensuring national defense and security.



Fig. 2. The Urban System of Hanoi in the 1960-1970 Master Plan

COUNTERPOISE MODEL - ESTABLISHING TWO INNER URBANS

In 1969, Hanoi considered an urban planning model to improve the city, as outlined in Resolution No. 191-NQ/TW of the Politburo on May 24, 1969. After years of renovating and constructing the capital, the limitations of the old urban area's natural conditions were identified, such as low terrain, high groundwater levels, weak soil compression capacity, and the threat of flooding from the Red River. The resolution also addressed complex issues related to the city's expansion, including the use of agricultural land. A new planning concept was presented, which included dividing Hanoi into two urban areas: the old city, focusing on renovation and upgrading, and the establishment of a new city at a different location to overcome the current shortcomings of Hanoi while meeting the requirements for economic, cultural, and wartime defense.

As a result, a directive to study the construction of a new Hanoi was implemented, with the location being 50-60 kilometers from old Hanoi. The selected area encompassed the hilly regions of the Tam Duong and Binh Xuyen districts and the town of Vinh Yen in Vinh Phu province. This area is connected to the old city of Hanoi, and an integrated planning solution was created to address the city's current limitations and meet long-term development needs.

To concretize this policy, on November 9, 1974, the Party Central Committee's Secretariat issued Notice No. 20TB/TW, allowing Hanoi to control the inner-urban population at 600,000-700,000 people and to plan for the construction of a new city in Vinh Yen. The economic and technical rationale for the planning, renovation, and construction of the capital, developed by a team of Soviet experts led by architect Boocdanob, proposed two options for population distribution: Option A: Hanoi: 700,000 people, Vinh Yen: 600,000 people; Option B: Hanoi: 1,000,000 people, Vinh Yen: 300,000 people⁶.

After extensive studies, the final chosen option was to limit the population of old Hanoi to 400,000 people and to develop Vinh Yen to accommodate 600,000 people. This effectively created a parallel city (counterpoise) model in Vietnamese terminology. The new city of Vinh Yen, located approximately 40 km northwest of the old inner urban, was to be connected via a highway through the Thăng Long Bridge over the Red River (Figure 3). This model bears similarities to the concept of developing a new city parallel to the old historical city, an idea explored by French and Russian planners since the 1930s. This approach also reflected the practical wartime context in Northern Vietnam, where significant urban infrastructure had been developed in Vinh Yen to support the evacuation of residents from American airstrikes on Hanoi, including universities and industrial facilities located in the midlands and mountainous regions.

The proposed plan essentially merged the comprehensive "Counterpoise city" model with the "Finger Plan" for the old city. While the new city in Vinh Yen would have a closed, hill-based structure with functional zones for education, industry, and recreation, the old city's development was confined within the boundaries of the second ring road, limiting it to the area envisioned in the French 1943 plan for Hanoi. The new development space was concentrated along three main radial routes (the three fingers of the Finger Plan) entirely south of the Red River. Notably, this plan introduced a new airport— the precursor to today's Noi Bai Interna-

tional Airport in Hanoi— located north of the old city and equidistant from both parallel cities. Additionally, scattered urban points and small towns were proposed north of the Red River, between the new city of Vĩnh Yên and Nội Bài Airport. These elements were entirely new propositions from Vietnamese planners.

However, this planning concept was not implemented due to obstacles in maintaining a consistent planning ideology and the challenges of translating theory into practice. The instability in planning ideology and strategy was partly due to political instability and the need to respond to wartime conditions. This represented a variant in a highly turbulent period.

INHERITANCE OF THE FINGER PLAN FROM 1960

From 1976 to 1986, Hanoi's Master Plan continued to build upon the planning concepts from the 1960s. The complete victory in the war against the United States ushered in a new development phase for the capital. The new requirements necessitated a revision of the existing plans. Soviet experts, along with other international specialists, collaborated on the revised general plan. The Council of Ministers approved this revised plan through Decision No. 163/CP on July 17, 1976. The General Plan for Hanoi up to the year 2000 projected a population of 1.5 million and integrated several models: 1)The "Finger Model" for the old Hanoi urban area;2)A green belt to provide food, cultural and recreational activities, key transportation hubs, and environmental protection zones.;3)New towns surrounding the main city, serving industrial, agricultural, tourism, and recreational functions, located 30-50 km from Hanoi's inner urban. The western direction included: (1) Xuân Mai, (2) Sơn Tây, and (3) Ba Vì; the Northern direction included (4) Vĩnh Yên, (5) Tam Đảo, and (6) Bắc Ninh.

With this direction, in December 1978, the government decided to expand the administrative boundaries of Hanoi, encompassing a natural land area of 2,136 km² and a population of 3.5 million people.

In 1979, the outbreak of the border war in the North had a significant impact on Hanoi's urban planning direction from 1976, particularly concerning urban development to the north near the conflict zone. The main development direction for Hanoi was thus reoriented primarily to the south of the Red River. On April 24, 1981, the government approved an adjustment to the General Plan for Hanoi up to the year 2000, with an average land area of 9m² per person and a construction area of 13,500 hectares. Experts from the Leningrad Urban Construction Institute (formerly of the USSR) and Vietnam collaborated to adjust the overall layout of this plan, targeting an inner-urban population of 1.5 million within a land area of 100 km², and expanding the suburban area to include 11 districts.

The 1981 planning model developed from the 1976 plan incorporated a Finger Plan combined with a green belt (Figure 4): 1) The Finger model extended urban development along three radial highways to the south, west, and southwest of the Red River. "The palm of the hand featured three ring roads inherited from previous plans to facilitate the expansion of the inner urban; 2) The green belt surrounded and interspersed between the "fingers" of development in suburban Hanoi.

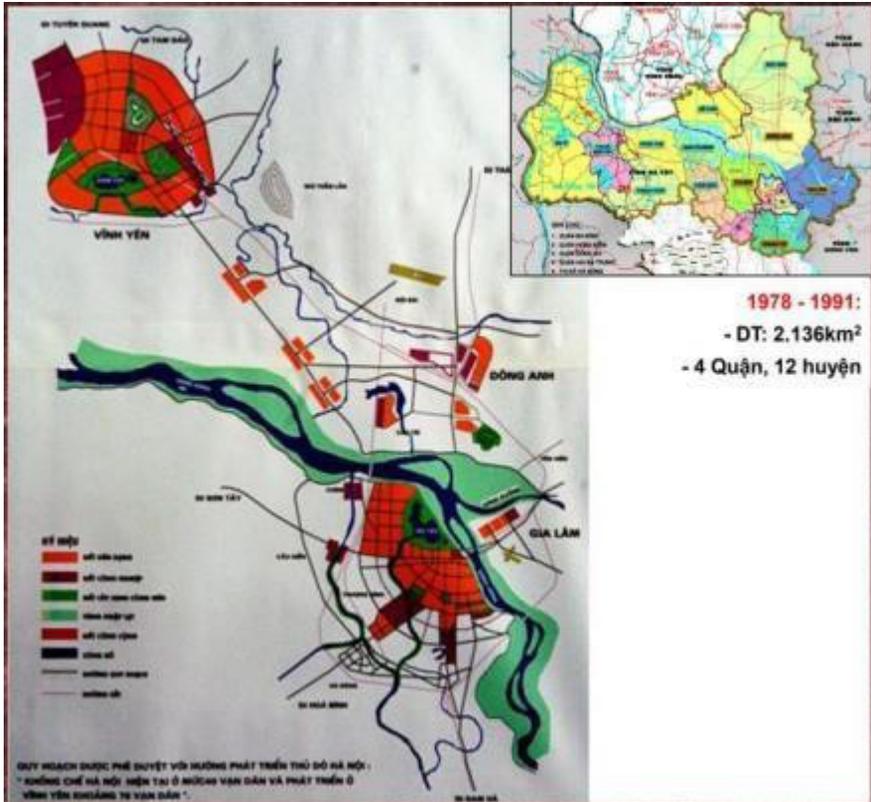


Fig. 3. The Master Plan of Hanoi in 1976

However, the spatial organization of the city had to be adjusted and could not be continued. As in the previous phase, this planning approach faced obstacles in practical implementation. Part of the reason was the socioeconomic crisis, instability in planning policies, and restrictive policies that did not emphasize urban development within the planned economy. Particularly significant were the impacts of the collapse of the Socialist states in Eastern Europe and the prolonged U.S. embargo on Vietnam, which lasted until the mid-1990s.

COMBINING A MULTI-CENTER URBAN MODEL WITH GREEN BELTS AND NEW TOWNS (1986-2020)

During 1986 to 2020, Hanoi in particular and Vietnam in general entered a new phase characterized by economic reforms, transitioning from a subsidized economy to a multi-sector economy and ultimately to a market economy. Globally, this was the time when the Socialist group in Eastern Europe was gradually collapsing. Consequently, Vietnam could no longer

rely on support from the Socialist group. The planning for Hanoi was scaled back compared to the 1981 plan, recognizing the limited resources available. However, the “Finger Plan” model south of the Red River was maintained.

Following the decision to open up, at the 6th National Congress of the Communist Party in 1986, Vietnam entered an entirely new era. This period marked the transition from initial global interactions to progressive and deep integration, culminating in Vietnam’s accession to the World Trade Organization (WTO) in 2007 and increasingly close connections with international institutions. Foreign Direct Investment (FDI) had a significant impact on Vietnam, particularly in economic planning, accompanied by the explosive development of industrial parks and export processing zones. Development orientations following the “garden city – new town” model were revived with a new role within the regional-territorial planning system.

The most notable feature of 1992 was political stability, production development linked to reduced inflation rates; prices remained stable without major fluctuations; national reserves were replenished; foreign economic activities, from exports and imports to economic cooperation and foreign investment attraction, were expanded and initially achieved substantial results.



Fig. 4. The Master Plan of Hanoi in 1981



Fig. 5. Adjusting Hanoi's Master Plan in 1992

RETURNING TO THE "FINGER PLAN" MODEL AND INTEGRATING ADDITIONAL EXPANSION

From 1986 to the present, Vietnam has actively learned from international urban planning models. The comprehensive master plan adjustment approved in 1992 helped Hanoi establish a well-defined urban system (Figure 5). This development phase achieved significant results but also highlighted new challenges, including the need for regional infrastructure connec-

After more than ten years of implementation, the inner urban and expanded inner urban areas have been filled with urban construction and infrastructure. However, the development of these new town areas has been slow, and they have not yet been fully established.

After Vietnam joined the WTO in 2007, the government decided to expand the administrative boundaries of Hanoi in 2008. This paved the way for the establishment of the General Planning of Hanoi Capital until 2030 and vision towards 2050. This plan was approved by Decision No. 1259/QĐ-TTg on July 26, 2011, aiming to develop Hanoi into one of the economic, tourism, commercial, and service centers of the Asia-Pacific region⁸.

The essence of the 2011 planning model is a synthesis of several models previously considered in the Hanoi context. These include three classical models that have been implemented in various countries worldwide: 1) The Finger Plan model, 2) The Transit-Oriented Development (TOD) model, 3) The Garden City – New town, and Green Belt model.

In integrating these models, the Hanoi urban area system can be divided into 31 urban areas and classified into six structural components as follows: 01 historic inner-urban area, 04 suburban areas, 08 new urban areas within the two urban chain along Ring Road 4 and the Northern chain across the Red River, 05 new towns, 3 eco-towns and 10 historic towns and townships. These urban areas are delineated by green corridors, interconnected by ring road transportation systems, and radial traffic systems.

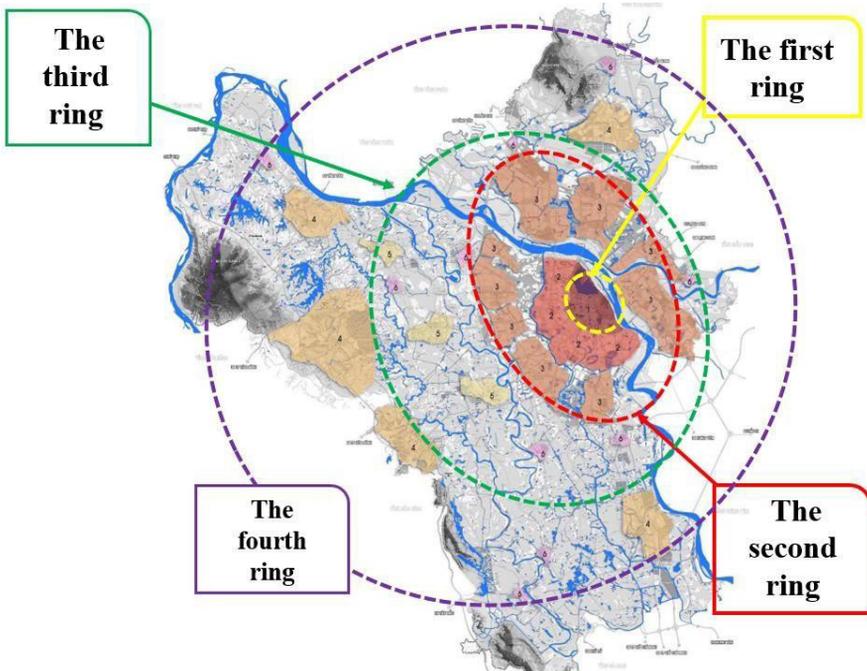


Fig. 7. The model of 4 concentric center rings

The systematic nature of Hanoi's urban system, like that of famous cities in the world, is mainly formed from four structural components and controlled by four concentric control rings: inner urban, suburbs, ecological urban areas within the controlled development of the Green Belt, and new urban areas scattered in rural suburbs 30-80 km from the city center (Figure 7): 1) The first ring: Maintaining the continuity of history; 2) the second ring: Regulating the quality of urban density development; 3) The third ring: Monitoring the adverse effects of urbanization on the natural environment; 4) The fourth ring: Managing future development resources. This area is designated for socio-economic and regional planning, assigning tasks to Hanoi within the socio-economic planning of the Red River Delta region.

THE CHARACTERISTICS OF FUNCTIONS, AND BOUNDARIES ON THE SPATIAL COMPONENTS OF THE URBAN AREA OF HANOI

The historic inner urban area of Hanoi serves as the political, economic, and cultural center of the city. The location of a historical inner urban area is determined not only by its historical significance but also by its advantageous connectivity and transportation infrastructure. Hanoi is developing while preserving this area, which serves not only as a political hub but also as a spiritual and cultural center. Planning for this location aims to ensure the continuity of its historical and traditional values, optimizing accessibility and connections with other areas, also known as transportation hubs, within the city and surrounding regions. The suburban area surrounds the historical inner urban area, acting as a buffer between it and more distant areas. The location of the suburban area is chosen based on criteria such as transportation access, infrastructure connectivity, and urban development potential. In the case of Hanoi, based on mutually supportive relationships, the inner urban serves as a center, with its population, infrastructure, services, and employment opportunities radiating outward, beyond the inner urban. New towns are planned beyond the green belt area. The location of these new towns in the planning process is based on their ability to self-provide services, to connect with the inner urban and other regions, and their potential for independent development.

The historic inner urban area plays a primary role in perpetuating and promoting the quintessential values of tradition, culture, and society. It is where government administrative offices, historical ruins, and major cultural centers converge. The primary function of the historic inner urban is to preserve and promote these values while maintaining its role as the administrative, economic, and cultural hub of the city, connecting economic gateways. The suburban area supports and shares the functions of the historic inner urban. New residential areas, commercial districts, services, and critical infrastructure such as hospitals, schools, and light industrial zones are developed. Its function is to alleviate the population pressure and infrastructure burden from the historic inner urban, while providing modern services and amenities for urban residents. New towns function independently and provide residents with services. Large industrial zones, new urban areas, and independent service and commercial districts are developed. The function of new towns is to decentralize population and economic activities away from the center, reducing pressure on the historical inner urban area and its suburban area, while creating new economic development opportunities and enhancing the

city's competitiveness. Depending on the development stage, satellite towns may serve as bedroom communities, semi-independent urban areas, or even independent cities.

The boundary of an area is not merely a line on a map but a concept reflecting the development and transformation of a city. The boundary in this inner urban area is often determined by historical, economic, cultural, and existing technical infrastructure factors. Determining the boundaries of historic inner urban aims to preserve and promote its historical and cultural values, while ensuring that urban development does not diminish these values. The boundaries of the suburban area is more flexible, often adjusted based on the development and urbanization process. The boundary is typically determined by transportation connectivity, infrastructure provision capability, and urban development potential. Determining and adjusting the boundaries of the suburban area aims to ensure that this area can relieve pressure from the historic inner urban area, while providing space for new economic and service activities. The boundary of new towns is usually more clearly defined based on long-term development plans and criteria for self-provision of services and connectivity with other areas. Determining the boundaries between new towns aims to ensure that these areas can develop independently and provide services for residents, while reducing pressure on central areas.

Understanding the three propositions of location, function, and boundary allows us to identify the laws of urban development. These propositions help us recognize the laws of population growth and urbanization, spatial distribution and function, laws of mutual connection and support, laws of continuous development and transformation, as well as laws of balance and sustainability in urban planning.

CONCLUSION

The functions of urban areas are not merely for residence, work, or recreation; they also play a pivotal role in shaping the economic and social structure of the entire region. Location is not just a fixed point on a map but a dynamic factor continually changing and influenced by economic, social, and environmental forces. Boundaries are not merely rigid lines drawn and institutionalized but are constantly formed, contested, and altered. Throughout over 70 years of development planning history, Hanoi has adopted nearly some popular ideal planning models above, while also innovating based on local context and experience. However, this continuous adoption and alteration of planning models is a clear indication of the lack of consistency in long-term vision when addressing short-term issues. This represents a significant limitation. The theoretical models applied have never been developed into comprehensive and synchronized implementation plans.

By analyzing the three main components of "location," "function," and "boundary" through tracking Hanoi's planning history across three phases, each element of the urban spatial structure has been elucidated. Despite undergoing three phases and various planning revisions as previously analyzed, the primary spatial structure elements of Hanoi's urban system have generally retained their characteristics. First, the primary task of the inner urban area

is to continue its historical legacy. This area is a geographically contiguous region, typically the largest in the system, centrally located, originating from historical cities, with high population density and vibrant economic activities. Surrounding the historical inner urban area is the suburban area, planned for the renovation, upgrading of existing conditions, and new development, aiming to “reduce pressure” on population density and infrastructure for the inner urban area.

Additionally, eco-towns are urbanization points that are strictly limited and controlled in development. These ecotowns manage the negative impacts of urbanization on the natural environment. These areas are often historical villages or areas designated for eco-tourism and recreational activities. The final component of Hanoi’s urban system is the new towns. New towns are development models of small to medium-sized cities geographically separate from the inner urban and expanded inner urban areas, located 30-80 km from the center. New towns aim to distribute population and productivity evenly across the extensive surrounding geographical areas, bringing benefits such as promoting economic and social development in peripheral areas, improving the environment, and enhancing the quality of life for residents. Between the new towns and the inner urban and suburban are typically green wedges and green belts.

Lastly, this article clarifies the role of the expansion plan. It aims to rationally distribute urban settlement points based on the varying conditions of each urban land area within the region, to preliminarily determine the characteristics, scale, development orientation, and labor distribution among the spatial development components. In other words, by establishing the shape and systematics of the urban area system, this plan coordinates the development potential for urbanization, meets the needs of the growing population, and promotes sustainable development. The roles of the three components—‘location,’ ‘function,’ and ‘boundary’—will be further elucidated in each spatial structure component in subsequent studies.

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DISCLOSURE STATEMENT

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- Figure 1 Cuong Lam Quang. *40 years of Hanoi Capital Planning*. Journal of Architecture and Society, 1994, pp.16-17.
- Figure 2 From Architect Huỳnh Tấn Phát's family archives
- Figure 3 From "Adjustment of the Master Plan for the Construction of the Capital until 2030 with a Vision to 2050" – Article 13: A 100-Year History of Hanoi's Planning through Maps", 2024. <https://kientrucvietnam.org.vn/gop-y-dieu-chinh-quy-hoach-chung-xay-dung-thu-do-den-nam-2030-va-tam-nhin-den-nam-2050-bai-13-luoc-su-100-nam-quy-hoach-ha-noi-qua-cac-tam-ban-do/>
- Figure 4 From Document Repository of Vietnam Institute of Urban and Rural Planning.
- Figure 5 From Document Repository of Vietnam Institute of Urban and Rural Planning.
- Figure 6 From Document Repository of Vietnam Institute of Urban and Rural Planning.
- Figure 7 From Master Plan for the Construction of Hanoi Capital until 2030 with a Vision to 2050, Hanoi: Ministry of Construction, 2011, p.15

