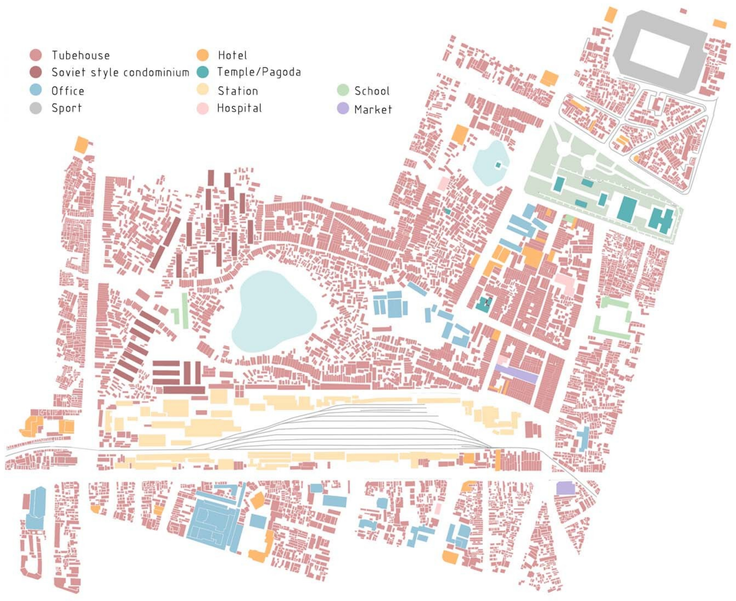
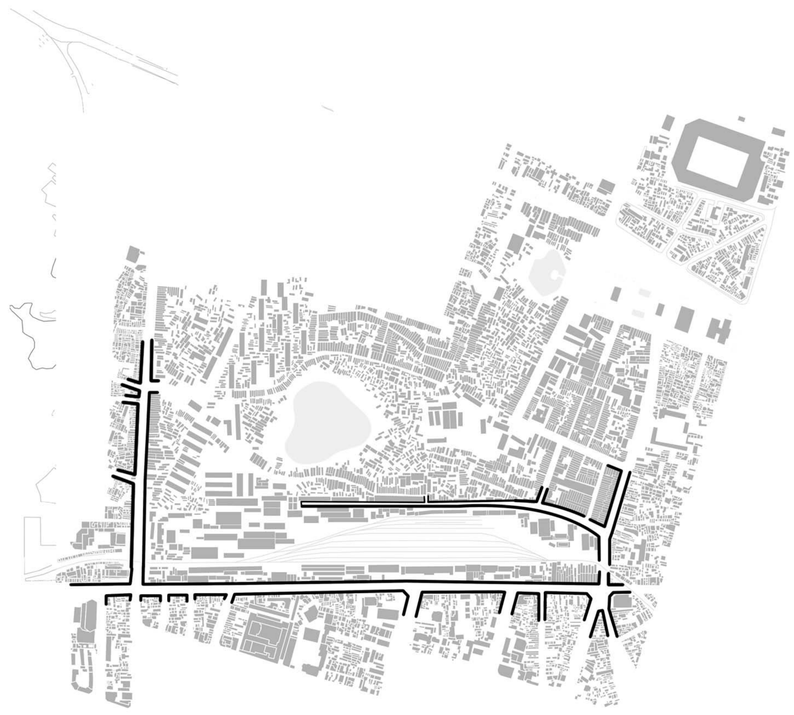
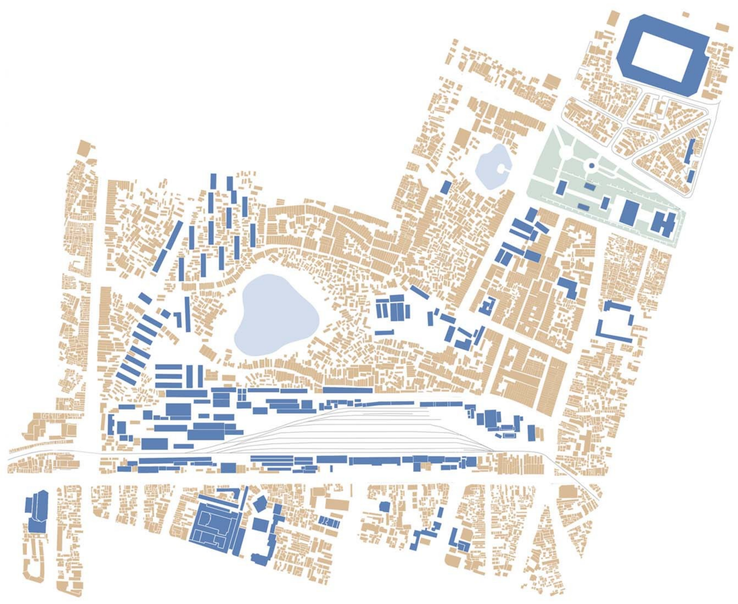


The area is mainly residentia area, tube houses and condominiums in soviet form. Some positions have commercial functions, offices, schools and markets to serve people's needs



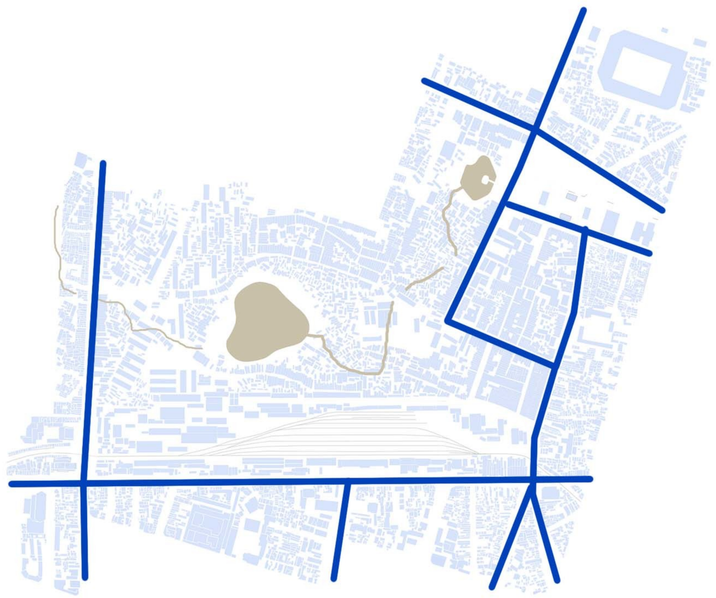
The station and its tracks are now a 700m long wall and barrier that cuts into urban fabric without a path to cross, even for pedestrians. The entire inner area belongs to the station and is completely closed, not connected to outside public spaces.



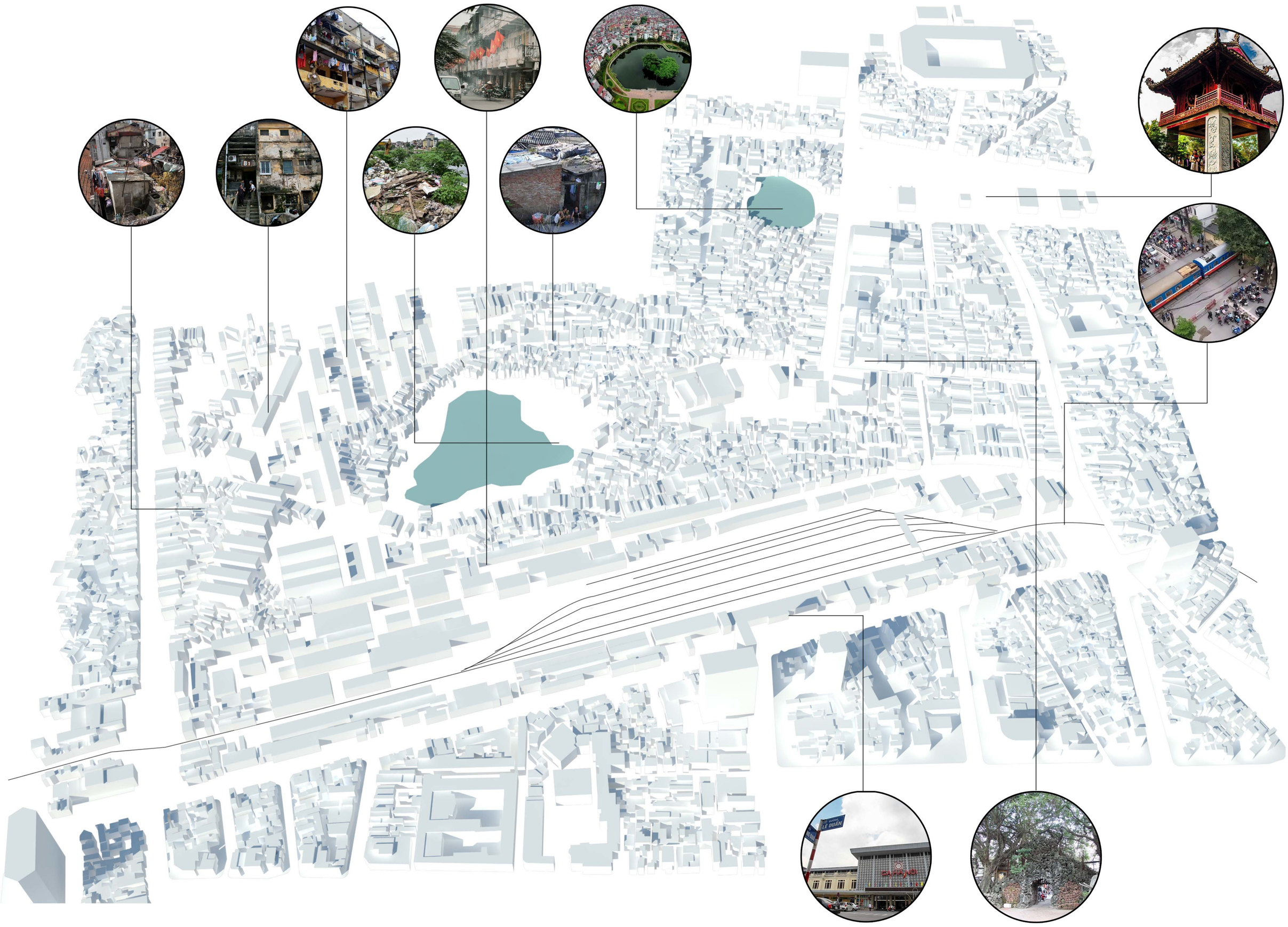
There is an overlap in regional ownership, in addition to private ownership and state ownership, there are also mixed ownership types such as soviet-style apartment buildings.

There were small canals connecting lakes in the past, where hundreds of years ago was a swamp with continuous rivers and lakes. But the explosion of urbanization in the last few decades along with the management burnt, the canals have been encroached and filled

The project area has a system of heritage hundreds of years ago, from large-scale and famous ones like Temple of Literature to smaller temples under the shadow of new buildings or old buildings but rarely be seen as a heritage like The Hanoi Station



As a consequence of the Hanoi railway station and a poorly planned, too narrow road system, the public transport system in the area is also inefficient, inaccessible to the areas. residential



POLITECNICO DI MILANO
Sede di Piacenza
SUSTAINABLE ARCHITECTURE AND LANDSCAPE DESIGN
PROFESSOR: STEFANO STABILINI
BY: LE TUAN NAM
MAHSA SOOFIABADI

URBAN MOSAIC THE GATEWAY OF HANOI

How to cure a sick neighborhood and restore its inherent position, and how to manage its urban transition and conflicting developments?