

Report of Social Impact Assessment Study of
Construction of ROB in lieu of Railway LC
No.262 (Olavara Gate) between Payyannur and
Thrikkarippur Railway Stations
At Thrikkarippur South Village of Hosdurg Taluk of
Kasaragod District
(41.66 Ares)

Final Report
Date: 20-05-2022

Requiring Agency
Kerala Rail Development Corporation Ltd.
(KRDCL)

By
KERALA VOLUNTARY HEALTH SERVICES
COLLECTORATE P.O.
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Abbreviations

APL	Above Poverty Line
BPL	Below Poverty Line
DLPC	District Level Purchasing Committee
LA	Land Acquisition
NGO	Non - Governmental Organisation
NTH	Non - Title Holder
MSW	Master of Social Work
PAP	Project Affected Person
PAF	Project Affected Family
TH	Title Holder
KRDCL	Kerala Rail Development Corporation Limited
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
RTFCTLARR	Act The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act



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CHAPTER 1 EXECUTIVE SUMMARY

1.1. Introduction – Project and Public purpose

Transportation systems are backbone for the development of any country. There are mainly three type of surface transport system. Road Transportation system, Railway transportation system and Water transportation system. When it is required to intersect the two Transportation systems or even same Transportation system it will cross either at the same level or at different level. The Bridges are constructed for intersecting two transport systems at different levels. The bridge is a structure constructed to span the obstacles, such as water body, valley, Railway, or Road. The purpose of a bridge is to provide passage over the obstacle. The bridge may be classified based on purpose, site condition, construction material, loading standard and spans. The bridges are classified according to crossing in following three types. River crossing(The Bridge across a water body), Viaduct(The Bridge across a deep valley which is without perennial water is called a viaduct) , Grade Separator(The Bridge built to cross another route of communication/ Transportation system passing at different level is called grade separator). When Railway and Road crossing at same level called Level crossing and when Railway and Road crossing at different level called grade separator. The grade separators are two types like over bridge or under bridge. The Railway and Roads are crossing at many locations by the means of Level crossing, Road under bridge or Road Over Bridge. The Road over bridge (ROB) are constructed where Road alignment crosses above the Railway alignment. ROB are usually constructed where enough space is available for the approaches. The requirement of vertical clearance for Railway is more than Road section. Thus the more approach length is required in case of ROB. The vertical clearance requirement for Railway corridor are much higher.



The ROB are constructed above the Railway track and therefore all activities of ROB construction are executed above the Rail level except foundation. The restriction to the Railway movement is very less during construction of ROB. Usually, no speed restrictions are required during construction of ROB.

Olavara is a small residential area in South Trikkarippur Panchayath of Kasargod District near Payannur Town. Olavara is a border area of Kasargod District with long back water boundaries. Between Payannur to Kasargod the embankment of the railway line is going through thickly populated residential area and the average height of the embankment is 1-2 feet. So people crossed the embankment in several points and later many of this crossing points become developed as level crosses and residential area was spread in the bank of these level cross roads. Now rail traffic was much developed by double line traffic and high efficient signal facilities. Therefore every 10 to 20 minutes one train is passing through the line and this created traffic blocks in level crosses and several hours are losing. As per the new safety rules Indian railway decided to construct over bridges or under passes in all level crosses in the country.

Olavara level cross is one of the oldest level cross in the district. Over bridge at the level cross is a long due infrastructure development proposal by the people of the area. The increased traffic due to the doubling of the railway line may cause regular and frequent interruption of road traffic in Olavara level cross which connect the residential area to the Payannur-Thrikkarippur road. The land locked nature of the South Trikkarippur area due to back water presence also give much priority to the construction of Olavara over bridge. Therefore Government of Kerala notified the projects of Construction of ROB in Olavara and started land acquisition procedure for the projects. This Report of Social Impact Assessment was prepared as part of the land acquisition process.

1.2 Location

Olavara is a small residential hamlet in Nileshwar Block in Kasaragod District of Kerala State, India. It comes under Thrikkarippur Panchayath. It belongs to North Kerala Division. It is located 51 KM towards South from District headquarters Kasaragod. 10 KM from Nileshwararam. 529 KM from State capital Thiruvananthapuram. The Kannur-Mangalapuram



Railway line passing through the area. Just parallel to the railway line Payannur- Trikkaripur MDR is also passing through. The area is located four kilometer away from Payannur town and nine kilometer from Trikkarippur town. The new project is designed over the present Level Cross road and landing both sides of Payannur- Trikkaripur MDR.

1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

The Special Tahsildar LA office Kasaragod prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. Deputy Collector (LA), Kasaragod is the supervising authority of the whole acquisition process.

Details of project affected families

The social Impact Assessment Survey finds that 49 Title Holders including 1 property belongs to religious based cultural group are losing land by the project. The project also impacted to 5 Non - Title Holders who are having business in the project area. The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class. The literacy level of Title Holders says that 30 numbers are above 12th standard and remaining are have 10th standard except two who are having 8th and 9th standard of education. All the title holders are living in the area more than twenty years. And ten families living here more than fifty years. All title holders except eleven are Muslims. Sex ratio shows that fifty percent of the title holders are women.

Details of the acquiring land

Both sides of two hundred meter length of Olavara Level Cross road from Olavara Level cross and Two hundred meters both sides of Payannur -Trikkarippur road with Olavara Level cross as center are defined as the project area. Therefore Panchayath road side and Main District Road side are come under the project area. Those who are staying in the side of Panchayath road are the beneficiaries of the ROB. But Project affected people who are residing in the side of the MDR are not the direct users of the ROB. The project area is located 51km from district headquarters



and Four Kilometer from Payannur Town and Ten Kilometer from Thrikkarippur Town. The area is 13km away from Costal area. Part of the project area i.e. area right side of Payannur-Kasargod Rail line is a land locked area in which backwaters restricted access to west Trikkarippur and Payannur.

Socio Economic and Cultural Profile

The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class. The literacy level of Title Holders says that 30 numbers are above 12th standard and remaining are have 10th standard except two who are having 8th and 9th standard of education. All the title holders are living in the area more than twenty years, and ten families living here more than fifty years. All title holders except eleven are Muslims. Sex ratio shows that fifty percent of the title holders are women.

1.4. Alternatives

The people's representative suggested an alternative of the present project is that touches the Payyannur – Thrikkarippur State Highway at 100 meters north of the existing level cross. He claimed that no residential houses affected by the alternative. But the requisition agency told that the proposal may exceeds the cost of the project more than double.

1.5. Social Impact

The direct impact of the project is the loss of residence of nine title holders and land of forty titleholders. One rented residence also displaced. Out of it Twenty six title holders are losing structures including one commercial property owned by a religious group. Out of the four commercial property affected two are displaced and two are partially affected. Frontage land of Seven residence including their access are also affected by the project. The title holders in front of the MDR feared that the elevated road may affect their privacy and increase the chance of throwing waste in their residential compound.



1.6 Mitigation Measures

Sl.No	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Residence	Rehabilitation/ Compensation	Ensure rehabilitation. Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc.Grievance regarding the valuation and missing of structure will redress in time bound manner.
2	Loss of Part of Residence	Rehabilitation/ Compensation	Ensure rehabilitation. Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc.Grievance regarding the valuation and missing of structure will redress in time bound manner.
3	Loss of Part of land	Compensation	Compensate the loss.
4	Loss of Part of Building	Compensation	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc.Grievance regarding the valuation and missing of structure will redress in time bound manner.
5	Loss of	Compensation	Compensate the loss.



	structures		
6	Loss of Part of structure	Compensation	Compensate the loss.
7	Formation of bit lands	Control	Acquire the bit land.
8	Loss of Cash crops	Compensation	Compensate the loss.
9	Loss of wells	Control/Avoided	Protect as possible.
10	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
11	Loss of Access to sub roads	Control	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report. Case by case plan will be informed well in advance before starting project construction.
12	Road is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
13	Loss of water supply pipes	Resettle	Resettle
14	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
15	Involved in land acquisition	Control	Ensure community participation in the whole



	process		process.
16	Grievance	Control	Functional grievance redressal committee at village and district level.

1.7. Detailed mitigation Plan

Potential Impact	Positive/ Negative	Likely hood	Magnitu de	Pre- Mitigatio n	Post - Mitigatio n	Mitigatio n Measur es
Loss of Residence	Negative	Possible	Maximu m	Mediu m	High	Compensat e the loss.
Loss of part of Residence	Negative	Possible	Maximu m	Mediu m	High	Compensat e the loss.
Loss of Part of land	Negative	Possible	Maximu m	Maxim um	Mediu m	Compensat e the loss.
Loss of structures	Negative	Possible	Maximu m	Maxim um	Mediu m	Compensat e the loss.



Loss of Part of Building	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Formation of bit lands	Negative	Possible	Moderate	Minimum	Low	Acquire the bit land.
Loss of Cash crops	Negative	Possible	Medium	Minimum	Low	Compensate the loss.



Loss of wells	Negative	Possible	Low	Minimum	Low	Protect as possible.
Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.
Loss of Access to sub roads	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report.
Road is very near to houses	Negative	Possible	Medium	Minimum	Low	Take necessary action for the safety of houses.



Loss of water supply pipes	Negative	Possible	Low	Minimum	Low	Resettle
Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
Grievance	Positive	Possible	Minimum	Minimum	Low	Functional grievance redressal committee at village and district level.

1.8 Assessment of Social Costs and Benefits

Since nine houses displaced by the project, the impact of the project scaled as major. But all the residents who will be displaced had meetings and discussion with people's representatives and these meetings provide them a forum for presenting their grievance. This exercise help to improve the community participation in the project. This best practice marginally reduce the grievance of project affected title holders and reduce the impact scale as low. Those who are displaced by the project will give priority in distribution of compensation and resettlement and this will further reduce the impact. The impact



on access and frontage land of the residence will be listed out and conducted site visit of the technical experts of the requisition agency may build up confidence of the project affected people and it will further enhance community participation. Including fencing at the side of the residential area of the elevated portion of the ROB may prevent the chance of throwing waste and garbage to the residential compounds which PAPs are much feared and expressed much concern during the SIA study. Requisition agency will give confidence to people in this regard. Title holders in the side of MDR told that their land value may depreciate due to the ROB. So they demanded a free flow of access to their properties after the construction of ROB. Addressing these concerns by technical experts may also mitigate the impact.

The direct impact can be mitigated through proper compensation, determination and public participation. 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.



CHAPTER 2 DETAILED PROJECT DESCRIPTION

2.1 Background of the project, including developer's background and governance/ management structure.

Smooth and safe road traffic is an indicator of a nations' sustainable development. Traffic congestion and blocks are considered as one of the major causes of slow economic growth of nations. This is also termed as a potential cause of road accidents. When a flow of traffic is facing hurdles or demand for space greater than the available road capacity leads to Traffic block or Congestion. There are a number of specific circumstances which cause or aggravate blocks. Stopping of vehicles for train traffic is one of the major causes of traffic block in India. Approximately 10-15 minutes are losing due to traffic blocks due to stoppage of vehicles in railway crossings. This is wasting time of motorists and passengers and delayed arrival. Inability to forecast travel time accurately, leading to drivers allocating more time. For compensating the time lose drivers compelled for fast driving which leads to accidents. In India it was calculated that an average 100 million-man days are losing every year due to traffic blocks in railway crossings. Wastage of fuel due to increased idling, acceleration and braking increasing air pollution and emissions. All these lead to heavy economic lose and public health issues. Constructing over bridges or by passes is the best solution for traffic blocks due to railway crossing. Construction of by passes are time consuming and more land to be acquired and many a time the purpose is not meet successfully.

Change is the law of nature and essential for living beings. Society also must change. The planned change called development. Development therefore encompasses many positive and negative results. Moreover, due to development projects people often have to leave their homes and sometimes people are



forced to change their area of operation as well. These interventions may lead to need for rehabilitation and resettlement of the people which further leads to new challenges. As a result, there has always been a need to understand the adverse impacts of development projects in order to minimize the negative outfalls of any project.

Olavara is a small residential area in South Trikkarippur Panchayath of Kasargod District near Payannur Town. Olavara is a border area of Kasargod District with long back water boundaries. Between Payannur to Kasargod the embankment of the railway line is going through thickly populated residential area and the average height of the embankment is 1-2 feet. So people crossed the embankment in several points and later many of this crossing points become developed as level crosses and residential area was spread in the bank of these level cross roads. Now rail traffic was much developed by double line traffic and high efficient signal facilities. Therefore every 10 to 20 minutes one train is passing through the line and this created traffic blocks in level crosses and several hours are losing. As per the new safety rules Indian railway decided to construct over bridges or under passes in all level crosses in the country.

Olavara level cross is one of the oldest level cross in the district. Over bridge at the level cross is a long due infrastructure development proposal by the people of the area. The increased traffic due to the doubling of the railway line may cause regular and frequent interruption of road traffic in Olavara level cross which connect the residential area to the Payannur-Thrikkarippur road. The land locked nature of the South Trikkarippur area due to back water presence also give much priority to the construction of Olavara over bridge. Therefore Government of Kerala notified the projects of Construction of ROB in Olavara and started land acquisition procedure for the projects. This Report of Social Impact Assessment was prepared as part of the land acquisition process.



2.1.1. Requisition Authority

2.1.1. (a). Kerala Rail Development Corporation Limited (KRDCL)

Kerala Rail Development Corporation Limited (KRDCL) is a Joint Venture Company under the Government of Kerala and Ministry of Railways, Government of India set up for complementing Indian Railways in augmenting the Railway Infrastructure within the State of Kerala. K-Rail undertakes Project development works for an identified basket of Projects, which will inter-alia include surveys, preparation of Detailed Project Report (DPR) and getting requisite approvals, processing for sanctioning of identified Projects and implementation of the sanctioned Project.

Kerala Rail Development Corporation Limited is having Registered and Corporate office at Thiruvanthapuram and Regional Office at Ernakulam.

2.1.2. Land Acquisition Authority

The Special Tahsildar LA office Kasaragod prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. Deputy Collector (LA), Kasaragod is the supervising authority of the whole acquisition process.

2.2. Rationale for project including how the project fits the public purpose criteria listed in the Act.

Approximate calculation shows that near about 100-150 manpower time lost every day due to the blockage in level cross. Fuel wastage environmental pollution, delay reaching to destination, breaking of medical emergency travel etc. are the other consequences of this blockage. So, railway over bridge in Railway level cross No. 262 between Payyannur and Thrikkarippur Railway Stations is the possible solution to all the above issues.

The project is treated as framed for a 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. Considering the public importance and interest the project is an inevitable need.

2.3 Details of project size, location, capacity, outputs, production targets, cost, and risks.

Sl.No.	Risk Assumed	Approximate Quantity
1.	Loss of of land	49
2.	Loss of residential Houses	9
3	Loss of Structures	30
4	Loss of water supply	2
5	Loss of trees	86

2.3.1. Project Location

Olavara is a small residential hamlet in Nileshwar Block in Kasaragod District of Kerala State, India. It comes under Thrikarippur Panchayath. It belongs to North Kerala Division. It is located 51 KM towards South from District headquarters Kasaragod. 10 KM from Nileshwaram. 529 KM from State capital Thiruvananthapuram. The Kannur-Mangalapuram Railway line passing through the area. Just parallel to the railway line Payannur- Trikkaripur MDR is also passing through. The area is located four kilometer away from Payannur town and nine kilometer from Trikkarippur town. The new project is designed over the present Level Cross road and landing both sides of Payannur- Trikkarippur MDR.

2.4. Phase of project construction

Process of Land Acquisition started, boundary stones were fixed.



2.5. Core design features and size and types of facilities.

Not Applicable

2.6. Need for ancillary infrastructural facilities.

Not Applicable

2.7. Work force requirements (temporary and permanent).

Not Applicable

2.8. Details of Social Impact Assessment / Environment Impact Assessment if already conducted and any technical feasibility reports.

Not Applicable

2.9. Applicable law and policies.

Sl.No.	Laws & Policies	Area of Application
1	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013.	Mitigation of Impact
2	Land Acquisition Act 1893, Land Acquisition Act (Kerala) Rules 1990, Kerala Land acquisition Act 1961, Kerala Land Acquisition Act rules	Land acquisition
3	Kerala Shops and Establishment Act	



CHAPTER 3

STUDY APPROACH AND METHODOLOGY

3.1 Background

As per the Notification No. DCKSGD/11942/2019-L1 Dated 01/04/2022 and Kerala Gazette Notification No.1149 dated 04/04/2022. Government of Kerala has selected Saju.V.Itty, Executive Director Kerala Voluntary Health Service and his Team as the SIA Unit to study the Social Impact Assessment on the land acquisition for the the construction of ROB in lieu of Railway LC No.262 (Olavara Gate) between Payyanur and Thrikkarippur Stations of Thrikkarippur Village of Hosdurg Taluk of Kasaragod District.

3.2. Social Impact Assessment Team - Profile of Team Members

Sl. No	Name & Address	Designation in the SIA Team	Profile
1	Saju V. Itty	Team Leader	30 years experiences in social work, social survey including R&R experience in KSTP & Tsunami Rehabilitation. Conducted social research study on health child rights and rehabilitation & resettlement. Conducted SIA study for five sub projects of Kannur International Airport and Kanjirappally Bypass etc.
2	Rakesh R Nair	R & R Specialist & Social Investigator	15 years experiences in social work including social research, R & R activities and community mobilization.



3	Smitha R	R & R Specialist & Social Investigator	22 years experiences in social work including social research, R & R activities and community mobilization.
4	M.Ibrahimkutty	Sociologist	Rtd. Joint Director, Social Welfare Board.35 years of experience in social work.
4	Sheeba Johnson	Data Analyzer & Data entry	30 years experiences in social work and data entry operation.
5	N.Vijayakumara Pilla	L.A. Consultant	Rtd. Revenue Inspector
6	O.C.Chandi	L.A. Consultant	Rtd. Village Officer

3.3. Study Approach

The land which proposed to be acquired for the project is 41.66 Are. Stake holder analysis was conducted and find out key stake holders and their interest and involvement in the proposed acquisition process. After the secondary data collection Social Impact Assessment Unit developed a questionnaire for social survey and send to all Tittle Holders and collected opinion directly or by phone. Apart from this SIA team has conducted discussion and consultation with Local Body Representatives and local public and recorded their suggestions and opinion. Special Case studies were prepared for selected cases. The study also used transit walk and observation visit to crosscheck the suggestions and grievance which were recorded.

3.4. Methodology& Tools

The study team reviewed the relevant and available documents in Special Tahsildar LA office, Kasaragod. SIA unit had also examined the records and documents and made a site visit along



with the land revenue officials for area identification and information dissemination. SIA team had also conducted a one to one discussion and consultation with all Title Holders. Although SIA team had collected details by using pre prepared questionnaire. SIA team also had discussion and consultation with Members of Legislative Assembly, Local Body Representatives and local public. A consultation of Project Affected Persons' was conducted noted their suggestions and opinion. Special Case studies were prepared for selected cases. The study Team also used transit walk and observation tools to crosscheck the Suggestions and grievance which were recorded.

3.5. Sources of data collected

- a) Deputy Collector LA, Kasaragod
- b) Office of the Special Tahsildar (LA), Kasaragod
- c) Taluk Office- Hosdurg
- d) Village Office – Thrikkarippur South
- e) Kerala Rail Development Corporation Limited
- f) Project Affected Families and Tittle Holders.
- g) Local Body Leaders

3.6. Process and Schedule of Activities

- 04-04-22 – Government of Kerala entrusted Mr. Saju.V.Itty, Executive Director, Kerala Voluntary Health Services to conduct the SIA study
- 11-04-2022 to 12-04-2022- Secondary Data Collection.
- 13-04-2022to 14-04-2022– Mapping of Stake Holders
- 13-04-2022to 14-04-2022- Social Survey for Social Impact Assessment Study.
- 15-04-2022and 16-04-2022- Transit Walk, Observational Study and Case Studies
- 25-04-2022 Draft Report Submission.
- 12-05-2022 - Public Hearing



- 20-05-2022- Final Report

3.7. Points Raised during Individual and Group Discussion with Tittle Holders

- 1) Time bound acquisition process will mitigate the impact.
- 2) The compensation of the land will be fixed in consultation with PAPs.
- 3) Alignment and levels details will be published and clarify the doubts of the PAPs before the acquisition process.
- 4) The present level of Access to be resettled during and after the implementation of the project.
- 5) Reasonable compensation will provide for land, property and business loss.
- 6) Regular information will provide on progress of acquisition.
- 7) Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.
- 8) Acquire the un useful bit lands

3.8. Public Hearing - On 12-05-2022 on 2.30 PM at Sanketha Govt. UP School Olavara.

Section 5 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, of 2013 envisages that whenever a SIA study is required to be prepared the Government shall ensure that a Public Hearing is held at the affected area to ascertain the views of the affected families to be recorded and included in the SIA Report. Rule 14 of the Rules, 2015, have prescribed detailed procedure for the conduct of the public hearing.

SIA Unit took special care to inform the affected people in the area about Public Hearing by taking various steps like Notification for conducting public hearing as per Form 5 Rule 14 (1) of the RTFCTLARR Act, 2013. The notification was published in two Malayalam News Papers Chandrika and Mangalam. A notice has been served directly for informing about the public hearing. In continuation of this all project affected title holders contacted through phone calls and SMS. The copy of notice was



served to Grama Panchayat Office, Ward Members, Village Office, Deputy Collector (LA) and Special Tahsildar LA, General, Kasaragod. Adequate copies of the SIA draft report and summaries were made available on the day of the public hearing. The major highlights of the study were presented in local language by Chairman, SIA Unit.

Sri. Sathar Vadakkumpatt, President Thrikkarippur Grama Panchayath, Sri. Sudheesh N, Ward Member, Sri MK Haji, Ward member, Sri Midhun Joseph Section, Engineer, KRDCCL, Sri. Gireesh Kumar N, Valuation Assistant, Special Tahsildar LA, Kasaragod, Sri Sreedharan M, Chainman, Special Tahsildar LA office Kasaragod, and Project affected land owners were attended the meeting.

SL. No.	Points Raised	Remarks
1	Ahammed Haji, Puliyath House - Due to the project I have been losing two properties. One is in state high way side and another one is in Panchayath road side. In the State High way side a residential house which I give for rent is affected. It is not included in the list read out here.	The property was included in it but in the description the rented house was missed.
2	Ulli Ismail - The access to my house would be maintained.	Sri Midhun Joseph Section, Engineer, and KRDCCL- The proposed project is one of the 99 ROBs get sanctioned from Indian railway in Kerala. The administrative sanction received
3	U Kunjabdulla - will include my property under the survey number of 348-5B	
4	Sri. Sathar Vadakkumpattu, President, Thrikkarippur Grama Panchayath - The project is very much needed for the area, but	



	grievance of the affected people should be addressed and give satisfactory compensation those who are losing the residence should give special priority.	for the project is in 2018-19. This is a T junction ROB and need more investment and technical expertise.
5	Sri. Sudheesh N, Ward Member - The compensation should be calculated based on the peoples suggestions. Those who are losing frontage land portion of the houses will need technical advises from the requisition agency regarding their access. No one in the area should face any problem during and after implementation of the project.	Total length of the ROB is 634 meters and out of it 211 meters towards Oliyathukadavu. As per the Indian Road Congress standards a minimum 7.5 meter width is necessary for a
6	Sri. MK Haji, Ward Member - I had an alternative suggestion presented before the study team. But it was mentioned in the report that it might not be technically feasible. I request the requisition agency once again to study the suggestion and include it in the final alignment:	ROB. The width of the bell mouth junction is 10 meters. The project is having service road in the southern side and footpath towards Payyannur.
7	Kalyani and Others – Submitted a request for full acquisition of the affected building.	Requisition agency will take care maximum effort to reduce the dust and
8	Syamala - The bit land after the acquisition would also be acquired.	noise during the construction.



CHAPTER 4

LAND ASSESSMENT

4.1 Description of the land

The total land acquiring for the project is 41.66 Are. Both sides of two hundred meter length of Olavara Level Cross road from Olavara Level cross and Two hundred meters both sides of Payannur -Trikkarippur road with Olavara Level cross as center are defined as the project area. Therefore Panchayath road side and Main District Road side are come under the project area. Those who are staying in the side of Panchayath road are the beneficiaries of the ROB. But Project affected people who are residing in the side of the MDR are not the direct users of the ROB. The project area is located 51km from district headquarters and Four Kilometer from Payannur Town and Ten Kilometer from Thrikkarippur Town. The area is 13km away from Costal area. Part of the project area i.e. area right side of Payannur-Kasargod Rail line is a land locked area in which backwaters restricted access to west Trikkarippur and Payannur.

4.2. Entire area of impact under the influence of the project.

The project will give smooth traffic towards Oliyathkadavu which is one of the residential area of Thrikkarippur and Payyannur. This smooth traffic may appreciate the land value of the area and it may bring economical and service institutions more and more. The easy access to the state high way Payyannur -Thrikkarippur road will may increase the socio economic standard of the area.

4.3. Total land requirement for the project.

The total land acquiring for the project is 41.66 Ares. Forty-Nine holdings will expect to be affected.

4.4. Present use of any public utilized land in the vicinity of the project area.

Land owned by Indian Railway and part of one Panchayath road were affected by the project.



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

Not Applicable

4.6. Quantity and location of land proposed to be acquired by the project.

The total land acquiring for the project is 41.66 Ares. The project area is located 51 KM towards South from District headquarters Kasaragod. 10 KM from Nileshwaram. 529 KM from State capital Thiruvananthapuram. The Kannur-Mangalapuram Railway line passing through the area. Just parallel to the railway line Payannur- Trikkaripur MDR is also passing through. The area is located four kilometer away from Payannur town and nine kilometer from Trikkarippur town. The new project is designed over the present Level Cross road and landing both sides of Payannur- Trikkaripur MDR.

4.7. Nature, present use and classification of land and if agricultural land, irrigation coverage and cropping patterns

Sl.NO.	Nature of land	Present Use of Land	Irrigated / Non irrigated	Cropping Pattern	No. of Holdings
1.	Dry	Commercial	Irrigated	NA	3
2.	Dry	Residential	Irrigated	NA	45
3	Dry	Government /Cultural/R eligious Property	Irrigated	NA	1
	Total				49



4.8 Size of holding ownership pattern land distribution and number of residential houses.

Land holding size in the project area is in the state average. The following figure shows the pattern of holding.

Size of Holdings	No. of Holdings
10 cents \leq	4
10- 20 cents	18
20 – 30	16
30 – 40	11
40 – 50	0
Above 50 cent	0
Total	49

4.9 Land prices and recent changes in ownership, transfer and use of lands over the last 3 years.

Not Applicable



Chapter 5

Estimation and Enumeration of affected family and assets

5.1 Families which are directly affected.

The social Impact Assessment Survey finds that 49 Title Holders including 1 property belongs to religious based cultural group are losing land by the project. The project also impacted to 5 Non - Title Holders who are having business in the project area. The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class. The literacy level of Title Holders says that 30 numbers are above 12th standard and remaining are have 10th standard except two who are having 8th and 9th standard of education. All the title holders are living in the area more than twenty years. And ten families living here more than fifty years. All title holders except eleven are Muslims. Sex ratio shows that fifty percent of the title holders are women.

5.2 Families which are indirectly affected by the project.

The proposed project is starting from the state high way and ending in the Panchayath road. Which is narrow in nature. The increased traffic after the implementation of the project may lead traffic blocks in the narrow Panchayath roads. People living in the area may face traffic conjunction in future. During the construction noise and dust may affect people living in the area.

5.3. Inventory of productive assets and no significant lands.

All affected land holdings under the project is productive and significant.



Chapter 6

SOCIO ECONOMIC AND CULTURAL PROFILE

6.1. Demographic Details

The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class. The literacy level of Title Holders says that 30 numbers are above 12th standard and remaining are have 10th standard except two who are having 8th and 9th standard of education. All the title holders are living in the area more than twenty years, and ten families living here more than fifty years. All title holders except eleven are Muslims. Sex ratio shows that fifty percent of the title holders are women.

6.2. Gender wise distribution of Land Holders

Age of THs	No of THs
Male	25
Female	23
NA(Government/Public/Religious)	1
Total	49

6.3. Age wise distribution of Land Holders

Age of THs	No of THs
20-30	0
31-40	1
41 - 50	7
51 - 60	14
61 - 70	17
Above 70	9



NA(Government/Public/Religious)	1
Total	49

6.4 Family size of Land Holders

Family Size of THs	No of Families
2-3	2
4-5	28
6-7	14
Above 7	4
NA(Government/Public/Religious)	1
Total	49

6.5. Educational Qualification of Land Holders

Educational Qualification	No of THs
Below SSLC	4
SSLC	14
PDC	10
DEGREE	8
PG	6
Technical	0
NA(Government/Public/Religious)	3
Others	4
Total	49



6.6. Religious Distribution of Land Holders

Religion of THs	No. of THs
Hindu	13
Muslim	35
Christian	0
NA(Government/Public/Religious)	1
Total	49

7.7 Economic Distribution of Land Holders

Economic Status of THs	No. of THs
APL	45
BPL	3
NA(Government/Public/Religious)	1
Total	49

7.8 Occupational Distribution Land Holders

Major Occupation of THs	No of THs
Agricultural	8
Business	6
Govt. Job	2
Private Job	13
Others	19



NA(Government/Public/Religious)	1
Total	49

7.9 Income distribution of THs

Monthly Income of THs	No of THs
Below 10000	3
10000-20000	10
20000-30000	15
30000-40000	7
40000-50000	6
Above 50000	7
NA(Government/Public/Religious)	1
Total	49

7.10 Socio Economic Profile of Project Affected Family Members.

7.10.1 Age wise distribution of PAF Members

Age of PAF Members	No of PAF Members
≤10	14
11-20	16
21-30	23
31-40	29
41 – 50	30



51 - 60	33
61 - 70	35
Above 70	16
Total	196

7.10.2 Educational Qualification of PAF Members

Educational Qualification	No of PAF Members
Below 10 th	23
10 th	18
+2	31
Degree	27
PG	11
Professional	3
Other	83
Total	196

6.11 Socio Economic Profile of Non Tittle Holders

6.11.1 Type of Non Tittle Holder

Sl.No.	Type of NTH	Activity		
		Commercial	Residential	Others
1	Tenant	5	1	0
	Total	5	1	0



6.11.2 .Age wise distribution of NTH

Age of THs	No of THs
20-30	0
31 -40	0
41 – 50	6
51 – 60	0
61 – 70	0
Above 70	0
Total	6

6.11.3 Educational Qualification of NTHs

Educational Qualification	No of THs
Below SSLC	0
SSLC	4
PDC	2
DEGREE	0
PG	0
Professional	0
Others	0
TOTAL	6

6.11.4 Religious Distribution

Religion of NTHs	No. of NTHs
Hindu	3



Muslim	3
Christian	0
Total	6

6.11.5 Economic Distribution of NTHs

Economic Status of THs	No. of THs
APL	6
BPL	0
Total	6

6.11.6 Income distribution of NTHs

Monthly Income of THs	No of THs
BELOW 10000	6
10,000 - 25,000	0
26000 - 50000	0
51000 - 75000	0
76000 - 100000	0
Above 100000	0
Total	6



CHAPTER 7

SOCIAL IMPACT MANAGEMENT PLAN

The direct impact of the project is the loss of residence of nine title holders and land of forty titleholders. One rented residence also displaced. Out of it Twenty six title holders are losing structures including one commercial property owned by a religious group. Out of the four commercial property affected two are displaced and two are partially affected. Frontage land of Seven residence including their access are also affected by the project. The title holders in front of the MDR feared that the elevated road may affect their privacy and increase the chance of throwing waste in their residential compound.

7.1. Approach to Mitigation/ Measures to avoid, mitigate and compensate impact

Sl. No	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Residence	Rehabilitation / Compensation	Ensure rehabilitation. Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
2	Loss of Part of Residence	Rehabilitation / Compensation	Ensure rehabilitation. Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.



3	Loss of Part of land	Compensation	Compensate the loss.
4	Loss of Part of Building	Compensation	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
5	Loss of structures	Compensation	Compensate the loss.
6	Loss of Part of structure	Compensation	Compensate the loss.
7	Formation of bit lands	Control	Acquire the bit land.
8	Loss of Cash crops	Compensation	Compensate the loss.
9	Loss of wells	Control/Avoided	Protect as possible.
10	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
11	Loss of Access to sub roads	Control	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report. Case by case plan will be informed well in advance before



			starting project construction.
12	Road is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
13	Loss of water supply pipes	Resettle	Resettle
14	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
15	Involved in land acquisition process	Control	Ensure community participation in the whole process.
16	Grievance	Control	Functional grievance redressal committee at village and district level.

7.3 Measures those are included in the terms of Rehabilitation and Resettlement

Not Applicable

7.4 Measures that the Requiring Body has stated it will introduce in the Project Proposal

Not Applicable

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.

Not Applicable



7.6 Detailed Mitigation Plan

Potential Impact	Positive/ Negative	Likely hood	Magnitu de	Pre- Mitigatio n	Post - Mitigatio	Mitigatio n Measure s
Loss of Residence	Negative	Possible	Maximu m	Mediu m	High	Compensat e the loss.
Loss of part of Residence	Negative	Possible	Maximu m	Mediu m	High	Compensat e the loss.
Loss of Part of land	Negative	Possible	Maximu m	Maxim um	Mediu m	Compensat e the loss.
Loss of structures	Negative	Possible	Maximu m	Maxim um	Mediu m	Compensat e the loss.



Loss of Part of Building	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Formation of bit lands	Negative	Possible	Moderate	Minimum	Low	Acquire the bit land.
Loss of Cash crops	Negative	Possible	Medium	Minimum	Low	Compensate the loss.



Loss of wells	Negative	Possible	Low	Minimum	Low	Protect as possible.
Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.
Loss of Access to sub roads	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report.
Road is very near to houses	Negative	Possible	Medium	Minimum	Low	Take necessary action for the safety of houses.



Loss of water supply pipes	Negative	Possible	Low	Minimum	Low	Resettle
Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
Grievance	Positive	Possible	Minimum	Minimum	Low	Functional grievance redressal committee at village and district level.



CHAPTER 8

SOCIAL IMPACT MANAGEMENT PLAN AND INSTITUTIONAL FRAMEWORK

8.1- Institutional structure for key personal

Key persons responsible for mitigation	Role in mitigation
District Collector	Compensation & Grievance redress
Deputy Collector (L.A)	Compensation
Special Tahsildar	Compensation
Railway Divisional Manager	Maintain the level cross after the construction of ROB.
District Forest Officer	Compensation measurement for trees
Requisition Authority	Resettlement of access and structure valuation



CHAPTER 9

SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF MITIGATION

9.1 Costs of all resettlement and rehabilitation costs

Not Applicable

9.2 Annual budget and plan of action

Not Applicable

9.3 Funding sources with breakup

Not Applicable



CHAPTER 10

SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATING

10.1. Key Monitory and Evaluating Indicators

- Participation of TH in DLPC meeting
- Number of direct purchases happened.
- Methodology of fixing compensation
- Formation of Grievance Redressal Committee
- Time span of completion of Land Acquisition.

10.2. Reporting mechanisms and monitoring roles

Not Applicable

10.3. Plan of Independent Evaluation

Not Applicable



CHAPTER 11

ANALYSIS OF COSTS AND BENEFITS ANDRECOMMENDATION ON ACQUISITION

Since nine houses displaced by the project, the impact of the project scaled as major. But all the residents who will be displaced had meetings and discussion with people's representatives and these meetings provide them a forum for presenting their grievance. This exercise help to improve the community participation in the project. This best practice marginally reduce the grievance of project affected title holders and reduce the impact scale as low. Those who are displaced by the project will give priority in distribution of compensation and resettlement and this will further reduce the impact. The impact on access and frontage land of the residence will be listed out and conducted site visit of the technical experts of the requisition agency may build up confidence of the project affected people and it will further enhance community participation. Including fencing at the side of the residential area of the elevated portion of the ROB may prevent the chance of throwing waste and garbage to the residential compounds which PAPs are much feared and expressed much concern during the SIA study. Requisition agency will give confidence to people in this regard. Title holders in the side of MDR told that their land value may depreciate due to the ROB. So they demanded a free flow of access to their properties after the construction of ROB. Addressing these concerns by technical experts may also mitigate the impact.

The direct impact can be mitigated through proper compensation, determination and public participation. 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**

Annexures

1. List of PAFs.
2. Photographs – Field Investigation
3. Newspaper Notification
4. Notice for Public hearing
5. Attendance Public Hearing
6. Gazette Notification regarding SIA study.
7. Suggestions and grievance of Project affected Persons



Annexure 1

പയ്യന്നൂർ - തൃക്കരിപ്പൂർ റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ
(എൽ.സി. നം.262) ഒളവറ ഗെയ്റ്റ് മേൽപ്പാലം നർമ്മാണം.

പദ്ധതി ബാധിതരുടെ പേര് വിവരങ്ങൾ

ക്രമ നം.	സർവ്വേ /നമ്പർ	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുവിന്റെ വിവരണം
1	300/3 G	മൻസൂർ എം. ദാരുൾ ഇഷ്ടക്, ഉടുമ്പുതല പി. ഒ. ഒളവറ	9496070624	സ്ഥലം, മതിൽ, ഗെയ്റ്റ്
2	300/3 G 348/5	അഹമ്മദ് ഹാജി പുളിയത്ത് ന്യൂഹൗസ്, ഉടുമ്പുതല പി.ഒ.	9633077098 9496070624	സ്ഥലം, മതിൽ, ഗെയ്റ്റ്
3	300/3B	സാവിത്രി കെ.വി. കാവിലകത്ത്, ഉടുമ്പുതല പി. ഒ. ഒളവറ	8301939699	മതിൽ, ഗെയ്റ്റ്, ടാക്, ബാത്ത് റൂം, ഷീറ്റ് ഇട്ടിരിക്കുന്ന ഭാഗം, മരങ്ങൾ
4	300/3C	ശ്യാമജി എ., ഏഴോക്കാരൻ, ഭാസ്കർ നിവാസ്, ഉടുമ്പുതല പി. ഒ. ഒളവറ	7403219838	വീടും സ്ഥലം, കിണർ
5	300/4C	പ്രഭാകരൻ , തൈക്കേവീട്ടിൽ, ഉടുമ്പുതല പി. ഒ. ഒളവറ	9961414268	സ്ഥലം,
6	300/4C	സുരേശൻ, തൈക്കേവീട്ടിൽ, ഉടുമ്പുതല പി. ഒ. ഒളവറ	9744041938	സ്ഥലം,
7	300/4A-4	കുഞ്ഞായിപ്പ, അഞ്ചിലത്ത്, എം.പി. അബ്ദുൾ അക്ബർ എ.ജി.ഹൗസ്. ഉടുമ്പുതല പി. ഒ. ഒളവറ	9656675661	സ്ഥലം,
8	300/4A	അബ്ദുള്ള വി. അഫ്സൽ ഇ.കെ. വി. ഹൗസ്, ഒളവറ ഗെയ്റ്റിന് സമീപം	9947410014	മതിൽ, ഗെയ്റ്റ്,
9	300/4A	ഹംസ, എ.ജി. വി. ഹൗസ്, ഒളവറ ഗെയ്റ്റിന് സമീപം	9947410014	മതിൽ,
10	300/4B	റംലത്ത് കെ.പി.പി., നൂർ മഹൽ, ഉടുമ്പുതല പി. ഒ. ഉളിയം റോഡ്	9961434810	മതിൽ, ഗെയ്റ്റ്



11	300/43pt	പി. വിജേഷ്, പാട്ടക്കാരുൻ		മതിൽ, ഷെഡ്, സ്ഥലം
12	301/2	സദാശിവൻ പി., പാട്ടക്കാരുൻ , പാർവ്വതി നിലയം, ഉടുമ്പുന്തല പി. ഒ. ഒളവറ	9847786081	മതിൽ, ഗെയ്റ്റ്, സ്ഥലം, തെങ്ങി
13	301/1 301/2	സദാനന്ദൻ പി. നന്ദനം, ഉടുമ്പുന്തല പി.ഒ. ഒളവറ, ഉളിയം റോഡ്	9847786081	മതിൽ, ഗെയ്റ്റ്, ടൈൽ, തെങ്ങി
14	301	പുഷ്പ പി., , രാജീവൻ കെ. പാട്ടക്കാരുൻ ഹൗസ്, ഉടുമ്പുന്തല പി. ഒ.,	9961727358	മതിൽ, ഗെയ്റ്റ്
15	343	ഉള്ളി ഇസ്മയിൽ, ഉള്ളി ഹൗസ്, ഉടുമ്പുന്തല പി. ഒ. ഒളവറ,	9207227999	വീട്ടിലേക്കുള്ള വഴി
16	301/2	വി. അബ്ദുൾ ഖാദർ അസ്ഫറാസ്, ഉളിയം റോഡ് ഉടുമ്പുന്തല പി. ഒ.	9846020890	മതിൽ, ഗെയ്റ്റ്
17	301/2-44 301/2-37 301/2-49	കുഞ്ഞയിഷ വി. അബ്ദുൾ ഖാദർ വി. വട്ടിയിൽ ഹൗസ്, ഉളിയം റോഡ് ഉടുമ്പുന്തല പി. ഒ.	9539081286	വീടിന്റെ മൂക്കാൽ ഭാഗം
18	301/2	സഫിയ ബി വട്ടിയൻ ഹൗസ്, ഉടുമ്പുന്തല പി. ഒ. ഉളിയം റോഡ്	9605920464	വീടിന്റെ മൂക്കാൽ ഭാഗം മതിൽ, ഗെയ്റ്റ്
19	301/2	ആത്തിക്ക (late) ഷാഹുൽ ഹമീദ് അജ്മീർ മൻസിൽ, ഉടുമ്പുന്തല പി. ഒ.	7511177222	വീട് സ്ഥലം,
20	301/2 - 15	മുഹമ്മദാലി വി. ഒളവറ റെയിൽവേ ഗെയ്റ്റിന് സമീപം ഉളിയം റോഡ്	9446697643	വീടിന്റെ മൂക്കാൽ ഭാഗം മതിൽ, ഗെയ്റ്റ്
21	301/2	ആസിയ റ്റി.പി. , തയ്യിൽപുരയിൽ ഉടുമ്പുന്തല പി. ഒ. ഉളിയം റോഡ്	9400470294	
22	309/2	എൻ.കെ.പി. ഹസ്സൻ റുവൈസ്, ഒളവറ റെയിൽവേ ഗെയ്റ്റിന് സമീപം, ഒളവറ	9747130488	വീടിന്റെ പകുതി മതിൽ, ഗെയ്റ്റ്, കിണർ
23	342/13-3	സുബൈദ സുബൈദ മൻസിൽ ഉടുമ്പുന്തല പി. ഒ, ഒളവറ	9744260102	മതിൽ, ഗെയ്റ്റ്, മരങ്ങൾ



24	348/5B	ബാലകൃഷ്ണൻ മുതൽപേർ രുശിനി, വൽസല, ശോഭ, സൗമിനി കടിയൻ ഹൗസ്, ഒളവറ ഉടുമ്പുതല	9447547128	സ്ഥലം മരങ്ങൾ
25	348/5 G, 350/4, 38/6, 305/3, 349/11, 349/ 11 A 348/ 52 B 350/2, 350/4	കെ.വി. നളിനി, രവീന്ദ്രൻ പി. വി കല്ലുവള്ളി, സുപ്രിയനിവാസ്, ഒളവറ ഉടുമ്പുതല പി. ഒ,	8281196773	സ്ഥലം മരങ്ങൾ
26	300/3 B	എം.വി. അഹമ്മദ്, ഉളിയം ന്യൂഹൗസ്, ഒളവറ ഉടുമ്പുതല പി. ഒ,	9496137668	സ്ഥലം, സെപ്റ്റിക് ടാങ്ക്, മതിൽ, ഗെയ്റ്റ് വാടകയ്ക്ക് കൊടുത്തിരി ക്കുന്ന വീടിന്റെ മുക്കാൽ ഭാഗം മരങ്ങൾ
27		അബ്ദുൾ കരിം		മതിൽ, ഗെയ്റ്റ്, സ്ഥലം
28	341/3 348/5	സുബൈദ d/o കുഞ്ഞുമൊയിദീൻഹാജി മാടമ്പില്ലത്ത്, ജൂബിലി മൻസിൽ ഒളവറ - 671 317	9446456048	വീട്,മതിൽ, ഗെയ്റ്റ്, സ്ഥലം
29	348/5B	ഫിർദൗസ അബ്ദുൾ മുനീർ വാടമ്പില്ലത്ത്, ഉടുമ്പുതല പി. ഒ,	7994907344	സ്ഥലം
30	348/5B	മുഹമ്മദ് കുഞ്ഞ് യു.എഫ്. മൻസിൽ , ഒളവറ	9633548191	മതിൽ, ഗെയ്റ്റ്, കടമുറി
31	348/5 B	യു. കുഞ്ഞബ്ദുള്ള യു.എഫ്. മൻസിൽ	9633548191	സ്ഥലം
32	343	കുഞ്ഞുമൊയ്തീൻ ഫാത്തിമ്മ മൻസിൽ ഉടുമ്പുതല പി. ഒ,	9048915041	വീടിന്റെ ഷീറ്റ് മതിൽ, ഗെയ്റ്റ്, കടമുറി
33	348/5B	സഫീറിയ, w/o എം.പി. അബ്ദുൾ ജബ്ബാർ, മാടമ്പില്ലത്ത്, ഉടുമ്പുതല .	9746441523	മതിൽ, ഗെയ്റ്റ്,



34	348/5B	ഉമ്മൂൽകുലുസു, w/o (late) വി,ദാവൂദ് ഹാജി മാടമ്പില്ലത്ത്, ഉടുമ്പുന്തല പി. ഒ,	0467 2270593	സ്ഥലം
35	348/5B 20 348/5 B 21	അബ്ദുൾ ജബ്ബാർ, s/o (late) വി,ദാവൂദ് ഹാജി മാടമ്പില്ലത്ത് വയലിൽ, ഉടുമ്പുന്തല പി.ഒ,	9947142599	സ്ഥലം
36	348/5B 2	അബ്ദുൾ റസാക്, s/o ഉമ്മൂൽകുലുസു മാടമ്പില്ലത്ത് വയലിൽ, ഉടുമ്പുന്തല പി. ഒ, 671 311	9947142599	സ്ഥലം
37	348/5 B	നാസിറ മുഹമ്മദ്, അനീസ്, മാടമ്പില്ലത്ത്,	7994576718	മതിൽ, ഗെയ്റ്റ്, 2 കടമുറി
38	299/11 - 2 348/5B	മൈമൂന റ്റി.പി. , ദാവൂദ് അസ്നീം ഉടുമ്പുന്തല പി. ഒ, ഒളവറ 671 311	9895636189	മതിൽ, ഗെയ്റ്റ്, കടയുടെ ഷീറ്റ് ഇട്ട ഭാഗം
39	348/5 B	റഫീഖ് റ്റി.പി. ദാവൂദ് ഫലാം താഴത്തേതിൽ	995607455 9846066621	മതിൽ, ഗെയ്റ്റ്
40	348/5 B	റ്റി.പി. ഖദീജ (late) ഹഫ്സത്ത്, മൈമൂന, റഫീഖ്, റഘ്വത്ത്, അബ്ദുൾ സലാം , അബ്ദുൾ ലത്തീഫ്, താഴത്തേതിൽ	9633712474	മതിൽ, ഗെയ്റ്റ്
41	348/2 B	അബ്ദുൾ റഹീമാൻ / ഷൈഹർബാൻ എൻ.എ. ഹൗസ്, ഉടുമ്പുന്തല പി. ഒ.	7902434250	മതിൽ, ഗെയ്റ്റ്
42	368/2 A	സീനത്ത് കെ. സീനത്ത് മൻസിൽ, ഉടുമ്പുന്തല പി. ഒ.	8929370401 0467 2270568	മതിൽ, ഗെയ്റ്റ്
43	347/4	ആഷിഫ്, എൻ.പി. സാജിദാസ്, ഉടുമ്പുന്തല പി. ഒ. ഒളവറ	9562599816	സർപ്പീസ് സ്റ്റേഷന്റെ മൂല
44	346/6 B	റുഖിയ എം. എൻ.എം. മൻസിൽ മൈനാനി, ഇളമ്പച്ച പി. ഒ., തൃക്കരിപ്പൂർ സൗത്ത്	00971556167 425 (മുഹമ്മദ്)	സ്ഥലം
45	346/6 B	ദേവകി പി.റ്റി., ചന്ദ്രൻ പി.റ്റി., ശശി പി.റ്റി., പുതിയപുരയിൽ തീയാണക്കൻ	9446773726	സ്ഥലം



		ഹൗസ്, ഒളവറ		
46	346/6 B	രാധാകൃഷ്ണൻ റ്റീ. , സരള പണിക്കാരൻ ഹൗസ്, തട്ടിയേരി , മാതമംഗലം, എം. എം. ബസാർ പി. ഒ., - 670 306	9447641306	സ്ഥലം
47	346	സെക്രട്ടറി, മുഹ്യദ്വീൻ ജമാ മസ്ജീദ്, ഒളവറ, ഉടുമ്പുത്തല പി. ഒ	8113829043 9446658691	കെട്ടിടത്തിന്റെ മുൻഭാഗം
48		ഇസ്ഥയിൽ		സ്ഥലം
49	346/5	എ കല്യാണി, ബിന്ദു നിവാസ്, ഒളവറ പി.ഒ, ഉടുമ്പുത്തല എ. പ്രസീലത, മിനി എ, ബിന്ദു എ, സിന്ധൂര കെ.റ്റി	8281404805	വീടിന്റെ ഭാഗം മതിൽ, ഗയിറ്റ്



പയ്യന്നൂർ - തൃക്കരിപ്പൂർ റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ
(എൽ.സി. നം.262) ഒളവറ ഗെയ്റ്റ് മേൽപ്പാലം നർമ്മാണം.

ഭൂ രഹിത പദ്ധതി ബാധിതരുടെ പേര് വിവരങ്ങൾ

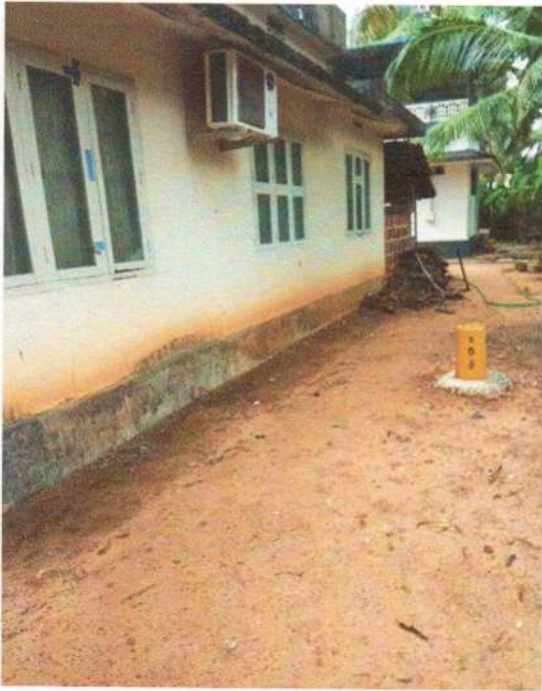
ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുവിന്റെ വിവരണം
1	അഷറഫ്, എ.പി.എം. സ്റ്റോർ,	9497380648	കട മുഴുവൻ
2	അനിത പി.പി. എസ്. എസ്. ഡിസൈൻസ്	9846179310	കട മുഴുവൻ
3	ഫസീല, ട്രെയ്ലർ		
4	സനേഷ് കെ. , s/o ഗോവിന്ദൻ അന്നടൂർ പി.ഒ. പാറമേൽ	9633471579	കടയുടെ മുൻവശം
5	ഷാഹുൽ ഹമീദ് കഞ്ചിയിൽ ഹൗസ്, തൃക്കരിപ്പൂർ പി.ഒ.		കടയുടെ മുൻവശം
6.	ബാബു		വീടിന്റെ പകുതി ഭാഗം



Annexure 2

PHOTOGRAPHS





PUBLIC HEARING







23 ശനി ഏപ്രിൽ 2022

ഫറാറം 5 ചട്ടം 14 (1) വിജ്ഞാപനം തീയതി: 21/04/2022
 ചുവടെ പട്ടികയിൽ വിവരിക്കുന്ന കാസറഗോഡ് ജില്ലയിൽ റോസറ്റൂർ താലൂക്കിൽ തൃക്കരിപ്പൂർ സൗത്ത് വില്ലേജിൽ ഉൾപ്പെട്ട ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് തൃക്കരിപ്പൂർ-പയ്യന്നൂർ റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ എൽ.സി.നം. 262 - ൽ (ഒറ്റവറ ഗേറ്റ്) റെയിൽവേ ഓവർ ബ്രിഡ്ജ് നിർമ്മാണത്തിന് വേണ്ടി ആവശ്യമുണ്ടെന്നും, ആവശ്യമുണ്ടായേക്കാമെന്നും കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരള ഗസറ്റ് തീയതി 2022, ഏപ്രിൽ 04, നം. 1148, വിജ്ഞാപനം നം. ഡി.സി.കെ.എസ്.ജി.ഡി/11942/2019/എൽ1 തീയതി, 2022 ഏപ്രിൽ 01, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠന വിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2022-00 മാഞ്ച് മെയ് മാസം 12-ാം തീയതി ഉച്ചകഴിഞ്ഞ് 2.30 ന് ഒറ്റവറ സർക്കുലർ ഗവ.യു.പി. സ്കൂളിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സവീകരണ യോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

ക്രമ നം.	സർവ്വേ നം.	വിവരണം	വി. ആർ.	പേര്
1	300, 300/3 G, 348/5, 300/3B, 300/3C, 300/4C, 300/4A-p4, 300/4A., 300/4B, 301/2, 301/1, 301, 301/2-p44, 301/2p37, 301/2p49, 301/2 p 15, 309/2, 342, 342/13-p3, 343,346, 347, 348, 348/5B, 348/5 G, 350/4,38/6,305/3, 349/11, 350/2, 350/4, 300/3B, 341/3, 348/5, 348/5B, 348/5B-20, B 21, 348/5-B-2, 299/11 p 2, 348/2B, 368/2A, 347/4, 346/6B	ചുരയിടം	41.66	മൻസൂർ എം. അഹമ്മദ് ഹാജി, സാവിത്രി കെ.വി., ശ്യാമള എ. പ്രഭാകരൻ, സുരേഷൻ, കുഞ്ഞായിപ്പ, എം.പി. അബ്ദുൾ അക്ബർ, അബ്ദുള്ള വി., അഹ്മദുൽ ഇ.കെ., ഹറസ, റംലത്ത് കെ.പി.പി., സദാശിവൻ സി., സദാനന്ദൻ പി. പൂർണ്ണ പി., രാജീവൻ കെ., ഉള്ളി ഇസ്മയിൽ, വി. അബ്ദുൾ ഖാദർ, കുഞ്ഞായിപ്പ വി., അബ്ദുൾ ഖാദർ വി., സഹിയ ബി., ആത്തിക്ക (late), മുഹമ്മദാലി വി. ആസീയ റ്റി.പി., എൻ.കെ.പി. ഹസ്സൻ, സുബൈദ, ബാലകൃഷ്ണൻ മുതൽപേർ, മുഹിബി, വൽസല, ശോഭ, സൗമിനി, കെ.വി. നളിനി, എം.വി. അഹമ്മദ്, അബ്ദുൾ കരീം, സുബൈദ, ഫിദ്ദൗസ അബ്ദുൾ മുനീർ, മുഹമ്മദ് കുഞ്ഞ്, കുഞ്ഞുമൊയ്തീൻ, സഹീറിയ, ഉമ്മൽകുലുസു, അബ്ദുൾ ജബ്ബാർ, അബ്ദുൾ റസാക്ക്, നാസിറ മുഹമ്മദ്, അനീസ്, മൈമൂന റ്റി.പി., റഫീഖ് റ്റി.പി., റ്റി.പി. ഖദീജ (late), ഹാഫസത്ത്, മൈമൂന, റഫത്ത്, റംലത്ത്, അബ്ദുൾ സലാം, അബ്ദുൾ ലത്തീഫ്, അബ്ദുൾ റഹീമാൻ / ഷഹാർബാൻ, സീനത്ത് കെ. ആഷിഫ്, ദുഖിയ എം, ദേവകി പി. റ്റി., ചന്ദ്രൻ പി. റ്റി., ശശി പി. റ്റി., രാധാകൃഷ്ണൻ, സരജ, സൈക്ടറി, മുഹ്സീൻ ജമാ മസ്ജിദ്.
ആകെ വിസ്തീർണ്ണം			41.66	
ചെയർമാൻ, സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്				

മംഗളം

2022 ഏപ്രിൽ 23

ശനി CLTKL

പാഠം 5 ചട്ടം 14 (1) വിജ്ഞാപനം തീയതി : 21/04/2022
 ചുവടെ പട്ടികയിൽ വിവരിക്കുന്ന കാസറഗോഡ് ജില്ലയിൽ ഹോസുർഗ്ഗ് താലൂക്കിൽ തൃക്കരിപ്പൂർ സൗത്ത് വില്ലേജിൽ ഉൾപ്പെട്ട ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് തൃക്കരിപ്പൂർ-പയ്യന്നൂർ റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ എൽ.സി.നം. 262 - ൽ (ഒളവറ ഗേറ്റ്) റെയിൽവേ ഓവർ ബ്രിഡ്ജ് നിർമ്മാണത്തിന് വേണ്ടി ആവശ്യമുണ്ടെന്നും, ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ തഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള - അവകാശ നിയമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരള ഗസറ്റ് തീയതി 2022, ഏപ്രിൽ 04, നം. 1119, വിജ്ഞാപനം നം. ഡി.സി.കെ.എസ്.ജി.ഡി/11942/2019/എൽ1 തീയതി, 2022 ഏപ്രിൽ 01, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠന വിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ട് പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2022-ാം മാർച്ച് മെയ് മാസം 12-ാം തീയതി ഉച്ചകഴിഞ്ഞ് 2.30 ന് ഒളവറ സഭകത ഗവ.യു.പി. സ്കൂളിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണ യോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

ക്രമ നം.	സർവ്വേ നം.	വിവരണം	വി. ആർ	പേര്
1	300, 300/3 G, 848/5, 300/3B, 300/3C, 300/4C, 300/4A-p4, 300/4A., 300/4B, 301/2, 301/1, 301, 301/2-p44, 301/2p37, 301/2p49, 301/2 p 15, 309/2, 342, 342/13-p3, 343, 346, 347, 348, 348/5B, 348/5 G, 350/4, 38/6, 305/3, 349/11, 350/2, 350/4, 300/3B, 341/3, 348/5, 348/5B, 348/5B-20, B 21, 348/5-B-2, 299/11 p 2, 348/2B, 368/2A, 347/4, 348/6B	പുയയിടം	41.66	മൻസൂർ എം. അഹമ്മദ് ഹാജി, സാവിത്രി കെ.വി., ശ്യാമള എ. പ്രഭാകരൻ, സുരേശൻ, കുഞ്ഞായിഷ, എം.പി. അബ്ദുൾ അക്ബർ, അബ്ദുള്ള വി., അഹ്മദ് ഇ.കെ., ഹംസ, റംലത്ത് കെ.പി.പി., സദാശിവൻ സി., സദാനന്ദൻ പി. പുഷ്പ പി., രാജീവൻ കെ., ഉള്ളി ഇസ്മയിൽ, വി. അബ്ദുൾ ഖാദർ, കുഞ്ഞായിഷ വി., അബ്ദുൾ ഖാദർ വി., സഹിയ ബി, ആത്തിക്ക (late), മുഹമ്മദാലി വി. ആസിയ റ്റി.പി., എൻ.കെ.പി. ഹസ്സൻ, സുബൈദ, ബാലകൃഷ്ണൻ മുതൽപേർ, രുഗ്മിണി, വർസല, ശോഭ, സൗമിനി, കെ.വി. നളിനി, എം.വി. അഹമ്മദ്, അബ്ദുൾ കരീം, സുബൈദ, ഫിദൗസ അബ്ദുൾ മുനീർ, മുഹമ്മദ് കുഞ്ഞ്, കുഞ്ഞുമൊയ്തീൻ, സഹീറിയ, ഉമ്മയ്യൽകുലുസു, അബ്ദുൾ ജബ്ബാർ, അബ്ദുൾ റസാക്ക്, നാസിറ മുഹമ്മദ്, അനസ്, മൈമൂന റ്റി.പി., റഫത്ത് റ്റി.പി., റ്റി.പി. ഖദീജ (late), ഹാർസത്ത്, മൈമൂന, റഫത്ത്, റംലത്ത്, അബ്ദുൾ സലാം, അബ്ദുൾ ലത്തീഫ്, അബ്ദുൾ റഹീമാൻ / ഷഹാബ്ബാൻ, സീനത്ത് കെ. ആഷിഫ്, രുഖിയ എം. ദേവകി പി. റ്റി., ചന്ദ്രൻ പി. റ്റി., ശശി പി. റ്റി., രാധാകൃഷ്ണൻ, സരള, സെക്രട്ടറി, മുഹ്യദ്ദീൻ ജമാ മസജിദ്,
ആക്ട് വിസതീർണ്ണം			41.66	
പെയർമാൻ, സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്				

സ്വീകർത്താവ്

നോട്ടീസ് / അറിയിപ്പ്

കാസറഗോഡ് ജില്ലയിൽ ഹോസ്ദുർഗ് താലൂക്കിൽ തൃക്കരിപ്പൂർ സൗത്ത് വില്ലേജിൽപ്പെട്ട ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് റെയിൽവേ ഓവർ ബ്രിഡ്ജ് (എൽ.സി.നം. 262 - ൽ (ഒളവറ ഗേറ്റ്) നിർമ്മാണത്തിന് വേണ്ടി ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരള ഗസറ്റ് തീയതി 2022, ഏപ്രിൽ 04, നം. 1149, വിജ്ഞാപനം നം. ഡി.സി.കെ.എസ്.ജി.ഡി/ 11942/2019/എൽ 1 തീയതി, 2022 ഏപ്രിൽ 01, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠന വിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2022-ാം മാണ്ട് മെയ് മാസം 12-ാം തീയതി ഉച്ചകഴിഞ്ഞ് 2.30 ന് ഒളവറ സങ്കേത ഗവ.യു.പി. സ്കൂളിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണ യോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

സ്ഥലം : കോട്ടയം
തീയതി : 22/04/2022



ചെയർമാൻ
സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്

സാമൂഹിക പ്രത്യാഘാത പഠനം

റെയിൽവേ മേൽപ്പാല നിർമ്മാണം (ഒളവറ ഗേറ്റ്)







എൽ.സി.നം.262



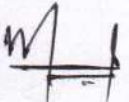

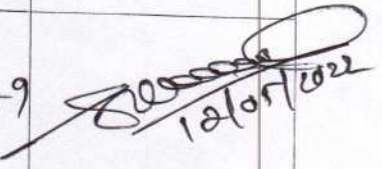




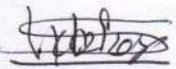
തൃക്കരിപ്പൂർ സൗത്ത് വില്ലേജ്, ഹോസ്ദുർഗ് താലൂക്ക്, കാസറഗോഡ്


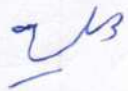
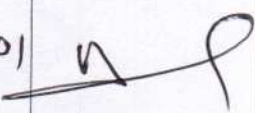
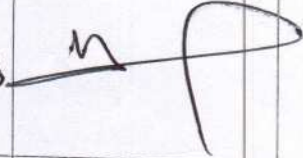


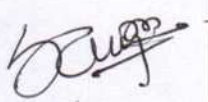

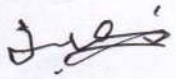
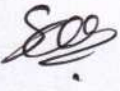
പൊതു അഭിപ്രായ സ്വീകരണം




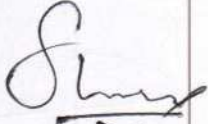



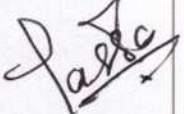


സ്ഥലം : ഒളവറ സങ്കേത ഗവ.യു.പി. സ്കൂൾ

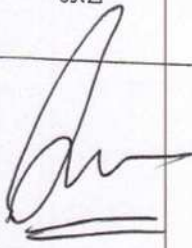

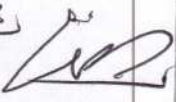


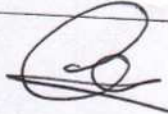

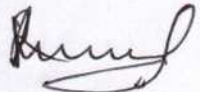
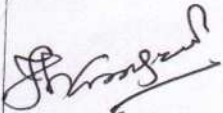

തീയതി : 12/05/2022 സമയം 2.30 പി. എം.

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
1.	Civild Kumar. N Valuation Assistant, o/o.Spl.Tahsildar(LA), Ksq d.	914425248	
2.	Sridharan. M Chairman o/o the Spl. Tahsildar LA. General Kasaragod.	949655212	
3	Midhan Joseph Section Engineer, KROCL	9946835946	
4.	SUDHEESH. N. Village ward member	954462 1870	
5	M.K. Hari WARD MEMBER	9995248786	
6	Sathar Vadakubal President Gram Panchayath	944767 0665	

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
7	ടി.പി. തൈലന ദാദിതസ്സീം വി. അസീസ്	9895636189	
8	പി.കുമാരപ്പുഴ പി. എസ് മൻസൂർ	9633548191	
9	പി.കുമാരപ്പുഴ കുഞ്ഞി. പി. എസ് മൻസൂർ	9633548191	
10	ശ്യാമള. പി. ദിസ്ട്രിക്ട് കമ്മീഷൻ കൂട്ടലറ.	7403219838	
11	M/ദിസ്ട്രിക്ട്: പി. കൂട്ടലറ	9744259879	
12	കുഞ്ഞിമുഖനീൽ മാന്ദിര മൻസൂർ കൂട്ടലറ	9048915041	
13	പി. പി. പി. കൂട്ടലറ	9446773795	
14	P.P. മമ്മൂട്ടി കൂട്ടലറ	9847276122	
15	U. MOHAMED KUNHI		
16	Shakoor OMJ	9847368816	

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
17	Mariyamma OJ ഒളവറ (Ulli Ismail) Ulli house	9207227999	
18	അബ്ദുൾ മുഹമ്മദ് മുഹമ്മദ് മുഹമ്മദ് ഒളവറ	9947142593	
19	മിനാജി ത. മിനാജി മുഹമ്മദ് അബ്ദുൽ-Rep	8929376401	
20	അബ്ദുൾ റഹ്മാൻ മൻ. മ. മനസ് അബ്ദുൽ-Rep	7902434250	
21	മുഹമ്മദ് ഹാമീദ് മുഹമ്മദ് Rep- മുഹമ്മദ്. മൻ.	04672270593 9746441523	
22	Jayaram. K.V c/o A. Shajmali Olavara	9496129842	
23	Sanjiv Kumar. V.P Bhaskar Nivas Olavara	9446658686	
24	MANSOOR. M ULIYATH. OLAVARA P.O. UDUMBUNTHALA	9496070624	
25	M.V. AHAMAD ULIYATH. OLAVARA P.O. UDUMBUNTHALA	9496137668	
26	SADASIVAN. P Parvathi Nilayam Olavara. P.O. Udumbunthala	9847786081	

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
27	<p>കെ. വി. അനൂപ ഉളവറ തൊഴിലുറപ്പ് പദ്ധതി</p>	<p>99617273 58.</p>	
28	<p>പി. മുഹമ്മദ് ലി Near railway gate OLAVAR</p>	<p>9446697643</p>	
29	<p>കിടങ്ങാടിലെ വി ഉളവറ, വടിയൻപുഴ</p>	<p>9539081286</p>	
30	<p>സാമിക്രി. കെ. വി കോ. കെ. വി തുറിയല മേച്ചിൽപ്പുഴ</p>	<p>9495346660</p>	
31	<p>പരിവർത്തന മുന്നണി സുനിൽ കുമാർ (മുഖ്യമന്ത്രി) - Representative</p>	<p>918823900 79 94907344</p>	
32	<p>സുബാഷ് കുമാർ സുബാഷ് കുമാർ (മുഖ്യമന്ത്രി)</p>	<p>918823900 9466456048</p>	
33	<p>ഹൈന്ദവ കെ. കെ. അസംഗതനം ഉളവറ</p>	<p>620890 984608</p>	
34	<p>SALMAN HASSAN ROWAIS. MKP Hassan OLAVAR</p>	<p>9797130488</p>	
35	<p>ASTA, ASTA MANZIL MUHAMMED S.K.P</p>	<p>9400574294</p>	
36	<p>അബ്ദുൽ കരീം സജിദാസ് പാതം ഉളവറ</p>	<p>9562599816</p>	

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
37	വി. അബ്ദുൾ മദീൻ	7025771988	
38	V. Zibaide odanawa Zubaidamanzil.	9846334403	
39	പി.ടി. ചന്ദ്രൻ പുഴക്കരയിൽ	9846694505	
40	V. Abdulla olawara	9947410041	
41	T.V. Prabhakaran. olavara Thelikeveetil.	9961414268	
42	shahul-hameed AJmeesmanzil. എ. അമ്മീക്ക	7511177222	
43	RAVEENDRAN KV 'SUPRIYANIDAN' OLAVARA.	9061353773	
44	Radhakrishnan. I Thalikkavan House Thattiyeri (PO) M.M. Buzhal Kannur. Dist: 670306	9447641806	
45	K. Thampam master Kuruveli House olavara. Udumbanchole. Po. Kasargod. 67134	9447803080	
46	Balakrishnan KADRYAN HOUSE olavara.	9447547128	



കേരള ഗസറ്റ് KERALA GAZETTE

അസാധാരണം EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
PUBLISHED BY AUTHORITY

വാല്യം 11
Vol. XI

തിരുവനന്തപുരം,
തിങ്കൾ

Thiruvananthapuram,
Monday

2022 ഏപ്രിൽ 04
04th April 2022

1197 മീനം 21
21st Meenam 1197

1944 ചൈത്രം 14
14th Chaithra 1944

നമ്പർ
No.

1149

FORM NO. 4

(See Rule 11(3))

NOTIFICATION

DCKSGD/11942/2019/L1

01 April 2022

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 construction of ROB in lieu of Railway LC No.262 (Olavara gate) between Payyanur and Thrikaripur stations at Thrikaripur South Village in Hosdurg Taluk.

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 accorded to the District Level Social Impact Assessment Unit, "**Kerala Voluntary Health Services, Kottayam**" to conduct a Social Impact Assessment Study and to prepare a Social Impact Management Plan as provided in the Act. The process shall be completed within a period of two months, not exceeding six months in any case.

SCHEDULE

District: Kasaragod

Taluk: Hosdurg

Village or Amsom and Desom: Thrikaripur South

(The extent given is approximate)

Sl. No.	Survey No.	Description	Extent (Ares.)
1	300	Garden Land	4.50
2	301	Garden Land	16.47
3	342	Garden Land	0.14
4	343	Puramboke Land	0.30
5	346	Garden Land	2.74
6	347	Garden Land	1.06
7	348	Garden Land	16.45
	Total		41.66

(Sd.)

District Collector
Kasaragod



From,

Kalliyani A,
w/o Late V.K. Narayanan,
Bindu Nilas, Dhawanra, P.O. Uduumbunthala. - 671350

To,

The District Collector,
Kasaragod.

Sir,

ഞാൻ തൃശ്ശൂർ പട്ടണത്തിൽ സാൺ തൃശ്ശൂർ ജോലി ചെയ്യുന്ന
പുറം തൃശ്ശൂർ പട്ടണത്തിൽ. ഇവിടെ നിലവിലുള്ള ഭാഗ്യത്തിന്റെ പലപ്പോഴും
എന്റെ ഭർത്താവായ Late V.K നാരായണൻ എന്നവരുടെ പേരിൽ ഒരു സ്വത്തു
നമ്പർ 346/5 - പുറംതരികിൽ സ്ഥിതി ചെയ്യുന്ന ഭിത്തിന്റെ ഒരു ഭാഗം നല്ലപോലെ
ചെയ്യുന്നതിൽ പെട്ടിട്ടുണ്ട്. ഭിത്തിന്റെ തിരക്കു പുറം നിലവിലുള്ള പലരും പൊതുവെ
പെട്ടിട്ടില്ലാത്ത പടിഞ്ഞാറു ഭാഗം നിലവിൽ നേടിയെടുക്കുന്നതിനും അതിന്റെ ചുറ്റും വിട്
നിലനിർത്താൻ സാധ്യമല്ല. ഭൂമിയിൽ പ്രസ്തുത വിട് ഉപയോഗിച്ചു അതിന്റെ പലപ്പോഴും
എന്നെയും മറ്റേതെങ്കിലും പലപ്പോഴും ഇതിനാൽ അറിയിക്കുന്നു. അതിനുള്ളിൽ
നിലനിൽക്കുന്ന മറ്റേതെങ്കിലും പലപ്പോഴും ഇതിനാൽ വിശദമായി അപേക്ഷിക്കുന്നു

കൃത്യം

എൻ. വിശ്വനാഥൻ

- 1. മു. കണ്ണാണി Kannan
- 2. എ. (എ) സി. മു. Muthi
- 3. പി. (എ) Pillai
- 4. സി. (എ) Seth
- 5. പി. (എ) Seth