Fanja is located 70 km from Muscat along the Ninea Highway. Consisting of 30,500 inhabitants in 2013 Fanja represents one of the typical top-down urban settlements formed by mud brick houses. Houses together with their spaces and activities are distributed along the main road and the Wadi river is neighboring oasis village such as Al Khair, Bait Al Sani. Since 1970 ongoing interlinkages between MCA and Fanja are manifold and represent a typical case-study in Inner Oman region (Dakhiliya).

Phases of development have been shaped and accompanied by innovation from outside such as the introduction of new roads followed by public stations, new schools, and hospitals. In addition to that there was single family houses or bungalows that started after 1970 continued to be the basic development and transformation until present. Also the processes with electricity emitted a decisive change, as from that time onwards, the settlement structure gave shape to the patterns of construction and activity patterns of the farmers. In addition to that the traffic routes are natural population growth, changes of family structures and changes of income generating activities and life style patterns that shape development from inside the place then the external factors that have been taken into consideration when identifying four phases of transformation and development in the case study Fanja since 1970.

LAND USE CHANGE

The decade consolidated what had been started before. Family structures started to change from extended families living on one plot to smaller one, bungalows also built their own enclosed area. This took place either on vacant lots around or through dominating existing larger plots. Most of the time sharing among them for less separate buildings. Fanja grew spectacularly but in an incremental way not extending beyond the original settle- ment structure and agricultural area. Growth happened through the development of large family properties and the sharing of the extended family. The road network and the increasing improvement of roads inside the residential area introduced adequate roads for the car so the new mode of transportation also encouraged people to construct new buildings and to identify the area as a new on the topography.

While before 1970 pooled roads were rare and the Wadi river served as the main connection path to Muscat via the old village of Al Khoud the first road to the urban area was opened in 1985 and that time the long transport from time to time is a way not extending beyond the original settlement structure. The old core of the oasis settlement was an area not ideal to be serviced by the network of roads according to planning standards, still showed up here and there and opened a new corridor of "urban sprawl" filling the extra area and using at urban area for develop- ment.

SITE BACKGROUND

The growth and transformation of Fanja are manifold and represent a typical case-study in Inner Oman region (Dakhiliya). The clusters of building activity of Fanja are manifold and represent a typical case-study in Inner Oman region (Dakhiliya).

The settlement-clusters formerly separated by vegetation, started to grow as well as the little cluster grew to clusters. In addition open fields on the water ways area, which the farmers used to use for their land, were built up. Thus a new corridor of "urban sprawl" filling the whole area was not ideal to be serviced by the network of roads according to planning standards, still showed up here and there and opened a new corridor of "urban sprawl" filling the extra area and using at urban area for development.