

**Social Impact Assessment Study
of
Development of Kakkad-Mundayad Road as part
of Kannur City Road Improvement Project
Puzhathi, Valiyannoor and Elayavoor Villages of
Kannur Taluk of Kannur District
(2.1435 Hectares)**

**Draft Report
Date: 12/10/2022**

**Requisition Agency
Kerala Road Fund Board
(KRFB)**

By
KERALA VOLUNTARY HEALTH SERVICES

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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
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
KRFB	Kerala Road Fund Board
RTFCTLARR Act	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act



CONTENTS

CHAPTER 1 - EXECUTIVE SUMMARY

- 1.1 Introduction - Project and Public Purpose
- 1.2 Location
- 1.3 Size and Attributes of Land Acquisition
- 1.4 Alternatives Considered
- 1.5 Social Impact
- 1.6 Mitigation Measures
- 1.7 Detailed Mitigation Plan
- 1.8 Assessment of Social Costs and Benefits

CHAPTER 2 - DETAILED PROJECT DESCRIPTION

- 2.1 Background of the project, including developer's background and governance/ management structure.
 - 2.1.1. Requisition Authority
 - 2.1.1. (a). Kerala Road Fund Board
 - 2.1.2. Land Acquisition Authority
- 2.2. Rationale for project including how the project fits the public purpose criteria listed in the Act.
- 2.3. Details of project size, location, capacity, outputs, production targets, cost, risks.
 - 2.3.1. Project Location
- 2.4. Phase of project construction
- 2.5. Core design features and size and types of facilities.
- 2.6. Need for ancillary infrastructural facilities.



- 2.7. Work force requirements (temporary and permanent).
- 2.8. Details of Social Impact Assessment / Environment Impact Assessment if already conducted and any technical feasibility reports.
- 2.9. Applicable law and policies.

CHAPTER 3 - STUDY APPROACH AND METHODOLOGY

- 3.1. Background
- 3.2. Social Impact Assessment Team – Profile of Team Members
- 3.3. Study Approach
- 3.4. Methodology & Tools
- 3.5. Sources of data collected
- 3.6. Process and Schedule of Activities
- 3.7. Points Raised During Individual and Group Discussion with Title Holders

CHAPTER 4 – LAND ASSESSMENT

- 4.1. Description of the land
- 4.2. Entire area of impact under the influence of the project.
- 4.3. Total land requirement for the project.
- 4.4. Present use of any public utilized land in the vicinity of the project area.
- 4.5. Land (if any) already purchased, alienated, leased or acquired, and the intended use for each plot of land required for the project
- 4.6. Quantity and location of land proposed to be acquired for the project
- 4.7. Nature, present use and classification of land and if agricultural land, irrigation coverage and cropping patterns



- 4.8. Size of holding, ownership patterns, land distributions and number of residential houses
- 4.9. Land prices and recent changes in ownership, transfer and use of lands over the last 3 years

CHAPTER 5 - ESTIMATION AND ENUMERATION

- 5.1. Families which are directly affected
- 5.2. Families which are indirectly impacted by the project
- 5.3. Inventory of productive assets and significant lands

CHAPTER 6 - SOCIO-ECONOMIC PROFILE

- 6.1. Demographic Details
- 6.2. Age wise distribution of TH
- 6.3. Family size of THs
- 6.4. Educational Qualification of THs
- 6.5. Religious Distribution
- 6.6. Economic Distribution of THs
- 6.7. Occupational Distribution THs
- 6.8. Income distribution of THs
- 6.9. Health Status of THs
- 6.10. Socio Economic Profile of Project Affected Family Members.
 - 6.10.1. Age wise distribution of PAF Members
 - 6.10.2. Educational Qualification of PAF Members
- 6.11. Socio Economic Profile of Non-Tittle Holders
 - 6.11.1. Type of Non-Title Holder
 - 6.11.2. Age wise distribution of NTH
 - 6.11.3. Educational Qualification of NTHs



- 6.11.4. Religious Distribution
- 6.11.5. Economic Distribution of NTHs
- 6.11.6. Income distribution of NTHs

CHAPTER 7 - SOCIAL IMPACT MANAGEMENT PLAN

- 7.1. Approaches to Mitigation/ Measures to avoid, mitigate and compensate impact
- 7.2. Measures that are included in the terms of Rehabilitation and Resettlement
- 7.3. Measures that the Requiring Body has stated it will introduce in the Project Proposal
- 7.4. Alterations to project design and additional measures that may be required to address the extend and intensity of impacts across various groups as identified during the social impact assessment process.
- 7.5. Detailed Mitigation Plan

CHAPTER 8 - SOCIAL IMPACT MANAGEMENT PLAN INSTITUTIONAL FRAMEWORK

- 8.1. Institutional Structures and Key Persons

CHAPTER 9 -SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF MITIGATION PLAN

- 9.1. Costs of all resettlement and rehabilitation costs
- 9.2. Annual budget and plan of action
- 9.3. Funding sources with breakup



CHAPTER 10 - SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATION

- 10.1. Key Monitoring and Evaluative indicators
- 10.2. Reporting mechanisms and monitoring roles
- 10.3. Plan of independent evaluation

CHAPTER 11 - ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION ON ACQUISITION

Annexure

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

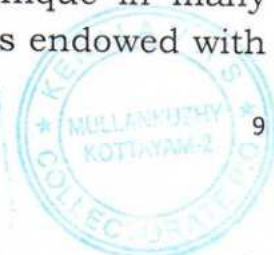


CHAPTER 1

EXECUTIVE SUMMARY

1.1. Introduction – Project and Public purpose

Transport plays a significant role in the economic development of any region. As road transport provides door-to-door connection and flexible movement of goods and passengers, its patronage by people are on the rise day by day. The quality of life now greatly depends on the quality of roads. The transport system in Kerala needs much improvement. The category of roads includes National Highways, State Highways & Major District Roads and PWD & local body roads. The State had cent percent connectivity to all villages by all-weather roads. The capacity augmentation of PWD road is very slow compared to vehicular growth. There is great mismatch between the vehicular growth and augmentation of roads in the state. With adherence to IRC specifications, the existing roads has to urgently undergo qualitative improvement accomplishing multi-pronged strategies to reduce traffic congestion, transit delay, environmental issues, easier access to desired destinations and reduction of accidents. Most of the roads have to undergo massive up gradation incorporating road safety features. It is proposed that major NHs and SHs passing through the State are to be widened to four lane standards with divided carriage way. The balance NHs and SHs are to be widened to two lane standards with adequate shoulders/footpath, and other major roads to be widened with intermediate lane and adequate shoulders. The new road development initiatives like the Hill Highway, Costal Highway, bypasses etc., also needs to be addressed in the 13th Five-Year Plan. Along with this priority should be given for the formulation of a "Regulatory Body" at the State Level and "Inter-departmental Co-ordination Committees" at the district level including representatives of the various departments/agencies and experts in the fields of transport sector for better preservation, maintenance & management of roads and vehicles. Kerala is unique in many respects among the States of India. Kerala State is endowed with



all major modes of transport like road, rail, water and air transport. The State boasts of one of the highest road density (853 km. /100 sq.km), approximately three times the National average (387 km. /100 sq.km). The State had cent percent connectivity to all villages by all-weather roads. Inland water transport, the most fuel efficient and environment friendly, although relegated to the background with the advent of faster motor transport is still working efficiently in the backwaters of central and south Kerala. This mode is now mostly used for ferry and tourist transport. The present transportation system in the state was evolved by piece-meal process, which remains under connected and uncoordinated. It is characterized by high operating cost, inefficiency and high accident risk. The state is witnessing an unpredicted growth of motor vehicles. The annual growth of motor vehicles is such that it doubles in 5 to 6 years. There are about 3.72 lakh kilometers of roads in the state of which only 20 percentage are motorable. The rest are mostly narrow or single lane pathways intended for residential or street connectivity. 80 percentage of motorable traffic uses the arterial and sub-arterial roads consisting of National Highways, State Highways and Major District Roads which are under the supervision of Public Works Department. The capacity augmentation of PWD road is very slow compared to vehicular growth. There is great mismatch between the vehicular growth and augmentation of roads in the state. With adherence to IRC specifications, the existing roads has to urgently undergo qualitative improvement accomplishing multi-pronged strategies to reduce traffic congestion, transit delay, environmental issues, easier access to desired destinations and reduction of accidents. Most of the roads have to undergo massive up gradation with widening and incorporation of road safety features. It is proposed that major NHs and SHs (state highway) passing through the State are to be widened to four lane width with divided carriage way. The other NHs and SHs are to be widened at least two lane standards with adequate shoulders/ footpath, and other major roads are widened to intermediate lane with adequate shoulders. The other road development initiatives like the Hill Highway,



Coastal Highway, bypasses etc., also needs to be addressed in the 13th Five-Year Plan. Along with this priority should be given for the formulation of a "Regulatory Body" at the State Level and "Inter-departmental Co-ordination Committees" at the district level by including representatives of the various departments/agencies and experts in these fields of road and road transport for better preservation, maintenance & management of roads and vehicles. Sixty percent of the vehicles registered and 45 percent of the road accidents in the state are in urban areas. Many urban areas have begun to feel the adverse effects of motorization like traffic congestion, acute shortage of parking spaces, road accidents and increasing levels of air pollution. The urban transport infrastructure should be planned to meet the long term projected demand of the commuters and other sections of the society. The serviceability indicators for the city should be fixed and action to be taken to achieve this during the 13th Five-Year Plan. Dedicated lanes for Public Transport System should be given top priority in all major urban areas along with the integrated terminals and public transport corridors. All bus stops should have modern bus shelters with passenger information system and passenger amenities. Measures to curb the use of private vehicles like restriction of odd-even number plates on alternate days, 2 congestion charging on selected corridors in the Central Business District (CBD) areas, implementation of green tax, observance of bus cum cycle day etc. shall be considered for implementation. The above measures will result in reduction of the share of private vehicles in urban area. Road side parking is one of the major issues to be addressed to improve the level of service. Effective control and sustained enforcement of the existing rules itself can stop on-street parking on all roads. Parking restrictions and imposing parking fee are short term measures to curb parking. The long-term solution is to provide adequate parking facilities within the premises and PPP model parking facilities. Kerala State has a total fleet of 25,449 buses, of which 19,145 are private buses (75%) and 6304 are KSRTC buses (25%). Private buses dominate the Bus Transport in all the districts of Kerala except



Thiruvananthapuram. Public Transport Buses (stage carriages) per lakh of population in Kerala is 73 compared to 36.7 in Tamil Nadu (27,503 buses) and 57.9 in Karnataka (3,666 buses). Occupancy Ratio in public transport buses in Kerala is just 50% only which indicates more than sufficient public transport buses. The main thrust in the 13th Five-Year Plan should be to shift commuters from using private vehicles to public transport, thereby reducing the number of personal vehicles on the road. The first step in this direction should be introduction of many more mini and medium buses which can operate in small and narrow roads with less passenger capacity. For this the Government has to consider conscious decision to reduce substantially quarterly road tax for public buses. Introduction of modern AC buses in all intercity and long distance routes should be considered. To support the development of viable integrated public transport system, it is essential that the station accessibility is also improved in line with the introduction of rationalized routes and feeder services by way of infusing aspects like walk ability, cyclability, connectivity and multi modal integration. By streamlining goods movement the priority should be given for the shifting of road based cargo traffic to water transport. It is expected that once NW No.3 becomes operational about 20% of the road based cargo traffic is expected to shift to water transport for which different policy initiatives and interventions are needed. The overall share of IWT is likely to be 5% by the end of 13th Plan period. Up gradation/introduction of automated modern integrated check posts will act as an effective monitoring system with hassle-free and speedier clearance, thereby reducing the down time from entry and exit. It would be desirable to frame a freight policy providing wider benefits to society, economies of scale in the provision of freight transport services in all sectors which lead to greater logistics efficiency, lower costs and more sustainable distribution. Several old inland feeder waterways including rivers and streams needs to be revived and modernized to include maximum cities and towns in the Inland waterway network. More emphasis should be given to the reduction of road accidents in a phased manner. First step to



initiate will be by strengthening the automated enforcement using different ITS techniques. Installation of maximum number of speed cameras will help reduce over speeding and accidents along with the usage of ANPR Cameras. This will take ahead step for controlling of road accidents. The need for establishing of Weigh Bridges along the sides of National Highways and State Highways should be addressed during this 13thFive-Year Plan. The Government should 3 publish suitable material to educate/aware public about role of "Good Samaritans" so that more people come forward to help the road accident victims to reach the nearest hospital, in case they come across one. Even though planning of integrated Multi-modal Transport System has been in vogue in the state for the last several years, the objective was not achieved in an appreciable manner. Coastal shipping and Inland Water Transport (IWT) have not been able to realize their full potential of growth though they are more energy efficient, environmentally cleaner and economical. At present the Western Central Kerala region has the benefit of road, rail, Inland and Port connectivity. In order to promote inter-modal transport coordination for safe, efficient, customer friendly and faster movement of goods, there is a need to standardize a common carrier or transfer method (Roll on-Roll off) which can be trans shipped by road, rail, and barges and ships. Development of new rail projects including railway lines has become a Joint Venture Project between Govt. of Kerala and Ministry of Railways (GoI), adequate state funds need to be earmarked to match the funds allotted by the Ministry of Railways for rail development during the 13thFive-Year Plan. Planning of integrated multi- modal transport system and other major projects like extension of Kochi Metro, implementing of light metro, water metro, high speed rail, suburban rail etc. should be considered during 13thFive-Year Plan. For the safety of travelers, especially women and children, SOS mobile application can be handy. In all modes of public transport and intermediate modes of public transport (auto, taxi etc.), driver (and conductor) identity and license display system could be implemented so that it can help deter anyone from taking any wrong steps. Heavy vehicles especially public



passenger vehicles should be installed with CCTV cameras for crime detection and prevention. The side covering of auto rickshaws could be made transparent so that there is more visibility to the driver as well as fellow road users. Land acquisition remains a major hurdle in Kerala considering the fact that land is scarce and therefore its utilization should be done judiciously. Land has to be made available for development of transport infrastructure taking into account the present and future demand conforming to relevant codes and practices prescribed/ followed by competent agencies like Indian Roads Congress (IRC), Ministry of Road Transport and Highways etc. A sound Policy should be in place for monetary compensation and/or rehabilitation of displaced people so that land acquisition does not stall the progress of any region. Policy level intervention is required for making traffic studies mandatory for medium and large scale buildings. Traffic impact studies should address the issues of travel needs of the prospective visitors to and within the buildings and suggest measures to promote the use of public transport and non-motorized forms of transport. The developer would have to bear a part of the expenditure incurred in the improvements to be made to overcome the effects of this new development. Post impact studies would help in assessing the shortfalls and plan remedial measures.¹⁴ 4 At least 45% of the enforcement and engineering related manpower should be trained to manage and operate different transport operations and to control traffic congestion in cities and highways. Government should also take adequate steps to encourage in creating reserve traffic wardens after giving necessary training to students, youths and other volunteers/social activists to regulate traffic congested junctions during peak periods on voluntary/part time basis. The number of dumped vehicles in various departments (police stations, Motor Vehicle Office) and those being dumped on the road side is increasing every day. Moreover, the dumped vehicles near road side create hindrance to road users and pose a serious threat to pedestrians. An effective system to address the issue is thus currently absent. In this regard, setting up a small shredding plant should be considered during 13th Plan. The



metal used in such plants will generate more revenue and is sustainable. The processed dumped metal is supplied to secondary steel industries. Thus the shredding of confiscated vehicles in metal scrapping plants provides an effective and efficient solution to the problem of dumped vehicles. Suitable plans/techniques should be evolved for transport waste management including recycling of tyres, tubes, spare parts, oil, workshop wastes etc. The transport sector is highly dependent on fossil fuels and is also the major sources of air pollution, especially the greenhouse gas emissions. In order to reduce the ill effects of transportation such as air and noise pollution, policy level interventions like imposition of green tax on vehicles above 10 years of manufacturing, incentives for green technologies, use of vehicle technology and promote switching from fossil fuels to LPG/ CNG/ Hybrid etc. are required. Electric vehicle charging points and related facilities have to be planned to encourage their use on a large scale. Customization of horns should be booked as a violation, fined and confiscated to avoid high decibel horns which in turn reduce noise pollution. Hence any future Transport Development must be based on the policy of Sustainable Transport. There should be a shift from the present private vehicle oriented infrastructure to mobility oriented sustainable technologies. Facilities for walking and cycling should form an integral part of road construction. The Government should provide adequate budgetary support by earmarking at least 80 percent of all revenues earned from the transport sector for the development of transport infrastructure and should also encourage the private investment in developing transport infrastructure in the state. Along with this Government should also ensure the availability of land and guaranteed minimum returns to the Special Purpose Vehicles constituted for the purpose by way of capital grant and annuities to bridge the short falls in the revenue



Kerala State has a population of 3.34 crore as per Census 2011 residing in a geographical area of 38,863 sq. km. The State had a population density of 859 persons per sq. km, one of the thickly populated States in the Country. 48% of the people in the State are urbanites. Kerala is unique in many respects among the States of India. Kerala State is blessed with high rank in literacy rate (male - 96.11 % and female- 92.07 %) and Human Development Index. Sex ratio and density of population are the highest in the Country. Another unique feature of the State is that the rural urban divide is quite low with the entire State functioning as a single urban continuum with ribbon development all around. Eco tourism and geo tourism in Kerala has also taken off in a big way because of its destinations known for their natural beauty and exquisite landscapes. 7 6. Kerala State is endowed with all major modes of transport like road, rail, water and air transport. The State boasts of one of the highest road density (853 km./100sq.km), approximately three times the National average (387 km./100sq.km). The State had cent percent connectivity to all villages by all-weather roads. Inland water transport, the most fuel efficient and environment friendly, although relegated to the background with the advent of faster motor transport is still working efficiently in the backwaters of central and south Kerala. This mode is now mostly used for ferry and tourist transport. On the economic front, Kerala is the 13th largest economy in India which is dominated by the Service sector compared to other sectors. The State's per capita income is one of the highest in the Country. The growth in the State Gross Domestic Product (SGDP) of Kerala during the year 2015 was close to the national average of 15.04%.

Kerala has one of the largest road networks in the country, aggregating to 3.72 lakh kilometers (2014-15) of roads in the state of which only 20 percentage are motorable. The rest are mostly narrow or single lane pathways intended for residential or street connectivity. 80 percentage of motorable traffic uses the arterial and sub-arterial roads consisting of National Highways (0.47%), State Highways (1.09%) and Major District Roads



(7.04%) which are under the supervision of Public Works Department. The major road network of Kerala, though well connected, faces severe constraints due to the urban sprawl and the haphazard ribbon development all along the routes. The existing traffic levels at most stretches are excessive and beyond the road capacity. Bulk of the roads in the State is owned by local bodies including Panchayats, Municipalities and Corporation. National highways constitute 1.48% of the total road network and National Highways Authority of India (NHAI) is upgrading most of the National highways in the State.

The existing road system in Kannur city is inadequate for carrying high volume of traffic and as a result severe traffic congestion causes havoc within the city area. The rapid increase in the number of vehicles with no change in road capacity, lack of sufficient parking space, inadequate drain etc. have resulted in chaotic traffic condition in city roads. In view of the above Government of Kerala decided to improve and upgrade important road corridors in Kannur City. Government sanctioned the program "Kannur City Road Improvement Project" (KACRIP) to be implemented through Kerala Road Fund Board (KRFB). The proposal is for development of 11 corridors for a length of 44.065 KMs., at an estimated initial construction cost of Rs. 401.467 crores. The road development is planned including land acquisition. Kakkadu- Mundayadu Road of Kannur Corporation is an important city road connecting suburban part of the city to main city area also included in the above project. Kakkad - Mundayad Road with a length of 2.81 Km having existing width of 6 - 8 M need to develop as its COI to 14m with (Bus bay 18 m - 22 m) is the proposed project. The Project road is the major link roads to important residential area like Varam, Chelora, Pallipram, Athirakam etc. The existing Kakkadu-Mundayadu road is having seventeen dangerous curves and eleven corporation and eight private roads either starting or ending in the road. An average vehicle volume in the road is 10-15 per minutes in off time and 35-45 in peek time.



1.2 Location

Kakkad and Mundayad are small Village hamlets in Kannur Thaluk of Kannur District and comes under Kannur Corporation. The Kakkadu-Mundayadu locality is located 3 KM towards East from District headquarters Kannur and 483 KM from State capital Thiruvananthapuram. The nearest airport is Kannur(25Km) and Main Railway station is Kannur(3Km). Kakkadu- Mundayadu road is connecting Kakkadu Junction to Mundayadu Junction and going through both the village hamlets. The area is mixed in nature ie residential and commercial, but considering the nearness to the national highway and Kannur City the commercial importance of the area is much high. The area is connected to many suburban areas of Kannur city like Varam, Chelora, Athirakom etc. The density of population in the area is above state average and fourth position among corporation wards. Regarding social indicators the area shows better performance than state average.

1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

Special Tahsildar (LA) City Road Improvement Project, Kannur Unit prepares the acquisition details. Boundary stones were laid by requisition authority. Alignment sketch and plan were prepared by Kerala Road Fund Board. Deputy Collector (LA), Kannur is monitoring the acquisition process for District Collector.

Details of project affected families

148 project affected title holders, 10 public used properties and 44 non title holders are identified by the project. Residential Houses of 16 of title holders are either affected or displaced by the project. 28 losing their commercial structure, 36 are losing their other structure like compound walls etc and 68 title holders are losing their land. Only one household drinking water source is affected by the project.



The socio-economic data shows that 60% of the title holders are between the ages of 60-70. 15% of them are between the age of 40-60 and 11% are above 70 years of age. The gender wise data shows that 56% are men and 38% are women. The others belongs to either Government, public utilized properties or socio cultural properties. 50% of the title holder's family size is between 4-5 members. The educational status shows that all are literate. Only 10% of them are only the qualification of below ten. 26% of the title holders are graduate or above. 49% of the title holders are belongs to Hindus, 42% are Muslims and 2% of them are Christians. The economic status of the title holders shows that 90% are above poverty line. Occupational status shows that 32% of title holders are doing business, 26% are working in private sector and 28% are doing other jobs.

Out of the total title holders 136 people are living either in the area or within 1-2 km radius. Due to urban characteristic the community cohesion is very minimum. Moreover 60 % Title Holders are only living in the area more than 25-30years. 20% are recently (5-10years) settled in the area. Only 69 Title Holders are holding ancestral property.

Regarding the Non-Title holders all are either owners of commercial establishments or staff of the commercial units. The actual need of resettlement of employers of the commercial establishments may able to finalize after fixing the relocation of the units. But six commercial structure are totally displaced. Owners and the staff of these units need to be rehabilitated.

Details of the acquiring land

Kakkadu-Mundayadu road which is one of the city road identified for improvement by Government is having a length of 2.81 Km and a width of 6-8 meters. The road starts from Kakkadu Puzha Junction and ends in Mundayadu near Kannur indoor stadium by crossing proposed national high way. Both side of the Kakkadu-Mundayadu road is defined as the project area. 2.1435 hectare land is notified for acquisition. The area is mixed in



nature ie Residential and commercial. But the whole land is commercial in status. Eleven public roads and five private roads either starting or ending in the project road shows the importance of the road. The area is one of the oldest settlement area of the town with direct access from Mundayadu area. But latter road access from Kakkadu enhance the importance and the density of population increased marginally in last fifteen years. Two major educational institutions located in the area ie Pallipram U.P School and Amritha Vidyalaya. Three Mulim churches and and a Sreekrishna Temple are located in the area. The project area is lies between National High Way section before Kannur City and NH in the City.

Socio Economic and Cultural Profile

The socio-economic data shows that 60% of the title holders are between the ages of 60-70. 15% of them are between the age of 40-60 and 11% are above 70 years of age. The gender wise data shows that 56% are men and 38% are women. The others belongs to either Government, public utilized properties or socio cultural properties. 50% of the title holder's family size is between 4-5 members. The educational status shows that all are literate. Only 10% of them are only the qualification of below ten. 26% of the title holders are graduate or above. 49% of the title holders are belongs to Hindus, 42% are Muslims and 2% of them are Christians. The economic status of the title holders shows that 90% are above poverty line. Occupational status shows that 32% of title holders are doing business, 26% are working in private sector and 28% are doing other jobs.

1.4 Alternatives Considered

The project affected persons suggested that the project should be expanded by acquiring equal amount of land on both sides of the road and from the first turning on the present road coming from Mundayad it is enough to form a Bypass so that it goes through the north side of Pallipram Masjid, and joins the Kakadu Mundayad road again in front of Athirakam Colony. The technical



study of these suggestions will helps to make the public participation in the project and it is also helpful in evaluating whether alternative proposals are feasible.

1.5. Social Impact

The direct impact of the project can be mainly divided in to eight categories. The first one is loss of residential houses due to the impact on the houses and the acquisition of land right up to the front of the houses. Secondly the persons who are doing the business in their own building will loss the business completely due to the project, thirdly one is doing business in their own building and losing the building partially, fourth one is persons who are doing business in rented building and losing the business, and the other one is persons who are doing business in rented building and losing the business temporarily.

The affected school, Political party offices, persons who are losing total land, persons who are losing part of land, people who are losing private roads, people who are losing residential houses, the land owners who are losing total business can be consider as the most affected persons of the project. It is only maintain the current level of living situation if adequate compensation is available to these peoples. The direct impact of the project is total or partial loss of 16 houses, 158 properties including government and public utility properties, total or partial loss of 28 commercial buildings, and loss of business of 50 peoples.

1.5 (a). Impact on Residence

Sl. No	Status of Impact	No of Residents
1	Loss of Residential House (>40%)	6
2	Loss of part of Residential House (<40%)	10
3	Loss of Commercial/ other Building	6
4	Loss of Part of Commercial/ other Building	22
5	Loss of structure	25



6	Loss of part structure	14
7	Loss of land	158
8	Loss of water bodies	62
9	Loss of access to land	158
10	Loss of yard of houses	33
11	Loss of trees	250-300
12	Involved in land acquisition process	-
13	Grievance	-
14	Loss of access to sub roads	19
15	Loss of access to PWD roads	7
16	Loss of structures and monuments of Political parties.	6
17	Public utilized properties	10

1.6. Mitigation Measures

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1.	Loss of Residential House	Compensation & Resettlement	Compensate the loss and resettlement measures.
2.	Loss of part of Residential House	Compensation & Resettlement	Compensate the loss
3.	Loss of land	Compensation	Compensate the loss
4.	Loss of part of land	Compensation	Compensate the loss
5.	Loss of Commercial/ other	Compensation	Compensate the loss



	Building		
6.	Loss of Part of Commercial/ other Building	Compensation	Compensate the loss
7.	Loss of structure	Compensation	Compensate the loss
8.	Loss of part structure	Compensation	Compensate the loss
9.	Loss of business	Compensation	Compensate the loss
10.	Loss of livelihood	Compensate	Paid appropriate compensation
11.	Loss of water bodies like well, pounds etc.	Control, Avoid	Saving & protecting
12.	Loss common source of irrigation	Control, Avoid	Saving & protecting
13.	Loss of parking area	Compensation	Compensate the lose with Technical support
14.	Loss of existing access	Control	Study and include the plan of resettlement in the implementation plan



15.	Loss of access to sub roads	Control	Study and include the plan of resettlement in the implementation plan
16.	Road is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
17.	Loss of cultural and community properties	Control & Resettle	Compensate the loss or resettle
18.	Loss of Public used properties	Resettle	Resettle
19.	Loss of School building	Control & Resettle	Compensate the loss or resettle
20.	Loss of water supply pipes	Control, Avoid	Resettle
21.	Loss of structures of Religious institutions	Control & Resettle	Compensate the loss or resettle
22.	Loss of trees	Compensate Control &	Compensate the loss and plant equal number of trees in government lands.



23.	Involved in land acquisition process	Control	Ensure community participation in the whole process.
24.	Grievance	Control	Functional grievance redressal committee at village and district level.
25.	Loss of rented buildings	Compensation	Compensate and resettle.
26.	Formation of Bit-land (uneconomic holdings)	Control	Acquire the uneconomic holdings

1.7. Detailed Mitigation Plan

Potential Impact	Positive/Negative	Likelihood	Magnitude	Pre-Mitigation Level of Impact	Post-Mitigation Level of Impact	Mitigation Strategy
Loss of Residential House	Negative	Possible	High	High	Medium	Compensate the loss and resettlement measures.



Loss of part of Residential House	Negative	Possible	High	High	Medium	Compensate the loss
Loss of land	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of part of land	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of Commercial/other Building	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of Part of Commercial/other Building	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of structure	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of part structure	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of business	Negative	Possible	Moderate	Medium	Low	Compensate the loss



Loss of livelihood	Negative	Possible	Moderate	Medium	Low	Paid appropriate compensation
Loss of water bodies like well, pounds etc.	Negative	Possible	High	Medium	Medium	Saving & protecting
Loss common source of irrigation	Negative	Possible	High	Medium	Medium	Saving & protecting
Loss of parking area	Negative	Possible	High	Medium	Medium	Compensate the lose with Technical support
Loss of existing access	Negative	Possible	High	Medium	Medium	Study and include the plan of resettlement in the implementation plan
Loss of access to sub roads	Negative	Possible	Low	Low	Low	Study and include the plan of resettlement in the implementation

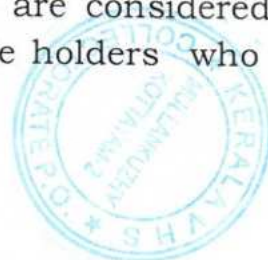
						on plan
Road is very near to houses	Negative	Possible	Moderate	Medium	Low	Take necessary action for the safety of houses.
Loss of cultural and community properties	Negative	Possible	Moderate	Medium	Low	Compensate the loss or resettle
Loss of public utilized properties	Negative	Possible	Low	Minimum	Low	Resettle
Loss of school building	Negative	Possible	Moderate	Medium	Low	Compensate the loss or resettle
Loss of water supply pipes	Negative	Possible	Low	Low	Low	Resettle
Loss of buildings of Religious institutions	Negative	Possible	Low	Minimum	Low	Compensate the loss or resettle



Loss of trees	Negative	Possible	Low	Minimum	Low	Compensate the loss and plant equal number of trees in government lands.
Involved in land acquisition process	Negative	Possible	Minor	Low	Low	Ensure community participation in the whole process.
Grievance	Negative	Possible	Moderate	Medium	Medium	Functional grievance redressal committee at village and district level.
Loss of rented houses	Negative	Possible	Low	Low	Low	Compensate and resettle.
Formation of Bit-land (uneconomic holdings)	Negative	Possible	Moderate	Medium	Low	Acquire the uneconomic holdings

1.8. Assessment of Social Costs and Benefits

The partial loss of the residential structures are considered as total displacement because the residential title holders who are



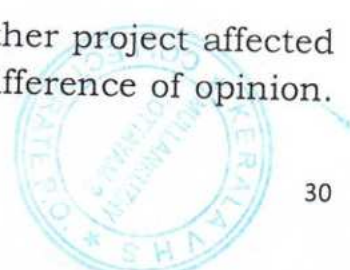
affected by the project is not having sufficient land to rebuild their residence in the affected land. More over many of these affected residential structures are having sufficient set back and necessary sanction from Municipal Corporation. Some of this residential structure constructed during the last years only. These factors show that the loss of residential structure in the project gives major social impact. The main concern of people is how they could resettle with same amenities and socio economic status. This anxiety is the main reason behind the negative opinion of some section of population about the project.

The second major project affected people are the title holders who are losing their commercial structure. Many of them have been running their business more that 15-20 years. The displacement from the area may impact as total loss of their business and permanent clients. A special permission to reinstate their structure with necessary modification may somewhat mitigate the impact.

The third important project affected people are business owners who are not having land in the area. They are also losing their business and not having any chance of getting any benefit from the project. Discussion about a group rehabilitation of these project affected business people with the support of local bodies commercial establishments organization working among traders and other well-wishers may provide chances to tap the benefit of the project to the affected non-title holders, of the business owners who are affected by the project. Seven title holders are losing their total land. This displacement excluded them from the development opportunities of the project. So treat them as a special group in fixing compensation may mitigate the impact.

The above facts shows that the impact of the project could able to mitigate with comprehensive and well planned rehabilitation and resettlement actions.

Regarding the public interest of the project either project affected people or general public are not having any difference of opinion.



But few of them put forward two alternative suggestions. One is to develop the road by reducing the proposed 14 meter width to 10-11 meters and acquiring land equally from both sides of the existing road. Second suggestion is a bypass instead of developing the existing road. A technical explanation on both the suggestions may help people to understand the importance of the project and it will increase community participation in the project implementation.

The project is affecting one important educational institution is a UP School and the offices of two political parties. The school management told that the institution is not having sufficient space to rebuild the affected structure. They also have a worry that how they could accommodate children and running school during the road construction. Detailed discussion with school authorities and preparing a resettlement plan may mitigate the impact. The political party office affected by the project is having only one cent of land and out of it quarter cent is acquired. They requested to acquire the remaining land also. Acquiring the remaining land may mitigate the impact. The project is also impacted by creating bit lands in other three title holder's property also. Conduct a detailed study and if necessary acquire the above bit land become an impact mitigation measure.

The project accelerates the socio economic growth of the area. Those who are not losing land or property and avail the benefit of development could come forward and form support group under the leadership of local body members could mitigate the overall impact and ensure community participation. They could work as a watch dog in the entire rehabilitation process and ensure justice and equity in the whole process.

The study also recommending a grievance redressal committee at village level to address the issues in connection with rehabilitation and resettlement. This will reduce the grievance and litigation in an extent.



An efficient communication system between people affected and the administration will help to avoid spreading of rumors and misleading communication regarding the project.

The project is treated as framed for 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 advantage and interest and treating as an inevitable need, in compared to the social impact 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.

90% of the road network is with Local Bodies – Panchayats (83%), Municipalities (5%) and Corporations (2%) and hardly 1% with other departments. State Government finance the LSGs through Plan and Non-Plan funds transfers. Prioritizing the spending pattern of the transferred funds is decided by the LSGs. Conditions of roads maintained by the LSGs is comparatively poor. Since no direct plan funds are envisaged in the development of LSGs roads, no proposal is envisaged here. 11. Departments and institutions managing the Road and Road Transport Sector Public Works Department 1. PWD (NH) 2. PWD (Roads and Bridges) 3. Kerala Road Fund Board (KRFB) 4. Road Infrastructure Company Kerala (RICK) Ltd 5. Roads and Bridges Development Corporation (RBDCK) 6. Kerala Highway Research Institute (KHRI)

Road accidents are considered to be the third major cause of death in the state. The state of Kerala has nearly 3% of the country's population but it has recorded about 10% of the country's road traffic accidents. Each day on an average, 11 people lose their lives and 120 people get injured from road accidents and the Kerala state incurs an additional financial burden of over Rs1,000 crore because of accidents. Rapid increase in the number of motor vehicles has been the major reason for the increasing number of road accidents in our state. Although the rate of absolute number of road accident cases have come down from 42,000 accidents in 2005 to around 36,000 now, the fatality rate has increased tremendously. Out of around 4,200 people who get killed every year in Kerala, 30 percentage are pedestrians and 35 percentage are two-wheeler riders. Around 142 cyclists are also killed in road accidents every year. In order to promote road safety, the Government of Kerala has



initiated several innovative steps, the most important being the establishment of Kerala Road Safety Authority (KRSA) in 2006 to co-ordinate the initiatives of stake holders on road safety and creation of Road Safety Fund. To support KRSA, district wise councils named, District Road Safety Council (DRSC) was formed and even though they are all doing their designated roles, there was no notable achievement as expected for reducing the fatalities.

Traffic congestion is the order of the day in all urban areas of the State contributed by inadequate road width and 65% of the vehicles registered in the state are concentrated within the urban areas. Increased travel time, high vehicle operating cost, and environmental pollution are the end results of traffic congestion. The narrow urban arterial and sub-arterial roads are flooded with different type of vehicles including buses, trucks, two-wheelers, cars, autos and cycles. The buses on these roads are forced to crawl behind auto rikshaws and slow moving vehicles due to absence of adequate right of way. This is affecting the economic performance of the intra-city bus transport and the commuters gradually lose the credibility in the public transport system and choose alternative costly and unhealthy modes such as parallel services, autos, two-wheeler etc. Heavy traffic along existing narrow roadways is the major cause of traffic congestions in urban areas. Expanding the road capacity with increase in traffic demand is not a sustainable approach as it leads to use of more natural resources. Inadequate Road Infrastructure and Road Maintenance 61. Most of the roads in the State do not have adequate width so as to cater to the existing level of traffic. It is seen that only about one fourth of the roads have either two lane or four lane capacity while most of the roads have single lane or intermediate lane capacity. In the case of National highways, only about 12 % of the roads have four lane capacity while the remaining roads have only two lane or intermediate lane capacity. It should be noted that bulk of the inter city and inter State traffic are carried out by the National highways and State Highways which are only eight percent of the total network.

Considering the demand supply gap, there is a huge need for up gradation of existing road network.

Presently, there are no regulations to control the growth of private vehicles. Rapid economic growth and liberalized vehicle loan from banks increase the purchasing power of private vehicles in India. Due to the inadequacy of public transport combined with lack of first mile/last mile connectivity increases the dependency on private modes. Moreover, it has the advantage of having no waiting time and less travel time. This is found to be one of the major reasons for sudden buoyant demand for two wheelers and cars in Kerala during last few decades.

Due to the higher vehicular conflicts, level of service of urban roads stretches deteriorated sharply and also resulted in higher accident causalities. Accidents become a common scene on our roads and mostly involved by cyclists, pedestrians, and two wheelers. Road accident rate and fatalities are increasing in the state without any abetment. Narrow roads/ ROW (right of way), unregulated access points and land use, damaged roads, heterogeneous mixed traffic, ineffective enforcement and violation detection, attitude of road users and violations, low awareness levels, lack of pedestrian facilities, neglecting disabled persons are some of the issues which leads to high accident and fatality rates in Kerala. Environmental Issues 68. The transport sector is highly dependent on fossil fuels and is also the major sources of air pollution, especially the greenhouse gas emissions. It is reported that on an average, 70% of the pollution is caused by transport. Parking Issues 26 69. With higher vehicle ownership and inadequate right of way (ROW) increases the demand for parking in urban area. Provision of parking facilities eat up a lot of premium space in urban area, which could otherwise have been utilized for better needs. On street parking of vehicles decreases the capacity of roads. Mandatory parking spaces which are stipulated by the Kerala Municipal Building Rules (KMBR) are not provided and as a result building's parking requirements spills onto the carriageway of adjacent roads in most of the cases.



Land Acquisition 70. Kerala is left behind many a times from being a part of prestigious road infrastructure projects just because of the difficulty in land acquisition of prime land. Most of the road widening projects are delayed due to the problems encountered during land acquisition. Lots of opportunities are thus lost to Kerala in the field of transport infrastructure augmentation.

The existing road system in Kannur city is inadequate for carrying high volume of traffic and as a result severe traffic congestion causes havoc within the city area. The rapid increase in the number of vehicles with no change in road capacity, lack of sufficient parking space, inadequate drain etc. have resulted in chaotic traffic condition in city roads. In view of the above Government of Kerala decided to improve and upgrade important road corridors in Kannur City. Government sanctioned the program "Kannur City Road Improvement Project" (KACRIP) to be implemented through Kerala Road Fund Board (KRFB). The proposal is for development of 11 corridors for a length of 44.065 KMs., at an estimated initial construction cost of Rs. 401.467 crores. The road development is planned including land acquisition. Kakkadu- Mundayadu Road of Kannur Corporation is an important city road connecting suburban part of the city to main city area also included in the above project. Kakkad - Mundayad Road with a length of 2.81 Km having existing width of 6 - 8 M need to develop as its COI to 14m with (Bus bay 18 m - 22 m) is the proposed project. The Project road is the major link roads to important residential area like Varam, Chelora, Pallipram, Athirakam etc. The existing Kakkadu-Mundayadu road is having seventeen dangerous curves and eleven corporation and eight private roads either starting or ending in the road. An average vehicle volume in the road is 10-15 per minutes in off time and 35-45 in peek time.



2.1.1. Requisition Authority

2.1.1. (a). Kerala Road Fund Board (KRFB)

Kerala Road Fund Board, established in 2001 by the Government of Kerala, is a funding agency for providing financial assistance to the transport facility projects in the state, Kerala Road Fund Board plays a pivotal role in the overall infrastructure development of Kerala. Requirement of a professional and statutory body to take up the fund management of Kerala State Public Works Department has given shape to the Kerala Road Fund Board (KRFB). Constituted primarily to oversee and manage non-budgetary funds and to organize such funds for developing and maintaining roads and other related infrastructure.

For mobilizing greater non-budgetary resources with the help of greater private sector partnership, the KRFB is entrusted with the responsibility of implementing developmental activities like:

- Managing the fund, monitoring and supervising the activities financed for road development
- Promoting Public Private Sector participation in infrastructural projects
- Funding feasibility studies for innovative road projects
- Constructing new roads wherever necessary
- Implementing Road Safety projects and campaigns for the safe and smooth movement of traffic
- Funding Research related to maintenance and development of roads
- Developing existing road network systems including upgrading roads maintained by the PWD
- Implementing futuristic projects like Rapid Transit Systems and Metro Rail Projects in Cities
- To raise funds by borrowing money necessary for the due discharge of its functions



KRFB considers themselves as the agency who helps to identify and promote effective measures of Kerala Roads on the basis of scientific research. Also work in areas which offer the greatest potential for a reduction in transport crashes and casualties and thereby ensure the safety of the public.

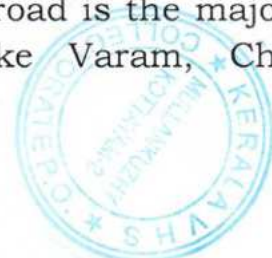
2.1.2. Land Acquisition Authority

Special Tahsildar (LA) City Road Improvement Project, Kannur Unit prepares the acquisition details. Boundary stones were laid by requisition authority. Alignment sketch and plan were prepared by Kerala Road Fund Board. Deputy Collector (LA), Kannur is monitoring the acquisition process for District Collector.

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

The proposed Project aimed to widen the Kakkadu - Mundayadu Road for smooth and safe road traffic. Therefore, the primary land affected by the project is the frontage land in both sides of the road. Both the sides of the area are the important residential areas of Kannur Corporation. But the Pallipram and Athirakam area are commercially important.

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Pallipram, Athirakam etc. The existing Kakkadu-Mundayadu road is having seventeen dangerous curves and eleven corporation and eight private roads either starting or ending in the road. An average vehicle volume in the road is 10-15 per minutes in off time and 35-45 in peek time.

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

Sl. No	Status of Impact	No of Residents
1	Loss of Residential House ($\geq 40\%$)	6
2	Loss of part of Residential House ($< 40\%$)	10
3	Loss of Commercial/ other Building	6
4	Loss of Part of Commercial/ other Building	22
5	Loss of structure	25
6	Loss of part structure	14
7	Loss of land	158
8	Loss of water bodies	62
9	Loss of access to land	158
10	Loss of yard of houses	33
11	Loss of trees	250-300
12	Involved in land acquisition process	-
13	Grievance	-
14	Loss of access to sub roads	19
15	Loss of access to PWD roads	7
16	Loss of structures and monuments of Political parties.	6
17	Public utilized properties	10

2.3.1. Project Location

Kakkad and Mundayad are small Village hamlets in Kannur Thaluk of Kannur District and comes under Kannur Corporation. The Kakkadu-Mundayadu locality is located 3 KM towards East from District headquarters Kannur and 483 KM from State capital Thiruvananthapuram. The nearest airport is Kannur(25Km) and Main Railway station is Kannur(3Km). Kakkadu- Mundayadu road is connecting Kakkadu Junction to Mundayadu Junction and going through both the village hamlets. The area is mixed in nature ie residential and commercial, but considering the nearness to the national highway and Kannur City the commercial importance of the area is much high. The area is connected to many suburban areas of Kannur city like Varam, Chelora, Athirakom etc. The density of population in the area is above state average and fourth position among corporation wards. Regarding social indicators the area shows better performance than state average.

2.4. Phase of project construction

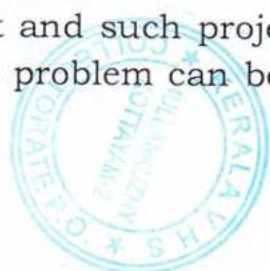
The Government give administrative sanction. Boundary stones were fixed and the process of Land Acquisition started

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

The Kannur City Road Improvement Project was formed in the year of 207-18 for the comprehensive development of the roads in the Kannur city. With the implementation of the project the development of different roads in the city are in different phases. The Kakkadu - Mundayad road development also in the phase of land acquisition as per the project. The boundary stones were fixed. Kerala Road Fund Board is the implementing agency for the project.

2.6. Need for ancillary infrastructural facilities.

There are bridges and culverts that need to be developed during the implementation of the project and such project activities are likely to disrupt road traffic. This problem can be solved if many



parallel roads are repaired and made trafficable. Moreover the dust and sound pollution during the time of construction will be addressed and taking necessary action for mitigate can help to make the public support for the project.

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	Land use



CHAPTER 3

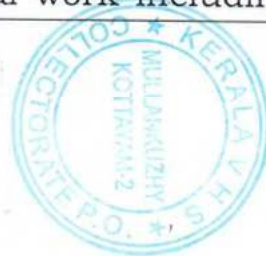
STUDY APPROACH AND METHODOLOGY

3.1 Background

As per the Kerala Gazette No. 1640 dated 20th May, 2022, Notification G.O (P) No. 153/2022/RD dated 20/05/2022, 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 Development of Kakkadu – Mundayad road as part of City Road Improvement Project in Puzhathi, Valiyanloor and Elayavoor villages of Kannur Taluk of Kannur district.

3.2. Social Impact Assessment Team – Profile of Team Members

Sl.N o.	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.
2	Rakesh R Nair	R & R Specialist & Social Investigator	14 years experiences in social work including social research, R & R activities and community mobilization.
3	Smitha R	R & R Specialist &	20 years experiences in social work including social



		Social Investigator	research, R & R activities and community mobilization.
4	M.Ibrahimkutty	Sociologist	Rtd. Joint Director, Social Welfare Board.36 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. VijayakumaraPilla	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 2.1435 Hectare. 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. 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, City Road Improvement Project Office, Kannur. SIA team had also 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.

3.5. Sources of data collected

- a) Office of the Special Tahsildar, City Road Improvement Project Office, Kannur
- b) Village offices Puzhathi, Elayavoor and Valiyannoor.
- c) Kerala Road Fund Board Office
- d) Corporation Office, Kannur
- e) Taluk Office – Kannur
- f) Project affected families and persons
- g) Local body leaders

3.6. Process and Schedule of Activities

- ❖ 20/05/2022, Gazette notification for SIA Study
- ❖ 27-05-2022- Letter from District Collector
- ❖ 21-06-2022 to 25-06-2022 – Mapping of Stake Holders
- ❖ 10-06-2022-20-06-2022 – Secondary Data Collection
- 15-07-2022 -31-07-2022 - Transit Walk, Observational Study and Case Studies
- ❖ 01-07-2022-30-09-2022- SIA survey
- ❖ 12-10-2022- Draft Report

3.7. Points Raised During Individual and Group Discussion with Title Holders

- 1) Alternatives should be considered before finalization of the project.
- 2) The proposed project is not able to meet its objectives.



- 3) The project will be impacted on the peaceful living and privacy of Title Holders who are living near to the proposed road.
- 4) The affected and existing water sources will be protected or saved.
- 5) Compensation should be calculated based on the commercial importance of the land.
- 6) Government will resettle all the affected access.
- 7) The affected Title Holders requested an exception from Corporation building rules.
- 8) Some of the Title Holders will have no use bit land after acquisition. They request to acquire it also.
- 9) The Title Holders are demanding the detailed explanation on alignment, technical and levels detail before any further step in acquisition process.



CHAPTER 4

LAND ASSESSMENT

4.1. Description of the land

Kakkadu-Mundayadu road which is one of the city road identified for improvement by Government is having a length of 2.81 Km and a width of 6-8 meters. The road starts from Kakkadu Puzha Junction and ends in Mundayadu near Kannur indoor stadium by crossing proposed national high way. Both side of the Kakkadu-Mundayadu road is defined as the project area. 2.1435 hectare land is notified for acquisition. The area is mixed in nature ie Residential and commercial. But the whole land is commercial in status. Eleven public roads and five private roads either starting or ending in the project road shows the importance of the road. The area is one of the oldest settlement area of the town with direct access from Mundayadu area. But latter road access from Kakkadu enhance the importance and the density of population increased marginally in last fifteen years. Two major educational institutions located in the area ie Pallipram U.P School and Amritha Vidyalaya. Three Mulim churches and a Sreekrishna Temple are located in the area. The project area is lies between National High Way section before Kannur City and NH in the City.

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

As opposed to the direct impact of the project the common impact can be considered as progressive. A major improvement of road safety and vehicle traffic can be expected when the Kakkad Mundayad road is widened to 14 meters from 6-7 meters. The land value and land transaction will increase because the road will develop as parallel to the National Highway. The health and educational institutions in the area also developed due to the project. But the private life and calm and quiet living conditions of the families living in Pallipram, Athirakam, Kakkadu and Mundayad will be affected by the project.



4.3. Total land requirement for the project.

Both side of the Kakkadu-Mundayadu road is defined as the project area. 2.1435 hectare land is notified for acquisition. The area is mixed in nature ie Residential and commercial. But the whole land is commercial in status. Eleven public roads and five private roads either starting or ending in the project road shows the importance of the road. The area is one of the oldest settlement area of the town with direct access from Mundayadu area. But latter road access from Kakkadu enhance the importance and the density of population increased marginally in last fifteen years. Two major educational institutions located in the area ie Pallipram U.P School and Amritha Vidyalaya. Three Mulim churches and and a Sreekrishna Temple are located in the area. The project area is lies between National High Way section before Kannur City and NH in the City.

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

Not Applicable

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.

2.1435 Hectare needs to be acquired for widening of Kakkadu - Mundayadu road in Kannur Thaluk of Kannur District and comes under Kannur Corporation. The Kakkadu-Mundayadu locality is located 3 KM towards East from District headquarters Kannur and 483 KM from State capital Thiruvananthapuram. The nearest airport is Kannur(25Km) and Main Railway station is Kannur(3Km). Kakkadu- Mundayadu road is connecting Kakkadu Junction to Mundayadu Junction and going through both the village hamlets. The area is mixed in nature ie residential and



commercial, but considering the nearness to the national highway and Kannur City the commercial importance of the area is much high. The area is connected to many suburban areas of Kannur city like Varam, Chelora, Athirakom etc. The density of population in the area is above state average and fourth position among corporation wards. Regarding social indicators the area shows better performance than state average.

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 Hold ings
1.	Residential	Residential	Irrigated	NA	120
2.	Commercial land	Commercial	-Irrigated	NA	28
3	Cultural Properties	Cultural properties	NA	NA	2
4	Government /Public used properties	Government Land	NA	NA	8
	Total				158

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

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

Size of Holdings	No. of Holdings
0.1 htr<	26
0.1- 0.2	69
0.2 – 0.3	33
0.3 – 0.4	19
0.4 – 0.5	11



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

Around 46 land transactions were done in the area in last 4 years.



Chapter 5

Estimation and Enumeration of affected family and assets

5.1. Families which are directly affected.

148 project affected title holders, 10 public used properties and 44 non title holders are identified by the project. Residential Houses of 16 of title holders are either affected or displaced by the project. 28 losing their commercial structure, 36 are losing their other structure like compound walls etc. and 68 title holders are losing their land. Only one household drinking water source is affected by the project.

The socio-economic data shows that 60% of the title holders are between the ages of 60-70. 15% of them are between the age of 40-60 and 11% are above 70 years of age. The gender wise data shows that 56% are men and 38% are women. The others belongs to either Government, public utilized properties or socio cultural properties. 50% of the title holder's family size is between 4-5 members. The educational status shows that all are literate. Only 10% of them are only the qualification of below ten. 26% of the title holders are graduate or above. 49% of the title holders are belongs to Hindus, 42% are Muslims and 2% of them are Christians. The economic status of the title holders shows that 90% are above poverty line. Occupational status shows that 32% of title holders are doing business, 26% are working in private sector and 28% are doing other jobs.

5.2. Families which are indirectly affected by the project.

Kakkadu- Mundayad sub urban road connects Thalappu area of Kannur town with Mundayadu area and also using as a bypass road parallel to the National Highway. Many sub roads which connects Varam, Chelora, Athirakam, Pallipram areas are starting from the project road. Therefore, vehicles passing on National Highway, the people residing in south eastern areas of Kannur Corporation and passengers from Kasaragod area to the



Kannur Airport are the indirect beneficiaries of the project. The project accelerates the development of the local area. The project helps to develop the living conditions of the people like raising the price of the land, increasing of the vehicle traffic and increasing the number of houses in the area. But the high commercial importance affects the privacy and quiet living situation of 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-economic data shows that 60% of the title holders are between the ages of 60-70. 15% of them are between the age of 40-60 and 11% are above 70 years of age. The gender wise data shows that 56% are men and 38% are women. The others belongs to either Government, public utilized properties or socio cultural properties. 50% of the title holder's family size is between 4-5 members. The educational status shows that all are literate. Only 10% of them are only the qualification of below ten. 26% of the title holders are graduate or above. 49% of the title holders are belongs to Hindus, 42% are Muslims and 2% of them are Christians. The economic status of the title holders shows that 90% are above poverty line. Occupational status shows that 32% of title holders are doing business, 26% are working in private sector and 28% are doing other jobs.

6.2. Gender wise distribution of Land Holders

Age of THs	No of THs
Male	60
Female	88
NA	10
Total	158

6.3. Age wise distribution of TH

Age of THs	No of THs
20-30	5
31-40	8
41 – 50	10
51 – 60	13
61 – 70	95
Above 70	17
NA	10
Total	158



6.4. Family size of THs

Family Size of THs	No of Families
2-3	11
4-5	79
6-7	45
Above 7	13
NA	10
Total	158

6.5. Educational Qualification of THs

Educational Qualification	No of THs
Below 10	16
SSLC	40
PDC	21
DEGREE	31
PG	10
Others	30
NA	10
Total	158

6.6. Religious Distribution

Religion of THs	No. of THs
Hindu	78
Muslim	67
Christian	3
NA	10
Total	158

6.7. Economic Distribution of THs

Economic Status of THs	No. of THs
APL	142
BPL	6
NA	10
Total	158



6.8. Occupational Distribution THs

Major Occupation of THs	No of THs
Agricultural/plantation	0
Business	50
Govt. Job	6
Private sector	41
Other	51
NA	10
Total	158

6.9. Income distribution of THs

Monthly Income of THs	No of THs
Below 10000	35
10,000 – 20,000	49
20,000 – 30,000	26
30,000 – 40,000	24
40,000 – 50,000	8
Above 50,000	6
NA	10
Total	158

6.10. Socio Economic Profile of Project Affected Family Members.

6.10.1. Age wise distribution of PAF Members

Age of PAF Members	No of PAF Members
<10	65
11-20	68
21-30	74
31-40	93
41 – 50	98
51 – 60	94
61 – 70	91
Above 70	49
Total	632



6.10.2. Educational Qualification of PAF Members

Educational Qualification	No of PAF Members
Below 10 th	107
10 th	281
+2	69
Degree	90
PG	39
Professional	31
Others	15
Total	632

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	40	0	4
	Total	44		

6.11.2 .Age wise distribution of NTH

Age of THs	No of THs
20-30	4
31 -40	5
41 – 50	13
51 – 60	11
Above 60	7
Total	40

6.11.3 Educational Qualification of NTHs

Educational Qualification	No of THs
Below SSLC	3
SSLC	21
PDC	8
DEGREE	2
PG	0
Others	6
TOTAL	40



6.11.4 Religious Distribution

Religion of NTHs	No. of NTHs
Hindu	26
Muslim	14
Christian	0
Total	40

6.11.5 Economic Distribution of NTHs

Economic Status of THs	No. of THs
APL	33
BPL	7
Total	40

6.11.6 Income distribution of NTHs

Monthly Income of THs	No of THs
BELOW 10000	4
10,000 – 20,000	3
20,000 – 30,000	29
30,000 – 40,000	2
40,000 – 50,000	1
Above 50,000	1
Total	40



CHAPTER 7

SOCIAL IMPACT MANAGEMENT PLAN

The direct impact of the project can be mainly divided in to eight categories. The first one is loss of residential houses due to the impact on the houses and the acquisition of land right up to the front of the houses. Secondly the persons who are doing the business in their own building will loss the business completely due to the project, thirdly one is doing business in their own building and losing the building partially, fourth one is persons who are doing business in rented building and losing the business, and the other one is persons who are doing business in rented building and losing the business temporarily.

The affected school, Political party offices, persons who are losing total land, persons who are losing part of land, people who are losing private roads, people who are losing residential houses, the land owners who are losing total business can be consider as the most affected persons of the project. It is only maintain the current level of living situation if adequate compensation is available to these peoples. The direct impact of the project is total or partial loss of 16 houses, 158 properties including government and public utility properties, total or partial loss of 28 commercial buildings, and loss of business of 50 peoples.

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

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1.	Loss of Residential House	Compensation & Resettlement	Compensate the loss and resettlement measures.
2.	Loss of part of Residential House	Compensation & Resettlement	Compensate the loss



3.	Loss of land	Compensation	Compensate the loss
4.	Loss of part of land	Compensation	Compensate the loss
5.	Loss of Commercial/ other Building	Compensation	Compensate the loss
6.	Loss of Part of Commercial/ other Building	Compensation	Compensate the loss
7.	Loss of structure	Compensation	Compensate the loss
8.	Loss of part structure	Compensation	Compensate the loss
9.	Loss of business	Compensation	Compensate the loss
10.	Loss of livelihood	Compensate	Paid appropriate compensation
11.	Loss of water bodies like well, pounds etc.	Control, Avoid	Saving & protecting
12.	Loss common source of irrigation	Control, Avoid	Saving & protecting
13.	Loss of parking area	Compensation	Compensate the lose with Technical support



14.	Loss of existing access	Control	Study and include the plan of resettlement in the implementation plan
15.	Loss of access to sub roads	Control	Study and include the plan of resettlement in the implementation plan
16.	Road is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
17.	Loss of cultural and community properties	Control & Resettle	Compensate the loss or resettle
18.	Loss of Public used properties	Resettle	Resettle
19.	Loss of School building	Control & Resettle	Compensate the loss or resettle
20.	Loss of water supply pipes	Control, Avoid	Resettle
21.	Loss of structures of Religious institutions	Control & Resettle	Compensate the loss or resettle



22.	Loss of trees	Compensate & Control	Compensate the loss and plant equal number of trees in government lands.
23.	Involved in land acquisition process	Control	Ensure community participation in the whole process.
24.	Grievance	Control	Functional grievance redressal committee at village and district level.
25.	Loss of rented buildings	Compensation	Compensate and resettle.
26.	Formation of Bit-land (uneconomic holdings)	Control	Acquire the uneconomic holdings

7.2. Measures those are included in the terms of Rehabilitation and Resettlement

Relaxation in building regulations for project affected persons use of the land held after the acquisition will help mitigating the impact after acquisition

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

Not Applicable



7.4. Alterations to project design and additional measures that may be required to address the extend and intensity of impacts across various groups as identified during the Social Impact Assessment Process.

Not Applicable

7.5. Detailed Mitigation Plan

Potential Impact	Positive/Negative	Likely hood	Magnitude	Pre-Mitigation Level of Impact	Post - Mitigation Level of Impact	Mitigation Strategy
Loss of Residential House	Negative	Possible	High	High	Medium	Compensate the loss and resettlement measures.
Loss of part of Residential House	Negative	Possible	High	High	Medium	Compensate the loss
Loss of land	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of part of land	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of Commercial/other Building	Negative	Possible	Moderate	Medium	Low	Compensate the loss

Loss of Part of Commercial/other Building	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of structure	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of part structure	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of businesses	Negative	Possible	Moderate	Medium	Low	Compensate the loss
Loss of livelihood	Negative	Possible	Moderate	Medium	Low	Paid appropriate compensation
Loss of water bodies like well, pounds etc.	Negative	Possible	High	Medium	Medium	Saving & protecting
Loss common source of irrigation	Negative	Possible	High	Medium	Medium	Saving & protecting
Loss of parking area	Negative	Possible	High	Medium	Medium	Compensate the lose with Technical



						support
Loss of existing access	Negative	Possible	High	Medium	Medium	Study and include the plan of resettlement in the implementation plan
Loss of access to sub roads	Negative	Possible	Low	Low	Low	Study and include the plan of resettlement in the implementation plan
Road is very near to houses	Negative	Possible	Moderate	Medium	Low	Take necessary action for the safety of houses.
Loss of cultural and community properties	Negative	Possible	Moderate	Medium	Low	Compensate the loss or resettle
Loss of public utilized properties	Negative	Possible	Low	Minimum	Low	Resettle
Loss of school building	Negative	Possible	Moderate	Medium	Low	Compensate the loss or resettle
Loss of water	Negative	Possible	Low	Low	Low	Resettle

supply pipes						
Loss of buildings of Religious institutions	Negative	Possible	Low	Minimum	Low	Compensate the loss or resettle
Loss of trees	Negative	Possible	Low	Minimum	Low	Compensate the loss and plant equal number of trees in government lands.
Involved in land acquisition process	Negative	Possible	Minor	Low	Low	Ensure community participation in the whole process.
Grievance	Negative	Possible	Moderate	Medium	Medium	Functional grievance redressal committee at village and district level.
Loss of rented houses	Negative	Possible	Low	Low	Low	Compensate and resettle.
Formation of Bit-land (uneconomic holding)	Negative	Possible	Moderate	Medium	Low	Acquire the uneconomic holdings

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
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 EVALUATION

10.1. Key Monitory and Evaluating Indicators

- Participation of THs in DLPC meeting
- Number of direct purchases happened.
- No. of affected access resettle
- Amount of compensation paid for land/structure
- Entitlement of PAPs-land/cash
- Number of business re-established
- Utilization of compensation
- House sites/business sites purchased
- Successful implementation of Income Restoration Schemes
- Methodology of fixing compensation
- Formation of Grievance Redressal Committee
- Number of time GRC met
- Number of appeals placed before grievance redressal cell
- Number of grievances referred and addressed by GRC
- Number of cases referred and addressed by arbitration
- Number of PAPs approached court
- Women concern

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

The partial loss of the residential structures are considered as total displacement because the residential title holders who are affected by the project is not having sufficient land to rebuild their residence in the affected land. More over many of these affected residential structures are having sufficient set back and necessary sanction from Municipal Corporation. Some of this residential structure constructed during the last years only. These factors show that the loss of residential structure in the project gives major social impact. The main concern of people is how they could resettle with same amenities and socio economic status. This anxiety is the main reason behind the negative opinion of some section of population about the project.

The second major project affected people are the title holders who are losing their commercial structure. Many of them have been running their business more that 15-20 years. The displacement from the area may impact as total loss of their business and permanent clients. A special permission to reinstate their structure with necessary modification may somewhat mitigate the impact.

The third important project affected people are business owners who are not having land in the area. They are also losing their business and not having any chance of getting any benefit from the project. Discussion about a group rehabilitation of these project affected business people with the support of local bodies commercial establishments organization working among traders and other well-wishers may provide chances to tap the benefit of the project to the affected non title holders, of the business owners who are affected by the project. Seven title holders are losing their total land. This displacement excluded them from the development opportunities of the project. So treat them as a special group in fixing compensation may mitigate the impact.



The above facts shows that the impact of the project could able to mitigate with comprehensive and well planned rehabilitation and resettlement actions.

Regarding the public interest of the project either project affected people or general public are not having any difference of opinion. But few of them put forward two alternative suggestions. One is to develop the road by reducing the proposed 14 meter width to 10-11 meters and acquiring land equally from both sides of the existing road. Second suggestion is a bypass instead of developing the existing road. A technical explanation on both the suggestions may help people to understand the importance of the project and it will increase community participation in the project implementation.

The project is affecting one important educational institution is a UP School and the offices of two political parties. The school management told that the institution in not having sufficient space to rebuild the affected structure. They also has a worry that how they could accommodate children and running school during the road construction. Detailed discussion with school authorities and preparing a resettlement plan may mitigate the impact. The political party office affected by the project is having only one cent of land and out of it quarter cent is acquired. They requested to acquire the remaining land also. Acquiring the remaining land may mitigate the impact. The project is also impacted by creating bit lands in other three title holder's property also. Conduct a detailed study and if necessary acquire the above bit land become an impact mitigation measure.

The project accelerate the socio economic growth of the area. Those who are not losing land or property and avail the benefit of development could come forward and form support group under the leadership of local body members could mitigate the overall impact and ensure community participation. They could work as a watch dog in the entire rehabilitation process and ensure justice and equity in the whole process.



The study also recommending a grievance redressal committee at village level to address the issues in connection with rehabilitation and resettlement. This will reduce the grievance and litigation in an extent.

An efficient communication system between people affected and the administration will help to avoid spreading of rumors and misleading communication regarding the project.

The project is treated as framed for 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 advantage and interest and treating as an inevitable need, in compared to the social impact the project has to be implemented.



SAJU.V.ITYY
CHAIRMAN
SIA UNIT

Annexures

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



അനുബന്ധം 1

കണ്ണൂർ നഗര പാത വികസന പദ്ധതി -
കാട് - മുണ്ടയാട് റോഡ് വികസനം

ഭൂമുടമസ്ഥനായ പദ്ധതി ബാധിതരുടെ പേര് വിവരങ്ങൾ

ക്രമ നമ്പർ	സർവ്വേ നമ്പർ	വില്ലേജ്	പേരും മേൽവിലാസവും	ഉടമസ്ഥൻ/ വാടകക്കാരൻ	ഫോൺനമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുക്കളുടെ വിവരം
1.	202	പുഴാതി	അബ്ദുൾ റൗഫ്, ഷാലിമാർ, കാട് പി.ഒ., കണ്ണൂർ - 5 സ്മിൽ റൂട്ട്	ഉടമസ്ഥൻ	9400706010	സ്ഥലം (ഭാഗികം)
2.		പുഴാതി	കണ്ണൂർ കോർപ്പറേഷൻ	ഉടമസ്ഥൻ	0497 2700141	സിമിന്റ് പൂർ
3.	202	പുഴാതി	ഹാഷിം കെ.എം., ഷഹനാസ് കോഹീനൂർ ഫൈനൽ പ്രോഡക്റ്റ് കാട് പി.ഒ., കണ്ണൂർ - 5	ഉടമസ്ഥൻ	9895449898	സ്ഥലം (ഭാഗികം)
4.	205	പുഴാതി	കിടക്ക കമ്പനി ഷുക്കൂർ റ്റി. നവീസ മൻസിൽ, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ., കണ്ണൂർ റോൺ ട്വീൽസ്, കാട്	ഉടമസ്ഥൻ	944756244 9895239477	കട (ഭാഗികം)
5.	205	പുഴാതി	പി. മഹറൂഫ് തമന്ന, പി.ഒ. കാട്, കണ്ണൂർ 670 005 ന്യൂ ഷാലിമാർ വുഡ് ഇന്റർസ്ട്രീസ് മെമിൽ	ഉടമസ്ഥൻ	9847815454 9895655212 9895390899	സ്ഥലം(ഭാഗികം) വിവരം ലഭ്യമല്ല



6.	8/1 Old 8/3	പുഴാതി	കെ. എം. നബീസ പ്രിൻസ് വില്യം കക്കാട്, പി.ഒ., കണ്ണൂർ കോഹീനൂർ വുഡ് ഇൻഡ്രസ്റ്റ്	ഉടമസ്ഥൻ	9895449898	വീടും, സ്ഥലം (ഭാഗികം)
7.	10/101	പുഴാതി	സി.പി. മുഹമ്മദ് ഹാജി അവർകൾ (മരണപ്പെട്ട) കെ.എം. നബീസ (മുതൽപ്പേർ) പ്രിൻസ് വി പ്രിൻസ് വില്യം കക്കാട്, പി.ഒ.,	ഉടമസ്ഥൻ	9895449898	സ്ഥലം (ഭാഗികം)
8.	10/102	പുഴാതി	ചൊവ്വകാവത്ത് മുനീറ - മറ്റ് അവകാശികൾ ഷർമിള, മൊട്ടമ്മൽ കണ്ടുവളപ്പിൽ ഹാജി, കക്കാട്	ഉടമസ്ഥൻ	9895449898	സ്ഥലം (ഭാഗികം)
9.	205	പുഴാതി	മാനേജർ അമൃത വിദ്യാലയം, കക്കാട് പി.ഒ. അമൃത സ്കൂൾ റോഡ്	ഉടമസ്ഥൻ	0497 2728220	വഴി, സ്ഥലം (ഭാഗികം)
10.	10	എളയാവൂർ	കോർപ്പറേഷൻ പൊതു വഴി			ഒഴിഞ്ഞ സ്ഥലം
11.		എളയാവൂർ	പൊതു വഴി			
12.	39/2, 20/2	എളയാവൂർ	സറുമ്മ ബൈബുൾനൂർ, മുണ്ടയാട് പി.ഒ. മുനീറ ജാഫർ കുറ്റിപ്പിള്ളക്കുളി, അതിരുകൾ, മുണ്ടയാട് പി.ഒ. സാം സാം എൻജിനീയറിംഗ്	ഉടമസ്ഥൻ Details തരാൻ താത്പര്യമില്ല ഉടമസ്ഥൻ	9605303170 9746881931 9901747599 9995220513	വീട് മുൻഭാഗം (സിറ്റ് ഓട്ട്) സ്ഥലം സ്ഥലം, മതിൽ, ഓട്ട് സോപ്പ് (കട) (ഭാഗികം)
13.	30	എളയാവൂർ	പ്രകാശൻ പി. പന്യൻ ഹൗസ്, അതിരുകൾ, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9895121244	സ്ഥലം(ഭാഗികം)



14.	28	എളയാവൂർ	മുഷ്ണീറ മസ്കൻ ഹൗസ് അതിരകം മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ		സ്ഥലം
15.	28	എളയാവൂർ	സഫിയ, ഷബനാസ് നിവാസ്, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ		സ്ഥലം (ഭാഗീകം)
16.	28	എളയാവൂർ	അഫസത്ത്, നബിലാസ്, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ		വീടിന്റെ മുൻഭാഗം
17.		എളയാവൂർ	ഒഴിഞ്ഞ പറമ്പ്			
18.	30	എളയാവൂർ	നൗഷാദ്, ഷംസീറ, ഷംസീറ മൻസിൽ, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	702534367	കെട്ടിടം, സ്ഥലം (ഭാഗീകം)
19.	30	എളയാവൂർ	ഖാലിബ്, ഫാത്തിമാ മൻസിൽ, കക്കാട് പി.ഒ. കണ്ണൂർ 5	ഉടമസ്ഥൻ	9995685088	കട, സ്ഥലം
20.		എളയാവൂർ	ഒഴിഞ്ഞ പറമ്പ്	വിശദവിവരം കിട്ടി യില്ല	9037814089	സ്ഥലം
21.	19/125	എളയാവൂർ	നദിനി സി. ദ്വാദകേന്ദു, അതിരകം മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9947635572	സ്ഥലം മതിൽ, വീടിന്റെ (ഭാഗീകം)
22.	19/3	എളയാവൂർ	സുഗമ, അശോകൻ അശോക, അതിരകം മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	7293980914	വീട് സ്ഥലം (ഭാഗീകം)
23.	30	എളയാവൂർ	കുഞ്ഞാമി മൻസിൽ അതിരകം കോളനി	ഉടമസ്ഥൻ (ബി.പി എൽ)	9562779963	വീടിനോടു ചേർത്ത് സ്ഥലം പ്രായമായ ഉമ്മ അടങ്ങുന്ന കുടുംബം വീടിനോട് ചേർന്ന് പോകുന്നതുമു കൊണ്ട് ബുദ്ധിമുട്ടുന്നു. പ്രവേശനം നഷ്ടപ്പെടുന്നു. കല്ല് കുറെക്കൂടി മാറ്റിസ്ഥാ പിക്കുക.



24.	28	എളയാവൂർ	സെയ്ദ്, കുമാരത്ത് ഖാദിജ, കൊളകര, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	9895440781	സ്ഥലം(
25.	29	എളയാവൂർ	സീന ബിന്ദു	ഉടമസ്ഥൻ		സ്ഥലം(ഭാഗികം)
26.	28	എളയാവൂർ	പന്നൂർ പ്രകാശൻ മുണ്ടയാട് പി.ഒ. , അതിരകം	ഉടമസ്ഥൻ	7736693590	സ്ഥലം (ഭാഗികം)
27.	18/187	എളയാവൂർ	സുരജ് മറ്റ് അവകാശികൾ ഷിനി, ഷിനോജ്, സിമി, പന്നൂർ, അതിരകം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9608901348 9947115731	സ്ഥലം പെട്ടികട (മുഴുവൻ)
28.	11	എളയാവൂർ	മോഹനൻ പന്നൂർ, അതിരകം, മുണ്ടയാട്	ഉടമസ്ഥൻ	7736693590	വർക്ക് ഷോപ്പ് കട, സ്ഥലം
29.	28	എളയാവൂർ	മോഹനൻ കെ. കേളംപ്രത്ത്, അതിരകം പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9747536906	മതിൽ
30.	18/159	എളയാവൂർ	സുചിത്ര കെളുമ്പത്തത്ത് അതിരകം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9747808875	വഴി
31.	11	എളയാവൂർ	ജയറാം, കൊളമ്പ്രത്ത്, അതിരകം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ		സ്ഥലം
32.	20/7	എളയാവൂർ	പൈകുടിയൻ നാണി (മണപ്പെട്ട) മറ്റ് അവകാശികൾ പൈകുടിയൻ സുരേഷ് ബാബു ചിത്രൻ (മണപ്പെട്ട) പൈകുടിയൻ ശ്രീജ പൈകുടിയൻ ബൈജു അതിരകം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9633995189	വഴി, സ്ഥലം, തെങ്ങ്, മാവ്, പ്ലാവ്
33.	11	എളയാവൂർ	വി.പി. മുഹമ്മദ് ഹാജി	ഉടമസ്ഥൻ		ഒഴിഞ്ഞപറമ്പ്
34.		എളയാവൂർ	ഒഴിഞ്ഞപറമ്പ്			വിവരം ലഭ്യമല്ല
		എളയാവൂർ	പൊതുവഴി			



35.	23/5	എളയാവൂർ	സുഗതണ മുതൽ പോർ സുരേഷ് ബാബു സുജിത്ത് ബാബു സുജിത്ത് സുജക, അതിരുകൾ, മുണ്ടയാട്	ഉടമസ്ഥൻ	8129264690 9895199195	മതിൽ, സ്ഥലം (ഭാഗികം)
36.	10	എളയാവൂർ	അരുളി, ലീന	ഉടമസ്ഥൻ		ഒഴിഞ്ഞ പറമ്പ് ഭാഗിക സ്ഥലം, പ്ലാറ്റ്
37.	10	എളയാവൂർ	ബൽക്കിസ റംബാദ്, അതിരുകൾ കോളനി, മുണ്ടയാട് പി.ഒ	ഉടമസ്ഥൻ	9746941435	സ്ഥലം
38.	23/109	എളയാവൂർ	ജാനകി മുതൽ പോർ ആരോൺ ഗോപാലൻ (ഭർത്താവ്) അതിരുകൾ കോളനി, പള്ളിപ്രം മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9746893847	സ്ഥലം
39.	23/104	എളയാവൂർ	മല്ലിക പ്രേമൻ പറയൻ, പള്ളിപ്രം, അതിരുകൾ കോളനി, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9400158312	സ്ഥലം
40.	23/5ബി	എളയാവൂർ	രജനീനി .വി വെള്ളക്കൊടിയൻ പള്ളിപ്രം, അതിരുകൾ കോളനി, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9544265429	സ്ഥലം
41.	23/190	എളയാവൂർ	സരോജിനി .പി അതിരുകൾ കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9633049188	സ്ഥലം (ഭാഗികം)
42.	23/133	എളയാവൂർ	വിജോയ് .വി ഉല്ലാസൻ വി ലീല നിവാസ്, അതിരുകൾ കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ ഉടമസ്ഥൻ	9405531679	വഴി സ്ഥലം (ഭാഗികം)
43.	23/164	എളയാവൂർ	ജെസി .എ. ആരോൺ ഹൗസ്, അതിരുകൾ കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9961724430	മതിൽ സ്ഥലം



44.	23/235	എളയാവൂർ	പ്രമോദ് എ അതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9562074831	മതിൽ, തെങ്ങ്, സ്ഥലം
45.	23/5ബി	എളയാവൂർ	ജാനകി കെ ജാനകി നിവാസ് അതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9995936070	പ്ലാവ്, മതിൽ, സ്ഥലം, കട വഴി
46.	23/168	എളയാവൂർ	പ്രമോദ് വെള്ളകുടിയിൻ ഹൗസ് അതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9895187202	സ്ഥലം, മതിൽ
47.	11	എളയാവൂർ	മനോജ് എ. ആരോൺ ഹൗസ്, അതിരകംപള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	7994243139	സ്ഥലം, മതിൽ
48.	23/228	എളയാവൂർ	പ്രകാശൻ പി പ്രവിജയ നിവാസ് അതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9562559434	വീട്, സ്ഥലം
49.	23/206	എളയാവൂർ	മധു പി പൈകുടിയൻ ഹൗസ് അതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9526129470	വഴി
50.	23/5B	എളയാവൂർ	ജയപ്രകാശ് കെ.പി നന്ദനം അതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9847127844	മാവ്, തെങ്ങ്, സ്ഥലം
51.	20	എളയാവൂർ	ബേബി ബാബു. സുഗിഅതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9995061614	സ്ഥലം (ഭാഗികം)



52.	20	എളയാവൂർ	നളിനി, മഠത്തിൽ ഹൗസ്, അതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ		സ്ഥലം
53.	27	എളയാവൂർ	ജയചന്ദ്രൻ പി. ആരോൺ ഹൗസ്, അതിരകം പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	8075274382	സ്ഥലം
54.	23/5B	എളയാവൂർ	കല്ലേൻ റീഷിത്ത് അതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9633716869	സ്ഥലം
55.	23/129	എളയാവൂർ	ആരോൺ ഫെലൂത്തമൻ യശ്വന്ത് നിവാസ് അതിരകം കോളനി പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	6282115454	സ്ഥലം
56.	23/6	എളയാവൂർ	അസദ്, അസദ് മൻസിൽ, പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ		സ്ഥലം, മതിൽ, ഗെയ്റ്റ്
57.	23/110	എളയാവൂർ	നെബീസ്, നെബീസ് മൻസിൽ, അതിരകം കോളനി, പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ		സ്ഥലം, വഴി
58.	27	എളയാവൂർ	തസ്നീമ സെയ്ത്, അൽതാസ്, അതിരകം, പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9400995999	സ്ഥലം, മതിൽ, ഗെയ്റ്റ്
59.	27	എളയാവൂർ	റാഷിദ്, ബെയ്ത്തിൽലീസ്, പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	9645478866	വീട് പകുതി, കാർപോർച്ച്
60.	10	എളയാവൂർ	സഫിയ സി.എച്ച്. അതിരകം കോളനി, പള്ളിപ്രം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	8281073670	സ്ഥലം, തെങ്ങ്
61.	10	എളയാവൂർ	ലത്തീഫ ലത്തീഫ മൻസിൽ പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	7558825830	മാവ്, കിണർ, വീട് ഭാഗികം



62.	11	എളയാവൂർ	വെീള കെ	ഉടമസ്ഥൻ	9645478866	വഴി
63.	10	എളയാവൂർ	അസീന അനിമാസ്, അതിരുകൾ, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	8129614796 9895239477	സ്ഥലം
64.	18	എളയാവൂർ	ഷുക്കൂർ റ്റി. നബീസ മൻസിൻ പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	9895239477	സ്ഥലം
		എളയാവൂർ	പൊതുവഴി			
65.	18	എളയാവൂർ	അബ്ദുൾ ജബാർ ആശിർവാദ് ഹോസ്പിറ്റൽ ക്യാന്റീൻ സമീപം	ഉടമസ്ഥൻ	9895228847	
66.	18	എളയാവൂർ	ഹമീദ്, കണ്ണൂർ ഗ്യാരേജ്	ഉടമസ്ഥൻ	9746218961	കട പകുതി , തെങ്ങ്
67.	18/2	എളയാവൂർ	എൻ.കെ. അസീസ്, കുറുവാട്ട്, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9895091721	സ്ഥലം
68.	24/187	എളയാവൂർ	സി.കെ. പ്രശാന്തൻ സി.പി. ഹൗസ്	ഉടമസ്ഥൻ	9744781109	സ്ഥലം
			അതിരുകൾ, പള്ളിപ്രം			
		എളയാവൂർ	പൊതുവഴി			
69.	1	എളയാവൂർ	ഷർമിന റ്റി., വിഹാര, ധനലക്ഷ്മി ഹോസ്പിറ്റലിന് സമീപം, തന പി.ഒ. കണ്ണൂർ- 670012 (സൈദ് മുഹമ്മദ് റോയൽ മാർട്ട്)	ഉടമസ്ഥൻ	9544590011	സ്ഥലം
70.	24/128	എളയാവൂർ	ദീപ സി.പി. പ്രണവം അതിരുകൾ, പള്ളിപ്രം , മുണ്ടയാട്	ഉടമസ്ഥൻ	9895432360	സ്ഥലം, തെങ്ങ്, കുഴൽ കിണർ
71.	1	എളയാവൂർ	സി.കെ. നാണു. വി.കെ. സന്തോഷ് , അതിരുകൾ, പള്ളിപ്രം , മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	8606530629	സ്ഥലം



72.	1	എളയാവൂർ	ലത്തീഫ്, അറയാക്കൽ ഹൗസ്, പള്ളിപ്പം, മുണ്ടയാട് പി.ഒ. കെ.എം.സി.സി. ഓഫീസ് സാക്കി കോർണർ	ഉടമസ്ഥൻ	7356206450 9746942298	കെട്ടിടം
73.	10	എളയാവൂർ	അനീസ് പി. പള്ളിക്കുളത്തിന്റെവിട വാലം പി.ഒ. കടക്കോട് - 670 594 ഷെയർ ഇറ്റ് മൊബൈൽ ഷോപ്പ് എളയാവൂർ സർവ്വീസ് സഹക രണ ബാങ്ക്, ഇറവനിംഗ് ബ്രാഞ്ച്, പള്ളിപ്പം, പി.ഒ., മുണ്ടയാട്	ഉടമസ്ഥൻ	8129696271	കെട്ടിടം (ഭാഗികം) പന്തൽ കട (ഭാഗികം)
74.	18	എളയാവൂർ	എളയാവൂർ സർവ്വീസ് സഹക രണ ബാങ്ക്, ഇറവനിംഗ് ബ്രാഞ്ച്, പള്ളിപ്പം, പി.ഒ., മുണ്ടയാട്		04972-721515	കെട്ടിടം (ഭാഗികം)
75.	25/228	എളയാവൂർ	അബ്ദുൾ ഖാദർ, ഖദിയ സഹലാസ് പള്ളിപ്പം, മുണ്ടയാട് പി.ഒ. അതിരകം	ഉടമസ്ഥൻ	9567358636	സ്ഥലം
76.		എളയാവൂർ	പാർട്ടി ഓഫീസ്, സി.പി.ഐ. പൊതു വഴി	ഉടമസ്ഥൻ		കെട്ടിടം
77.	27	എളയാവൂർ	ശൈലജേന്ദ്രനാഥ്, ശ്രീശൈലം, അതിരകം മുണ്ടയാട് പി.ഒ.	വിവരം തരില്ല	9833695141	സ്ഥലം
78.	28	എളയാവൂർ	സീന ടിച്ചർ, പള്ളിപ്പം, മുണ്ടയാട് പി.ഒ.	വിവരം തരില്ല	9495589460	സ്ഥലം
79.	1	എളയാവൂർ	റഫീക്, പള്ളിപ്പം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ		മതിൽ (ഭാഗികം)
80.	30	എളയാവൂർ	മസ്ജിദ് ഹമന്തി, പള്ളിപ്പം ടൗൺ ജുമാ മസ്ജിദ്, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9400521455 കുമാർ	4 കട (ഭാഗികം)
81.		എളയാവൂർ	മൈഷ കോർട്ടേഴ്സ്		7025501658	സ്ഥലം (ഭാഗികം)
82.	30	എളയാവൂർ	രഹ്ന, സ്നേഹിത ചാരിറ്റി, പള്ളിപ്പം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9447682910 04972 721817	



83.	28	എളയാവൂർ	ശുഭമള, സുഭാഷിതം , മുണ്ടയാട് പി.ഒ. പള്ളിപ്രം, കണ്ണൂർ	ഉടമസ്ഥൻ	9995022608	സ്ഥലം, മതിൽ (ഭാഗികം)
84.		എളയാവൂർ	പുതിയ വീട്	വിവരം ലഭ്യമല്ല		സ്ഥലം
85.	24/158 1/133	എളയാവൂർ	സെബീന അബ്ദുള്ള സബൈദാസ്, കെ.എസ്.ഇ.ബി. ഓഫീസിന് സമീപം പി.ഒ. മുണ്ടയാട് , പള്ളിപ്രം	ഉടമസ്ഥൻ 8606732453 80780850381	3 കട മുഴുവൻ പോകും ചെറിയ ചായ്‌പ്പ് കാർപോർച്ച് , സ്ഥലം വീടിന്റെ സൈഡ്	
86.	24/158	എളയാവൂർ	എൽ. സി. സുബൈദ സബൈദാസ്, കെ.എസ്.ഇ.ബി. ഓഫീസിന് സമീപം, പി.ഒ. മുണ്ടയാട് , പള്ളിപ്രം	ഉടമസ്ഥൻ 8606732453	കട ഭാഗികം	
87.	18	എളയാവൂർ	രമേശ് കെ ശിൽപി., മുണ്ടയാട് പി.ഒ., കണ്ണൂർ	ഉടമസ്ഥൻ 9447394717	സ്ഥലം	
88.	24/129	എളയാവൂർ	വാണിയൻകണ്ടി ബാലൻ ചാത്തോത് ഹൗസ് അതിരകം, പള്ളിപ്രം,	ഉടമസ്ഥൻ 9744966632	സ്ഥലം പെട്ടികട (പൂർണ്ണം)	
89.	24/129	എളയാവൂർ	വാണിയൻകണ്ടി നാരായണൻ ചാത്തോത് ഹൗസ് അതിരകം , പള്ളിപ്രം,	ഉടമസ്ഥൻ 8129033517	സ്ഥലം	
90.	24/154	വലിയന്നൂർ	ഹസീന ഹിറ കെ.എസ്.ഇ.ബി. ഓഫീസിന് സമീപം, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ 9567513475	തെങ്ങ്, കവുങ്ങ്, പ്ലാവ്, സ്ഥലം	
91.	1/133	വലിയന്നൂർ	സെബീന ലംബേത്ത്, ചാലിൽ കഫേറിന പി.ഒ. മുണ്ടയാട്, പള്ളിപ്രം	ഉടമസ്ഥൻ 8606732453	മാവ്, കാർ പോർച്ച്, സ്ഥലം (ഭാഗികം)	
92.	29/126	വലിയന്നൂർ	ഷരോജ് അനൂഗ്രഹം മുണ്ടയാട് പി.ഒ	ഉടമസ്ഥൻ 9947299450	വഴി	



93.	18	വലിയന്നൂർ	അഹമ്മദ് പി. പയോടി ഹൗസ്, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ (മുസ്തഫാ സർവ്വീസ് സ്റ്റേഷൻ, സർഹാ കോപ്പ്ലക്സ്)	ഉടമസ്ഥൻ	9946189795	വീടിന്റെ ചുറ്റുപാടും (പള്ളിപ്രം സ്കൂളിന്റെ മുന്നിലുള്ള വീട്) കട, സ്ഥലം
94.	25	വലിയന്നൂർ	മുഹമ്മദ് നാദിർ (മൊയിദീൻ), പള്ളിക്കണ്ടി, എ.പി. ഹൗസ് പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	965666355	അനാഥികട കട മുഴുവൻ
95.	25	വലിയന്നൂർ	സുൽത്താൻ പി.കെ. ലൗ ഡയൽ, പി.ഒ. മുണ്ടയാട്, പള്ളിപ്രം	ഉടമസ്ഥൻ	9447688368	തെങ്ങ്, മതിൽ, സ്ഥലം (ഭാഗികം)
96.	36	വലിയന്നൂർ	ഗായത്രി സുജിതലത, പള്ളിപ്രം മുണ്ടയാട് പി.ഒ., കണ്ണൂർ	ഉടമസ്ഥൻ	9497606203	സ്ഥലം, മതിൽ (ഭാഗികം)
97.	35	വലിയന്നൂർ	സുജാത, അതിരേകം, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	8089576254	സ്ഥലം
98.	35/206	വലിയന്നൂർ	ലിസി കുര്യാക്കോസ് പോന്നാട്ട് ഹൗസ് പള്ളിപ്രം, അതിരേകം	ഉടമസ്ഥൻ		വീടിന്റെ പടി (ഭാഗികം) സ്ഥലം
99.	35/206	വലിയന്നൂർ	പ്രഭാകരൻ ലളിത കെ. കൊയിലേരിയൻ അതിരേകം, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9400974238 (മകൻ) 8714281191	സ്ഥലം
100.	35	വലിയന്നൂർ	അസൈയനാർ എം.പി. സുവാരി സിമന്റ് മുബാറക് ഹാർഡ് വെയർ,	ഉടമസ്ഥൻ	9633808919	കെട്ടിടം (കട)
101.	37	വലിയന്നൂർ	അബ്ദുൾ ജബാർ, നടുക്കണ്ടി, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9656987986	കോർട്ടേഴ്സിന്റെ മുന്നിലെ സ്ഥലം



102.	37	വലിയന്നൂർ	പ്രസന്ന, വി.കെ.ജ്യോത്സ് ((കെട്ടിടഉടമ)	ഉടമസ്ഥൻ	9846832180 9947276855	കട മുഴുവൻ പോകും
103.		വലിയന്നൂർ	എറമുളളാൻ പള്ളിപ്രം മെഡിക്കൽസ്	ഉടമസ്ഥൻ	8547937562 9744214384	മതിൽ
104.	46	വലിയന്നൂർ	വായനശാല			കെട്ടിടം
105.	46	വലിയന്നൂർ	അസൈനാർ എം.പി. മുബാറക് മൻസിൽ പള്ളിപ്രം , പി.ഒ., മുണ്ടയാട് മുബാറക് ഹാർവെയർ മുർഷിദ്	ഉടമസ്ഥൻ	9633808919	കെട്ടിടം
106.	48	വലിയന്നൂർ	എ.പി. മുറുത്തല ദാറുർകയർ, പള്ളിപ്രം , പി.ഒ., മുണ്ടയാട് പൊതുവഴി	ഉടമസ്ഥൻ	7356206480	കെട്ടിടസ്ഥലം
107.	48	വലിയന്നൂർ	ജാമി എസ്.എസ്. സ്റ്റോർ, പള്ളിപ്രം , പി.ഒ., മുണ്ടയാട്	വിവരം കിട്ടിയില്ല	9447295594	കട (ഭാഗികം)
108.	60	വലിയന്നൂർ	പള്ളിപ്രം പവിത്രൻ അരിങ്ങുളയൻ ഹൗസ് പള്ളിപ്രം പി.ഒ., മുണ്ടയാട്	ഉടമസ്ഥൻ	9995044513	സ്ഥലം
109.	60	വലിയന്നൂർ	മുസ്തഫ, തസ്ലീമ	വിവരം തരില്ല		
110.	48	വലിയന്നൂർ	റംല	വിവരം തരില്ല		
111.	24/137	വലിയന്നൂർ	കല്ലേൻ ജീന ലൈലാക്ക് പള്ളിപ്രം, പി.ഒ., മുണ്ടയാട്	ഉടമസ്ഥൻ	8129677296	വഴി
112.	36	വലിയന്നൂർ	സുധ (ഹെഡ്ക്വാർട്ടർ) പള്ളിപ്രം യു.പി.സ്കൂൾ വാരം പി.ഒ. - 670 594	ഉടമസ്ഥൻ	9447071062	ഓഫീസ് കെട്ടിടം സ്ഥലം



113.	37	വലിയന്നൂർ	ഷർഫുദ്ദീൻ പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	8139004337	വീട്, കട സ്ഥലം (ഭാഗികം)
114.	49	വലിയന്നൂർ	ഷംസുദ്ദീൻ, അഹ്മദ് സുൽത്താൻ, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	8139044337	വീട്, കട സ്ഥലം (ഭാഗികം)
115.	48	വലിയന്നൂർ	അയ്യപ്പൻ സി. പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ ഹാർഡ് വേർ, പൊതുവഴി	ഉടമസ്ഥൻ	8138065239	കട വീടിന്റെ മതിൽ
116.	49	വലിയന്നൂർ	എൻ.പി. അഹ്മദ്ജാൻ, (സീഡിക്) അബ്ദുൾ അസീസി നബീസ മൻസിൽ എ.പി. ഹൗസ്, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	8136821327	4 കട (ഭാഗികം)
117.	36	വലിയന്നൂർ	രഘുരാജൻ, എടച്ചേരി പള്ളിപ്രം , പി.ഒ., മുണ്ടയാട്	ഉടമസ്ഥൻ		വിവരം ലഭ്യമല്ല
118.	37	വലിയന്നൂർ	അബ്ദുൽ അസീസ് കണിയാൻകണ്ടി പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ (ജവർ സിംബല്ല, ഫ്ലാറ്റ്)	ഉടമസ്ഥൻ	9567412284	കട
119.	49	വലിയന്നൂർ	സുഹാസി റെയ്സ് സ്റ്റിൽ അന്വേദിതം, കക്കാട് പി.ഒ., സൗത്ത് ബസാർ, കണ്ണൂർ 2	കെട്ടിട ഉടമ	9656735522	കടയുടെ മുന്നിലുള്ള സ്ഥലം
120.	37/3	വലിയന്നൂർ	ചന്ദ്രജോഹൻ, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ		സ്ഥലം



121.	49	വലിയന്നൂർ	മുഹറാസ്, കൈനാനി, ബാക്കില വളപ്പ്, പള്ളിപ്രം , മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	9567088166	സ്ഥലം (ഭാഗികം)
122.	49/1	വലിയന്നൂർ	വലിയന്നൂർ സർവ്വീസ് സഹകരണബാങ്ക്, പള്ളിപ്രം , മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	04972721580	സ്ഥലം(ഭാഗികം)
123.	44/109	വലിയന്നൂർ	താരാനാഥ് സി.എം മുണ്ടപ്പാലി ഹൗസ് പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	9995994271	സ്ഥലം, സർവ്വേ എടുക്കുന്ന എന്തിനാ എ.പി.എൽ, ബി. പി.എൽ
124.	35	വലിയന്നൂർ	ശംഗാധരൻ	ഉടമസ്ഥൻ	9846353638	ഒഴിഞ്ഞ സ്ഥലം
125.	36	വലിയന്നൂർ	ചന്ദ്രമതി പൊൻമുടിയൻ, പള്ളിപ്രം മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	9746840853	തെങ്ങ്, മാവ്, സ്ഥലം
126.	36	വലിയന്നൂർ	പ്രസന്ന .കെ. മുണ്ടപ്പാലിഹൗസ് പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ .കണ്ണൂർ	ഉടമസ്ഥൻ	9567825687	മാവ്, തെങ്ങ്, സ്ഥലം, വീട് ഭാഗികം
127.	44/2	വലിയന്നൂർ	പി.പി.സദാനന്ദൻ മെഡോസ് പള്ളിപ്രം, വലിന്നൂർ , മുണ്ടയാട് പി.ഒ., കണ്ണൂർ	ഉടമസ്ഥൻ	9447035128	സ്ഥലം, മതിൽ, തെയ്യ്, സ്ഥലം
128.	25/02	വലിയന്നൂർ	രാജലക്ഷ്മി, എടക്കാടൻ രവീന്ദ്രൻ രാഖിസ്, അങ്ങത്തോട് പി.ഒ. ചൊവ്വ, - 670006 കെ.ആർ.എ.എഫ്. ഇപെക്സ്	9995352685	വിവരം ലഭ്യമല്ല	
129.	44/2	വലിയന്നൂർ	റ്റി.എം. കുഞ്ഞിരാമൻ ഭായന്തി (മറ്റ് അംഗങ്ങൾ) മുണ്ടപ്പാലി ഹൗസ്, പള്ളിപ്രം	ഉടമസ്ഥൻ	9847834145	തെങ്ങ്, മാവ്, പ്ലാവ്, സ്ഥലം



130.	44/2	വലിയന്നൂർ	പ്രശാന്തൻ എം.റ്റി. മുണ്ടച്ചാലി ഹൗസ്, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	8075356191	വഴി
131.	48	വലിയന്നൂർ	ശൈൽ ചന്ദ്രമോഹൻ, മുണ്ടച്ചാലി ഹൗസ്, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9895988435	വഴി
132.	44/2	വലിയന്നൂർ	ശശിധരൻ വിസ്മയം പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	9895824427	തെങ്ങ, മാവ്, സ്ഥലം
133.	48	വലിയന്നൂർ	സുഗതൻ ഇന്ദിര, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ., കണ്ണൂർ	ഉടമസ്ഥൻ	9895615325	തെങ്ങ, പൂളി, മാവ്, സ്ഥലം
134.	44/2	വലിയന്നൂർ	ലളിതാംബിക സന്ധ്യ നിവാസ് പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9747707279 9495591763	സ്ഥലം, വഴി
135.	48	വലിയന്നൂർ	ഘോഷിത്ത് മുണ്ടച്ചാലി ഹൗസ് പള്ളിപ്രം റോഡ്, മുണ്ടയാട് പി.ഒ., കണ്ണൂർ	ഉടമസ്ഥൻ	9895069114	സ്ഥലം
136.	28/120	വലിയന്നൂർ	സുജിത്ത് മീനാക്ഷി സദനം, പള്ളിപ്രം	ഉടമസ്ഥൻ	9895761567	മതിൽ
137.	49	വലിയന്നൂർ	വിദ്യ, എ.കെ. ഭഗാപിക, മാടപ്പുര കോറ്റിൽ പി.ഒ., കണ്ണൂർ 670005	ഉടമസ്ഥൻ	9961705373 9544352066	ഒഴിഞ്ഞ പറമ്പ്
138.	37	വലിയന്നൂർ	വിജവക് എ.കെ. വൈശാഖം, പള്ളിപ്രം, മുണ്ടയാട് പി.ഒ., കണ്ണൂർ	ഉടമസ്ഥൻ	9961705373 9544352066	കട, സ്ഥലം



139.	46/111	വലിയന്നൂർ	ലളിത ബാലകൃഷ്ണൻ കാർത്തിക പള്ളിപ്രം മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ		മാവ്, തെങ്ങ്, മതിൽ, സ്ഥലം
140.	46/132	വലിയന്നൂർ	ശീത , ശീത് മുണ്ടയാട് പി.ഒ. പള്ളിപ്രം, കണ്ണൂർ	ഉടമസ്ഥൻ	04972-721945	തെങ്ങ്, മാറാഗണി, മാവ്, സ്ഥലം
141.	46	വലിയന്നൂർ	പ്രമീള, സ്വാധീ, പള്ളിപ്രം മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9995317199	തെങ്ങ്,
142.	46	വലിയന്നൂർ	മോഹനൻ ദീപം, മുണ്ടയാട് പി.ഒ. പള്ളിപ്രം, കണ്ണൂർ	ഉടമസ്ഥൻ	9895222134	സ്ഥലം, മതിൽ
143.	46/5	വലിയന്നൂർ	പ്രദീപൻ സൗപർണിക മുണ്ടയാട് പി.ഒ. പള്ളിപ്രം, കണ്ണൂർ	ഉടമസ്ഥൻ	9847718149	സ്ഥലം
144.		വലിയന്നൂർ	ചന്ദ്രൻ	വിവരം ലഭ്യമല്ല		ഒഴിഞ്ഞ പറമ്പ്
145.	60	വലിയന്നൂർ	എ.കെ. മുനീർ	ഉടമസ്ഥൻ		സ്ഥലം
146.	60	വലിയന്നൂർ	ജെനീഷ്, ശിവദാസ് ശിവതാളം, ശ്രീകൃഷ്ണ അമ്പലത്തിന് സമീപം, മുണ്ടയാട് പി.ഒ. പള്ളിപ്രം, കണ്ണൂർ	ഉടമസ്ഥൻ	0497 749543 9947277867	സ്ഥലം
147.	46	വലിയന്നൂർ	പ്രമോദ് , സെഹ്റീ സെറ്റ് സ്ക്രീൻ	ഉടമസ്ഥൻ	9507840510	സ്ഥലം
148.	46	വലിയന്നൂർ	നിഥിൻ , പുല്ലാലി ഹൗസ് , മുണ്ടയാട് പി.ഒ. പള്ളിപ്രം, കണ്ണൂർ	ഉടമസ്ഥൻ	80867107811	സ്ഥലം
149.	36	വലിയന്നൂർ	പൊതുവഴി			
150.	37	വലിയന്നൂർ	ജയശീലൻ കെ.പി. മുണ്ടയാട് പി.ഒ. പള്ളിപ്രം, കണ്ണൂർ	ഉടമസ്ഥൻ	9567440058	വീടിന്റെ സൺഷെയ്ഡ്
151.	60	വലിയന്നൂർ	ഷിജു ജേഷ്	ഉടമസ്ഥൻ	9562147726	സ്ഥലം, മതിൽ (ഭാഗികം) സ്ഥലം, (ഭാഗികം)



		വലിയന്നൂർ	പൊതുമുഖഗി			
		വലിയന്നൂർ	പൊതുമുഖഗി			
152.	29/119	വലിയന്നൂർ	സതി ഭൂവേൻ വേക്കൽ ഹൗസ്, മുണ്ടയാട് പി.ഒ. കണ്ണൂർ	ഉടമസ്ഥൻ	9567475881	തെങ്ങ്, മാവ്, സ്ഥലം
153.	36	വലിയന്നൂർ	അബ്ദുൾ ആരീസ്	ഉടമസ്ഥൻ	9995696393	സ്ഥലം, മതിൽ (ഭാഗികം)
154.	49	വലിയന്നൂർ	അബ്ദുൾ റസാക്ക്, മൈലപ്രത്ത് ഹൗസ് കരിക്കൻകണ്ടിപ്പിറ, പള്ളിപ്രം മുണ്ടയാട് പി.ഒ., കണ്ണൂർ (സുബ്ബൈ)	ഉടമസ്ഥൻ	9744656524	സ്ഥലം, മതിൽ,
155.	60	വലിയന്നൂർ	ഷമീത്, നന്തനം മുണ്ടയാട് പി.ഒ. പള്ളിപ്രം	ഉടമസ്ഥൻ		സ്ഥലം, മതിൽ
156.	29/109	വലിയന്നൂർ	ഹരിദാസൻ കെ ഹരിതം ഇലക്ട്രിക് ഓഫീസ് പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	7356313582	മാവ്, തെങ്ങ്, മതിൽ, സ്ഥലം
157.	35	വലിയന്നൂർ	എസ്.എസ്. ക്വാട്ടേഴ്സ്			
		വലിയന്നൂർ	പൊതുമുഖഗി			
158.	46	വലിയന്നൂർ	റുബീന പി. ഹാൽ, പി.ഒ. മുണ്ടയാട്	ഉടമസ്ഥൻ	8137930011	ജാതി, തെങ്ങ്, മതിൽ, സ്ഥലം
		വലിയന്നൂർ	പൊതുമുഖഗി			
159.	46	വലിയന്നൂർ	കെ.എസ്.ഇ.ബി. ഓഫീസ് സബ്സ്റ്റേഷൻ മുണ്ടയാട്			സ്ഥലം
160.	49	വലിയന്നൂർ	മുണ്ടയാട് കെ.എസ്.ഇ.ബി. ഓഫീസിന് സമീപം	ഉടമസ്ഥൻ		(വിവരം ലഭ്യമല്ല)
161.		വലിയന്നൂർ	പുതിയ വീട് താമസമില്ല (വിവരം ലഭ്യമല്ല)	ഉടമസ്ഥൻ		(വിവരം ലഭ്യമല്ല)
162.	1/101	വലിയന്നൂർ	തഹീറ പി.കെ. ദാറുൾ അമൻ പി.ഒ. മുണ്ടയാട്, പള്ളിപ്രം	ഉടമസ്ഥൻ	9447647214	മതിൽ, സ്ഥലം



		വലിയന്നൂർ	പൊതുവഴി			
		വലിയന്നൂർ	പൊതുവഴി			
163.	49	വലിയന്നൂർ	പ്രൊജക്ട് കെ.പി. രജേന്റ് ബാബു കെ.പി. (മക്കൾ) അജിതകുമാരി ഗായത്രി ഹൗസ്, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9747440082	2 നില വീടും കടയും ഭാഗികം
164.	60	വലിയന്നൂർ	രജേന്റ് കെ.പി. സുരീഷ് നിവാസ്, മുണ്ടയാട് പി.ഒ.	ഉടമസ്ഥൻ	9746892130	കടയുടെ മുന്നിൽ ഷീറ്റ്സ് ഭാഗം, സ്ഥലം



**കണ്ണൂർ നഗര പാത വികസന പദ്ധതി -
കൗട് - മുണ്ടയാട് റോഡ് വികസനം**

ഭൂരിഹിതരായ പദ്ധതി ബാധിതരുടെ (താമസക്കാർ) പേര് വിവരങ്ങൾ

ക്രമ നമ്പർ	വില്ലേജ്	പേരും മേൽവിലാസവും	ഉടമസ്ഥൻ/ വാടകക്കാരൻ	ഫോൺനമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുക്കളുടെ വിവരം
1	എളയാവൂർ	ടൈലറിംഗ് ഷോപ്പ്, സൂപ്പർഷ്	വാടകക്കാരൻ	9847415623	കുട
2	എളയാവൂർ	മുളബ്ബി, വർക്ക് ഷോപ്പ്	വാടകക്കാരൻ	7306987864	കുട
3	എളയാവൂർ	ജാനകി അനാഥി പീടിക പ്രകാശൻ, സുശീല	വാടകക്കാരൻ		മതിൽ
4	എളയാവൂർ	ജുബാർ ബാലൻ കുട (ചായകുട)	വാടകക്കാരൻ	9895228847 8129639182	കുട
5	എളയാവൂർ	മഹേഷ്	വാടകക്കാരൻ	9633857824	തയ്യൽകുട
6	എളയാവൂർ	മിനിസ്റ്റാർ ശശിധരൻ സീന ബേബി	വാടകക്കാരൻ	9544148280 974618594	കുട
7	എളയാവൂർ	ഉമ്മർ (കെട്ടിടജട) ശ്രീജിത്ത് നീവിൻ	വാടകക്കാരൻ	9895134859	(വെൽഡിംഗ് വർക്ക് ഷോപ്പ്)
8	എളയാവൂർ	അനിയൻ എ.എം. ട്രേഡ്ഡെഴ്സ്,	വാടകക്കാരൻ	7558050355	കുട
9	എളയാവൂർ	മധുസൂദനൻ, സിമന്റ് കുട	വാടകക്കാരൻ	7558050355	
10	വലിയന്നൂർ	മുഹമ്മദ്കുട്ടി, ട്രെയ്ഡറിംഗ് ഷോപ്പ്	വാടകക്കാരൻ	8129614796	കുട
11	വലിയന്നൂർ	അക്ഷയ സെന്റർ	വാടകക്കാരൻ		കുട
12	വലിയന്നൂർ	രജനി, റീഷ്ന, സിന്ദു എളയാവൂർ വനിത സഹകരണ ബാങ്ക്	വാടകക്കാരൻ	9846166463 9567081839 9656069065	കുട



13	വലിയന്നൂർ	വി.ആർ. മൊബൈൽ ഷോപ്പ് വിശാഖ്	വാടകക്കാരൻ	9744127518	കുട
14	വലിയന്നൂർ	പപ്പൻ പീടിക പ്രൈയ്‌ലർ ഷോപ്പ്	വാടകക്കാരൻ	9606270309	കുട
15	വലിയന്നൂർ	റിറ്റർ പൊയർ സലൂൺ, ഷാവൻ	വാടകക്കാരൻ	8848456122	കെട്ടിടം
16	വലിയന്നൂർ	ലോട്ടറി സ്റ്റാൾ മനോജ്	വാടകക്കാരൻ	9656020792	കെട്ടിടം
17	വലിയന്നൂർ	കാനത്തൂർ ബേക്കറി ശരീന്ദ്രൻ	വാടകക്കാരൻ	9446262608	കുട
18	വലിയന്നൂർ	ലാമി (ചെരിപ്പ് കട)	വാടകക്കാരൻ	7736561029	കുട
19	വലിയന്നൂർ	തവക്കൽ സ്റ്റോർ	വാടകക്കാരൻ		കുട
20	വലിയന്നൂർ	ബേബി സ്റ്റുഡിയോ ഗാർഡ്	വാടകക്കാരൻ	7558089497	കുട
21	വലിയന്നൂർ	ചായകട ബഷീർ അബ്ദുൾ		9567358636	
22	വലിയന്നൂർ	ബാർബർ ഷോപ്പ് സജീവൻ	വാടകക്കാരൻ		കുട
23	വലിയന്നൂർ	കെ.ജി. സ്റ്റോറോജ് ഗഫൂർ	വാടകക്കാരൻ	9746592377	കുട
24	വലിയന്നൂർ	ലാമി ഫാഷൻ	വാടകക്കാരൻ	7736561029	കുട
25	വലിയന്നൂർ	പൊതുവിതരണ കേന്ദ്രം റേഷൻ കട ലൈസൻസ് ഇ.പി. സജ്ജാത	വാടകക്കാരൻ		കുട
26	വലിയന്നൂർ	ജോഷ് ന റെഡിമെയ്ഡ് ഡ്രസ്സ് ഷോപ്പ്	വാടകക്കാരൻ	8129756158	കുട
27	വലിയന്നൂർ	ഫജാസ് റോയൽ ടച്ച്	വാടകക്കാരൻ	9539569855	കുട
28	വലിയന്നൂർ	റഫീക്ക് തേവക്കൽ ഇലക്ട്രാണിക്സ്	വാടകക്കാരൻ	8136972448	കുട
29	വലിയന്നൂർ	ജലീൽ നിഹാബ് ഫ്രൂട്ട്സ്	വാടകക്കാരൻ	963304908	കുട
30	വലിയന്നൂർ	ശ്രീഭരഷ് ശ്രീ ടെക് ഫാബ്രിക് ഇന്റീരിയർ	വാടകക്കാരൻ	9567946143	കുട
31	വലിയന്നൂർ	കണ്ണൂർ ഫുഡ്സ് & കററിംഗ് സൗകര്യം	വാടകക്കാരൻ	9656735222	കുട മുറി



32	വലിയന്നൂർ	മുണ്ടച്ചാലി സ്റ്റോർ പള്ളിപ്രം റീഷിത്ത്	വാടകക്കാരൻ	7356874998	കുട മുറി
33	വലിയന്നൂർ	റെജിന സ്നേഹിത (ചാരിറ്റി)	വാടകക്കാരൻ	(Owner No) 9447682910 04972 721817	കുട മുറി
34	വലിയന്നൂർ	രതീഷ് (ഗ്രീൻ ഓക്സി ഗാർഡ്)	വാടകക്കാരൻ	7994388202	കുട
35	വലിയന്നൂർ	കബീർ അമൻ വെജിറ്റബിൾസ് ചാൽമൊട (കെട്ടിടജട)	വാടകക്കാരൻ	9633048314 8606732453	കുട
36	വലിയന്നൂർ	മിനി കാവ്യ ടെയ്ലറിംഗ് ചേലപ്പുറത്ത് ഹൗസ് പി.ഒ. മുണ്ടയാട്	വാടകക്കാരൻ	8078050381	കുട
37	വലിയന്നൂർ	ധനേഷ്, പുതുജേളൂരി ഹൗസ് എളയാവൂർ	വാടകക്കാരൻ	9946293449	കുട വർക്ഷോപ്പ്
38	വലിയന്നൂർ	സബീർ സാം സാം എൻജിനീയറിംഗ്	വാടകക്കാരൻ	9995909985	സോപ്പ് കുട
39	വലിയന്നൂർ	അനാഥി പീട്ടിക ഹമീദ് വായനശാല	വാടകക്കാരൻ	9995703091 9633732793	കെട്ടിടം
40	വലിയന്നൂർ	സീന കരുണാകര ആയുർവേദ ഫാർമസി	വാടകക്കാരൻ	830199709	കുട
41	വലിയന്നൂർ	ശരീധരൻ, ചെലോറ കോ-ഓപ്പറേറ്റീവ് സ്റ്റോർ, പള്ളിപ്പുറം	വാടകക്കാരൻ		കുട മുറി
42	വലിയന്നൂർ	ശാമൻ	വാടകക്കാരൻ	8848456122	ബാർബർ ഷോപ്പ്
43	വലിയന്നൂർ	ശിവദാസ്	വാടകക്കാരൻ	9447295594	കുട മുറി
44	വലിയന്നൂർ	സുരീഷ്	വാടകക്കാരൻ	9656735522	കുട മുറി
45	വലിയന്നൂർ	പാർട്ടി ഓഫീസ്, ഐ.എൻ.സി.	വാടകക്കാരൻ		



PHOTOGRAPHS







കേരള ഗസറ്റ് KERALA GAZETTE

അസാധാരണം
EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
PUBLISHED BY AUTHORITY

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GOVERNMENT OF KERALA

REVENUE (B) DEPARTMENT

NOTIFICATION

G.O.(P)No.153/2022/RD

S. R. O. No. 502/2022

Dated, 20/05/2022

Thiruvananthapuram.

WHEREAS, it appears to the Government of Kerala that the land specified in the Schedule below is needed or likely to be needed for a public purpose, to wit for the land acquisition of 2.1435 Hectares of land in Puzhathi, Elayavur and Valiannoor villages of Kannur district for the development of Kakkaad - Mundayad road as part of Kannur City Road Improvement Project.

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

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of 2013), Government of Kerala have decided to conduct a Social Impact Assessment in the area specified in the schedule below.

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

SCHEDULE

District: Kannur

Taluk : Kannur

Village : Puzhathi, Elayavur and Valiyanloor

(The extent given is approximate)

Survey No	Description (Village)	Extent
Block No.175 205, 202	Puzhathi	2.1435 Hectares
Block No.219 1	Elayavur	
Block No.221 1, 10, 11, 18, 19, 20, 23, 24, 25, 27, 28, 29, 30		
Block No.220 35, 36, 37, 46, 48, 49, 60	Valiyanloor	

By order of the Governor,
ABDUL NASAR B IAS

ADDITIONAL SECRETARY (REVENUE)

Explanatory Note

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

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules has come into force on 19.09.2015 and as per Rule 10 notifying a Social Impact Assessment Unit for conducting Social Impact Assessment Study is required. Requisition has been received for acquiring 2.1435 Hectares of land in Puzhathi, Elayavur and Valiyanloor villages of Kannur district for the development of Kakkaad - Mundayad road as part of Kannur City Road Improvement Project.

The notification is intended to achieve the above object.