



Roc No:1809/2018/E1

Dated:11.10.2019.

Notification under Tamil Nadu Infrastructure Development Act 2012

(Act 22 of 2012)

Sir,

Sub New Bus stand-Dharmapuri Municipality-Inviting suggestions and objections regarding the Construction of New Busstand in Dharmapuri Municipality through Public Private Patnership mode on DBFOT basis-Regarding.

Ref G.O(Ms) No.75 Municipal Administration and Water supply Department dated:24.07.2018.

In the reference 1st cited, Government has accorded principle permission to take up the construction of New Busstand through Public Private Patnership mode on DBFOT basis to Dharmapuri Municipality.

As per the directions of the Commissioner of Municipal administration, Consultant had been fixed by this Municipality and Detailed project report was prepared for Rs.39.14 crores for the above project.

Under the Tamil Nadu Infrastructure Development Act 2012 (Act 22 of 2012) objections and suggestions invited in written to this office with regards to the Construction of New Busstand in Dharmapuri Municipality through Public Private Patnership mode on DBFOT basis for a period of 30 days from the date of publication of this notice (upto 15.11.2019).

*Srinivas
11/10/19.*
Commissioner,

Dharmapuri Municipality

Bus Stand Proposal

*DMC
11/10/19*

Dharmapuri Municipality		
Formal for Publishing the Details Private Partnership Project		
1.00	General	Response
1.01	TNIDB Project ID	
1.02	Name of the Project	Construction of New Bus stand for Dharmapuri Municipality
1.03	Sector	Bus stand
1.04	Sponsoring Agency	Commissioner Dharmapuri Municipality
1.05	Location of the project	A) A. Reddi Halli Village, Sogathur Panchayath Survey No.456/6, 456/8, 467/1, 104/3, 104/4, 104/5, 456/1, 456/3, 456/4, 456/5, 456/7, 457, 460, 459/1, 99/2A, 105/2A, 99/3B1, 99/2B, 105/2B, 99/3B2 B) Extent:10.02 acres.
1.06	Previous phases,if any	Nil
2.00	Project Description	
2.01	Brief description of the project	<p>1) The total no of trips made by Mofussil buses arc 1704 per hour and 71 buses departs From the terminal per hour on a average and the peak hour departure of Mofussil buses 774 buses (10am -11am) and town buses are 48 (7pm – 8pm). (2).Based on the above calculation it is proposed to provide (57+10) 67 bus bays that will be sufficient for Mofussil buses and idle bays and Town buses respectively. Hence this proposed bus terminal falls under the Grade I category The area required per bus bay is a minimum 76 Sq.m ml as per Urban development Plans formulation & Implementation (UDPFI) guidelines Hence the area required for 57Bus bays (Mofussil & Town Bus) is 4332Sqm the area required per idle bus bay is 145sqmt as per UDPFI guidelines. Hence the area required for 10 idle bus bays is 1450Sqm After the detailed assessment of the conditions of the bus Stand and the results of all the surveys, the development options were Finalized These options were developed for the benefit of the commuters within the town & outside who pass through the town Overall it was aimed at improving the social & economic standards of the town, providing safe& comfortable departures / arrivals & avenues for generation of income to the ULB</p> <p>The Following are the Project components</p> <ol style="list-style-type: none"> 1 .Terminal Building shops 2.Construction of Drain 3.Construction of Two Wheeler & Car Parking(2 Nos) 4.Construction of Sump 5.Construction of Bus bays 6.Providing Sewer line Arrangements 7 .Provision for water supply Arrangements 8.Construction of collection well 9.Provision for street light Arrangements with High mast light 10.Provision for External Electrification work 11. Internal CC roads 12.GST 12% 13.Labour Welfare fund @ 1% 14.Contigencies
2.02	Justification for the project	<ol style="list-style-type: none"> 1. The existing bus terminal was constructed in the year 1980 at a total extent of 5.75 acre under the class A category with 52 number her of bus bays.This bus terminal is located at a prime location in the CBD area where all the live major roads from Salem, Krishnagri , Hosur Banglore and Chennai intersects with Dharmapuri town area. This bus terminal lies within the Dharmapuri Municipality boundary and it seerves for both Mofussil and local services. 2. The existing bus stand has two separate entrances and exits for Interstate Bus Terminal (ISBT) and local bus terminal, both the point are 30 meters wide. The entry point of both bus stations is from Salem – Hosur road. However, the approach road for Mofussil and Local bus terminal is 60m wide due to heavy Bus movement and lesser turning radius, traffic congestion and collision congestion persists. 3. Road Transport is a key infrastructure sector that facilitates the growth of business, seamless flow of investment, trade and tourism, with significant multiplier effects across the economy. The road transport sector is one of the prime movers for economic growth and astrategic element of employment generation, besides providing bus transport for passengers and goods. Rapidly expanding allied

		<p>infrastructure facilities will fuel the growth of the economic status of Municipality.</p> <p>The existing bus stand has several limitations such as space constraints, traffic congestion, dilapidated structures and several other discrepancies that were noted and analysed during the site visit by our technical team comprising of a transport planner, urban planner, architect and civil engineer</p> <p>4. The image of the existing bus terminal is not on par with the modern architecture or any smart technologies. The bus terminal buried away behind adjoining shop units and has a minimal and insufficient public interface. The building lacks natural ventilation and it does not possess any sustainable features. The concourse area is insufficiently wide in places, resulting in internal congestion. Transport interchanges provide one of the first and last impressions for a visitor to a city center and it is not considered that the existing bus station provides a suitable gateway for Dharmapuri town.</p>
		<p>5. Stakeholder consultations are a key stage of any project, as views of interested parties will play a major role in the design process. It is imperative that the views of Stakeholders are reflected in the planning of any project. This is to ensure that all affected parties / agencies have the required ownership of the project to ensure its smooth execution and implementation.</p> <p>The proposal to shift the Mofussil Bus Stand from its existing location to the proposed site is likely to have impacts on different stakeholders. Several different government agencies will be involved in the process of constructing a new bus stand and shifting bus services from the old facility: The Project team has carried out initial discussions with identified Stakeholders, including:</p> <ol style="list-style-type: none"> 1) Directorate of Town and Country Planning 2) Tamil Nadu State Transport Department 3) Police Department 4) Tamil Nadu State Highways Department 5) National Highways Authority of India 6) Public and Bus operators <p>The site is located in A. Reddi Halli Village, Sogathur Panchayat, Dharmapuri at an extent of 10.02 acre. The distance between the existing bus stand and the proposed site is 3.0km. The connectivity between the existing bus stand and the proposed location is via State Highways Pennagaram Road.</p>
2.03	Estimated total project cost	Rs.3914.00 Lakhs
2.04	Target population	1,50,000 Passengers/Day
2.05	Direct employment likely to be generated by the project	400
2.06	Indirect employment likely to be generated by the project	2000
2.07	Direct economic benefits of the project	Rs.60.00 Lakhs
2.08	Indirect economic benefits of the project	Rs.200.00 Lakhs
2.09	Project land available with Government	Yes
2.10	Land acquisition required, if any	Not Necessary
2.11	Rehabilitation and Resettlement, if any	No
2.12	Will the project have future phases ?	No
The Notice invited suggestions and objections with regard to the proposed development		

Srinivas
11/10/23

Commissioner

Dharmapuri Municipality

11/10/23