

**Report of Social Impact Assessment *Study of***  
**Improvements to Nellapara – Madakkathanam**  
**Road 3<sup>rd</sup> Reach (Angamvetty to**  
**Madakkathanam) Manjalloor Village of**  
**Moovattupuzha Taluk of Ernakulam District**  
**(2 Hectares)**

**Draft Report**  
**Date: 17-03-2023**

**Requisition Authority**  
**Public Works Department (Roads Division)**

By  
**KERALA VOLUNTARY HEALTH SERVICES**  
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2. Photographs – Field Investigation
3. Gazette Notification regarding SIA study.



## **CHAPTER 1**

### **EXECUTIVE SUMMARY**

#### **1.1. Introduction – Project and Public purpose**

Transportation plays a multifaceted role in the pursuit of development objectives. Restriction of accessibility limits efficient factor mobility, and defers the transfer of human and material resources to places where they can be employed most productively. Conversely, transportation development helps to attain an efficient distribution of population, industry and income. Rural areas with low standards of living are characteristically those with inadequate methods of moving people and goods, probably because of deficient access between villages and markets, schools, medical, economic, administrative and social services which affect the day to day lives of rural people. Transportation is an essential ingredient of almost everything man does to supply himself with the necessities of life. Road transport is particularly important for developing countries, where it provides about 80 to 90 percent of the total inland and/or border crossing transport of people and goods. An effective road network can hasten progress in agricultural and rural development, industry and trade, the viability of urban areas, and the expansion of jobs, education and personal opportunity. Several Studies emphasizes that although better market incentives (especially related to prices and inputs) to farmers remain important factors in agriculture, the effects of these would be blunted if the physical barriers and economic costs of transporting goods to and from markets remain high.

#### The Project Nellapara – Madakkathanam Road (Third Reach: Angamvetty to Madakkathanam)

The proposed project is a long pending development initiative, started in 2015-16 with the objective to improve the road facilities in the border areas of Idukki and Ernakulam. As an administrative purpose the project was divided as three reaches and started land acquisition process simultaneously in all three reaches. This report is prepared on the basis of the Social Impact Assessment Study conducted in the third reach area ie Angamvetty to Madakkathanam. The third reach started from the



bank of Thodupuzha river in Ernakulam district and ends at Kadalikkadu - Maniyanthram Road by crossing Moovattupuzha-Thodupuzha State High way at Madakkathanam. Total two hectares of land is need to acquire for the purpose.

### **1.2 Location**

The location of the Project area is south side of Moovattupuzha-Thodupuzha road near Madakkathanam Junction and Sixteen kilometre away from Muvattupuzha Junction and Three Kilometer from Thodupuza Junction. The Thodupuzha River is in the East side of the project area and its tributary Pannippally stream is crossing the area. The nearest railway station is Ettumanoor (33km) and Angamali (40km). District Head Quarters is located 70km from the project area.

### **1.3 Size and Attributes of Land Acquisition**

#### **Land Acquisition Authority**

The Special Tahsildar (LA) NH, No.1 Kakkanadu, office prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. The Deputy Collector (LA), Eranakulam is the supervising authority of the whole acquisition process.

#### **Requisition Authority**

##### **(a). Public Works Department (Roads Division)**

Public Works Department in the State of Travancore (which later formed the major part of Kerala State following the reorganization of states in 1956) made its beginning in the year 1823 with the formation of the Maramath Department as a branch of the Huzur Cutcherry (Government Secretariat) with an executive branch known as the Panivakai Maramath. The Administration Report of the department for the year 1873-74 states that "the new roads of which very nearly 1000 miles have been either completely opened or are in various stages of progress have tapped an enormous tract of the country hitherto almost inaccessible, giving fresh impetus to agriculture".



The PWD Code was introduced in 1901. The department was periodically reorganized and in 1935-36, the administrative staff under the Chief Engineer consisted of 7 Executive Engineers in charge of divisions, 8 Assistant Engineers and 8 Sub-Engineers in charge of sub-divisions and Supervisors and Overseers in charge of sections. Over the years the department has grown substantially and now has 5 Chief Engineers, 22 Superintending Engineers, 81 Executive Engineers, 284 Assistant Executive Engineers, 638 Assistant Engineers and other supporting staff. The length of roads under the department at present is 33,593 km.

Roads wing deals with the planning, project preparation, construction, maintenance and arrangement of works of all State Highways and Major District Roads under the State. This wing is having its headquarters at Thiruvananthapuram and is under the control of a Chief Engineer who is assisted by a Deputy Chief Engineer, a Senior Finance Officer and supported by technical and other ministerial staff. This wing have field offices with Circle offices at regional level, division offices at district level, sub-division offices at taluk level and Section offices at the lowest level.

There are three Circle offices under the roads wing namely south circle, Central circle and North circle each headed by a Superintending Engineer. Under each Circle offices there are division offices headed by an Executive Engineer. The sub-division offices are headed by Assistant Executive Engineer and Section offices are headed by Assistant Engineer.

PWD roads constitute 15 per cent of the total road network in the State carrying which carries nearly 80 per cent of the total road traffic within the State. The total length of roads maintained by Roads Wing is 29109.68 KM out of which 4127.74 km is State Highways and 24975.34 km is Major District Roads (MDRs) .



## **Details of the acquiring land**

The project area is having an approximate length of 500 mts and a width of 45mts. The approximate area is two hectares which includes road part of Moovattupuzha -Thodupuzha state high way, Kadalikkadu - Maniyantharam road and Pannipally stream. Fourteen title holders' having lands in the area.

## **Socio Economic and Cultural Profile**

Fourteen title holders including one multiple ownership land are the directly impacted families in the area. All the title holders are living in the area or near by the area. All are having better economic status and few are upper middle class. The social indicators show that all are having better socio- economic status. Out of the eleven title holders four are farmers and others are doing multiple jobs. Except one title holder all are belongs to Christian community.

### **1.4. Alternatives**

The proposed project is the third reach of the Nellappara-Madakkathanam road; therefore the possibility of an alternative suggestion is rare minimum. More over none of the title holder or general pubic proposed alternative suggestions.

### **1.5. Social Impact**

The primary impact of the project is the loose of land of eleven title holders in which one holding is having multiple ownership without family ties. The indirect impact is an anticipated one ie affects the access of house situated in the side of Kadalikkadu-Maniyanthram road due to the increase of levels of the existing road after the completion of the project. Lose of cash crops like nutmeg trees, areca nuts and coconuts, agriculture crops like banana trees etc are the other impact of the project. The proposed road will cross the state high way Moovattupuzha-Thodupuza at Madakkathanam. This will create a junction at Madakkathanam and it will develop a commercial zone in the area. The project may appreciate the land value in the area



## 1.6 Mitigation Measures

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1.	Loss of land	Compensation	Compensate the loss.
2.	Loss of part of land	Compensation	Compensate the loss.
3.	Loss of structures	Compensation	Compensate the loss.
4.	Loss of Part of structure	Compensation	Compensate the loss.
5.	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
6.	Loss of access to sub roads	Control & resettle	Prepare a resettlement plan in consultation with Project Affected people.
7.	Road/Bridge is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
8.	Loss of common water sources and canals	Control & resettle	Resettle
9.	Loss of water supply pipes	Resettle	Resettle
10.	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
11.	Loss of Agricultural land	Compensation	Compensate the loss.
12.	Loss of cash corps	Compensation	Compensate the loss.





13.	Formation of un useful bit lands	Control	Acquire the land by giving compensation.
14.	Involved in land acquisition process	Control	Ensure community participation in the whole process.
15.	Grievance	Control	Functional grievance redressal committee at village and district level.

### 1.7. Detailed mitigation Plan

SL.NO	Potential Impact	Positive/ Negative	Likely hood	Magnitude	Pre-Mitigation Level of Impact	Post - Mitigation Level of Impact	Mitigation Measures
1.	Loss of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
2.	Loss of part of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
3.	Loss of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
4.	Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
5.	Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.



6.	Loss of access to sub roads	Negative	Possible	Moderate	Medium	Medium	Prepare a resettlement plan in consultation with Project Affected people.
7.	Road is very near to houses	Negative	Possible	Moderate	Medium	Low	Take necessary action for the safety of houses.
8.	Loss of common water sources and canals	Negative	Possible	Low	Minimum	Low	Resettle
9.	Loss of water supply pipes	Negative	Possible	Low	Minimum	Low	Resettle
10.	Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
11.	Loss of agricultural lands	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
12.	Formation of bit lands	Negative	Possible	Maximum	Maximum	Medium	Acquire the land by giving compensation
13.	Loss of cash crops	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.



14.	Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
15.	Grievance	Positive	Possible	Minimum	Minimum	Low	Functional grievance redressal committee at village and Panchayath level.

### 1.8. Assessment of Social Impacts at different Phases of Project

Since there is no loss of residence and commercial structures and no displacement of title holders the impact of the project scaled as minimum. More over the impact could further minimise by fare compensation and resettlement measures. The affected land is high fertile agricultural land even though the lands in the frontage of the state high way have its commercial importance. Mainly commercial crops are growing in the area. Due to insignificant size of land in terms of total agricultural land in the area the impact may not affect the agricultural production. The Pannippally stream which is one of the major tributary of Thodupuzha River is crossing and surrounded the project affected land portion. The free flow of the Pannipally stream is necessary for the ground water recharging of an area of two kilometre radius. The eastern part of the project area covering an existing PWD road named Kadhalikkadu-Maniyanthram Road. Access of Seven houses and five shops which are located in the north side of the road may affected by the project. PWD officials told that it was noticed and incorporated measures to resettle the access. But the issue should address seriously well in advance so that the people will not face any problem during the implementation of the project. A small area of converted wet land coming in the area. The size of this area also much small to create any adverse impact in the whole eco system in the area.



The project may appreciate the land value and commercial importance of the area. The project may improve the connectivity of two major tourist destinations ie Kumarakom and Munnar. The proposed project is the third reach of the Nellappara-Madakkathanam road; therefore the possibility of an alternative suggestion is rare minimum. More over none of the title holder or general pubic proposed alternative suggestions.

The above points and facts show that the project is in public interest and no alternative is more viable than proposed. The Government could well able to mitigate the impact by compensation and resettlement measures

By considering the public importance the Government treated the Project as an important infrastructure development and initiated action to frame the project as public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate acquisition procedure. The SIA study reiterated the public importance of the project and its ability to address the social impact.

Therefore, the project has to be implemented.



SAJU V ITTY  
CHAIRMAN,  
SIA UNIT

#### **Annexure**

1. List of PAFs.
2. Photographs – Field Investigation
3. Gazette Notification regarding SIA study.



അനുബന്ധം 1

നെല്ലാപ്പാറ മടക്കത്താനം റോഡ് റീച്ച് - 3 - പുനരുദ്ധാരണം  
മഞ്ഞള്ളൂർ വില്ലേജ്, മുവാറ്റുപുഴ താലൂക്ക്, എറണാകുളം ജില്ല

ഭൂഉടമസ്ഥരായ പദ്ധതി ബാധിതരുടെ പേര് വിവരങ്ങൾ

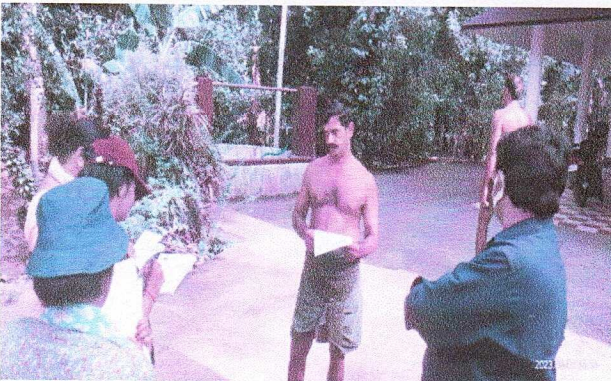
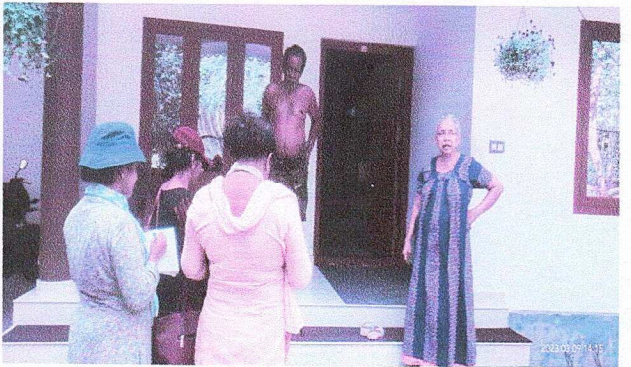
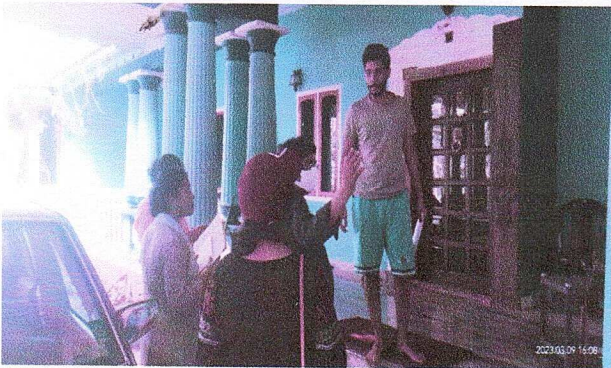
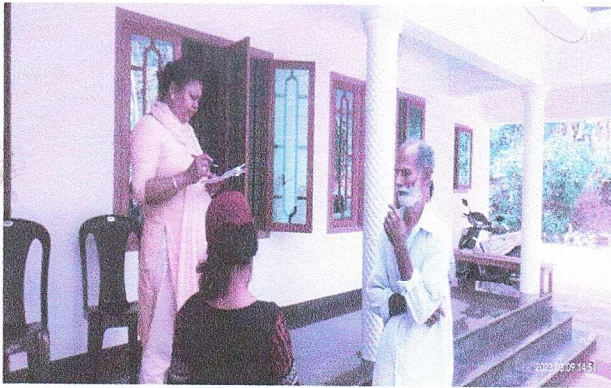
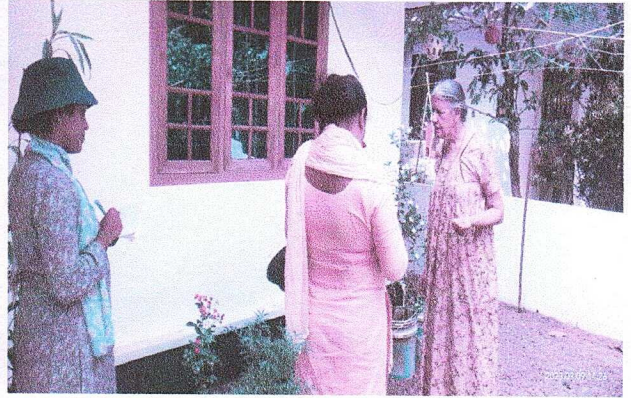
ക്രമ നമ്പർ	സർവ്വേ നമ്പർ	പേരും മേൽവിലാസവും	ഫോൺനമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുക്കളുടെ വിവരം
1	38/2 38/3 ബി 38/3 എ	ബിജു ജോസഫ് കളപ്പുരയിൽ ഹൗസ് , മടക്കത്താനം പി.ഒ. പിൻ - 686 670	9447247906	സ്ഥലം, മാവ്, ജാതി, തെങ്ങ്
2	38/9 എ 38/6	വിൽസൺ മാത്യു ജോർജ്ജ് ജോസഫ് മുല്ലക്കരയിൽ ഹൗസ് വെങ്ങാലൂർ പി.ഒ. തൊടുപുഴ - 685 608	9447330656 9446132332	സ്ഥലം തെങ്ങ്
3	38/16	ചാക്കോ ജോസഫ് (late) ജോഷി ചാക്കോ ടോമി ചാക്കോ കുന്നനാനിക്കപടവിൽ കുണ്ടിക്കാട് പി.ഒ. 686 670	9947755311	സ്ഥലം റബ്ബർ
4	39/1, 39/11	പോൾ ജോയി, മാളിയേക്കൽ ഹൗസ് മടക്കത്താനം പി.ഒ. പിൻ- 686 670	9447303522	സ്ഥലം മാവ്, ജാതി, തെങ്ങ്
5	38/17 -5	സജേഷ് ജി. കാഞ്ഞിരക്കാട്ട് ഹൗസ് കുണ്ടിക്കാട് പി.ഒ. 686 670	9946566764	സ്ഥലം ജാതി, തെങ്ങ്
6	39/11, 39/1	ജിജോമോൻ ജോസഫ് തെക്കേപാലക്കുഴി ഹൗസ് കുണ്ടിക്കാട് പി.ഒ. 686 670	മാത്യു ജോസഫ് (പിതാവ്) 9446802521	സ്ഥലം ജാതി, തെങ്ങ് ആഞ്ഞിലി, തേക്ക്, കൊക്കോ, കമുകൂർ,
7		റംല കെ.എഫ്, തേനക്കരക്കുന്നേൽ വെങ്ങാലൂർ പി.ഒ. തൊടുപുഴ - 685 608		



8		ആൻസിൽ പി.എം. ഭേനക്കരകുന്നേൽ വെങ്ങാലൂർ പി.ഒ. തൊടുപുഴ - 685 608		
9		സെബാസ്റ്റ്യൻ പുളിമുട്ടിൽ തെക്കുംഭാഗം പി.ഒ. തൊടുപുഴ - 685 585		
10	549, 549/1	ഡോ. കുര്യൻ ജോസഫ് മൈലാടൂർ ഭവൻ കുളിക്കാട് പി.ഒ. 686 670	9496745414 8137856127	സ്ഥലം ജാതി, തെങ്ങ് 5 കുളം, കമുക
11	549/2	ജോസ് ഉലഹന്നാൻ നിരപ്പത്ത് ഹൗസ് കുളിക്കാട് പി.ഒ. 686 670	7012467143	സ്ഥലം ജാതി, തെങ്ങ്, കമുക, കൊക്കോ, കൊടി
12	549/2	ജോസ് കളപ്പുരയിൽ കളപ്പുരയിൽ ഹൗസ് കുളിക്കാട് പി.ഒ. 686 670	9447840456	സ്ഥലം ജാതി, തെങ്ങ്, കമുക, കൊക്കോ, കൊടി
13	549/3	പി.പി. ജെയിംസ്. (ചാക്കോച്ചൻ) സിസിലി ജെയിംസ്. പുളിക്കാലയിൽ ഹൗസ് കുളിക്കാട് പി.ഒ. 686 670	9562783045	സ്ഥലം ജാതി, വാഴ തെങ്ങ്, കമുക, കൊടി
14	549/3 -4	പി.പി മാത്യു പുളിക്കാലയിൽ ഹൗസ് കുളിക്കാട് പി.ഒ. 686 670	9947922227	സ്ഥലം തെങ്ങ്, കമുക, വാഴ



# PHOTOGRAPHS



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Government of Kerala  
2023



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 12 Vol. XII	തിരുവനന്തപുരം, ശനി Thiruvananthapuram, Saturday	2023 ഫെബ്രുവരി 25 25th February 2023 1198 കുംഭം 13 13th Kumbham 1198 1944 ഫാൽഗുനം 6 6th Phalguna 1944	നമ്പർ No.	675
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GOVERNMENT OF KERALA

REVENUE (B) DEPARTMENT

NOTIFICATION

G.O.(P)No.64/2023/RD

Dated,24/02/2023

S. R. O. No. 256/2023

Thiruvananthapuram,

WHEREAS, it appears to the Government of Kerala that the land specified in the Schedule below is needed or likely to be needed for a public purpose, to wit for the acquisition of 2 Hectares of land in Manjalloor Village of Ernakulam district for the Improvements to Nellapara - Madakkathanam road 3rd reach (Angamvetty to Madakkathanam).





AND WHEREAS, in exercise of the powers conferred in sub-section (1) of section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013), Government of Kerala have decided to conduct a Social Impact Assessment in the area specified in the schedule below.

NOW THEREFORE, sanction is hereby accorded to Social Impact Assessment Unit, viz. Kerala Voluntary Health Services, Kottayam to conduct a Social Impact assessment Study and to prepare a Social Impact Assessment Plan as provided in the Act. The process shall be completed within a period of 60 days in any case.

#### SCHEDULE

District: Ernakulam  
Taluk : Muvattupuzha  
Village : Manjalloor

(The extent given is approximate)

Survey No	Description (Village)	Extent
38/2, 38/3, 38/16, 38/17, 39/1, 39/11, 549/1, 549/2, 549/3	Manjalloor	2 Hectares

By order of the Governor,  
ABDUL NASAR B IAS

ADDITIONAL SECRETARY (REVENUE)

#### Explanatory Note

(This does not form part of the notification, but is intended to indicate its general purport)

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules has come into force on 19.09.2015 and as per Rule 10 notifying a Social Impact Assessment Unit for conducting Social Impact Assessment Study is required. Requisition has been received for acquiring of 2 Hectares of land in Manjalloor Village of Ernakulam district for the Improvements to Nellapara - Madakkathanam road 3rd reach (Angamvetty to Madakkathanam).

The notification is intended to achieve the above object.

