

बिहार सरकार
नगर विकास एवं आवास विभाग

अधिसूचना

संख्या-09/न०वि०(टाउनशिप)-03/2026न०वि० एवं आ०वि०, दिनांक-

विकास आयुक्त -सह- अध्यक्ष, बिहार शहरी आयोजना तथा विकास बोर्ड की अध्यक्षता में दिनांक-08.09.2026 को बिहार शहरी आयोजना तथा विकास बोर्ड की पन्द्रहवीं बैठक में मगध ग्रीनफील्ड सैटेलाइट टाउनशिप, गया जी के विशेष क्षेत्र के लिए विकास योजना, 2047 (प्रारूप) पर गजट में प्रकाशन के माध्यम से 60 दिनों तक आमजनों/हितधारकों से आपत्ति/सुझाव प्राप्त करने की अनुशंसा की गयी है।

उक्त के आलोक में बिहार शहरी आयोजना तथा विकास अधिनियम, 2012 की धारा 24 के तहत तैयार मगध ग्रीनफील्ड सैटेलाइट टाउनशिप, गया जी के विशेष क्षेत्र के लिए विकास योजना, 2047 (प्रारूप) को उक्त अधिनियम की धारा 26 के तहत गजट में प्रकाशन की तिथि से अगले 60 दिनों तक के लिए आमजनों/हितधारकों से आपत्ति/सुझाव प्राप्त करने के लिए उक्त प्रारूप को अधिसूचित किया जाता है।

उक्त से संबंधित आपत्ति/सुझाव अपर सचिव, नगर विकास एवं आवास विभाग को डाक/कूरियर से अथवा Email (udhd@bihar.gov.in) पर भेजा जा सकता है।

बिहार राज्यपाल के आदेश से

ह०/-

(मनोज कुमार)

अपर सचिव,

नगर विकास एवं आवास विभाग।

ज्ञापांक-09/न०वि०(टाउनशिप)-03/2026न०वि० एवं आ०वि० पटना, दिनांक-.....

प्रतिलिपि-अधीक्षक, राजकीय मुद्रणालय, गुलजारबाग, पटना/ई-गजट कोषांग वित्त विभाग, पटना (सी०डी० के साथ) को बिहार गजट में अतिरिक्त प्रकाशन हेतु सूचनार्थ एवं अनुरोध है कि प्रकाशित गजट के 200 कॉपी कार्यालय उपयोग के लिए उपलब्ध कराया जाय।

ह०/-

अपर सचिव

नगर विकास एवं आवास विभाग

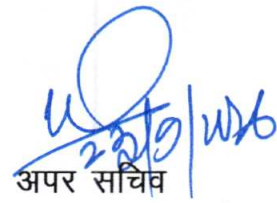
ज्ञापांक-09/न०वि०(टाउनशिप)-03/2026 10188 न०वि० एवं आ०वि० पटना, दिनांक-24/09/2026

प्रतिलिपि-मुख्य सचिव, बिहार/विकास आयुक्त, बिहार/मुख्यमंत्री के प्रधान सचिव/सभी अपर मुख्य सचिव/प्रधान सचिव/सचिव/सभी प्रमण्डलीय आयुक्त/सभी जिला पदाधिकारी/अध्यक्ष, बिहार भू-सम्पदा अपीलीय न्यायाधिकरण, पटना/अध्यक्ष, भू-सम्पदा विनियामक प्राधिकरण, बिहार, पटना/नगर आयुक्त, सभी नगर निगम/नगर कार्यपालक पदाधिकारी, सभी नगर परिषद् एवं नगर पंचायत/मुख्य कार्यपालक पदाधिकारी, सभी जिला आयोजना क्षेत्र प्राधिकार को सूचनार्थ एवं आवश्यक कारवाई हेतु प्रेषित।

प्रतिलिपि—समाहर्ता—सह जिला निबंधक, गया जी/जिला अवर निबंधक/सभी अवर निबंधक, गया जी को सूचनार्थ एवं आवश्यक कारवाई हेतु प्रेषित।

प्रतिलिपि—प्रमंडलीय आयुक्त, मगध प्रमंडल, गया जी/मुख्य कार्यपालक पदाधिकारी, गया जी जिला आयोजना क्षेत्र प्राधिकार/जिला पदाधिकारी, गया जी/नगर आयुक्त, नगर निगम, गया जी/नगर कार्यपालक पदाधिकारी, नगर परिषद्, बोधगया/अंचलाधिकारी, गया जी/बोधगया/परैया को सूचनार्थ तथा सुलभ स्थल पर प्रकाशन हेतु प्रेषित।

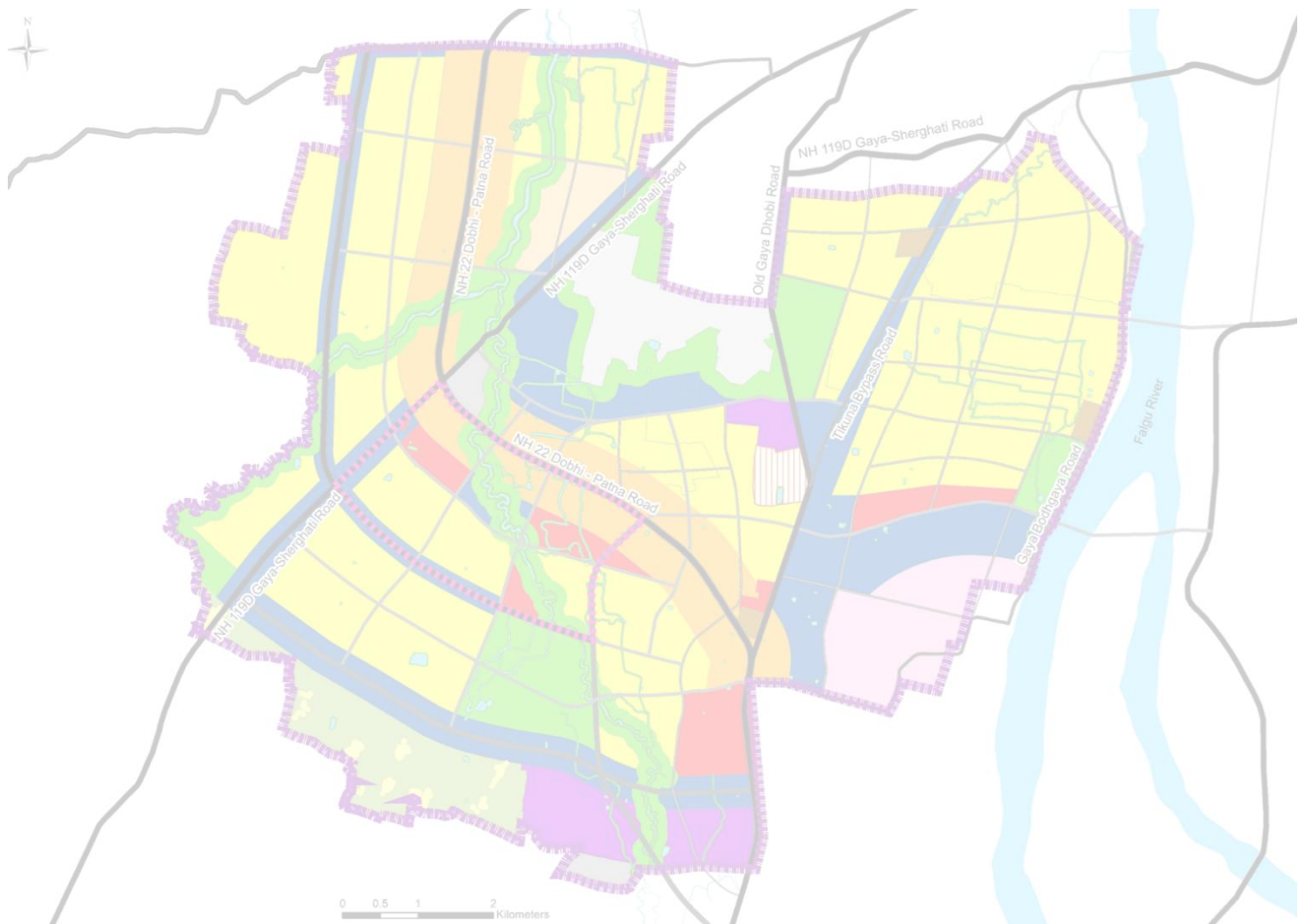
प्रतिलिपि—माननीय विभागीय मंत्री के आप्त सचिव/प्रधान सचिव के प्रधान आप्त सचिव, नगर विकास एवं आवास विभाग/विभाग के सभी पदाधिकारियों को सूचनार्थ एवं आवश्यक कारवाई हेतु प्रेषित।



अपर सचिव

नगर विकास एवं आवास विभाग

MAGADH GREENFIELD SATELLITE TOWNSHIP DEVELOPMENT PLAN - 2047 (DRAFT)



Prepared by

Stesalit Systems Limited 



**TOWN AND COUNTRY PLANNING ORGANIZATION
URBAN DEVELOPMENT & HOUSING DEPARTMENT
GOVERNMENT OF BIHAR**

Contents

1	INTRODUCTION.....	1
2	NATIONAL AND STATE PLANNING CONTEXT.....	4
3	REGIONAL PLANNING CONTEXT AND PLANNING FRAMEWORK	7
4	EXISTING TRANSPORT STRUCTURE	11
5	EXISTING SETTLEMENT AND BUILT ENVIRONMENT	14
6	GOVERNMENT LAND AND STRATEGIC PUBLIC ASSETS	16
7	POWER AND UTILITY INFRASTRUCTURE	19
8	TOPOGRAPHY AND PHYSICAL TERRAIN ASSESSMENT	21
9	VISION AND OBJECTIVES	28
10	ROAD TRANSPORT AND MOBILITY FRAMEWORK	30
11	BLUE-GREEN INFRASTRUCTURE AND ENVIRONMENTAL FRAMEWORK	38
12	PROPOSED LAND USE AND SPECIAL AREA DEVELOPMENT.....	41
13	SECTOR AND NEIGHBOURHOOD STRUCTURE	54
14	PLANNING PRINCIPLES, PHASING AND KEY PRIORITIES	56
15	DEVELOPMENT CONTROL REGULATION & URBAN DESIGN.....	58

List of Maps

MAP 1 REGIONAL PLANNING CONTEXT OF MAGADH TOWNSHIP	9
MAP 2 ADMINISTRATIVE EXTENT OF MAGADH TOWNSHIP	10
MAP 3 EXISTING ROAD NETWORK	13
MAP 4 EXISTING SETTLEMENTS	15
MAP 5 GOVERNMENT LAND WITHIN MAGADH TOWNSHIP	17
MAP 6 CADASTRAL PLOTS WITHIN MAGADH GREENFIELD SATELLITE TOWNSHIP	18
MAP 7 EXISTING POWER INFRASTRUCTURE NETWORK	20
MAP 8 SLOPE ANALYSIS OF MAGADH GREENFEILD SATELLITE TOWNSHIP	23
MAP 9 CONTOUR MAP OF MAGADH GREENFEILD SATELLITE TOWNSHIP	25
MAP 10 STREAM-ORDER AND NATURAL DRAINAGE STRUCTURE	27
MAP 11 PROPOSED ROAD NETWORK	32
MAP 12 PROPOSED MRTS CORRIDOR	35
MAP 13 PROPOSED BUS NETWORK	37
MAP 14 PROPOSED BLUE-GREEN INFRASTRUCTURE	40
MAP 15 PROPOSED LAND USE PLAN – 2047	43
MAP 16 PROPOSED LAND USE WITH EXISTING SETTLEMENTS	46
MAP 17 PROPOSED LAND USE WITH CADASTRAL PLOTS	47
MAP 18 PROPOSED LAND USE WITH EXISTING GOVERNMENT LAND	49
MAP 19 PROPOSED LAND USE OF CORE AREA	52
MAP 20 MAGADH TOWNSHIP SECTOR PLAN	55

List of Tables

TABLE 1 EXISTING ROAD NETWORK.....	11
TABLE 2 EXISTING SETTLEMENT AND BUILT UP	14
TABLE 3 RECORD OF GOVERNMENT LAND.....	16
TABLE 4 PROPOSED ROAD WIDTHS.....	30
TABLE 5 PROPOSED BLUE-GREEN INFRASTRUCTURE.....	38
TABLE 6 PROPOSED LAND USE PLAN OF SPECIAL AREA FOR 2047	44
TABLE 7 CORE AREA – PROPOSED LAND USE DISTRIBUTION	53
TABLE 8 PROPOSED DCR PROVISIONS – HOUSING, TDR & REDEVELOPMENT.....	61
TABLE 9 RECOMMENDED MINIMUM PEDESTRIAN STANDARDS.....	65

1 INTRODUCTION

1.1 Introduction

The year 2047, marking the centenary of India's Independence, represents a significant milestone in the nation's journey towards achieving the vision of **Viksit Bharat**—a developed, prosperous, sustainable, inclusive and globally competitive India. In this transformative journey, urbanisation will play a pivotal role, with well-planned cities and townships emerging as key drivers of economic growth, employment generation, innovation, social development and enhanced quality of life. Planned and sustainable urban development will therefore be instrumental in creating resilient, inclusive and economically vibrant settlements that contribute meaningfully to the nation's long-term development goals.

In this context, the Magadh Greenfield Satellite Township Development Plan, 2047 has been prepared in alignment with the vision of Viksit Bharat @2047 and the long-term development aspirations of the Government of Bihar. The Development Plan seeks to establish Magadh as a next-generation, self-sustaining, spiritually vibrant, culturally rooted and environmentally sustainable urban centre, complementing the existing urban structure of Gaya Ji and Bodhgaya and supporting their future growth. The proposed township is envisioned as an integrated urban extension that will accommodate future population growth, strengthen tourism and pilgrimage-related activities, promote local economic development and provide modern urban infrastructure and essential services.

The Development Plan provides the long-term spatial planning framework for the planned development of the Magadh Greenfield Satellite Township for the horizon year 2047. It establishes the vision, spatial structure, land-use strategy, transportation and connectivity framework, infrastructure and service network, environmental sustainability measures, social facilities, economic development strategy and implementation mechanisms required for the creation of a world-class, resilient and sustainable satellite township.

The Plan further seeks to integrate the township with the broader Gaya Ji–Bodhgaya urban system and regional economic and tourism network, thereby supporting balanced spatial growth and reducing development pressure on the existing urban areas. Through planned and integrated land development, efficient infrastructure provision, sustainable mobility systems, adequate housing, diverse employment opportunities, green infrastructure, and the conservation of cultural and environmental assets, the township will contribute to the development of Magadh into a globally recognized centre of spirituality, culture and heritage, supported by sustainable, resilient and inclusive urban development by 2047.

1.2 Magadh Greenfield Satellite Township

The **Magadh Greenfield Satellite Township** is strategically situated within the **Gaya Ji and Bodhgaya Planning Areas**, playing a pivotal role in accommodating future urban growth, promoting planned development, and strengthening regional connectivity. The notified Special Area extends over approximately **22,200 acres** and encompasses **54 revenue villages** distributed across three Community Development Blocks, namely Gaya Ji, Bodhgaya and Paraiya. The Special Area also includes portions of two Urban Administrative Units, namely Gaya Ji Nagar Nigam and Bodhgaya Nagar Parishad, thereby integrating both rural and urban settlements within a unified planning framework.

The Core Area extends over approximately 1,629 acres, comprises 13 revenue villages situated within Gaya Ji and Bodhgaya Community Development Block.

The township's location gives it potential to function as a transitional area between existing urban development and future planned growth. Its relationship with major regional corridors such as National Highway 22 and 119D and in proximity to Gaya Ji International Airport thereby offering excellent regional connectivity and significant development potential. The proposed planning structure is envisioned as a self-sustaining urban centre incorporating residential neighbourhoods, central business districts, commercial and institutional areas, healthcare facilities, educational institutions, recreational spaces, service-sector activities, supported by high-quality infrastructure.

1.3 Existing Conditions

The Special Area is predominantly rural in character, with existing built-up areas concentrated in villages and linear settlements along major transportation corridors. The total existing settlement area is approximately **587.35 acres** with around **27,533 buildings** and **54,604 plots** in the Special Area, along with **3,533 plots in the Core Area**. The existing population is approximately **1.7 lakh** for the Special Area.

These existing settlements and development components need to be incorporated into the future planning framework rather than treated separately from proposed development. The scale of existing development also indicates the importance of infrastructure upgrading, improved connectivity and gradual integration with new urban sectors. Future development should therefore balance the requirements of existing communities with the planned expansion of residential, employment, commercial and public-purpose uses.

1.4 Future Spatial Structure

The proposed framework establishes a diversified land-use structure combining **residential, commercial, TOD, industrial, public-purpose, transportation, recreational, public utility, cantonment and agricultural uses**, envisaging the Magadh Township as a multifunctional urban area rather than a predominantly residential extension.

Several strategic development components further strengthen this role, including high-rise residential development, IT/ITES or business park, urban forest and eco-park, golf club/driving range, heritage and cultural areas, ghats and recreation

spaces, a multi-modal hub, logistics and hotels, cold-storage facilities and a diplomatic enclave. These uses have the potential to generate employment, support regional services and diversify the economic base of the township.

The Special Area provides the broader spatial framework within which these activities can be distributed across planned sectors, while the Core Area is intended to be the initial development zone where urban infrastructure and Town Planning Schemes will first be implemented.

1.5 Mobility and Environmental Framework

Mobility is a fundamental component of the proposed township structure. The existing regional network is anchored by **NH-22 and NH-119D**, supplemented by the Old Patna–Dobhi Road and bypass road. The proposed internal network introduces a hierarchy of roads with **90 m, 60 m, 30 m and 24 m right of way**, providing the structural framework for connecting sectors and distributing future traffic.

Public transport is proposed as an important alternative to increasing private vehicle dependence. The proposed **MRTS corridor extends approximately 22.81 km**, while the dedicated bus network is approximately **60.28 km**. Integration of these systems with TOD areas, residential sectors, employment centres and major public facilities will be important for achieving a compact and accessible township.

Environmental infrastructure forms another major component of the proposal. The blue-green infrastructure includes approximately 1,127.24 acres of recreational land, 483.56 acres of green belt, 182.35 acres of Urban Forest and 247.46 acres of waterbodies. These areas can collectively support recreation, ecological connectivity, landscape improvement and storm-water management. Revitalization of the Falgu River and natural drainage structure should therefore remain an integral part of future development.

2

NATIONAL AND STATE PLANNING CONTEXT

2.1 Introduction

The Magadh Greenfield Satellite Township Development Plan, 2047 has been prepared within the framework of national, state and regional planning policies that collectively promote sustainable urbanization, economic growth, climate resilience and integrated infrastructure development. The Development Plan derives its statutory authority from the Bihar Urban Planning and Development Act, 2012 and has been prepared considering the planning principles contained in National urban development policies, State planning legislation and government resolutions relating to the development of Greenfield Satellite Townships. This chapter outlines the policy framework that has guided the preparation of the Development Plan.

2.2 National Planning Framework

Viksit Bharat @2047

The Government of India has articulated the vision of Viksit Bharat @2047, which envisages India as a developed nation by the centenary of its Independence. The vision emphasizes sustainable economic growth, world-class infrastructure, technological advancement, environmental sustainability and improved quality of life. Urban centres are expected to play a pivotal role in achieving this objective by acting as engines of economic growth, innovation and employment generation. The Magadh Greenfield Satellite Township Development Plan, 2047 has been conceived in alignment with this national vision by creating a future ready urban centre that promotes planned urbanization, integrated infrastructure and sustainable economic development.

PM Gati Shakti National Master Plan

The PM Gati Shakti National Master Plan promotes integrated planning and coordinated development of transport, logistics and infrastructure networks across the country. The Development Plan adopts this approach by integrating regional transportation corridors, logistics infrastructure, utility networks and land use planning to create a connected and economically competitive urban centre.

Sustainable Development Goals (SDGs)

The Development Plan is aligned with the United Nations Sustainable Development Goals (SDGs), particularly SDG 9 (Industry, Innovation and Infrastructure), SDG 11 (Sustainable Cities and Communities), SDG 13 (Climate Action) and SDG 15 (Life on Land). The planning proposals encourage compact urban development, ancient infrastructure systems, environmentally sustainable land use, climate-resilient infrastructure, conservation of natural resources and equitable access to housing, public services and open spaces. By integrating economic development with environmental stewardship and social inclusion, the Development Plan

contributes towards achieving sustainable urban development in accordance with internationally accepted planning principles.

2.3 State Planning Framework

Bihar Urban Planning and Development Act, 2012

The Bihar Urban Planning and Development Act, 2012 is the principal legislation governing urban planning and planned development in the State. The Act provides the statutory framework for the declaration of Planning Areas and Special Areas, preparation of Development Plans, regulation of land use, constitution of planning authorities and implementation of planned urban development. It also empowers the Government to undertake integrated infrastructure development and regulate future growth through statutory planning instruments. The Magadh Greenfield Satellite Township Development Plan has been prepared under the provisions and planning principles established by the Act.

Special Area under the Bihar Urban Planning and Development Act, 2012

The Bihar Urban Planning and Development Act, 2012 empowers the State Government to notify Special Areas for the planned development of areas having strategic economic, administrative, environmental or regional importance. Unlike a conventional Planning Area, which generally encompasses an existing urban settlement and its growth area, a Special Area is notified to facilitate comprehensive planning and coordinated development of large greenfield or strategically important areas through a dedicated planning framework. The Magadh Greenfield Satellite Township has been notified as a Special Area, enabling the preparation of a dedicated Development Plan and phased implementation through Town Planning Schemes, trunk infrastructure development and other statutory planning mechanisms. The notification of the Special Area provides the legal framework necessary for creating a planned, self-sustaining urban centre in accordance with the long-term development objectives of the Government of Bihar.

Bihar Town Planning Scheme Rules, 2025

The Bihar Town Planning Scheme Rules, 2025 establish a statutory mechanism for implementing planned urban development through land pooling and land readjustment. The Rules provide detailed procedures for preparation of Town Planning Schemes, reconstitution of land parcels, reservation of land for public infrastructure and equitable redistribution of development benefits among landowners. The framework enables infrastructure-led urban development while reducing dependence on compulsory land acquisition and ensuring that landowners participate in and benefit from the urbanisation process. The development of Magadh Greenfield Satellite Township is envisaged to be undertaken primarily through the implementation of Town Planning Schemes.

Bihar Building Bye-Laws

The Bihar Building Bye-Laws prescribe the development control regulations governing building construction and urban development throughout the State. The Bye-Laws establish standards relating to land use, floor area ratio (FAR), building height, setbacks, parking, fire safety, accessibility, environmental safeguards and urban design controls. They ensure orderly, safe and sustainable

urban development while maintaining uniform planning standards. All developments within the Magadh Greenfield Satellite Township shall conform to the applicable provisions of the Bihar Building Bye-Laws and amendments issued by the Government from time to time.

3

REGIONAL PLANNING CONTEXT AND PLANNING FRAMEWORK

3.1 Regional Setting

The township has a strategic position within the **Gaya Ji and Bodhgaya urban and tourism system**, connecting the Gaya Ji Nagar Nigam with the pilgrimage and tourism-oriented development of Bodhgaya. Its spatial development is consequently influenced by regional movement corridors, existing urban expansion, tourism-related demand and the environmental structure associated with the Falgu River and its drainage system. The township therefore has the potential to act as an important transitional zone between established urban development and future planned growth.

The proposed planning framework responds to this strategic location by combining regional connectivity with a structured development pattern. Existing highways provide the primary regional movement framework, while the proposed road network, sectorisation and public transport systems are intended to distribute future development more evenly across the township. This approach can help reduce dependence on linear development along existing highways and establish a more coherent relationship between residential, commercial, employment, recreational and public-purpose uses.

3.2 Special Area and Core Area

The Special Area forms the larger spatial framework for future development and accommodates a diverse range of land uses and strategic projects. It includes residential, commercial, TOD, industrial, public-purpose, transportation, recreational, green belt, agricultural and waterbody areas. The Special Area is further structured into **77 sectors**, generally planned at approximately **1 km × 1 km** sector sizes broadly ranging from **250 to 500 acres**. This sector-based approach provides a framework for coordinating roads, infrastructure, public facilities and open spaces at the neighbourhood level.

Within this broader structure, the **Core Area** represents a more focused urban development component. It comprises of **six sectors**, with the planning framework broadly based on a 1 km × 1 km spatial structure. The Core Area is intended to accommodate relatively higher development intensity, including residential, commercial, TOD, public-purpose and transport uses, along with recreation and green infrastructure. The Core Area also includes specialised activities such as international food and handicraft markets, vending areas, co-working and office spaces and multi-speciality healthcare facilities.

The differentiation between the two areas provides an opportunity to establish **graded development intensity**. Higher-intensity and mixed-use activities can be concentrated within the Core Area and TOD zone, while the Special Area can

accommodate a more diverse combination of residential, employment, recreational, agricultural and ecological functions.

3.3 Planning Opportunity

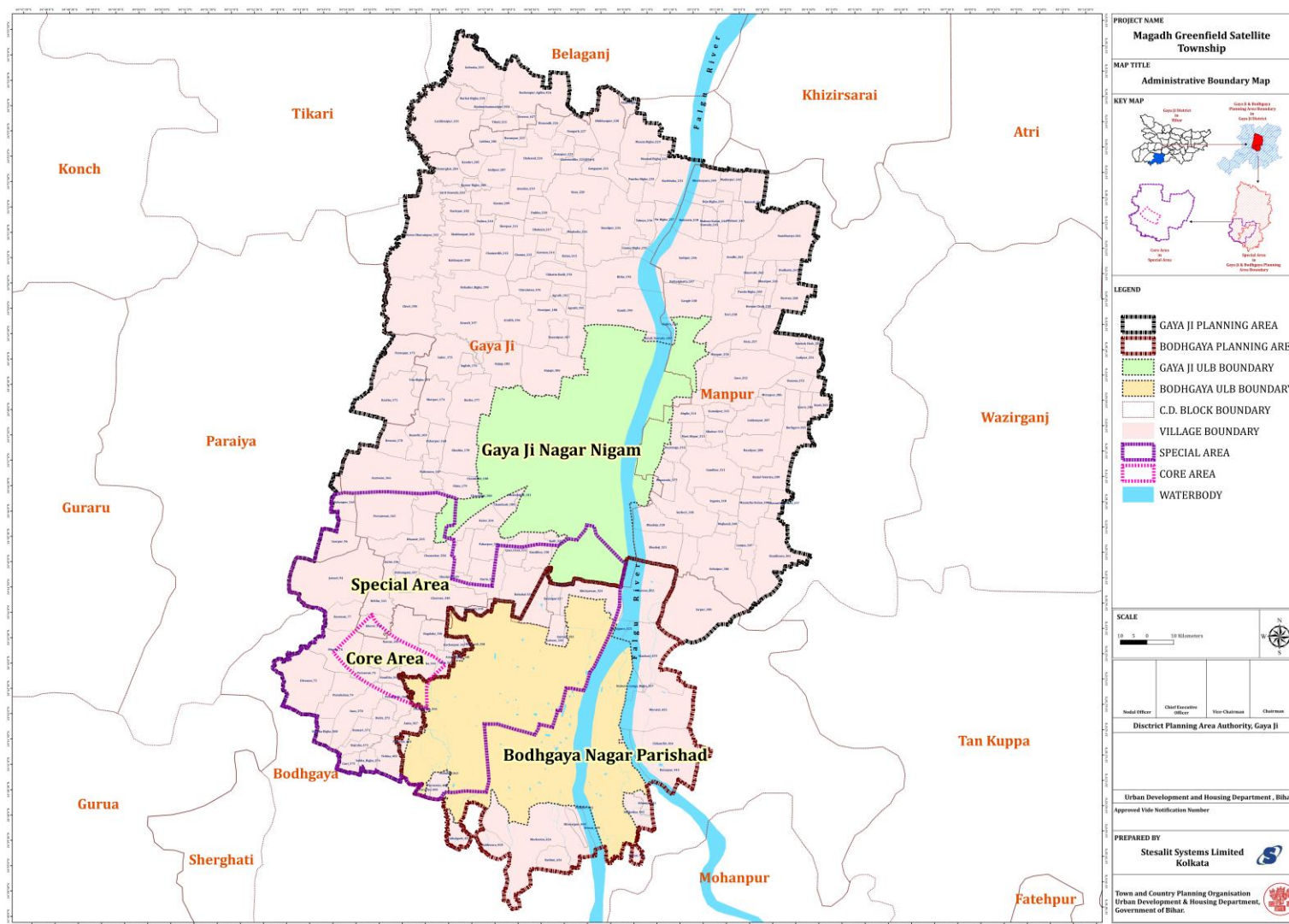
Magadh Township has the opportunity to function as a **planned regional growth structure** rather than an extension of fragmented or ribbon development along existing highways. The proposed sectorisation, grid-based road network, TOD corridors, MRTS and bus network provide the fundamental spatial and mobility structure required to support compact and connected urban development.

The proposed development framework can also help integrate existing settlements with future urban uses. Instead of treating existing villages and built-up areas as isolated components, sector-level planning can provide opportunities for infrastructure upgrading, improved accessibility and gradual integration with new development. At the same time, environmentally sensitive areas and natural drainage systems should remain structural elements of the plan.

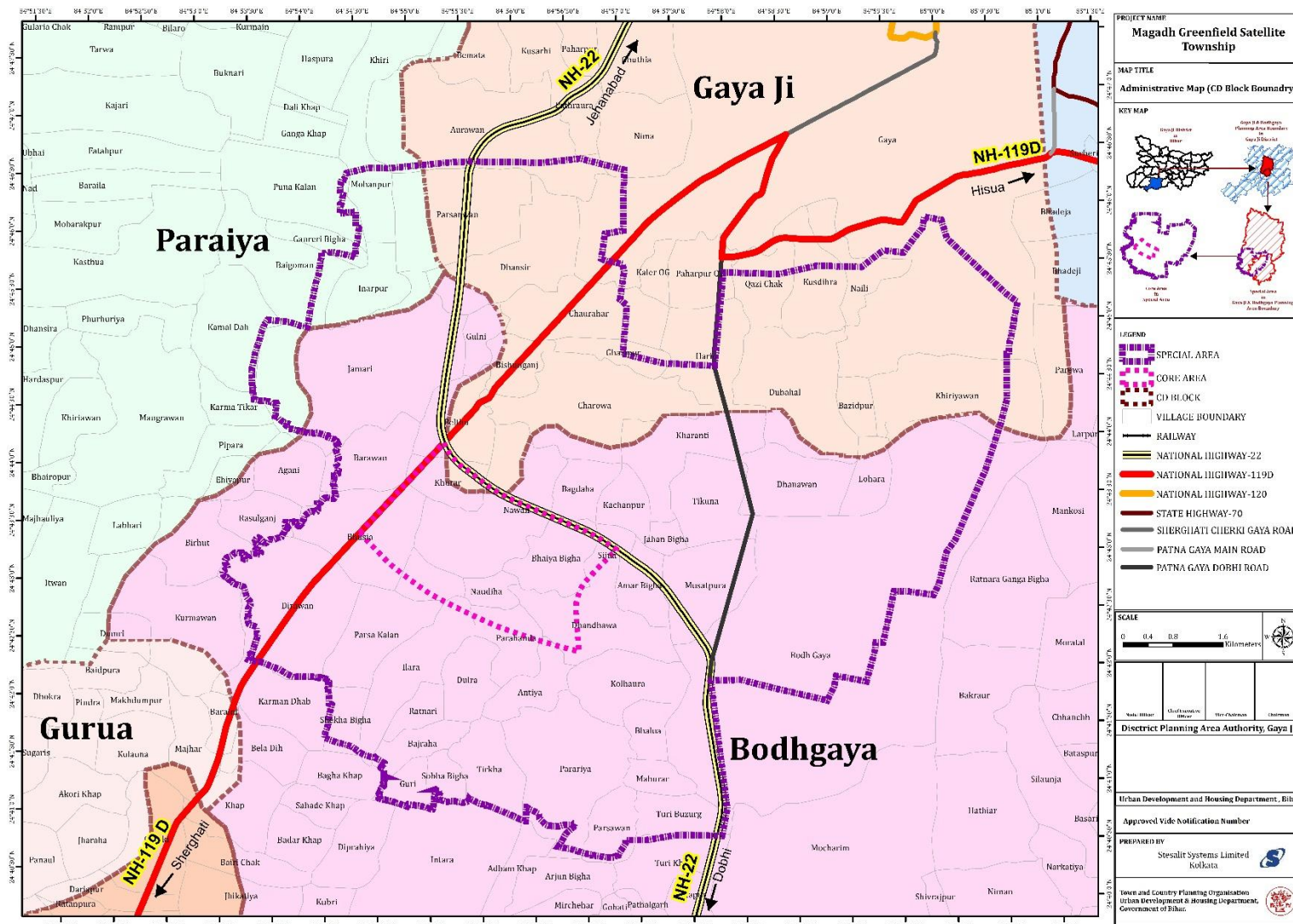
The principal planning opportunity is therefore to **sequence development in accordance with infrastructure and mobility capacity**. High-intensity development should not precede the provision of adequate roads, public transport, water supply, sewerage, drainage, solid waste management and social infrastructure. Sector plans can provide the operational basis for coordinating these requirements and directing public investment towards priority development areas.

3.3.1 KEY PLANNING PRIORITIES

- **Protect the Falgu River and natural drainage structure** as key environmental and hydrological systems.
- **Avoid unplanned highway-edge development** and control ribbon development along major regional corridors.
- **Coordinate land use with the proposed transport hierarchy**, particularly TOD, MRTS and major road corridors.
- **Use sector plans as the basis for phased infrastructure delivery**, ensuring that development and infrastructure capacity progress together.
- **Concentrate higher-intensity development** within the Core Area and suitable TOD locations.
- **Integrate existing settlements** with future development through planned infrastructure and road connectivity.
- **Retain recreational, agricultural and ecological areas** as important components of the wider Special Area structure



MAP 1 REGIONAL PLANNING CONTEXT OF MAGADH TOWNSHIP



MAP 2 ADMINISTRATIVE EXTENT OF MAGADH TOWNSHIP

4

EXISTING TRANSPORT STRUCTURE

4.1 National Highways

The existing connectivity of Magadh Township is anchored by **NH-22 and NH-119D**, which provide the principal regional connections to and from the township. NH-22 establishes the important **Patna–Dobhi regional connection** and extends for approximately **13 km** within the township context, with an existing four-lane configuration. NH-119D provides the **Gaya–Sherghati connection** and is recorded for approximately **8.5 km**, with a two-lane configuration. Together, these national highway corridors provide the primary regional accessibility framework and establish the major movement axes around which future development is likely to intensify.

The strategic importance of these corridors is not limited to passenger movement. They also support the movement of goods, visitors and regional traffic and therefore influence the location of commercial, logistics, employment and tourism-related activities. However, increasing development along these corridors can also generate direct-access pressure, roadside commercialization and congestion if urban growth is allowed to occur without an appropriate access hierarchy.

4.2 Secondary and bypass links

The existing network is supplemented by the **Old Patna–Dobhi Road** and the **Tikuna bypass road**, which provide alternative and supporting movement routes within the township. The Old Patna–Dobhi Road extends for approximately **4.94 km** and has an existing one to two lane configuration. The bypass road is approximately **4.47 km** long and also operates with a one to two lane configuration.

Although these routes have lower capacity than the national highways, they are important for distributing local and intermediate distance traffic. Their role is expected to become more significant as new sectors are developed and intra-city movement increases. Strengthening connections between these secondary corridors and the proposed sector road network can reduce excessive dependence on NH-22 and NH-119D and improve accessibility to prominent residential, commercial, institutional and recreational areas.

TABLE 1 EXISTING ROAD NETWORK

Existing corridor	Length	Existing lane configuration
NH-22	13 km	4 lanes
NH-119D	8.5 km	2 lanes
Old Patna–Dobhi Road	4.94 km	1–2 lane
Bypass Road	4.47 km	1–2 lane

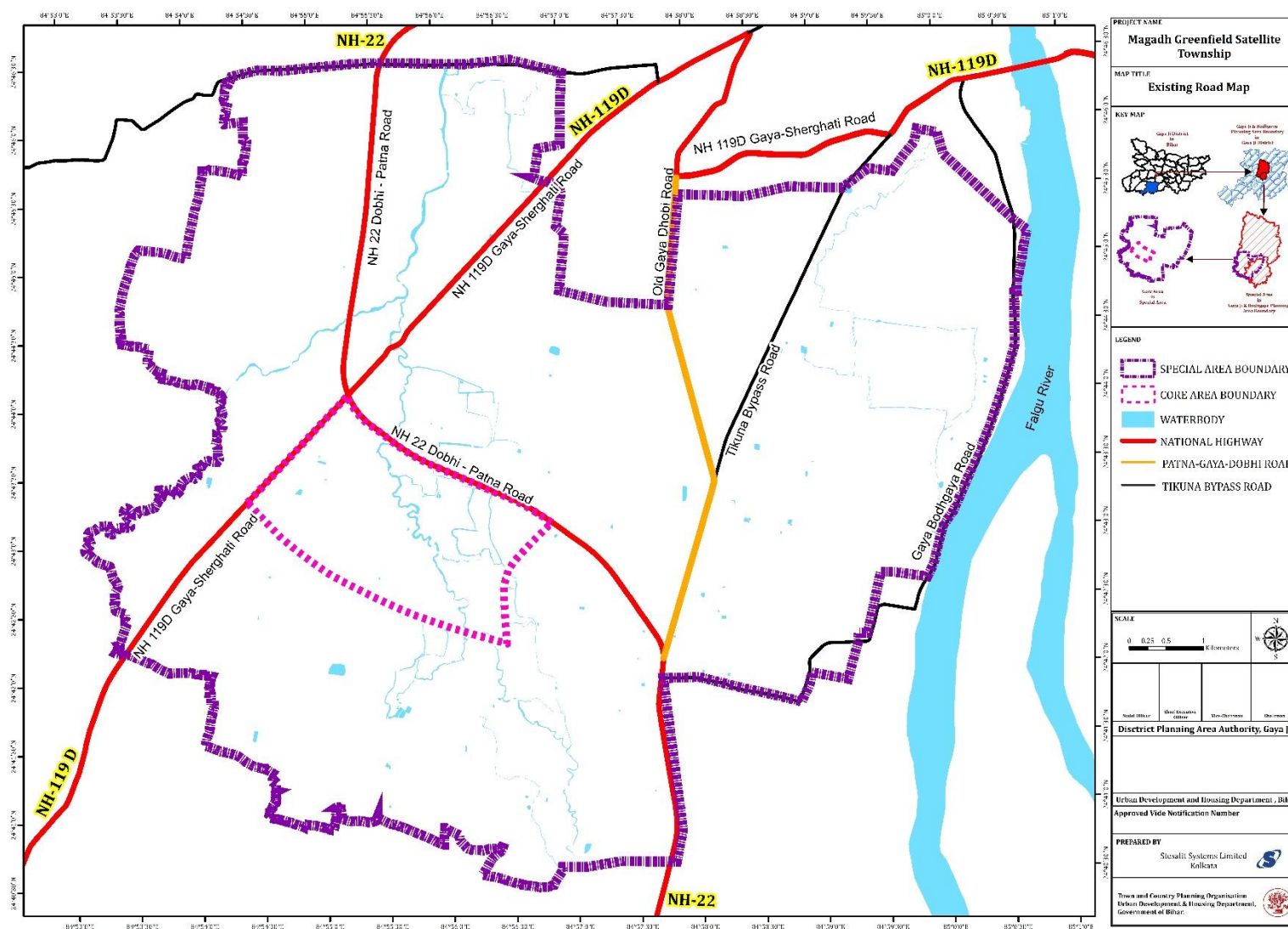
4.3 Planning Implication

The existing road network provides a **strong regional accessibility base**, particularly through NH-22 and NH-119D, but the current structure alone is insufficient to support the proposed scale and intensity of township development. The national highways primarily perform regional movement functions, whereas future urban development will require a finer-grain internal network capable of distributing traffic between sectors and providing direct access to local destinations.

The proposed transport framework should therefore establish a clear hierarchy between regional highways, major sector roads and local streets. New development should be connected to this hierarchy through appropriately spaced intersections and controlled access rather than relying on numerous direct connections to the national highways. This will help maintain the movement function of the regional corridors while improving internal accessibility.

Key planning considerations include:

- Maintain the regional movement function of NH-22 and NH-119D.
- Improve connections between existing secondary roads, bypass routes and future sector roads.
- Avoid uncontrolled ribbon development and direct plot access along national highways.
- Develop a finer-grain internal network to distribute traffic across the township.
- Coordinate road development with MRTS, bus routes, TOD areas and pedestrian movement.
- Provide adequate right of way and intersection planning to accommodate future development intensity.



MAP 3 EXISTING ROAD NETWORK

5

EXISTING SETTLEMENT AND BUILT

ENVIRONMENT

5.1 Existing settlement and built form

Existing development is concentrated along the established road network, particularly NH-22, NH-119D, the Tikuna bypass and the old Gaya–Dobhi Road. Internal parts of the planning area contain rural settlements with a more dispersed pattern. The proposal therefore needs to combine settlement consolidation with new planned development.

TABLE 2 EXISTING SETTLEMENT AND BUILT UP

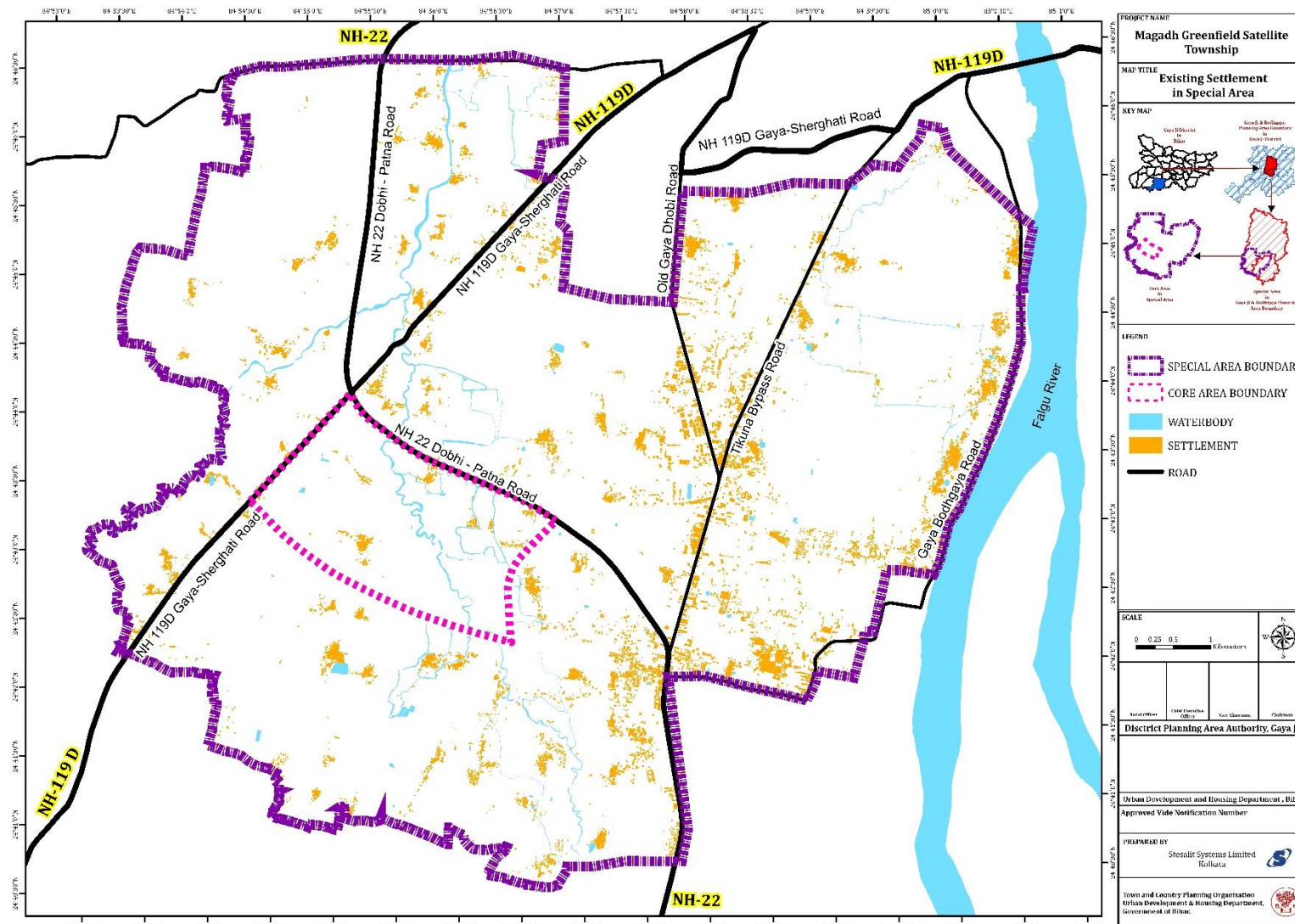
Indicator	Special Area
Existing built-up area	587.35 acres
Buildings	27,533
Plots	54,604
Population	Approx. 1.7 lakh
Villages	69

5.2 Development management

The presence of 54 villages in the Special Area and 13 villages in the Core Area indicates that future planning must be socially and spatially integrated. Existing settlements should receive infrastructure improvements and clear interfaces with proposed roads, public facilities, green corridors and new residential areas. New development should not isolate existing communities from the future township structure.

5.3 Key planning response

- Upgrade existing settlement infrastructure wherever feasible.
- Provide clear access and road hierarchy for villages within the plan.
- Avoid incompatible development around major environmental corridors.
- Use sector plans to integrate existing settlement and proposed urban uses.



MAP 4 EXISTING SETTLEMENTS

6

GOVERNMENT LAND AND STRATEGIC PUBLIC ASSETS

6.1 Recorded government land

The Special Area consists of 1,821.79 acres of available Government land, out of which 128.87 acres of land lies within the Core Area. Availability of contiguous government land can reduce land-assembly challenges and facilitate the implementation of major urban infrastructure and development projects. Government land can be strategically allocated for schools, hospitals, administrative facilities, parks, sports facilities, public utilities, transport infrastructure and other community amenities.

TABLE 3 RECORD OF GOVERNMENT LAND

Planning component	Government land
Special Area	1,821.79 acres
Core Area	128.87 acres

6.2 Strategic significance

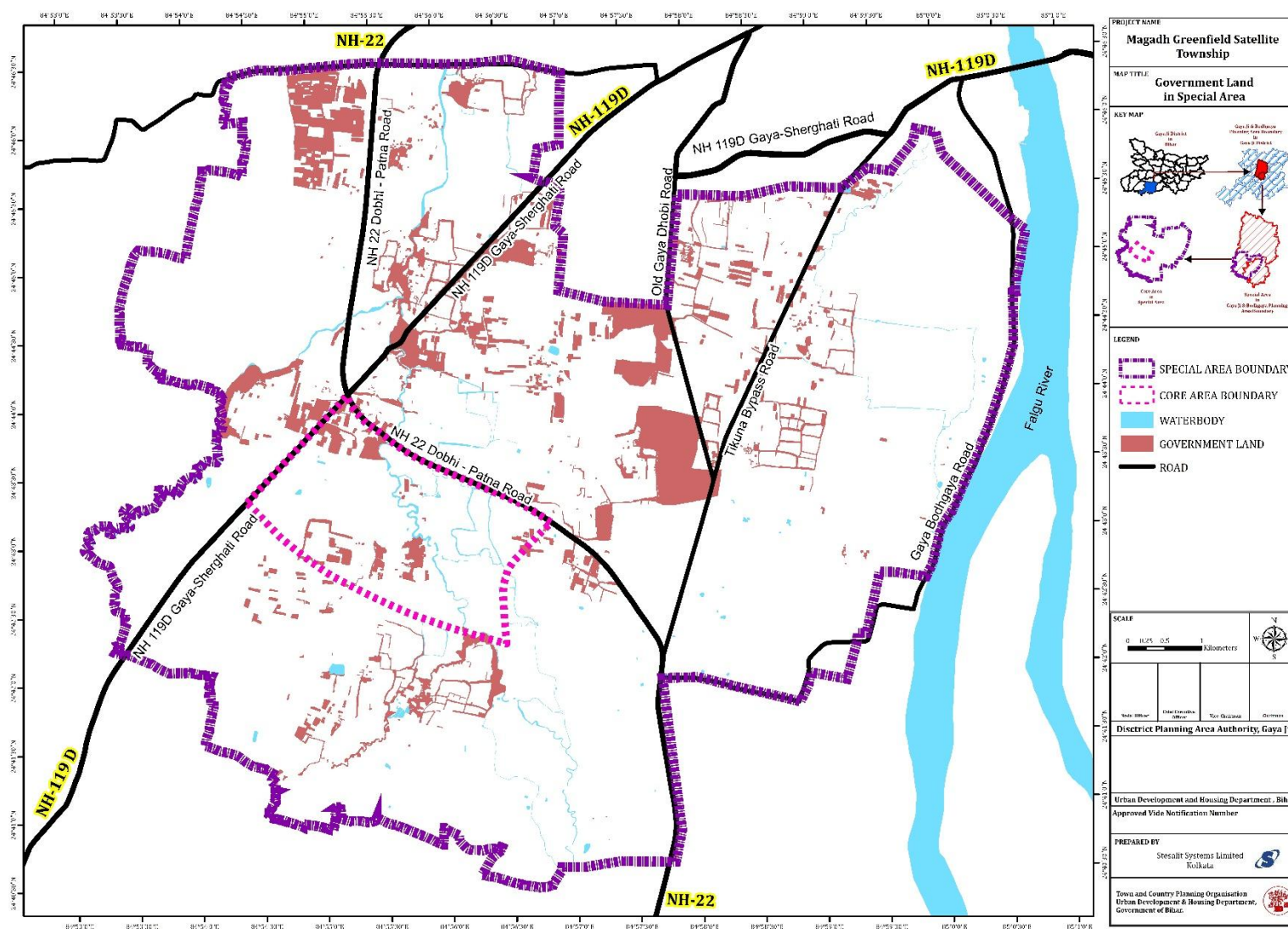
Government land can support public-purpose uses, infrastructure, utilities, institutional facilities and strategic projects where land is technically and legally suitable. Its location in relation to roads, proposed land uses, drainage and existing settlements should determine the most appropriate role of each parcel.

6.3 Land management principle

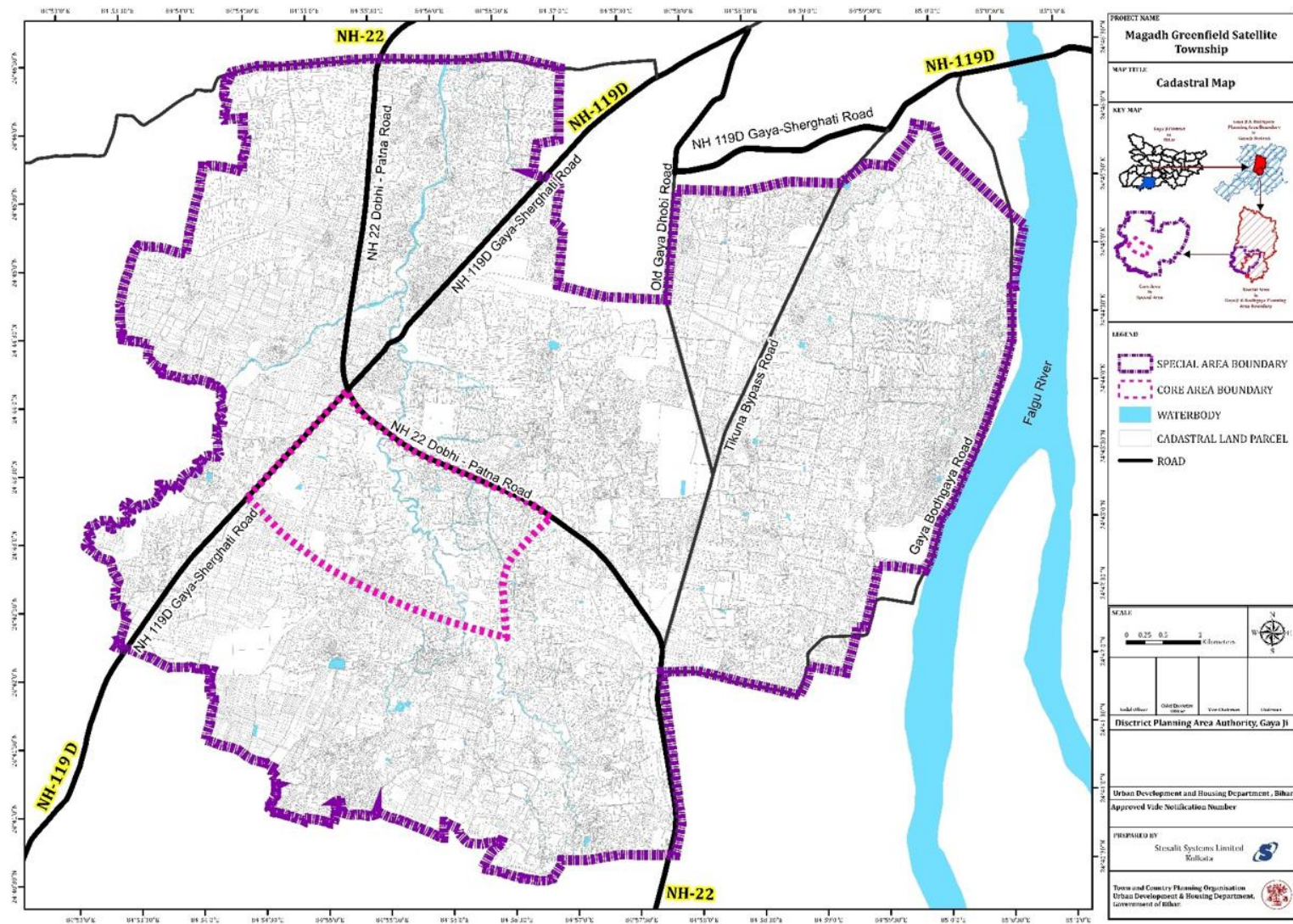
Government land should be managed as part of the overall spatial structure rather than as isolated development parcels. Where parcels have good accessibility, they may support anchor public facilities or infrastructure. Where they overlap sensitive ecological or drainage systems, they may instead contribute to green infrastructure, water management or public open space.

6.4 Implementation consideration

Government land can provide a development base for initiating priority infrastructure and anchor projects, allowing the township to develop in a structured and phased manner. This will help identify which government parcels can support early-phase projects and which should remain reserved for future or environmental functions.



MAP 5 GOVERNMENT LAND WITHIN MAGADH TOWNSHIP



MAP 6 CADASTRAL PLOTS WITHIN MAGADH GREENFIELD SATELLITE TOWNSHIP

7

POWER AND UTILITY INFRASTRUCTURE

7.1 Existing power structure

The township is strategically supported by 220 kV, 132 kV and 33 kV power-grid networks, together with 33 kV power infrastructure and high-tension transmission lines. This provides an important utility base for future development.

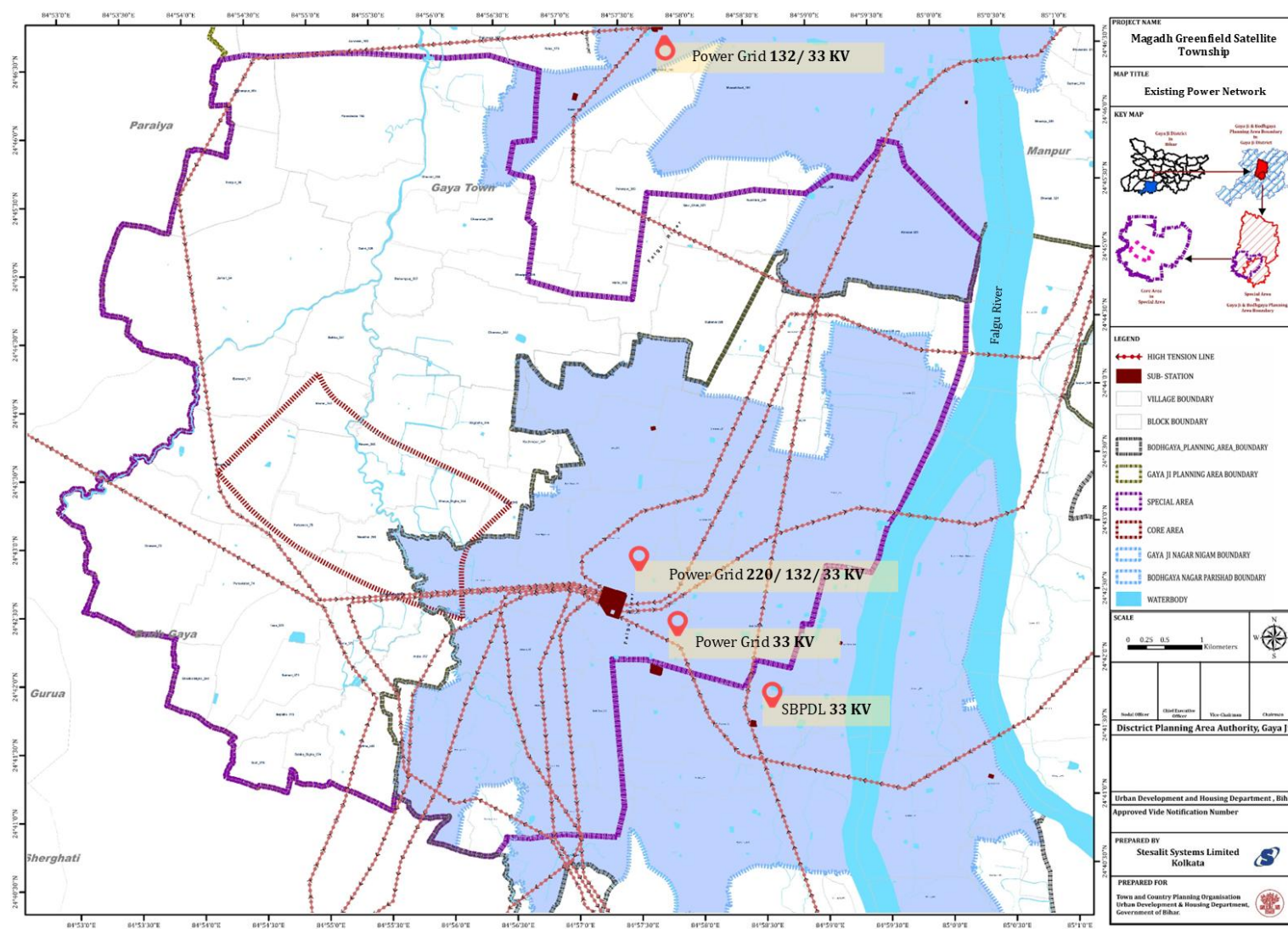
7.2 Development demand

Future residential, commercial, TOD, IT/ITES, logistics, institutional and public-purpose development will increase electricity demand. The proposed high-intensity areas therefore require coordinated distribution planning, sub-station capacity, protected utility corridors and safe separation from transmission infrastructure.

7.3 Utility integration

Utility planning should be coordinated with the proposed road hierarchy and sectorisation. Where feasible, utility corridors should follow major road rights-of-way to facilitate maintenance and future expansion. Detailed design should account for safety clearances, network redundancy and the phased build-out of the township.

- Protect high-tension corridors.
- Reserve suitable locations for future utility facilities.
- Coordinate power planning with TOD and high-rise development.
- Sequence capacity expansion with sector development.



MAP 7 EXISTING POWER INFRASTRUCTURE NETWORK

8

TOPOGRAPHY AND PHYSICAL TERRAIN

ASSESSMENT

8.1 Slope Analysis

The slope assessment indicates that the Special Area is predominantly characterised by **gentle terrain in the 0°–3° range**, while relatively limited portions fall within the **3°–12° slope range or higher**. The predominance of gentle slopes provides favourable physical conditions for accommodating a substantial share of the proposed urban development, particularly residential, commercial, institutional and transportation-related uses. These areas can generally support development with comparatively lower requirements for extensive land grading and earthwork.

The gentle terrain also provides opportunities for establishing a more efficient road and infrastructure network. Since the township is proposed to develop through a sector-based structure and a relatively extensive road hierarchy, areas with favourable slopes can support the proposed urban grid and associated infrastructure more efficiently. However, slope suitability should not be considered independently, as drainage, contours, existing settlements, environmental constraints and proposed land use also influence the overall development suitability of a site.

8.2 Development Suitability

Areas characterised by **moderate and higher slopes** require greater attention during detailed planning and development. Such locations may involve additional site preparation, earthwork and drainage considerations if developed at higher intensity. Accordingly, these areas can be considered for relatively lower-intensity development, landscape systems, recreational uses or green buffers, depending on their relationship with other physical and environmental characteristics.

The objective is not to completely exclude development from areas with higher slopes, but rather to ensure that development responds appropriately to the existing terrain. Excessive cutting and filling should be avoided wherever possible, and the natural landscape and drainage characteristics should be retained. This approach can reduce the physical and environmental impacts associated with large-scale site modification.

8.3 Planning Response

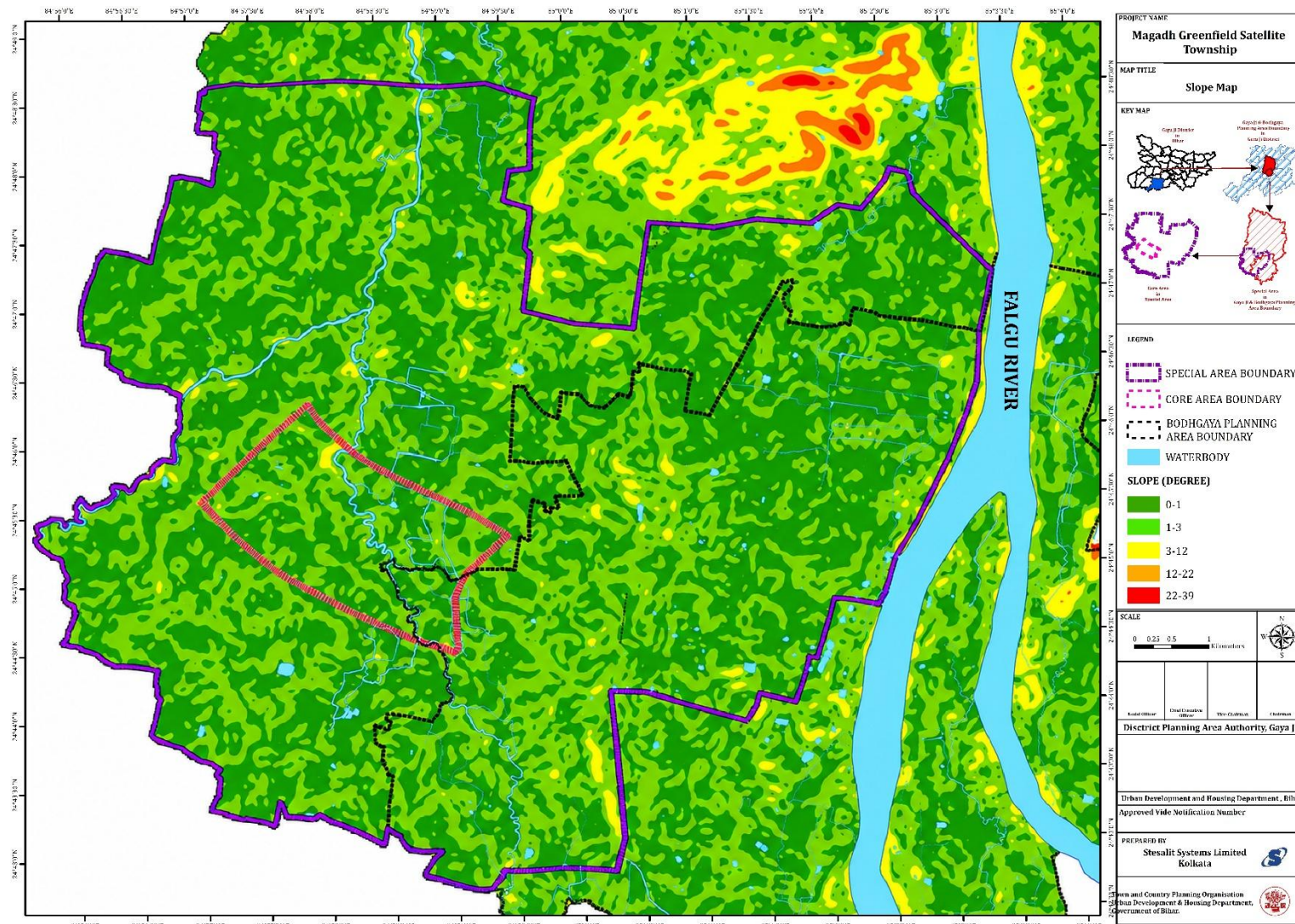
Slope analysis should form one component of a **multi-layer development suitability framework** for Magadh Township. The slope layer should be assessed together with contours, stream order, water bodies, existing settlements, drainage patterns and the proposed land-use structure. Such an integrated assessment will help identify

areas that are physically suitable for higher-intensity development as well as locations where environmental or terrain sensitivity warrants greater protection.

From a planning perspective, gentle terrain can accommodate more intensive development where other suitability conditions are favourable, while moderate and steeper areas can contribute to the township's **ecological, recreational and landscape network**. This approach will allow the proposed development structure to respond to the physical characteristics of the site rather than imposing a uniform development pattern across the entire Special Area.

8.3.1 KEY PLANNING CONSIDERATIONS

- Prioritise **0°–3° gentle-slope areas** for higher-intensity development where other site conditions are favourable.
- Apply **site-specific controls** in moderate and higher-slope areas.
- Minimise unnecessary cutting, filling and major alteration of natural terrain.
- Integrate slope analysis with **contours, drainage, stream order and water bodies**.
- Use suitable higher-slope areas, where appropriate, for **green buffers, recreation and landscape systems**.
- Coordinate terrain suitability with the proposed **sectorisation and land-use framework**.



MAP 8 SLOPE ANALYSIS OF MAGADH GREENFEILD SATELLITE TOWNSHIP

8.4 Contours and Topography

8.4.1 TOPOGRAPHIC PATTERN

The topographic assessment is based on **2 m contour intervals** and indicates a landscape characterised by relatively gentle relief and gradual changes in elevation across the Special Area. The **northern and central portions** contain comparatively higher areas, while lower-lying areas are generally associated with natural drainage corridors. This variation in terrain is an important consideration for determining the suitability and intensity of future development.

The relatively gradual elevation changes provide favourable conditions for establishing the proposed urban structure and infrastructure network. However, lower-lying areas should be assessed carefully before development, particularly where they coincide with natural drainage paths or water-retention areas. Maintaining the existing topographic and hydrological structure can help reduce the need for extensive land modification and support more efficient storm-water management.

8.4.2 PLANNING IMPLICATION

The existing topographic pattern can guide the location and alignment of **roads, development parcels, drainage infrastructure, open spaces and recreational areas**. Directing development towards suitable and relatively stable higher ground can reduce the requirement for excessive grading and filling, while retaining natural low-lying areas can help maintain existing runoff patterns.

The contour structure should therefore be considered alongside the proposed land-use framework. Higher and relatively stable areas may accommodate more intensive uses where other development conditions are favourable, whereas low-lying areas associated with drainage can contribute to open-space, green infrastructure and storm-water management systems.

8.4.3 DETAILED PLANNING

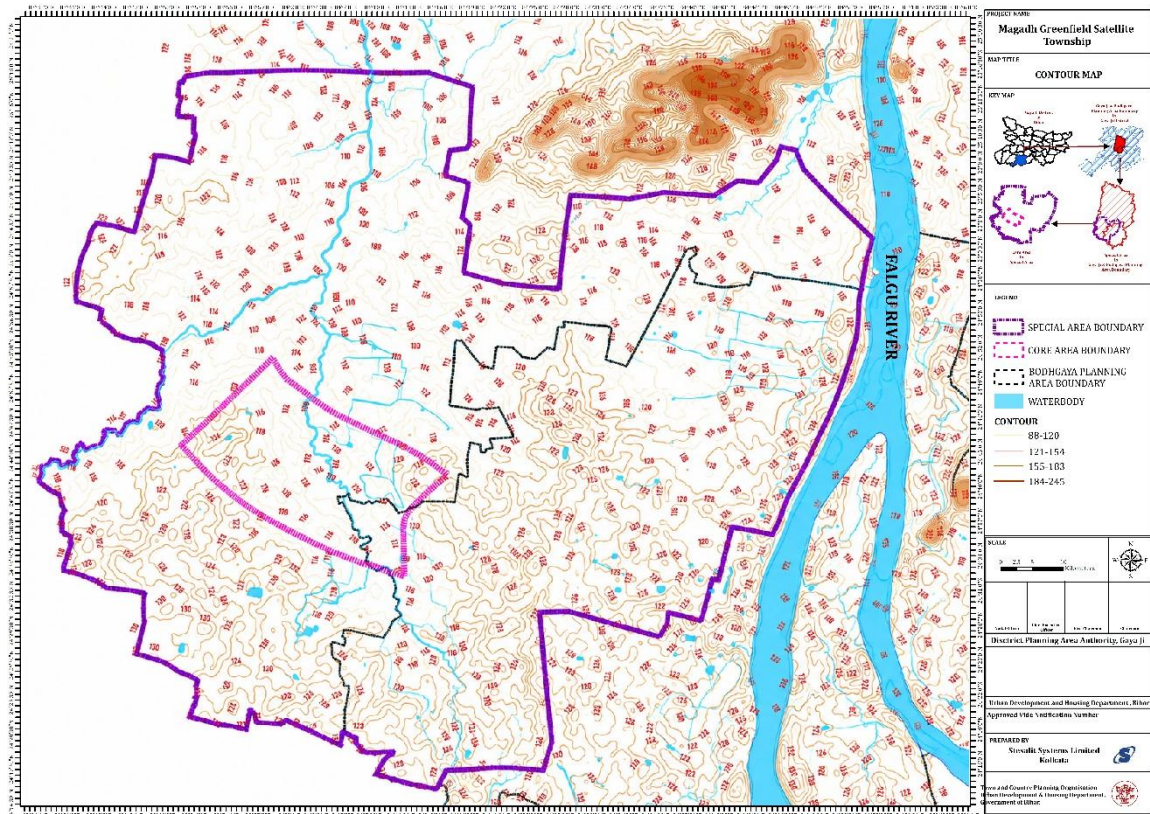
At the **sector-planning level**, the 2 m contour information should be integrated with proposed road levels, development platforms, storm-water calculations and local drainage studies. This will allow individual sectors to respond more effectively to the existing terrain and minimise unnecessary alteration of natural landform.

The proposed grid-based road network should therefore retain flexibility to respond to local topographic conditions rather than imposing a completely uniform geometry across the township. Where required, road alignments, development parcels and open spaces can be adjusted to follow natural gradients and drainage patterns. This approach can improve the efficiency of infrastructure provision while supporting the overall environmental and hydrological structure of Magadh Township.

8.4.4 KEY PLANNING CONSIDERATIONS

- Use **2 m contour information** as a base layer for detailed sector planning.
- Direct higher-intensity development towards suitable higher and stable areas.

- Retain natural low-lying areas associated with drainage wherever feasible.
- Coordinate road levels and development platforms with existing terrain.
- Integrate contours with **slope, stream order, drainage and waterbody analysis.**
- Avoid unnecessary grading and alteration of the natural landform



MAP 9 CONTOUR MAP OF MAGADH GREENFIELD SATELLITE TOWNSHIP

8.5 Drainage and Stream-Order Analysis

8.5.1 FLOW DIRECTION

The drainage assessment presented in the source material indicates a **general south-to-north flow direction** across the township. The stream-order analysis identifies **fourth-order streams** as important drainage corridors, receiving flows from upstream catchments and contributing to the broader rainfall-runoff system. These higher-order channels are therefore important components of the township's existing hydrological structure and need to be considered while planning future urban development.

The drainage pattern also has a direct relationship with the topography and contour structure of the area. Development that alters natural flow paths can interrupt the movement of storm water and increase the possibility of local waterlogging. Consequently, the stream-order network should be considered together with slope, contours, water bodies and proposed land use while determining development suitability.

8.5.2 ENVIRONMENTAL FUNCTION

Natural drainage corridors should be treated as **structural components of the township's spatial framework**, rather than as residual areas between development parcels. Maintaining their continuity can help reduce the risk of blocked drainage, local waterlogging and downstream impacts associated with increased urban runoff.

These corridors can also provide ecological and landscape functions when adequate buffers are retained. In developed sectors, appropriately planned drainage corridors can form part of the open-space network, providing opportunities for landscape improvement and ecological connectivity while continuing to perform their primary drainage function.

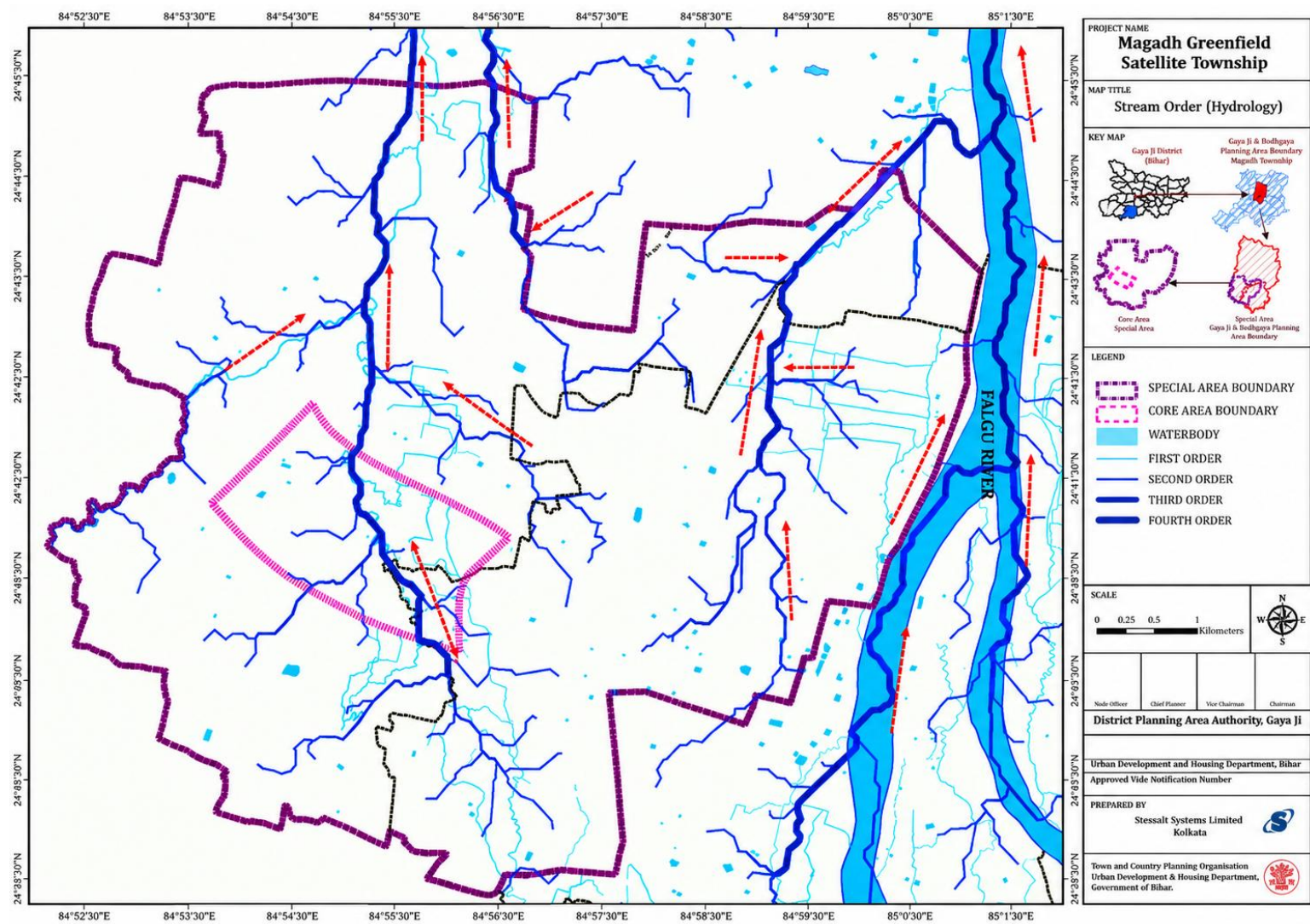
8.5.3 BLUE-GREEN INTEGRATION

The drainage network provides an opportunity to integrate **water management, green infrastructure and recreational open spaces** into a single system. Where site conditions permit, natural drainage channels can be complemented by green buffers, linear open spaces and compatible recreational uses. Such an approach can create continuous environmental corridors across sectors while also improving the landscape quality of the township.

Storm-water management should consequently be planned at both sector and township levels. Open spaces located along or near drainage corridors can, where technically suitable, accommodate compatible storm-water functions without compromising their recreational or ecological role.

8.5.4 KEY PLANNING CONSIDERATIONS

- **Retain natural drainage alignments** wherever feasible.
- Protect **higher-order and fourth-order streams** through appropriate development controls and buffers.
- Avoid development that blocks or significantly alters established natural flow paths.
- Integrate drainage corridors with the proposed **green belt and blue-green infrastructure network**.
- Use suitable open spaces for compatible **storm-water retention and management functions**.
- Coordinate drainage planning with **slope, contours, water bodies and proposed land use**.
- Ensure sector-level development and road design do not interrupt the broader township drainage system



MAP 10 STREAM-ORDER AND NATURAL DRAINAGE STRUCTURE

9

VISION AND OBJECTIVES

9.1 Vision

“To develop Magadh Greenfield Satellite Township as a sustainable, resilient, inclusive and globally competitive greenfield city that strengthens Gaya Ji and Bodhgaya as a premier international spiritual, cultural and Buddhist tourism destination.” The township will serve as a strategic growth engine through integrated land use and mobility planning, world-class infrastructure, tourism-oriented urban services, economic opportunities and high-quality living, while safeguarding the region's natural ecosystems, cultural heritage and spiritual identity, and creating a welcoming, connected and vibrant environment for residents, pilgrims, tourists and visitors from across the world.

The Development Strategy seeks to transform the predominantly rural Special Area into a self-sustaining Greenfield satellite city that complements Gaya Ji and Bodhgaya while functioning as an independent economic and urban centre.

9.2 Objectives

The Development Plan is guided by the following key objectives:

1. Planned & Sustainable Urban Growth

Promote compact and well-structured development while preventing urban sprawl and ribbon development.

2. Balanced & Integrated Land Use

Create a diverse mix of residential, commercial, institutional, employment, recreational and public uses to support a self-sustaining city with reduced travel demand.

3. Tourism-Led Economic Growth

Position the township as a regional growth and employment centre, leveraging Bodhgaya's international tourism, cultural and spiritual significance alongside emerging sectors such as IT, education, healthcare and services.

4. Integrated & Sustainable Mobility

Establish a multimodal mobility network integrating roads, public transport, railway connectivity, walking and cycling, with seamless access to key tourism and employment destinations.

5. Environmental & Heritage Stewardship

Protect rivers, wetlands, ponds, natural drainage, green networks and culturally significant landscapes through Blue-Green Infrastructure and heritage-sensitive planning.

6. Climate-Resilient Urban Development

Build resilience to flooding, drought, heat stress and climate change through nature-based solutions, resilient infrastructure and sustainable water management.

7. Inclusive and Livable Communities

Ensure equitable access to housing, healthcare, education, parks, public spaces and community facilities for all sections of society.

9.3 Planning Principles

The planning framework for the Magadh Greenfield Satellite Township is based on the following principles:

A. Compact Urban Form

Promote compact, contiguous and efficient urban growth while preventing scattered and ribbon development, with well-planned neighbourhoods that ensure convenient access to daily needs, education, healthcare, parks and community services within a short walking or cycling distance.

B. Transit-Oriented Development

Concentrate higher-density mixed-use development along major public transport corridors and key mobility nodes to encourage sustainable travel and optimise infrastructure investments.

C. Economic Competitiveness

Leverage strategic investments such as the International Cultural Enclave, Multi-Modal Hub and tourism-supporting infrastructure to establish the township as a major regional hub for spiritual, cultural and international tourism, driving tourism-led economic growth, investment and employment.

D. Blue-Green Infrastructure

Protect and integrate rivers, lakes, ponds, wetlands, natural drains, green corridors and open spaces as interconnected ecological infrastructure.

E. Complete Streets

Develop roads that safely accommodate pedestrians, cyclists, public transport and motor vehicles while promoting universal accessibility.

F. Mixed Land Use

Promote compatible mixed-use development to create vibrant neighbourhoods, reduce travel demand and enhance walkability.

G. Phased Infrastructure Development

Synchronise infrastructure provision with urban growth through a phased implementation strategy to ensure financial sustainability and efficient service delivery.

10

ROAD TRANSPORT AND MOBILITY

FRAMEWORK

10.1 Proposed Road Network

The proposed road network adopts a **grid-iron pattern closely** linked with the sectorization framework of Magadh Township. The average sector dimension is approximately **1 km × 1 km**, with individual sectors generally ranging between **250 and 500 acres**. This structure provides a regular and legible movement framework and is intended to distribute traffic more evenly across the township rather than concentrating movement on a limited number of existing corridors.

The proposed network also establishes a hierarchy of road widths corresponding to different movement functions. The wider corridors are intended to provide strategic and inter-sector connectivity, while the 30 m and 24 m roads create the finer network required to connect neighborhoods, residential areas, commercial uses, public facilities and other local destinations. The proposed road structure should therefore be considered together with the planned land-use distribution and sector development sequence.

10.1.1 PROPOSED ROAD WIDTHS

The proposed network includes **90 m, 60 m, 30 m and 24 m right of way**, along with widening proposals for the existing NH-22 and NH-119D corridors. The **90 m and 60 m wide roads** form the primary transportation and movement network of the township, while the **30 m and 24 m wide roads** provide a progressively finer hierarchy of connectivity, facilitating efficient intra-township movement and access to neighbourhoods and development areas.

TABLE 4 8.1.1 PROPOSED ROAD WIDTHS

Road type / RoW	Length	Role
90 m new road	23.4 km	Primary strategic connectivity
60 m new road	19.6 km	Major inter-sector movement
30 m new road	59 km	Secondary sector connectivity
24 m new road	60 km	Local/collector structure
NH-22 widening	13 km	Regional corridor
NH-119D widening	8.5 km	Regional corridor

The proposed lengths indicate that the **30 m and 24 m roads constitute a substantial part of the internal network**, reflecting the importance of finer-grain connectivity within the planned sectors. At the same time, the proposed widening of NH-22 and NH-119D is intended to strengthen the regional movement structure

and accommodate increasing traffic associated with future township development.

10.1.2 ROAD HIERARCHY

The proposed hierarchy should clearly distinguish between **regional, strategic, inter-sector and local movement functions**. The 90 m and 60 m corridors can form the principal mobility corridor and, where appropriate, accommodate public transport, utility corridors, pedestrian facilities, cycling infrastructure and landscape components. Their wider rights of way provide flexibility for accommodating multiple mobility and infrastructure functions as the township develops.

The 30 m roads can provide important arterial network between sectors and major destinations, while the 24 m roads can form the sub-arterial network. Together, these roads can create a finer network that improves accessibility to residential neighborhoods, commercial areas, public facilities and recreational spaces.

The hierarchy should also be coordinated with the proposed **MRTS corridor and bus network**. Major public transport routes should be integrated with the higher-order road network, while feeder and local services can use the secondary and collector network to provide access to individual sectors.

10.1.3 ACCESS MANAGEMENT

Higher right of way should not automatically translate into high-speed urban corridors. As development intensifies, uncontrolled access points, roadside commercial activity and closely spaced intersections can reduce road efficiency and increase safety risks. Access management should therefore be incorporated from the detailed planning and design stage.

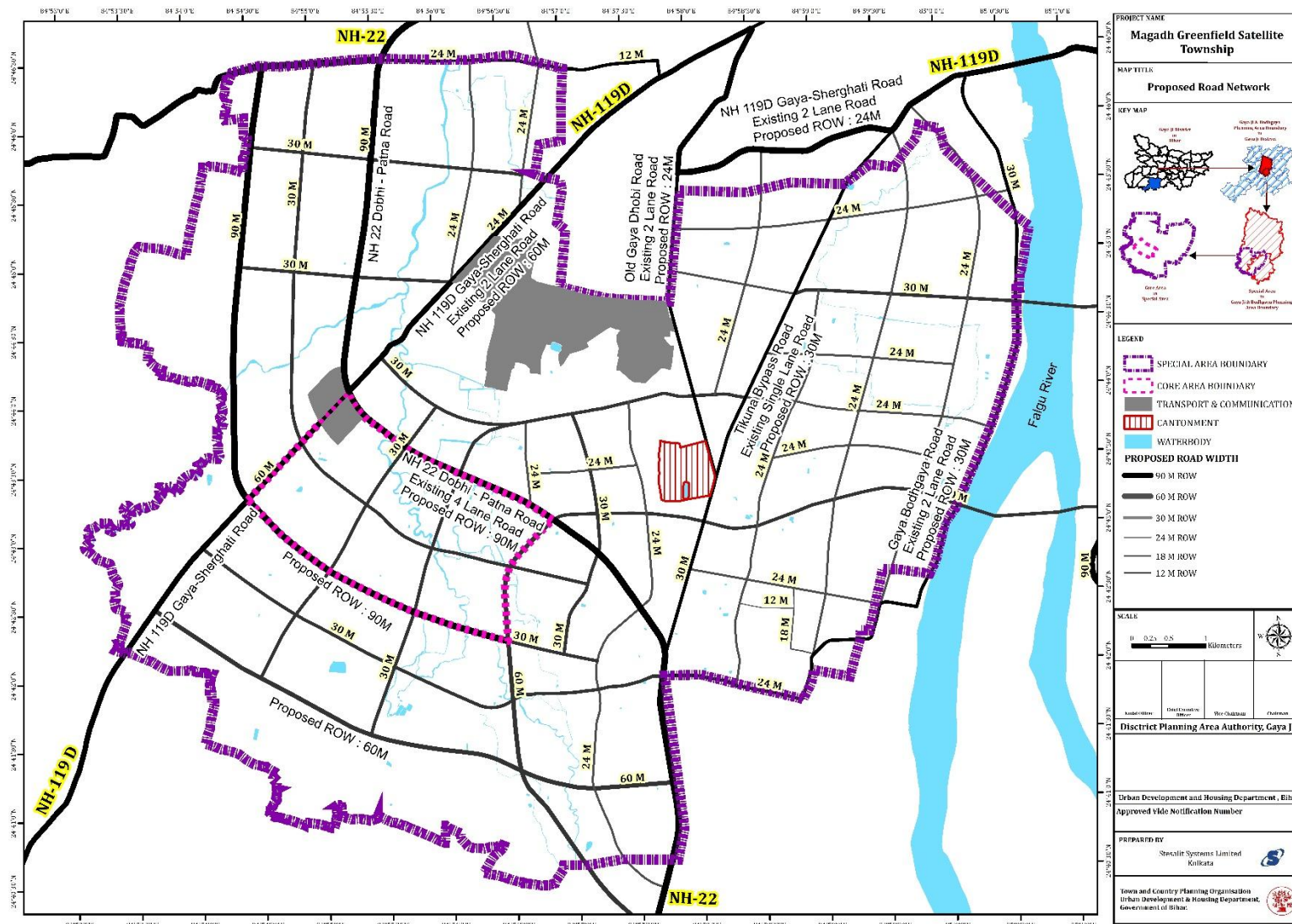
Particular attention should be given to **junction spacing, pedestrian crossings, bus stops, frontage control and service-road requirements**. Major corridors should provide safe crossing opportunities and convenient access to public transport, while local streets should prioritise neighbourhood accessibility and pedestrian movement.

10.1.4 PLANNING IMPLICATIONS

The proposed road network provides the structural framework for the township's planned sectorisation and should be implemented in coordination with land-use development. Road construction should precede or progress alongside major development so that new residential, commercial and employment areas do not become dependent on inadequate existing roads.

Key planning considerations include:

- **Maintain a clear road hierarchy** from regional highways to local streets.
- Use the **90 m and 60 m corridors** for strategic and inter-sector connectivity.
- Use **30 m and 24 m roads** to establish sector connectivity to sectors.
- Integrate **MRTS, bus routes, pedestrian and cycling infrastructure** with the road hierarchy.
- Control direct access and ribbon development along major corridors.
- Coordinate road development with **sector phasing and proposed land use**.



MAP 11 PROPOSED ROAD NETWORK

10.2 Mass Rapid Transit System (MRTS)

10.2.1 PROPOSED MRTS

The proposed **Mass Rapid Transit System (MRTS) corridor extends approximately 22.81 km** and is envisaged as an important component of the future mobility framework of Magadh Township. The corridor is intended to strengthen regional connectivity, improve access between major development areas and support a more sustainable pattern of urban growth.

Its significance is not limited to providing an alternative transport mode. The MRTS corridor can also act as a **structuring element for future urban development**, particularly where it intersects the proposed sector network, major roads and areas identified for higher-intensity development. Coordinating transit investment with land-use planning can help ensure that future development is concentrated in locations that can be efficiently served by public transport.

10.2.2 TOD RELATIONSHIP

Transit Oriented Development (TOD) should be concentrated around suitable MRTS stations and major interchange locations. Higher density residential, commercial and mixed use development can be directed towards these areas, creating compact activity centres with improved access to employment, services, commercial facilities and public amenities.

The integration of TOD with the proposed road hierarchy can also reduce dependence on private vehicles. Major roads can provide access to MRTS stations, while local and collector roads can function as feeder connections for surrounding sectors. This approach can support a more efficient relationship between **land use, mobility and development intensity**.

TOD areas should not, however, be developed solely on the basis of transit accessibility. Their development capacity should also be assessed in relation to infrastructure availability, existing settlements, drainage, environmental constraints and the carrying capacity of surrounding roads.

10.2.3 STATION-AREA PLANNING

Station areas should be planned as **integrated mobility and urban activity nodes** rather than isolated transit facilities. Pedestrian access, feeder bus services, cycling infrastructure, parking management, drop-off facilities and public spaces should be incorporated into station-area planning to facilitate convenient transfers between different modes.

Particular attention should be given to pedestrian connectivity between stations and surrounding residential, commercial, institutional and recreational uses. Safe crossings, shaded walking routes and universally accessible facilities can improve the usability of the MRTS system and strengthen the role of transit in everyday mobility.

The proposed **22.81 km MRTS corridor and associated station locations** are currently identified at the planning level. The detailed alignment, station locations, engineering feasibility, ridership potential, technical requirements and implementation parameters shall be determined through subsequent

comprehensive transport-demand assessments, feasibility studies and detailed engineering investigations. Accordingly, the proposal presented in this report should be regarded as a **strategic planning framework to guide future development**, rather than a final or definitive engineering alignment.

10.2.4 KEY PLANNING CONSIDERATIONS

- Develop the **22.81 km MRTS corridor** as a major public transport structuring element.
- Concentrate suitable **higher-density and mixed-use development around MRTS stations and interchange areas**.
- Integrate MRTS with the proposed road hierarchy and bus network.
- Provide strong **pedestrian, cycling and feeder-service connections** to stations.
- Manage parking and drop-off facilities to avoid congestion around station areas.
- Assess infrastructure capacity and environmental constraints before intensifying TOD areas.
- Finalize the MRTS alignment and station locations only after **technical feasibility, ridership and engineering studies**.

10.3 PROPOSED BUS NETWORK

10.3.1 NETWORK LENGTH

A **dedicated bus network of approximately 60.28 km** is proposed as an important component of the public transport framework for Magadh Township. The network is intended to strengthen both regional and internal connectivity and support more inclusive access to the proposed urban structure. By extending public transport connectivity across different sectors, the bus system can help link areas that may not have direct access to the higher-order MRTS corridor.

The proposed network should be developed in coordination with the township's sectorisation and road hierarchy so that bus services can reach major residential, commercial, institutional and public-purpose areas. Its coverage will be particularly important as new sectors develop and travel demand increases across the township.

10.3.2 NETWORK FUNCTION

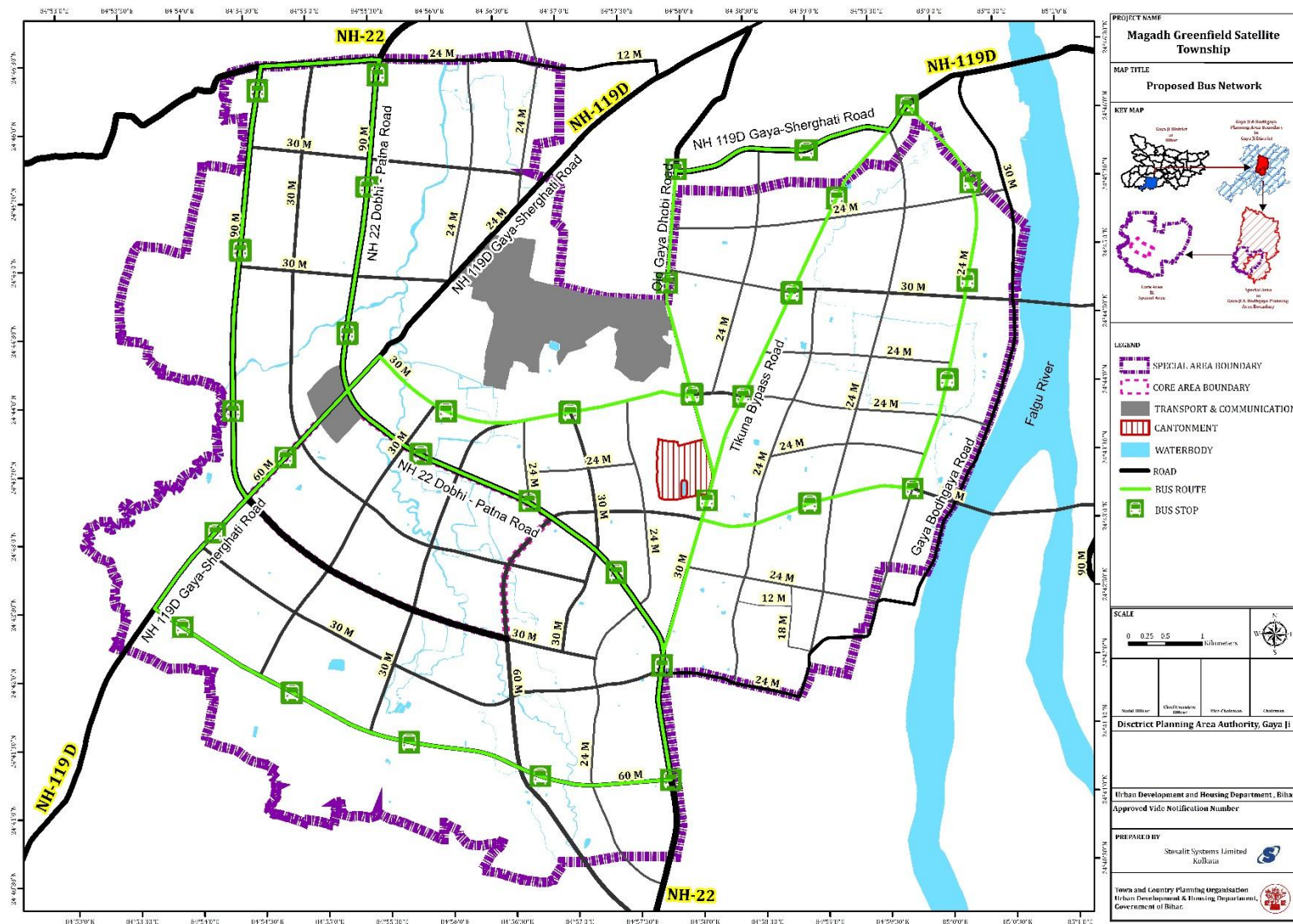
The bus network is envisaged as a **complementary layer to the proposed MRTS system**, rather than a competing transport system. It can provide feeder services to MRTS stations and major interchange points while also facilitating direct movement between residential sectors, commercial areas, public-purpose facilities and employment destinations.

The network can additionally support access to tourism-related destinations and other strategic activity areas. Integration between bus services and the MRTS can create a connected public transport system in which higher-order transit handles major movement corridors while buses provide local and intermediate-level accessibility.

The bus network should therefore be coordinated with the proposed **road hierarchy, TOD areas and sector development pattern**. This will allow public transport provision to evolve alongside urban development and reduce excessive dependence on private vehicles.

10.3.3 SERVICE PLANNING

At detailed planning stage, route frequency, stop spacing, interchange locations, fleet requirements and pedestrian access should be developed in relation to population and employment distribution. Bus stops should be located in safe, accessible positions with adequate waiting space and universal access.



MAP 13 PROPOSED BUS NETWORK

11

BLUE-GREEN INFRASTRUCTURE AND ENVIRONMENTAL FRAMEWORK

11.1 Proposed components

The proposed Green Infrastructure Network comprises:

- Green belts.
- Urban forests.
- Central Park.
- Sector parks.
- Neighbourhood parks.
- Riverfront greenways.
- Roadside plantations.
- Green belts/ buffers.

These green spaces shall function collectively to improve environmental quality, promote recreation and enhance climate resilience.

TABLE 5 PROPOSED BLUE-GREEN INFRASTRUCTURE

Component	Area (acres)	Planning role
Recreational	1127.24	Open space, recreation and public landscape
Green Belt	483.56	Ecological buffer and landscape continuity
Urban Forest	182.35	
Waterbody	247.46	Water system, ecological and drainage function

11.2 Green Corridors

The proposed blue-green network places emphasis on **green corridors, landscape areas and buffer zones along natural waterways**. These corridors can provide continuity between different open-space components of the township while also supporting ecological functions and improving the overall landscape character. Green corridors can also provide opportunities for **walking, recreation and landscape improvement**, particularly where they are connected with neighbourhood open spaces and public facilities.

11.3 Urban Forestry and Green Belt Development

Urban forestry shall play a central role in improving environmental quality and mitigating climate change. Tree plantation shall be undertaken along:

- National Highways.
- State Highways.

- Axial Roads.
- Arterial and sub-arterial Roads.
- MRTS corridors.
- Parks.
- Institutional campuses.
- River corridors.
- Utility corridors.

The proposed Green Belt surrounding environmentally sensitive areas and selected development edges shall help preserve ecological integrity, reduce air pollution and moderate urban temperatures.

11.4 Water Management

The blue-green system should function not only as an environmental network but also as part of the township's **storm-water and rainfall management framework**. Existing water bodies and natural drainage routes should be protected from encroachment and unnecessary alteration so that their hydrological functions are maintained as development intensity increases.

Where technically appropriate, compatible recreational and landscape uses can be incorporated around water bodies and drainage corridors. Such interventions should, however, avoid restricting natural flow, reducing water-retention capacity or compromising the ecological function of these areas. The integration of drainage and open-space planning can help manage runoff while creating additional environmental and recreational value.

11.5 SPATIAL INTEGRATION

The blue-green network should extend **across sector boundaries** and remain continuous wherever site conditions permit. Treating individual green areas, water bodies and drainage corridors as components of one connected system will strengthen ecological continuity and improve the overall spatial structure of the township.

Integration with the proposed **road network, pedestrian routes, recreational facilities and neighbourhood open spaces** can further strengthen this framework. Green corridors along suitable movement routes can provide landscape continuity, while connections to public spaces can improve accessibility and create a more attractive public realm.

12

PROPOSED LAND USE AND SPECIAL AREA DEVELOPMENT

12.1 PROPOSED URBAN FUNCTIONS

The Special Area proposal establishes a **diversified urban structure** comprising residential, commercial, TOD, industrial, public-purpose, transportation, recreational, utility, cantonment and agricultural uses. This broad mix indicates that the township is intended to function as a **multifunctional planned urban area**, rather than a predominantly residential development. The proposed land-use structure seeks to accommodate housing, employment, commercial activity, institutional services, transport infrastructure and environmental functions within a coordinated spatial framework.

The diversity of proposed uses also provides an opportunity to reduce excessive dependence on external urban centres by locating employment, services, recreation and housing within the township. At the same time, the distribution and intensity of these uses should remain coordinated with the proposed road hierarchy, MRTS, bus network, TOD areas and available infrastructure capacity.

12.2 POPULATION PROJECTION

The Proposed Land Use Plan has been prepared to accommodate the long-term growth requirements of the Magadh Greenfield Satellite Township for the planning horizon of 2047. Population capacity has been assessed using gross planning density consistent with the URDPFI approach for Greenfield urban development.

The township has been planned with a design population capacity of approximately 11.5 lakh persons, corresponding to an average gross density of 125 persons per hectare, thereby ensuring optimum utilization of the available land and infrastructure.

12.3 DEVELOPMENT CHARACTER

The proposed spatial structure seeks to **concentrate specialised activities in identifiable locations** while retaining a substantial network of green, recreational and environmental areas. This approach can help establish distinct activity nodes within the township and reduce the tendency for development to spread uniformly across the entire planning area.

The combination of residential, employment, tourism, institutional and transport-related uses can also support a more **self-contained and mixed-function urban environment**. In particular, the relationship between TOD areas, employment-generating uses, residential development and public transport can encourage shorter trips and improve accessibility.

The development character should nevertheless remain responsive to the capacity of the surrounding infrastructure and environmental systems. Higher-intensity uses such as high-rise residential, TOD and major commercial activities should be appropriately connected to the proposed transport network and supported by adequate water supply, sewerage, drainage, solid waste management and social

12.4 STRATEGIC DEVELOPMENT COMPONENTS

The proposed Special Area includes several strategic and specialised development components that can contribute to the township's future economic, social, recreational and tourism-oriented character. These include:

- **High Rise Residential (R1)** and other planned residential areas to accommodate future population growth.
- A **TOD influence zone** of approximately **500 metres** has been proposed along the MRTS corridors comprising of **high-intensity mixed-use zone** to support compact development around public transport.
- **IT/ITES Park / Business Park** to provide employment and support the service-sector economy.
- **Urban Forest and Eco Park** to strengthen the environmental and recreational structure.
- **Golf Club / Driving Range** as a specialized recreational and leisure facility.
- **Heritage and Cultural Area** to support cultural activities and preserve the area's heritage identity.
- **Multi-Modal Hub** to integrate different modes of regional and local transportation.
- **Logistics Hub, hotels and cold-storage facilities** supporting regional movement, tourism and economic activities.
- **International Cultural Enclave** of approximately 467.23 acres has been proposed as a dedicated, secure and well-managed environment for diplomats, government delegations, international dignitaries and official visitors attending religious, cultural and diplomatic programmes.
- **Commercial and public-purpose facilities** providing services and activity centres for residents and visitors.

Together, these components create a diversified development framework in which residential growth is supported by employment, commercial, institutional, recreational, tourism and transport functions.

TABLE 6 PROPOSED LAND USE PLAN OF SPECIAL AREA FOR 2047

Land use	Sq. Km	Hectares	Acres	Percentage %
Residential	38.39	3838.69	9485.62	42.11
Commercial	12.53	1253.10	3096.48	13.75
TOD Zone	8.90	890.29	2199.96	9.77
Industrial	0.21	20.94	51.73	0.23
Public Purpose	6.08	607.62	1501.46	6.67
Recreational	4.56	456.18	1127.24	5.00
Green Area	1.96	195.69	483.56	2.15
Urban Forest	0.74	73.79	182.35	0.81
Transportation & Communication	9.55	955.38	2360.80	10.48
Public Utility	0.20	19.81	48.95	0.22
Agricultural	4.08	407.53	1007.04	4.47
Waterbody	1.00	100.15	247.46	1.10
Heritage & Cultural	2.98	297.51	735.15	3.26
Total	91.16	9116.68	22527.83	100%

12.5 INTERPRETATION

Residential use forms the largest component at 42.11%, indicating the primary role of the Special Area in accommodating future population. Commercial and recreational uses together provide substantial support functions, while transportation and communication account for 10.48%. TOD contributes 9.77%, providing a dedicated framework for higher-intensity mixed-use development.

12.6 BALANCE OF DEVELOPED AND NON-URBAN FUNCTIONS

Agriculture and water bodies remain within the plan, while recreation, green systems and strategic open areas provide environmental and public-space structure. The quantitative distribution should be read together with the spatial map because the location and connectivity of each use are as important as its total area.

12.7 PROPOSED LAND USE WITH EXISTING SETTLEMENTS

12.7.1 PURPOSE OF OVERLAY

The proposed land-use map with existing settlements provides a direct spatial comparison between the proposed future land-use framework and the existing settlement pattern. This overlay is particularly important for Magadh Township because both the Special Area and Core Area already contain village settlements and built-up areas. The exercise therefore helps identify locations where proposed land uses overlap with existing development and where detailed planning intervention may be required.

The overlay also provides a basis for understanding the relationship between existing settlements and proposed residential, commercial, transportation, recreational and strategic land uses. Rather than treating the proposed land-use plan as a completely greenfield framework, the existing settlement pattern needs to be considered as an important component of the future spatial structure.

12.7.2 INTERFACE MANAGEMENT

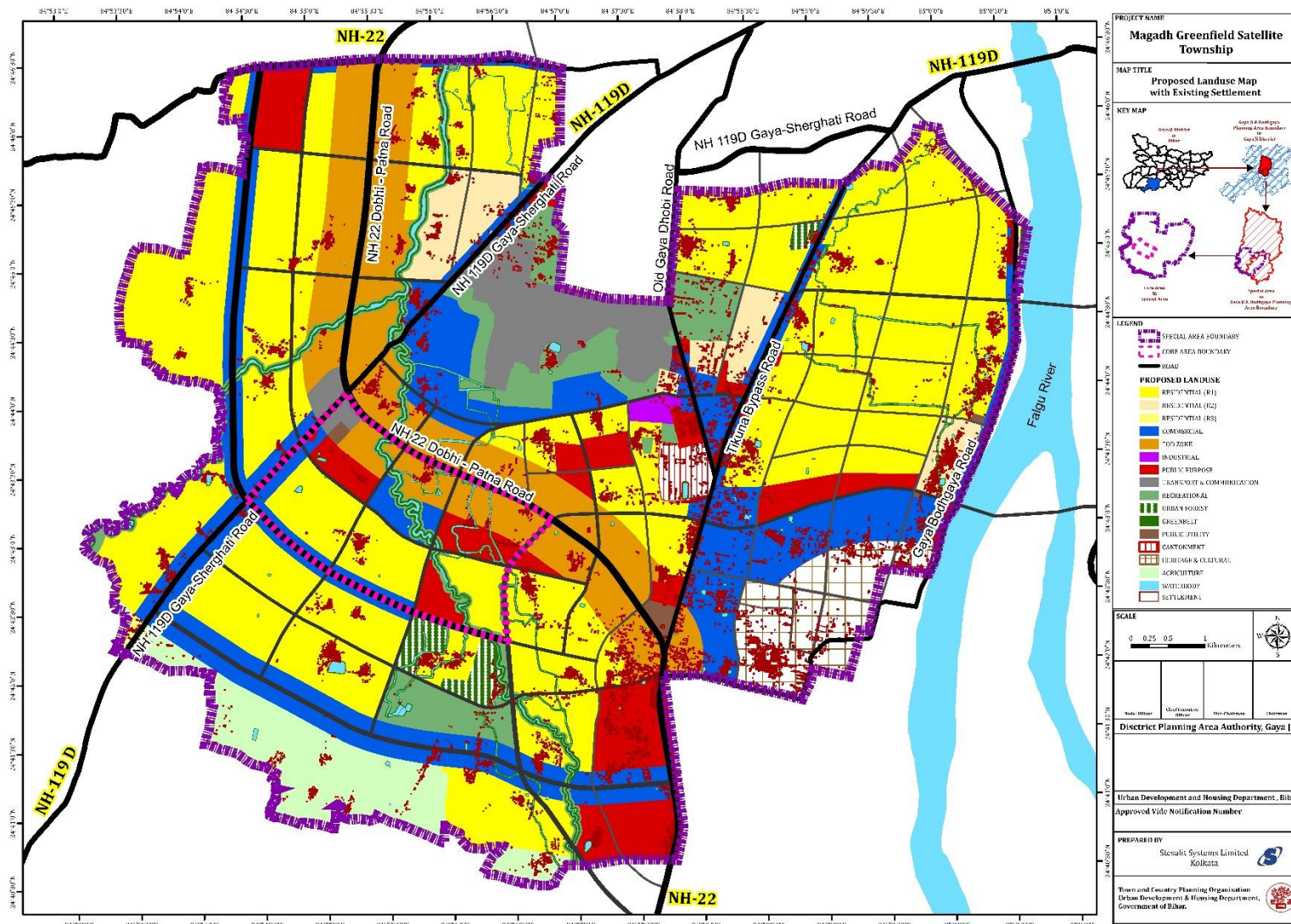
Where existing settlements fall within **proposed residential areas**, the planning approach can focus on consolidation, infrastructure improvement and gradual integration with the surrounding development structure. Such areas may provide opportunities for upgrading existing roads, extending water supply and sanitation networks and improving access to social infrastructure.

Where existing settlements overlap or interface with **major roads, recreational areas, green belts, water bodies or strategic land uses**, more detailed sector-level assessment will be required. Access arrangements, development buffers, road safety, environmental constraints and the relationship between existing occupation and proposed uses should be examined before detailed implementation decisions are taken.

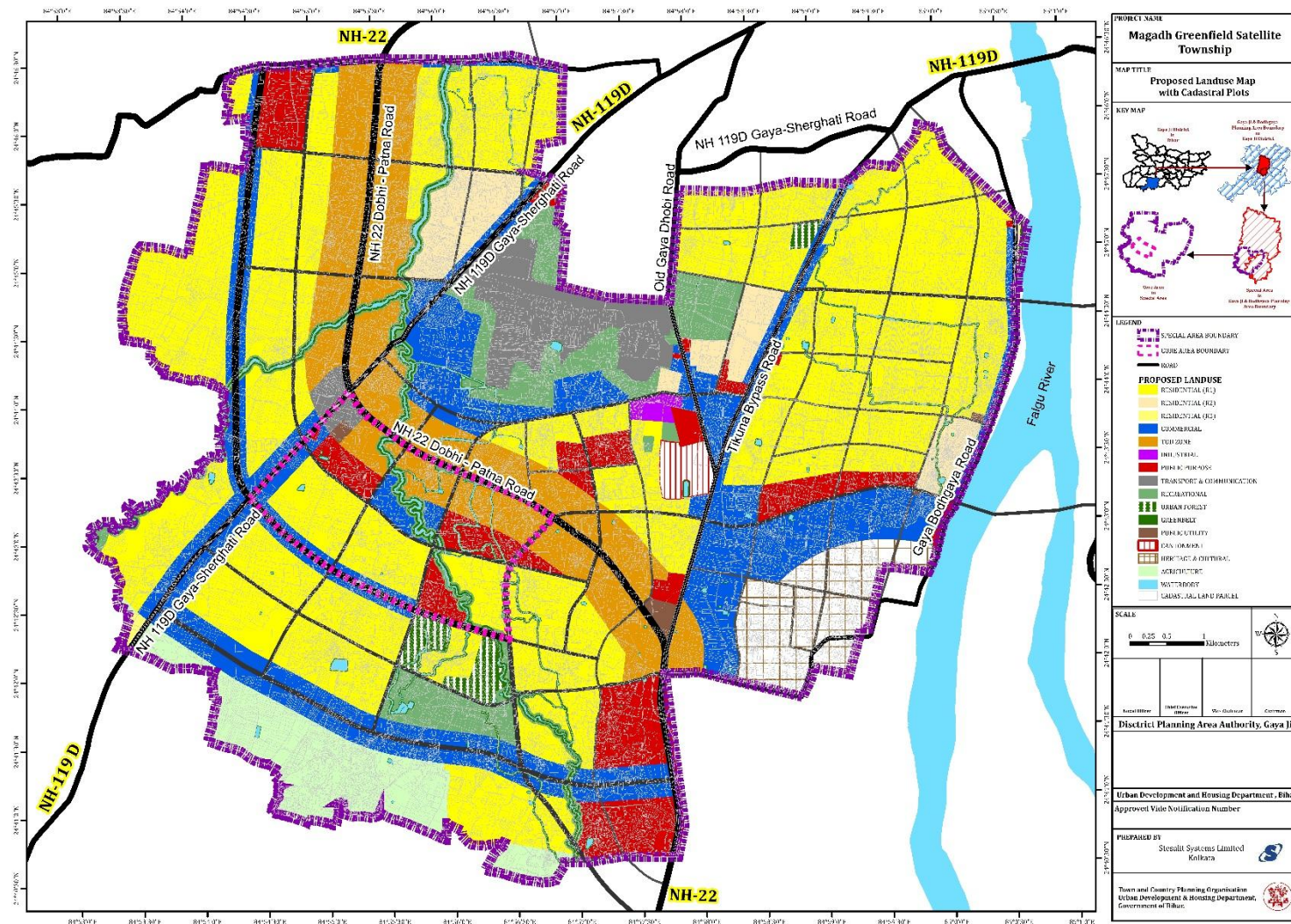
12.7.3 SOCIAL AND INFRASTRUCTURE PRIORITY

Existing settlements should be integrated into the proposed **infrastructure and service network** so that future investments benefit both existing residents and new development. This approach can improve the efficiency of infrastructure provision by extending services to established communities while simultaneously serving newly planned development areas.

Priority can be given to sectors where infrastructure expansion can address existing deficiencies and support future development at the same time. Such coordinated investment can help avoid the creation of separate infrastructure systems for existing and proposed settlements and promote a more integrated township structure.



MAP 16 PROPOSED LAND USE WITH EXISTING SETTLEMENTS



MAP 17 PROPOSED LAND USE WITH CADASTRAL PLOTS

12.8 PROPOSED LAND USE WITH GOVERNMENT LAND

12.8.1 STRATEGIC ROLE

Overlaying **government land with the proposed land-use framework** provides an important basis for identifying public parcels that can support institutional, public-purpose, utility and other strategic development requirements. The overlay also helps understand the relationship between government owned land and proposed residential, commercial, transportation, recreational and environmental uses within the township.

Government land can therefore play an important role in supporting the planned spatial structure, particularly where appropriately located parcels are available near major roads, proposed transport corridors or emerging development sectors. Such parcels may provide greater flexibility for accommodating public facilities and strategic infrastructure without creating additional pressure on privately held land.

12.8.2 PUBLIC INVESTMENT OPPORTUNITY

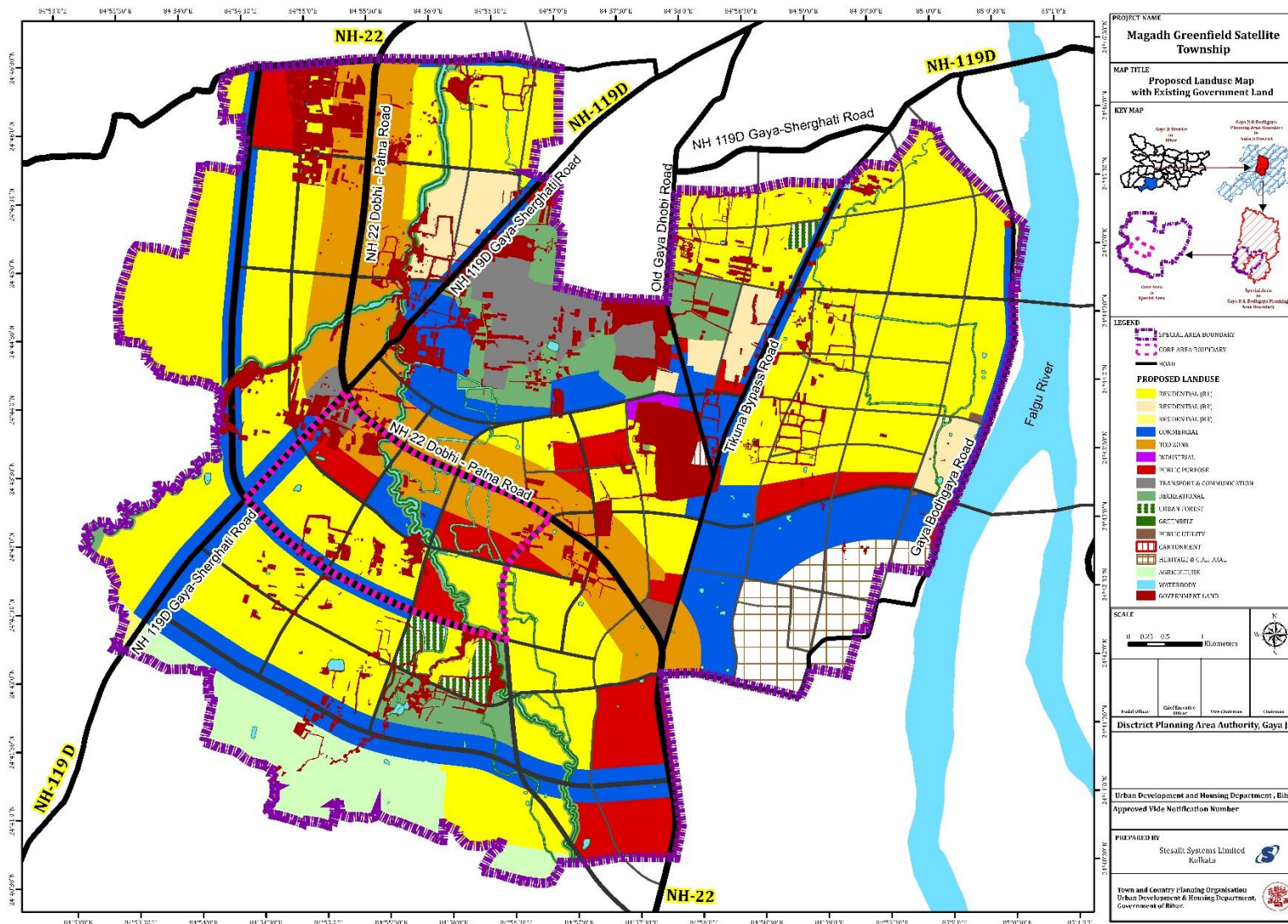
Well-connected government parcels can serve as **anchors for early-phase public investment**, particularly where they can accommodate public-purpose facilities, utilities, institutional uses or other infrastructure required to support future development. Prioritising such parcels in suitable sectors can help establish essential services alongside the initial phases of township development.

At the same time, government ownership should not automatically imply development. Government land located near **water bodies, natural drainage systems, green belts or other environmentally sensitive areas** may be more appropriately retained for open-space, drainage-support, ecological or blue-green infrastructure functions. The suitability of each parcel should therefore be assessed in relation to its proposed land use and surrounding environmental conditions.

12.8.3 PARCEL-LEVEL VERIFICATION

The government-land overlay should be treated as a planning-level assessment rather than a final land-availability or development decision. Before any proposal is taken forward for implementation, individual parcels should be verified for ownership, land status, access, existing occupation and applicable legal or statutory constraints.

Parcel-level verification will also help identify situations where government land is already occupied, encumbered, inaccessible or subject to other planning restrictions. Such verification is particularly important for strategic projects and public infrastructure where land availability needs to be established before detailed planning and implementation.



MAP 18 PROPOSED LAND USE WITH EXISTING GOVERNMENT LAND

12.9 CORE AREA – FOCUSED URBAN DEVELOPMENT

12.9.1 SPATIAL SCALE

The **Core Area** is approximately **1,656.42 acres**, equivalent to about **6.59 sq. km. or 659 hectares**. It has been planned across **six sectors**, with each sector covering an area of approximately **250 acres**, enabling a structured, phased and integrated approach to urban development.

The smaller spatial structure allows development to be organised around clearly defined sectors, with closer integration between residential areas, employment centres, commercial activities, public facilities, transportation and open spaces. The Core Area can therefore act as a concentrated urban node within the larger township framework, while the Special Area accommodates a wider range of strategic, recreational, agricultural and environmental functions.

12.9.2 PROPOSED USES

The Core Area incorporates a combination of **high-intensity urban, commercial, employment, public-purpose and recreational uses**. The principal proposed components include:

- A **TOD influence zone** of approximately **500 metres** has been proposed along the MRTS corridors comprising of **high-intensity mixed-use zone** to support compact development around public transport.
- **High-rise residential (R1)** to accommodate high rise residential development.
- **International Food Mart / Market and Handicraft Market** to support commercial, tourism and local economic activities.
- **Co-working spaces and office spaces** to provide flexible employment and business environments.
- **Multi-specialty healthcare facilities** to strengthen higher-order healthcare provision.
- **Commercial and public-purpose uses** to support daily services and institutional requirements.
- **Recreation, green belt and waterbody components** to maintain environmental quality and provide public open spaces.
- **Vending zones** to provide organized space for informal commercial activity.

The combination of these uses indicates that the Core Area is intended to function as more than a residential neighbourhood. It can develop as a **mixed urban activity centre** where employment, commerce, housing, healthcare, public services and recreation are located within a relatively accessible area.

12.9.3 URBAN DESIGN IMPLICATION

The Core Area can function as an important **service, employment and mixed-use node** within Magadh Township, with a stronger orientation towards pedestrian movement and public transport. The proposed TOD corridor provides an opportunity to concentrate compatible higher-intensity activities around transit, while the surrounding road and local street network can provide access to individual sectors and activity areas.

High-rise residential development should, however, be supported by adequate infrastructure and urban services. Increased development intensity will generate additional demand for **water supply, sewerage, drainage, solid waste management, electricity, road capacity, parking and social infrastructure**. Fire safety, emergency access and building-level circulation will also require particular attention in areas proposed for high-rise development.

The TOD component should similarly be approached as an integrated urban design strategy rather than simply as an increase in development density. Higher intensity should be matched with adequate public transport capacity, pedestrian connectivity, public spaces and utility infrastructure. This will help ensure that the Core Area develops as a **compact, accessible and well-serviced urban centre** rather than becoming an area of concentrated development without corresponding mobility and infrastructure capacity.

12.10 CORE AREA – PROPOSED LAND USE DISTRIBUTION

12.10.1 LAND USE DISTRIBUTION

TABLE 7 CORE AREA – PROPOSED LAND USE DISTRIBUTION

Land use	Acres	Hectares	Sq.Km.	%
Residential	576.64	233.36	2.33	34.81
Commercial	171.44	69.38	0.69	10.35
TOD Zone	283.25	114.63	1.15	17.10
Public Purpose	248.48	100.56	1.01	15
Public Utility	11.94	4.83	0.05	0.72
Transportation & Communication	185.65	75.13	0.75	11.21
Recreational	55.76	22.56	0.23	3.37
Green Belt	81.49	32.98	0.33	4.92
Waterbody	41.77	16.91	0.17	2.52
Total	1656.42	670.33	6.70	100%

12.10.2 DEVELOPMENT BALANCE

Residential use accounts for 34.81% of the land-use distribution, while TOD contributes 17.1%. Public purpose accounts for 15% indicating an intention to provide a service-rich and publicly accessible urban district.

12.10.3 ENVIRONMENTAL STRUCTURE

Green belt and waterbody allocations provide a defined environmental component within the Core Area. These should remain connected to the wider blue-green system and should be used to structure public spaces rather than treated as residual land.

13

SECTOR AND NEIGHBOURHOOD

STRUCTURE

13.1 SECTOR DIMENSIONS

The **Special Area** has been structured into **77 sectors**, with individual sector areas generally ranging between **250 and 500 acres** and average dimensions of approximately **1 km × 1 km**. This sector-based framework provides a practical and manageable unit for **neighbourhood-level planning, efficient road connectivity, equitable distribution of public and community facilities, provision of open spaces, and phased expansion of infrastructure and utility networks**, thereby supporting coordinated and sustainable urban development.

13.2 SECTOR PLANNING COMPONENTS

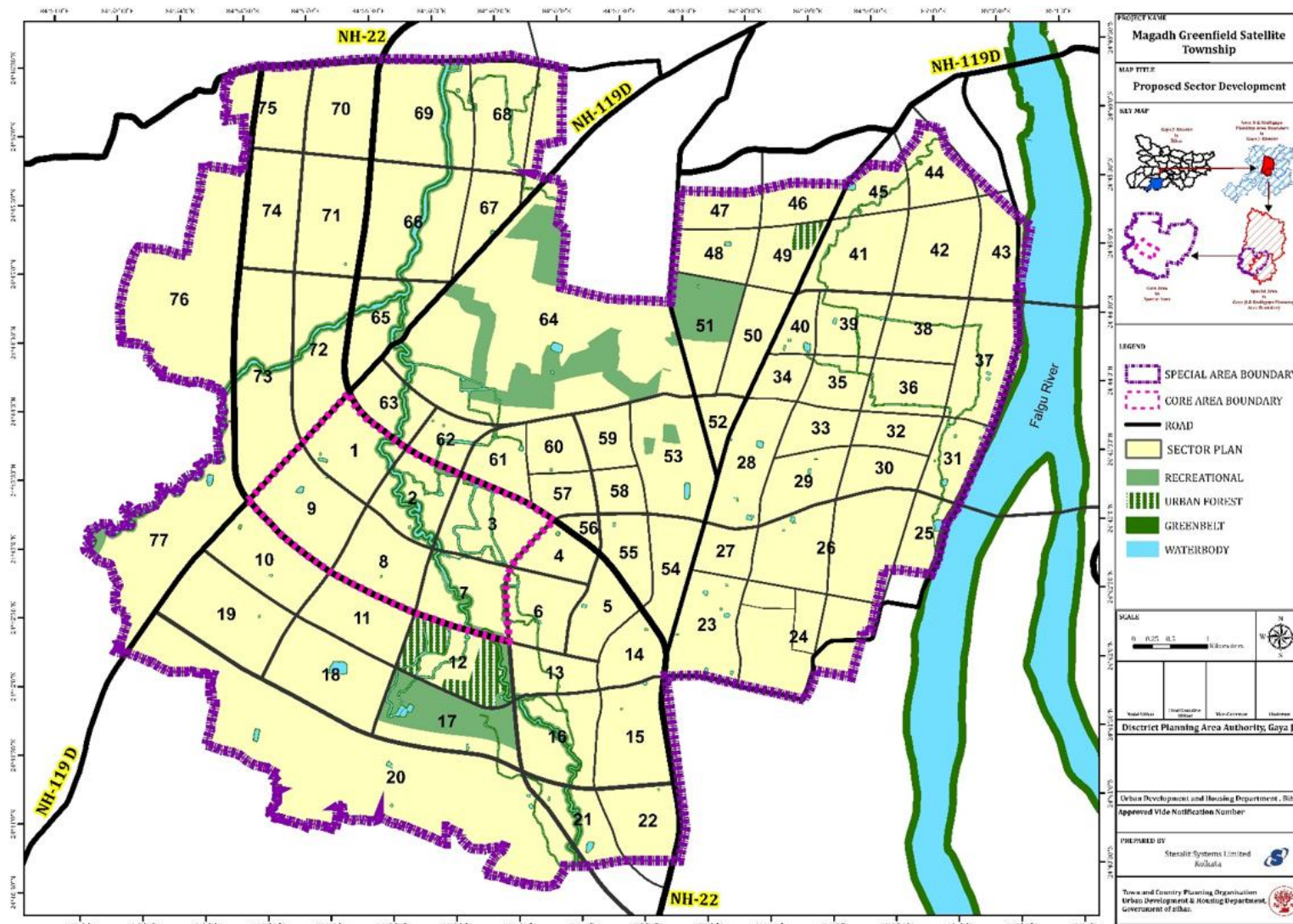
- Internal road hierarchy and junction structure.
- Residential and mixed-use distribution.
- Neighborhood-level public facilities.
- Recreation and green-space connections.
- Drainage and storm-water management.
- Water, sewerage, power and solid-waste service corridors.
- Pedestrian and public transport access.

13.3 RELATIONSHIP WITH GREEN INFRASTRUCTURE

Sector boundaries should not interrupt continuous drainage and green corridors. Where a green or blue corridor crosses multiple sectors, the same planning standards should apply across the full corridor so that the environmental system remains continuous.

13.4 PHASING

Sectorisation provides a practical basis for phased implementation. Priority sectors can be selected based on road accessibility, land readiness, infrastructure feasibility, environmental suitability and development demand. This can reduce leapfrog development and improve the efficiency of infrastructure investment.



MAP 20 MAGADH TOWNSHIP SECTOR PLAN

14

PLANNING PRINCIPLES, PHASING AND KEY PRIORITIES

14.1 INTEGRATED LAND-USE AND MOBILITY

Land-use intensity should be matched with mobility capacity. High-intensity residential and mixed-use areas should be concentrated around appropriate TOD and public-transport corridors, while lower-intensity and environmentally sensitive areas should retain stronger development controls.

14.2 INFRASTRUCTURE BEFORE INTENSITY

Expansion should be linked to water supply, sewerage, power, drainage, solid waste and road capacity. The sector framework allows infrastructure investment to precede or accompany development rather than following unplanned growth.

14.3 ENVIRONMENTAL STRUCTURE AS PERMANENT INFRASTRUCTURE

The **Falgu River**, despite its predominantly seasonal and dry character, **along with existing water bodies, drainage channels, green belts and recreational corridors**, should be recognised and protected as long-term spatial and environmental assets. Their integrated planning and conservation can enhance flood resilience during seasonal flows, improve groundwater recharge and stormwater management, provide recreational opportunities, strengthen landscape quality, and maintain ecological continuity across the planning area. The river corridor should therefore be planned as a resilient **blue-green infrastructure network**, balancing its dry-season character with its important hydrological, ecological, cultural and recreational functions.

14.4 PHASING LOGIC

- **Phase 1:** strengthen regional access, verify land and utility constraints, and establish priority sectors.
- **Phase 2:** develop primary roads, public transport interfaces, utility networks and anchor public facilities.
- **Phase 3:** intensify TOD, residential, commercial and employment areas around established infrastructure.
- **Phase 4:** consolidate remaining sectors, strengthen blue-green links and complete neighborhood-level facilities.

14.5 CONCLUSION

Magadh Township is presented as a large, differentiated and infrastructure-led urban development framework rather than a single-purpose expansion area. Its strength lies in the combination of strategic regional roads, sectorisation, public

transport, mixed-use and TOD planning, specialised employment and tourism-supporting uses, and a substantial blue-green structure. The 2047 framework should therefore be pursued through coordinated sector planning, infrastructure sequencing, protection of natural systems and controlled intensification.

14.6 KEY PRIORITIES

- Maintain the distinction between Special Area and Core Area development controls.
- Protect the Falgu River, drainage network, water bodies and green belts.
- Implement the proposed road hierarchy with access and safety management.
- Integrate MRTS and bus proposals with TOD and sector planning.
- Use government land strategically for public facilities and infrastructure.
- Integrate existing villages and built-up areas into future infrastructure planning.
- Verify all parcel, road, utility and land-use figures against the approved GIS database before statutory adoption.

15

DEVELOPMENT CONTROL

REGULATION & URBAN DESIGN

These Development Control Regulations (DCRs) establish the statutory framework for regulating development within the Magadh Greenfield Satellite Township. These regulations are intended to ensure orderly, sustainable and high-quality urban development in conformity with the objectives of the Development Plan–2047. Unless specifically provided otherwise in this Development Plan, all development within the Special Area shall be governed by the provisions of the Bihar Building Bye-Laws, 2014, as amended from time to time, and other applicable laws, rules and regulations.

The provisions contained in this Chapter shall form part of the Development Control Regulations for the Special Area and to the extent of any inconsistency, shall prevail over the corresponding provisions of the Bihar Building Bye-Laws, 2014.

15.1 GENERAL DEVELOPMENT CONTROL REGULATIONS

The Development Control Regulations (DCRs) are intended to guide and regulate the future growth of Magadh Greenfield Satellite Township. These regulations aim to ensure that development is carried out in an orderly manner, balancing the needs for housing, commerce, industry, infrastructure, and environment. The purpose is to promote sustainable, inclusive and resilient urban development in line with URDPFI Guidelines, Bihar Building Bye-laws, and the vision for Magadh Township.

The DCRs provide a framework for land use, permissible activities, building controls, and environmental safeguards. They shall be applicable to all types of development, redevelopment, and construction activities within the notified Special Area. No development or redevelopment shall be permitted unless it conforms to these regulations.

15.1.1 General Guidelines

- The provisions of the Bihar Building Bye-Laws, 2014, as amended from time to time, shall govern development within the Special Area.
- The applicable zoning regulations, building standards, fire safety requirements, accessibility norms, structural safety provisions and environmental safeguards prescribed under the Bihar Building Bye-Laws shall continue to apply.
- No development shall be permitted in environmentally sensitive zones such as riverbeds, wetlands, forest land, or green belts except for activities specifically permitted.
- In case of any conflict between these DCRs and other state/national level regulations, the more restrictive provision shall prevail.

- Special areas like Transit Oriented Development (TOD) corridors, industrial estates, heritage precincts, and eco-sensitive zones shall be governed by additional regulations as provided in the relevant sections.
- Provisions for affordable housing, EWS/LIG categories, and green building norms shall be mandatory in line with the Bihar Building Bye-Laws, affordable housing and slum rehabilitation & redevelopment housing policy and National Housing Policies.
- Parking norms, fire safety clearances, environmental impact assessment (EIA) requirements, and barrier-free accessibility shall be integral to the development approval process.
- Development along Ghats, Public Amenities and eco-tourism shall maintain a mandatory green buffer restricted to soft landscaping and permeable pathways.
- The Competent Authority reserves the right to modify or relax certain provisions in exceptional cases in the public interest, subject to adequate justification and approval.

15.1.2 Special Regulations For Transit Oriented Development (TOD) Zone

The Transit-Oriented Development (TOD) Zone is intended to promote compact, mixed-use and transit-supportive urban development around the proposed MRTS corridors. Within the TOD Zone, all land uses permissible under the applicable land use zone shall generally be permitted, except the following activities, which shall not be allowed:

- Hazardous industries.
- Heavy industries.
- Red-category industries.
- Highly polluting industries.
- Obnoxious and nuisance-generating activities.
- Tanneries.
- Slaughterhouses.
- Meat processing units.
- Fish processing units.
- Bulk storage of hazardous chemicals, petroleum products or explosives.
- Solid waste processing or disposal facilities, except those specifically approved as public utilities.
- Any other activity that, in the opinion of the Competent Authority, is incompatible with the objectives of Transit-Oriented Development or adversely affects public health, safety or the urban environment.

15.1.3 Special Regulations For Transit Hubs

Transit Hubs (bus terminals, railway stations, metro stations, and multi-modal hubs) shall be developed as high-intensity activity centres ensuring accessibility and seamless connectivity. The following regulations shall apply:

- Land Use: Mixed-use development comprising commercial, public/semi-public facilities, offices, hotels, and residential components (affordable housing and rental housing) shall be permitted.
- Parking: Multi-level car parking and shared parking facilities shall be encouraged. No surface parking shall be permitted within 200m of the transit hub.
- Pedestrianisation: Priority shall be given to pedestrian movement, non-motorised transport (NMT) infrastructure, and barrier-free universal accessibility.
- Setbacks: Flexible building setbacks may be allowed to create public plazas, concourses, and intermodal transfer spaces.
- Environmental Considerations: Energy-efficient design, green building norms, and integration of renewable energy sources (solar rooftops, rainwater harvesting) shall be mandatory.
- Commercial Development: Retail, food courts, entertainment, and service apartments shall be permitted to enhance the economic viability of the transit hub.
- Public Safety: Adequate fire safety measures, CCTV surveillance, and disaster management provisions shall be mandatory.

15.1.4 Special Regulations For International Cultural Enclave

Developing an International Cultural Enclave can be considered as a strategic planning intervention, particularly given the international significance of Bodhgaya and its importance to Buddhist pilgrims, cultural delegations and international visitors. The enclave could accommodate facilities such as cultural centres, international cooperation offices, liaison facilities, exhibition spaces and institutions representing participating countries or international organisations, subject to applicable approvals and agreements. It could consist of convention and cultural facilities could support international conferences, Buddhist conclaves, cultural festivals, diplomatic meetings and knowledge-sharing programmes.

- Permitted activities: International cultural institutions, cultural centres, international liaison facilities, diplomatic/official guest facilities, conference and convention facilities, exhibition and interpretation centres, libraries, research and knowledge centres, international hospitality facilities, prayer/meditation and cultural facilities, and associated public amenities.
- Diplomatic accommodation: Dedicated guest houses, official residences and short- to medium-term accommodation may be permitted for visiting diplomats, official delegations and international dignitaries, subject to applicable Government of India protocols and security requirements.
- Supporting activities: Hotels/guest houses, serviced accommodation, restaurants, cafés, tourism information centres, administrative offices, banking/ATM facilities, health and emergency facilities, retail supporting international visitors, parking and essential utility infrastructure.
- Commercial uses should remain ancillary to the primary international cultural and institutional purpose. Large-scale commercial developments, wholesale activities and incompatible uses should be prohibited.

- o Eligible foreign investment may be facilitated in permitted activities in accordance with the prevailing Government of India FDI Policy and applicable laws and regulations.

15.1.5 Proposed DCR Provisions – Housing, TDR & Redevelopment

TABLE 8 PROPOSED DCR PROVISIONS – HOUSING, TDR & REDEVELOPMENT

Sl. No.	DCR Provision	Proposed Regulation / Guideline	Suggested Figure
1	TDR Incentive	TDR may be granted for land surrendered for road widening, public infrastructure, parks and other notified public purposes. TDR may also be used to encourage redevelopment of congested/old areas.	Up to 1.5–2.0 times the surrendered land's permissible development potential, subject to infrastructure capacity
2	Non-Permitted Land Uses	Uses not permissible in a designated zone shall not be regularised merely through normal permission. Where legally regularizable under applicable provisions, an additional impact/penalty charge may be imposed.	2–3 times applicable development/permission fee, subject to State regulations
3	Affordable Housing near TOD/Transit	Affordable/EWS-LIG housing should be promoted within walking distance of TOD nodes, major bus stands and public transport corridors.	Minimum 15% of FAR for affordable housing in eligible TOD projects; TOD guidance also recommends 15% FAR for units ≤40 m² .
4	Additional FAR for Affordable Housing	Additional FAR may be permitted where developers provide qualifying EWS/LIG housing beyond the mandatory requirement.	Up to 50% additional FAR may be considered for qualifying affordable rental housing, consistent with Affordable Rental Housing Complexes (ARHC) incentives.
5	Airport Height Restriction	All developments within the applicable airport safeguarding	Height to be determined plot-wise as per permissible top elevation (AMSL) ; AAI

		zone shall comply with AAI height-clearance requirements and the Colour Coded Zoning Map (CCZM) , wherever applicable.	NOC required where applicable.
6	Rental Housing Promotion	Rental housing/ARHC projects should be encouraged near employment centres, TOD nodes, railway stations, bus stands and institutional areas.	Minimum 40 dwelling units/dormitory equivalent for an ARHC project; single-bedroom units up to 30 m² , double-bedroom units up to 60 m² , and dormitory beds up to 10 m² .
7	Rental Housing Incentives	Provide fast-track approval, reduced/waived development charges, trunk infrastructure support and additional FAR for qualifying rental housing.	50% additional FAR/FSI may be considered for ARHCs; municipal charges may be levied at residential rates.
8	Old Area Redevelopment	Promote planned redevelopment of the existing/ core city through plot amalgamation, infrastructure upgrading and incentives for reconstruction while protecting heritage-sensitive areas.	10–20% additional FAR may be considered as a redevelopment incentive, subject to road width and infrastructure capacity
9	New Area Development	In newly developing areas, redevelopment should be linked with planned roads, public transport, drainage, parking, open spaces and utility infrastructure before higher FAR is permitted.	Higher FAR to be linked with road width, infrastructure capacity and TOD location
10	Redevelopment Subsidy/Incentives	Provide incentives for redevelopment incorporating affordable housing,	10–15% FAR incentive or partial waiver/reduction of development charges, subject to project eligibility

		heritage conservation, infrastructure improvement and green building measures.	
--	--	--	--

Affordable Housing & TOD:

In designated TOD influence zones around major transit nodes, railway stations and bus terminals, affordable housing shall be promoted through mandatory housing provisions and FAR incentives. A minimum **15% of FAR** may be reserved for affordable housing, with additional FAR incentives for qualifying EWS/LIG and rental housing projects. The TOD Guidance Document recommends 15% of FAR for affordable housing in TOD projects.

Rental Housing:

Affordable Rental Housing Complexes (ARHC) may be promoted near employment centres, TOD nodes and major transport terminals. Projects may follow ARHC parameters, including a minimum **40 dwelling units/dormitory equivalent**, with single-bedroom units up to **30 m²** and double-bedroom units up to **60 m²**. Qualifying projects may be considered for **up to 50% additional FAR**, subject to applicable regulations.

Airport Height Restriction:

All buildings and structures within the applicable airport safeguarding area shall comply with AAI height-clearance provisions. The permissible building height shall be determined based on the applicable **CCZM/permissible top elevation (AMSL)**, site elevation and aerodrome safeguarding requirements. Where applicable, construction shall not commence without the required AAI NOC through NOCAS.

Redevelopment of Old/Core Urban Area:

Redevelopment of the old/core urban area shall be encouraged through plot amalgamation, infrastructure upgradation, TDR/FAR incentives and development-charge concessions. Additional development potential may be permitted subject to minimum road width, parking, fire safety, infrastructure capacity and heritage considerations.

15.1.6 DEVELOPMENT IN URBAN AGRICULTURE ZONE

The Urban Agriculture Zone is primarily intended for the conservation of productive agricultural land, urban farming, horticulture and allied activities. Residential, commercial and other buildings may be permitted within the Urban Agriculture Zone, subject to compliance with the Bihar Building Bye-Laws and the following additional conditions:

- a. The land shall not be leasehold land.

- b. The maximum ground coverage shall not exceed 20 percent of the plot area.
- c. The maximum building height shall not exceed 7.0 metres.
- d. At least 60 percent of the plot area shall be maintained under agriculture, horticulture, plantation or other productive green use.
- e. The proposed development shall not adversely affect the agricultural character or environmental functions of the Urban Agriculture Zone.

15.1.7 DEVELOPMENT ON PLOTS FALLING IN MULTIPLE LAND USE ZONES

Where a plot or parcel of land falls partly within two or more land use zones as indicated in the Proposed Land Use Plan–2047, the owner or developer may utilise any of the overlapping land uses applicable to such plot, provided that:

- the proposed development conforms to the applicable Development Control Regulations;
- all other statutory approvals are obtained; and
- the proposed use is not specifically prohibited under these regulations

15.2 URBAN DESIGN

The Urban Design framework for the Magadh Greenfield Satellite Township are intended to establish a coherent, attractive, sustainable and pedestrian-oriented urban environment. The regulations shall guide building form, street frontage, building height, setbacks, façade treatment, landscaping, public realm, signage, parking and visual character.

The regulations shall be applicable to all new development, redevelopment, subdivision, amalgamation and major alteration of buildings within the Magadh Greenfield Satellite Township.

15.2.1 Street Frontage And Active Edge

The principal objective of street-edge regulation shall be to create **active, safe and pedestrian-oriented streets**.

Along designated commercial and mixed-use corridors:

- At least **60% of the ground-floor street frontage** should comprise active uses.
- Blank walls longer than **10 m** shall be avoided.
- Ground-floor façades should preferably provide at least **50% transparent frontage**.
- Building entrances should directly address the public street.
- Parking ramps, service areas, electrical rooms and waste storage shall not dominate the primary frontage.
- A **2–3 m wide shaded arcade/verandah** may be provided along high-footfall commercial streets.

15.2.2 Pedestrian And Streetscape Design

A continuous pedestrian network shall be developed throughout the township.

TABLE 9 RECOMMENDED MINIMUM PEDESTRIAN STANDARDS

Road/Development Context	Minimum Clear Footpath Width
Local street	1.8 m
Collector street	2.5 m
Major commercial/urban corridor	3.0 m
High-footfall commercial/transit area	3.0-4.0 m
Pedestrian plaza	Minimum 4.0 m unobstructed movement zone

The minimum **1.8 m clear pedestrian zone** shall remain free from parking, utility poles, signage, kiosks, landscaping or other permanent obstructions.

15.2.3 Landscaping And Street Trees

A continuous green network shall be established along the major road hierarchy.

The following standards shall be adopted:

- Avenue trees at approximately **6–8 m spacing**.
- Minimum **2 m landscape strip** along major roads wherever feasible.
- Native and climate-suitable species shall be preferred.
- Tree planting shall not obstruct pedestrian movement or underground utilities.
- Large parking areas shall incorporate tree planting and shaded pedestrian routes.
- Existing mature trees should be retained wherever technically feasible.

15.2.4 Public Open Space And Public Realm

All major public spaces shall be designed as **accessible, safe and multifunctional spaces**.

Public spaces shall incorporate:

- Minimum **40% shaded/semi-shaded seating and activity areas** where feasible.
- Universal-accessible entrances.
- Pedestrian connections to surrounding streets.
- Adequate lighting.
- Seating at approximately **50–100 m intervals** along major pedestrian routes.
- Drinking-water and public conveniences at major public destinations, subject to project requirements.

Plazas and neighbourhood greens shall be connected to the wider green-blue network of the township.

15.3 Existing Authorised Development

Any building or development that has been lawfully constructed or carried out prior to the notification of this Development Plan, after obtaining valid permission from the Competent Authority in accordance with the applicable laws in force at the time of approval, shall continue to be recognised as an authorised development. Such buildings or developments shall not be treated as unauthorised solely on account of any subsequent change in land use or zoning under the Magadh Greenfield Satellite Township Development Plan–2047.

15.4 Future Development

All new development, redevelopment, change of land use, subdivision of land and building activities undertaken after the notification of this Development Plan shall conform to:

- the provisions of the Magadh Greenfield Satellite Township Development Plan– 2047;
- the Development Control Regulations contained herein;
- the Bihar Building Bye-Laws, 2014, as amended from time to time, except where superseded by this Development Plan; and
- other applicable laws, rules, regulations and directions issued by the Competent Authority.

15.5 Interpretation and Resolution of Conflict

In the event of any ambiguity, inconsistency or conflict between the provisions of this Development Plan and any other planning document applicable within the notified Special Area, the provisions of the Magadh Greenfield Satellite Township Development Plan–2047 shall prevail to the extent of such inconsistency. Matters not specifically provided for in this Development Plan shall be governed by the Bihar Building Bye-Laws, 2014, as amended from time to time, and other applicable statutory provisions.