

**Report of Social Impact Assessment *Study of*  
Construction of ROB in lieu of LC No.6 at  
Railway KM 21/100-200 between Cherukara  
and Angadippuram Railway Stations  
Elamkulam Village of Perinthalmanna Taluk of  
Malappuram District  
(0.33 Hectares)**

**Final Report  
Date: 18-06-2022**

**Requisition Agency  
Kerala Rail Development Corporation Ltd.  
(KRDCL)**

By  
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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 and 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's 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.

State Highway 23 Pattambi- Perinthalmanna is crossing Shoranur- Nilambur Railway line at Cherukara. This State Highway is one of the busiest states Highway in the state and having 3160 vehicles passing through it daily, out of it 1980 are heavy vehicles. At present eleven trains are passing through the line daily and it may double after the proposed development in signaling and other safety improvements. The proposed project is one of the project approved by central and state government as part of the vision of Level Cross Free rail traffic in the state.

Cherukara is a small town in Malappuram District having ancient history. The nearest city is Perinthalmanna, is about 6 kms away. Cherukara is a predominantly Muslim area. Cherukara connects to other parts of India through Perinthalmanna town. National highway No.66 passes through Tirur. Highway No.966 goes to Palakkad and Coimbatore. Railway line from Nilambur connecting Shoranur passes through Cherukara can be accessed by Cherukara Railway station. The nearest airport is at Kozhikode and the nearest major railway station is at Pattambi.

## **1.2 Location**

Cherukara is a small town in Malappuram District having ancient history. The nearest city is Perinthalmanna, is about 6 kms away. Cherukara is a predominantly Muslim area. Cherukara connects to other parts of India through Perinthalmanna town. National highway No.66 passes through Tirur. Highway No.966 goes to Palakkad and Coimbatore. Railway line from Nilambur connecting Shoranur pass through Cherukara can be accessed by Cherukara Railway station. The nearest airport is at Kozhikode and the nearest major railway station is at Pattambi.



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

#### **Land Acquisition Authority**

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

#### **Details of project affected families**

The social Impact Assessment Survey finds that 20 Title Holders including 2 properties belongs to religious and two properties of institutions are losing land by the project. The project also impacted to 10 Non -Title Holders who are having business in the project area. The Socio-Cultural and Economic details shows that all PAPs are having middle or upper middle class economic status. The income distribution shows that only 6% are having the monthly income of less than Rs.10,000/-. The literacy status says that all are literate and 40% are having college education. Only two title holders are having less than 10<sup>th</sup> standard. The religious distribution shows that 11 of the Title Holders are Hindus and 5 of them are Muslims. The age distribution of the Title Holders says that only 10% are having age of less than 30 years. 68% are above 50 years. The average family size of title holders is 5.3. Out of the 16 individual title holders 10 are male and 6 are female.

#### **Details of the acquiring land**

Shoranur- Nilamboor Road crossing state state high way 23 (Pattambi-Perinthalmanna) at Cherukara Junction where Cherumala-Kollakkodu Mukku road and SNDP Shathabdhi smaraka road joins and proposed Aligarh Muslim University campus situated. The area is commercial in nature but residential plots are more in the area. One very ancient Marshal Art Training Centre (Kalari) also situated nearby. The project area defined for the study is a one kilometer radius of the existing Cherukara Level cross. The extent of the acquiring land is 0.33 Hectare which is situated both sides of Pattambi-Perinthalmanna state highway and in West and North side of Cherukara Level Cross.





## **Socio Economic and Cultural Profile**

The Socio-Cultural and Economic details show that all PAPs are having middle or upper middle class economic status. The income distribution shows that only 6% are having the monthly income of less than Rs.10,000/-. The literacy status says that all are literate and 40% are having college education. Only 2 title holders are having less than 10<sup>th</sup> standard. The religious distribution shows that 11 of the Title Holders are Hindus and 5 of them are Muslims. The age distribution of the Title Holders says that only 10% are having age of less than 30 years. 68% are above 50 years. The average family size of title holders is 5.3. Out of the 16 individual title holders 10 are male and 6 are female.

### **1.4. Alternatives**

There is no alternatives suggested by Project affected title holders or Peoples representative.

### **1.5. Social Impact**

The direct impact of the project is the loss of land of 20 title holders i.e two Institutions and two cultural property. One residential house and three commercial structures are displaced. One commercial shops is partially affected and one commercial units losing its frontage land which is essential for running the business. One rented residential house owned by a religious group is also displaced. Four residential houses losing their front yard/land. The ancient traditional Marshal Art training center is losing their front land portion where the pre worship ritual ceremonies are carried out. This is a cultural heritage structure owned by the management of a temple. Annual Worship and ritual ceremonies are happening annually and it considered as a local festival. If the present impact happens the whole cultural property will lose its importance. One educational institutions is losing their front land and structure portion. The commercial units may lose their business after the completion of the project.



## 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 land	Compensation	Compensate the loss.
3	Loss 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.
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 Cultural Properties	Resettle	Resettle
14	Loss of water supply pipes	Resettle	Resettle
15	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
16	Involved in land acquisition process	Control	Ensure community participation in the whole process.
17	Grievance	Control	Functional grievance redressal committee at village and district level.





### 1.7. Detailed mitigation Plan

Potential Impact	Positive / Negative	Likely hood	Magnitude	Pre-Mitigation Level of	Post - Mitigation Level of	Mitigation Measures
Loss of Residence	Negative	Possible	Maximum	Medium	High	Compensate the loss.
Loss of Part of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Loss of structures	Negative	Possible	Maximum	Maximum	Medium	Compensate 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 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.
Loss of Cultural properties	Negative	Possible	Low	Minimum	Low	Resettlement
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 Impacts at different Phases of Project

Since only one residence is displaced the impact of the project may termed as minimum. But the chances of displacement of the ancient traditional Marshal Art Training center raise the overall impact as medium because the center is very unique in nature and deep rooted with culture and history. One educational institution is partially affected and another one is losing its land. The school is not having sufficient land for resettlement. Protecting the educational institutions from relocation will be an important step for mitigating the impact. The residential houses which loses the frontage land is having problem of Access. Case by case technical advice is needed before acquisition may reduce the impact and help them to develop the resettlement plan. Three major roads which are intercepting the present level cross may affect by losing its direct access to the State High Way. No junction development was proposed. Resettlement of free access to these road is a public demand.

The project will support the overall development of the area. The uninterrupted traffic through the State High way will increase the





vehicle traffic and it will help the socio-economic development of the area.

Because of the historical importance the affected ancient marshal art training center should be protected in any means. A discussion with authorities of the training center and requisition authority technical team could find out solution to resettle the center.

No alternative to the proposed project was suggested by project affected people or public except few request to shift the alignment to save their property.

The above facts shows that the public importance of the project is much higher than the social Impact identified and it could be mitigated by satisfactory compensation and resettlement measures.

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.

State High way 23 Pattambi- Perinthalmanna is crossing Shoranur- Nilambur Railway line at Cherukara. This State High way is one of the busiest state High way in the state and having 3160 vehicles passing through it daily, out of it 1980 are heavy vehicles. At present eleven trains are passing through the line daily and it may double after the proposed development in signaling and other safety improvements. The proposed project is one of the project approved by central and state government as part of the vision of Level Cross Free rail traffic in the state.

Cherukara is a small town in Malappuram District having ancient history. The nearest city is Perinthalmanna, is about 6 kms away. Cherukara is a predominantly Muslim area. Cherukara connects to other parts of India through Perinthalmanna town. National highway No.66 passes through Tirur. Highway No.966 goes to Palakkad and Coimbatore. Railway line from Nilambur connecting Shoranur passes through Cherukara can be accessed by Cherukara Railway station. The nearest airport is at Kozhikode and the nearest major railway station is at Pattambi.

The above circumstances Government priorities the construction of Cherukara ROB as important infrastructure development project and notified it for land acquisition under the LARRA Act 2013 and entrusted Kerala Voluntary Health Services for conducting Social Impact Assessment study. This report is prepared in this circumstances.

### **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 Thiruvananthapuram and Regional Office at Ernakulam.

### **2.1.2. Land Acquisition Authority**

The Special Tahsildar LA (General) office Malappuram prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. The Deputy Collector (LA), Malappuram 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. 6 between

Angadippuram and Cherukara 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 part of land	20
2.	Loss of Residential House	1
3.	Loss of residential Houses(Rented)	1
4	Loss of Building	3
5.	Loss of part of Buildings	1
6	Loss of Structures	14
7	Loss of access to sub roads	3
8	Loss of trees	52

#### 2.3.1. Project Location

Cherukara is a small town in Malappuram District having ancient history. The nearest city is Perinthalmanna, is about 6 kms away. Cherukara is a predominantly Muslim area. Cherukara connects to other parts of India through Perinthalmanna town. National highway No.66 passes through Tirur. Highway No.966 goes to Palakkad and Coimbatore. Railway line from Nilambur connecting Shoranur passes through Cherukara can be accessed by Cherukara Railway station. The nearest airport is at Kozhikode and the nearest major railway station is at Pattambi.

#### 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. DCMPM/5533/2019-LA5 Dated 10/05/2022 and Kerala Gazette Notification No.1723 dated 26/05/2022. Government of Kerala has selected Kerala Voluntary Health Service as the SIA Unit to study the Social Impact Assessment on the land acquisition for the construction of ROB in lieu of Railway LC No.6 between Angadippuram and Cherukara Stations of Elamkulam Village of Perinthalmanna Taluk of Malappuram 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	29 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	13 years experiences in social work including social research, R & R activities and community mobilization.



3	Smitha R	R & R Specialist & Social Investigator	20 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	27 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 0.33 Hectares. 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 Title 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 General Office, Malappuram. 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 Holder. 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, Malappuram
- b) Office of the Special Tahsildar (LA) General, Malappuram
- c) Taluk Office- Perinthalmanna
- d) Village Office – Elamkulam
- e) Kerala Rail Development Corporation Limited
- f) Project Affected Families and Title Holders.
- g) Local Body Leaders

### **3.6. Process and Schedule of Activities**

- 26-05-22 – Government of Kerala entrusted Kerala Voluntary Health Services to conduct the SIA study
- 20-05-2022 to 22-05-2022- Secondary Data Collection.(As per the Direction of District Collector)
- 21-05-2022to 22-05-2022– Mapping of Stake Holders.(As per the Direction of District Collector)
- 27-05-2022to 28-05-2022- Social Survey for Social Impact Assessment Study.
- 19-05-2022and 23-05-2022- Transit Walk, Observational Study and Case Studies.(As per the Direction of District Collector)
- 28-05-2022- Draft Report Submission.





- 15-06-2022 - Public Hearing
- 18-06-2022- Final Report

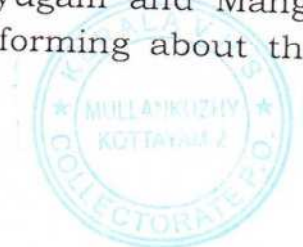
### **3.7. Points Raised during Individual and Group Discussion with Title Holders**

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

### **3.8. Public Hearing - On 15-06-2022 on 11 AM at A UP School Hall, Cherukara.**

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.

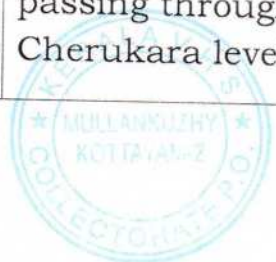
SIA Unit took special care to inform the affected people in the area about Public Hearing by taking various steps like Notification for conducting public hearing as per Form 5 Rule 14 (1) of the RTFCTLARR Act, 2013. The notification was published in two Malayalam News Papers Janayugam and Mangalam. A 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), Malappuram. 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. S. Haridasan, D.G.M. KRDCCL, Sri. Midhun Joseph, Section Engineer, KRDCCL, Sri. K Sabarinadhan, Valuation Assistant, Special Tahsildar LA (General) Office, Malappuram, Smt. Hairunnesa.K Vice President, Elamkulam Grama Panchayth, Smt. Vijayalakshmi K, Ward Member and Project affected land owners were attended the meeting.

SL. No.	Points Raised	Remarks
1	<p><b>Sri. Usman Punnaserry</b> - Cherukara Juma Masjid was losing its land and building for the project. Rent from the building and land (for ring making) has been a major source of the income of the church. Satisfactory compensation needed for the land and building.</p>	<p><b>Sri. Midhun Joseph, Section Engineer, KRDCCL</b>- Cherukara ROB is one of the Ninety Eight ROB jointly approved by Central and State Govt. on fifty – fifty cost sharing basis, with a</p>
2	<p><b>Sri. Babu, Sri. Subhramanian, Sri. K suresh</b> - The Kalarithara belongs to the Kalari Temple owned by the Bhagavathi Temple is one of the oldest temple and having unique rituals and systems of workshops. About twenty Gods and Godesses are worshiped and believed to situate in the Kalari Temple. As</p>	<p>vision of level cross force rail traffic. As per the traffic study conducted in 2019 near about four thousand vehicles are passing through the Cherukara level cross</p>





	<p>part of the Annual festivals procession from the main temple came to the Kalari Temple and then Elephant rounded the temple with offerings is a ritual. So space is needed around the temple to do this ritual. The temple administration requested Government to provide sufficient space for continuing the rituals.</p>	<p>daily and out of it two thousand are heavy vehicles. The proposed slop of the ROB is 20:1 and expected to travel with a speed of fifty kilometer per hour. Footpaths and service roads are included in the design. The alignment was developed with a view of minimum social impact. The Kerala Rail Development Corporation will address all the reasonable grievances made by the project affected people. Expecting co-operation from all people.</p>
3	<p><b>Sri. Hamsa MV</b> - I represent the residence which lose that frontage land. If the alignment would be shifted slightly to north side, the present impact could marginally reduce.</p>	
4	<p><b>Smt. Lakshmi Bhai</b> - I had been running shops in the project area and it would be affected by the project. If possible save my shop or give me satisfactory compensation to resettle my lively hood.</p>	
5	<p><b>Sri. Jibin Avayil vedu</b> - Our house would bedisplaced by the project. No other land to rebuild the house. Aged parents are living with me. So necessary compensation which would help me to resettle my house is needed.</p>	
6	<p><b>Sri. Abdul Salam</b> - Running shops in the project area. Needed satisfactory compensation to resettle the business.</p>	





7	<b>Smt. Hairunnesa Vice President, Elamkulam Grama Panchayath -</b> Necessary compensation and address the grievance would be necessary. As a local body member would provide all support.	
8	<b>Smt. Vijayalakshmi K, Ward Member -</b> The Project was a long awaiting development initiative. Government would provide satisfactory compensations for the loss. The grievance of the people especially from the Governing body of the Kalari Temple would be addressed.	



## **CHAPTER 4 LAND ASSESSMENT**

### **4.1 Description of the land**

Shoranur- Nilamboor Road crossing state state high way 23 (Pattambi-Perinthalmanna) at Cherukara Junction where Cherumala-Kollakkodu Mukku road and SNDP Shathabdhi smaraka road joins and proposed Aligarh Muslim university campus situated. The area is commercial in nature but residential plots are more in the area. One very ancient Marshal Art Training Centre (Kalari) also situated nearby. The project area defined for the study is a one kilometer radius of the existing Cherukara Level cross. The extent of the acquiring land is 0.33 Hectare which is situated both sides of Pattambi-Perinthalmanna state highway and in West and North side of Cherukara Level Cross.

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

Cherukara is a small village situated six kilometer away from Perinthalmanna town and thirty six kilometer from district head quarter Malappuram. The proposed project Cherukara ROB over Cherukara level cross will benefit to all travelers who are travelling through state high way 23 Perinthalmanna – Shoranur. The ROB will increase the vehicle traffic and it will definitely improve the socio – economic status of the area. Future developments in the Shoranur – Nilambur railway line will not affect the traffic through the state high way.

### **4.3. Total land requirement for the project.**

The total land acquiring for the project is 0.33 Hectares. Twenty 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 three Panchayat 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 0.33 Hectares. Shoranur- Nilamboor Road crossing state State high way 23 (Pattambi-Perinthalmanna) at Cherukara Junction where Cherumala-Kollakkodu Mukku road and SNDP Shathabdhi Smaraka road joins and proposed Aligarh Muslim university campus situated. The area is commercial in nature but residential plots are more in the area. One very ancient marshal Art Training Centre (Kalari) also situated nearby. The project area defined for the study is a one kilometer radius of the existing Cherukara Level cross.

**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	Croppi ng Pattern	No. of Holdings
1.	Dry	Commercial	Irrigated	NA	9
2.	Dry	Residential	Irrigated	NA	7
3.	Dry	Government/ Cultural/Religious Property	Irrigated	NA	4
	<b>Total</b>				<b>20</b>





#### 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 $\leq$	5
10- 20 cents	4
20 - 30	4
30 - 40	2
40 - 50	3
Above 50 cent	2
<b>Total</b>	<b>20</b>

#### 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 20 Title Holders including 2 properties belongs to religious and two properties of institutions are losing land by the project. The project also impacted to 10 Non -Title Holders who are having business in the project area. The Socio-Cultural and Economic details shows that all PAPs are having middle or upper middle class economic status. The income distribution shows that only 6% are having the monthly income of less than Rs.10,000/-. The literacy status says that all are literate and 40% are having college education. Only two title holders are having less than 10<sup>th</sup> standard. The religious distribution shows that 11 of the Title Holders are Hindus and 5 of them are Muslims. The age distribution of the Title Holders says that only 10% are having age of less than 30 years. 68% are above 50 years. The average family size of title holders is 5.3. Out of the 16 individual title holders 10 are male and 6 are female.

#### **5.2 Families which are indirectly affected by the project.**

The whole people residing in Cherukara will be indirectly benefited by the project. Three sub roads are starting from or ending in the project area. Several houses are using this sub roads. After completion of the project these sub roads are starting from or ending in service roads. This may affect the present free entry to the state high way. Shops in which are situated the Cherukara Railway station side are not displaced by the project. After the completion of the project the level cross junction will lose its commercial importance in terms of state high way traffic. This may affect the business of shops which are functioning in the level cross junction.

#### **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 shows that all PAPs are having middle or upper middle class economic status. The income distribution shows that only 6% are having the monthly income of less than Rs.10,000/-. The literacy status says that all are literate and 40% are having college education. Only 2 title holders are having less than 10<sup>th</sup> standard. The religious distribution shows that 11 of the Title Holders are Hindus and 5 of them are Muslims. The age distribution of the Title Holders says that only 10% are having age of less than 30 years. 68% are above 50 years. The average family size of title holders is 5.3. Out of the 16 individual title holders 10 are male and 6 are female.

#### 6.2. Gender wise distribution of Land Holders

Age of THs	No of THs
Male	10
Female	6
NA(Government/Public/Religious)	4
<b>Total</b>	<b>20</b>

#### 6.3. Age wise distribution of Land Holders

Age of THs	No of THs
20-30	1
31-40	2
41 - 50	5
51 - 60	5
61 - 70	2





Above 70	1
NA(Government/Public/Religious)	4
<b>Total</b>	<b>20</b>

#### 6.4. Family size of Land Holders

Family Size of THs	No of Families
2-3	1
4-5	8
6-7	5
Above 7	2
NA(Government/Public/Religious)	4
<b>Total</b>	<b>20</b>

#### 6.5. Educational Qualification of Land Holders

Educational Qualification	No of THs
Below SSLC	2
SSLC	3
PDC	5
DEGREE	3
PG	2
Technical	1
NA(Government/Public/Religious)	4
<b>Total</b>	<b>20</b>



### 6.6. Religious Distribution of Land Holders

Religion of THs	No. of THs
Hindu	11
Muslim	05
Christian	-
NA(Government/Public/Religious)	4
<b>Total</b>	<b>20</b>

### 7.7 Economic Distribution of Land Holders

Economic Status of THs	No. of THs
APL	15
BPL	1
NA(Government/Public/Religious)	4
<b>Total</b>	<b>20</b>

### 7.8 Occupational Distribution Land Holders

Major Occupation of THs	No of THs
Agricultural	2
Business	9
Govt. Job	-
Private Job	3
Others	2
NA(Government/Public/Religious)	4
<b>Total</b>	<b>20</b>



### 7.9 Income distribution of THs

Monthly Income of THs	No of THs
Below 10000	5
10000-20000	3
20000-30000	2
30000-40000	1
40000-50000	3
Above 50000	2
NA(Government/Public/Religious)	4
<b>Total</b>	<b>20</b>

### 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	12
11-20	18
21-30	13
31-40	16
41 - 50	15
51 - 60	16
61 - 70	13
Above 70	9
<b>Total</b>	<b>112</b>





### 6.1.2. Educational Qualification of PAF Members

<b>Educational Qualification</b>	<b>No of PAF Members</b>
Below 10 <sup>th</sup>	26
10 <sup>th</sup>	21
+2	16
Degree	14
PG	8
Professional	6
Other	21
<b>Total</b>	<b>112</b>

### 6.11 Socio Economic Profile of Non Title Holders

#### 6.11.1 Type of Non Title Holder

Sl.No.	Type of NTH	Activity		
		Commercial	Residential	Others
1	Tenant	9	1	0
	<b>Total</b>	<b>9</b>	<b>1</b>	<b>0</b>

#### 6.11.2 .Age wise distribution of NTH

Age of NTHs	No ofNTHs
20-30	-
31 -40	5
41 - 50	4
51 - 60	1
61 - 70	-



Above 70	-
<b>Total</b>	<b>10</b>

### 6.11.3. Educational Qualification of NTHs

Educational Qualification	No of NTHs
Below SSLC	-
SSLC	2
PDC	3
DEGREE	1
PG	-
Professional	-
Others	4
<b>TOTAL</b>	<b>10</b>

### 6.11.4 Religious Distribution

Religion of NTHs	No. of NTHs
Hindu	6
Muslim	3
Christian	1
<b>Total</b>	<b>10</b>



### 6.11.5 Economic Distribution of NTHs

Economic Status of NTHs	No. of NTHs
APL	10
BPL	-
<b>Total</b>	<b>10</b>

### 6.11.6 Income distribution of NTHs

Monthly Income of NTHs	No of NTHs
BELOW 10000	2
10,000 - 25,000	3
26000 - 50000	4
51000 - 75000	1
76000 - 100000	0
Above 100000	0
<b>Total</b>	<b>10</b>





## CHAPTER 7 SOCIAL IMPACT MANAGEMENT PLAN

The direct impact of the project is the loss of land of 20 title holders i.e two Institutions and two cultural property. One residential house and three commercial structures are displaced. One commercial shops is partially affected and one commercial units losing its frontage land which is essential for running the business. One rented residential house owned by a religious group is also displaced. Four residential houses losing their front yard/land. The ancient traditional Marshal Art training center is losing their front land portion where the pre worship ritual ceremonies are carried out. This is a cultural heritage structure owned by the management of a temple. Annual Worship and ritual ceremonies are happening annually and it considered as a local festival. If the present impact happens the whole cultural property will lose its importance. One educational institutions is losing their front land and structure portion. The commercial units may lose their business after the completion of the project.

### 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 land	Compensation	Compensate the loss.
3	Loss of	Compensation	Compensate the loss. Case



	Building		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.
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 Cultural Properties	Resettle	Resettle
14	Loss of water supply pipes	Resettle	Resettle
15	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
16	Involved in land acquisition process	Control	Ensure community participation in the whole process.
17	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	Magnitude	Pre-Mitigation	Post - Mitigation	Mitigation Measures
Loss of Residence	Negative	Possible	Maximum	Medium	High	Compensate the loss.
Loss of Part of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Loss of structures	Negative	Possible	Maximum	Maximum	Medium	Compensate 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 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.
Loss of Cultural properties	Negative	Possible	Low	Minimum	Low	Resettlement
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**

<b>Key persons responsible for mitigation</b>	<b>Role in mitigation</b>
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**  
**AND RECOMMENDATION ON ACQUISITION**

Since only one residence is displaced the impact of the project may be termed as minimum. But the chances of displacement of the ancient traditional martial art training center raise the overall impact as medium because the center is very unique in nature and deep rooted with culture and history. One educational institution is partially affected and another one is losing its land. The school is not having sufficient land for resettlement. Protecting the educational institutions from relocation will be an important step for mitigating the impact. The residential houses which lose the frontage land are having a problem of Access. Case by case technical advice is needed before acquisition may reduce the impact and help them to develop the resettlement plan. Three major roads which are intercepting the present level cross may be affected by losing its direct access to the State Highway. No junction development was proposed. Resettlement of free access to these roads is a public demand.

The project will support the overall development of the area. The uninterrupted traffic through the State Highway will increase the vehicle traffic and it will help the socio-economic development of the area.

Because of the historical importance the affected ancient martial art training center should be protected in any means. A discussion with authorities of the training center and requisition authority technical team could find out a solution to resettle the center.

No alternative to the proposed project was suggested by project affected people or public except a few requests to shift the alignment to save their property.

The above facts show that the public importance of the project is much higher than the social impact identified and it could be mitigated by satisfactory compensation and resettlement measures.

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.





**ചെറുകര - അങ്ങാടിപ്പുറം റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ  
(എൽ.സി. നം.6) റെയിൽവേ മേൽപ്പാലം നർമ്മാണം.**

**പദ്ധതി ബാധിതരുടെ പേര് വിവരങ്ങൾ**

ക്രമ നം.	സർവ്വേ /നമ്പർ	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുവിന്റെ വിവരണം
1	134/3-2	വിജയകുമാർ(late) പ്രേമ, വിപിൻ കെ, നമിത കെ, കാഞ്ഞിരകുറ്റിയിൽ, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9809774522	സ്ഥലം , കൽകെട്ട്
2,	102/ബി2	ബാലൻ കെ. ചിന്ന (late), പ്രകാശൻ, പ്രദീപ്  ഉണ്ണികൃഷ്ണൻ,(late), ലീല, ഷിജു, സത്യഭാമ, സതീരത്നം കെ., സുഭാഷിണി കെ രമ കെ., ബീന, കെ., വിനയൻ, കാഞ്ഞിരകുറ്റിയിൽ, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9747370395 9995247449 9446492235 9539039505 9995749636 9447196951	ഓടിട്ട പഴയകെട്ടിടം
3.	102/എ2	സെക്രട്ടറി, ശ്രീ പള്ളിത്തൊടി കളരി ഭഗവതിക്ഷേത്രം ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9846730616	സ്ഥലം, ആൽമരം, തെങ്ങ്, തേക്ക്
4.	131/2	അബ്ദുൾ റഷീദ്. സറീന, സുൽത്താൻ വീട്, പച്ചീരികുത്ത്, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ, പിൻ - 679 340	9061553751 009665092385 2	വലിയ ഗെയ്റ്റ്, മതിൽ, കുളം, മീറ്റം,
5	92	മിനി വി., ചന്ദ്രമതി പ്രസാദം	91730694914	സ്ഥലം



		ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ, പിൻ - 679 340		
6.	102/എ	ലക്ഷ്മിഭായി ആതിര, തിരുവാലി പി.ഒ. മഞ്ചരി, മലപ്പുറം	9995744308	സ്ഥലം
7.		ഭാരതി, വൈശാഖ്, പുല്ലാശ്ശേരി, പാലക്കാട് - 679 307	9495289981	വഴി
8.	92/1-2	മോഹൻദാസ് കെ., മിനി വി. പ്രസാദം ഹൗസ്, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340		മതിൽ,
9.	92/1-2	ശോഭന വി.പി. വെള്ളാട്ട്, രാമനാട്ട്കര	9447078340	കെട്ടിടം മുൻഭാഗം
10.	56എ	സുശീല സി.സി. കാഞ്ഞിരകുറ്റിയിൽ ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9048775181	
11.	134	രാവുണ്ണി(late), മാനേജർ, എ.യു.പി.സ്കൂൾ, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9809873255	മതിൽ ഗെയ്റ്റ് ശൗചാലയം
12.	134/1	ചന്ദ്രനുണ്ണി, , ചന്ദ്രത്തൊടി ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9072256882	സ്ഥലം
13.	134/9	ഉണ്ണികൃഷ്ണൻ, ആവയിൽ, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9207029725	സ്ഥലം വീട് നഷ്ടം
14.	13/3	രാജഗോപാലൻ, മണികണ്ഠൻ, രവി പുളിമുട്ടിൽ ഹൗസ്, എരവിമംഗലം, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9447108665	സ്ഥലം



15		എം.കെ.മുഹമ്മദ് ഹാജി(late), ആരിഫ് എം.കെ., സുബൈറത്ത്, അബ്ദുൾ സലാം, അബ്ദുൾ ഹമീദ് നബീല, മഷ്റൂബ്, ഷെഹീദ, മുണ്ടൂർകാട്ടിൽ, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ, പിൻ - 679 340	9605119121 9961282443	കെട്ടിടം, സ്ഥലം
16	102 എ	ഹൈദർ, പുളിക്കൽ. ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ, പിൻ - 679 340	6282258348	2 നില കെട്ടിടം, സ്ഥലം
17	102 എ	പി.കെ. മുഹമ്മദ് അലി., ചീനിക്കൽ ഹൗസ്, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ , പിൻ - 679 340	9074443990 8075193234	കെട്ടിടം, സ്ഥലം
18	102 എ	ചെറുകര ജുമാത്ത് മുസ്ലീം പള്ളി ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9447883021	സ്ഥലം വാടക കെട്ടിടം
19	102 എ	ഡയറക്ടർ അലിഗഡ് മുസ്ലീം യൂണിവേഴ്സിറ്റി, മലപ്പുറം സെന്റർ, ചെറുകര പി.ഒ. പെരിന്തൽമണ്ണ പിൻ - 679 340	9846645482	സ്ഥലം
20	102/ബി 1-1	മുഹമ്മദ് (Late) ആമീന ബീവി, മുതൽപേർ പാറക്കൽ, കിഴങ്ങത്തോൾ, കിഴങ്ങത്തോൾ,	9495913606	കടമുറി





**ചെറുകര - അങ്ങാടിപ്പുറം റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ  
(എൽ.സി. നം.6) റെയിൽവേ മേൽപ്പാലം നർമ്മാണം.**

**ഭൂ രഹിത പദ്ധതി ബാധിതരുടെ പേര് വിവരങ്ങൾ**

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ
1	ബുഷ്റ, മുണ്ടകാട്ടിൽ, ചെറുകര പി.ഒ.	8606477071
2	അബൂജം, പൂല്ലാട്ട്, ചെറുകര പി.ഒ.	9605163460
3	ഹയറുന്നീസ, കളരിക്കൽ, ചെറുകര പി.ഒ., പെരിന്തൽമണ്ണ	7902424512
4	നവാസ്, ഇടക്കടമ്പൻ, ചെറുകര പി.ഒ., പെരിന്തൽമണ്ണ	7403298829
5	സുനീൽകുമാർ , ചൂരുക്കൊച്ചി ഹൗസ്, എരവിമംഗലം	8075984923
6	പ്രതീപ്കുമാർ	9495492735
7	രാഘവ്	9846460872
8	ശരത്കുമാർ	8907770189
9	ഫിലോമോൻ പി.എം. ഇലക്ട്രിക്കൽസ്, ചെറുകര പി.ഒ., പെരിന്തൽമണ്ണ	
10	സുനീൽകുമാർ, ചളാങ്കാളിയിൽ. ചെറുകര പി.ഒ., പെരിന്തൽമണ്ണ	9745868791



## PHOTOGRAPHS





# PUBLIC HEARING







**ജനയോഗം 2022 ജൂൺ 01 ബുധൻ**

ഫാറം 5 ചട്ടം 14 (1)		വിജ്ഞാപനം		തീയതി : 28/05/2022	
<p>ചുവടെ പട്ടികയിൽ വിവരിക്കുന്ന മലപ്പുറം ജില്ലയിൽ പെരിന്തൽമണ്ണ താലൂക്കിൽ, ഏലംകുളം റിപ്പ്രെന്റേഷൻ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് ചെറുകര-അങ്ങാടിപ്പുറം റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ (എൽ.സി. നം. 6) റെയിൽവേ മേൽപ്പാലം നിർമ്മിക്കുന്നതിന് 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, മേയ് 26, നം. 1723, വിജ്ഞാപനം നമ്പർ ഡി.സി.എം.പി.എം 5533/2019/എൽ.എ5, തീയതി, 2022, മേയ് 10, 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 -ാം മാഞ്ച് ജൂൺ 15 -ാം തീയതി, രാവിലെ 11 മണിക്ക് ചെറുകര എ.യു.പി. സ്കൂൾ ഹാളിൽ വെച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണയോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.</p>					
ക്രമ നം.	സർവ്വേ നം.	വിവരണം	വി.ഹെക്ടർ	പേര്	
1	56 A(1,2), 134 (1,3,9) 102 B(1,2,3) 102A(7), 92(1,2) 55 A	പുരയിടം/ നിലം	0.33	പ്രേമ, വിപിൻ കെ, നമീത കെ, ചിന്ന(late), പ്രകാശൻ, പ്രദീപ്, ബാലൻ കെ, ഉണ്ണികൃഷ്ണൻ (late), ലീല, ഷിജു, സത്യഭാമ, വിജയകുമാർ, സതീരത്ത്, സുഭാഷിണി, രമ, ബീന, വിനയൻ, സെക്രട്ടറി, ശ്രീ പള്ളിത്തൊടി കളരി ഭഗവതിക്ഷേത്രം, അബ്ദുൾ റഷീദ്, സറീന, ചന്ദ്രമതി, മിനി വി. ലക്ഷ്മിഭായി, ഭാരതി, മോഹൻദാസ് കെ., മിനി വി., ശോഭന വി.പി. സുശീല സി.സി. രാവുണ്ണി(late), മാനേജർ എ.യു.പി. സ്കൂൾ ചെറുകര, ചന്ദ്രനുണ്ണി, ഉണ്ണികൃഷ്ണൻ, രാജഗോപാലൻ, മണികണ്ഠൻ, രവി, എം.കെ.മുഹമ്മദ് ഹാജി(late), ആരിഫ് എം.കെ., സുബൈറത്ത്, അബ്ദുൾ സലാം, അബ്ദുൾ ഹമീദ്, നബീല, മഷ്റൂബ്, ഷഹീദ, ഹൈദർ. പി.കെ. മുഹമ്മദ് അലി., ചെറുകര ജുമാത്ത് മസ്ജിം പള്ളി	
ആകെ വിസ്തീർണ്ണം			0.33	ചെയർമാൻ, സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്	



സ്വീകർത്താവ്

നോട്ടീസ് / അറിയിപ്പ്

മലപ്പുറം ജില്ലയിൽ പെരിന്തൽമണ്ണ താലൂക്കിൽ, ഏലംകുളം വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് ചെറുകര - അങ്ങാടിപ്പുറം റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ (എൽ.സി. നം. 6) റെയിൽവേ മേൽപ്പാലം നിർമ്മിക്കുന്നതിന് 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 മേയ് 26, നം. 1723, വിജ്ഞാപനം നമ്പർ. ഡി.സി.എം. പി.എം 5533/2019/എൽ.എ5, തീയതി, 2022 മേയ് 10, അറിയിപ്പ് പ്രകാരം ടി പ്രദേശത്ത് ഒരു സാമൂഹിക പ്രത്യാഘാത പഠന വിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന്, ഏറ്റെടുക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപര്യങ്ങളോ ഉള്ള താങ്കളോ താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ, 2022-ാം മാണ്ട് ജൂൺ 15-ാം തീയതി, രാവിലെ 11 മണിക്ക് ചെറുകര എ.യു.പി. സ്കൂൾ ഹാളിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണയോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

സ്ഥലം : കോട്ടയം  
 തീയതി : 28/05/2022



ചെയർമാൻ

സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്



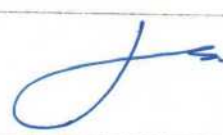
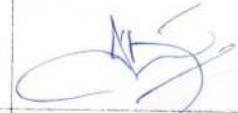







## സാമൂഹിക പ്രത്യാഘാത പഠനം

ചെറുകര - അങ്ങാടിപ്പുറം റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ  
(എൽ.സി.നം. 6) മേൽപ്പാല നിർമ്മാണം

പൊതു അഭിപ്രായ സ്വീകരണം

സ്ഥലം : എ.യു.പി.സ്കൂൾ, ചെറുകര

സ്ഥലം തീയതി : 15/06/2022 സമയം 11 എ. എം.

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
1	ഹരിദാസൻ എസ്. ഡി.ജി.എം. കെ.ആർ. പി.സി.എസ്	944772 1040	
2	കെ. ശബരീനാഥൻ വി.പി. LAC (എസ്. തമ്പി) നീക്കദാർശന കമ്മ്യൂണിറ്റി കേന്ദ്രം	9544059263	
3	മിഥുൻ ജോസഫ് സെക്രട്ടറി എൻ.ജി.പി.യർ. കെ.ആർ.പി.സി.എസ്	9946835946	
4	സി.പി. സുധീപ് കോളേജ് കെ.ആർ.പി.സി.എസ് ചെറുകര	980987320	
5	വി. ലക്ഷ്മീദാസ്, രാമതിര കാർമ്മയ്യർ റോഡ്, തിരുവാലി (ക) മലപ്പുറം ജില്ല	9995744308	
6	sheik. MF. CK Home. Cherukar	9446630474	
7	സനീറത്തം.കെ. നിനവില്ല ഡബ്ബൽ റിങ്. P.O. മലപ്പുറം 676519.	9995247449	
8	സബ്രഹ്മണ്യം.കെ. ആക്ഷയിൽ പുഴവര പി.ഒ. ചെർച്ചുലോതി.	9747370395	
9	രമ്യ.കെ. ഹാറക്കോട്ടിൽ പത്മിനി കോട് പുറം. P.O. മൂങ്ങാർക്കടവ്	9539039505	

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
10	ABDUL SALAM MUNDUKATTIL CHERUKARA. PO.	9961282443	
11	മുഹമ്മദ്. P. കുന്നമേൽ മണ്ണൂർ ചെറുകര. P.O.	9446411324	
12	മുഹമ്മദ്. ഹമീദ്. വെട്ടിക്കോടി മണ്ണൂർ ചെറുകര. P.O.	9447444342	
13	മുഹമ്മദ് മുഹമ്മദ് ചെറുകര. P.O.	9495913606	
14	മുഹമ്മദ് ഞാണി വെട്ടിക്കോടി മണ്ണൂർ ചെറുകര.	94 95 28 9981.	
15	മുഹമ്മദ് ഞാണി മി. വെട്ടിക്കോടി കോട്ടയം മണ്ണൂർ ചെറുകര.	9496173072.	
16	മുഹമ്മദ്. സയീദ് കോട്ടയം മണ്ണൂർ ചെറുകര.	9447149383	
17	മുഹമ്മദ്. അഹ്മദ് മുഹമ്മദ് താരിഖ് ഹിസ് S/O മുഹമ്മദ് ഹാജി P.O. ചെറുകര	9605119121	
18	മുഹമ്മദ്. ഞാണി കോട്ടയം മണ്ണൂർ S/O മുഹമ്മദ് ഹാജി P.O. ചെറുകര	9544077010	
19	Anuraj. P Pulattil (Ho) Cherukara	8281295737	

20 VIDINIK  
KANJIRANKUTTYIL  
CHERUKARA 9847775995



ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
20	Suseela. Kanjirakuttayil	9048775181	<u>Sus</u>
21	Balan Kanjirakuttayil	9048775180	<del>Handwritten signature</del>
22	Shilpa K (Kanjirakuttayil) Cherukara	9847667222	<u>Handwritten signature</u>
23	V.P. Chandramurthy Chuntra (Kanjirakuttayil) Cherukara	9072256882	Handwritten signature
24	MUSTAFA V BISMILIAN CHERUKARA	811993977	Handwritten signature
25	VIDIN K KANJIRAKUTTYIL (H) CHERUKARA	9847775995	<u>Handwritten signature</u>
26	KELU. KUNNIKEL ATHIRA. P. THIRUVALI	9446952645	Handwritten signature
27	Faisalameen K AMU MALAPPURAM CENTRE	9447155371	<u>Handwritten signature</u>
28	MANIRANDAN. A AVAYIL HOUSE. CHERUKARA. 99612	9961233557	Handwritten signature 13/6/22
29	Ushagan - M. Kanjirakuttayil Cherukara	9447196951	Handwritten signature



ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
30	<p>എസ്. ഓ. ഡി Rep. for അയ്യപ്പൻപിള്ളി, അയിരൂർ, പുൽമുക്ക് കിട്ട, ചെറുതറ.</p>	9847316277	
31	<p>21നിമിഷൻ 88വാടകക്കൂലി ചെറുതറ.</p>	8075193234	
32	<p>അയ്യപ്പൻപിള്ളി പുൽമുക്ക്</p>	7994790640	
33	<p>FIROZ DABU m.v Kuttyppuzham</p>	9633844771	
34	<p>PHILOMON P. CHERUKARA.</p>	9447108665	
35	<p>V. m. Babu maldesh Cherupuzha Sree Palli Thochi Bhagavathi</p>	984673066	
36	<p>K. Subrahmanian. Sree path Thochi Bhagavathi Kshethram</p>	9846444218	
37	<p>V. Chamegram Sree palli Thochi Bhagavathi Kshethram</p>	94472623 54	
38	<p>Hyder Ali - P Ridhwan - P Pulikkal house Cherukara</p>	8089181345	
39	<p>88വാടകക്കൂലി നമ്പർ 21നിമിഷൻ എസ്. ഓ. ഡി ചെറുതറ</p>	8075193234	







# കേരള ഗസറ്റ് KERALA GAZETTE

അസാധാരണം  
EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്  
PUBLISHED BY AUTHORITY

വാല്യം 11 Vol. XI	തിരുവനന്തപുരം, വ്യാഴം Thiruvananthapuram, Thursday	2022 മേയ് 26 26th May 2022 1197 ഇടവം 12 12th Idavam 1197 1944 ജ്യേഷ്ഠം 5 5th Jyaishta 1944	നമ്പർ No.	1723
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FORM No. 4

[See Rule 11(3)]

NOTIFICATION

No. DCMPM/5533/2019/LA5.

10th May, 2022.

WHEREAS, it appears to the appropriate Government and The District Collector, Malappuram that the land specified in the schedule below is needed or likely to be needed for a public purpose, to wit for "Land Acquisition for The Construction of ROB at LC No. 06 at Railway KM 21/100-200 between Cherukara & Angadippuram Railway Stations" in Malappuram District;

WHEREAS, in exercise of powers conferred by the provisions to clause (e) of Section 3 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 notified and





authorised the District Collector as appropriate Government as per G. O. (P) No. 376/2016/RD dated 29-6-2016 published S. R. O. No. 468/16, in Kerala Gazette dated 8-7-2016 for the purpose of acquisition of land not exceeding 200 Ares in a District for public purpose;

AND WHEREAS, in exercise of 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) the Appropriate Government and The District Collector, Malappuram have decided to conduct a Social Impact Assessment in the area specified in the schedule below;

Now, THEREFORE, sanction is accorded to the unit "Kerala Voluntary Health Services, Mullankuzhi, Collectorate P.O., 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 35 days, not exceeding six months in any case.

SCHEDULE

District—Malappuram.

Taluk—Perinthalmanna.

Village or Amsam—Elamkulam.

Serial No.	Village	Desam	Survey No.	Description	Extent (in Hectares) (Approximate)
1	Elamkulam	Kizhungathol	56 A(1,2), 134(1,3,9), 102 B(1,2,3), 102 A(7), 92(1,2)	Purayidam (Dry Land)	0.33
2			55 A	Nilam (Nanjai)	
		<b>Total</b>			<b>0.33</b>

(Sd.)

DISTRICT COLLECTOR,  
Malappuram.





Phone: 7510367411

# ശ്രീ പള്ളിത്തൊടി ഭഗവതിക്ഷേത്രം

ചെറുകര - 679340, മലപ്പുറം ജില്ല  
റജി. നമ്പർ: 163/IV/2015



തീയതി: 15/01/22..

From

സെക്രട്ടറി  
ശ്രീ പള്ളിത്തൊടി കളരി ഭഗവതി ക്ഷേത്രം  
ചെറുകര പി.ഒ.

To,

പെരിന്തൽമണ്ണ, മലപ്പുറം ജില്ല, കേരളാപിൻ 679340

ചെയർമാൻ  
സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ് കേരള വോളന്ററി ഹെൽത്ത് സർവീസ്, മുളംകുഴി, കളക്ടറേറ്റ് പി.ഒ കോട്ടയം

സർ,

വിഷയം: ചെറുകര റെയിൽവേ ഗേറ്റ് മേൽപാലം  
ഉണ്ടാക്കുന്നതോടനുബന്ധിച്ചുള്ള അഭ്യർത്ഥന

സൂചന: താങ്കളുടെ 28.05.2022 ലെ നോട്ടീസ്.

മലപ്പുറം ജില്ലയിൽ പെരിന്തൽമണ്ണ താലൂക്കിൽ, ഏലംകുളം വില്ലേജിൽ ചെറുകര റെയിൽവേ ഗേറ്റിന് സമീപം ശ്രീ പള്ളിത്തൊടി ഭഗവതി ക്ഷേത്രത്തിന്റെ സെക്രട്ടറി ബോധിപ്പിക്കുന്ന ഹരജി.

1. ചെറുകര പള്ളിത്തൊടി ഭഗവതി ക്ഷേത്രം പടിഞ്ഞാറെ നടക്ക് അഭിമുഖമായി വിവിധ ഉപദേവതകളുടെ പ്രതിഷ്ഠയോടെയും സാന്നിദ്ധ്യത്തോടെയും സുമാർ 450 വർഷത്തിലധികം പുരാതനമായ കേരളത്തിലെ പതിനെട്ടര കളരികളിൽ ഒന്നാണ് ശ്രീ പള്ളിത്തൊടി ഭഗവതി ക്ഷേത്ര കളരി.

2. ക്ഷേത്രാചാരങ്ങളോട് അനുബന്ധപ്പെട്ട് വിവിധ പുജാ കർമ്മങ്ങളും ക്ഷേത്ര ഉത്സവത്തോട് അനുബന്ധിച്ച് ആയരിക്കണകിന് ആളുകൾ പങ്കെടുത്ത് കൊണ്ടുള്ള താലപ്പൊലി ഉത്സവത്തിന്റെ ആനകൾ, ഭൂതകോലങ്ങൾ, മറ്റ് വിവിധ ആചാര പ്രതീകങ്ങളോടെ ആനപ്പുറത്തുള്ള താലപ്പൊലി എഴുന്നള്ളത്ത് ഈ കളരിക്ക് പ്രദക്ഷിണം വെച്ച് താലം നിരത്തലും മറ്റ് അരിയേറ്റ് കർമ്മങ്ങളും നടത്തുന്നത് ഈ സ്ഥലത്താണ്.

3. മേൽപ്പാലം ചെറുകര യു.പി സ്കൂൾ ഭാഗത്ത് നിന്നും തുടങ്ങി അവസാനിക്കുന്ന ഭാഗത്ത് നിന്നും വലത്തോട്ട് തിരിഞ്ഞ് സൈഡ് റോഡിലൂടെ വേണം ചെറുവനങ്ങാട് താമസിക്കുന്ന 450 ഓളം കുടുംബങ്ങൾക്ക് യാത്ര ചെയ്യാനും SNDP കോളേജ് വിദ്യാർത്ഥികൾക്ക് കോളേജിലെത്താനും ചെറുമല പരിയാരപുരം വഴി അങ്ങാടിപ്പുറം പുത്തനങ്ങാടി മാലാപറമ്പ് M.E.S മെഡിക്കൽ കോളേജ് എന്നീ സ്ഥാപനങ്ങളിലേക്ക് പോകാനും.

4. റയിൽവേഗേറ്റിന് പടിഞ്ഞാറ് ഭാഗം റയിൽവേ ഭാഗത്ത് നിന്ന് ഒഴുകി വരുന്ന മഴവെള്ളവും ചെറുമല ചെറുവനങ്ങാട് ഭാഗത്ത് നിന്നും ഒഴുകി വരുന്ന വെള്ളവും സന്ധിച്ച് ഒഴുകി പോകുന്നത് പ്രസ്തുത കളരിക്ക് മുന്നിലൂടെ ഒഴുകുന്ന വെള്ളച്ചാലിലൂടെയാണ്.

പേമാരി സമയത്ത് തിങ്ങി നിറഞ്ഞ വെള്ളം റോഡിലൂടെയും സമീപ പ്രദേശത്ത് കൂടെയും കളരിക്ക് തെക്ക് വശത്തുള്ള പാടം വഴി വരുന്ന ഭീമമായ വെള്ളക്കുത്തിനും വെള്ളം ഒഴുകി പോകുന്നതിനും ഉതകുന്ന വിധത്തിൽ വെള്ളച്ചാലുണ്ടാക്കി സ്റ്റാബ് ഇടേണ്ടി വരും.

ആയതിനാൽ താഴെ പ്രത്യേകം കാണിക്കുന്ന കാര്യങ്ങൾ പരിഗണിക്കേണ്ടതാണ്.

1. ആന എഴുന്നള്ളിപ്പിനടക്കം സൗകര്യപ്പെടുമാറ് വീതി സ്ഥലം കളരിക്ക് മുന്നിൽ ഉണ്ടാവേണ്ടത് അനിവാര്യമാണ്.

2. മേൽ പാലത്തിന് താഴെ സൈഡ് റോഡിന് മുകളിൽ കാണിച്ച പോലെ അങ്ങാടിപ്പുറം യാത്ര ചെയ്യാനുള്ളതിനാൽ പരമാവധി വീതി ഉണ്ടാക്കേണ്ടതാണ്. അതിന് വേണ്ടി നിലവിലുള്ള റോഡിന് കിഴക്ക് ഭാഗത്ത് ഒഴിഞ്ഞ് കിടക്കുന്ന സ്ഥലത്തേക്ക് പ്രധാന ഭീമുകളും പില്ലറുകളും മാറ്റി നിശ്ചയിക്കേണ്ടതാണ്.

3. കളരിക്ക് മുന്നിൽ നീക്കിവെക്കേണ്ട സ്ഥലം കുഴിച്ച് ചുരുങ്ങിയത് 1.5 മീറ്റർ വീതിയിലേകിലും വെള്ളച്ചാലുണ്ടാക്കി സ്റ്റാബ് ഇടേണ്ടി വരികയും അത് നടപ്പാതയാക്കി ഉപയോഗിക്കാൻ ഉതകുന്നതുമായിരിക്കും.

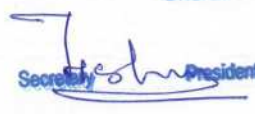
വികസന സൗകര്യങ്ങൾക്ക് സർപ്പാത്മനാ സഹകരിക്കുവാൻ ക്ഷേത്ര കമ്മിറ്റി സമ്മതിക്കുന്നതൊടൊപ്പം, കളരി കെട്ടിടത്തിൽ നിന്ന് അരമീറ്റർ മാത്രം അകലത്തിൽ കളരി ഇറവെള്ളം കുറ്റിയിൽ വീഴുന്ന വിധത്തിൽ മാത്രം നിലവിൽ സ്ഥാപിച്ച അടയാള കുറ്റി 3 മീറ്റർ കൂടി അധികം കിഴക്കോട്ട് സ്ഥാപിച്ച് ക്ഷേത്ര ആചാരങ്ങൾ വിഗ്നം വരാത്തതും വൻ ജനാവലിക്ക് കളരി പ്രദക്ഷിണം



മുടങ്ങാത്ത വിധത്തിലും ഭഗവതി കോലത്തോടെയുള്ള ആനഎഴുന്നള്ളിപ്പിന് മുടക്കം വരാത്ത സ്ഥിതിയും ഉണ്ടാകണമെന്ന് അഭ്യർത്ഥിക്കുന്നു.

ആയത് കൊണ്ട് കളരി സ്ഥലം Social Impact Assesment ൽ ഉൾപ്പെടുത്തണം എന്ന് വിനീതമായി അഭ്യർത്ഥിക്കുന്നു. ഏറ്റെടുക്കുന്ന സ്ഥലം രണ്ട് ഭാഗവും റോഡ് സൗകര്യം ഉള്ള ഏറ്റവും മൂല്യവത്തായ സ്ഥലം ആണെന്ന് കണക്കാക്കി പരാമർശിച്ച് പരിഹാരം നൽകണമെന്നും അഭ്യർത്ഥിക്കുന്നു.

എന്ന് **Dr. Sree Pallithodi Bhagavathi Kshethram Cherukara**

  
**Secretary President Treasurer**

സെക്രട്ടറി  
ശ്രീ പള്ളിത്തൊടി ഭഗവതി ക്ഷേത്രം  
ചെറുകര,

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ജില്ലാ കളക്ടർ മലപ്പുറം  
RDO പെരിന്തൽമണ്ണ