



Land Acquisition

Social Impact Assessment Study

Construction of ROB at SN College Gate

KOLLAM

FINAL REPORT



***Centre for Land and Social Studies
Pangode, Thirumala PO, Thiruvananthapuram. 06***

Project

***Construction of ROB over Level Cross at SN College
Gate in Kollam Taluk & District***

Requiring Body

***The Kerala Roads and Bridges Development Corporation
Ltd, Kochi,,Ernakulam.***

Administrative Sanction

G.O(Rt) No. 718/2018/pwd dated 10-04-2018

Notification

Extra Ordinary Gazette No.2767 dated 30/08/2024

SIA Unit



Centre for Land and Social Studies

Pangode, Thirumala PO, Thiruvananthapuram-695006

Email: classtypm@gmail.com Website: www.classtypm.in

Phone No. 9446029769

NOTE

This firm has under taken the Social Impact Assessment study as per the notification under section 4(1) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 published in extra ordinary gazette No 2767 dated 30/08/2024 by virtue of Govt. order No.GO (Rt) 718/2018/PWD dated 19/04/2018. The study team has followed all procedures in this assignment as defined in the Act & Rules. Necessary details/ information have been collected from the persons, families and authorities who are interested with the land under proposal of acquisition. Draft report on the study was prepared by close analysis of the information collected, keeping in mind the provisions of Act & Rules.

The Draft Report was then published on the website www.classtvp.m.in of this firm and respective offices as required by the Act, for scrutiny and knowledge of interested parties. The report has been then finalised after considering the concerns raised by the interested parties and the responses given by the authorities in the public discussions. It is pertinent to note that the study report has been finalised on basis of the statistics that could be understood from project site as well as vicinal areas and those derived from the responses of interested parties. The authenticity of such information has to be ensured on the basis of legitimate records and this can only be done by the authorities concerned.

Thiruvananthapuram,

20/12/2024


Director

CONTENT

PART 1 SOCIAL IMPACT ASSESSMENT		
Chapter	Subject	Page Number
1	Scheduled Project, Developer, Public Purpose Involved	13
2	Extent and Nature of Land Proposed for the Project	14
3	Whether the Extent of Land Proposed for Acquisition is the Absolute Bare- Minimum Extent needed for the Project	16
4	Possible Alternative sites for the Project and their feasibility	17
5	Estimation of affected families and the number offamilies among them likely to be Displaced	18
6	Estimation of the Affected Families and the number of Families among them likely to be Displaced	19
7	Description of Affected Residential Buildings	19
8	Description of Business Establishments/Livelihood of Families Affected	21
9	Description of Public Buildings, Settlements, Public Assets/Properties.	24
10	Description of Affected Public and Community Infrastructure particularly Roads, Public Transport, Parks, Drainage, Electricity Supply etc.	24
11	Description on Affected Fair Price Shops, Food Storage Go downs, Places of Worship, Burial and Cremation Grounds	25
12	Description on Source of Drinking Water, Source of Water for Cattle, Community Ponds, Grazing Land, Plantations	25
13	Details of Indirect Impacts likely to be Created by the Project	25
14	Whether the Recommendation for Land Acquisition meets the Criteria prescribed by the Act/Rules.	26
15	Description of Impacts that the Project is likely to create, and Nature and Cost of addressing them and the Impact of these Costs on the overall cost of the Project	29
16	Description on Public Opinion	31
17	Review Summary	31

PART 2
SOCIAL IMPACT MANAGEMENT PLAN

1	EXECUTIVE SUMMARY	1.1	Project and Public Purpose	39
		1.2	Location	40
		1.3	Size and Attributes of Land Acquisition	40
		1.4	Alternatives Considered	43
		1.5	Social Impacts	43
		1.6	Mitigation Measures	44
2	DETAILED PROJECT DESCRIPTION	2.1	Back ground of the Project, including Developers background, Governance and Management Structure	48
		2.2	Rationale for Project including how the Project fits the Public Purpose Criteria listed in the Act	48
		2.3	Details of Project Size, Location, Capacity, Outputs, Production Targets, Cost, Risks	48
		2.4	Examination of Alternatives	49
		2.5	Phases of Project Construction	49
		2.6	Core design Features and Size and Type of Facilities	49
		2.7	Need for Ancillary Infrastructural Facilities	50
		2.8	Work Force Requirements (Temporary and Permanent)	50
		2.9	Details of Social Impact Assessment/ Environmental Impact Assessment if already conducted and any Technical Feasibility Reports	50
		2.10	Applicable Law and Policies	50
3	TEAM COMPOSITION APPROACH, METHODOLOGY AND SCHEDULE OF THE SOCIAL	3.1	List of all Team Members with Qualifications	52
		3.2	Description and Rationale for the Methodology and Tools used to collect Information for the Social Impact Assessment	52

	IMPACT ASSESSMENT	3.3	Sampling Methodology used	53
		3.4	Overview of Information/Data Sources used	53
		3.5	Schedule of Consultations with key Stakeholders and Brief Description of Public Hearings conducted	53
4	LAND ASSESSMENT	4.1	Describe with the help of the maps, information from land inventories and primary sources	57
		4.2	Entire area of impact under the influence of the project (not limited to the area for acquisition)	58
		4.3	Total Land requirement for the project	58
		4.4	Present use of any public, utilized land in the vicinity of the project area	60
		4.5	Land (if any) already purchased, alienated, leased or acquired, and the intended use for each plot of land required for the project	60
		4.6	Quantity and location of land proposed to be acquired for the project	60
		4.7	Nature, present use and classification of Land and if agricultural land, Irrigation coverage and Cropping patterns	60
		4.8	Size of holding, Ownership patterns, Land distributions and number of Residential Houses	61
		4.9	Land Prices and recent changes in Ownership, Transfer and Use of Lands over the last three years.	61
5	ESTIMATION AND ENUMERATION(Where Required) OF AFFECTED FAMILIES AND ASSETS	5.1	Estimation of Families which are directly Affected (own land that is proposed to be acquired)	62
		5.2	Family of Scheduled Tribes and other Traditional Forest Dwellers who have lost any of their Forest Rights	62
		5.3	Families which depend on Common Property resources which will be Affected due to Acquisition of land for their Livelihood	63

		5.4	Families which have been Assigned Land by the State Government or the Central Government under any of its schemes and such Land is under Acquisition	63
		5.5	Families which have been Residing on any Land in the Urban Area for preceding Three Years or more prior to the Acquisition of the Land	63
		5.6	Families which have depended on the Land being Acquired as a Primary Source of Livelihood for Three years prior to the Acquisition	64
		5.7	(b) Families which are Indirectly Impacted by the Project (not affected directly by the acquisition of own lands)	64
		5.8	(c) Inventory of Productive Assets and Significant Lands.	64
6	SOCIO-ECONOMIC AND CULTURAL PROFILE (Affected area and Resettlement site)	6.1	Demographic details of the Population in the Project Area	64
		6.2	Income and Poverty Levels	66
		6.3	Vulnerable Groups	66
		6.4	Land use and Livelihood	66
		6.5	Local Economic Activities	66
		6.6	Factors that contribute Local Livelihoods	67
		6.7	Kinship patterns and Social and Cultural Organization	67
		6.8	Administrative Organization	67
		6.9	Political Organization	67
		6.10	Community based and Civil Society Organizations	68
		6.11	Regional Dynamics and Historical Change Processes	68
		6.12	Quality of Living Environment.	68
7	SOCIAL IMPACT MANAGEMENT PLAN	7.1	Approach to Mitigation	68
		7.2	Measures to Avoid, Mitigate and Compensate Impact	69

		7.3	Measures that are Included in the terms of Rehabilitation and Resettlement and Compensation as outlined in the Act.	70
		7.4	Measures that the Requiring Body has stated it will introduce in the Project Proposal	71
		7.5	Alterations to project Design and Additional Measures that may be required to Address the Extent and Intensity of Impacts across various groups as identified during the Social Impact Assessment Process	71
		7.6	Detailed Activities to be carried out for each Mitigation Strategy, Time lines for each Mitigation Strategy.	74
		7.7	The Social Impact Management Plan must clearly indicate which measures the Requiring Body has Committed to Undertake and those that have been proposed, but not Committed to be Undertaken by the Requiring Body.	77
8	SOCIAL IMPACT MANAGEMENT PLAN INSTITUTIONAL FRAMEWORK	8.1	Description of Institutional Structures and Key Person responsible for each Mitigation Measures	78
		8.2	Specify role of Non- Governmental Organizations etc., if involved	79
		8.3	Indicate Capacities required and Capacity Building Plan, including Technical Assistance, if any	79
		8.4	Timelines for each Activity.	79
9	SOCIAL IMPACT MANAGEMENT PLAN BUDGET AND FINANCING OF MITIGATION, PLAN	9.1	Costs of all Resettlement and Rehabilitation Costs	80
		9.2	Annual Budget and Plan of Action	81
		9.3	Funding Sources with breakup	81
10	SOCIAL IMPACT MANAGEMENT PLAN MONIT-	10.1	Key Monitory and Evaluative Indicators	82

	ORING AND EVAL- UATIONS	10.2	Reporting Mechanisms and Monitoring Roles	82
		10.3	Plan for Independent Evaluation.	82
11	ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDA- TION ON ACQUISITION	11.1	Final conclusions on : Assessment of Public Purpose, Less Displacing Alternatives, Minimum Requirements of Land, the Nature and Intensity of Social Impacts, and Viable Mitigating Measures and the Extent to which Mitigation Measures will Address Costs	83
		11.2	The above analysis will use the equity principle as a framework of analysis for presenting a final recommendation on whether the acquisition should go through or not.	83
	Annexure. I		Notification under section 4(1)	88
	Annexure. II		Details of the Affected Persons and Assets	93
	Annexure. III		Copy of letter sent to Developer requesting details of the project.	101
	Annexure IV		Reminder to the Developer for details	103
	Annexure V		Reply of the Developer	105
	Annexure VI		Attendance of participants in public hearing.	107
	Annexure VII		Public hearing-procedure	112
	Annexure VIII		Public hearing-advertisements	124

PART-ONE



SOCIAL IMPACT ASSESSMENT

Chapter-1

Scheduled Project, Developer Public Purpose Involved

The proposed land acquisition envisages the construction of ROB at SN College Gate level cross located between Kollam and Mayyanad railway stations in Kollam district. Kerala Roads and Bridges Development Corporation Limited, under the Government of Kerala, has been entrusted with the construction of the project. The level cross is located on the by-road leading to Mundakkal area starting from SN College Junction on Thiruvananthapuram Kollam National Highway. It is seen that the people of Mundakkal can easily access the highway by crossing the said level cross. At the same time it has been seen that many by roads are existed in the area which enable the locals to reach the highway as alternate mode.

The residents of Mundakkal area depend on SN College Junction-Mundakkal Road to reach various educational institutions, government offices, hospitals, employment establishments, commercial establishments etc located at various places in Kollam town. About 46 trains are plying on this railway line during day time and about 30 trains are seen plied between 8pm and 6am. There is also a situation where goods trains, engines, special trains etc. run through this line without prior scheduling. The bye road has to be closed about seven to eight minutes for the purpose of passing a single train. As a result there is a situation of denying travel on the said road for 10 hours a per day. Since the construction of ROB and road development has to be seen as infrastructural development for the benefit of the people, the acquisition of land required for such project has to be seen to full fill the public purpose.



Chapter-2

Extent and Nature of Land Proposed for the Project

As per the application / requisition of the Kerala Roads and Bridges Development Corporation Limited, who is the developer of the project 0.9713 hectares of land has to be acquired for the construction of the proposed ROB. They belong to villages like Vadakkevila and Mundakkal of Kollam taluk& District.

According to the alignment shown by the developer's representative, apart from the private plots, public assets are also included in the alignment. The land proposed for acquisition is mainly used for residential and commercial purposes. The proposed land acquisition affects many residential buildings partially and many commercial establishments and self-employed enterprises either completely or severely. Compound walls of St. Thomas CSI Church, SNDP Trust Sarada Mandiram, and SN women's College and a private office are also partially affected.



Alignment sketch



Chapter-3

Whether the Extent of Land Proposed for Acquisition is the absolute Bare- Minimum Extent needed for the Project

The project envisages the construction of ROB on the SN College - Mundakkal road across the Thiruvananthapuram- Kollam railway line along with the construction of service road. The study team has come to understand that private land mainly needs to be acquired for construction of service roads and to get suitable width for newly constructed fly overs.

During the joint inspection to ascertain the alignment of the land sections to be acquired, usually the representative of the developer is present at the project area and conveys the preliminary information required for the study. But no one from Kerala Roads and Bridges Development Corporation was present at the time of joint inspection despite proper communication. Moreover, the details requested in writing by 11/9/2024 regarding the project have not been made available by the developer. The study team later received a reply saying that the notice given through email was not received. But copies of the DPR, administrative sanction order were later made available in response to the message sent on behalf of the Chief Engineer in the same email address.

On perusal of the copy of DPR prepared by a consultancy and made available by the developer, it seen that three alignment options have been prepared for the project, and no differences between them in terms of satisfying the criteria specified in the Land Acquisition Act and Rules. Of these the second option is indicated as accepted in the DPR without any justification. The study team has observed that if the first option had been considered, the amount of private land that would have to be acquired could have been reduced. It has been mentioned that under the first alignment option, only 98 cents of land is required to be acquired for the project, but under the second and approved option, 148 cents of land is required to be acquired.

But according to the Kerala Roads and Bridges Development Corporation Limited, 0.9713 hectares (about 240 cents) of land has been recommended to be acquired for the proposed project. In the reply given by the developer regarding the proposal to acquire 240 cents of land contrary to the DPR, it is indicated that the general arrangement drawing including slope and curve is

prepared after the alignment is approved, and as per the DPR approximately 93 cents of land has to be acquired from private individuals.

If the first alignment option is considered, as explained by the developer in the letter dated 10/12/2024, the amount of private land to be acquired is likely to be reduced to a great extent than that indicated in the DPR and thereby reducing the project cost and severity of impacts. Therefore the study team is of the opinion that the first option is the most appropriate for the project as per the provisions of the Land Acquisition Act and Rules.

Chapter-4

Possible Alternative Sites for the Project and their feasibility

The Land Acquisition Act stipulates that certain criteria should be considered in determining the location of the land while acquiring it for a project. The law envisages that public lands and unused land should be utilized to the maximum extent possible so as to minimize the potential impacts on the area through land acquisition.

A flyover is usually designed to connect the roads on either side of the railway line and to widen the existing roads up to a certain distance from the railway line along with service road. A land acquisition recommendation to meet these objectives is acceptable. In connection with the study, the developer is unable or unwilling to provide detailed information regarding the design of the proposed ROB and service road. A copy of the DPR prepared by a private firm and approved by the developer has been made available after publishing draft study report. Apart from this, no rational explanation about the design of the ROBt was provided, nor was answers to the questions raised in writing by the study team dated 11/09/2024.

Written information was sought from the developer in 18 points for analysis and preparing study report as required by Act & Rules. The same situation has occurred from the side of the Developer in the study related to the construction of ROB in the level crossing at Varkala Janatamukku in Thiruvananthapuram district. From this the study team understood that the developer is not ready to give enough seriousness to Social Impact Assessment Study required by Act & Rules.

On inspection, study team understood that there are no alternative sites available in the area that can be used for the construction of the railway flyover. The community has generally opined that there is no need for a flyover as there are alternative roads to access highway for those in the Mundakkal area. During the public discussion, the affected community has opined that it is enough to develop the said linking roads existed in the locality and government should withdraw from the proposed land acquisition decision which will cause serious consequences in this area.

Chapter-5

Possibility of using any Public unutilised Land for the Project and whether any such Land under occupation of the Developer

The existing road, footpaths from it, railway land and bye roads are seen as public areas in the project area. It has also been understood that these types of public places are available in nearby areas as well. Apart from these, it has not been found that there is any public land lying unused for special purposes or any other land suitable for construction of the ROB is in the possession of the developer. As per the developer's letter dated 10/12/2024 and notification published u/s 4(1) showed that more than half of the land area covered in recommendation for acquisition is fall in puramboke.

The road, its puamboke, by-roads, and footpaths are fully or partially utilized for the proposed project. It has to be seen that the development of the road and construction of the ROB can be made possible only by using the land units on both sides of the road. Therefore, it has been observed that in the said project, it is not relevant to examine the possibility of using public land or land sections that are not being used for any special purpose as an impact mitigation angle.

Chapter-6

Estimation of the Affected Families and the number of Families among them likely to be displaced

According to the alignment stones installed by the developer, the proposed land acquisition affects 66 land owners out of which 49 commercial establishments and 16 residential are fully or partially located. Also, the compound walls of St. Thomas CSI Church, SNDP Trust Sarada Mandiram, SN Women's College and a private office are also partially affected. It is seen that the two vacant land units which are not used for any purpose are also partially included in the alignment. 28 business/ self-employed firms are fully affected and 21 firms are partially affected. The study team assessed that five of the partially affected businesses will not be able to continue their operation in the remaining portion. While 16 partially affected businesses firms are found to be continued to operate with limited space

There are also 33 individuals who are running business/self-employment ventures on rental basis included in the affected community. Although 16 residential buildings are partially affected, the study team initially assessed that four of them cannot be used continuously after acquisition. But it is also observed that final decision in this regard can be taken only after considering the opinion of the concerned owners. In 31 cases compound walls of residential buildings and other institutions are affected adversely.

Chapter-7

Description of Affected Residential Buildings

The proposed land acquisition partially affects 16 residential buildings and their compound walls. Although the buildings are partially affected, the study team preliminarily assesses that four of them cannot be used after acquisition. Therefore, it has been understood that the acquisition of the proposed land will create a situation where four families will be displaced. But it is also understood that the final decision can be taken only after considering the opinion of the owners concerned.

Details affected residential buildings are given below.

Sl No.	Survey No	Land Owner/ Building Owner	Nature of Building	Nature of impact
1	33	Gihi Haridasan, Harigeetham, Mundackal, Kollam.	Two storied building	Partial
2	36	Ajayakumar, Madathil veedu, Mundackal, Kollam.	Two storied House	Partial
3	74/2	Seema, Darusalam, Mundackal, Kollam.	Two storied House	Partial
4	5/2	Renjith, Konnayil, Madannada, Kollam,.	Two storied building	Partial
5	4/3	Santakumariam, Pankaj Vilas, Mundackal, Kollam.	Two storied building	Partial
6	4/2	Ambili, Pankaj Vilas, Mundackal, Kollam.	Three storied building	Partial
7	25/4	Marjarin Rebeero, Ferview, Mundackal, Kollam.	Two storied building	Partial
8	53/2	Ajachandrelal, Ravi Mandiram, Mundackal, Kollam.	Two storied building	Partial
9	74/3	Meena Devi Mandiram, Mundackal, Kollam.	Two storied building	Partial
10	2	N. Krishnakumari, Binu Bhavan, Mundackal, Kollam.	Two storied building	Partial
11	32/4	1)Sureshkumar, 2)Sheeba Suresh, Thulasi Nivas, Mundackal, Kollam.	Tiled building	Partial
12	32	Ano Benchamine, Aleena, Mundackal, Kollam.	Two storied house	Partial
13	102	K.Gopinathan, Sarya, Mundackal, Kollam.	Two storied house	Partial
14	95	Nazar Khaneefa, Nazar Nivas, Mundackal, Kollam.	Two storied house	Partial
15	95	Valsala, Gopala vilasam, Mundackal, Kollam.	Terrace house	Partial
16	74/3	Balakrishnan, Devaki mandiram, Mundackal, Kollam.	Two storied house	Partial

Chapter-8

Description of Affected Business Establishments /Livelihood of Families

According to the alignment fixed and land recommended to be taken up for the project, 28 business/self-employment establishments are affected fully and 21 establishments are affected partially. The study team primarily assessed that five of the partially affected business/self-employed establishments will not be able to continue their business in the remaining portion. It is estimated that 16 commercial self-employment establishments that are partially affected will be able to continue to operate with limited space after acquisition. There are 33 individuals who are running business ventures on rental basis also fell in the affected community.

In this way, the livelihood of 33 families will be harmed by the proposed land acquisition, but it must be observed that the number of displaced businesses can be determined only after considering the opinions of the owners concerned.

Details of affected business establishments are given below.

SI No	Name& Address of Businessman	Land owner/Tenant	Nature of business	Assets affected
1	1)Sheeja,2)Beena, malavika vedu, Vadakkevila, Kollam.	Tenant	Laboratory	Terrace building (partial)
2	Shyla, Kalarickal, Mannanchari.P.O, Alappuzha	Tenant	Tailor shop	One shop (full)
3	Pyarilal,Kurissadi Padinjattethil, Mundackal west, Kollam.	Tenant	Photostat shop	One shop (full)
4	Ajithkumar, Thittayil, Padinjattethil, Mundackal, Kollam.	Tenant	Computer service centre	Two shops (full)
5	Nisha Aravindan, Vayalarkkara House, Mundackal, Kollam.	Tenant	Ready made ware shop	Tiled one shop (full)
6	Jayasree, Punartham, Mundackal, Kollam.	Tenant	Tailor shop	Tiled one shop (full)
7	Rajithakumari.B, Sethulekshmi mandiram, Mundackal west , Kollam.	Tenant	L.I.C. Premium Collection centre	Tiled one shop (full)

8	Dr.Ronark.R, D Drops, Amruthakulam, Mundackal, Kollam.	Tenant	Dev, enter- prises Office	3 storied building (partial)
9	Renjith, Konnayil, Madannada, K.B. Nagar, Kollam.	Land owner	Printing Centre	2 storied building (partial)
10	Sreekuttan Ravi mandiram, Mundackal, Kollam.	Tenant	Herbal Nuetrician	Sheet roofed 2 shops (full)
11	Manu, Karackapuram, Mundackal, Kollam.	Tenant	Light &Sound shop	Tiled one shop (partial)
12	Sreeraj	Tenant	Hotel	Terrace shop
13	VijayanNair, Souparnika, Mundackal, Kollam.	Land owner	Stationary shop	Additional structure of a shop
14	Harison, Isballa, Mundackal East, Kollam.	Tenant	Tailor shop	Sheet roofed one shop (partial)
15	Ram mohan, Lali Bhavan.S.N. Junction, Kollam.	Tenant	Photostat, Computer centre	Sheet roofed one shop (partial)
16	Anilkumar, Puthuval puthen vedu, S.N.College Junction, Kollam.	Land owner	Tailor shop	Sheet roofed one shop (partial)
17	Shunmugaraj, Rupasree, Mundackal, Kollam.	Tenant	Shavarmma shop	Sheet roofed one shop (full)
18	Rangan, Ranga Vilas, Mundackal west, Kollam.	Land owner	Stationary shop	One shop (full)
19	Arun.P.Vasan, Jai Hind, Mundackal east, Kollam.	Tenant	Stationary shop& Comp - uter centre	One Terrace shop (full)
20	Lathikakumar, Thekke Bhagath vedu, Thanni, Mayyanad.	Tenant	Akshaya book Centre	One Terrace shop (full)
21	Sahakkutti, Thandalayath, Thaliyadi, Vallikunnu, Alappuzha.	Tenant	Nuetory Ice shop	One Terrace shop (full)
22	Kannan, Kattil vayalil vedu, Eravipuram, Kollam.	Tenant	Computer shop	One shop (full)
23	Ajith, Puthumangalath vedu, Mundackal west, Kollam.	Tenant	On line Registration centre.	One shop (full)
24	Ajayakumar, Puthuvayal purayidom, S.N.Junction, Kollam.	Tenant	Tailor shop	One shop (partial)
25	Sreekala, Kavyam, Lakshmi Nagar, Thekke vila, Kollam.	Tenant	Book Stall	One shop (partial)
26	Anzar, Polathil vedu, Mundackal, Kollam.	Tenant	Lap top Service	One shop (partial)

27	Dr. Ronnak.R, D Drops, Amrutamkulam, Kollam.	Tenant	Ice cream shop	One shop (partial)
28	Gopakumari, Charuvila veedu, Veliyam, Kollam.	Tenant	Computer centre	One Tiled shop (partial)
29	Fathima beevi, Vilayil puthen veedu, Aythil, Kollam.	Tenant	Computer centre	One Tiled shop (partial)
30	Ajithkumar, Chekkanizhakam, Mundackal, East, Kollam.	Tenant	Computer centre	One Tiled shop (partial)
31	Sunil, Sivamayam, Karikkode, Kollam.	Tenant	Tea Shop	One Tiled shop (full)
32	Shaji.D, Saji Vilasom, Piravanthoor, Kollam.	Tenant	Mobile Mortuary	One Tiled shop (full)
33	Shamnad Ali, Vilayil Puthen veedu, Aiyithil Nagar, Aithil, Kollam.	Tenant	Computer Centre	One Tiled shop (full)
34	Suresh.R, Rajesh Bhavan, Amman Nagar, Pattathanam, Kollam.	Tenant	Photostat, D.T.P. centre.	One Tiled shop (partial)
35	Hafees, Arafa, Kannanallur, Kollam.	Tenant	Juice shop	Two sheet roofed shop (full)
36	Seema.S, Kattil Vayalil veedu, Eravipuram, Kollam.	Tenant	Computer centre	One Tiled shop (full)
37	Alexandarinya, Nisha Cottage, Thankassery, Kollam.	Tenant	Photostat shop	One Tiled shop (full)
38	1)K.K.Haridasan Nair, 2)Padmakumari, Kaniyanthode, Kizhakkathil, Vadakkom Bhaghom, Chavara, Kollom.	Tenant	Fancy shop	One Tiled shop (full)
39	Lalaji, Lal Bhavan, Kaval, R.N.R.A, 189, Kollam.	Tenant	Photostat, D.T.P. centre.	One Tiled shop (full)
40	Jayachandrakumar, Sreenagar, 230, Vadakke vila, Kollam.	Tenant	Design centre	One Tiled shop (partial)
41	Leena, Karthika, Universal Nagar, Sreekallur, Kollam.	Tenant	Book stall	One shop (partial)
42	Jayachandrakumar, Sreenagar, 230, Vadakke vila, Kollam.	Tenant	Tailor shop	One shop (partial)
43	Dr.Sini, Elayadathu, S.N.College Junction, Kollam.	Land owner	Ayurveda treatment centre	3 sheet roofed shops (full)
44	Sherbi, chacha Madom, Iqbal Nagar, Vadakkevila, Kollam.	Tenant	Computer centre	One sheet roofed shops (full)
45	Jaini Satheesh, Surabhi, Thekke vila, Kollam.	Tenant	Fancy beauty Parlour shop	One terrace shop (full)

46	Rajendran, Reethu, Adithya Nagar, Vadakkevila, Kollam.	Renter	D.T.P. centre	One terrace shop (full)
47	1)Krishnachandran, 2)Jyothish,3)Mohandas, Syama, Mundackal west, Kollam	Tenant	Tuition centre	One room top side (full)
48	1)Anwar salim, 2)Thajunisa, Pattalathu palli purayidom, Vendor mukku, Kollam.	Tenant	Mobile shop	One shop (full)
49	Krishan	Tenant	Cattoring	One sheet roofed shop partial

Chapter-9

Description of Affected Public Buildings, Settlements and Public Assets

The land units proposed to be acquired for the project are held by 66 individuals / families / institutions. These are mainly lands where business establishments, self employment enterprises, residential buildings, public assets etc located and consists of unimproved vacant land units also. As per the alignment fixed by the developer, there is a situation where many public buildings and plots of land related to public assets will be harmed by the proposed land acquisition. There is seen partial damage to St. Thomas CSI Church, SNDP Trust Sarada mandiram, SN Women's College. It has been noted that no other public assets or settlements will be affected by the project.

Chapter-10

Description of Affected Public and Community Infrastructure particularly Roads, Public Transport, Parks, Drainage, Electricity Supply

Construction of ROB is targeted through the proposed project. Land on both sides of the existing road is required for such construction. It has been ascertained from the investigation that mainly residential buildings, commercial establishments, public assets etc. are located in the land units under proposal of acquisition. There are also cases where parts of by-roads and footpaths are involved in the alignment. On inspection of the proposed road there are no parks

or drainage systems on the land proposed to be acquired for road development. Since it is a road & bridge construction project, it cannot be seen that there is a situation of harming the existing roads. But it is observed that the existing commercial/self-employment enterprises and residential buildings in the project area will have to be demolished and hence the power distribution system will need to be re-arranged during the construction of the project.

Chapter-11

Description on affected Fair Price Shops, Food Storage, Godowns, Places of Worship, Burial and Cremation Grounds

Though many business firms, commercial/ self-employment enterprises are harmed by the acquisition of land recommended for the proposed project, none of them have been found to be under the purview of Fair Price Shops. No food grain warehouses have been found to fall within the proposed alignment. But it has been observed that the compound wall of St. Thomas CSI Church is partially affected by the acquisition, but it does not adversely affect the functioning of the Church.

Chapter-12

Description on Source of Drinking Water, source of Water for Cattle, Community Ponds, Grazing Land, Plantations affected

The construction of ROB along with service road has been planned by partially acquiring private land on both sides of the existing road. No drinking water springs, grazing grounds for cattle, water sources, public ponds, gardens etc. are existed in the private or public lands under alignment.

Chapter-13

Details of indirect Impacts likely to be created by the Project

As the project becomes a reality, the people including the local residents will experience benefits. It has been noted that 66 land owners have partially lost their holdings through the proposed land acquisition. 16 residential buildings are included in the alignment. Also there is a situation affecting 28

business / self employment establishments fully and 21 establishments partially. Thus loss of land and other assets to landowners, besides displacement of residential buildings and commercial/self-employment enterprises, are causing serious direct impacts. In addition, the study team observed public assets including place of worship are likely to affect adversely which will create indirect impacts in the project site.

The study team is aware of the indirect impact that the business of the few firms those go under the bridge will decrease, as vehicles begin to travel through the newly constructed flyover. Also during the construction of the project, it is observed that the residents of the area will naturally have to suffer from side effects such as dust and noise.

Moreover, there is a situation where vehicles coming from Mundakkal side have to travel through the flyover and come to the end of the bridge and turn around and enter the highway through the service road. With this, the study team is monitoring the traffic congestion in the said area and the risk of accidents in the said area where the place of worship and educational institution are located.

Chapter-14

Whether the Recommendation for Land Acquisition meets the criteria prescribed by the Act/Rules

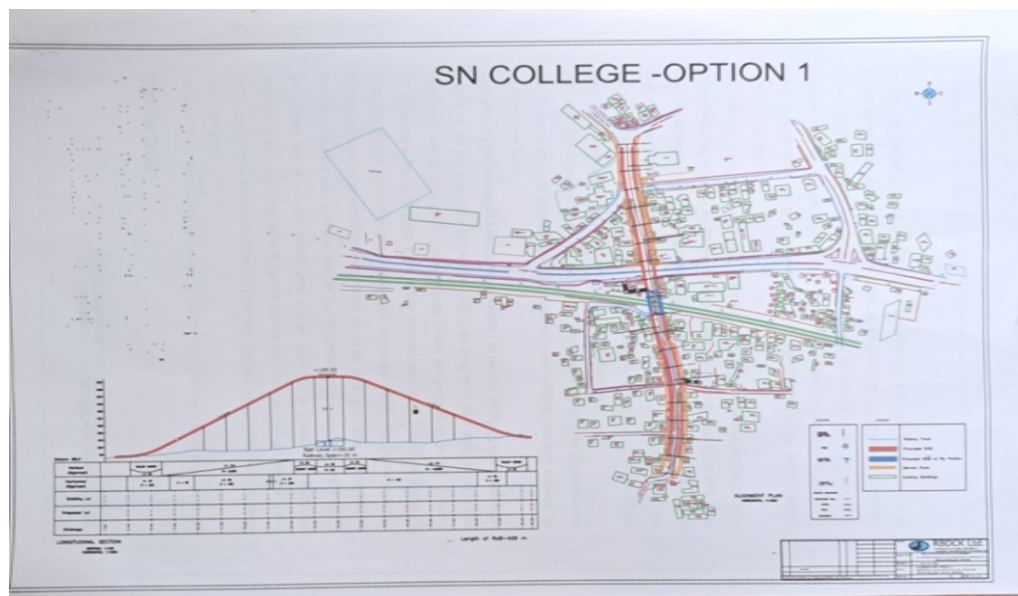
The study team examined the legal issues such as whether the recommended land acquisition is suitable to meet the public purpose, if it is suitable, whether the land acquisition is in the minimum area required for it, whether other alternate sites with comparatively less social impacts were considered and found to be unsuitable for the project, whether the developer has enough land to use for the project and so on. It is understood that land acquisition is required to construct ROB over level cross situated in SN College junction. But the information/details requested about the project are not made available by the developer rather than copy of DPR.

A perusal of the DPR made available by the developer indicates that three alignment options have been prepared for the project, and the second option has been approved and admitted. It is also not seen that the said options have been framed in a manner that would be consistent with the criteria laid down in the Land Acquisition Act. From this it can be understood that the norms of the Land

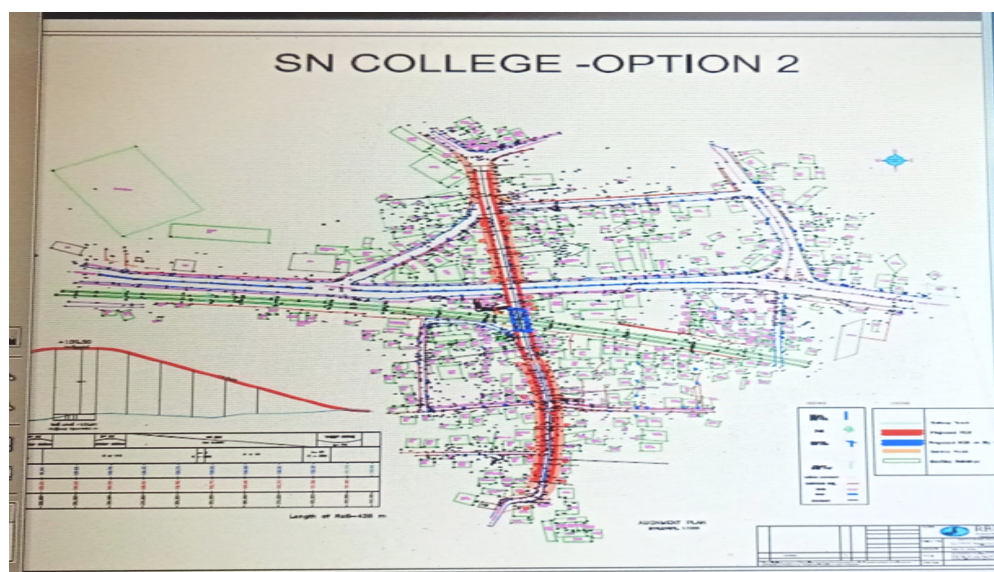
Acquisition Act were not taken into consideration while preparing the alignment related to land acquisition. It is seen that the alignment option consisting more land to be acquired has been approved. Under this alignment option, 148 cents of land has to be acquired. Although the admitted option requires 148 cents of land for the project, the developer has given a recommendation to acquire 240 cents of land which is contrary to the DPR. Moreover, the DPR indicates that under the first option only 98 cents of land is required to achieve the aim of the project.

Below are the proposed alignment options in DPR

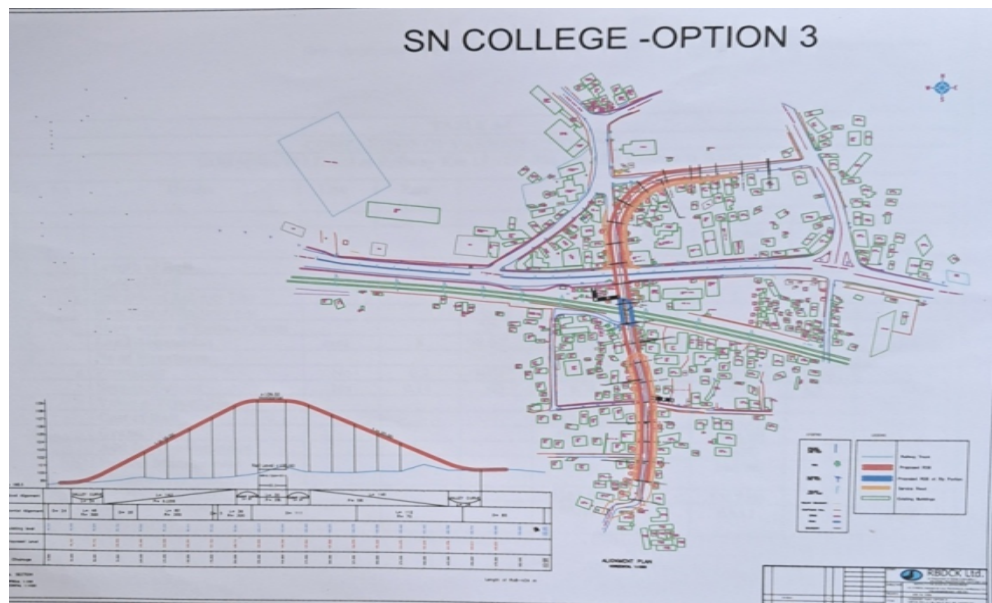
Option-1



Option-2



Option-3



Below is the comparison done in the DPR among three alignment options

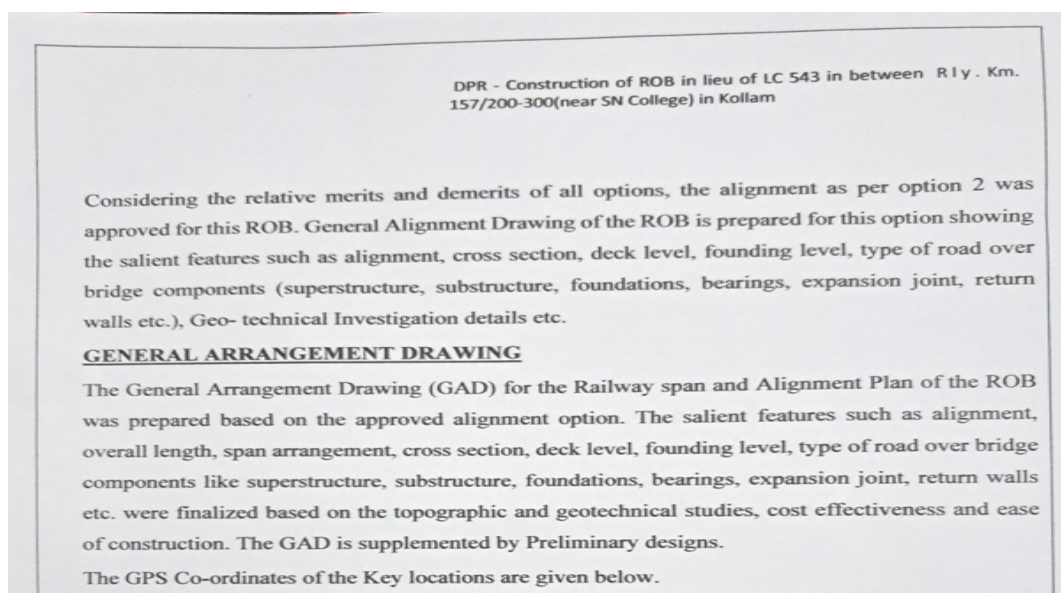
DPR - Construction of ROB in lieu of LC 543 in between R l y . Km. 157/200-300(near SN College) in Kollam

TABLE A4
COMPARISON OF VARIOUS OPTIONS
ROB in lieu of LC 543 at Railway Km 157/200-300 near SN College in Kollam

SL. No	Details	Unit	Rate (Lacs)	OPTIONS					
				1		2		3	
				Qty	Amount (Lacs)	Qty	Amount (Lacs)	Qty	Amount (Lacs)
1	Length of RoB	m		429.210		392		434	
2	Slope of RoB								
a	East side of Railway line			1 in 20		1 in 20		1 in 16	
b	West side of Railway line			1 in 16		1 in 20		1 in 20	
3	Skew angle of Railway Span			20°		20°		20°	
4	Land Acquisition	cent	8	98.00	784.00	148.00	1116.00	110.00	1320.00
5	No of Structures								
a	Permanent	No	0.2	3625	724.92	3527	725.00	3790	758.00
b	Semi-permanent	No	0.14	63	8.78	23	9.00	63	9.00
6	Value of Structures				733.70		734.00		767.00
7	Cost of RoB				3076.00		3073.00		3041.00
8	Grand Total				4986.0		4923.00		5128.00
9	Add for Contingencies		3%		150.0		148.00		154.00
10	Project Management Charges		5%		249.0		246.00		256.00
11	Total Project Cost				5385.00		5317.00		5538.00
12	Amount in Crores				53.85		53.17		55.38

59 | Page

Below is the concerned description in the DPR indicating that option two has been accepted by comparing advantages and disadvantages.



As per the approved alignment option, the DPR indicates that 148 cents of land is required for the proposed project, but the notification published u/s 4(1) indicates that 240 cents of land is intended to be acquired. It is also noteworthy that the representative of the developer present during the discussion was not able to give a clear answer to the objections raised during the public discussion that the stones were placed in such a way that the land was acquired from some survey sub-divisions in excess of the area indicated in the notification.

In this case, it cannot be held that the minimum extent of land required for the implementation of the project is recommended to be acquired. Therefore, the study team has been able to observe that this matter is against the provisions of the Land Acquisition Act and Rules

Chapter-15

Description of impacts that the Project is likely to create, and Nature and Cost of addressing them and the Impact of these Costs on the overall cost of the Project.

According to the alignment fixed by the developer, it has been found that the proposed land acquisition affects 66 holdings. 16 residential buildings

located in the project site are partially affected. In respect of 04 residential buildings which are affected more than 50 percent, the remaining parts are not seen to be able to be used further. Therefore, based on the opinion of the building owners also, it is initially estimated that 04 families will have to be resettled. There is also a situation of damage to the compound walls in 31 land units.

Also, the proposed land acquisition has affected 49 business/ self-employment enterprises. Of the partially affected cases, 33 institutions are not assessed to be able to utilize the remaining portion for continued their operations. It is therefore observed that the relief measures under the rehabilitation and resettlement package may require large-scale interventions. Apart from this, firms like educational institutions, places of worship are also affected. However, the study team does not observe the impact of such rehabilitation and resettlement costs on the total cost of the project to be very serious. . But it is also observed that the potential of the social impacts in the area can be eliminated to desirable extent, if Ist alignment option is considered.

It is recognized that the impact on the affected community will be alleviated on by providing fair compensation for the acquired land and buildings as per Act & Rules. In addition to the compensation, rehabilitation and resettlement package as defined by the law as well as in a modified form as per the policy decision of the government, will have to provide to get relief to the impact.

But resettlement of business establishments is not seen to be feasible due to the nature of the vicinal area. So it can be observed that the financial assistance based on the policy decision of the Government as per the order No.448/2017/RD dated 29/12/2017 is practically possible there.

Based on the preliminary information the expenses related to the issue of rehabilitation and resettlement is as described below

Sl. No	Firm and nature of Impacts	Number	Financial Assistance	Total
1	Displacement of petty shops/self employment firms run by land owners	04	50,000	2,00,000

2	Displacement of petty shops /self employment firms run by tenants	29	50,000	14,50,000
3	Eviction of families from residential buildings	04	4,60,000	18,40,000
Total				34,90,000

Chapter-16

Description on Public Opinion

The study team has made several interactions with local residents, affected land owners, elected representatives of local self-government body local social workers etc. regarding the implementation of the proposed project. Regarding the implementation of the project, the study team has received mixed opinions.

The affected community has opined that since there are multiple link roads in the area to reach the existing railway flyover in the direction of Kollam and the road where the flyover construction being started in the direction of Thiruvananthapuram side, and hence the level cross situated here can be permanently closed. It was also suggested that a road leading to the railway flyover near the SP office parallel to the railway line, just before the level cross is already in existence and it should be widened. The affected community is generally of the opinion that the proposed flyover project should be abandoned as it harms residential buildings and commercial/self-employed enterprises. The people of Mundakkal area who have not lost their land have opined that if the flyover comes at the level cross, the road can be used without any hindrance and thus the face of the area will change.

Chapter-17

Review Summary

It is understood that the proposed land acquisition is required for construction of the ROB over level cross situated in the SN College – Mundakkal road. The study team generally observed that since road development and construction of bridges including ROB is seen as an infrastructural development that benefits the public to great extent, and land acquisition required for this purpose is to full fill a public purpose. However the situation of damage to residential buildings, commercial establishments, self-

employment firms, public assets such as educational institutions, place of worship etc. located in the land units recommended to be acquired for the project has to be viewed as a very serious matter.

The affected community is of the opinion that the SN College-Mundaikkal-Market road ends at the beach and is intended to be used by only about 120 families and that there is no major development required by this road in future. It has also been suggested that while the level crossing is closed, vehicles from the Mundakkal area can be able to access the highway via the nearby railway flyover through the existing multiple link roads. It has been suggested that the existing link roads in the area should be widened in order to increase the mobility of the people of Mundakkal.

But the study team has to observe that the situation of permanent closure of the currently used road is not comforting when viewed from the perspective of infrastructural development. Further, it is also known that the decision of the Railways is to close all the level crossings in the state in a phased manner and construct flyovers to make the vehicular movement on the respective roads hassle-free.

The public opinion that the level crossing may be permanently closed as alternative roads to access the highway are available is a serious matter when approached considering the extent and severity of the impacts being faced by the affected community.

Within a distance of 500 meters in this area, there were level crossings associated with four roads in the same direction from the highway. At a nearby level crossing, flyover construction is in progress and in another the flyover has already become reality. Two level crossings are now existed within 100 meters distance. The decision to take over private lands making various losses/impacts in the area and construct flyovers on them also can not be seen as a scientific approach. In respect of roads associated with level crossings and if they do not require major development in future, existing link roads can be developed to connect these roads with that in which flyovers have been constructed or under construction, providing mobility to the beneficiaries in order to removing disadvantages in the area.

The comment or reply of the Developer sought by study team in this regard is not made available. According to the provisions of the Land Acquisition Act & Rules any projects carried out by acquisition of land must be

of inherent public need, benefiting a larger population as compared to the liable /affected community, and should consider minimum land acquisition so as to minimize potential of social impacts of the area. On perusal of the DPR relating to this project, neither the consultancy preparing the DPR nor the approved developer have considered these issues.

Three alignment options are detailed in the DPR. In the case of this road, which terminates at the coast and does not deserve much development potential in the future, the study team could primarily observe that the ROB construction approach adopted for the development of the roads which deserve great development potential is not necessary in the same way as an impact mitigation angle. Considering this situation, it is desirable to consider the development plan according to the demand of the beneficiaries in order to reduce the impacts due to land acquisition. It is considered that the first alignment option detailed in the DPR should have been accepted so that the amount of land to be acquired and the severity of the impacts would be reduced. In this way, the study team can generally observe that development projects that benefit the people can be taken forward.

PART-TWO



SOCIAL IMPACT ASSESSMENT PLAN

PREFACE

Till a few years back, land was acquired for the purpose of Govt. as well as Institutions in accordance with the provisions of then prevailing colonial Act of 1894. There was a common concern that the land owners never getting adequate compensation for the land acquired under the provisions of this Act. Moreover, the said Act never offered any relief to those who displaced from residence and lose their livelihood by virtue of acquisition.

The above problems have been addressed by a new Act namely “Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013” introduced by Central Govt. in September 2013. The new Act not only substantially enhances the compensation to the land owners but also tries to do justice to those dependent on that land by providing adequate rehabilitation and resettlement.

According to the provisions of this Act, it is mandatory to carry out a “Social Impact Assessment Study” in the case of acquisition of land irrespective of its quantum of land to be acquired, by an independent agency and to prepare a Social Impact Management Plan. The Act also stipulates that such agency/unit shall justify / demonstrate the key issues like whether land to be acquired serves public purpose, whether the extent of land to be acquired is absolute bare - minimum, whether land acquisition at an alternate place has been considered and found not feasible, whether overall potential benefits outweigh the social impacts & assessment cost, inventory of movable or immovable likely to be impacted and number of affected families and those likely to be displaced. Thus the role of SIA Unit is to act as an instrument that helps to assess & determine the implications of land acquisition on the affected community.

Project Director

CHAPTER- 1

EXECUTIVE SUMMARY

Land has always played an important role in life of human community and is basics to their existence and limited resource. It also plays as a financial asset. Investment in infrastructures like road, railway, and irrigation projects are very important for the development of every country. Infrastructure development primarily requires huge quantity of land. Thus the first step towards infrastructure development is the acquisition of sufficient private land.

1-1. Project & Public Purpose

The proposed project aims to construct a railway Over Bridge at SN College Gate level cross located between Kollam Mayyanad railway stations in Kollam district. The level cross is situated on the by-road leading to Mundakkal area starting from Kollam SN College Junction on Thiruvananthapuram Kollam National Highway. It is seen that the people of Mundakkal area can easily access the highway only after crossing the said level cross.

The residents of Mundakkal depend on SN College Junction - Mundakkal Road to reach educational institutes, government offices, hospitals, employment establishments, commercial establishments etc. located at various places in Kollam town. A purpose in which, general interest of a community as opposed to the interest of small community is generally or vitally considered as public purpose. In view of above, the advantage of this project seems to be fell in the purview of public purpose as envisaged in the sub section(1) of section 2 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013



1-2. Location of Project

The proposed level cross is located at SN College Junction near Kollam Town on the Thiruvananthapuram- Kollam Railway Line. The project area is the both sides of 430 meter long stretch of SN College- Mundakkal Road which connects either sides of this level cross, in Kollam Taluk & District. Land units from both sides of the existing road are mainly considered for this project.

Alignment Sketch



1-3. Size and Attributes of Land Acquisition

Size of land acquisition means the extent of land required to be acquired. According to the developer's recommendation, 0.9713 hectares of land is acquired for the project. The land units to be acquired are belonging to two villages of Kollam taluk. These are mainly land sections on both sides of the SN College-Mundakkal Road. The land units comprising in 72 survey sub divisions of various blocks of Vadakkevila and Mundakkal villages of Kollam Taluk.

As the alignment also includes portions of bye roads and footpaths, it is expected that less land will be acquired than recommended. The land proposed for acquisition is mainly used for residential and commercial purposes. A situation exists where proposed land acquisition affects residential buildings partially and many commercial establishments and self-employed enterprises either completely or partially. Also the compound walls of St. Thomas CSI

Church, SNDP Trust Sarada Mandiram ,SN women's College and office of a private sector firm are also partially affected.

Details of land under proposal of acquisition as per the notification are furnished below

ക്രമ നമ്പർ	ബ്ലോക്ക് നമ്പർ	റീ-സർവെ നമ്പർ	തരം	വിസ്തീർണ്ണം (ഹെക്ടറിൽ)
1	85	1/ഭാഗം	പുറമ്പോക്ക്	0.1200
2	85	5/ഭാഗം	പുരയിടം	0.0400
3	86	1/ഭാഗം	പുറമ്പോക്ക്	0.0390
4	86	4/ഭാഗം	പുറമ്പോക്ക്	0.0050
5	86	23/ഭാഗം	പുരയിടം	0.0090
6	86	24/ഭാഗം	പുരയിടം	0.0300
7	86	25/ഭാഗം	പുരയിടം	0.0200
8	86	26/ഭാഗം	പുറമ്പോക്ക്	0.1010
9	86	27/ഭാഗം	പുറമ്പോക്ക്	0.0080
10	86	29/ഭാഗം	പുരയിടം	0.0030
11	86	34/ഭാഗം	പുറമ്പോക്ക്	0.0400
12	86	47/ഭാഗം	പുരയിടം	0.0120
13	86	49/ഭാഗം	പുരയിടം	0.0060
14	86	50/ഭാഗം	പുരയിടം	0.0015
15	86	51/ഭാഗം	പുരയിടം	0.0010
16	86	52 /ഭാഗം	പുരയിടം	0.0020
17	86	53/ഭാഗം	പുരയിടം	0.0040
18	86	55/ഭാഗം	പുരയിടം	0.0005
19	86	56/ഭാഗം	പുരയിടം	0.0005
20	86	57/ഭാഗം	പുരയിടം	0.0005
21	86	58/ഭാഗം	പുരയിടം	0.0010
22	86	/59ഭാഗം	പുരയിടം	0.0020
			ആകെ	0.4480
വില്ലേജ്. മുണ്ടയ്ക്കൽ		ബ്ലോക്ക് നമ്പർ 101,126,129,130,134		
1	103	2/ഭാഗം	പുറമ്പോക്ക്	0.0100
2	103	3/ഭാഗം	പുറമ്പോക്ക്	0.0150
3	103	4/ഭാഗം	പുരയിടം	0.0010
4	103	10/ഭാഗം	പുറമ്പോക്ക്	0.0500
5	103	12/ഭാഗം	പുറമ്പോക്ക്	0.0070
6	103	13/ഭാഗം	പുറമ്പോക്ക്	0.0950
7	103	14/ഭാഗം	പുരയിടം	0.0010
8	103	16/ഭാഗം	പുരയിടം	0.0005
9	103	18/ഭാഗം	പുരയിടം	0.0060
10	103	30/ഭാഗം	പുരയിടം	0.0105
11	103	31/ഭാഗം	പുരയിടം	0.0180
12	103	32/ഭാഗം	പുരയിടം	0.0100
13	103	48/ഭാഗം	പുരയിടം	0.0010
14	103	49/ഭാഗം	പുരയിടം	0.0074
15	103	50/ഭാഗം	പുരയിടം	0.0005

16	103	51/ഭാഗം	പുരയിടം	0.0005
17	103	52/ഭാഗം	പുരയിടം	0.0010
18	126	1/ഭാഗം	പുറമ്പോക്ക്	0.0100
19	126	3/ഭാഗം	പുരയിടം	0.0040
20	129	1/ഭാഗം	പുറമ്പോക്ക്	0.0665
21	129	2/ഭാഗം	പുരയിടം	0.0150
22	129	4/ഭാഗം	പുരയിടം	0.0200
23	129	5/ഭാഗം	പുരയിടം	0.0210
24	129	34/ഭാഗം	പുരയിടം	0.0108
25	129	35/ഭാഗം	പുരയിടം	0.0060
26	129	36/ഭാഗം	പുരയിടം	0.0100
27	129	37/ഭാഗം	പുറമ്പോക്ക്	0.0010
28	129	38/ഭാഗം	പുരയിടം	0.0040
29	129	53/ഭാഗം	പുരയിടം	0.0200
30	129	55/ഭാഗം	പുരയിടം	0.0005
31	130	34/ഭാഗം	പുരയിടം	0.0005
32	130	35/ഭാഗം	പുരയിടം	0.0070
33	130	39/ഭാഗം	പുരയിടം	0.0030
34	130	41/ഭാഗം	പുറമ്പോക്ക്	0.0005
35	130	43/ഭാഗം	പുറമ്പോക്ക്	0.0030
36	130	47/ഭാഗം	പുറമ്പോക്ക്	0.0040
37	130	69/ഭാഗം	പുറമ്പോക്ക്	0.0020
38	130	74/ഭാഗം	പുരയിടം	0.0120
39	130	75/ഭാഗം	പുരയിടം	0.0100
40	130	94/ഭാഗം	പുറമ്പോക്ക്	0.0010
41	130	95/ഭാഗം	പുരയിടം	0.0020
42	130	102/ഭാഗം	പുറമ്പോക്ക്	0.0040
43	134	30/ഭാഗം	പുരയിടം	0.0060
44	134	32/ഭാഗം	പുരയിടം	0.0070
45	134	33/ഭാഗം	പുരയിടം	0.0216
46	134	34/ഭാഗം	പുരയിടം	0.0020
47	134	35/ഭാഗം	പുരയിടം	0.0020
48	134	36/ഭാഗം	പുരയിടം	0.0005
49	134	37/ഭാഗം	പുരയിടം	0.0020
50	134	74/ഭാഗം	പുരയിടം	0.0010
ആകെ				0.5233
ആകെ വിസ്തീർണ്ണം				0.9713

1-4 Alternatives considered

ROB is usually designed to connect the roads on either side of the railway line and to widen the existing roads up to a certain distance from the railway line along with service road. A land acquisition recommendation to meet these objectives is acceptable. In connection with the study, the developer is unable or unwilling to provide detailed information regarding the design of the proposed ROB and service road. A copy of the DPR prepared by a private firm and approved by the developer has been made available after publishing draft study report. Apart from this, no rational explanation about the design of the ROBt was provided, nor was answerd to the 18 points for analysis and preparing study report as required by Act & Rules.

However, the study team observed that the examination of alternative sites is of not much relevance as it is seen the most commonly adopted method for the construction of ROB is to use of land units on both sides of the existing road.

1-5. Social Impacts

Social impact is the effect on people or community that happens as a result of an action or project or policy. Acquisition of land for a project usually results loss of land, displacement of habitation, loss of livelihood of people etc. The nature and extent of impacts due to a project may vary across various groups of people. Every project through acquisition of land results positive and negative impacts both directly or indirectly on community.

Every project though land acquisition has made many positive effects on large segment of community and at the same time negative effects on another class of population. Land acquisition often has to be taken very seriously as it adversely affects the livelihoods of the affected as well. The land acquisition recommended for the project is likely to have serious repercussions on affected community.

According to the alignment stones installed by the developer, the proposed land acquisition affects 66 land owners out of which 49 commercial establishments and 16 residential are fully or partially located. Also the compound walls of St. Thomas CSI Church, SNDP Trust Sarada Mandiram, SN Women's College and a private office are also partially affected. It is seen that the two vacant land units which are not used for any purpose are

also partially included in the alignment. 28 business/ self-employed firms are fully affected and 21 firms are partially affected. The study team assessed that five of the partially affected businesses will not be able to continue their operation in the remaining portion. While 16 partially affected businesses firms are found to be continued to operate with limited space. 33 individuals who are running business/self-employment ventures on rental basis fell in the affected community.

Although 16 residential buildings are partially affected, the study team initially assessed that four of them cannot be used after acquisition. But it is also observed that final decision in this regard can be taken only after considering the opinion of the concerned owners. In 31 cases compound walls of residential buildings and other institutions are affected adversely. Considering the above situations, the relief measures under the rehabilitation and resettlement package should also be provided.

1-6. Mitigation Measures

Development induced displacement is not only a threat to individual, but to the society at large. It affects the structure of the society such as families, tribes, rural communities and even in habitats of entire region. It is a huge threat to the cohesion of entire communities as it compels the displaced people to change habitat/ residence, establishments or occupational sites. The pain of the affected people can be minimised considerably by adopting benefits and aids prescribed in the Act & Rules and policies in the sense intended.

According to the alignment fixed and land recommended to be taken up for the project, 28 business/self-employment establishments are affected fully and 21 establishments are affected partially. The study team primarily assessed that five of the partially affected business/self-employed establishments will not be able to continue their business in the remaining portion. It is estimated that 16 commercial self-employment establishments that are partially affected will be able to continue to operate with limited space after acquisition. There are 33 individuals who are running business ventures on rental basis also fell in the affected community. In this way, the livelihood of 33 families will be harmed by the proposed land acquisition.

Apart from public areas like bye roads and footpaths, the land units of St. Thomas CSI Church, SNDP Trust Sarada mandiram, SN Women's College can be seen as public properties affected by the project.

A perusal of the DPR made available by the developer indicates that three alignment options have been prepared for the project, and the second option has been approved and admitted. It is also not seen that the said options have been framed in a manner that would be consistent with the criteria laid down in the Land Acquisition Act. It is seen that the alignment option consisting more land to be acquired has been approved. Under this alignment option, 148 cents of land has to be acquired. Although the admitted option requires 148 cents of land for the project, the developer has given a recommendation to acquire 240 cents of land which is contrary to the DPR. Moreover, the DPR indicates that under the first option only 98 cents of land is required to achieve the aim of the project. It is thus observed that the potential on social impacts in the area will be relatively less if first alignment option is considered for the project.

Impacts related to the acquisition with minimum quantum of land can be mitigated by providing fair compensation for the acquired land and structures and providing relief measures under the rehabilitation and resettlement package. Sections 26 to 30 of the 2013 Act prescribe the procedure for determining compensation for the land acquired. According to the provisions of the Act & Rules, the award amount will be an aggregate amount of market price of the land with the amount obtained by multiplying the market price by a factor of one to two based on the distance from the urban area in case of a rural area, the cost of the improvements on the land, and 100% of that amount as solatium.

The first step is to determine market value of the land, for which three methods are prescribed in the Act, so as to arrive at a higher price. Usually it is the average sale price of the similar type of lands situated in the vicinal area. It is determined by taking into account of sale price quoted in sale deeds or sale agreements registered for similar and similarity situated lands in the vicinal area during immediately preceding three years.

There is a common allegation/ anxiety of affected community in this context that adequate compensation would never be obtained since the sale price usually quoted in deeds is always less than that prevailing in the area. Though

there are a few sources of sale deeds with almost actual price but they are usually not considered by the authorities citing unnecessary technical reasons.

Trauma of land owners in the matter of determining compensation can be alleviated to certain extent by approaching the issue on the part of the land owners and taking step to trust them. According to the Act now in force, affected families are entitled to rehabilitation and resettlement benefits under section 31 of the Act. In this context, a Rehabilitation and Resettlement package in addition to compensation has been prescribed in the Act as a second schedule. The state Govt. has announced even better benefit as a policy vide order No (Ms)448/2017/RD dated 29-12-2017

The important offers/elements among others of this package are summarised below

1. Family who lost house in rural area will be provided a house under 'Indira AvasYojana' and for urban area a house with plinth area not less than 50 sq.m will be given. The benefits is extended to affected family having no homestead land on condition that they have been residing in the area continuously for a period not less than 3 years preceding the date of notification. If the beneficiaries are not opting to receive this offer, they will be given financial assistance of Rs 3 lakhs.
2. To ensure employment, where jobs are created through the project, at least one member of each affected family will be provided employment with minimum wages OR annuity policy that shall pay not less than three thousand rupees per month per family for 20 years.
3. Each affected family which is displaced shall be given a monthly subsistence allowance of Rs. 5000/- for one year.
4. Each affected family which is displaced shall get a onetime financial assistance of Rs 50,000/- towards transportation cost.
5. Each displaced family shall be given one time resettlement allowance of Rs. 50,000/-
6. Affected family of artisans, traders, small traders or self-employed person affected family which own non-agriculture land or commercial, industrial or Institutional structure the affected area and which has been voluntarily

displaced from the affected area, shall get one time financial assistance of Rs. 50,000/- etc.

7. Each affected family having cattle shed or having a petty shop shall get one-time financial assistance subject to a minimum of Rs. 50,000/- for construction of cattle shed or petty shop, as the case may be.

8. Each affected family of artisans, small trader or self employed person or an affected family which owned non agricultural land or commercial, industrial or institutional structure in the affected area, and which has been involuntarily displaced from the affected area due to land acquisition , shall get one- time financial assistance of fifty Thousand rupees.

9. In cases of irrigation or Hydel projects, the affected family may be allowed fishing rights in the reservoirs.

10. One time assistance of Rs.2,00,000/- (Rs Two Lakh only) to meet all shifting charges and social costs for commercial tenants. Provided such land for a minimum period of 3 years preceding the date of 4(1) notification of RFCTLARR Act.2013 or the date of preliminary notification of the concerned Act as the case may be.

11. In the case of worship places, in addition to land and structural values shifting charge of actual expenditure subject to a maximum of Rs.1,00,000/- (Rs. one lakh only) wherever necessary.

CHAPTER- 2

DETAILS OF PROJECT DESCRIPTION

Infrastructure development is prime important in the development of a country. Land acquisition for establishing new institutions, construction or development of road, bridges railway lane etc and government owned enterprises is reasonable and unavoidable.

The study team is able to understand that the Kerala Roads and Bridges Development Corporation Ltd, under Public Works Department, have made planning and constructing the ROB according to this project. There are many level crossings in the state along with railway lines. It is seen that the process of constructing ROBs at 27 level crosses has already started and understood

that the Railways is decided to construct ROB in remaining flyovers in a phased manner.

The connection to the road network by virtue of bridges can provide an opportunity for stimulating development and modernization by providing access to new market, employment opportunities, and technology and education areas. The construction or improvement of road infrastructure will be a driving force in the sustainable development

2-1 Back ground of the project including developer's back ground and governance / Management structure

The Kerala Roads and Bridges Development Corporation Ltd, under Public Works Department, is the developer of this project. The study team sought information on the developer's back ground including governance/ management structure in relation to the proposed project. But the information was not received from the developer.

2-2. Rationale for project, including how the project fits the public purpose criteria listed in the Act

The project envisages the construction of ROB along with development and road which are fell in the purview of infrastructure. The objective of the project is to provide safe and secure travel to the public. In view of above the advantage of this project seems to be fell in the purview of public purpose within the scope of the section 2(1) (e) of Right to fair compensation and transparency in land acquisition, rehabilitation and resettlement Act, 2013.

The information requested in writing in this regards from the developer is not received till date.

2-3. Details of project size, location, capacity, outputs, production targets, cost, risks.

There is no response from the developer in this regard. Construction of ROB over level cross along with road development is intended through the proposed project. Therefore it has to be seen that things like production, production targets, capacity, outputs etc. have no relevance in this project.

2-4. Examination of Alternatives

One of the most important steps in bringing a project to a practical level is to choose the most appropriate but relatively cost effective method. Under the land acquisition Act now in force, when acquiring land for a project, the possibility of obtaining suitable but cost effective site with minimal impact on the community must be considered. The study team tried to get information from the developer in this regard, but no response is received.

It has been learned from the inspection that there are no similar places in the area that can be used for the construction of the railway over bridge. The reply of the developer in this regard is not available and the DPR provided by the developer does not disclose the said information.

But there is a way to consider the alignment option explained in the DPR itself to reduce the amount of land to be acquired, and it is noteworthy that when the extent of private land to be acquired is reduced, the severity of social impacts will naturally decrease accordingly. Also, there has been a demand to abandon the ROB construction project by increasing the length and width of the road located near the railway line. But none of these could be seen as means of realizing the objective of the project in the full sense. The study team has not been able to see that there are any alternatives available in the area for constructing a flyover as an alternative to the proposed level crossing, but it is of the opinion that there are multiple link roads from SN College Mundakkal Road to access the nearby flyover and widening them is sufficient.

2-5 Phase of the project construction

The developer's reply in this regard is not made available to the study team

2-6. Core-design features, size and type of facilities

No response from the developer is received in this regard. But the details of the core design features disclosed by the copy of DPR made available by the Developer, are as follows

Type of Bridge	Pre stressed concrete/composit girder
Overall length of ROB	426.530 metre

Total length of Railway Span	37.28 metre.RDSO/B-11758/R-(4)Type design.
Overall width	10.20m
Length of approaches	66.870 m on North 60.980 m on South
Gradient of approaches	1 in 16-6.25% on south 1 in 19-5.26% on north
Typical cross section	7.5 metre carriageway with 1.5 metre footpath/cable doct
Structure non-railway	PSXI-Girder-4 nos- RCC slab.

2-7. Need for ancillary infrastructural facilities.

The developer has not furnished any information requested for in this regard requested by the study team. The DPR provided by the developer does not disclose the said information

2-8. Work force requirements (temporary & permanent)

The developer's response regarding specific work force requirements for the project was not made available to the study team

2-9. Details of Social Impact Assessment/ Environment Impact Assessment if already conducted and any` technical feasibility reports

The information sought for in this regard was not received from the developer. Enquiry showed that no social or environmental impact assessment study in relation with the proposed project is carried out earlier.

2-10 Applicable Law and policies

The developer has not furnished any information sought regarding the rules or guidelines to be followed in connection with the project. It is seen in the copy of DPR that the norms of IRC, Morth ,Railway etc. have been followed for the preparation of the alignment of the project i.e. bridge and road.

But it has to be seen that the land acquisition authority follows the below mentioned Act & Rules for the land acquisition process.

1. The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
2. The Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.
3. Govt. order No. (MS) 448/2017/Rev dated 29/12/2017.

On 11/9/24, the Study team has requested the Developer in writing for getting information on 16 issues regarding the proposed project. But no reply was received till the publication of the draft report. Therefore, a letter was sent to the Chief Engineer of the Developer through same email address as reminder on 02/12/2024. In response to this communication, a copy of the DPR has been received through email on 10/12/2024.

But it is understood that most of the said information is not disclosed by DPR and the letters were sent to the email address that mentioned on the official website. The study team observes that the information required for Social Impact Assessment Study should be handed over to the study unit, by the authorities concerned, within 10 days. In cases where the relevant authorities do not give with due seriousness in providing the information, called for the social impact study will become a mere function and the society will not get any benefit from study as intended by the Act & Rules.

CHAPTER III

TEAM COMPOSITION APPROACH, METHODOLOGY AND SCHEDULE OF THE SOCIAL IMPACT ASSESSMENT

According to the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, it is mandatory to carry out a social impact Assessment study and to prepare a social impact management plan for acquisition of land by Govt. for its use or by public-

private partnership for public purpose. Social impact Assessment is a process of research, planning and management of social change or consequence arising from developments, projects, policies etc. Social Impact Assessment is used to predict and mitigate negative impacts and identify opportunities to enhance benefits for local communities.

3-1. List of study team members

A group of retired Govt. employees from various departments like Land Revenue, Survey and Land Records Education, Secretariat etc along with skilled professionals in respective fields are included in the study team. The team is composed of those with subject experts, those with technical knowledge of survey and land records and technical experts in reviewing structures, rehabilitation and resettlement and social issues etc.

Members of study team involved in the study

Name	Status	Responsibility
Sri. Prathapan,.N	Tahsildar (Rtd.)	Project Director /Chairman
Sri.Hareendranathan.Nair	Asst.Commr,Land Revenue (Rtd)	Rehabilitation Expert
Sri.Premachandran Nair	Deputy Secretary Leg.Secretariat	Rehabilitation Expert
Smt.Soosanna Simon	MSW	Social Scientist
Sri. Ajith kumar R.G	Supdt,Survey&Land Records(Rtd)	Technical Expert
Sri. Achu M.S	Advocate	Legal Expert

3-2. Descriptions and rationale for the methodology and tools used to collect information for the social impact Assessment

The social impact Assessment unit is responsible for studying and preparing report on social impacts that may arise due to the implementation of the project and suggest mitigation measures. For this purpose, the unit has to collect and analysis a wide range of qualitative and quantitative information from various fields and conducted a number of group discussions across affected communities. A questionnaire was designed to gather all

information/details required to achieve the purpose. The data was collected by the trained study team members on the basis of the questionnaire, which was designed with a scientific and perspective manner in such a way as to get all the information required for the study. This questionnaire has played an important role in the assessment of social impacts.

3-3. Sampling methodology used

It was initially felt that there would be fluctuations in the nature and severity of the impact as there would be differences in the living standards and social - cultural perspectives across various group in the project area. Thus a sample test methodology was found irrelevant in the study method due to the lack of periodic behaviour on the social impacts. Therefore, the information was collected by meeting the affected families and individuals directly in order to understand their views and grievances.

3-4 Overview of information/data sources used.

A detailed study on social impacts that may have affected in the project area and mitigation measures has to be carried out. In this connection, a series of information had to be collected from different fields. Requirement based on various stages of the study, the details are classified primary Secondary and tertiary details and those are collected step by step. The primary details are those related to the land and project which are collected from the offices of the District Collector, Land Acquisition Officer and Developer. The data to be collected from affected families, land owners and scheduled area as whole are considered as secondary information. They were collected by a series of family/ site visits. Based on review of the above categories of data, draft study report was prepared and published. Responses to allegations /opinions/ anxieties raised by affected community during public hearing are categorized as tertiary information. The study report is concluded on the basis of a detailed analysis of such information and the provisions laid down in the relevant Act & Rules.

3-5. Schedule of consultations with key stakeholders and brief description of public hearings conducted

Subsequent to the receipt of notification under section 4(1) entrusting the study of the Social Impact Assessment, the authorities concerned like district Collector, Land Acquisition Officer and Developer have been contacted. The

information required was collected from authorities step by step in accordance with the progress of the study.

The draft study report was published in the offices concerned, project site and web site of the SIA Unit as well as Appropriate Govt. As such all stakeholders were given ample opportunity to see and verify the contention of the draft report. In the matter of holding public hearing, notice indicating time and place scheduled for, was also published as required by Act & Rules.

Public Hearing

The draft study report and notice in Form 5 related to the public hearing were published on the websites of the study unit and the appropriate government, notice boards in local self-government bodies, Collectorate and the project site as required by Act & Rules. Wide publicity was also given through newspaper/news media regarding public hearing scheduled on 16/11/2024.

90 people including 66 affected land owners and rent traders participated in the function. Though the function was scheduled to start at 10.30 am, but started after 11 am due to the absence of developer's representative. But the Valuation Assistant, Revenue Inspector and Section clerk of the Special Tahsildar Office attended the function at the time fixed. A representative of Developer, working on contract basis introduced himself as Project Engineer has attended in the function after 11. 30 am.

Attendance of participants and proceedings of the function are attached as appendices

The chairman of the study unit introduced the relevance and objectives of the social impact study on the issue of land acquisition for public purpose. Chairman also described the direct/indirect impacts likely to be created in the area by acquisition of the proposed land sections for the proposed project. Subsequently, various objections and concerns were raised by the affected persons and other stakeholders who attended the function regarding the need for the project and the recommendation for land acquisition.



The chairman also informed that some information including the design and funding of the project was requested in writing from the developer for the purpose of the study but these are not made available. Then the representative of the Developer described the length, width and structure of the bridge that was decided to be built, but there was a situation where the representative could not answer/justify the objections raised during the function.

The Chairman explained the general allegations/comments and observations that arose during the discussion are as follows

1. Mundakkal residents have multiple link roads to access the nearby flyover and by widening them, vehicular movement can be facilitated without passing this level cross. So there is no need for a flyover and the level cross can be permanently closed.
2. By developing the existing road parallel to the railway line near the level cross and extending it up to the service road of the flyover near the SP office, and this road can be developed by utilizing the puramboke land. In this way, it is possible to avoid the huge cost incurred by the government and the impacts those may occur in the area can be completely avoided
3. There are four level crossings within a distance of 500 meters in this area. In one of them, flyover has already been constructed and in the other one flyover construction work has started. As there are several link roads connecting the respective bye roads, a scientific study to limit the number of

flyovers that has to be constructed, should be done to avoid unnecessary land acquisition.

4. It cannot be seen that there is any public need as the proposed land acquisition harms as many families as are expected to benefit from the project. There is a bus service on this road as a part of public transport only in the mornings and evenings. Acquisition of land to build a bridge like that constructed at Chinnakada junction, on this road which is not heavily trafficked is not scientific.

5. The government should withdraw this project which causes serious social consequences as it is not a matter that will benefit to large volume public



The chairman informed that after collecting written comments/suggestions from the developer on these issues, reviewing them and finalizing the study report as per the provisions of the Land Acquisition Act and Rules. The function is a wind up at 01.10pm by thanking all those who participated.

CHAPTER- IV

LAND ASSESSMENT

Land is the fundamental natural resource for development activities. Therefore the demand for land has multiplied many times in every states or countries. Kerala, comparing with the other states of India is densely populated one and the land as a whole is deemed to be scarce for even to provide ample accommodation to its people. But land can be considered as the power of govt. to acquire for the purpose of industrialization, development of infrastructural facilities or urbanization and to compensate the affected land owners for their rehabilitation and resettlement. Therefore it has to be admitted that the land acquisition process is relatively complicated and sensitive for the state.

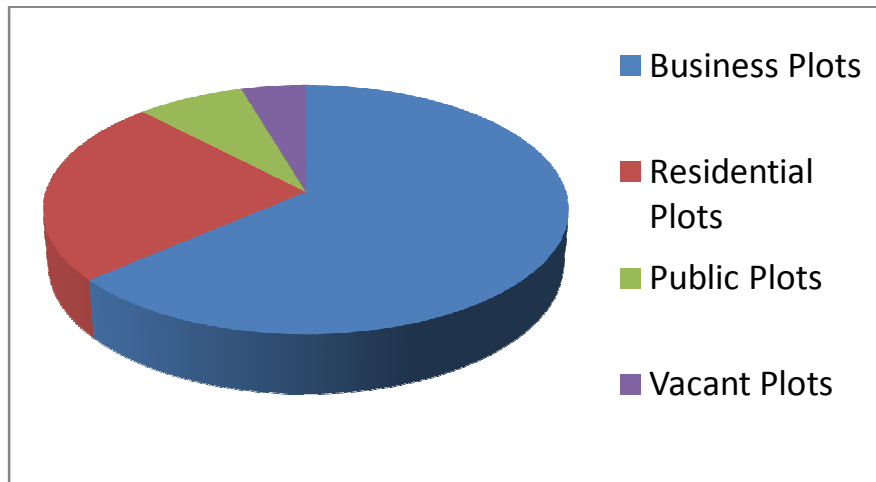
4-1. Describe with the help of the maps, information from land inventories and primary sources

According to the application of Kerala Roads and Bridges Development Corporation Limited, 0.9713 hectares of land is required to be acquired for the proposed project. They are comprising in blocks 85 and 86 of Vadakkevila village and blocks 103, 126,130,134 and 129 of Mundakkal village covering 72 survey sub-divisions in Kollam taluk, have been recommended for acquisition. It is also seen that some land units are included in the alignment belong to the category of puramboke.

The proposed level cross is located at SN College Junction near Kollam Town on the Thiruvananthapuram- Kollam Railway Line. The project area is the both sides of 430 meter long stretch of SN College- Mundakkal Road which conncts on both sides of this level cross

As the alignment also includes portions of bye roads and footpaths, it is expected that less land will be acquired than recommended. The land proposed for acquisition is mainly used for residential and commercial purposes A situation exists where proposed land acquisition affects residential buildings partially and many commercial establishments and self-employed enterprises either completely or severely. Also the compound walls of St.

Thomas CSI Church, SNDP Trust Saradam Mandiram, SN Women's College and a private office are also partially affected.



4-2. Entire area of impact under the influence of the project.

An extent of 0.9713 Hectares of land is under proposal for the acquisition of the project. It consists of private land as well as public places in the form of roads, footpath and purmboke. The implementation of the project will have a detrimental effect on the affected area and a positive impact on the adjoining areas. Those who lost either land or land with other assets and those who are displaced have to face a variety of adverse effects. However it is important to note that a large number of people in the vicinity of the project area and even other districts are able to travel without traffic congestion and can experience a revival of trades, industry, educations and health in the area.

4-3 Total land requirement for the project

According to the developer, land extending to 0.9713 Hectares is required for the construction of the ROB and development of the road. The alignment marked in the field shows that the proposed land also covers Govt land such as footpath, bye road and puramboke. Thus the actual area of private land comes under acquisition process can only be ascertained by survey proceeding. It is also noted that the public property involved are of mainly under the possession of Local Bodies.

If first alignment is option considered it appears that the amount of private land to be acquired is likely to be reduced to a great extent than that indicated in DPR in view of situation explained by the developer in the letter

dated 10 /12 /2024. It is also to be seen that the gravity of possible impacts in the area will be relatively decreased. It is noteworthy that, Ist &IInd alignment options in the DPR have considered land acquisition from both sides of the same road. Therefore, the study team is of the opinion that the first option is the most appropriate for the project as per the provisions of the Land Acquisition Act and Rules.

Below are the issues sought to be clarified from the developer after the public discussion/hearing

1. According to the DPR information, 98 cents of land is required for the construction of the bridge under the first option, and 148 cents of land is required for the construction of the bridge under the second option. It remains a fact that as the amount of land acquired decreases, the amount of social impacts that are likely to occur in the area will naturally decrease. As the reasons for choosing the second alignment option for the construction of the bridge are not clear from the examination of the DPR. So the criteria adopted for selecting this option for the project.
2. DPR has indicated that under the second alignment option approved for construction of the flyover, 148 cents of land is required. But according to the notification published u/s 4(1), 0.9713 hectare i.e. 240 cents of land is to be acquired. Information regarding the circumstances under which the recommendation was made to acquire such a large amount of land contrary to the DPR recommendation.
3. Information regarding the rules or regulations followed in preparing the alignment for project implementation. Information on whether the norms of the Land Acquisition Act, 2013 and Rules, 2015 were taken into consideration.
4. There were four level crossings side by side in this area in connection with the branch roads starting from the National Highway in the same direction. It is seen that one level cross has been replaced by a ROB and construction work of ROB has started on another level cross. Several link roads are existed in the area connecting these branch roads. Therefore, the details of the scientific and technical examination carried out on the possibilities of reducing flyovers and number of land acquisition creating social impacts by not constructing flyovers at all level crossings.

The reply available from the developer dated 10/12/24 in this regard is appended.

4-4. Present use of any public, utilized land in the vicinity of the project area

Land extending to 0.9713 Hectares is required for the construction of the ROB and development of the road. The alignment marked in the field shows that the proposed land also covers Govt land such as footpath, bye road and puramboke. In addition railway owned land also fall in the alignment.

4.5. Land (if any) already purchased, alienated, leased or acquired, and the intended use for each plot of land required for the project

The examination of study team as well as the response of the developer revealed that any land required for the scheduled project has not been purchased, alienated, leased or acquired by the Developer.

4-6. Quantity and location of land proposed to be acquired for the project

According to the design prepared by the developer, it is understood that 0.9713 hectares of land is required for the project. It includes parts of bye roads, footpaths and public lands. But it may be seen that the actual extent of land to be acquired excluding Govt. land and other type of puramboke can be ascertained through survey proceedings only. The area falls within the limits of two villages of Vadakkevila and Mundakkal of Kollam taluk & district.

4-7. Nature, present use and classification of land and if agriculture land, irrigation coverage and cropping pattern

The land units recommended to be acquired for the project are mainly having residential buildings, business/commercial self/employed enterprises and public utility establishments which located on both sides of the existing road. Out of 66 land holdings, 2 holdings are vacant. The land recommended for acquisition falls under the category of dry land classifications as per the records. It has not been noticed that the vacant land is being cultivated in a serious manner.

4-8. Size of holding, ownership patterns, Land distributions and number of residential houses

According to the alignment stones installed by the developer, the proposed land acquisition affects 66 land owners out of which 49 commercial establishments and 16 residential are fully or partially located. Also, the compound walls of St. Thomas CSI Church, SNDP Trust Sarada Mandiram, SN Women's College and a private office are also partially affected. It is seen that the two vacant land units which are not used for any purpose are also partially included in the alignment. 28 business/ self-employed firms are fully affected and 21 firms are partially affected. The study team assessed that five of the partially affected businesses will not be able to continue their operation in the remaining portion. While 16 partially affected businesses firms are found to be continued to operate with limited space.

4-9. Land prizes and recent changes in ownership, transfer and use of lands over the last three years

The land units recommended for acquisition are accessible from existing roads. Land prices are influenced by factors such as location, nature, type, accessibility and current use of land. The alignment includes the land units where business firms/commercial/self-employment establishments, residential buildings etc. are located, and which are convenient for constructing residential buildings due to the accessibility from the existing road.

Therefore, it is observed that the units being acquired are likely to get attractive prices. Local investigation revealed that the highest price in the area was Rs. 50 lakhs and the lowest price was Rs.45 lakhs per are.

CHAPTER 5

ESTIMATION AND ENUMERATION OF AFFECTED FAMILIES AND ASSETS

The number of families that will lose land and other assets through acquisition can be considered as a measure of the impact due to the implementation of the project. Therefore, in order to assess the nature and magnitude of social impacts, the number of affected families and the value of assets are need to be properly assessed. From such statistics it is technically

possible to plan relief mitigation measure. For this purpose, the study unit has to collect and analysis a wide range of qualitative and quantitative information from various fields and conducted a number of group discussions across affected communities. Study report has been prepared on the basis of information so collected as well as feedback of group discussions with stakeholders.

5-1. Details of families which are directly affected by the acquisition

The proposed land acquisition affects 66 land owners out of which 49 commercial establishments and 16 residential are fully or partially located. Also, the compound walls of St. Thomas CSI Church, SNDP Trust Sarada Mandiram, SN Women's College and a private office are also partially affected. It is seen that the two vacant land units which are not used for any purpose are also partially included in the alignment. 28 business/ self-employed firms are fully affected and 21 firms are partially affected. The study team assessed that five of the partially affected businesses will not be able to continue their operation in the remaining portion. While 16 partially affected businesses firms are found to be continued to operate with limited space. A statement regarding affected families and households is attached as annexure.

5-2. Family of scheduled tribes and other traditional forest dwellers who have lost any of their forest right

Families including scheduled tribes and other forest dwellers those have lost any of their forest right do not reside in the project area. Therefore those in this category do not belong to the affected community. The land units recommended for the project are mainly laying either side of the existing road.

5-3. Details of families which depend on common property resource which will be affected due to the acquisition of land for their lively hood

It has been seen that there are no families in the proposed area who are dependent on the common properties as a means of livelihood which are recommended for acquisition to be used for the proposed project.

5-4. Families which have been assigned land by the state govt. or the central Govt. under any of its schemes and such land is under acquisition

From the responses of the stakeholders, the study team has come to understand that none of the land allotted under any scheme is included in the recommended land categories for acquisition.

5.5. Details of families who have been residing on any land in urban areas for preceding three years or more prior to the acquisition of the land

The project area is located under the jurisdiction of the Municipal Corporation. It is understood that the land to be acquired is owned by 66 individuals/families/Institutions. Among the owners, most of them are living in the vicinity of the project site.

5-6. Details of families which have depended on the land being acquired as a primary source of livelihood for three years prior to the acquisition

At present, it is understood that the land categories recommended for acquisition are in the possession of 66 individuals. 28 business firms / trade/self-employment establishments located in the land units recommended for acquisition are fully affected and 21 are partially affected. It is primarily assessed that 05 firms/institutions out of the partially affected ones will not be able to use the remaining space to continue the initiative as such. Considering these circumstances, 49 families have to be seen dependent in the project area as primary livelihood. Also there is a situation where public institutions like educational institutes, place of worship etc, are partially affected by said

acquisition. Information about affected business firms/trade self-employment establishments is attached as annexure.

5-7. Details of families which are indirectly impacted by the project (Not affected directly by the acquisition of own land)

The road development and construction of ROB envisaged by the project will mainly provide benefits to local residents. The indirect impact of the project is on the households associated with 34 individuals who are engaged business/self-employment ventures on rental basis. It can be seen that in the case of few firms can continue to operate their function with limited space but the limitation of space will harmful effect to certain extent. It also creates indirect impacts in the form of losing of livelihood for workers in the displaced commercial /self-employed firms. But it remains a fact that their right to get the relief measures under the rehabilitation and resettlement package prescribed by the Act & Rules and Govt policy can only be ensured on the basis of valid documents.

5.8 Inventory of productive assets and significant land

No commercial and agro-industrial enterprises are functioning in the proposed project site. Therefore the situation does not affect any productive assets and hence no significant and important land is involved in the acquisition.

CHAPTER- 6 SOCIO - ECONOMIC AND CULTURAL PROFILE

It has to be ascertained the potential dynamics on Socio-economic and cultural activities of the area by virtue of acquiring land recommended for the project. The purpose of this survey or evaluation is to find out the details of likely affected persons including their number, social category, household size and occupational pattern. This profile becomes important as it helps in evaluating the positive as well as negative impacts due to the project on a targeted population and communities.

6-1. Demographic details of the population in the project area

On examination of the land units under acquisition, the study team observed that different kind of direct as well as indirect impacts are imposed

on respective land owners/ tenants/ institutions and public sector organisations. Serious impacts like displacement from habitat and employment institutions, loss of livelihood, loss of businesses on rental basis are found to be occurred in the area by virtue of this proposed acquisition.

The project directly affects 66 persons/families / institutions by way of losing land partially or fully along with the assets attached to the land. When these families are evaluated as a whole, it is seen that about 460 persons of various age groups are adversely affected by this scheme.

The demographic details that will be affected by the project are described below.

Age Range	Gender Profile		Total
	male	Female	
Below 10 years	14	13	27
10-18	22	14	36
19-35	38	37	75
36-59	42	43	83
Above 60 years	28	33	61
Total			282

The social classification of those likely to be displaced from habitats and employment ventures, loss of livelihood was examined and it shows that people belonging to the social group mainly Hindu and Christian as well as Muslim communities have also to suffer directly or indirectly by the project.

Occupational Profile

Occupation of persons seems to be an important role in determining their position in society. An economically affluent family can avail all the facilities required for an attractive life, but weaker section struggle for their survival. The enumeration shows that the affected region counts of mixed economic pattern and majority of the family head are engaged with Govt. job followed by business, self employed, traders,retired govt employees etc.

6-2. Income and Poverty levels

In analyzing the living standards of those who depend on the land to be acquired found to be having middle class facilities. The affected families cover with very high and low income but their number is relatively small. Overall assessment of the families who have to suffer direct or indirect impacts including those who have to be evacuated from places of residence and work establishment, and all affected families are found to be APL category.

6-3. Vulnerable Groups

The proposed land acquisition creates evictions from residential buildings and displacement of commercial/self-employment enterprises in the scheduled area. A general assessment of the land-losing affected community reveals that 61 family members those above 60 years of age and 27 children below 10 years of age are in the vulnerable category.

6-4. Land use and lively hood

Most of the land sectors recommended for acquisition are occupied by various types of business/ commercial firms and residential building. The proposed land acquisition affects 66 land owners out of which 49 commercial establishments and 16 residential are fully or partially located. Also, the compound walls of St. Thomas CSI Church, SNDP Trust Sarada Mandiram, SN Women's College and a private office are also partially affected. It is seen that the two vacant land units which are not used for any purpose are also partially included in the alignment. 28 business/ self-employed firms are fully affected and 21 firms are partially affected. The study team assessed that five of the partially affected businesses will not be able to continue their operation in the remaining portion. While 16 partially affected businesses firms are found to be continued to operate with limited space

6-5. Local economic activities

All types of business / commercial/ self employment enterprises, place of worship, public sector establishments etc located on the land on both sides of existing road are considered to be affected by the proposed acquisition. 28 business/ self-employed firms are fully affected and 21 firms are partially affected. The study team assessed that five of the partially affected

businesses will not be able to continue their operation in the remaining portion. While 16 partially affected businesses firms are found to be continued to operate with limited space. Therefore, it has to be seen that with the implementation of the project, the economic activities that are going on the area through medium level commercial/ business enterprises will be disrupted. It is seen that local economic transaction through the business establishments of the area will be stabilised only after the displaced business establishment are made operational through rehabilitation and resettlement system.

6-6. Factors that contribute to local lively hood

There are no factors that contribute to local lively hood through large scale business or commercial complexes or popular places of worship or other initiatives in the scheduled site. But it has to be noted that, the commercial/ business/ trading establishments existing on the acquired land are affected. Thereby it will affect adversely the livelihood of the family related with such firms.

6-7. Kinship pattern and social and cultural organizations

Excluding various kind of public lands, the land under proposed of acquisition are owned/ possessed by 66 families/ persons/ institutions. Of these 38 holdings are inherited. Families are small units consisting husband, wife, and one or two children. Almost families are seen living as nuclear families according their responses.

6-8. Administrative organizations

There are no administrative organizations of any type operating/functioning in the land under proposal of acquisition for the project. But a number of land units possessed or owned by the government/ quasi government/ public sector organisations are included in the alignment.

6-9. Political Organisations

Field investigation revealed that no political organizations of any kind are found to be functioned / situated in the proposed site.

6-10 Community based and civil society organizations

The investigation revealed that there are no community based civil society organisations operating / functioning in the area / location scheduled for the project. But the compound walls of St. Thomas CSI Church, SNDP Trust Sarada Mandiram, SN Women's College are partially fell in the alignment.

6-11. Regional dynamics and historical change process

It has to be seen that the project will create a dynamics that raises the standards of the proposed area and expectations of the public. It can also be observed that since no historically significant material features in the area, there is no need for any historical changes to take place through the project.

6-12. Quality of living environment

It has been revealed that the families affected by the project are living in moderate conditions/ environment. Due to its proximity to Kollam city as basic amenities are available there, which escalates their quality of life? In addition the attractive living conditions in this area are maintained due to the favourable economic situation / capacities. The income from business/ commercial establishments is seen main source for majority of the affected families.

CHAPTER- 7

SOCIAL IMPACT MANAGEMENT PLAN

As per the sub section (6) in section 4 of the RFCTLARR Act 2013, the social impact assessment process shall accompany with the preparation of a Social Impact Management Plan (SIMP), which will present ameliorative measures to be taken to address the social impacts identified in the course of the assessment. Such measures must be less than what is provided for under the relevant Govt. schemes.

7-1. Approaches to mitigation

By a systematic assessment, the study team has recognized a number of significant social impacts which will potentially result from the construction and operation of the scheduled project. In order to manage and mitigate these impacts, a series of measures have been ascertained to minimize the overall

impacts to acceptable range. A summary of mitigation measures identified for the scheduled project is presented in last portion in this chapter itself.

It is pertinent to note that the actual impacts in respect of those who will lose land, and/ or shelter, occupation, livelihood, etc. cannot be measured or estimated as it involves not only physical loss but loss of emotionally attached assets. One of the important measures in the provision of fair compensation to land as well as assets attached therein as intended by Act as well as that acceptable to the land owners. In cases where the land or building is partially left after the acquisition, there should be no impediment from the authorities to acquire balance also, paying compensation, if land owner desires so. Moreover, ensure fair compensation for assets attached to the land, take the possession of the assets acquired only after providing proper compensation, provide adequate time and assistance from the part of developer to relocate the evacuees, complete the acquisition process within the time frame defined by Act & Rules, adopt acquisitions procedures in transparent with the confidence of land owner etc will provide relief to certain extent to the impacts experienced.

The proposed land acquisition affects 66 land owners out of which 49 commercial establishments and 16 residential are fully or partially located. Also, the compound walls of St. Thomas CSI Church, SNDP Trust Sarada Mandiram, SN Women's College and a private office are also partially affected. It is seen that the two vacant land units which are not used for any purpose are also partially included in the alignment. 28 business/ self-employed firms are fully affected and 21 firms are partially affected. The study team assessed that five of the partially affected businesses will not be able to continue their operation in the remaining portion. Considering this situation, the study team considers relief measures to be relevant in this case. While 16 partially affected businesses firms are found to be continued to operate with limited space.

7-2. Measures to avoid, mitigate and compensate impact

Upon carefully analysis of the subject, a Social Impact Management Plan need to be formulated describing relief measures to make available to the affected community. The victims consist of those who lose their land only, those who lose land and shelter either completely or partially and those who lose along or without land, business, self employment firms, livelihood etc.

Land acquisition for projects where there is an inherent public purpose, should be seen as a means of mitigating social impacts, with the least possible use of public land or vacant land available there.

Three types of alignment options have been mentioned in DP R on the issue of construction of ROB. It has been mentioned that under the first option 98 cents of land, under the second option 148 cents of land and under the third option 110 cents of land are required for the project. It is a fact that as the area of private land acquired decreases, the potential negative impact on residential buildings and commercial/ self-employment enterprises will naturally decreased. Therefore, the study team observes that the first alignment option is complying with the provisions of the Land Acquisition Act & Rules in order to mitigate potential impacts on the area. The law envisages that in land acquisition for projects where public purpose is inherent, the recommendation of least amount of land acquisition should be considered.

It is observed that the impact caused by this can be alleviated to some extent by providing rehabilitation and resettlement scheme ordered in GO (Ms) 448/2017/RD dated 29-12-2017 and there by the impacts can be mitigated also by adopting procedures envisaged in schedule III in resettlement area.

7-3. Measures that are included in terms of the Rehabilitation and Re- settlement and compensation, as outlined in the Act.

Affected families are entitled to rehabilitation and resettlement benefits under section 31 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. Moreover a Rehabilitation and Resettlement Policy in the state slightly deviating from those provided under the second schedule of the Act and to provide more benefits to the affected family vide order GO(Ms) 448/2017/ RD dated 29-12-2017.

The main elements according to this context are stated below

Homeless entitled to get constructed house, land for land in irrigation projects in lieu of compensation, in case of acquisitions for urbanization 20% of developed land reserved for owners at a prize equal to compensation, jobs

or onetime payment or annuity for 20 years, subsistence grant, transportation allowance, resettlement grant etc.

In the matter of compensation, it includes the multiplying factor of 1.00 to 2.00 times on the land value, which is being the average of higher 50% of the sale deed rates registered in last three years or any rates consented in the acquisition for public/ private projects. In addition, 100% solarium for involuntary acquisition of land, and 12% additional land value is given from the date of notification under section 4(1) to the date of award or taken possession whichever is earlier. The value of building and other immovable properties will be determined on the basis of PWD schedule of rate and 100% solatium will also be added structural values. The cost of trees will be compensated in consultation with the respective departments like forest or agriculture etc as the case may be.

7-4. Measures that the requiring body has stated, it will introduce in the project proposal

The requiring body will also have to bear the cost of rehabilitation and resettlement scheme. The study team has not received any intimation from the requiring body whether or not to take any other action in this regard.

7-5. Alteration to project design and additional measures that may be required to address the extent and intensity of impacts across various groups as identified during the social impact assessment process.

SN College gate - Mundakal road due to the existing level crossing associated with the railway line obstructs the vehicular traffic. Therefore the land has to be acquired for construction of ROB and for widening of the road on both sides of the railway line. The developer has not been able to convince the study team the circumstances to judge that the minimum amount of land recommended to be acquired in order to achieve the objective of the project, without causing undue impacts to the land owners as well as tenants.

The proposed land acquisition affects 66 land owners out of which 49 commercial establishments and 16 residential are fully or partially located. Also, the compound walls of St. Thomas CSI Church, SNDP Trust Sarada Mandiram, SN Women's College and a private office are also partially

affected. It is seen that the two vacant land units which are not used for any purpose are also partially included in the alignment. 28 business/ self-employed firms are fully affected and 21 firms are partially affected. The study team assessed that five of the partially affected businesses will not be able to continue their operation in the remaining portion. While 16 partially affected businesses firms are found to be continued to operate with limited space.

The Level Cross is seen maintained by the Railway and connected road is maintained by the Public Works Department. The study team observes that the supervision of the Railways is required for the construction of the bridge at the level crossing. Therefore, it has to be observed that the developer can only do the construction work of the bridge after consulting with the railways.

The study team has not been able to observe that the road on which the proposed level cross located is used by large population, has high vehicular traffic, and deserves high development potential in future. Multiple roads of the same use and nature are located parallel to each other in this area. As the level crossing is to be permanently closed, a design that recognizes the needs of limited beneficiaries should be adopted for the flyover. Therefore, the Study team strongly suggests that consideration of the first option as envisaged in DPR, which results in minimal land acquisition is preferable to reduce the severity of social impacts.

The developer suggested that the second alignment option in the DPR, was accepted because the project cost was found to be low. Also, the DPR mentions that 148 cents of land is required, but the developer has replied that only 93 cents of land is required to be acquired and the rest is puramboke and that is why this option is less expensive.

According to the DPR, 98 cents of land under the first option, 148 cents of land under the second option and 110 cents of land under the third option are proposed for the construction of the ROB. There is no significant difference between the location of flyover construction and the location of land acquisition under these options. The ROB construction is possible only by utilizing the land on both sides of the existing road. Therefore, whichever option is adopted there is a possibility that the road puramboke will be largely included in the alignment.

Only 93 cents, out of 148 cents of land mentioned in the DPR is found to be private land and the rest is puramboke according to the suggestion/reply of the Developer. By considering this manner, 98 cents of land under the first option from the same location, it may be seen that the amount of private land to be acquired, exempting puamboke will be significantly reduced. In this way the cost of the project will also be reduced considerably. Moreover, in the case of first option, it has already been mentioned in the DPR itself that the amount of compensation for the buildings is very low. It is the fact to be taken seriously that the extent and severity of potential impacts to the area will be reduced as the amount of land to be acquired decreases. The study team was not able to document the details of the minor impacts likely to be caused by the acquisition, in the absence of alignment marks in the field as per the first option.

The study team observes that an effort should be made to minimize the potential impact on the area by adopting the minimum amount of land acquisition in accordance with the provisions of the Land Acquisition Act, even though any changes of the alignment will make further complication, as approval has been obtained from the relevant authorities.

7-6. Detailed mitigation plan including activities to be carried out for each mitigation strategy and time lines.

The nature of impacts may vary among different groups in the affected community. The impacts cannot be avoided merely by providing fair compensation for land and other assets acquired, determined by observing procedures mentioned in the Act. Direct impacts by virtue of loss of land, land & shelter, land and business establishment, employment agriculture and other livelihood are likely to be experienced by affected families.

In this case, displacement of business/delf employment establishments or enterprises, displacement from residential buildings, damage to compound walls, etc. are understood to be likely to occur in addition to loss of land units. According to the Land Acquisition Act & Rules, the least possible extent of land required for the project should be adopted as an impact mitigation method. The study team observes that in such land acquisition, by taking the land owners into confidence and providing fair and acceptable compensation for the land and structural assets as prescribed by law, the impact of loss can be mitigated to some extent.

Moreover the destruction of existing roads and footpath accessing to the houses of vicinal areas, water supply systems, rain water harvesting area, canals etc and chopping of trees which affect adversely environmental protection during the construction are the sum of indirect impacts are likely to be experienced by the neighbouring community. Of these some measures are prescribed in the law to mitigate direct impacts. The state government has formulated a policy by announcing more benefits in this regard. But nothing is prescribed to relief for indirect impacts. Measures for further improvements and relief for indirect impact are recommended as described below along with those mentioned in the Act or Rules or Policy Decisions of the Govt.

No.	Nature of impacts	Provision in Act& Rules and Policy	Measures suggested to be adopted
1	Loss of land (partial/ full)	1.Compensation arriv- ed as per the section 26 to 30	1. Provide fair and accept- able compensation that actually intended by the

		2. If the persons losing land belonging to SC/ST will be provided land equivalent to land acquired or two and one half acres, whichever is lower	Act. 2. In the case of severance, the balance land need be acquired if land owner desires so without making objections by Requisitioning authority
2	Loss of land & residential building (partial/ full)	<p>1.Compensation for land and structure will be provided</p> <p>2.An alternative home as per Indira Awas yojana specification in rural areas a constructed home of minimum 50 sqm. plinth area for urban area will be provided</p> <p>If the beneficiary not to take alternative house they shall be provided not less than 3 lakhs financial assistance without considering family income.</p> <p>3. Monthly subsistence grant of Rs.5000/- per month for a period of one year.</p> <p>4. Transportation cost of Rs. 50,000/- shall be provided</p> <p>5. One time Re- settlement allowance of Rs. 50,000/- for each family.</p>	<p>1.The acquisition proceedings and RR package should be completed within the time limit prescribed in the Act& Rules.</p> <p>1. In the case of severance of land or house or other buildings, the whole land and / or shall be acquired on the strength of sections 94(1), if the owner desires so, without raising any objections by Requisitioning Authority.</p> <p>2. To protect and safe guard, the inter group relationship; efforts must be done by the authorities to select the resettlement area of similar nature and not too far from the former place as possible.</p> <p>4. Provided infrastructural amenities in the resettlement area as prescribed in the third schedule of the Act without delay.</p>

3	Loss of cattle shed/ petty shops	Family having petty shop or cattle shed shall get one time financial assistance to a minimum of Rs. 25,000/- and a maximum of Rs. 50,000/-	
4.	Small trader/ artisan and self employed persons	Family consisting affected person / affected family having non-agricultural land as commercial commercial institution and structure has been lost shall get one time financial assistance of Rs .50,000/-	
5	Commercial tenants	One time financial assistance of 2 lakhs on shifting charge (companies banks, financial institutions large shops having carpet area more than 2000 sq. ft. are not eligible)	
6	Employees in commercial establishment working continuously 3-years prior to acquisition.	Financial assistance of Rs. 6000/- per month for six months.	
7	Residential family tenants	One time shifting allowance of Rs 30,000/-	such matter does not creat by the project

8	Encroachers who run business on Govt. land for a minimum period of, 3-years	Financial assistance of Rs. 5,000/- per month for six months. And cost of structures/improvements made on land	such matter does not create by the project
9	Place of worship	In addition to land structured value a shifting charge subject to a maximum of One lakh whenever necessary.	such matter does not create by the project

7-7. The measure that the requiring body has committed to undertake and those have been proposed but not committed to be under taken by the requiring body.

No feedback has been received from the developer as to whether it is committed to take action specifically on the subject of mitigating the impact on the affected community or whether any action cannot be taken except meeting of expenses. However it is need to ensure that the necessary solution to the indirect impacts described above are to be occurred on the part of the developer.

It has been noticed that in some districts, the land acquisition process for the construction of ROB related to level crosses, was started and the process could not be continued due to the absence of sufficient fund. The study team also observes that if the land acquisition process is initiated and the process does not proceed and complete in time, due to non-availability of fund, it will create another social impact on the affected community. In this case, the Developer was not ready to respond to the information sought in writing regarding the availability of funds required for the project ie for land acquisition and construction of the bridge.

CHAPTER- 8

SOCIAL IMPACT MANAGEMENT PLAN-INSTITUTIONAL FRAME WORK

In the matter of land acquisition and adopting of rehabilitation and resettlement package, the said Act and Rules clearly define the responsibility and time lines among various institution authorities. These authorities are determined by certain factors/jurisdictions like extent, purpose and nature of the land to be acquired as well as possibility of objections, disputes or complaints that may arise during the entire process. In additions to the responsibilities administrative departments of central or state governments, local self government , Rehabilitation and Resettlement commissioner, Administrator, District Collector, Land Acquisition Officer, the different sectors such agriculture, forest, public work department are also required to take responsibility for land acquisition proceedings. It involves the intervention of various authorities and courts also.

8-1 Description of institutional structures and key persons responsible for each mitigation measures

Authorities including Requiring Body, the Rehabilitation and Resettlement Commissioner, the District Collector, the Administrator and Land Acquisition Officer etc have been assigned specific responsibilities in mitigation process like implementation of rehabilitation and resettlement package. The administrator has to prepare a recommendation incorporating the details of affected families and individuals who are found to be eligible and to submit it before the rehabilitation and resettlement commissioner though District Collector for approval. Once the recommendation is approved by the Commissioner, the rehabilitation and resettlement package shall be implemented with the assistance of requiring body. Necessary steps should also be taken by the developer to mitigate, the indirect impacts experienced by the vicinal residents in a manner that does not detract from the objective of the project. It is the responsibility of the Land Acquisition Officer to understand and act on even minor movement related to the impact on the project area.

8-2. Specify the role of Non Government organisation if involved

The study team on investigation has noted that any NGOs come forward to take up activities those could lead to further relief to the affected community. However, if the relevant authorities consider the possibility of exploring the participation of any such organisation, in order to escalate the level of impact mitigation process.

8-3. Indicate capacities required and capacity building plan, including technical assistance, if any

In addition to the provision of compensation, land acquisition is undertaken by providing rehabilitation and resettlement facilities to mitigate the impact of displaced families. It has the responsibility of project implementing agency, department which carry out land acquisition and Local self government etc. It can be seen that the respective institutions have enough capacity to take up the mitigation measures. The study team was convinced that there was no need to increase the capacity of these institutions in this matter and that these were no specific plans in place.

8-4. Time lines for each activity

The rehabilitation and resettlement package can be seen as mitigation measures for the direct impacts on the affected community and specific time line is prescribed in the Act and Rules for implementing the same. The recommended relief measures for indirect impacts must also be carried out within the said timeline.

CHAPTER- 9

SOCIAL IMPACT MANAGEMENT PLAN BUDGET AND FINANCING OF MITIGATION

In addition to the cost of acquiring land for the project, the requiring body will also have to bear the cost of mitigating the impact on the affected community. It is a common practice to consider the cost of mitigation process in the detailed project report to be prepared by the developer.

9-1 Costs of all resettlement and rehabilitation costs

When land is acquired for a particular project, different kind of losses are usually incurred by the affected community. Loss of land and dwelling either partially or completely, loss of land and employment establishments, loss of land and building that leased out etc. are some situations in this context. A specific Rehabilitation and Resettlement package is envisaged in the Act as a relief to the displaced families. The state government has formulated policies to provide more benefits in this regard.

The proposed land acquisition affects 16 residential buildings partially. Of these, 05 buildings affecting more than 50% are not considered viable for further use. Therefore, the study team initially estimates that families from 04 buildings will have to be resettled. It remains a fact that the opinion of the land owners should also be considered in this matter. In the case of business/self-employment ventures, there are 28 cases that are fully affected. Also 21 commercial/self-employed enterprises are partially affected, but 05 of them do not have enough space to operate. Taking these into account, 05 trade/self-employment enterprises are displaced along with 28 enterprises that cannot be used further out of those that are fully affected. Thus, it is seen that 04 residential buildings and 33 commercial / self-employment establishments need to be provided with relief measures under the rehabilitation and restoration package for displacement. But it is also observed that only on the basis of legally binding documents and considering the provisions of the law, the entitlement of the beneficiaries can be ascertained.

Based on the preliminary information the expenses related to the issue of rehabilitation and resettlement is as described below

Sl. No	Firm and nature of Impacts	Number	Financial Assistance	Total
1	Displacement of petty shops / self employment firms run by land owners	04	50,000	2,00,000
2	Displacement of petty shops/self employment firms run by tenants	29	50,000	14,50,000
3	Eviction of families from residential buildings	04	4,60,000	18,40,000

9-2. Annual Budget and Plan of Action

In addition to the cost of land acquired, the developer also bears the cost of social impact mitigation measures. The Developer has not responded on the request of study team in this regard. But the annual budget and action plan cannot be considered to have played a significant role.

9-3. Funding sources with break

The project is seen implemented by the responsibility of Kerala Roads and Bridges Development Corporation Ltd. It is informed that the cost of the project is born by the kiifb. Thus, the item wise source of finance does not seem to have much relevance. But no such information was made available by the Developer to the study team.

CHAPTER-10

SOCIAL IMPACT MANAGEMENT PLAN MONITORING & EVALUATION

A number of officers or authorities are determined in the matter of implementing acquisition procedures as well as rehabilitation and resettlement package as mitigation measures, depending on purpose of land acquired, area of land to be acquired nature of land under acquisition etc. The Act clearly defines the officers and grievance redressed authorities for the implementation of rehabilitation and resettlement as a measure of alleviating various impacts on society. Section 43 of the Act empowers the state Govt. to appoint an officer not below the rank of Joint collector or Deputy Collector as Administrator for Rehabilitation and Resettlement, and section 44 instructs the appointment of Commissioner for Rehabilitation and Resettlement. On the strength of these sections the Commissioner Land Revenue has been appointed as Commissioner for Rehabilitation and Resettlement in the state. The Deputy Collector, LA in each district has been assigned as Administrator of respective district.

Section 45 of RFCTLARR Act stipulates to constitute a committee under the chairman ship of District Collector, called Rehabilitation and Resettlement Committee to monitor and review the implementation where land proposed to be acquired equal to more than 100 acres. Moreover the central Govt. may, whenever necessary for national or interstate projects,

constitute a national monitoring committee for reviewing and monitoring the implementation of rehabilitation and resettlement benefits to affected families, as stipulated in section 48 of the Act.

The state Govt. as per the provisions in the section 50 has to constitute a state monitoring committee to review and monitor the implementation of Rehabilitation and Resettlement schemes or plans. The procedures to be followed by the said committee to fulfil its objectives are specified in the Rule 25. In additions to the above, as per the section 51, the appropriate government has to establish one or more authorities by notification to be known as the Land Acquisition, Rehabilitation and Resettlement Authority for the purpose of providing speedy disposal of dispute relating land acquisition, compensation, rehabilitation and resettlement.

10-1 Key monitoring and evaluation indicator

The Land Acquisition Officer, Administrator, District Collector, and Commissioner are responsible for providing the rehabilitation and resettlement package to affected families. These authorities themselves can take up the process of monitoring and evaluation of related activities to mitigate the impact flawlessly.

10-2. Reporting mechanisms and monitoring roles.

The authorities or persons who get direct contact or visit with the project site & resettlement area are Land Acquisition Officer, Developer and elected representatives of Local Body. These authorities or person themselves can easily monitor and report the activities to be adopted to fulfil the objective. Moreover the responsibility is given to a number of authorities according to the Act and the matter is described in the beginning of this chapter.

CHAPTER XI

ANALYSIS OF COST AND BENEFITS AND RECOMMENDATIONS ON ACQUISITION

The social impact assessment study team, as specified in the provisions of Act & Rules, collected and analysed a range of qualitative and quantitative information from the proposed area and stake holders, conducted site visits, organise focus group discussions, informant interviews for preparing study report. The team, among others, considered the following aspects connected with this project.

1. Whether the acquisition of land serves public purpose.
2. Whether the extent of land proposed is the absolute bare-minimum extent needed for the project.
3. Whether acquisition of land at less displacing alternate places have been considered and found not feasible
4. Whether overall potential benefits outweigh the social impact and assessment cost.
5. The possibility of using any public unutilised land for the project and whether any of such land is under occupation.

The observations made by the study team after considering and analysing these aspects in detail and described in the relevant sections of the previous chapters. A summary of them are given below.

Serial No. 1

The project aims to construct ROB at the level cross located on SN College Gate- Mundakkal Road. The investigation did not find that the said road experiences heavy vehicular traffic or that there is bus service as part of the public transporting system. This road is used by around 120 families and ends at the beach. Parallel to this road, three other roads are existed at intervals of 500 meters, and all are starting from the National highway crossing railway line and ending at the beach or connecting with the coastal road.

A level cross on such a road has already been replaced by a ROB. In another, construction of a ROB is in progress. As there are multiple link roads connecting these four roads in the area, there is a situation where the level

cross is closed and the road on which the ROB is constructed is accessed via the link road. The flyover, whose construction is in progress, will also benefit when it becomes a reality. A land acquisition recommendation for constructing a ROB under the scheme on one of the remaining two roads is now under consideration. The study team observes that there is a strong public opinion in the area that the existing level cross can be closed permanently, by developing the link roads, which would avoid adverse effect to the livelihood of many families and residential buildings, and can save the huge expenditure for unnecessary flyovers.

At the same time, the study team also observes that the permanent closure of vehicular traffic on a road is a deliberate decision for a system that prioritizes infrastructure development. But considering the limited use of the ROB, existing alternative systems, potential impacts and costs, it is recognized that a detailed examination is required in this regard. Moreover, significant difference can not be seen between the number of families who become beneficiaries of the bridge and the number of affected families due to land acquisition. However, from the point of infrastructure development, there is inherent limited public purpose for the project.

Serial No. 2

On perusal of the DPR provided by the developer, it is not convinced that minimum area of land required for construction of ROB has been recommended to be acquired. For the proposed road where there is inherent limited public demand and where there is no possibility of major development demand in future, it has to be seen that the bridge should be of a minimum size as per the demand of the area need only be realised. It has been examined that three alignment options are mentioned in the DPR for the construction of the flyover by acquiring land from the same location, in which the option of acquiring relatively more quantum of land is seen accepted and approved. This has greatly increased the magnitude and severity of potential impacts to the region. From any perspective, the study team observes that alignment under first alignment option would significantly reduce the amount of land required to be acquired, thereby reducing the magnitude and severity of social impacts.

Serial No. 3

In acquiring land for a project, the most important provision of the Land Acquisition Act is to select an area that creates minimum impacts on the community. For this, various locations or categories should be considered and the method selected from among them which would be suitable for the project but would cause the least impact on the population.

A ROB is usually designed to connect the roads on both sides of the railway line and it is decided to widen the existing roads up to a certain distance from the railway line and construct a service road. The recommendation of land acquisition to meet these objectives is acceptable. But the study team has assessed that if the first of the alignment options detailed in the DPR for the proposed project is considered, it would achieve the objective of the project and minimizing potential impacts to the area and reducing the relatively project cost.

Serial No. 4

It cannot be seen that there is a significant gravity of vehicular traffic in the SN College-Mundakkal bye road and that it does not deserves any major development in the future as large population does not rely on this road. But this road crosses the railway line and hence it cannot be maintained in its present form as such. As per the approved layout, land acquisition is likely to harm 62 families and four institutions. Also, a situation in which it adversely effects on livelihood of a few families who are doing business on rental basis is existed. But the number of families expected to benefit from this project is limited. Therefore, the study unit is unable to see that the potential benefits of the project to the area outweigh the number of families experienced with the potential social impact in the area and the cost of addressing it.

Serial No. 5

During the investigation, it was not noticed that there is any public or unused land units in the area suitable to use for the project. Also, it has been confirmed that the developer does not possess any land that can be used for the project. The construction of the ROB is possible only by utilizing the land on both sides of the existing road. Therefore, in the alignment options detailed in the DPR, whichever option is adopted, the govt land /puramboke is likely to be fell in the alignment to a large extent.

Recommendation / Opinion

The study team has seen that there is no available public or unused land in the area that can be used for the project. It is assessed that serious social impacts are likely to be created in the area by acquiring the recommended extent of land for railway flyover. It has been observed that many commercial / self-employed enterprises and residential buildings are affected adversely. It has been understood that the SN College - Mundakkal road, where the level cross is located, does not experience much vehicular traffic. This bye road ends at the beach, and since rely only a limited families, it does not deserve any remarkable development in the future. It has also been seen that there are multiple roads of the same nature parallel to this road, one of which ROB has already been constructed and the construction of ROB in the other road has started. It is also understood that since there are several link roads in this area connecting these bye roads, when the level cross is closed, there is no situation where the residents of the area use this road, as they can reach the flyover and enter the highway through the link roads. The general sentiments of the affected community should be taken into consideration that by developing these link roads, the hardship in vehicle travel of the local residents could be avoided and the proposed project which would result serious social consequences, by permanently closing the level cross and the project of constructing ROB by acquiring private land units, should be abandoned. But it is not understood that any examination or study has been done by the authorities concerned,

on alternative methods beyond constructing a flyover at the level cross.

It is also observed that in the situation where the renovation and development of road bridges etc, which are fell in the list of infrastructure development is being undertaken more, it is not a logical step to close permanently. In view of this situation, if the construction of the flyover is to be proceeded with, it is suggested that the alignment & layout should contain measures to reduce the amount of land required and severity of social impacts in the area by adopting the land acquisition. In this way, the first alignment option described in the DPR should be considered for the the construction of ROB, taking the observations made in Chapter 7(5) in part II.

It is suggested that by acquiring such limited amount of land, it would be desirable to examine the possibility of safe resettlement of displaced commercial/self-employed enterprises by constructing a shopping complex at a suitable location under the responsibility of the local self-government body to restore livelihood, in cases of displacement.

Annexure- I
Notification u/s 4(1)

കേരള സർക്കാർ
Government of Kerala
2024



Regn.No. KERBIL/2012/45073
dated 05-09-2012 with RNI
Reg No.KL/TV(N)/634/2021-2023

കേരള ഗസറ്റ്
KERALA GAZETTE
അസാധാരണം
EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
PUBLISHED BY AUTHORITY

വാല്യം 13 Vol. XIII	തിരുവനന്തപുരം, വെള്ളി Thiruvananthapuram, Friday	2024 ആഗസ്റ്റ് 30 30th August 2024 1200 ചിങ്ങം 14 14th Chingam 1200 1946 കാദ്രം 8 8th Bhadra 1946	നമ്പർ No. 2767
------------------------	---	---	-------------------

ഫോറം നം.4

(ചട്ടം 11(3))

വിജ്ഞാപനം

നം.DCKLM 12134-23/LA4

5 ആഗസ്റ്റ് 2024

ചുവടെ പട്ടികയിൽ വിവരിക്കുന്ന കൊല്ലം താലൂക്കിൽ വടക്കേവിള
മുണ്ടക്കൽ എന്നി വില്ലേജുകളിൽ ഉൾപ്പെട്ടുവരുന്ന ഭൂമി ഒരു പൊതു
ആവശ്യത്തിലേക്കായി അതായത് എസ്.എൻ.കോളേജ് ഗേറ്റ് റെയിൽവേ
മേൽപ്പാലം നിർമ്മാണത്തിനായി ആവശ്യമുണ്ടായേക്കാമെന്നോ അല്ലാത്തപക്ഷം
ആവശ്യമുണ്ടെന്നോ ബോധ്യപ്പെട്ടതിനാലും.

2013ലെ ഭൂമി ഏറ്റെടുക്കലിൽ, ന്യായമായ നഷ്ടപരിഹാരത്തിനും
സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ
ആക്ടിലെ (2013ലെ 30ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ 1-ാം
ഉപവകുപ്പിലെ വ്യവസ്ഥകൾക്ക് അനുസൃതമായി കേരള ഗവൺമെന്റ് താഴെ

This is a digitally signed Gazette.
Authenticity may be verified through <https://compose.kerala.gov.in>



പട്ടികയിൽ പറയുന്ന സ്ഥലത്ത് ഒരു സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ പഠനം നടത്തുന്നതിന് തീരുമാനിച്ചിരിക്കുന്നതിനാലും.

ഇപ്പോൾ, തമുലം, ജില്ലാതല സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ യൂണിറ്റായ, സെന്റർ ഫോർ ലാൻ്റ് സോഷ്യൽ സ്റ്റഡീസ് പാങ്ങോട്, തിരുനന്തപുരം എന്ന കൺസൾട്ടൻസിയെ നിയമം അനുശാസിക്കുന്ന രീതിയിലുള്ള സാമൂഹ്യ പ്രത്യാഘാത പഠനം നടത്തുന്നതിനും സാമൂഹ്യ പ്രത്യാഘാത നിർവ്വഹണ പദ്ധതി തയ്യാറാക്കുന്നതിനും ചുമതലപ്പെടുത്തിയിരിക്കുന്നു. ഈ പ്രക്രിയ രണ്ട് മാസത്തിനുള്ളിൽ പൂർത്തീകരിക്കേണ്ടതും യാതൊരു കാരണവശാലും ആറ് മാസക്കാലയളവിൽ അധികമാകാൻ പാടില്ലാത്തതുമാകുന്നു.

പട്ടിക!

ജില്ല - കൊല്ലം
താലൂക്ക് - കൊല്ലം.

വില്ലേജ് - വടക്കേവിള
ബ്ലോക്ക് - 85, 86

(ഏകദേശ വിസ്തീർണ്ണമാണ് കൊടുത്തിരിക്കുന്നത്)

ക്രമ.നം	ബ്ലോക്ക്	റീ-സർവ്വെ നം.	വിവരണം	വിസ്തീർണ്ണം ഹെക്ടർ/ ആർസ് സ്ക്വയർ
1	85	1/Part	പുറമ്പോക്ക്	0.1200
2	85	5/Part	പുരയിടം	0.0400
3	86	1/Part	പുറമ്പോക്ക്	0.0390
4	86	4/Part	പുറമ്പോക്ക്	0.0050
5	86	23/Part	പുരയിടം	0.0090
6	86	24/Part	പുരയിടം	0.0300
7	86	25/Part	പുരയിടം	0.0200
8	86	26/Part	പുറമ്പോക്ക്	0.1030
9	86	27/Part	പുറമ്പോക്ക്	0.0080
10	86	29/Part	പുരയിടം	0.0030
11	86	34/Part	പുറമ്പോക്ക്	0.0400

This is a digitally signed Gazette.
Authenticity may be verified through <https://compose.kerala.gov.in/>



12	86	47 /Part	പുരയിടം	0.0120
13	86	49/Part	പുരയിടം	0.0060
14	86	50/Part	പുരയിടം	0.0015
15	86	51/Part	പുരയിടം	0.0010
16	86	52 /Part	പുരയിടം	0.0020
17	86	53 /Part	പുരയിടം	0.0040
18	86	55 /Part	പുരയിടം	0.0005
19	86	56/Part	പുരയിടം	0.0005
20	86	57 /Part	പുരയിടം	0.0005
21	86	58/Part	പുരയിടം	0.0010
22	86	59 /Part	പുരയിടം	0.0020
ആകെ				0.4480

പട്ടിക 2

താലൂക്ക് കൊല്ലം

ജില്ലാ കൊല്ലം

വില്ലേജ് - മുണ്ടക്കൽ

ബ്ലോക്ക് - (103, 126, 129, 130, 134)

(ഏകദേശ വിസ്തീർണ്ണമാണ് കൊടുത്തിരിക്കുന്നത്)

ക്രമ.നം	ബ്ലോക്ക്	സർവ്വേ നം.	വിവരണം	വിസ്തീർണ്ണം ഹെക്ടർ/ ആർസ്/ സ്ക്വമീ
1	103	2/Part	പുറമ്പോക്ക്	0.0100
2	103	3/Part	പുറമ്പോക്ക്	0.0150
3	103	4/Part	പുറമ്പോക്ക്	0.0010
4	103	10/Part	പുറമ്പോക്ക്	0.0500
5	103	12/Part	പുറമ്പോക്ക്	0.0070
6	103	13/Part	പുറമ്പോക്ക്	0.0950

This is a digitally signed Gazette.
Authenticity may be verified through <https://compose.kerala.gov.in>



7	103	14/Part	പുരയിടം	0.0010
8	103	16/Part	പുരയിടം	0.0005
9	103	18/Part	പുരയിടം	0.0060
10	103	30/Part	പുരയിടം	0.0105
11	103	31/Part	പുരയിടം	0.0180
12	103	32/Part	പുരയിടം	0.0100
13	103	48/Part	പുരയിടം	0.0010
14	103	49/Part	പുരയിടം	0.0074
15	103	50/Part	പുരയിടം	0.0005
16	103	51/Part	പുരയിടം	0.0005
17	103	52/Part	പുരയിടം	0.0010
18	126	1/ Part	പുറമ്പോക്ക്	0.0070
19	126	3/ Part	പുരയിടം	0.0040
20	129	1/ Part	പുറമ്പോക്ക്	0.0665
21	129	2/Part	പുരയിടം	0.0150
22	129	4/Part	പുരയിടം	0.0200
23	129	5/Part	പുരയിടം	0.0210
24	129	34/Part	പുരയിടം	0.0108
25	129	35/Part	പുരയിടം	0.0060
26	129	36/Part	പുരയിടം	0.0100
27	129	37/Part	പുറമ്പോക്ക്	0.0010
28	129	38/Part	പുരയിടം	0.0040
29	129	53/Part	പുരയിടം	0.0200
30	129	55/Part	പുരയിടം	0.0005
31	130	34/Part	പുരയിടം	0.0005
32	130	35/Part	പുരയിടം	0.0070

This is a digitally signed Gazette.
Authenticity may be verified through <https://compose.kerala.gov.in/>



33	130	39 /Part	പുരയിടം	0.0030
34	130	41 /Part	പുറമ്പോക്ക്	0.0005
35	130	43 /Part	പുറമ്പോക്ക്	0.0030
36	130	47 /Part	പുറമ്പോക്ക്	0.0040
37	130	69/Part	പുരയിടം	0.0020
38	130	74 /Part	പുരയിടം	0.0120
39	130	75 /Part	പുരയിടം	0.0100
40	130	94 /Part	പുറമ്പോക്ക്	0.0010
41	130	95 /Part	പുരയിടം	0.0020
42	130	102/part	പുറമ്പോക്ക്	0.0040
43	134	30/Part	പുരയിടം	0.0060
44	134	32/Part	പുരയിടം	0.0070
45	134	33 /Part	പുരയിടം	0.0210
46	134	34 /Part	പുരയിടം	0.0020
47	134	35/Part	പുരയിടം	0.0020
48	134	36/Part	പുരയിടം	0.0005
49	134	37/Part	പുരയിടം	0.0020
50	134	74/Part	പുരയിടം	0.0100
ആകെ				0.5233
ആകെ വിസ്തീർണ്ണം (മുണ്ടയ്ക്കൽ & വടക്കേവിള വില്ലേജ്)				0.9713

ഒപ്പ്
 ജില്ലാ കളക്ടർ
 കൊല്ലം

This is a digitally signed Gazette.
 Authenticity may be verified through <https://compose.kerala.gov.in/>



Annexure- II

Details of affected Persons/Families/Institutions and Assets

SI No.	Name & address of Land Owner	Block No	Survey No	Sub Dn. No	TP No.	Assets affected
1	1) Dr. Patel, 2)Ambika.T.R, Kadappayil, Mundackal, Kollam.	126	6		3432	Compound wall
2	Gihi Haridas, Harigeetham, Mundackal, Kollam.	134	33		10331	2 storied building, Compound wall,well
3	Jayakumari, Sasi Bhavan, Mundackal, Kollam.	129	38	4	6992	Compound wall
4	Ajayakumar, Madathil veedu, Mundackal, Kollam.	129	36		3651	Compound wall,2 storied building, Car porch
5	P. Rajendran Pillai, Education committee, Convenor, Mundackal, Kollam.	129	34 35		6676	Compound wall
6	1.Suresh kumar, 2)Sheeba Suresh, Thulasi nivas, Mundackal, Kollam.	134	32	4	6658	Compound wall,Car porch,4 shops, tiled house partial
7	Indirabai, Iduja, M.R.A 24 A, Mundackal, Kollam.	134	30	2	7052	Compound wall
8	Seema, Dharusalam, Mundackal, Kollam.	134	74	2	5227	Compound wall, Car porch,4 shops,
9	Rajith, Konnayil, H.No.224,K.B. Nagar, Madannada, Kollam.	129	5	2	6991	Compound wall,2 storied building,
10	Santhakumari, Pankaj vilas, Mundackal, Kollam.	129	4	3	6027	Compound wall,2 storied building,
11	Ambili, Pankaj vilas, Mundackal, Kollam.	129	4	2	7005	Compound wall,3 storied building, Car porch
12	Marjurin Rabirol, Ferveiw, M.R.A. 22,	130	25	4	6010	Compound wall,2 storied

	Pankaj vilas, Mundackal, Kollam.					building
13	Rithu Mariam, Beena dale, Mundackal, Kollam.	130	75	3	1933A	Compound wall, well
14	Manoj, Santham, Mundackal, Kollam.	129	53	4	6530	Compound wall
15	Aju Chandralal, Ravi mandiram, Mundackal, Kollam.	129	53	2	6528	Compound wall, 2 storied building, Car porch
16	Meena, Devaki mandiram, Mundackal, Kollam.	130	74	3	6089	Compound wall, 2 storied building
17	K.Balakrishnan, Devaki mandiram, Mundackal, Kollam.	130	74	4	6088	Compound wall, 2 storied building partial
18	L.Krishnakumari, Binu bhavan, Kollam.	129	2		1854	Compound wall, 2 storied building,
19	K.Gopinathan, sarya, Mundackal, Kollam.	130	102		6611	Compound wall, 2 storied building, 2.shops
20	Anuradha, Avittom, Mundackal, Kollam.	130	39	2	9013	2 shops full
21	Ajaghosh.L, Avittom, Mundackal, Kollam.	130	39		9012	Compound wall, well
22	Nazar Haneefa, Nazar Nivas, Mundackal, Kollam.	130	95		7517	Compound wall, 2 storied building, well
23	Rajan, Mundackal, Kollam.	Details not available				One shop partial
24	Santhosh, Kerala Vilakkithala Nair, Society, Mundackal, Kollam.	130	35		19 32	3 storied building, Compound wall, Society building partial
25	Vijayan Nair, Souparnika, Mundackal, Kollam.	Details not available				Compound wall partial
26	Rajamma, Puthuval puthen veedu, Mundackal, Kollam.	245		A 37	11 70 3	Compound wall
27	Anil, Thiruvonam, Mundackal, Kollam.	129	53	3	65 29	2 storied shops full, Compound wall
28	Anobenchamine, Aleena,	103	32		94	2 storied shops

	Mundackal, Kollam.				60	full, Compound wall,
29	S.Mohanan, Vikas Bhavan, Mundackal, Kollam.	130	41	6	46 96	Compound wall, Additional construction
30	Sudharmoni, Sudhalayam, Mundackal, Kollam.	103	52	2	81 19	Sheeted roof shop partial
31	Gopinathan, Laila Sadanam, Mundackal, Kollam.	103	31		11	Compound wall, Car porch
32	Dr.M. Viswanathan, Jayatha veedu, Mundackal, Kollam.	103	31	4	84 00	Compound wall
33	Sundaresan, Puthuval puthen veedu, S.N.Junction, Kollam.		2987	13	57 32	Sheeted roof shed, well, Compound wall
34	Rangan, Rangavialasom, Mundackal, Kollam.	86	25	3	13 23 5	One shop full
35	Lali, Lali Bhavan, S.N.College Junction, Kollam.	Details not available				Sheeted roof one shop partial
36	Bhargavan, Mundackal, Kollam.	Details not available				Sheet roofed one shop partial
37	Deepak Madhu, Ushas, Amruthamkungara, Mundackal, Kollam.	86	25	2/1	55 29 0	one shop partial
38	Shanmugharaj, sumamraj, Mundackal, Kollam.	86	25	4/1	44 91 0	Compound wall
39	Girisan.G,FFRA1, Mundackal, Kollam.	103	31	2		Compound wall
40	1)Prabhakaran Nair, 2)Radhamoni, S.N.College junction, Kollam.	86	25	2	12 39	One terrace shop full
41	John Joseph Kalif, S.N. College Junction, Kollam.	86	24 24	3	13 26 4A 13 24 7A	Compound wall
42	Patrishia, Nettal, S.N.College Junction, Kollam.	86	24	1-2	44 09 2	One terrace shop full

43	Venugopal	Details not available				Compound wall, Car porch.
44	Rajmohan, Ramakrishnalayam, S.N.College Junction, Kollam.	86	47		13 21 5	Compound wall, Sheeted roof shed, 6 shops partial
45	Ramaraj, Mohan Nivas, Fathima College, Near Church Kollam.	Details not available				6 shops full
46	Fr. Koshi, Saint Thomas, C.S.I, Church, S.N.College Junction, Kollam.	83	33	--	--	Compound wall
47	Principal, S.N. Women's College, Kollam.					Compound wall
48	Secretary, S.N.D.P. Trust, Sarada mandiram, Kollam.	Details not available				Compound wall
49	Valsala, Gopala vilasom, S.N.College, Kollam.	Details not available				Sheet roofed 5 shop full, Terrace house.
50	Girish, Oamkara, Vikas Nagar, No.21, Pattathanam, Kollam.	86	49	6	58 13 5	Sheet roofed one shop partial
51	1)Dr.Thejas Ravi, 2) Sini S. Edayathu, S.N.College Junction, Kollam.	86	29	2	13 19 6A	Compound wall
52	Sini S. Edayathu, S.N.College Junction, Kollam.	86	50	-	54 41 7	Nil
53	Sini S. Edayathu, S.N.College Junction, Kollam.	86	29 50	2	13 19 5A	Sheet roofed 3 shop full
54	Suresh Lal, M.S.Medayil, S.N.College Junction, Kollam.	86	51	-	13 23 7	Sheeted roof one shop partial, Car porch
55	Pramod, Kesava Bhavan, S.N.College Junction, Kollam.	86	52	--	--	Compound wall, Car porch
56	Thankappan, Sarojini mandiram, S.N.College, Kollam.	86	53		13 23 1	Terrace 3 shops full
57	Varadaarajan, Sabari, Island Nagar, Uliyakkovil, Kollam.	86	59		13 22 9	Sheeted roof 2 shop full

58	Shaji, kunnathu veedu, Kavil, Kollam.	86	58		13 55 1	Sheeted roof one shop partial
59	Pushamala, T.K. Damodhara nivas, pulimoodu, Mundackal, Kollam.	86	57		17 32 3	Sheeted roof one shop partial
60	1)Prasannakumari,2) Goguldas, Gopuram, Madannada,Kollam.	86	70		13 23 0	Compound wall, Sheeted roof one shop partial
61	Krishnapillai, Kalpana, Decent Mukku, Kollam.	86	25 24	68 67	13 22 6A	Nil
62	Mallika Rajendran Nair, Geethanjali, Pattathanam, Kollam.	86	49	4	58 13 3	Sheeted roof one shop partial
63	1)Girish.R, 2) Usha.R, Geethanjali, Pattathanam, Kollam.	86	49	7	58 13 6	Sheeted roof one shop partial
64	Ranni, Sajankumar, Oamkaram, Pattathanam, Kollam.	86	49	5	58 13 4	Sheeted roof one shop partial
65	Priya Purushothaman Rema nivas, 4/175, V.V.SNagar, Parvathypuram, Nagarkovil.TamilNadu,	129	38	3	43 60	Compound wall
66	Usha.R, Ushas, Karppuram, Kollam.	86	49	3	58 13 2	One shop partial

Affected Tenants

	Name &address of Renter	Land Owner	Nature of business	Assets affected
67	1)Sheejar, 2)Beena, Malika veedu, Vadakkevila, Kollam.	Gihi haridasan, Harigeetham, Mundackal, Kollam.	Laboratory	Terrace building partial
68	Shyla, Kalarickal, Mannamcheri.P.O, Alappuzha.	1)Sureshkumar 2)Sheeba suresh, Thulasi nivas, Mundackal, Kollam.	Tailor shop	One shop full
69	pyarilal, Kurissadi padinjattethil, Mundackal west, Kollam.	”	Photostat shop	One shop full
70	Ajithkumar, Thittayil Padinjattethil, Mundackal , Kollam.	”	Computer service centre	Two shops full
71	Nisha Aravindan, Vayalarkkara house,	Seema, Darusalam, Mundackal, Kollam.	Ready made shop	Roof Tiled one shop

	Mundackal , Kollam.			full
72	Rajasree, Punartham, Mundackal , Kollam.	”	Tailor shop	Tile roofed one shop
73	Rajithakumari.B, Sethulekshmi mandiram, Mundackal west, Kollam.	”	LIC premium, Collection centre	Tile roofed one shop
74	Dr.Ronak.R. D. Drops, Amruthamkulam, Mundackal , Kollam.	Santhakumari, Pankaj vilas, Mundackal , Kollam.	Dev, Enterprise, pvt, Limited Office	3 storied building
75	Sreekuttan, Ravi mandiram, Mundackal , Kollam.	Krishnakumari, Binu Bhavan, Mundackal , Kollam.	Herbal Nuetrician	Sheeted roof 2 shops
76	Manu, Karackapuram, Mundackal , Kollam.	Santhosh, Kerala Vilakkithala, Nair society, Mundackal ,	Light &Sound	Tiled roof one shop partial
77	Sreeraj, Mundackal , Kollam.	”	Hotel	Terrace shop partial
78	Harison Isballa, Mundackal east, Kollam.	Sudharmani,Sudhalayam, Puthen nada, Thekkevila, Kollam.	Tailor shop	Sheet roofed one shop partial
79	Rammohan, Lali Bhavan, S.N.College junction, Kollam.	Lali, Lali Bhavan, S.N.College junction, Kollam.	Photostat, Computer centre	Sheeted roof one shop partial
80	Shanmugharaj, Roopasree,Mundackal, Kollam	Deepak Madhu, Ushas, Amruthamkulangara, Mundackal, Kollam.	Sharvarma shop	One shop full
81	Arun.P. Vasan, Jaihind, Mundackal east, Kollam.	1)Prabhakaran Nair, 2)Radhamoni, S.N.College Junction, Kollam.	Stationary shop, Computer centre	One terrace shop full
82	Lathika , Thekke bhagath veedu, Thanni, Myyanad.	John Joseph Khalif, S.N.College Junction, Kollam.	Akshaya book centre	One terrace shop full
83	Sahakutty, Thandalayath, Thaliyadi,Vallikunnu, Alappuzha.	1)Prasannakumari, 2)Goguldas, Gopuram, Madannada, Kollam.	Ice shop	Sheeted roof one shop full
84	Kannan, Kattil vayal veedu, Eravipuram, Kollam.	Rajmohan, Ramakrishnalayam, S.N. College Junction, Kollam.	Computer centre	One shop full
85	Ajith, Puthumangalath veedu, Mundackal west, Kollam.	”	On line Registration centre	One shop full
86	Ajayakumar, Puthuval purayidom, S.N.College junction, Kollam.	”	Tailor shop	One shop Partial

87	Sreekala, Kavyam, Lekshmi Nagar, Thekke vila, Kollam.	„	Book stall	One shop Partial
88	Anzar, Polathil veedu, Mundackal, Kollam.	„	Lap top service centre	One shop Partial
89	Gopakumari, Charuvila veedu, Veliyam, Kollam.	Ramaraj, Mohan nivas, Fathima College, Kollam	Computer centre	Tiled roof one shop
90	Fathima beevi, Vilayil puthen veedu, Ayithil, Kollam.		Computer centre	Tiled roof one shop full
91	Ajithkumar, Chekkanazhikam, Mundackal, Kollam.		Computer centre	Tiled roof one shop full
92	Sunil, Sivamayam, Karikkode, Kollam.		Tea shop	Tiled roof one shop full
93	Shaji.D, Saji vilasam, Piravanthoor, Kollam.		Mobile Mortuary shop	Tiled roof one shop full
94	Shamnad Ali, Vilayil puthen veedu, Ayithil, Kollam.		Computer centre	Tiled roof one shop full
95	Suresh.R, Rajesh Bhavan, Amman Nagar, Pattathanam, Kollam.		Photostat, D.T.P. centre	Tiled roof one shop partial
96	Hafeez, Araf, Kannanalloor, Kollam.	Valsala, Gopala vilasom, S.N.College Junction Kollam.	Juice shop	Tiled roof one shop full
97	Seema.S, Kattil Vayalil veedu, Eravipuram, Kollam.		Computer centre	Tiled roof one shop full
98	Alexandriya , Nisha Cottage, Thankassery, Kollam.		Photostat shop	Tiled roof one shop partial
99	1)K.K. Haridasan Nair, 2)Padmakumari, Kaniyanthode, Kizhakkethil vadakkum Bhagam, Chara, Kollam.		Fancy shop	Sheeted roof one shop partial
100	Lalaji. Lal Bhavan, Kaval, R.N.R.A.189, Kollam.	1)Girish.R, 2)Usha.R, 3)Mallika.R, Geethanjali	Photostat D.T.P. centre	Sheeted roof one shop partial
101	Jayachandrakumar, Sree nagar, 230, Vadakke vila, Kollam.	Rani Sajankumar, Omkaram, Pattathanam, Kollam	Design centre	Sheeted roof one shop
102	Leena, Karthiaka, Universal Nagar, Sreekalloor, Kollam.	Mallika Rajendran Nair, Geethanjali, Pattathanam, Kollam.	Book stall	One shop Partial

103	Jayachandrankumar, Sreenagar 230, Vadakkevila, Kollam.	Usha.R, Ushas, Karppuram, Kollam.	Tailor shop	One shop Partial
104	Sherbi, Chachamadaam,Iqbal nagar, Vadakke vila, Kollam.	Suresh, Lal.M.S, Medayil, S.N.College Junction, Kollam.	Computer centre	Sheeted roof one shop partial
105	Jaini Satheesh, Surabi, Thekkevila, Kollam.	Thanppan, Sarojini, Gini mandiram, S.N.College Junction, Kollam.	Fancy beauty Parlor,	Terrace one shop full
106	Rajendran, Reethu, Adithya nagar, Vadakke vila, Kollam.	”	D.T.P. centre	Terrace one shop partial
107	1)Krishnachandran, 2)Jyothish, 3)Mohandas, Syama, Mundackal west, Kollam.	”	Tuition centre	One shop top side full
108	1)Anwar Salim, 2)Thajunisa, Pattalath palli, Purayidam, Vendarmukku, Kollam.	Varadharajan, Sabari, Island nagar, Uliyakkovil, Kollam.	Mobile shop	One shop full
109	Dr. Ronark.R, D Drops. Amruthamkulam, Kollam.	”	Ice cream shop	One shop full
110	Krishnan, Mundackal west, Kollam.	Valsala, Gopalavilasom, S.N.College Junction, Kollam.	Catering service	Sheeted roof one shop partial

Annexure- III

Copy of letter sent to Developer for the details of the Project



CENTRE FOR LAND AND SOCIAL STUDIES

Reg.No.5059/2019

T.C-39/457, Pangode, Thirumala.P.O, Thiruvananthapuram-06

No. CLASS /LA/KLM /003/2019(18)

Dated 11/09/2024

The Managing Director,
RBDCK Ltd. Palarivattam,
Kochi, Ernakulam.

Sir,

Sub: Land Acquisition- construction of SN College Gate ROB-SIA
Study- details of the project – called for- reg.

- Ref: 1. Proceedings No DCKLM/12134/2023-LA4 dated 18/07/2024
of the District Collector, Kollam
2. Notification u/s 4(1) published in Gazette 2767 dated
30/08/2024
3. This firm's letter of even No dated 04/09/2024

Kindly see the reference. This firm has been entrusted with the study of Social Impact Assessment pertaining to the acquisition of land for construction of ROB at SN College. Study team is decided to visit the proposed site on 12/09/2024 to ascertain alignment of land under proposal and to collect preliminary information. Moreover a series of qualitative and quantitative information on various aspects will need be collected from different areas like scheduled site, its vicinity, families which are likely to be affected /benefitted, Requiring body, Land Acquisition Officer, Local bodies etc.

In the circumstance, on the strength of the provisions in sub rules (2), (8) of Rule 12 of the RFCTLARR Rules 2015, it is requested to your good self, being requiring body, that to make available information in response to the following questionnaire on the basis of DPR and allied records, which are required to incorporate in the study report.

1. Aim or objective of the proposed project
2. Total land requirement for the project including that proposed for acquisition.
3. Whether the extent of land proposed for acquisition is the absolute bare - minimum extent needed for the project.

Contact : 9497786008, 9495627964
9447241691, 9446029769

www.classtvp.in
e-mail:classtvp@gmail.com

4. Whether the land proposed for acquisition in the scheduled area is a demonstrable last resort.
5. Whether land at an alternate place has been considered and found not feasible.
6. Whether any land is already purchased, leased or acquired and the intended use for each plot required for the project.
7. Details of project size, location, capacity, outputs, production target, cost and risk.
8. Details of phases involved in project construction.
9. Details of core design features, size and type of facilities.
10. Need for ancillary infrastructure facilities.
11. Details of work force requirement (temporary and permanent).
12. State applicable laws and policies.
13. State background of the project including developer's background and governance structure.
14. Annual budget, plan of action and funding source with breakup relate with the project.
16. Whether any environment impact assessment study has already been conducted and details of any technical feasibility reports.

The information are expected to be available either through hard copy or email at the earliest as specified in the said rule. (If any, queries, please feel free to dial 9446029769 -Project Director).

With regards,


Project Director.

Copy to 1. **The District Collector**, Kollam, for kind information

2. **The Special Tahsildar**, LA, No.1, Civil Station, Kollam.
for information

ANNEXURE – IV

Reminder sent to Developer



CENTRE FOR LAND AND SOCIAL STUDIES

Reg.No.5059/2019

T.C-39/457, Pangode, Thirumala.P.O, Thiruvananthapuram-06

No. CLASS /LA/KLM /003/2019(18)

Dated 10/10/2024

The Managing Director,
RBDCK Ltd. Palarivattam,
Kochi, Ernakulam.

Sir,

Sub: Land Acquisition- construction of SN College Gate
ROB-SIA Study- details of the project – called for-
reminding- reg.

- Ref: 1. Proceedings No DCKLM/12134/2023-LA4 dated
18/07/2024 of the District Collector, Kollam
2. Notification u/s 4(1) published in Gazette 2767
dated 30/08/2024
3. This firm's letter of even No dated 04/09/2024 and
11/09/2024

Pl. see the reference. In connection with the Social Impact Assessment Study, related to the acquisition of land for construction of ROB at SN College junction in Kollam Taluk, certain details related to the scheduled project have been called for, as per this firm's letter dated 11/09/2024. But no replay has been received so far. Moreover you were requested in writing on 04/09/2024 to depute a competent representative of the requisition authority to the scheduled site on 12/09/2024 the date on which joint inspection was proposed, to deliver the alignment of land units to be acquired as well as to provide preliminary details of the project, but none of the authority was present as your representative during joint inspection.

In the absence of such information/ details of the project for which private land units proposed to be acquired, the SIA Unit can

Contact : 9497786008, 9495627964
9447241691, 9446029769

www.classtvp.in
e-mail:classtvp@gmail.com

not proceed the study as stipulated in the RFCTLARR Act & Rules. It is the sole responsibility of the Developer / Requisition Authority to provide required details of the project to the study team when requested for u/r 12 (2) of RFCTLARR Rules, 2015 in order to complete the study as required by the Rules.

Hence you are requested to furnish the details requested for urgently in order to proceed further in this regards. This request is made on the strength of the provisions in Sub Rules (2) (8) of Rule 12.

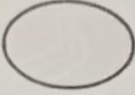
With Regards,



Director.

- Copy to
1. The District Collector, Kollam, for kind information and action u/r 12 (2)
 2. The Special Tahsildar LA KIIFB, Kollam. for information

ANNEXURE – V
Reply of Developer



Roads and Bridges Development Corporation of Kerala Ltd.
(A Government of Kerala Undertaking)

RBDCK/LA 286/2023 / ൧൪൩7
10.12.2024

ഡയറക്ടർ
സെന്റർ ഫോർ ലാൻഡ് ആൻഡ് സോഷ്യൽ സ്റ്റഡീസ്
ടി.സി. - 39/457, പാങ്ങോട്, തിരുമല പി.ഒ.
തിരുവനന്തപുരം - 06
Ph: 9497786008, 945627964

CIN : U45203KL1999SGC013314
Regd. Office : 2nd Floor, Preethi Building,
M.V. Road, Palarivattom
Kochi - 682 025
Phone : 91-484-2338205,
2338206, 2345171
Fax : 91-484-2533294
E-mail : rbdckltd@gmail.com
Website : www.rbdck.com

സർ,

വിഷയം : കൊല്ലം എസ്. എൻ കോളേജ് ഗേറ്റ് റെയിൽവേ മേൽപ്പാലം - സാമൂഹിക ആഘാതപഠനം അധിക വിവരങ്ങൾ - സംബന്ധിച്ച്

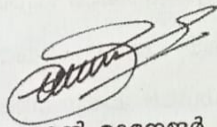
സൂചന : താങ്കളുടെ 02.12.2024 ലെ CLASS/LA/KLM/003/2019(18) കത്ത്.

താങ്കൾ ആവശ്യപ്പെട്ട വിവരങ്ങൾക്കുള്ള മറുപടി ചുവടെ ചേർക്കുന്നു.

- 3 അലൈന്മെന്റ് ഒപ്ഷനുകളുടെ പഠനത്തിൽ ആവശ്യമായ ഭൂമിയുടെ ഏകദേശ വിസ്തീർണ്ണം ആണ് പരിഗണിക്കുന്നത്. അതിൽ ഒരു അലൈന്മെന്റ് അംഗീകരിച്ച ശേഷം, ടി അലൈന്മെന്റിൽ സാങ്കേതികമായി വേണ്ട കർവ്, ട്രാൻസിഷൻ കർവ്, സ്റ്റോപ്പ് തുടങ്ങിയവ ഉൾപ്പെടുത്തി ജനറൽ അറേഞ്ച്മെന്റ് ഡ്രോയിംഗ് തയ്യാറാക്കും. ആയതിന്റെ അടിസ്ഥാനത്തിലാണ് DPR ൽ ശുപാർശ ചെയ്യുന്നത്. ആയതിന് പ്രകാരം തയ്യാറാക്കിയ ഏറ്റെടുക്കേണ്ട ഭൂമിയുടെ വിസ്തീർണ്ണവും ഭൂമിയുടെ വില കണക്കാക്കിയ രീതിയും DPR ന്റെ 83,84 പേജുകളിൽ വ്യക്തമാക്കിയിട്ടുണ്ട്. DPR പ്രകാരം ഏകദേശം 93 cent ആണ് സ്വകാര്യ വ്യക്തികളിൽ നിന്നും ആവശ്യമായ ഭൂമി. ആർ.ബി.ഡി.സി.കെ തയ്യാറാക്കിയ എൽ. എ പ്ലാൻ പ്രകാരവും സ്വകാര്യ വ്യക്തികളുടെ ഭൂമിയുടെ ഏകദേശ അളവ് മാത്രമാണ് രേഖപ്പെടുത്തിയിട്ടുള്ളത്. പിന്നീട് ലാന്റ് അക്വസിഷൻ ഓഫീസറിന്റെ സർവ്വേ സംഘം അളന്നു തിട്ടപ്പെടുത്തുമ്പോൾ ആണ് ഏറ്റെടുക്കേണ്ട ഭൂമിയുടെ യഥാർത്ഥ അളവ് വ്യക്തമാവുക. ഈ വ്യതിയാനം എല്ലാ ഒപ്ഷനുകൾക്കും ഒരു പോലെ ബാധകമാണ്.
- ആർ.ബി.ഡി.സി.കെ തയ്യാറാക്കിയ കിഫ്ബി അംഗീകരിച്ച DPR ൽ അംഗീകരിച്ചിട്ടുള്ള അലൈന്മെന്റ് ഒപ്ഷൻ 2 പ്രകാരം ഏകദേശം 93 cent ആണ് പദ്ധതിക്കായി സ്വകാര്യ വ്യക്തികളിൽ നിന്നും ഏറ്റെടുക്കേണ്ടതായിട്ടുള്ളത്. 4 (1) വിജ്ഞാപനത്തിൽ പ്രദിപാദിച്ച 240 cent ഭൂമി സ്വകാര്യ വ്യക്തികളുടെയും, പുറമ്പോക്കും (റോഡ്, റെയിൽ) ഉൾപ്പെടെ ഉള്ളതാണ്. ഏകദേശം 140 cent ഭൂമി പുറമ്പോക്ക് ആണ്. കൃത്യമായ അളവ് ലാന്റ് അക്വസിഷൻ ഓഫീസറിന്റെ സർവ്വേക്ക് ശേഷം മാത്രമാണ് വ്യക്തമാവുക.

3. IRC സ്റ്റാൻഡോർഡും, ഭൂമി ശാസ്ത്രപരമായ കിടപ്പും, പദ്ധതി ചിലവ് കുറഞ്ഞതും, കുറഞ്ഞ ചെലവുകളെ ബാധിക്കുന്നതും കണക്കിലെടുത്താണ് അലൈന്മെന്റ് തയ്യാറാക്കിയിരിക്കുന്നത്. RFCTLARR Act 2013 പ്രകാരമാണ് ഭൂമി ഏറ്റെടുക്കുന്നത്.
4. യാത്രക്കാരുടെ സുരക്ഷയും അപകടങ്ങൾ കുറയ്ക്കുന്നതിനും ട്രെയിനുകളുടെ വേഗത കൂട്ടുന്നതിനും, റെയിൽവേയുടെ മേൽനോട്ട ചിലവ് കുറയ്ക്കുന്നതിനും വേണ്ടി റെയിൽവേ ലെവൽ ക്രോസുകൾ പൂർണ്ണമായി അടയ്ക്കുന്നതാണ് റെയിൽവേയുടെ നയം. റെയിൽവേ ക്രോസുകൾ അടയ്ക്കുന്നതുമൂലം യാത്രക്കാർക്ക് ഉണ്ടാകുന്ന ബുദ്ധിമുട്ടുകൾ ഒഴിവാക്കുന്നതിന് റെയിൽവേ മേൽപ്പാലങ്ങളുടെ നിർമ്മാണം സഹായിക്കും. ആയതിനാൽ പ്രസ്തുത S.N. College മേൽപ്പാലം നിർമ്മിക്കുകയോ അല്ലെങ്കിൽ ടി റെയിൽവേ ക്രോസ് പൂർണ്ണമായി അടയ്ക്കുകയോ ചെയ്യേണ്ടത് അത്യന്താപേക്ഷിതമാണ്.

വിശ്വസ്തതയോടെ,



ജനറൽ മാനേജർ

- പകർപ്പ് : 1. ജില്ലാ കളക്ടർ
2. സ്പെഷ്യൽ തഹസീൽദാർ,
എൽ.എ കിഫ്ബി, കൊല്ലം

ANNEXURE – VI
Attendance of Public Hearing

പൊതു ചർച്ചയിലെ ഹാജർ

ക്രമ നമ്പർ	പേര്	ഉത്തരവാദിത്വം /സ്ഥാനം	ഒപ്പ്
1	I. R. S. S. V.	ഉത്തരവാദിത്വം	Devarane. C
2	Rajasree - R.	മുടക്കാരൻ	Rajasree
3	K - J. Shaji	മുടക്കാരൻ	Shaji
4	Sheeba Shresh	മുടക്കാരൻ	Sheeba
5	Leena . K.	മുടക്കാരൻ	Leena
6	ARUN P BHASKAR	മുടക്കാരൻ	Arun
7	Anona Benjamin	മുടക്കാരൻ	Anona
8	R. Girish.	മുടക്കാരൻ	Girish
9	D. R. K. P. PATEL	മുടക്കാരൻ	Patel
10	Pranav Kumar C. L.	മുടക്കാരൻ	Pranav
11	C. U. Pranjitha	EX. Councillor	Pranjitha
12	Shankar Menon	K. V. N. S. 49/56 വെള്ളി	Shankar
13	Kusuvik Joseph	Councillor	Kusuvik
14	Afu chandralal	മുടക്കാരൻ	Afu
15	Shreekuttan. A	മുടക്കാരൻ	Shreekuttan
16	Manoj C	മുടക്കാരൻ	Manoj
17	G. K. Pramod	Owner	Pramod

18	Prasanna G. ^{God}	Owner	Prasanna G.
19	USHA. R	owner	Usha. R
20	Rani Sijankumar	owner	Rani
21	Mallika. R	owner	Mallika
22	Priya	Owner	Priya
23	K. Gopinath	Owner	K. G.
24	Rajamma	Owner	Rajamma
25	Gopakumar. L	Business	Gopakumar
26	Seema. S	Business	Seema
27	Bhu Uthama ^{Alaya, noder}	Business	Bhu Uthama
28	John Bosco Rathesh	Business	Rathesh
29	Hannan. S	Business	Hannan
30	Anilkumar. J	Business	Anilkumar
31	Ranjith. M. (owner)		Ranjith
32	JAYACHANDRAN.	RIZZ DEZINS BUSINESS	Jayachandran
33	Sathesh Kumar	Land owner	Sathesh
34	K. Gopinath	Land owner	K. Gopinath
35	St. Thomas. C. S. D. Chua	Secretary	St. Thomas
36	R. Ramraj	Land owner	R. Ramraj
37	K. VIJAYAN	Land owner	K. Vijayan

38	ANILKUMAR J.	(Sundaresan) LAND OWNER	An
39	RANKAN G.	LAND OWNER	C. Ramu
40	SHAMNAD-M	MAHODHARAN	Sham
41	Saee Raj R	മുൻവടക്കൻ	SA
42	Suresh K	മുൻവടക്കൻ	Suresh
43	P. Shanmugha Raj	LAND OWNER	SA
44	Thankappan	Land owner	SA
45	Dr. Thirjes Ravimur	Land owner	SA
46	Dr. Ciri S	Land owner	SA
47	Shylar S	മുൻവടക്കൻ	SA
48	B. Rajkumar	മുൻവടക്കൻ	SA
49	Pyatilal	മുൻവടക്കൻ	SA
50	Nazim H	മുൻവടക്കൻ	SA
51	VIJAYANNAIR V	V/S 2853	SA
52	Satheesh	മുൻവടക്കൻ	SA
53	Ajith Kumar R	മുൻവടക്കൻ	SA
54	ANZAR S	മുൻവടക്കൻ	SA
55	SHASI S.B	shop	SA
56	FATHIMA BEEBI	മുൻവടക്കൻ	SA
57	Anil Raj	Business head	SA

58	Sylvana	കുടുംബം	Sh
59	Kalaji. G	കുടുംബം	Sh
60	Do. M. Viswanathan	കുടുംബം	Sh
61	K. Chandran Pillai	"	Sh
62	Arumbili. S	"	Sh
63	K. Balakrishna	വസ്ത്രങ്ങൾ	KRB
64	Laposh Designs P. G. M. M. M.	Shop	Hann
65	D. Amma Mohalel.	വസ്ത്രങ്ങൾ	Sh
66	SREEKALAV	Shop	Sude
67	ANURADHA-S.	വസ്ത്രങ്ങൾ	Anu
68	Nishas	കുടുംബം	Nishas
69	Radhakrishnan	കുടുംബം	Radhakrishnan
70	Ajith Kumar N	കുടുംബം	Sh
71	ഉദ്യോഗസ്ഥൻ	കുടുംബം	Sh
72	Shymol	കുടുംബം	Sh
73	Pushpamala	കുടുംബം	Pushpa
74	Seema	വസ്ത്രങ്ങൾ	Seema
75	Valsala	വസ്ത്രങ്ങൾ	Valsala
76	megeerim. J	വസ്ത്രങ്ങൾ	Megeerim.
77	Rita meigam	വസ്ത്രങ്ങൾ	Rita

78	infog. 31, Sr. Clerk	LA KIIFB, O/o 31/ Thiruvithankur	BO
79.	CINE.T, Revenue Inspector	LA KIIFB, Kollam	enf
80	Prasanna 2/2/23	2/2/23. 2001. LA KIIFB, Kollam	Jenny
81	Muhammed Althaf	Project Engineer RBDCK	FAKAL.
82	Sigan A	Copy 2/2/23 2/2/23	chey
83.	Suresh Lal. M.S	Madurai SNE In Kollam (land owner)	MSH
84	Ram Manohar S,	Business	eru
85	Parakk Koya Thuy	2/2/23 2/2/23	Jurk
86	Ajay Kumar	2/2/23 2/2/23	h
87.	Anil C.	Landowner	for.
88.	2/2/23. 2/2/23 of C	2/2/23 2/2/23	2/2/23
89	C. P. Neer	land owner	for
90	2/2/23 2/2/23	2/2/23 2/2/23	for

ANNEXURE – VII

Procedure of public hearing

Public discussion was started at 11 am on 16/11/2024 in the leadership of the chairman of the study unit. 90 people, consisting Valuation Assistant, Revenue Inspector, and Section clerk of the Special Tahsildar Office, Councillor, affected land owners and interested parties are participated in the function. The function could not be started in time due to the absence of developer's representative.

The chairman addressed the participants explaining the relevance and objectives of the social impact assessment study conducted under the provisions of Act & Rules of acquisition of land for public purposes of the government. A representative of Developer, working on contract basis introduced himself as Project Engineer has attended in the function after 11.30 am. Chairman also described the direct/indirect impacts likely to be created in the area by acquisition of the proposed land sections for the proposed project.

Subsequently, various objections and concerns were raised by the affected persons and other stakeholders who attended the function regarding the need for the project and the recommendation for land acquisition as follows.

1. ശ്രീ.കെ.വി. അനീൽകുമാർ മുൻ കൗൺസിലർ, കൊല്ലം കോർപ്പറേഷൻ.

വികസനത്തിന് ഞങ്ങൾ എതിരല്ല. പക്ഷെ ഇവിടെ ഈ മേൽപ്പാലത്തിന്റെ ആവശ്യം യഥാർത്ഥത്തിൽ ഇല്ല. ലെവൽ ക്രോസ്സുകളും മേൽപ്പാലം നിർമ്മിച്ചിട്ടുള്ളതുമായ റോഡുകളെ ബന്ധിപ്പിച്ച് കൊണ്ട് നിരവധി ഇടറോഡുകൾ ഉണ്ട്. തൊട്ട് അടുത്തുള്ള കപ്പലണ്ടി മുക്ക് ജംഗ്ഷനും എസ്.എൻ.കോളേജ് ഗേറ്റും സ്ഥിരമായി അടച്ചാൽ റെയിൽവേയുടെ തലവേദന മാറുമെന്നാണ് റെയിൽവേയിലെ തന്നെ ഒരു ഉയർന്ന ഉദ്യോഗസ്ഥർ എന്നോട് പറഞ്ഞിട്ടുള്ളത്. സമീപ പ്രദേശത്ത് പുറമ്പോക്ക് ഭൂമിയിൽ കൂടി ഈ ട്രാക്കിന് സമാന്തരമായിലെവൽ ക്രോസ്സിന് ഇപ്പുറത്ത് ഒരു സമാന്തര പാത നിലവിലുണ്ട്. അതിലൂടെ പോയാൽ തൊട്ട് അടുത്തുള്ള എസ്.പി. ആഫീസിലെ റോഡ് ഓവർ ബ്രിഡ്ജിൽ എത്താൻ കഴിയും. കോടിക്കണക്കിന് രൂപ നഷ്ടപരിഹാരം നൽകി ഇവിടെ നിരവധി ആളുകളെ ബുദ്ധിമുട്ടിച്ച് കൊണ്ട് ഈ മേൽപ്പാലം പണിയുന്നതിനേക്കാൾ നല്ലതായി തോന്നുന്നത് ട്രാക്കിന് സമാന്തരമായിട്ടുള്ള റോഡിനെ വികസിപ്പിക്കുക എന്നതാണ്. പുറമ്പോക്കുകളിലെ ഏതാനും വീടുകളെ മാത്രം ദോഷപ്പെടുത്തുന്ന സാഹചര്യമാണ് ഉണ്ടാകാൻ സാധ്യതയുള്ളത്. മറ്റ് ഒരു തരത്തിലുള്ള ആഘാതവും പ്രദേശത്ത് ഉണ്ടാകുകയില്ല. എസ്.എൻ

കോളേജിലെ ഗേറ്റ് ലെവൽ ക്രോസ്സ് സ്ഥിരമായി തന്നെ അടയ്ക്കുകയും ഇവിടെ യുള്ള ജനങ്ങളെ ബുദ്ധിമുട്ടിക്കുന്ന തീരുമാനത്തിൽ നിന്ന് അധികാരികൾ പിൻമാറണമെന്നുമാണ് എനിക്ക് അഭിപ്രായപ്പെടാനുള്ളത്.

2. ശ്രീ. മുണ്ടയ്ക്കൽ സന്തോഷ്

ഞാൻ ഒരു പൊതു പ്രവർത്തകനാണ്. ഈ പാലം യഥാർത്ഥത്തിൽ അനാവശ്യമാണ്. നാൽപ്പതോ അൻപതോ കുടുംബങ്ങൾക്ക് വേണ്ടിയാണ് ഇത്രയും രൂപ ചെലവാക്കി ഇത് ചെയ്യാൻ തീരുമാനിച്ചിരിക്കുന്നത്. എസ്.എൻ കോളേജ് ഗേറ്റിൽ നിന്ന് എസ്.പി ആഫീസിലേക്ക് പോകുന്ന തരത്തിൽ ഒരു റോഡ് ഈ റെയിൽവേ ട്രാക്കിന്റെ സൈഡിൽ അതിന് സമാന്തരമായി തന്നെയുണ്ട്. ഇതിന്റെ വശങ്ങളിലെല്ലാം പുറമ്പോക്ക് ഭൂമിയാണ് ഉള്ളത്. അതിന്റെ വീതി വർദ്ധിപ്പിച്ച് എസ് പി ഓഫീസിന് സമീപത്ത് നിലവിലുള്ള ആർ.ഒ.ബിയുമായി കണക്ട് ചെയ്താൽ ഈ മേൽപ്പാലത്തിന്റെ ആവശ്യമില്ലാതെ തന്നെ ഇവിടെയുള്ള ആളുകൾക്ക് സുഖമായി ഹൈവേയിൽ പ്രവേശിക്കാൻ കഴിയും. യാതൊരു തരത്തിലുള്ള ആഘാതങ്ങളും പ്രദേശത്ത് ഉണ്ടാകില്ല. അതുപോലെ തന്നെ ആർട്ടിസാൻസ് ഡെവലപ്പ്മെന്റ് കോർപ്പറേഷൻ നിൽക്കുന്ന ഭാഗത്ത് നിന്ന് ഒരു അടിപ്പാത നിർമ്മിച്ച് എസ്.എൻ. കോളേജ് ഗേറ്റിന്റെ സമീപത്ത് കൊണ്ട് എത്തിച്ചാലും ഈ പ്രശ്നം പരിഹരിക്കാൻ സാധിക്കുന്നതാണ്. ഈ രണ്ട് നിർദ്ദേശങ്ങളും ബന്ധപ്പെട്ട അധികാരികൾക്ക് രേഖാമൂലം തന്നെ ഞങ്ങൾ കൊടുത്തിട്ടുണ്ട്. അതുമായി മുന്നോട്ട് പോകുന്നതാണ് സർക്കാരിനും ഇവിടെത്തെ ജനങ്ങൾക്കും നല്ലതെന്നാണ് അഭിപ്രായപ്പെടാനുള്ളത്. അനാവശ്യമായി ജനങ്ങളെ ബുദ്ധിമുട്ടിക്കരുത്. ഇവിടെ പാലത്തിന്റെ ആവശ്യമില്ല. സ്ഥിരമായി തന്നെ ലെവൽക്രോസ്സ് അടയ്ക്കാമെന്നാണ് അഭിപ്രായപ്പെടാനുള്ളത്.

3. ഡോക്ടർ. പട്ടേൽ

ശ്രീ.രാജഗോപാൽ റെയിൽവേ മന്ത്രിയായിരുന്ന സമയത്ത് ഈ പ്രദേശം സന്ദർശിക്കുകയും എസ്.എൻ. കോളേജ് ഗേറ്റിൽ മേൽപ്പാലം നിർമ്മിച്ചാൽ ഉണ്ടാകുന്ന ബുദ്ധിമുട്ടുകൾ അദ്ദേഹം മനസ്സിലാക്കിയത് കൊണ്ടാണ് മേൽപ്പാല നിർമ്മാണം എസ്.പി. ആഫീസിന്റെ ഭാഗത്തേക്ക് അന്ന് മാറ്റിയിരുന്നത്. ഇവിടെ മുണ്ടയ്ക്കൽ ഭാഗത്തുള്ളവർക്ക് എസ്.പി. ആഫീസിന്റെ സമീപത്ത് നിർമ്മിച്ചിട്ടുള്ള മേൽപ്പാലത്തിലേക്കും അതിന്റെ സർവ്വീസ് റോഡിലേക്കും പ്രവേശിക്കുന്നതിന് ഒന്നിലധികം റോഡുകൾ ഇവിടെ നിലനിൽക്കുന്നു. ആറോഡുകളെ വീതി കൂട്ടി വികസിപ്പിച്ച് കൊടുത്താൽ ഇവിടെയുള്ളവർക്ക് സുഖമായി വാഹനത്തിലൂടെ ആർ.ഒ.ബിയിൽ പ്രവേശിക്കാൻ സാധിക്കും. ധാരാളം പാർപ്പിട കൊട്ടിടങ്ങളേയും കച്ചവടക്കാരേയും ബുദ്ധിമുട്ടിക്കുന്ന തരത്തിൽ ഇവിടെ പാലം നിർമ്മിക്കേണ്ടതിന്റെ ആവശ്യം ഇല്ല. കോടിക്കണക്കിന് രൂപ ഇത് മുഖേന സർക്കാരിന് ലാഭിക്കാനും കഴിയും എന്നാണ് കാണുന്നത്.

കൂടാതെ ഇവിടെ നിർമ്മിക്കുന്ന പാലം 10.2 മീറ്റർ വീതിയിലാണെന്നാണ് അറിയുന്നത്. യഥാർത്ഥത്തിൽ രാവിലേയും വൈകുന്നേരവും രണ്ട് സർവ്വീസുകൾ മാത്രം നടത്തുന്നതും, വളരെ കുറച്ച് ആളുകൾ മാത്രം ഉപയോഗിക്കുന്നതുമായ ഒരു റോഡാണിത്. ഈ റോഡിന് ഇത്രയും ബൃഹത്തായ മേൽപ്പാലത്തിനുള്ള രൂപകൽപ്പനയുടെ ഒരാവശ്യവുമില്ല. ആയിരക്കണക്കിന് വാഹനങ്ങൾ കടന്ന് പോകുന്ന

ചിനക്കടയിലെ പാലം പോലും ഇതിനേക്കാൾ ചെറുതാണ്. അതുകൊണ്ട് ഈ പാലത്തിന്റെ നിർമ്മാണം തന്നെ ഉപേക്ഷിക്കണമെന്നാണ് പറയാനുള്ളത്.

കൂടാതെ, ഭൂമിയേറ്റെടുക്കുന്നതിന് ഇവിടെ കല്ലിട്ട വിഷയം സംബന്ധിച്ചാണ്. യാതൊരു അറിയിപ്പ് ഇല്ലാതെ തൊഴിലാളികൾ വന്ന് തോന്നിയത് പോലെ കല്ലിട്ടിരിക്കുന്ന ഒരു സാഹചര്യം ഉണ്ടായിട്ടുള്ളത്. പഠനത്തിന് വേണ്ടി പ്രസിദ്ധീകരിച്ച വിജ്ഞാപന പ്രകാരം എന്റെ സർവ്വേ നമ്പരിൽ നിന്ന് 0.0020 ഹെക്ടർ ഭൂമിയാണ് ഏറ്റെടുക്കുന്നവെന്നാണ് സൂചിപ്പിച്ചിട്ടുള്ളത്. എന്നാൽ അവിടെ സ്ഥാപിച്ചിട്ടുള്ള കല്ലുകൾ പ്രകാരം ഒരു സർവ്വേയറെ കൊണ്ട് അളന്നപ്പോൾ 0.0070 ഹെക്ടർ ഭൂമിയേറ്റെടുക്കുന്ന ഒരു സ്ഥിതി വിശേഷമാണ് നിലനിൽക്കുന്നത്. ഇത് ശരിയായ ഒരു സമീപനമല്ലായെന്നും അഭിപ്രായപ്പെടുകയാണ്.

4.ശ്രീ. അജു ചന്ദ്രലാൽ

എന്റെ വീടിന്റെ 70% നഷ്ടപ്പെടുന്ന തരത്തിലാണ് ആർ.ബി.ഡി.സി.കെ സ്കെച്ച് തയ്യാറാക്കിയിട്ടുള്ളത്. 2011 ലാണ് വീട് നിർമ്മിയ്ക്കുന്നതിനുള്ള പെർമിറ്റ് വാങ്ങിയത്. അതിന് ശേഷം മൂന്ന് പ്രാവശ്യം അത് പുതുക്കിക്കൊണ്ടാണ് 2017-ൽ കെട്ടിടം പണി തുടങ്ങി 2019-ൽ അവസാനിപ്പിച്ചത്. ഈ 2019 വരെയും കോർപ്പറേഷനിൽ നിന്നോ മറ്റ് ഏതെങ്കിലും അധികാര സ്ഥാനത്ത് നിന്നോ ഇങ്ങനെ ഒരു പാല നിർമ്മാണവുമായി ബന്ധപ്പെട്ട് എന്റെ വസ്തു ഏറ്റെടുക്കുമെന്നും അതിൽ കൺസ്ട്രക്ഷൻ നടത്തുന്നത് കൂടി പരിഗണിക്കണമെന്നോ അറിയിച്ചിട്ടുണ്ടായിരുന്നില്ല. എന്നാണ് ആർ.ബി.ഡി.സി.കെ ഈ സ്കെച്ച് തയ്യാറാക്കിയതെന്ന് ഇവിടെത്തെ പ്രദേശവാസികൾക്കോ എനിക്ക് അറിയില്ല. പ്രധാനപ്പെട്ട മറ്റൊരു സംഗതിയുണ്ട്. തുമ്പറയിൽ നിന്ന് എച്ച് ആന്റ് സിയിലേക്ക് ഒരു ഇട റോഡ് ഉള്ളതും അത് മാസ്റ്റർ പ്ലാനിൽ ഉൾപ്പെടുത്തി വികസിപ്പിക്കാൻ ഉള്ള തീരുമാനം ഇതിനകം എടുത്തിട്ടുള്ളതാണ്. ആ റോഡ് വികസിപ്പിച്ച് കഴിഞ്ഞാൽ ഇവിടെയുള്ള എല്ലാപേർക്കും വാഹനത്തിലൂടെ ഫ്ളൈ ഓവറിലെത്തി സുഖമായിട്ട് ഹൈവേയിലേക്ക് പ്രവേശിക്കാൻ കഴിയുന്നതാണ്. അതുകൊണ്ട് തന്നെ മേൽപ്പാലത്തിന്റെ ആവശ്യമില്ലായെന്ന് യുക്തിസഹമായ അഭിപ്രായമാണ്.

ഇപ്പോൾ ഇവർ രൂപകൽപ്പന ചെയ്തിരിക്കുന്ന പാലത്തിന് ഭൂമിയേറ്റെടുക്കുന്നതുമായി ബന്ധപ്പെട്ട് 66 കുടുംബങ്ങളെയാണ് ദോഷപ്പെടുത്തുന്നത്. ബാധിക്കപ്പെടുന്ന വാടക കച്ചവടക്കാരെ കൂടി പരിഗണിക്കുമ്പോൾ 100 ഓളം കുടുംബങ്ങളെയാണ് ഇത് ദോഷപ്പെടുത്തുന്നത്. എന്നാൽ 100 കുടുംബങ്ങൾക്ക് പോലും ഈ പദ്ധതി കൊണ്ട് ഗുണം കിട്ടുകയില്ലായെന്നതാണ് വസ്തുതയായി മനസ്സിലാക്കാൻ കഴിയുന്നത്. ഈ റോഡിൽ നിന്നുള്ള കണക്ടഡ് റോഡുകൾ വീതി കൂട്ടി സഞ്ചാരയോഗ്യമാക്കി കഴിഞ്ഞാൽ ഇവിടെ മേൽപ്പാലത്തിന്റെ ആവശ്യമില്ല. പ്രദേശവാസികളുടെ സഞ്ചാരത്തിന് യാതൊരു തടസ്സവുമുണ്ടാകുന്നില്ല. നേരത്തെ പറഞ്ഞത് പോലെ റെയിൽവേ ട്രാക്കിന് പാറലൽ ആയിട്ട് ഒരു റോഡ് കിടപ്പുണ്ട്. അവിടെ പൂർണ്ണമായി പുറമ്പോക്ക് ഭൂമിയാണ്. ആ റോഡ് വീതി കുറഞ്ഞതാണ്. അതിനെ വികസിപ്പിച്ചാൽ വാഹനങ്ങൾ വളരെ എളുപ്പത്തിൽ എസ്.പി. ആഫീസിനടുത്തുള്ള മേൽപ്പാലത്തിലേക്ക് എത്താൻ സാധിക്കുന്ന ഒരു സാഹചര്യവും നില നിൽക്കുന്നുണ്ട്.

പുതിയ ഫ്ളൈ ഓവറിൽ ഒരു കർവ് ഉണ്ടാക്കിയിട്ടുണ്ട്. അത് മുഖേന കൂടുതൽ ഭൂമി നഷ്ടപ്പെടുന്ന അവസ്ഥ ഉണ്ടാക്കിയിട്ടുണ്ട്. എന്തിനാണ് കർവ് കൂടിക്കൊടുത്തതെന്ന് ഇവർക്ക് വിശദീകരിക്കാൻ കഴിയുന്നില്ല. ഏതായാലും എന്റെ വീട് പൊളിക്കാനാണ് തീരുമാനമെങ്കിൽ ഞാൻ അത് കോടതിയിൽ ചലഞ്ച് ചെയ്യുമെന്നാണ് അറിയിക്കാനുള്ളത്. പൊതു ആവശ്യങ്ങൾക്ക് വേണ്ടി ഭൂമിയേറ്റെടുക്കുന്നതിൽ തടസ്സങ്ങൾ ഉണ്ടാകുകയാണെങ്കിൽ അത് തോന്നുമ്പോലെ ചെയ്യാൻ കഴിയില്ലായെന്ന് സുപ്രീം കോടതിയുടെ ഒരു തീരുമാനം തന്നെ ഇപ്പോൾ വന്നിട്ടുണ്ട്. യാതൊരു കാരണവശാലും എന്റെ വീടിനെ പൊളിക്കുന്ന തരത്തിലുള്ള നീക്കത്തെ ഞാൻ അനുകൂലിക്കുകയില്ലായെന്നും അതിനെതിരെ ഏത് അറ്റം വരേയും ഞാൻ എതിർ നടപടികളുമായി മുന്നോട്ട് പോകുമെന്നാണ് എനിക്ക് പറയാനുള്ളത്.

5.ശ്രീമതി. ഷേർളി

എന്റെ വ്യക്തിപരമായ പ്രശ്നങ്ങൾക്ക് മാത്രമല്ല ഞാൻ സംസാരിക്കുന്നത്. ഇവിടെ ഉപജീവനമാർഗ്ഗം, തൊഴിൽ എന്നിവ നഷ്ടപ്പെടുന്ന മുഴുവൻ കച്ചവടക്കാർക്കും വേണ്ടിയാണ് കാര്യങ്ങൾ ഇവിടെ സൂചിപ്പിക്കുന്നത്. ഇവിടെ നിരവധി കച്ചവടസ്ഥാപനങ്ങളെയാണ് ഈ ഭൂമിയേറ്റെടുക്കലിലൂടെ ദോഷകരമായി ബാധിക്കുന്നത്. മിക്കവാറും കച്ചവട സ്ഥാപനങ്ങൾ ബാങ്കിൽ നിന്ന് വലിയ തുക ലോൺ എടുത്താണ് ഈ കച്ചവടവും സ്വയം തൊഴിൽ സംരംഭങ്ങളും ഒക്കെ നടത്തി വരുന്നത്. ഈ കെട്ടിടങ്ങൾ പൂർണ്ണമായും പോകുന്നതോടുകൂടി അവരുടെ വരുമാനമാർഗ്ഗം പോകുകയും പിന്നെ ലോൺ അടയ്ക്കാൻ പറ്റാത്ത സ്ഥിതിയാകുകയും കുടുംബങ്ങൾ എല്ലാം പട്ടിണിയിലാകുകയും ചെയ്യുന്ന പ്രശ്നങ്ങളാണ് ഇവിടെ ഉണ്ടാകാൻ പോകുന്നത്. റെയിൽവേ ട്രാക്കിന് സമാന്തരമായിട്ടുള്ള റോഡ് യാതൊരു നവീകരണ പ്രവർത്തനവും നടത്താതെ കിടക്കുകയാണ്. അത് ഏറെക്കുറെ സർക്കാർ ഭൂമിയിലൂടെയാണ് സ്ഥിതി ചെയ്യുന്നത്. ആ റോഡിനെ ആവശ്യത്തിന് നവീകരിച്ച് എസ്.പി.ആഫീസിന് അടുത്തുള്ളുള്ള റെയിൽവേ മേൽപ്പാലത്തിന്റെ സർവ്വീസ് റോഡുമായി കണക്ട് ചെയ്താൽ ഈ മൂണ്ടയ്ക്കൽ പ്രദേശത്തുള്ള ആളുകൾക്ക് ലെവൽക്രോസ്സിനെ ആശ്രയിയ്ക്കാതെ തന്നെ ഹൈവേയിലേക്ക് സഞ്ചരിക്കാൻ കഴിയുന്നതാണ്. ഇവിടെ തലങ്ങും വിലങ്ങുമായിട്ട് ധാരാളം ഇട റോഡുകൾ ഉണ്ട്. ഈ റോഡുകളിലൂടെ പ്രദേശവാസികൾക്ക് എസ്.പി. ആഫീസിലുള്ള അതിന്റെ സമീപത്ത് സ്ഥിതി ചെയ്യുന്ന മേൽപ്പാലത്തിലേക്കോ പോളയത്തോട് ഭാഗത്തേക്കോ യാതൊരു ട്രാഫിക്കുമില്ലാതെ സഞ്ചരിക്കാൻ സാധിക്കുന്നതാണ്. അതുകൊണ്ട് ഇവിടെ മേൽപ്പാലത്തിന്റെ ആവശ്യമില്ലായെന്നാണ് എനിക്ക് പറയാനുള്ളത്. ലെവൽക്രോസ്സ് സർക്കാരിന് സ്ഥിരമായി തന്നെ അടയ്ക്കാവുന്നതുമാണ്. ധാരാളം കുടുംബങ്ങളുടെ ഉപജീവനമാർഗ്ഗം മുഴുവൻ നഷ്ടപ്പെടുത്തിക്കൊണ്ട് കുറച്ച് ആളുകൾക്ക് മാത്രം യാത്ര ചെയ്യാൻ സഹായിക്കുന്ന ഈ മേൽപ്പാല നിർമ്മാണം പ്രദേശത്ത് വളരെ അധികം കഷ്ടനഷ്ടങ്ങൾ ഉണ്ടാക്കുന്ന സാഹചര്യമാണ് വരാൻ പോകുന്നത്. അതുകൊണ്ട് ഈ പദ്ധതി ഉപേക്ഷിച്ച് നിലവിലുള്ള റോഡുകളെ നവീകരിച്ച് ജനോപകാരപ്രദമാക്കണമെന്നാണ് എനിക്ക് പറയാനുള്ളത്.

6. ശ്രീ. മോഹനൻ

ഞാൻ മൂണ്ടയ്ക്കൽ നിവാസിയാണ്. ഇന്ത്യ ഒട്ടാകെ പല സ്ഥലത്തും സഞ്ചരിച്ചിട്ടുള്ള വ്യക്തിയാണ്. 350 മീറ്ററിനകത്ത് ഇത്രയും എണ്ണം ലെവൽ ക്രോസ്സുകൾ,

മേൽപ്പാലങ്ങൾ ഇന്ത്യയിൽ വേറെ ഒരു സ്ഥലത്തും കാണാൻ കഴിയില്ല. ഇത്രയും ലെവൽ ക്രോസ്സുകളുടെ ആവശ്യം ഉണ്ടോ? ഇവിടെ ലെവൽക്രോസ്സുകൾക്ക് ആധാരമായ റോഡുകളെ തമ്മിൽ ബന്ധിപ്പിക്കുന്ന ഒരു നെറ്റ് വർക്ക് പോലെ ഇട റോഡുകൾ ഉണ്ട്. അതുകൊണ്ടുതന്നെ ഇവിടെ എല്ലാ റോഡുകളിലും മേൽപ്പാലം നിർമ്മിക്കേണ്ട യാതൊരു ആവശ്യവുമില്ല. കൂടാതെ റെയിൽവേ പുറമ്പോക്ക് തന്നെ ഉപയോഗിച്ച് കൊണ്ട് അതിന് സമാന്തരമായിട്ടുള്ള റോഡ് നവീകരിച്ചാൽ തന്നെ ഇവിടെ ഉള്ളവർക്ക് നേരെ തൊട്ടുത്ത എസ്.പി. ആഫീസിനടുത്തുള്ള മേൽപ്പാലത്തിലേക്ക് വളരെ പെട്ടെന്ന് എത്താൻ കഴിയും അതുകൊണ്ട് ഇവിടെ മേൽപ്പാലത്തിന്റെ ആവശ്യമില്ലായെന്ന പൊതുവായ അഭിപ്രായത്തെയാണ് ഞാൻ പിൻതാങ്ങുന്നത്.

7. ശ്രീമതി. റാണി സാജി

ഞാൻ ഭൂവുടമ മാത്രമല്ല, ഇവിടെത്തെ കച്ചവടക്കാരുടെ ഒരു പ്രതിനിധി കൂടിയാണ്. ഞാൻ ഇവിടെ ഒരു തയ്യൽ കട നടത്തുന്ന വ്യക്തിയും കൂടിയാണ്. ഇവിടെയുള്ള കച്ചവട സ്ഥാപനങ്ങളിൽ 90% ബാങ്ക് ലോൺ എടുത്താണ് കച്ചവടം നടത്തിവരുന്നത്. അത്തരം കച്ചവടക്കാരെ ഈ ഭൂമിയേറ്റെടുക്കൽ മുഖേന ഇവിടെ നിന്ന് മാറ്റുമ്പോൾ ഈ ബാങ്ക് ലോൺ എങ്ങനെയാണ് വീട്ടുന്നതെന്ന് സർക്കാരന് ആലോചിച്ച് നോക്കുന്നത് നല്ലതാണ്. ഈ പ്രോജക്ടിന്റെ ബനിഫിഷറിയെന്ന് പറയുന്നത് ആകെ വിരളിലെണ്ണാവുന്ന കുടുംബങ്ങൾ മാത്രമാണ്. ഈ പബ്ലിക് കൺവെന്യൻസ് രാവിലെയും വൈകുന്നേരവും മാത്രമാണ് ഇവിടെയുള്ളത്. ഈ റോഡിലൂടെ പത്ത് നൂറ് വീടുകളുമായി ബന്ധപ്പെട്ട ആൾക്കാരാണ് യാത്ര ചെയ്യുന്നത്. ഈ റോഡ് അടയ്ക്കുമ്പോൾ ഇട റോഡിലൂടെ അടുത്ത് മേൽപ്പാലം നിർമ്മിച്ചിട്ടുള്ള റോഡുകളിലേക്ക് അവർ പോകാറുണ്ട് അങ്ങനെയാണ് അവർ ഇവിടെ സഞ്ചാരം നടത്തി വരുന്നത്. അതുകൊണ്ട് തന്നെ ഇവിടെ മേൽപ്പാലം നിർമ്മിക്കുന്ന പദ്ധതി ഉപേക്ഷിച്ച് ഈ കച്ചവടക്കാരുടെ ഉപജീവനമാർഗ്ഗം ഇല്ലാതാക്കുന്ന പരിപാടിയിൽ നിന്ന് സർക്കാർ പിൻതിരിയണം. ഈ പാലം ഇത്തരത്തിൽ ഉണ്ടാക്കുകയാണെങ്കിൽ അവിടെ പാലം വന്ന് നിൽക്കുന്ന സി.എസ്.ഐ. പള്ളി, ശാരദാ മഠം, എന്നിവയുടെ പ്രസക്തി തന്നെ നഷ്ടപ്പെടുന്ന ഒരു അവസ്ഥയാണ് ഉണ്ടാകാൻ പോകുന്നത്. ഇക്കാരണങ്ങൾകൊണ്ടും ഇവിടെ ഉയർന്ന വന്ന് പൊതു അഭിപ്രായത്തെ കണക്കിലെടുത്ത് കൊണ്ടും ഈ പദ്ധതി ഉപേക്ഷിക്കുകയും ഇട റോഡുകളെ വികസിപ്പിച്ച് മറ്റ് റോഡുകളുമായുള്ള ബന്ധം സ്ഥപിച്ചെടുക്കുകയുമാണ് വേണ്ടതെന്ന് അഭിപ്രായപ്പെടുന്നു.

8. ശ്രീ. പി.കെ. പ്രമോദ്

എന്റെ ഉടമസ്ഥതയിലുള്ള ഒരു കോമേഷ്യൽ ബിൽഡിംഗിനെയും റോഡിന്റെ എതിർവശത്ത് വരുന്ന ഒരു കടയെയും ദോഷകരമായി ബാധിക്കുന്ന രീതിയിലാണ് ഇവിടെ കല്ലുകൾ സ്ഥാപിച്ചിട്ടുള്ളത്. ഇത്രയധികം വ്യാപാര സ്ഥാപനങ്ങളെ ദോഷപ്പെടുത്തുന്ന തരത്തിലുള്ള ഒരു ഭൂമിയേറ്റെടുക്കൽ സമീപ പ്രദേശങ്ങളിലൊന്നും ഉണ്ടായിട്ടില്ല. യഥാർത്ഥത്തിൽ ഈ പദ്ധതി വളരെ കുറച്ച് ആളുകൾക്ക് മാത്രമാണ് ഗുണം ചെയ്യുന്നത്. പ്രദേശവാസികൾക്ക് പാലത്തിലൂടെ ഹൈവേയിൽ കയറുന്നതിനും തിരിച്ച് പോകുന്നതിനും ഒരുപാട് ദുരം സഞ്ചരിക്കേണ്ടി വരുമെന്നുള്ളതാണ് വസ്തുതയായി മാറുന്നത്. എന്നാൽ ഇതിനേക്കാൾ എളുപ്പത്തിൽ ഇട റോഡിലൂടെ സമീപത്തുള്ള മേൽപ്പാലത്തിലേക്ക് അവർക്ക് പ്രവേശിക്കാൻ കഴിയും

മെന്നുള്ളതാണ് പ്രധാനപ്പെട്ട സംഗതിയെന്നും കാണേണ്ടതാണ്. അതിനാൽ ഈ പദ്ധതി ഗുണത്തെയും പരിഭവങ്ങളും പ്രദേശത്തുണ്ടാകുന്നതെന്നാണ് അഭിപ്രായപ്പെടാനുള്ളത്.

9. ശ്രീ.ഗോപിനാഥൻ

എസ്.എൻ. കോളേജ് ജംഗ്ഷനിലാണ് ഞാൻ താമസിക്കുന്നത്. ഞാൻ വികസന വിരോധിയല്ല. പക്ഷെ വികസനം എന്നത് നാട്ടുകാരുടെ ഉപജീവനത്തെയും പാർപ്പിട കെട്ടിടങ്ങളേയും പൂർണ്ണമായി ഇല്ലാതാക്കി കൊണ്ട് നടത്തുമ്പോൾ അതിന് സമ്മതിച്ച് കൊടുക്കാൻ കഴിയുന്നില്ല. യഥാർത്ഥത്തിൽ ഈ റെയിൽവേ ഓവർ ബ്രിഡ്ജ് ആവശ്യമില്ല. ഇതിന്റെ ഗുണഭോക്താക്കളായി വരുന്നവർക്ക് ഇട റോഡുകളിലൂടെ സമീപത്തുള്ള മേൽപ്പാലത്തിലേക്ക് വളരെ എളുപ്പം തന്നെ വാഹനത്തിലൂടെ സഞ്ചരിക്കാൻ കഴിയുന്നതാണ്. അതിനാൽ ജനോപകാരപ്രദമായ ഒരു പദ്ധതിയായി കാണാൻ കഴിയുന്നില്ല. കൂടാതെ യാതൊരു അറിയിപ്പും ഇല്ലാതെയാണ് വീട്ടിൽ വന്ന് മഞ്ഞ കുറ്റി സ്ഥാപിച്ചത്. എന്റെ വീടിന്റെ പകുതി ഭാഗം വെച്ച് ക്രിസ്തുമസ് കേക്ക് മുറിക്കുമ്പോലെ മുറിഞ്ഞ് പോകുന്ന അവസ്ഥയിലാണ് കല്ല് ഇട്ടിരിക്കുന്നത്. ബാക്കി വരുന്ന ഭാഗം നിലനിൽക്കുന്ന സാഹചര്യത്തിലുമല്ല. ബാക്കിവരുന്ന ഭാഗത്ത് നിന്ന് ഇറങ്ങുന്നത് തന്നെ റോഡിലായിപ്പോകും. ഉദ്ദേശം ഒരു മൂക്കാൽ മീറ്റർ മാറ്റി കല്ലുകൾ സ്ഥാപിക്കുകയാണെങ്കിൽ വീട്ടിൽ താമസിക്കാൻ കിലും കഴിയുന്ന ഒരു സാഹചര്യം കിട്ടുന്നതാണ്. പൊതവായി പറഞ്ഞത് പോലെ, ഇവിടെ മേൽപ്പാലത്തിന്റെ ആവശ്യമില്ല. പകരം ഇട റോഡുകൾ ശരിയാക്കിയെടുത്താൽ ആളുകൾക്ക് സഞ്ചാരം വളരെ എളുപ്പത്തിൽ നടത്താൻ കഴിയുന്നതാണ്.

10. ശ്രീ.ഗീരിഷ്

ഇവിടെ മേൽപ്പാലത്തിന്റെ ആവശ്യമില്ലെന്നാണ് അഭിപ്രായപ്പെടാനുള്ളത്. പൊതുജനങ്ങൾക്ക് വേണ്ടിയിട്ടാണ് സർക്കാർ ഈ പദ്ധതി കൊണ്ടുവരുന്നതെങ്കിൽ യാതൊരു ചെലവ് ഇല്ലാതെയും ആളുകളെ ബുദ്ധിമുട്ടിക്കാതെയും ബദൽ മാർഗ്ഗം ഇവിടെ നിലവിലുണ്ട് എന്നത് പരിഗണിക്കണം. അതിന് കുറിച്ച് എല്ലാവരും തന്നെ ഇവിടെ വിശദമായി തന്നെ പറഞ്ഞു. ഇട റോഡുകൾ വികസിപ്പിച്ചാൽ അടുത്തടുത്ത് കിടക്കുന്ന റോഡുകളെ തമ്മിൽ ബന്ധിപ്പിച്ച് കൊണ്ട് ഇതിനകം നിർമ്മിച്ചിട്ടുള്ള മേൽപ്പാലത്തിന്റെ ഭാഗത്തെത്താം. അതല്ലെങ്കിൽ മേൽപ്പാലം നിർമ്മിച്ച് തുടങ്ങിയ പോളയത്തോട് റോഡിലും വളരെ എളുപ്പം എത്താൻ കഴിയുന്നതാണ്. അനാവശ്യമായ ഒരു പദ്ധതിയായിട്ടാണ് ഇതിനെ ഞാൻ വിലയിരുത്തുന്നത്.

11 ശ്രീ. മാർഗ്രറ്റ് ജസ്റ്റിൻ

ആകെ അഞ്ച് സെന്റ് ഭൂമിയാണുള്ളത്. അതും എന്റെ വീടും നഷ്ടപ്പെടുന്ന അവസ്ഥയിലാണ് ഇപ്പോൾ കല്ല് ഇട്ടിരിക്കുന്നത്. റോഡ് വികസനത്തിന് വേണ്ടി ഞാൻ നേരത്തെ ഭൂമി വിട്ട് കൊടുത്തിട്ടുണ്ട്. റോഡിന് അഭിമുഖമായി വീടിന്റെ മുൻവശത്ത് കുറെ ഭൂമി വിട്ടിട്ടാണ് കെട്ടിടം നിർമ്മിച്ചത്. സെപ്റ്റിക് ടാങ്കിനെ ബാധിക്കുന്ന ഒരു സാഹചര്യവുമുണ്ട്. ഇവിടെ അഭിപ്രായപ്പെട്ടതുപോലെ പാലത്തിന്റെ ആവശ്യമില്ല. സർക്കാർ തരുന്ന കാശ് കൊണ്ട് നമുക്ക് ഒരു സെന്റ് ഭൂമി പോലും വാങ്ങാൻ കഴിയത്ത സാഹചര്യമാണ് നിലനിൽക്കുന്നത്. അതിനാൽ ജനങ്ങൾക്ക്

വേണ്ടിയിട്ടാണെങ്കിൽ ബദൽ മാർഗ്ഗങ്ങൾ ആണ് സർക്കാർ ഏറ്റെടുക്കേണ്ടതെന്ന് അഭിപ്രായപ്പെടുന്നു.

12. ശ്രീ. സമീർ

ഭൂവുടമയുടെ അനിയനാണ് ഞാൻ. നാല് കടകളുടേയും വിടിന്റെയും ഉദ്ദേശം 75% പോകുന്ന തരത്തിലാണ് ഇപ്പോൾ കല്ലുകൾ സ്ഥാപിച്ചിരിക്കുന്നത്. അനാവശ്യമായ ഒരു പദ്ധതിയാണെന്നാണ് എനിക്ക് അഭിപ്രായപ്പെടാനുള്ളത്. വളരെ കുറച്ച് ആളുകൾ മാത്രമാണ് ഈ മേൽപ്പാലം നിർമ്മിച്ചാൽ അത് ഉപയോഗിക്കുന്നവനെ കാര്യം ഗൗരവമായി പരിഗണിക്കേണ്ടതാണ്.

13. ശ്രീമതി. മല്ലിക

സഹോദരങ്ങളായ നാല് പേരുടെ കടകളെയാണ് ദോഷപ്പെടുത്തുന്നത്. ഹൈവേയുടെ സൈഡിലാണ് ഈ കെട്ടിടം സ്ഥിതി ചെയ്യുന്നത്. വാടകയ്ക്ക് കൊടുത്തിട്ടുള്ള ഈ കടകളിൽ നിന്നുള്ള വരുമാനമാണ് നമ്മുടെ ഉപജീവന മാർഗ്ഗം. അത് നഷ്ടപ്പെടുന്ന ഒരു സാഹചര്യമാണ്. ഒരു ട്രാഫിക്കും ഇല്ലാത്ത റോഡിലാണ് ഇപ്പോൾ മേൽപ്പാലം നിർമ്മിക്കാൻ തീരുമാനിച്ചിരിക്കുന്നത്. യാതൊരു ആവശ്യവുമില്ലാത്ത ഒരു പദ്ധതിയാണ് ഇത്. ആളുകൾക്ക് സഞ്ചാര സൗകര്യം ഏർപ്പെടുത്തുകയാണ് സർക്കാരിന്റെ ഉദ്ദേശമെങ്കിൽ യാതൊരു തരത്തിലുള്ള ദോഷങ്ങളും ഉണ്ടാക്കാതെ ഇവിടെ ബദൽ മാർഗ്ഗങ്ങൾ നിലവിലുണ്ട്. അത് പരിഗണിക്കണമെന്നാണ് അഭിപ്രായപ്പെടാനുള്ളത്.

14. ശ്രീമതി. ഉഷ

എന്റെ കട മുറി ഹൈവേയുടെ അടുത്താണ്. എന്റെ സഹോദരങ്ങൾക്കും അവിടെ കടമുറികൾ ഉണ്ട്. ഈ കടമുറികളെ പൂർണ്ണമായും ബാധിക്കുന്ന തരത്തിലാണ് ഇപ്പോൾ കല്ലുകൾ ഇട്ടിരിക്കുന്നത്. അതിൽ നിന്നുള്ള വരുമാനം/വാടക കൊണ്ടാണ് ഞാനും എന്റെ കുടുംബവും കഴിഞ്ഞ് പോകുന്നത്. യഥാർത്ഥത്തിൽ വലിയൊരു ജനവിഭാഗത്തിന് ഗുണം ചെയ്യുന്ന പദ്ധതി അല്ലാത്തതിനാലും, മേൽപ്പാലം ഇല്ലാതെ തന്നെ ഇവിടെ ബദൽ മാർഗ്ഗങ്ങൾ യാത്രാമാർഗ്ഗങ്ങൾ ഉള്ളതു കൊണ്ടും ഈ ലെവൽ ക്രോസ്സ് സ്ഥിരമായി തന്നെ അടയ്ക്കാമെന്നാണ് എനിക്ക് അഭിപ്രായപ്പെടാനുള്ളത്.

15. ശ്രീമിതി വൽസല

ശാരദാ മഠത്തിന് സമീപമാണ് ഞാൻ താമസിക്കുന്നത്. എന്റെ വീടിനേയും കടമുറിയേയും ബാധിക്കുന്ന തരത്തിലാണ് കല്ലുകൾ ഇട്ടിരിക്കുന്നത്. ബാക്കി വരുന്ന ഭാഗത്ത് താമസിക്കാൻ കഴിയില്ല. എല്ലാ കടമുറികളും ഉപയോഗമില്ലാത്ത അവസ്ഥയിലേക്ക് മാറും. ഇതിൽനിന്നുള്ള വാടക കൊണ്ടാണ് എന്റെ ഉപജീവനം കടന്ന് പോകുന്നത്. വേറെ വരുമാന മാർഗ്ഗമില്ല. ഇവിടെ മേൽപ്പാലത്തിന്റെ ആവശ്യം എത്ര ചിന്തിച്ചിട്ടും മനസ്സിലാകുന്നില്ല. പൊതുവായ അഭിപ്രായം പോലെ ഇവിടത്തെ മേൽപ്പാലം പദ്ധതി ഉപക്ഷിച്ച് ബദൽ റോഡുകളായ ഇട റോഡുകളെ വികസിപ്പിച്ച് ജനോപകാര പ്രദമാക്കണമെന്നാണ് അഭിപ്രായപ്പെടാനുള്ളത്.

16. ശ്രീ. രജൻ

എസ്.എൻ. കോളേജ് ജംഗ്ഷനിലാണ് താമസിക്കുന്നത്. ആദ്യത്തെ കട എന്റെ ഉടമസ്ഥതയിലുള്ളതാണ്. അത് പൂർണ്ണമായും ദോഷപ്പെടുത്തുന്ന തരത്തിലാണ് കല്ലുകൾ ഇട്ടിരിക്കുന്നത്. കട വാടകയ്ക്ക് കൊടുത്ത് അതിലുള്ള വരുമാനം കൊണ്ടാണ് ഉപജീവനം കഴിയുന്നത്. ഇതുപോലെ ഒരു പ്രൈം ലോക്കേഷനിൽ കട ഉണ്ടാക്കാൻ കഴിയില്ല. പാലം വേണ്ടെന്ന അഭിപ്രായത്തെയാണ് ഞാൻ അനുകൂലിക്കുന്നത്. അതിനുള്ള ബദൽ മാർഗ്ഗങ്ങൾ സർക്കാർ സ്വീകരിക്കണമെന്ന് അപേക്ഷിക്കുന്നു.

17. ശ്രീ. വരുൺ ലാൽ

എന്റെ പേരിലുള്ള ഒരുമുറി കടയെ ദോഷപ്പെടുത്തുന്ന സാഹചര്യം ഉണ്ട്. ഈ കട പോകുന്നതോടുകൂടി എന്റെ ഉപജീവന മാർഗ്ഗം നഷ്ടപ്പെടുകയാണ്. മുണ്ടയ്ക്കൽ പ്രദേശത്തുള്ള കുറച്ച് കുടുംബങ്ങൾ മാത്രമാണ് ഈ റോഡ് ഉപയോഗിക്കുന്നത്. അവർക്ക് തന്നെ ഈ ലെവൽ ക്രോസ്സ് അടച്ചിരിക്കുമ്പോൾ അടുത്ത റോഡുകളിലേക്ക് പ്രവേശിക്കുന്നതിന് ഒന്നിലധികം ഇട റോഡുകൾ നിലവിലുണ്ട്. അതുകൊണ്ട് പാലത്തിന്റെ ആവശ്യമില്ല. ഇവിടെയുള്ള ആളുകളുടെ ഉപജീവനത്തെയും പാർപ്പിട കെട്ടിടങ്ങളെയും വെറുതെ ദോഷപ്പെടുത്തരുതെന്നാണ് എനിക്ക് പറയാനുള്ളത്.

18. ശ്രീ. തേജസ് രവി

എസ്.എൻ.കോളേജ് ജംഗ്ഷനിൽ ഡെന്റൽ ക്ലിനിക് നടത്തുന്നു. ഭാര്യ ആയുർവേദ ഡോക്ടറാണ്. അവിടെ ആയുർവേദ ആശുപത്രിയുമുണ്ട്. ഈ രണ്ട് ക്ലിനിക്കുകളും പൂർണ്ണമായി ദോഷപ്പെടുത്തുന്ന തരത്തിലാണ് കല്ലുകൾ സ്ഥാപിച്ചിരിക്കുന്നത്. വർഷങ്ങളായി ആശുപത്രി നടത്തി അതിന്റെ വിവരം പ്രദേശത്ത് എസ്റ്റാബ്ലിഷ് ചെയ്ത ഒരു സാഹചര്യമാണ് ഉള്ളത്. ഇനി മറ്റൊരു സ്ഥലത്ത് പോയി ആശുപത്രി തുടങ്ങി അവിടെ എസ്റ്റാബ്ലിഷ് ചെയ്ത് വരാൻ വർഷങ്ങൾ തന്നെ വേണ്ടി വരും. അത് കൂടാതെ മുണ്ടയ്ക്കൽ പ്രദേശത്ത് നിന്ന് വരുന്നവർ ഇപ്പോൾ നിർമ്മിക്കുന്ന പാലത്തിലൂടെ കയറി 90° വളഞ്ഞ് മാത്രമേ ഈ സർവ്വീസ് റോഡിലൂടെ ഹൈവേയിൽ പ്രവേശിക്കാൻ കഴിയുകയുള്ളൂ. വിദ്യാഭ്യാസ സ്ഥാപനങ്ങളും ആരാധനാലയങ്ങളും സ്ഥിതി ചെയ്യുന്ന ഈ കോളേജ് ജംഗ്ഷനിൽ ഇതുമുഖേന വലിയ ട്രാഫിക്ക് പ്രശ്നം ഉണ്ടാകുകയും, അപകടങ്ങൾക്കുള്ള സാധ്യത കൂടുതലാകുകയും ചെയ്യുമെന്ന് കാണേണ്ടതുണ്ട്. അതുകൊണ്ട് വിദ്യാഭ്യാസ സ്ഥാപനങ്ങളും ആരാധനാലയവും ഒക്കെ ഉള്ള ഈ ഭാഗത്ത് പാലം അവസാനിപ്പിച്ച് കൊണ്ട് കൂടുതൽ പ്രശ്നങ്ങൾ ഉണ്ടാക്കാതെ സർക്കാർ ഈ പദ്ധതിയിൽ നിന്ന് പിൻമാറണമെന്നാണ് അഭിപ്രായപ്പെടാനുള്ളത്. വളരെ ചുരുക്കം ആളുകൾക്ക് മാത്രം ഗുണം ചെയ്യുന്ന പദ്ധതിയാണ് എന്ന് ബന്ധപ്പെട്ട അധികാരികൾ തിരിച്ചറിയേണ്ടതുണ്ട്. അനാവശ്യമായ ചെലവും സർക്കാരിന് ഒഴിവാക്കി കിട്ടുമെന്നുള്ളതാണ് ഇതിന്റെ മറ്റൊരു പ്രത്യേകതയായി കാണാൻ കഴിയുന്നത്.

19 ശ്രീ. പ്രസന്ന കുമാർ

എസ്.എൻ.കോളേജ് ജംഗ്ഷനിൽ മേൽപ്പാലം വേണ്ടെന്ന പൊതു അഭിപ്രായത്തോട് ഞാൻ ശക്തമായി യോജിക്കുന്നു. മുൻ റെയിൽവേ മന്ത്രി ശ്രീ.രാജ

ഗോപാൽ ഇവിടെ വന്ന് ഇവിടെത്തെ സാഹചര്യങ്ങൾ എല്ലാം മനസ്സിലാക്കിയതിന് ശേഷമാണ് മേൽപ്പാലം എസ്.പി. ഓഫീസിന്റെ സമീപത്തുള്ള ലെവൽ ക്രോസ്സി ലേക്ക് മാറ്റിയത്. ഈ റോഡിന് വലിയ ട്രാഫിക് ഇല്ലാത്തത് കൊണ്ടും ഇത് ഹൈവേയോട് വളരെയധികം ചേർന്ന് വരുന്നത് കൊണ്ട് ഇവിടെ മേൽപ്പാലം നിർമ്മിച്ചാൽ അത് കച്ചവട സ്ഥാപനങ്ങളെ വളരെ കൂടുതൽ ദോഷപ്പെടുത്തുമെന്നുള്ള കണ്ടെത്തലിന്റെ അടിസ്ഥാനത്തിലാണ് അന്ന് പാലം എസ്.പി.ആഫീസിന്റെ അടുത്തേക്ക് മാറ്റിയത്. ഇവിടെ പാലം നിർമ്മിക്കാനുള്ള തീരുമാനം അശാസ്ത്രീയമാണ്. ബദൽ സംവിധാനങ്ങൾ ഇവിടെ ഉള്ളത് കൊണ്ട് ഈ റോഡിനെ മറ്റ് റോഡുകളുമായി ബന്ധിപ്പിക്കുന്ന തരത്തിലുള്ള ഇട റോഡുകളെ ഉപയോഗപ്പെടുത്തി കൊണ്ട് ആളുകൾക്ക് സഞ്ചാര സൗകര്യം ഒരുക്കാനാണ് സർക്കാർ ശ്രമിക്കേണ്ടത്. ഇപ്പോൾ കല്ലുകൾ സ്ഥാപിച്ചിരിക്കുന്നതനുസരിച്ച് രണ്ട് മുറി കട പോകുന്നുണ്ട്. വാടകയ്ക്ക് നൽകിയിരിക്കുന്ന കടകൾ നഷ്ടപ്പെടുന്നത് മുഖേന ഉപജീവനമാർഗ്ഗം പോകുന്ന അവസ്ഥയാണ്. അതുകൊണ്ട് ഒരുപാട് ആളുകൾക്ക് ഉപയോഗം കിട്ടാത്ത ഈ മേൽപ്പാലത്തിന്റെ നിർമ്മാണ പദ്ധതിയിൽ നിന്ന് സർക്കാർ പിൻമാറണമെന്നാണ് അഭിപ്രായപ്പെടുന്നത്.

20. ശ്രീ.ജോൺ കാലിഫ്

ഞാൻ യു.കെയിൽ നിന്ന് മൊബൈൽ ഫോണിലൂടെ ലൈവായിട്ടാണ് ചർച്ചയിൽ പങ്കെടുക്കുന്നത്. വികസനത്തെ ഞങ്ങൾ ആരും എതിർക്കുന്നില്ല. എസ്.പി.ആഫീസിന്റെ സമീപത്ത് മേൽപ്പാലം വന്നിട്ടുണ്ട്. പോളയത്തോടിൽ ആർ.ഒ.ബി.യ്ക്കുള്ള നടപടികൾ തുടങ്ങികഴിഞ്ഞു. ഇവിടെ ആർ.ഓ.ബി. വരുന്നതിനെ ഞങ്ങൾ അനുകൂലിക്കുന്നില്ല. റെയിൽവെ ലൈനിന് പാറലൽ ആയിട്ട് നിലവിലുള്ള റോഡിനെ വികസിപ്പിച്ച് എസ്.പി.ആഫീസുവരെ നീട്ടി കൊണ്ട് പോയാൽ തന്നെ ഇവിടെത്തെ ആളുകൾക്ക് ലെവൽ ക്രോസ്സ് ഇല്ലാതെ തന്നെ ഹൈവേയിൽ പ്രവേശിക്കാൻ കഴിയും അതിനാൽ ഇവിടെ വളരെ വലിയ ആളുകൾക്ക് ഉപയോഗം ചെയ്യാത്ത ഈ തീരുമാനത്തെ പുനഃപരിശോധിക്കണമെന്ന് അഭിപ്രായപ്പെടുന്നു.

21. ശ്രീമതി. അനോന

പാലം വരുന്നത് കൊണ്ട് ഒരു പ്രയോജനവുമില്ല. പ്രദേശവാസികൾക്ക് ലെവൽ ക്രോസ്സ് അടച്ചാൽ പോലും ഹൈവേയിൽ കയറാൻ ഒന്നിലധികം റോഡുകൾ ഇവിടെയുണ്ട്. വീതിയുള്ള പാലം ഇപ്പോൾ നിർമ്മിക്കുന്നു. പാലം വന്ന് തീരുന്ന റോഡ് വളരെ വീതി കുറഞ്ഞതാണ്. വികസനത്തെ എതിർക്കുന്നില്ല. പക്ഷെ ലാൻഡ് അക്വിസിഷൻ കൊണ്ട് സർക്കരിന് വലിയ ചെലവ് ഉണ്ടാകുന്നതിനപ്പുറം ഇവിടെ ധാരാളം കുടുംബങ്ങളെ പല തരത്തിലും ഇത് ബുദ്ധിമുട്ടിയ്ക്കുന്നു. അതുകൊണ്ട് ചെലവാക്കുന്ന തുകയുടെ നാലിലൊന്നിന് പോലും ഗുണം പ്രദേശവാസികൾക്ക് കിട്ടുന്നില്ലായെന്ന് തിരിച്ചറിയണമെന്നാണ് എനിക്ക് പറയാനുള്ളത്.

22. ശ്രീ. സന്തോഷ് കുമാർ

കോപ്പറേറ്റീവ് കോളേജിന്റെ സെക്രട്ടറിയാണ്. ലെവൽക്രോസ്സ് അടയ്ക്കുമ്പോൾ നമുക്ക് ചെറിയ രീതിയിൽ ബുദ്ധിമുട്ട് ഉണ്ടെന്ന് ശരിയാണ്. എന്നാൽ ആർ.ഒ.ബി.യ്ക്ക് പകരം ബദൽ മാർഗ്ഗം ഇവിടെ ഉയർന്ന് വന്നത് ഗൗരവമായി തന്നെ പരിഗണിക്കണം എന്നാണ് എനിക്ക് പറയാനുള്ളത്. പാലത്തിന് വേണ്ടി

ഇത്രയും കൂടിയ അളവിൽ ഭൂമി ഏറ്റെടുക്കുന്നതിന്റെ കാരണം മനസ്സിലാക്കുന്നില്ല. ഇവിടെ ഇത്രയും അളവിൽ ഭൂമി ഏറ്റെടുത്ത് വലിയ പാലം നിർമ്മിക്കേണ്ടതിന്റെ സാഹചര്യം എന്താണെന്നും മനസ്സിലാക്കുന്നില്ല. വളരെ കുറച്ച് ആളുകൾ മാത്രമാണ് ഈ റോഡ് ഉപയോഗിക്കുന്നത്. അങ്ങനെയൊക്കെ തന്നെ മിനിമം ലെവലിലുള്ള പാലത്തിന്റെ ആവശ്യം മാത്രമാണ് ഉണ്ടാകുന്നത്. അല്ലാതെ ഇത്രയും വലിപ്പത്തിലുള്ള പാലവും അതിനനുസരിച്ചുള്ള ഭൂമിയേറ്റെടുക്കലും അനാവശ്യമാണെന്നാണ് ഞാൻ അഭിപ്രായപ്പെടുന്നത്.

23. ശ്രീമതി. ഗിഹി ഹരിദാസൻ

എന്റെ കുഞ്ഞമ്മയുടെ പേരിലുള്ള 8 1/2 സെന്റും ഭൂമിയും വീടും പൂർണ്ണമായും നഷ്ടപ്പെടുന്ന തരത്തിലാണ് ഇപ്പോൾ കല്ലിട്ടിരിക്കുന്നത്. ഭൂവുടമ വിദേശത്താണ്. അവർ വർഷത്തോറും ഇവിടെ വരും അപ്പോൾ താമസിക്കുന്ന വീടാണിത്. മാതാപിതാക്കളെ ശവസംസ്കാരം നടത്തിയിട്ടുള്ള ഭൂമിയാണ്. അവരുടെ ഓർമ്മയ്ക്കായിട്ടാണ് ഈ വീടും വസ്തുവും അവർ പരിപാലിച്ച് പോകുന്നത്. അതുകൊണ്ട് തന്നെ ഈ വീടിനേയും വസ്തുവിനേയും എന്ത് വില കൊടുത്തും സംരക്ഷിക്കണമെന്നാണ് അവരുടെ ആഗ്രഹം. ഇവിടെ യഥാർത്ഥത്തിൽ മേൽപ്പാലത്തിന്റെ ആവശ്യമില്ലെന്ന അഭിപ്രായത്തോടാണ് ഞങ്ങൾ യോജിക്കുന്നത്.

24 ശ്രീ.അനിൽ

എന്റെ വീടിന്റെ മുൻഭാഗത്തുള്ള രണ്ട് മുറി കടയാണ് ദോഷപ്പെടുന്നത്. ഈ കടയിൽ നിന്നുള്ള വാടക കൊണ്ടാണ് ഉപജീവനം നടന്ന് വരുന്നത്. ഇത് ഏറ്റെടുക്കുകയാണെങ്കിൽ എന്റെ ഉപജീവന മാർഗ്ഗം തടസ്സപ്പെടുത്തുന്ന ഒരു സംഭവമായിട്ട് മാറും. വീടിന്റെ അടുത്ത് വരെയുള്ള ഭൂമി ഏറ്റെടുക്കുന്ന സാഹചര്യമായതുകൊണ്ട് തന്നെ വീട്ടിൽ താമസിക്കാനും ബുദ്ധിമുട്ട് ഉണ്ടാകുന്നതാണ്. യഥാർത്ഥത്തിൽ വലിയൊരു വിഭാഗം ജനത്തിന് ഗുണം ചെയ്യുന്ന ഒരു പദ്ധതിയല്ല. വളരെ കുറച്ച് ആളുകൾ മാത്രം യാത്രചെയ്യുന്നതും കടൽത്തീരത്ത് അവസാനിക്കുന്നതുമായ ചെറിയ റോഡാണിത്. ഈ റോഡിലെ ലെവൽ ക്രോസ്സ് സ്ഥിരമായി തന്നെ അടക്കുക. ഈ റോഡിനെ, നിലവിലുള്ള ഇട റോഡുകളിൽ കൂടി മറ്റ് റോഡുകളുമായി ബന്ധിപ്പിച്ച് വാഹനയാത്ര സുഖകരമാക്കണമെന്നാണ് പറയാനുള്ളത്.

25. ശ്രീമതി. ഷെർളി

എന്റെ സുഹൃത്തായ ശ്രീമതി. രാധമ്മയുടെ പേരിലുള്ള ആറ് മുറി കടകൾ ആണ് ദോഷപ്പെടുത്തുന്നത്. ഈ കടകളിൽ നിന്നുള്ള വരുമാന മാർഗ്ഗം കൊണ്ടാണ് എന്റെ സുഹൃത്തിന്റെ കുടുംബം കഴിഞ്ഞ് പോകുന്നത്. ഈ ആറ് മുറി കട പോകുന്നതോടുകൂടി അവർക്ക് ജീവിക്കാൻ നിവർത്തിയില്ലാത്ത സാഹചര്യമാണ് ഉണ്ടാകുന്നത്. അവർക്ക് ചർച്ചയിൽ പങ്കെടുക്കാൻ ശാരീരിക ബുദ്ധിമുട്ടുണ്ടായതുകൊണ്ടാണ് അവർക്ക് വേണ്ടി ഞാൻ സംസാരിക്കുന്നത്. പാലത്തിന്റെ പണി അനന്തമായി നീണ്ട് പോകുന്ന ഒരു അവസ്ഥ പല സ്ഥലത്തും കാണുന്നുണ്ട്. അങ്ങനെ പണി നീണ്ടു പോകുക, ആവശ്യമില്ലാത്ത പാലം നിർമ്മിക്കുക തുടങ്ങി സർക്കാരിന്റെ ഭാഗത്ത് നിന്ന് പല തരത്തിലുള്ള ബുദ്ധിമുട്ടാണ് ജനം അനുഭവിക്കേണ്ടി വരുന്നത്.

The chairman also informed that some information including the design and funding of the project was requested in writing from the developer for the purpose of the study but these are not made available. Then the representative of the Developer described the length, width and structure of the bridge that was decided to be built, but there was a situation where the representative could not answer/justify the objections raised during the function.

The Chairman explained the general allegations/comments and observations that arose during the discussion are as follows

1. Mundakkal residents have multiple link roads to access the nearby flyover and by widening them, vehicular movement can be facilitated without passing this level cross. So there is no need for a flyover and the level cross can be permanently closed.
2. By developing the existing road parallel to the railway line near the level cross and extending it up to the service road of the flyover near the SP office, and this road can be developed by utilizing the puramboke land. In this way, it is possible to avoid the huge cost incurred by the government and the impacts those may occur in the area can be completely avoided
3. There are four level crossings within a distance of 500 meters in this area. In one of them, flyover has already been constructed and in the other one flyover construction work has started. As there are several link roads connecting the respective bye roads, a scientific study to limit the number of flyovers that has to be constructed, should be done to avoid unnecessary land acquisition.
4. It cannot be seen that there is any public need as the proposed land acquisition harms as many families as are expected to benefit from the project. There is a bus service on this road as a part of public transport only in the mornings and evenings. Acquisition of land to build a bridge like that constructed at Chinnakada junction, on this road which is not heavily trafficked is not scientific.
5. The government should withdraw this project which causes serious social consequences as it is not a matter that will benefit to large volume public

The chairman informed that after collecting written reply/ suggestions from the developer on these issues, reviewing them and finalizing the study report as per the provisions of the Land Acquisition Act and Rules. The function is wind up at 01.10 pm by thanking all those who participated.

Advertisements related to public hearing



SOCIAL IMPACT ASSESSMENT
STUDY

Construction of ROB at S.N.
College Gate

KOLLAM TALUK & DISTRICT

.

FINAL REPORT

By



**Centre For Land And Social Studies,
Pangode, Thirumala PO, Thiruvananthapuram.06**