Ppp Module For Construction And Development Of Dp Roads In Pcmc On Development Tdr Basis

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Abstract- *Public–private partnership (PPP) describes a government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies. These schemes are sometimes referred to as PPP. Due to rapid development in economic, industrial & commercial activities, there is enormous increase in traffic causes congestion, pollution & other related problems. . Land Taken in Possession by the Land Owner for D.P Implementation was already done by Giving money, FSI, by private negotiation, but these all were lengthy process and due to shortage of time period we came into existence of TDR. Transfer of Development Rights (TDR) means making available certain amount of additional built up area in lieu of the area relinquished or surrendered by the owner/Lessee of the land, so that he can use "extra built up area" either himself or transfer it to another in need of the extra built up area for an agreed sum of money*

To sort out these problems, the concept of "PPP Module" came into existence and it was felt to propose & implement these DP Road projects by Development TDR Basis for Construction and Development of DP Road When an owner or lessee with prior approval of Municipal Commissioner, may develop or construct the amenity on the surrendered plot or on the land which is already vested in the Planning Authority, at his own cost subject to such stipulations as may be prescribed and to the satisfaction of the Municipal Commissioner and hands over the said developed/constructed amenity free of cost to the Municipal Commissioner then he may be granted a Transferable Development Rights (TDR) in the form of FSI.

Due to development of TDR local people, developer/contractor and even local property including government department will be benefitted.

Keywords- Transfer of Development Rights (TDR),DP, ,Public–private partnership (PPP), FSI, extra built up area.

I. INTRODUCTION

Public–private partnership (PPP) describes a government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies. These schemes are sometimes referred to as PPP.

PPP involves a contract between a public sector authority and a private party, in which the private party provides a public service or project and assumes substantial financial, technical and operational risk in the project. In some types of PPP, the cost of using the service is borne exclusively by the users of the service and not by the taxpayer. In other types (notably the private finance initiative), capital investment is made by the private sector on the weakness of a contract with government to provide agreed services and the cost of providing the service is borne wholly or in part by the government. Government contributions to a PPP may also be in kind (notably the transfer of existing assets). In projects that are aimed at creating public goods like in the infrastructure sector, the government may provide a capital subsidy in the form of a one-time grant, so as to make it more attractive to the private investors. In some other cases, the government may support the project by providing revenue subsidies, including tax breaks or by removing guaranteed annual revenues for a fixed time period.

Typically, a public sector consortium forms a special company called a "special purpose vehicle" (SPV) to develop, build, maintain and operate the asset for the contracted period. In cases where the government has invested in the project, it is typically (but not always) allotted an equity share in the SPV. The consortium is usually made up of a building contractor, a maintenance company and bank lender(s). It is the SPV that signs the contract with the government and with subcontractors to build the facility and then maintain it. In the infrastructure sector, complex arrangements and contracts that guarantee and secure the cash flows make PPP projects prime candidates for project financing. A typical PPP example would be a hospital building financed and constructed by a private developer and then leased to the hospital authority. The private developer then acts as landlord, providing housekeeping and other non-medical services while the hospital itself provides medical services.

II. STATUS OF DEVELOPMENT PLAN OF PCMC

Status of Development Plan of PCMC

1.Development plant Sanction Year by Government	1996
2. D.P Implemented within 20 year	55.00% which is No. 1 in Maharashtra
3. D.P Revision Norms as per Government	After Every 20 years
4. Land Taken in Possession by the Land Owner for D.P Implementation	a) By giving Money i.e Land Acquisition b) By giving FSI c) By giving TDR By Private Negotiation

a) By Land Acquisition: This is very lengthy process

- In this process, Joint Measurement of said Reservation
- Demarcation Plan (Done by Government Authority)
- Collect Ownership Papers of land owner i.e. 7/12 etc.

b) By giving FSI:

- In this case the land is hampered due to P.C.M.C reservation that area to be demarcated by the land owner and that FSI asked to the corporation at the time of sanction and to be loaded that FSI remaining land. In this case land owner have to be take initiative.
- In this case, reservation will be developed, as per will of land owner, if land owner don't want to develop his land such reservation cannot be developed and have to wait for land acquisition.

c) By giving TDR:(Transferable Development Rights)

- Owner should take initiation for taking benefit of TDR and he has to apply for TDR
- With application requires 7/12, demarcation plan, 50 years search reports and relevant paper regarding land ownership papers.
- With completing all the procedure P.C.M.C. issuing D.R.C. i.e. Development Right Certificate.

d) By Private Negotiation

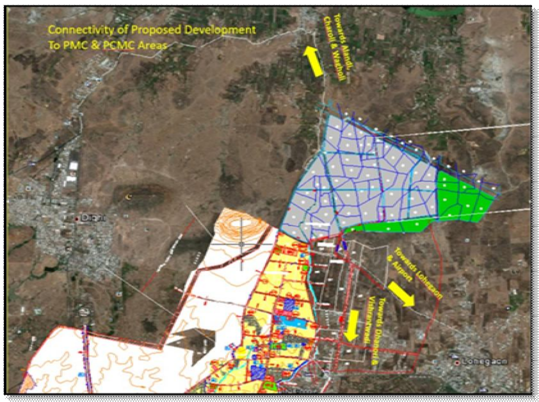
- In this case, PCMC or land owner comes together and according to their new they mutually start correspondence and as per need, if PCMC need to take possession if reservation as required by land owner, Government Demarcation is done by PCMC at this cost if land owner need to develop it should be done at their cost and as per government norms that cost is decided and then hand over cheque to land owner

III. CASE STUDY:PROPOSAL FOR CONSTRUCTION AND DEVELOPMENT 24 M DP ROAD IN CHARHOLI AREA IN PCMC LIMIT ON PUBLIC PRIVATE PARTNERSHIP "PPP"MODULE.

3.1 The brief details of the project are as follows:

Name of the work: Construction and Development 24 M DP Road in Charholi Area in PCMC Limit on Public Private Partnership "PPP "Module.

- Name of Client :PimpriChinchwad Municipal Corporation
- Name of the Consultants :Infraking Consulting Engineers Pvt. Ltd
- PPP operator: Promoter
- Tender Cost: Rs. 33.73 Crores
- Mode of Development: Public Private Partnership (PPP)



Four Lane Bituminous Road
24m wide road

1. Road -1 length=1.4km
2. Road-2 length=0.5km

1. Storm water Lines

- 900 mm Dia B/s. = RCC square chamber with RCC perforated chamber cover
- Total Length = 3.8 km
- Storm water chamber B/s = 30m c/c

2. Sewer Line

- 450mm Dia B/s RCC NP3 round chamber
- Total Length = 3.8 km
- Storm water chamber = 50m c/c

3. Culverts at required locations and Footpaths as per specifications
4. Service line crossing to be provided
5. Water and drainage lines
6. Water supply line 150mm dia B/s
7. Utility services HDP pipe 200mm dia B/s with chamber cover 0.65*0.45 50m c/c
8. Electrical line pole with 6m height B/s

Along with the above, the developer should develop the facilities like landscaping & arboriculture, well planted dividers.

Crust Thickness details:

BC = 40mm
DBM = 100mm
WMM = 200mm
GSB = 300mm
Subgrade = 500mm

3.1 RESULTS OF THE STUDY

COMPARITIVE STATEMENT OF DEVELOPMENT TDR VS PROFITABILITY & VIABILITY OF PROJECT IN DIFFERENT PART

Name of Work	DP Width (m)	Length (m)	Area (Sq. m)	Cost of Project (Rs.)	Cost Per Sq. m	RR Rate w. r. to Open Land	Development TDR Area	Diff. of TDR got to Developer	Project Viability	Construction cost per Sq.ft of Building on Usable area of TDR	Cost of Construction of Building	Total Cost for Road+Building	Area wise Salable rate of Building	Diff in Profit after Utilising TDR (Area of TDR in Sq.ft x Salable rate Rs/Sq.ft - Total Construction Cost)	% Profite to Developer
Development of D.P. Road in Pimple Nilakh.	18	1250	22500	131871967.10	5861.0	7740.00	21297.15	-1202.85	No	-	-	-	-	-	-
Development of 18m DP Road, Moshi.	18	1060	19080	100121126.3	5247.4	4080.00	30674.36	11594.36	Yes	2200.00	274461800.6	374582926.9	4800	224242819.9	59.86 %
Development of DP Road, Heeramata, CHARHOLI.	24	1400	33600	337367864.00	10040.7	6700.00	62941.77	29341.77	Yes	2200.00	694578277	1031946141	5000	546640852.2	52.97 %
Development of 18m wide DP Road, RahataniGaothan.	18	1200	21600	125362252.00	5803.81	19360.00	8094.15	-13505.85	No	-	-	-	-	-	-
Development of 18m DP at Punawale.	18	1000	18000	100800000.00	5600	5180	24324.32	6324.32	Yes	2200.00	149709405.4	250509405.4	4800	76129297.3	30.39 %

IV. CONCLUSION

- Due to Development TDR basis implementation, the Budgetary constraints of PCMC to develop the physical and social infrastructure at much needed pace, has given PCMC authorities to look for revenue sources beyond the conventional resources.
- TDR Development helped to bridge the funding gap for the projects to implement on PPP mode taken by the PCMC.
- Quality of work will be even above from the satisfactory level. This will be benefited to PCMC in terms of less efforts in supervision and monitoring the work. This is because of the parameter in PPP design regarding the PPP operator's liability of the operation and maintenance of the roads for concession periods.
- As the PPP model is based on the development TDR for land development. Hence participation of developer/promoter have been increased.
- Nearby property accessible to the road will also developed by contractor in this proposal.
- Local governments can use development TDR to mitigate the economic impact of land use regulations, specifically to compensate landowners for perceived partial takings this planning tool offers landowners a way to recapture some lost economic value when a property is downzoned from residential use to agricultural use for preservation purposes.
- The problem of finding public funds to protect open space and historic buildings is increasingly difficult as governments carefully watch their bottom lines. But due to development TDR local governments can leverage market monies to achieve such goals.
- Developers benefit from the clarity and consistency that TDR programs offer Instead of incurring the costs and risks of negotiating for variances, developers can exceed certain zoning regulations simply by purchasing development rights from other property owners.

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