



# **BANGALORE DEVELOPMENT AUTHORITY**

Kumara Park West, T. Chowdaiah Road, Bengaluru-560020

## **DEVELOPMENT OF EIGHT LANE PERIPHERAL RING ROAD CONNECTING TUMKUR ROAD TO HOSUR ROAD (CROSSING BALLARI ROAD AND OLD MADRAS ROAD)**

### **FINAL ENVIRONMENTAL IMPACT ASSESSMENT REPORT FOR ISSUE OF ENVIRONMENTAL CLEARANCE VOLUME-II**



**Schedule 7(f) of EIA Notification, 2006, Category-A, Length- 73.50 Km, Project Cost:14,934 Crores  
Study period: December, 2019 to February, 2020**

#### **Project by**

**Engineer Member  
Bangalore Development Authority  
Kumara Park West,  
T. Chowdaiah Road,  
Bengaluru - 560020**



#### **Consultants**

**Environmental Health & Safety  
Consultants Pvt. Ltd  
Bengaluru - 560044  
080 - 23012100**

**OCTOBER 2022**

**Document No. EHSC/BDA/INFRA-DIV/BLR/2019-20/PRR**

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**PROCEEDINGS OF THE ENVIRONMENTAL PUBLIC  
HEARING HELD ON 18.08.2020**



**PROCEEDINGS OF THE ENVIRONMENTAL PUBLIC HEARING ON "DEVELOPMENT OF EIGHT LANE PERIPHERAL RING ROAD-CONNECTING TUMKUR ROAD AND HOSUR ROAD (CROSSING BALLARI ROAD AND OLD MADRAS ROAD), BENGALURU URBAN DISTRICT, BENGALURU" BY BANGALORE DEVELOPMENT AUTHORITY.**

1. Venue of the Public Hearing : Nityotsava Marriage and Convention Centre, Singanayakanahalli, Doddaballapura Road, Near Avalahalli Village, Yelahanka Taluk, Bengaluru.
2. Date of the Public Hearing : 18.08.2020, 11:00 AM
3. Public Hearing Panel :

a.	Shri. G. N. Shivamurthyl.A.S, Deputy Commissioner & Chairman District Environmental Public Hearing Committee, Bengaluru Urban District.	Chairman
b.	Shri. C. Siddaramaiah, Senior Environmental Officer, Karnataka State Pollution Control Board, Zonal Office, Bengaluru North.	Member

4. Project proponent :

a.	Dr. H. R. Shantharajanna K.E.S	Engineer Member
b.	Shri. P. Shivaraju K.A.S	Deputy Commissioner (Land Acquisition)
c.	Shri. B. A. Shivanand K.E.S	Engineer Officer
d.	Shri. H. M. Lingaraju	Executive Engineer
e.	Shri. N. R Umesh Chandra	Land Acquisition Officer

5. Public Participants : Annexure-I
6. Thermal Screening Register : Annexure-II
7. Copy of the presentation : Annexure-III
8. Written Objections / Suggestions : Annexure-IV (5 Nos.)
9. Photographs and Video recordings : Annexure-V

10. Preamble:

The proposed Peripheral Ring Road (PRR) involves development of 65.50 km long road with 100 m Right of Way (RoW). The project starts at Tumkur Road and ends at Hosur Road to make it circular with the existing access controlled NICE road. The proposed alignment of PRR passes at an approximate radial distance of 17 km - 25 km from city Centre and acts as a bypass to the city





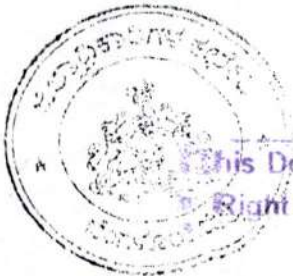
for the long-distance personalized vehicles (cars and cabs) and commercial vehicles (trucks and LCVs). The proposed "Peripheral Ring Road" connects major Highways namely Tumakuru Road (NH-4), Hesaraghatta Road (SH-39), Doddaballapura Road (SH-09), Ballari Road (NH-7), Hennur-Baglur Road (SH-104), Old Madras road (NH-4), Hoskote-Anekal Road (SH-35), Sarjapur Road and Hosur Road (NH-7).

According to the EIA Notification dt: 14.09.2006 and its subsequent amendments, it is a prerequisite to obtain Environmental Clearance from State Environment Impact Assessment Authority (SEIAA)/Ministry of Environment, Forests and Climate Change (MoEF&CC). As per the notification, it is mandatory to conduct Environmental Public Hearing at the project site under the Chairmanship of the Deputy Commissioner or an officer not below the rank of the Additional Deputy Commissioner.

The Member Secretary, SEIAA, Karnataka has issued Terms of References (ToRs) for the project vide letter No.: SEIAA 40 IND 2019 dt: 21.01.2020 and directed the project proponents to conduct Environmental Public Hearing. In view of this, the project proponents had prepared the Draft EIA/EMP Report along with English & Kannada Executive Summaries and requested the Karnataka State Pollution Control Board (KSPCB) to conduct Environmental Public Hearing along the project alignment.

As per the EIA Notification, 2006 and its subsequent amendments, the KSPCB had published about the Environmental Public Hearing in the Kannada Daily newspaper "Kannada Prabha" and English Daily newspaper "Deccan Herald" on 17.07.2020 regarding the project by inviting the objections/suggestions orally/writing/e-mail to KSPCB/Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District from the concerned persons having plausible stake in the environmental aspects of the project or activity within 30 days from the date of publication of the paper notification. The Draft EIA/EMP report along with English and Kannada Executive Summaries were kept in the designated places such as;

1. Office of the Deputy Commissioner, Bengaluru Urban District, Bengaluru.
2. Office of the Commissioner, Bruhat Bengaluru Mahanagara Palike (BBMP), Bengaluru.
3. Office of the Chief Executive Officer, Zilla Panchayat, Bengaluru.
4. Office of the Joint Director, District Industries Centre, Bengaluru.
5. Office of the Joint Commissioner, Bruhat Bengaluru Mahanagara Palike (BBMP), Yelahanka (Byatarayanapura) Zone.
6. City Municipal Council, Hebbagodi, Bengaluru.
7. Town Municipal Council, Madanayakanahalli, Bengaluru.
8. Office of the Tahsildar Yelahanka Taluk, Bangalore.
9. Office of the Tahasildar, Bangalore North Taluk, Bangalore.





10. Office of the Tahasildar, Bangalore East Taluk, Bangalore.
11. Gram Panchayat Offices at Singanayakanahalli, Shivakote, Kasaghattapura, Chikkabanavara, Aloor, Gantiganahalli, Muthanallur, Doddagubbi, Kannur, Kodathi, Huskur, Shantipura, Avalahalli, Kannamangala, Doddabanahalli, Sheegihalli, Bidaralli Villages.
12. BBMP Ward Offices at Kempegowda Ward, Chowdeshwari Ward, Jakkur Ward, Varthur Ward, Hoodi Ward, Kadugodi Ward, Horamavu Ward, Hagaduru Ward & Rajarajeshwari nagar Ward.
13. Regional Office, Ministry of Environment, Forest & Climate Change, Koramangala, Bengaluru.
14. Regional Offices, Karnataka State Pollution Control Board, Sarjapura, Mahadevapura and, Dasarahalli.
15. Office of the Senior Environmental Officer, KSPCB, Zonal Office, Bengaluru North, Bengaluru.
16. KSPCB, Head Office Bangalore and published in the website of KSPCB

On 18.08.2020, at Nityotsava Marriage and Convention Centre, Singanayakanahalli, Doddaballapura Road, Near Avalahalli Village, Yelahanka Taluk, keeping in view of the COVID-19 pandemic situation, Thermal Screening, Sanitization of hands, distribution of masks, gloves and face shields were ensured to all the participants during the public hearing. Further, social distancing was maintained as per the guidelines and ensure the free movement of air in the public hearing hall. Participants were bifurcated in two separate halls and provision of LED screens was arranged at both the places to view the presentation simultaneously.

The Environmental Public Hearing was started at 11 AM on 18.08.2020 under the Chairmanship of the Deputy Commissioner, Bengaluru. Shri. Shivappa Naik, Environmental Officer, KSPCB welcomed Shri. G. N. Shivamurthy I.A.S., Deputy Commissioner, Bengaluru Urban District, Bengaluru, Sri. C. Siddaramaiah - SEO North, Bangalore Development Authority Officials, Police Authorities, Media representatives, Local representatives and general public to the Environmental Public Hearing.

Shri. C. Siddaramaiah, Senior Environmental Officer, KSPCB briefed about the objectives of public hearing and informed the Consultants to brief about the project through PowerPoint presentation.

On behalf of the project, Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. presented the project details, its objectives, Environmental baseline data, present scenario of the existing environment in the project area, its impacts on the environment, mitigation measures and Management Plan, Project benefits, etc. through Power



Point presentation. After the Power Point Presentation, the Chairman of the Committee invited the participants to express their views about the proposed project.

**1. Shri. Sibgath, Bidarahalli**

He desired to know about the proposed number and locations of the toll plazas throughout the alignment and whether the width of the toll plaza is exactly the width of RoW or it exceeds the width of RoW.

Dr. ShanthaRajanna, Engineer Member, BDA clarified that the proposed PRR is crossing seven major cross junction roads, two toll plazas are planned at each intersection at the entry and exit locations. These toll plazas are planned close to the major intersections nearly for about 100 m distance where there are availability of land.

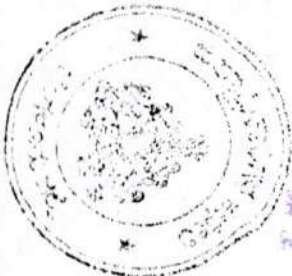
**2. Shri. B. C. Venugopal, Bengaluru**

He requested the Finance Department of Government of Karnataka to avail Central assistance for implementation of the project and make a separate budget provision for the same. He expressed that the project is good for the present generation especially the children of our nation where we are very difficult to find a country who are opposing our knowledge so that the Bangalore is centrally placed for developing our nation. He also suggested to make provision in the budget to implement the project in a time bound manner. He also suggested to involve the Indian Training Institute (ITI) as the part of Corporate Social Responsibility (CSR) activities and making use of the timber/wood of the removed trees for making furniture required for the Govt. Schools.

**3. Shri. S. K. Vijaykumar, Doddaballapura**

Firstly, he expressed that, paper advertisement has been given for conducting Environmental Public hearing. He stated that, in the said paper notification, list of 16 places of availability of project documents as per EIA Notification has been given totaling to 90 offices which includes Gram Panchayaths, ward offices, municipal councils, etc. His contention is how many of these officers are present today for the public hearing since they are the actual implementers and operators of the project. He stated that they will call for the meeting, we came and went but who will monitor and implement the project? Local people and offices are responsible. The road length is 65.50 km but here not even 60 people attended the public hearing. Hosur road is nearly 30 Km from this place. If the local people are not aware the public hearing, then there is no point in conducting this public hearing also. If the project authorities are already decided to implement, then they will do it anyway irrespective of defects and illegalities.

Secondly, he expressed that, the public hearing has been conducted as per EIA notification, 2006 but there is no guidelines/ notification available. He urged that, it is not





sufficient that only implementing agencies understand the EIA Notification but public should also understand. Project authorities informed that the documents are annexed and available but he stated that he has taken from the website. There is no mention of EIA Notification, 2006 anywhere else in the project documents. He expressed that, as per the presentation, the earlier EC was stayed by the NGT due to deficiency in the earlier EIA report and directed to prepare the fresh EIA studies. It was informed that, the same was appealed before the Hon'ble Supreme Court by the BDA. As per the Paper Notification, it was mentioned that, 'in view of the above and the project authority request letter', as per my knowledge, the project proponent request letter was not available. The date of public hearing should be announced by KSPCB within 7 days from the date of submission of request letter. He stated that, in the said paper notification, the Regional Office, KSPCB, Yalahanka (Byatarayanapura) letter dated 03.07.2020 was not available and the Deputy Commissioner, Bengaluru (Urban District) letter No. MAG(4)CR/11/2020-21 dated 30.06.2020 was also not available. The communication details between project proponent and Regional Office, KSPCB were not made available to the public. The date of public hearing notification in newspaper was 17.07.2020 but the date on the article is given as 13.07.2020 which means the paper notification would have been published based on the latest communication dt: 03.07.2020 which is impossible. The project authority will submit a request letter to Pollution Control Board and the Pollution Control Board then approach the Deputy Commissioner regarding the public hearing informing that the meeting should be conducted under the Chairmanship of the Deputy Commissioner. But the date of KSPCB letter dt: 03.07.2020 and the Deputy Commissioner letter dt: 30.06.2020 does not relate to each other. He is not sure of the procedure involved since the details were not available. He informed that all the relevant communications details should have also been provided and that there is no harm in making the provision for the availability of the details.

As per the public hearing notification the Environmental Clearance (EC) for the project was already obtained in 2014. Then the Hon'ble NGT directed the BDA to carry out fresh EIA studies and further, BDA challenged the orders of the Hon'ble NGT before the Hon'ble Supreme Court stating that all the facts given in EIA report are correct and the orders of the Hon'ble NGT is not applicable which means that there is a case at the Hon'ble Supreme Court and what happened before the case and what happens after the case is considered to be significant. As stated by the project authority, before the issue of Judgement from Hon'ble Supreme Court, submitted a letter to Member Secretary, SEIAA, Karnataka on 12.11.2019 for the development of Eight Lane Peripheral Ring Road stating that the case pertaining to the project is pending at the Supreme Court and without prejudice to the appeal filed by the BDA in the Apex Court in the aforementioned SLP No. 2566/2019 BDA has initiated to conduct fresh EIA studies appointing consultant through



tender to obtain fresh Environmental Clearance. As per the Appendix-1 of the submitted online application, the project has been considered as Category 'B' project and in Sl.No. 14 –“Is there any court order to consider the project under Category A?”; the proponent has answered 'Yes' along with Annexure uploaded Court Order. He stated that the project authority themselves agreed that there is court order to consider the project as 'A' category nevertheless submitted the application as 'B' category. Further in Sl. No. 9 of the application, the Schedule has been mentioned as '7(f)- Highways' and as per the EIA Notification, 2006 when asked if “the project attracts General conditions if yes please specify”, the project authority says 'No'. Further in the same application when asked about 'areas already subjected to pollution and environmental damage' the project authority says Jigani- Bommasandra Industrial area located at a distance of 4 km from the project alignment notified by CEPI Programme by CPCB and similarly, when asked about 'areas which are important or sensitive for ecological reasons', the project authority says Puttenahalli Lake Birds Conservation Reserve located at a distance of 1.43 Km from the proposed project alignment and the project location toposheet Nos. 57G/12,57H/9 is also a part of the Thippagondanahalli Reservoir Catchment area notification where Kumudavathy and Arkavathy Catchments exists and Bannerghatta National Park also exists. However, the project authority says the General Conditions are not applicable even upon the existence of all these sensitive areas. This means the application submitted is false misleading everyone by concealing the true facts.

Further, it was said that the online application was submitted on 12.11.2019 and fresh EIA studies were conducted. Meanwhile, the Hon'ble Supreme Court issues its judgement on 17.03.2020 along with several Directions. The project proponent says they have submitted the application for diversion of forest land on 08.06.2020 and as informed earlier the BDA has submitted the request letter to KSPCB on 03.07.2020, requested Deputy Commissioner to conduct Public Hearing, published paper notification on 17.07.2020 and today the Public Hearing is being conducted on 18.08.2020 within 30 days where we have been gathered and the meeting is being conducted.

As per the details available in the KSPCB website, in Annexure-4 Civil Appeal No. 2566/2019 they have given only 4 pages containing only Directions which is actually 69 pages. The section J. Directions of the Supreme Court Order says “bearing in mind the need to bring about a requisite balance, we propose to issue the following directions under Article 142 of the Constitution: i) the Appellant is directed to conduct a fresh rapid EIA for the proposed PRR project”. As said earlier, BDA had submitted the application on 12.11.2019 when there is a case pending at Hon'ble Supreme Court may be accepted. Further as per the directions, “ii) the Appellant shall, for the purpose of conducting the rapid EIA, hire a sector specific accredited EIA consultant”. In view of this, the EIA report





involves a NABET sector specific certificate. He agrees that the studies have been conducted by sector specific accredited EIA Consultant and has followed the directions of Supreme Court. He also agrees that all the said details are given in the EIA report. In continuation to the Directions, "iii) The Appellant shall have due regard to the various deficiencies noted in the present judgement as well as ensure that additional precautions are taken to account for the prevailing state of environment". "iv) The Appellant shall ensure that the requisite clearance under various enactments have been obtained and submitted to the SEAC prior to the consideration by it of the information submitted by the appellant in accordance with the office memorandum issued by MoEF&CC from time to time". The Court has informed to submit the application to SEAC but the project authority has submitted the application to SEIAA. The Directions of the Hon'ble Supreme Court is final and has to be followed by everyone. He questioned if the project authority have submitted the application to SEAC. He stated that the project authority have submitted the earlier application to SEIAA and hence submitted the fresh application to SEIAA. This is a violation of the Hon'ble Supreme Court Order. The project authority has misguided the Supreme Court by submitting the earlier proposal to SEIAA. As stated earlier, the project belongs to category 'A' since it attracts General Conditions. The Supreme Court has instructed to obtain all requisite Clearances for the project, but the project authority says they have submitted application for only diversion of forest land and not obtained the Clearance till date. He informs that the proponent is yet to obtain clearances for wildlife, Puttenahalli Conservation Reserve, Thippagonadanahalli Catchment Area, Geology, Tree, forest, etc. As per the Directions of Supreme Court, he further states "v) The SEAC shall thereafter assess the rapid EIA report and other information submitted to it under the 2006 Notification. If it is of the opinion that the Appellant has complied with the 2006 Notification as well as the directions issued by this Court, only then shall it recommend to the SEIAA the grant of EC for the proposed project. The SEAC and the SEIAA would lay down appropriate conditions concerning air, water, noise, land, biological and socioeconomic environment and other conditions it deems fit. vi) The Appellant shall consult the requisite authority to ensure that no potential damage is caused by the project to the petroleum pipelines over which the proposed road may be constructed". He further complained that only 2 pages of Directions of the Supreme Court Order has been annexed in the report.

As per the EIA Notification, 2006 as stated by the project authority in schedule 7(f) Highways, Category 'A' projects involves new National Highways and expansion of National Highways >30 km involving additional RoW >20 m and land acquisition. Similarly, Category 'B' projects involve all State Highways and expansion projects in hilly terrain >1000 m AMSL and or ecologically sensitive areas. The last column in the EIA notification



consists'conditions (if any) : General conditions shall apply and Highways includes expressways'. General Conditions says that 'any project categorized as 'B' will be appraised at central level as category 'A' if located in whole or in part within 5 km from the boundary of i) Protected areas notified under Wildlife (Protection) Act, 1972. ii) Critically polluted areas as identified by the CPCB constituted under Water (Prevention and Control of Pollution) Act, 1974 from time to time. iii) Eco-sensitive areas as notified under Subsection (ii) of section (iii) of Environment (Protection) Act, 1986. iv) Interstate boundaries and International boundaries. If we consider the Peripheral Ring Road project connecting the existing Tumkur Road and Hosur Road as State Highway project falling under category B, presence of Protected Area namely Bannerghatta National Park at a distance of 6.6 km from the proposed project does not attract the general conditions since it is >5 km from the project site. However, critically polluted areas such as Jigani Bommasandra Industrial area is located at a distance of 4 km and Peenya Industrial area at a distance of 3 km from the project site which is <5 km from the proposed project and general condition is applicable. The project authority also explained the presence of eco-sensitive areas such as Puttenahalli Bird Conservation Reserve at a distance of 1.4 km and Thippagondanahalli Catchment area through which 13.5 km of alignment passes involving removal of 9,000 trees and plantation activities in the ratio of 1:10 will be implemented. He informed that this eight lane Peripheral Ring Road with RoW of 100 m passes through the eco-sensitive area. He also stated that only a part of the project alignment i.e., 13.5 km out of the entire 65.5 km passes through the TG Halli catchment area which attracts the general conditions of the EIA notification, 2006 and hence the project must be appraised as Category A.

Category A projects will not be appraised by SEIAA, Karnataka and SEIAA, Karnataka does not have the authority to appraise Category A projects. According to the EIA notification, 2006 the requirements of prior Environmental Clearance 'the following projects activities shall require prior Environmental Clearance from regulatory Authority which shall hereinafter termed to be as the Central Government in the Ministry of Environment, Forests & Climate Change for Category A in the schedule and at State Level, the State Level Environment Impact Assessment Authority for matters falling under category B in the said schedule before any construction work or preparation of land by the project management except for securing the land started on the land for the project activity. All new projects are listed as Schedule to this notification'. Further, he also exclaimed that the project authority has submitted the application to SEIAA by suppressing the material facts and the project should have been appraised at Delhi. He also stated that even after doing fresh studies the project authority have submitted the application to the non-jurisdictional Authority and obtained the ToRs, carried out the studies based on those ToRs and that they are not ready to accept all these faults.





Further, in Chapter-13 Compliance to the observations of Hon'ble Supreme Court Judgement and Hon'ble NGT; during the submission of application to SEIAA, the forest land proposed to be diverted was only 1.53 Ha but now in the EIA report the land proposed to be diverted is mentioned as 10.117 Ha which is 10 times greater than the area given in the application. During the presentation, out of 10.117 Ha, it was also informed that the project authority is saving some forest land. He further said that there are many facts to be brought to the notice but due to insufficient time he is focusing on only few important points. He also informed that the objections will be submitted in the written format. He also said that given the time he would share all his objections, suggestions and requests. He also exclaimed that the project involves removal of 16,000 trees during the submission of application and in the report it was mentioned that more than 33,000 trees are proposed to be removed which is three times greater than that proposed in the application.

He also informed the Supreme Court in its 69 pages of Judgment, explained the liabilities of SEIAA in detail and SEIAA has not done their work appropriately. He also said that the earlier EC was taken in 2014 from SEIAA, Karnataka and there may be some minor modifications in project details such as change in length from 65 km to 65.5 km, slight shifts in the alignment. However, the presence of Bannerghatta National Park, Jigani Bommasandra Industrial area, Peenya industrial area, Thippagondanahalli Catchment area, Jarakabandekaval Reserve Forest, Puttenahalli Lake Bird Conservation Reserve is also true. Keeping in view of this, he questioned the Project Authority regarding the submission of application to SEIAA, Karnataka. The project authority made a mistake from the beginning and have misguided the Supreme Court by not disclosing these details. Instead they only focused on time. The NGT have also stated that the details submitted are 5 years old. He also informed that the sector specific EIA consultants inspite of having knowledge of these facts, submitted the application to SEIAA, Karnataka. He stated that the consultants have obtained ToRs from non-jurisdictional authority and they are expressing that detailed studies have been done which is not valid. He informed that the project intention may be good but correct procedures must be followed. He also questioned regarding the flyovers proposed over 6 lakes and that if others do it they call it encroachment. He also expressed that many people who built their houses with requisite permits lost their properties overnight due to the rules and regulations pertaining to the lake encroachment. As per the rules, 30 m buffer in all directions must be considered and hence, he informed to plan the project by considering 30 m buffer. He expressed that project authority have planned this even after knowing the regulations and that there is no use of planning CSR or CER activities for these lakes upon proposing flyovers. He



insisted to shift the alignment and then plan for rejuvenation of lakes as part of CSR activities.

Shri. C. Siddaramaiah, Senior Environmental Officer, KSPCB informed Shri.S. K. Vijaykumar to talk about environmental issues in brief and submit his objections / suggestions in writing regarding any violations of procedure/notifications, so that other participants can also get an opportunity to express their views.

Shri. S. K. Vijaykumar stated that he will conclude his views and leave. He apologized to the public stating that he will conclude his views due to the request of the panel. He expressed that the project authority will do anything to get the project approval and all the reports prepared are illegal and violation to the orders. The project authority have not approached the respective offices for obtaining requisite approvals.He expressed that the ToRs are not obtained as per the guidelines and is obtained from non-jurisdictional authority. The report has been prepared as the ToRs obtained from non-jurisdictional authority. He gave all his views in written format to KSPCB.

The Chairman of the Public Hearing and the Deputy Commissioner informed Shri. S. K. Vijaykumar that, some of the points shared by him is considerable and all the lacunas or faults shared must be given in written format. He also shared that a separate virtual conference will also be conducted on 03.09.2020 to express your views. He also shared that all the views shared are noted, recorded and will be taken into consideration. He Further, insisted that Shri. Vijaykumar to participate in the virtual conference as the views shared are considerably significant and requested to give the details regarding the lapses in writing so that it will be considered. The public also requested to allow Shri. S. K. Vijaykumar to talk since his views are to be taken into consideration. The Deputy Commissioner once again informed that a separate meeting will be done regarding this and all his views are taken into consideration.

Shri. Vijaykumar shared that, during the submission of application to SEIAA it was mentioned that 'as per the opinion of the advocate general of Karnataka without any prejudice to the appeal filed by BDA has initiated to conduct fresh EIA studies appointing consultant through tender to obtain fresh Environmental Clearance'; but the project authority did not share relevant details thereby misguiding everyone. He also stated that he has no objection towards the implementation of the project but questions the procedure adopted towards obtaining the approval. He also expressed that all the trees along Doddaballapur Road and Yelhanka Road has been removed which is unbearable. He

\* Further, the upcoming Nelamangala Doddaballapura road will also face the same fate. He





stated that trees greater than his age are also proposed to be removed and said to maintain the quality of existing roads instead of proposing new roads. He also shared that in the report, the RoW is 100 m instead in a table showing bifurcation of 17 items such as gantry, cycle track, median, green space, etc. it is totaling to 113 m. The report also says that the project proponent will complete the project implementation within 4 years (2014-2018). He further requested time for 15 days for submission of other views.

Shri. C. Siddaramaiah, Senior Environmental Officer, KSPCB further informed that the Chairman has given time to share the views/lapses and if the same is given in written format, the same will be added in the proceedings.

**4. Smt. ReenaMahendra, Avalahalli**

She expressed that Shri. Vijaykumar raised all the points that needed addressing and wanted to share only a few things. She requested to display the map being presented again and she informed that the proposed map of the alignment presented is incorrect and is not as per the Final PRR notification, 2007. Both starting points and ending points are incorrect so the first thing that needs to be established is that it is not an honest map. Second thing is that the detailed project report is not uploaded neither in BDA website nor in KSPCB website. Any kind of the impact assessment that needs to be done for any project for that matter needs a proper DPR. Without a DPR what kind of assessment was done when nobody really knows where the road goes. Main point is of course that the people of Bangalore wanted to participate in the hearing and because of the COVID they were unable to make it today. Because some of the papers had mixed reports that it had been cancelled and some said its not there; so the people who have come is fine, the people who live close by have come and those who are far away wanted to participate have been denied an opportunity to come and speak their views. That is not how a public hearing should be done. Public hearing has been attended by people from all the corners. So the main thing is how can a Public Hearing be done without a DPR. She also requested somebody from the BDA or somebody from KSPCB explain the actual route. She also expressed that, as per the previous Final notification of 2006-07, 216 houses were proposed to be demolished, subsequently, 118 houses were added in the Second notification totaling to 300 houses. And now, in EIA report generated by the company, 1,451 structures have been marked for demolition. There is no list of the proposed structures to be demolished. There is no clarity on where these structures are located and a key issue for a lot of land losers over the past 15 years, nobody has specified as what amount has to be paid. As per the report it says it will be provided as guideline value of 2005-06. She is not sure that the land losers will agree to the 2005-06 rate in 2020 and



clarification in that regard is essential. She also stated that everybody needs to know what they are losing and what they are not losing.

**5. Shri. Shrinivasa, Mavallipura**

He expressed that, due to the misconception regarding the cancellation of Public hearing as published by few newspapers, many people were unable to attend the Public hearing. He expressed that there were 29 days protest against the PRR near BDA office towards deciding compensation for the land losers. He also informed that though the land is finalized before 16 years the compensation has to be fixed as per the present rates. He also questioned the reason for the delay in implementation of the project and requested that a separate study to be conducted to identify the land owners. He expressed that, many families were lost their lives in anticipation of compensation for the PRR and the Government did not bother about it. The project involves the technical details, flyovers over 6 lakes, etc. But the farmers are losing nearly 1810 Acres of land and questioned why the authority have not made a study regarding this and the no. of families presently available. He stated that the report is unscientific. He expressed that the no. of farmers in this meeting is very less and the no. of officials present is more. He also stated that several agricultural land, gomalas, forest land are being destroyed due to this project. He said that there are several farmers whose livelihood depends on agriculture and livestock. He also expressed that the project alignment is running across 'gomals' which are very important piece of lands for livestock grazing. Due to the land acquisition, there is no place for grazing activities for livestock. Detailed studies regarding these have not been made.

In 2006, when he got to know that 1 acre of his land will be acquired for PRR, he felt happy for the project. He stated that the public hearing has been called for discussing the environmental issues. He informed there is no significant benefit to the environment based on all these studies pertaining to environment, impacts, legal issues, reports. Today within the purview of BBMP there is a population of 1 Crore 30 Lakhs. In the Urban area within 1 km distance from the ring road there is a population of 30 Lakhs. He expressed that they are not ready to provide the land and they have also conducted protest and neither Government nor BDA have responded properly. At present ground water is not available at deepest lengths at Mavallipura and the water sources have been polluted. He expressed that the Environmental Impact Assessment Report has been prepared appropriately and appreciated it. He expressed that, in presentation, the project would reduce air pollution during operation phase. However, as per my opinion this would be true if it was implemented 15 years back. He also expressed that the Government is not implementing the MSW rules properly. He also expressed that the project is not useful to





Environment and Public and hence requested to drop the project. This project has been planned based on the suitability of the real estate representatives.

**6. Shri. Shivakumar, Venkata Village**

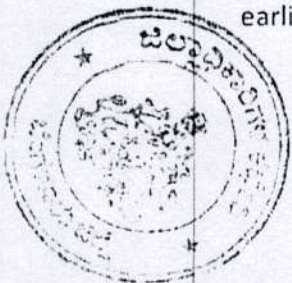
He expressed that some newspapers published that the public hearing has been postponed. Hence, many environmental activists could not attend the meeting. He questioned the project proponents and KSPCB regarding the cancellation of EPH for the project – an article published in newspaper on 18.08.2020. He expressed that the land losers of the project are in thousands and if two people from each family attend the meeting, the no. of participants in the meeting would have been more. He was clarified that the Member Secretary, KSPCB had given notification for conducting this meeting and if any cancellation/postponement of meeting should be notified by Member Secretary only. But, there is no such notification made by the Member Secretary regarding cancellation/postponement.

**7. Shri. Naidu, Nagenahalli Village**

He expressed the grief experienced by the Project Affected Persons pertaining to their land falling within the project alignment and informed that people purchase the lands in the alignment without any prior knowledge w.r.t the project alignment. He also informed that the project be planned in the outskirts of the Bangalore. He expressed his views regarding the non maintenance of the existing roads and lake encroachments. He also requested the proponents to drop the project. He also stated that this project has been planned based on the suitability of the real estate representatives and political representatives. Many people are not happy about the project and hence, it is best to drop the project. He also expressed that it is good if the project is implemented only if provision for suitable compensation for land losers is made available and the project has benefits if it is implemented in the outskirts of the City. In 2006, for the implementation of PRR the cost estimate was 33 crores for 1 km, but it is doubled now. He also questioned that what is the necessity of this road when the state is in economic crisis. He insisted to change the assignment of the road to outskirts of the city since the present alignment passes through city area.

**8. Shri. Naveen, Sheegihalli Village**

He informed the officials that the PRR alignment is being changed continuously since 15 years. The alignment of the present proposal involves 50 to 200 m variation from the previous alignment. The land demarcation has not been carried out as per the alignment shown in the map provided under RTI. The people are not sure whose land falls within the project alignment. He informed that the officials finalize the exact alignment at the earliest.





The Chairman of the Environmental Public hearing Committee and Deputy Commissioner, Bengaluru Urban informed that every participant have shared their views and provided valid suggestions. The Chairman expressed that this meeting is not the final discussion pertaining to the project since it seems to be incomplete. Further, a provision of virtual conference involving participation from 150 people will be made on 03.09.2020 and people can further share their views during the conference and paper notifications pertaining to this will be published in daily newspapers.

**9. Shri. Shankar, Yelahanka**

He informed that BDA earlier planned the PRR with two Phases and now has been focusing upon only one phase involving integration of existing NICE Road. He also filed several cases against BDA pertaining to the PRR project since 2003. He also informed that the project alignment has been changed based on requests of the rich real estate representatives in order to save their lands. He has also submitted several objections pertaining to this and has not received any reply till date. He also said that the report is unscientific and prior notification has to be given pertaining to the village wise number of trees proposed to be removed so that people will know how many trees will be lost in their lands.

He further explained that as per the earlier notification he was about to loose 13 m of the land and as per the existing alignment he would loose his entire house. As per the studies conducted by the GKVK students along the alignment about 70,000 trees are proposed to be removed. He also stated that the tree enumeration has not been done properly and requested the authority to re-conduct the studies pertaining to tree removal.

**10. Shri. Raghu, Huskur Village**

He stated that due to COVID-19 situation, they ended the protest. There is no relation between the NGT order and our opinions. He also said that they have expressed their positive opinions towards the project 15 years earlier. But BDA was not able to implement the project till date. He requested the officials to finalize the land acquisition process and compensation within 15-20 days. If the process is delayed further, the farmers may not support the project in the future.

**11. Shri. Jinesh Kumar, Yelahanka Village**

He welcomed the project and informed that the area adjoining to the proposed PRR alignment will be declared commercial with twice the premium FAR. He also informed that the green space has been planned towards the edge of the alignment and in the later stages the green space in front of the private properties won't be retained. He therefore requested to shift the green space to between the main carriageway and service road so that it will be retained. He also expressed that no parking spaces within the 100m Row





has been planned and requested that the width of service road be altered for parking space thereby reducing the air pollution. He also informed that he will submit his personal objections in writing.

**12. Shri. Sachin Meega, President Karnataka Kisan Congress**

He expressed that removal of trees in such large number will lead to permanent damage. He stated that there is a huge difference in balancing the environment by replanting trees in the ratio 1:10 and destroying the existing environment permanently due to removal of trees. Farmers are not able to sell their lands since 15 years due to the project and delay in land acquisition process and providing compensation. The project alignment is being changed continuously and the area of the land to be acquired owned by a farmer has been increased. On behalf of the farmers, he requested BDA to prepare a new budget pertaining to the land acquisition and acquire the land as per the existing land acquisition notification norms similar to BMRCL metro project. He insisted to provide justice to the farmers and providing solutions to their problems.

**13. Shri. Vijay Nishanth, Member of Bio-diversity Management Committee, BBMP, Bengaluru**

He expressed that many farmers and public were not able to attend the EPH due to misconception towards the newspaper article stating that the EPH has been cancelled and requested to re-conduct the EPH within the City limits so that everyone can attend the meeting. He supported the project but expressed his concerns pertaining to the replantation activities and requested to carry out the replantation activities as per the guidelines and set a model to the nation.

He also informed that a separate report be prepared and submitted regarding the impact of removal of 9,304 trees in the TG Halli Catchment area. He also questioned the authorities regarding conducting Public Consultation during COVID-19 situation and wants postponed to January when the COVID-19 situation be under control. He also informed that many people would not be able to attend the meeting since they are in containment zones. He also recommended to plant indigenous plant species within the RoW and transplantation activities be carried out for tree species such as Aala and Arali within the RoW itself. He also requested to carry out 4 to 5 line tree plantation within the RoW.

He expressed that one of the main reason for not supporting such projects is that replantation activities are not being implemented properly especially in Metro project. According to IISc, the green space in the City has been reduced from 8% to 3%. As said by the farmers, it is impossible to recreate the greenbelt as per the existing environment. He

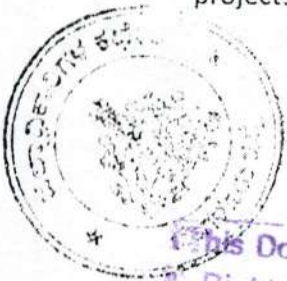


stated that implementation of any project should be done with the consent of the public. He also requested that a separate e-mail ID be given to the public to share their queries/concerns/suggestions pertaining to the project.

#### 14. Shri. Rajan, Venkatala Village

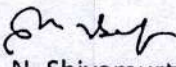
He said that he is a Project Affected Person since 2005. Firstly, he thanked the KSPCB for conducting the Public Hearing for the project. But during the COVID-19 situation gathering of more than 50 people is not allowed. However, the public hearing has been conducted with more than 50 people violating the rules. He also informed that the newspapers have misled the public pertaining to the postponement of the Public Hearing. The main objective of the public hearing is to minimize the traffic congestion within the city. He questioned for the implementation of Hebbal Ring Road large number of trees were removed and those trees were not compensated by replantation activities.

He requested that the Re-plantation of trees be carried out strictly. Presently, expansion of all existing roads into 2 lanes such as Jakkur Road and Doddaballapur Road are being done. In such situation he questioned the need for PRR project. As per the LAQ act, 1984 the process has to be completed within 5 Years but it has been 15 years in this case. It was informed that the project will be implemented by 2014 but the land acquisition process has not yet been initiated. There are more than 50 cases on BDA pertaining to various projects and BDA has not responded to any of it. There are already well developed roads connecting to the Bangalore International Airport such as Nelamangala Road. There is no need of PRR to reach Devanahalli Road. He also requested that the alignment be changed from Dabaspete, Devanahalli to Hosuru Road to reduce traffic congestion and that the present proposal is not required. He stated that the problems due to removal of trees has increased day by day. This leads to environmental pollution. The public has no objection in the implementation of the project but it is essential to disclose the appropriate details to the public. He also informed that there is no need for road with a width of 100 mand there are no such roads in our nation. He insisted on implementing 2 lane road instead of 100 m Row. Even Hosur road is not 100 m wide. There is no need to leave 20 to 30 m distance at the middle of the road. If the project was implemented earlier the cost would have been 550 Crores. But now after 15 years, the project would cost 15100 Crores. Thousands of farmers would suffer due to the delay in the implementation of the project. Ring road is not in the circular nature. The distance between Yelhanka and Hebbal is 8 km and there is no significant use in such huge distance. The faster the implementation of the project lesser the project cost. The tree conditions along Dabaspete road has been destroyed due to such projects and hence such projects are not essential.

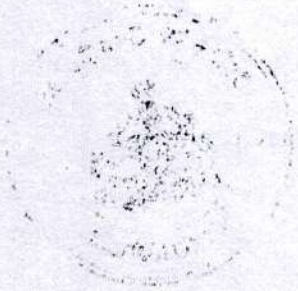




Shri. C. Siddaramaiah, Senior Environmental Officer, KSPCB, informed that all the views/suggestions/queries shared today will be submitted to the SEIAA; Further, in addition to today's public hearing all the stake holders will be given one more opportunity through Webinar to participate and submit their objections/suggestions on the proposed project and thanked everyone for participating in the Public Hearing.

  
(G. N. Shivamurthy, I.A.S.)  
Deputy Commissioner  
& Chairman-District Environmental Public  
Hearing Committee,  
Bengaluru Urban District.

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ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರವು ಅನುಷ್ಠಾನಗೊಳಿಸಲು ಉದ್ದೇಶಿಸಿರುವ ಎಂಟು ಪಥದ ಬಾಹ್ಯ ವರ್ತುಲ ರಸ್ತೆ ನಿರ್ಮಾಣ (ತುಮಕೂರು ರಸ್ತೆಯಿಂದ ಪ್ರಾರಂಭವಾಗಿ ಬಳ್ಳಾರಿ ರಸ್ತೆ ಹಾಗೂ ಹಳೆ ಮದ್ರಾಸ್ ರಸ್ತೆಯ ಮೂಲಕ ಹಾದು ಹೊಸೂರು ರಸ್ತೆಯಲ್ಲಿ ಕೊನೆಗೊಳ್ಳುತ್ತದೆ) ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಕರ್ನಾಟಕ ಈ ಯೋಜನೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ದಿನಾಂಕ: 18.08.2020 ರಂದು ಬೆಳಿಗ್ಗೆ 11.00 ಗಂಟೆಗೆ ನಿತ್ಯೋತ್ಸವ ಕಲ್ಯಾಣ ಮಂಟಪ,ಇಲ್ಲಿ ನಡೆದ ಪರಿಷರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ನಡವಳಿಗಳು

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1. ಪರಿಷರ ಸಾರ್ವಜನಿಕ ಸಭೆ ನಡೆದ ಸ್ಥಳ : ನಿತ್ಯೋತ್ಸವ ಕಲ್ಯಾಣ ಮಂಟಪ ಮತ್ತು ಸಮಾವೇಶ ಕೇಂದ್ರ, ಸಿಂಗನಾಯಕನಹಳ್ಳಿ, ಯಲಹಂಕ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ
2. ದಿನಾಂಕ : 18.08.2020, ಬೆಳಿಗ್ಗೆ 11.00 ಗಂಟೆ
3. ಸಭೆಯಲ್ಲಿ ಹಾಜರಿದ್ದ ಅಧಿಕಾರಿಗಳ ವಿವರ :

i.	ಶ್ರೀ. ಜಿ. ಎನ್. ಶಿವಮೂರ್ತಿ, ಭಾ.ಆ.ಸೇ, ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಹಾಗೂ ಜಿಲ್ಲಾ ದಂಡಾಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು ಹಾಗೂ ಜಿಲ್ಲಾ ಪರಿಷರ ಸಾರ್ವಜನಿಕ ಆಲತೆ ಸಭೆಯ ಅಧ್ಯಕ್ಷರು.	ಅಧ್ಯಕ್ಷರು
ii.	ಶ್ರೀ. ಸಿ. ಸಿದ್ದರಾಮಯ್ಯ, ಹಿಲಿಯ ಪರಿಷರ ಅಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ, ವಲಯ ಕಛೇರಿ, ಬೆಂಗಳೂರು ಉತ್ತರ	ಸದಸ್ಯರು

4. ಯೋಜನಾದಾರರ ವತಿಯಿಂದ ಹಾಜರಿದ್ದ ಪ್ರತಿನಿಧಿಗಳ ವಿವರ:

i.	ಡಾ. ಎಚ್.ಆರ್ ಶಾಂತರಾಜಣ್ಣ ಕೆ.ಇ.ಎಸ್	ಅಭಿಯಂತರ ಸದಸ್ಯರು
ii.	ಶ್ರೀ. ಪಿ. ಶಿವರಾಜು ಕ.ಆ.ಸೇ	ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು (ಭೂ ಸ್ವಾಧೀನ)
iii.	ಶ್ರೀ. ಇ.ಎ. ಶಿವಾನಂದ್ ಕೆ.ಇ.ಎಸ್	ಅಭಿಯಂತರ ಅಧಿಕಾರಿಗಳು
iv.	ಶ್ರೀ. ಎಚ್. ಎಂ ಅಂಗರಾಜು	ಕಾರ್ಯಪಾಲಕ ಅಭಿಯಂತರರು
v.	ಶ್ರೀ. ಎನ್. ಆರ್ ಉಮೇಶ್ ಚಂದ್ರ	ಭೂ ಸ್ವಾಧೀನ ಅಧಿಕಾರಿಗಳು

5. ಭಾಗವಹಿಸಿದಂತಹ ಸಾರ್ವಜನಿಕರ ವಿವರಗಳು : ಅನುಬಂಧ 1
6. ಉಷ್ಣಾಂಶ ತಪಾಸಣಾ ವಹಿ : ಅನುಬಂಧ 2
7. ಪ್ರಸ್ತುತ ಪಡಿಸಿದ ಯೋಜನಾ ವಿವರಗಳ ಪಿಪಿಆ ಪ್ರತಿ : ಅನುಬಂಧ 3
8. ಅಂತರ ದೂರುಗಳು / ಸಲಹೆಗಳು : ಅನುಬಂಧ 4 (5 ಸಂಖ್ಯೆ)
9. ಸಭೆಯ ಛಾಯಾ ಚಿತ್ರಗಳು ಮತ್ತು ವಿಡಿಯೋ : ಅನುಬಂಧ 5







3. ಮುಖ್ಯ ಕಾರ್ಯನಿರ್ವಾಹಕ ಅಧಿಕಾರಿಗಳ ಕಛೇರಿ, ಜಿಲ್ಲಾ ಪಂಚಾಯತ್, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ.
4. ಜಂಟಿ ನಿರ್ದೇಶಕರು, ಜಿಲ್ಲಾ ಕೈಗಾರಿಕಾ ಕೇಂದ್ರ, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ.
5. ಜಂಟಿ ಆಯುಕ್ತರು, ಯಲಹಂಕ -ಬ್ಯಾಟರಾಯನಪುರ ವಲಯ, ಜಿ.ಜಿ.ಎಂ.ಪಿ, ಬೆಂಗಳೂರು.
6. ನಗರ ಸಭೆ, ಹೆಚ್.ಗೋಡು, ಬೆಂಗಳೂರು
7. ಪುರಸಭೆ, ಮಾದನಾಯಕನಹಳ್ಳಿ, ಬೆಂಗಳೂರು.
8. ತಹಶೀಲ್ದಾರ್ ರವರ ಕಛೇರಿ, ಯಲಹಂಕ ತಾಲ್ಲೂಕು, ಯಲಹಂಕ
9. ತಹಶೀಲ್ದಾರ್ ರವರ ಕಛೇರಿ, ಬೆಂಗಳೂರು ಉತ್ತರ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು
10. ತಹಶೀಲ್ದಾರ್ ರವರ ಕಛೇರಿ, ಬೆಂಗಳೂರು ಪೂರ್ವ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು
11. ಯೋಜನಾ ಪ್ರದೇಶದಲ್ಲಿ ಬರುವ ಗ್ರಾಮ ಪಂಚಾಯತ್ ಕಛೇರಿಗಳು (ಜದರಹಳ್ಳಿ, ಶೀಗೆಹಳ್ಳಿ, ದೊಡ್ಡ ಬನಹಳ್ಳಿ, ಕನ್ನಮಂಗಲ, ಅವಲಹಳ್ಳಿ, ಶಾಂತಪುರ, ಹುಸ್ತೂರು, ಕೊಡತ, ಕಣ್ಣೂರು, ದೊಡ್ಡಗುಣ್ಣಿ, ಮುತ್ತಾನಲ್ಲೂರು, ಗಂಟಗಾನಹಳ್ಳಿ, ಅಲೂರು, ಚಿಕ್ಕಬಾಣಾವರ, ಕನಕಪುರ, ಶಿವಕೋಟೆ, ಸಿಂಗನಾಯಕನಹಳ್ಳಿ)
12. ಯೋಜನಾ ಪ್ರದೇಶದಲ್ಲಿ ಬರುವ ವಾರ್ಡ್ ಕಛೇರಿಗಳು (ರಾಜರಾಜೇಶ್ವರಿ ನಗರ ವಲಯ ಕಛೇರಿ, ಹಗದೂರು, ಹೊರಮಾವು, ಕಾಡುಗೋಡು, ಕೂಡಿ, ವರ್ತೂರು, ಜಕ್ಕೂರು, ಚೌಡೇಶ್ವರಿ ವಾರ್ಡ್ ಮತ್ತು ಕೆಂಪೇಗೌಡ ವಾರ್ಡ್)
13. ಪ್ರಾದೇಶಿಕ ಕಛೇರಿ, ಪಲಿಸರ, ಅರಣ್ಯ ಮತ್ತು ಹವಾಮಾನ ಬದಲಾವಣೆ ಸಚಿವಾಲಯ, ಕೋರಮಂಗಲ, ಬೆಂಗಳೂರು.
14. ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯ ಪ್ರಾದೇಶಿಕ ಕಛೇರಿಗಳಾದ ಸರ್ಕಾರಿ, ದಾಸರಹಳ್ಳಿ ಮತ್ತು ಮಹದೇವಪುರ
15. ಹಿರಿಯ ಪಲಿಸರ ಅಧಿಕಾರಿಗಳು, ವಲಯ ಕಛೇರಿ-ಬೆಂಗಳೂರು ಉತ್ತರ, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ, ಬೆಂಗಳೂರು
16. ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯ ಕೇಂದ್ರ ಕಛೇರಿ, ಬೆಂಗಳೂರು ಹಾಗೂ ಮಂಡಳಿಯ ಅಂತರ್ಜಾಲ ತಾಣದಲ್ಲಿ ಪ್ರಕಟಿಸಲಾಗಿತ್ತು

ದಿನಾಂಕ: 18.08.2020 ರಂದು ನಿತ್ಯೋತ್ಸವ ಕಲ್ಯಾಣ ಮಂಟಪ ಮತ್ತು ನಮಾವೇಶ ಕೇಂದ್ರ, ಸಿಂಗನಾಯಕನಹಳ್ಳಿ, ಯಲಹಂಕ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಇಲ್ಲಿ ಕೋವಿಡ್-19 ರ ಪರಿಸ್ಥಿತಿಯನ್ನು ಪರಿಗಣಿಸಿ, ಸಭೆಯಲ್ಲಿ ಭಾಗವಹಿಸಿದ ಎಲ್ಲಾ ಪ್ರತಿನಿಧಿಗಳಿಗೆ ಉಪ್ಪಾಂಶ ಪರಿಶೀಲನೆ, ಸ್ಯಾನಿಟೈಸರ್ ನಿಂದ ಕೈಗಳ ಶುದ್ಧೀಕರಣ, ಮುಖ ಮತ್ತು ಕೈಗಳನ್ನು ಮತ್ತು ಫೇಸ್ ಶೀಲ್ಡ್ ಗಳನ್ನು ಖತಲಿಸಲಾಗಿತ್ತು. ಸಭೆಯಲ್ಲಿ ನಿಯಮಗಳನ್ನು ಸಾಮಾಜಿಕ ಅಂತರವನ್ನು ಕಾಯ್ದುಕೊಂಡು, ಸ್ಥಳದಲ್ಲಿ ಉತ್ತಮವಾಗಿ ರಾಜಿಯಾಡುವಂತೆ ವ್ಯವಸ್ಥೆ ಮಾಡಲಾಗಿತ್ತು. ಸಾರ್ವಜನಿಕರಿಗೆ ಎರಡು ಪ್ರತ್ಯೇಕ ಕೊಠಡಿಗಳಲ್ಲಿ ಅನನಗಳನ್ನು ವ್ಯವಸ್ಥೆಮಾಡಿ ಪ್ರತ್ಯೇಕ ಎಲ್.ಇ.ಡಿ ಪರದೆಗಳ ಮುಖಾಂತರ ಸಭೆಯ ಏರ್ಪಡಿಸಿದ ಏಕಕಾಲದಲ್ಲಿ ಜತ್ತರವಾಗುವಂತೆ ವ್ಯವಸ್ಥೆ ಮಾಡಲಾಗಿತ್ತು.

ಪಲಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ದಿನಾಂಕ: 18.08.2020 ರಂದು 11.00 ಗಂಟೆಗೆ ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು ಇವರ ಅಧ್ಯಕ್ಷತೆಯಲ್ಲಿ ಪ್ರಾರಂಭವಾಯಿತು. ಈ ಸಭೆಗೆ ಶ್ರೀ. ಎನ್. ಶಿವಪ್ಪ ನಾಯ್ಕ, ಪಲಿಸರ ಅಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ ರವರು ಶ್ರೀ. ಜಿ.ಎನ್ ಶಿವಮೂರ್ತಿ, ಭಾ.ಆ.ನೇ ರವರನ್ನು ತುಂಬು ಹೃದಯದಿಂದ ಸ್ವಾಗತಿಸಿದರು ಮತ್ತು ಈ ಸಭೆಗೆ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯ ಹಿರಿಯ ಪಲಿಸರ ಅಧಿಕಾರಿಗಳಾದ ಶ್ರೀ. ಸಿ. ಸಿದ್ದರಾಮಯ್ಯ ರವರಿಗೆ ಹಾಗೂ ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದ ಅಧಿಕಾರಿಗಳು, ಪೊಲೀಸ್ ಸಿಬ್ಬಂದಿ, ಪತ್ರಿಕಾ ಮತ್ತು ಮಾಧ್ಯಮ ಪ್ರತಿನಿಧಿಗಳು,



ಸಂಘ ಸಂಸ್ಥೆಗಳ ಪ್ರತಿನಿಧಿಗಳು ಹಾಗೂ ಸಾರ್ವಜನಿಕರಿಗೆ ತುಂಬು ಹೃದಯದ ಸ್ವಾಗತವನ್ನು ಕೋರಿದರು. ಶ್ರೀ. ಸಿ. ಸಿದ್ದರಾಮಯ್ಯ ಹಿರಿಯ ಪರಿಸರ ಅಧಿಕಾರಿಗಳು ಸಭೆಯ ಮಹತ್ವ ಮತ್ತು ಉದ್ದೇಶವನ್ನು ಸಾರ್ವಜನಿಕರಿಗೆ ತಿಳಿಸುತ್ತಾ ಪವರ್‌ಪಾಂಟಿಂಗ್ ಪ್ರಸ್ತುತಿಯ ಮೂಲಕ ಯೋಜನೆಯ ಬಗ್ಗೆ ವಿವರಿಸಲು ಯೋಜನಾ ಸಮಾಲೋಚಕರಿಗೆ ತಿಳಿಸಿದರು.

ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದ ಪರವಾಗಿ ಮೆ. ಎಸ್ವಿರಾಜ್‌ಎಂ. ಹೆಲ್ತ್ ಅಂಡ್ ಸೇಪ್ಟಿ ಕನ್ಸಲ್ಟಿಂಗ್ ಪ್ರೈ. ಲಿ. ರವರ ಪ್ರತಿನಿಧಿ ಶ್ರೀ. ಟಿ.ಎಂ. ಸಂತೋಷ್ ಕುಮಾರ್, ರವರು ಉದ್ದೇಶಿತ ಯೋಜನೆಗೆ ಸಂಬಂಧಿಸಿದ ತಾಂತ್ರಿಕ ವರದಿಯನ್ನು ಮಂಡಿಸಿದರು. ಈ ವರದಿಯಲ್ಲಿ ಯೋಜನೆಯ ವಿವರಗಳು ಅದರ ಉದ್ದೇಶಗಳು, ಪರಿಸರ ಅಧ್ಯಯನದ ಕುರಿತಂತೆ ಮಾಹಿತಿ, ಯೋಜನಾ ಪ್ರದೇಶದಲ್ಲರುವ ಪ್ರಸ್ತುತ ಪರಿಸರದ ಸನ್ನಿವೇಶ, ಪರಿಸರದ ಮೇಲೆ ಆಗಬಹುದಾದಂತಹ ಪರಿಣಾಮಗಳು, ಉಪಶಮನ ಕ್ರಮಗಳು, ಪರಿಸರ ನಿರ್ವಹಣಾ ಯೋಜನೆ, ಘನ ಮತ್ತು ಅಪಾಯಕಾರಿ ತ್ಯಾಜ್ಯ ನಿರ್ವಹಣೆ, ಹಸಿರುಪಟ್ಟಿ ಅಭಿವೃದ್ಧಿ ಯೋಜನೆ, ಪರಿಸರ ಮೇಲ್ವಿಚಾರಣಾ ಯೋಜನೆ, ಯೋಜನಾ ಪ್ರಯೋಜನಗಳು ಮತ್ತು ಪರಿಸರ ಸುರಕ್ಷತಾ ಕ್ರಮಗಳು, ಮುಂತಾದವುಗಳ ಕುರಿತಂತೆ ಮಾಹಿತಿ ನೀಡಿದರು.

ನಂತರ, ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ಅಧ್ಯಕ್ಷರು ಸಾರ್ವಜನಿಕರಿಗೆ ಉದ್ದೇಶಿತ ಯೋಜನೆಯ ಬಗ್ಗೆ ತಮ್ಮ ಅನಿಸಿಕೆ/ಅಭಿಪ್ರಾಯ/ಅಕ್ಷೇಪಣೆಯನ್ನು ವ್ಯಕ್ತಪಡಿಸಲು ತಿಳಿಸಿದರು. ಅದರಂತೆ, ಸಭೆಯಲ್ಲಿ ಭಾಗವಹಿಸಿದ್ದ ಈ ಕೆಳಕಂಡ ಸಾರ್ವಜನಿಕರು/ಸುತ್ತಮುತ್ತಲಿನ ಗ್ರಾಮಸ್ಥರು ತಮ್ಮ ಅಭಿಪ್ರಾಯವನ್ನು ತಿಳಿಸಿದರು.

#### 1. ಶ್ರೀ. ಸಿಖ್‌ಗತ್, ಜದರಹಳ್ಳಿ

ಇವರು ಮಾತನಾಡುತ್ತಾ, ಪಿಆರ್‌ಆರ್ ರಸ್ತೆಯುದ್ದಕ್ಕೂ ಪ್ರಸ್ಥಾಪಿಸಿರುವ ಟೋಲ್ ಪ್ಲಾಜಾಗಳ ಸಂಖ್ಯೆ ಮತ್ತು ಸ್ಥಳಗಳ ಬಗ್ಗೆ ವಿವರ ಕೋರಿದರು. ಮುಂದುವರೆದು ಟೋಲ್ ಪ್ಲಾಜಾದ ಅಗಲವು ರಸ್ತೆಯ RoW ನಲ್ಲಿ ಬರುವುದೇ, ಅಥವಾ ರಸ್ತೆಯ RoW ಅಗಲವನ್ನು ಮೀರತದೆಯೇ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.

ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದ ಅಭಿಯಂತರ ನದನ್ಯರಾದ ಡಾ. ಶಾಂತರಾಜ್‌ರವರು ನದಲಿ ಪ್ರಶ್ನೆಗೆ ಉತ್ತರಿಸುತ್ತಾ, ಪಿಆರ್‌ಆರ್ ರಸ್ತೆಯು 7 ಪ್ರಮುಖ ರಸ್ತೆಗಳನ್ನು ಛೇದಿಸುತ್ತದೆ. ಈ ಸ್ಥಳಗಳಲ್ಲಿ, ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಗೆ ಪ್ರವೇಶ ಮತ್ತು ನಿರ್ಗಮನದ ಸ್ಥಳಗಳಲ್ಲಿ ಪ್ರತಿ ಪ್ರಮುಖ ರಸ್ತೆಗೆ ಎರಡು ಟೋಲ್ ಪ್ಲಾಜಾಗಳಂತೆ ಒಟ್ಟು 17 ಟೋಲ್ ಪ್ಲಾಜಾಗಳನ್ನು ನಿರ್ಮಾಣ ಮಾಡುವುದಾಗಿ ತಿಳಿಸಿದರು. ಈ ಟೋಲ್ ಪ್ಲಾಜಾಗಳನ್ನು ರಸ್ತೆಯಿಂದ 100-200 ಮೀ. ಅಂತರದಲ್ಲಿ, ಭೂಮಿಯ ಲಭ್ಯತೆಯನ್ನು ಆದಲಿಸಿ ನಿರ್ಮಾಣ ಮಾಡುವುದಾಗಿ ತಿಳಿಸಿದರು.

#### 2. ಶ್ರೀ ಜಿ.ಸಿ. ವೇಣುಗೋಪಾಲ್, ಬೆಂಗಳೂರು

ಇವರು ಯೋಜನಾ ಇಲಾಖೆ, ಕರ್ನಾಟಕ ಸರ್ಕಾರವು ಕೇಂದ್ರ ಸರ್ಕಾರದಿಂದ ಯೋಜನೆಯ ನಿರ್ಮಾಣಕ್ಕಾಗಿ ಧನ ಸಹಾಯವನ್ನು ಪಡೆದು ಅಯವ್ಯಯದಲ್ಲಿ ಯೋಜನೆಗೆ ಪ್ರತ್ಯೇಕ ಹಣವನ್ನು ಮೀಸಲಿಡುವಂತೆ ಕೋರಿದರು. ರಾಷ್ಟ್ರದ ಪ್ರಸ್ತುತ ಪೀಠಿಗೆ ಮತ್ತು ಅಭಿವೃದ್ಧಿಯ ದೃಷ್ಟಿಯಿಂದ ಈ ಯೋಜನೆ ಉತ್ತಮವಾಗಿದೆ ಎಂದು ಅಭಿಪ್ರಾಯ ವ್ಯಕ್ತಪಡಿಸಿದರು. ಬೆಂಗಳೂರನ್ನು ರಾಷ್ಟ್ರದ ಉನ್ನತ ಮಾಹಿತಿ ತಂತ್ರಜ್ಞಾನ ಕೇಂದ್ರವಾಗಿಸಿಕೊಂಡು ಅಭಿವೃದ್ಧಿಪಡಿಸಬೇಕೆಂದು ತಿಳಿಸಿದರು. ಸಾಮಾಜಿಕ ಜವಾಬ್ದಾರಿ (ಸಿ.ಎಸ್.ಆರ್) ಚಟುವಟಿಕೆಗಳ ಭಾಗವಾಗಿ ಭಾರತೀಯ ತೆರವೇರಿ ಸಂಸ್ಥೆ (ಐಐಐ) ಸಹಯೋಗದೊಂದಿಗೆ ತೆರವೇರಿಕೊಳ್ಳುವ ಮರಗಳಿಂದ ಸರ್ಕಾರಿ ಶಾಲೆಗಳಿಗೆ ಅಗತ್ಯವಾದ ಪೀಠೋಪಕರಣಗಳನ್ನು ತಯಾರಿಸಿ ವಿತರಿಸುವಂತೆ ಸಲಹೆ ನೀಡಿದರು.



3. ಶ್ರೀ ಎಸ್.ಕೆ ಬಿಜಯ್‌ಕುಮಾರ್, ದೊಡ್ಡಬಳ್ಳಾಪುರ

ಇವರು ಮಾತನಾಡುತ್ತಾ ಪಲಸರ ನಾರ್ವಜನಿಕ ಸಭೆಯ ಕುರಿತು ಪತ್ರಿಕಾ ಪ್ರಕಟಣೆ ಸೀಡುತ್ತಾರೆ. ಅದರಲ್ಲಿ ಸಾಕಷ್ಟು ಬವರಗಳನ್ನು ಸೀಡಲಾಗಿದೆ ಎಂದು ತಿಳಿಸಿದರು. ಮೊದಲಿಗೆ, ಯೋಜನಾ ದಾಖಲೆಗಳನ್ನು ನಾರ್ವಜನಿಕರ ಪರಾಮರ್ಶೆಗಾಗಿ ಇಡಲಾಗಿದ್ದ ಹೆಚ್ಚು ಕಡಿಮೆ 16 ಸಂಸ್ಥೆಗಳ ವಿವರಗಳನ್ನು ಸೀಡಿದ್ದಾರೆ. ಈ 16 ಸಂಸ್ಥೆಗಳ ಗ್ರಾಢು ಪಂಚಾಯತಿ, ವಾರ್ಡ್‌ಗಳು, ಖಜಾನೆ, ಜಡಿ, ಇತ್ಯಾದಿ ಅಧಿಕಾರಗಳಲ್ಲಿ ಒಬ್ಬರಾದರು ಆ ಸಂಸ್ಥೆಗೆ ಸಂಬಂಧಪಟ್ಟವರು ಇಲ್ಲಿ ಇದ್ದಾರಾ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು. ಏಕೆಂದರೆ, ಇದರ ಬಗ್ಗೆ ಬಿನ್ನೈತವೂ ಪರಿಚಯ ಮಾಡಿಕೊಡುವಾಗ ಯಾರು ಸಭೆಗೆ ಬಂದಿದ್ದಾರೆ ಯಾರು ಬಂದಿರುವುದಿಲ್ಲ ಎಂಬುದನ್ನು ಹೇಳುವುದಿಲ್ಲ. ವೇಲೆ ಮೇಲೆ ಇರುವ ಇಬ್ಬರು ಗಣ್ಯ ವ್ಯಕ್ತಿಗಳು ಹಾಗೂ ಜಡಿ ಅಧಿಕಾರಗಳು ಬಂದಿದ್ದಾರೆ ಎಂದು ತಿಳಿಸಿದರು. ಇನ್ನು ಉಳಿದ 16 ಎಂದರೆ ಹೆಚ್ಚು ಕಡಿಮೆ 90 ಸಂಸ್ಥೆಗಳ ಪ್ರತಿನಿಧಿಗಳು ಗೈರಾಗಿರುವುದನ್ನು ಆಕ್ಷೇಪಿಸಿದರು. ಅವರು ಕರೆದರು, ನಾವು ಸಭೆಗೆ ಬಂದಿದ್ದೇವೆ, ಮಾತನಾಡಿದ್ದೇವೆ, ಹೊರಟೆವು ಅದರೆ ಇದರ ಬಗ್ಗೆ ಗಮನಹರಿಸುವ ಮತ್ತು ಅಪರಣೆಗೆ ತರುವಾರು ಎಂದರು. ಆ ಸ್ಥಳೀಯರೇ ಗಮನಹರಿಸಬೇಕು. ಇದು 95.5 ಕಿ.ಮೀ ಉದ್ದದ ರಸ್ತೆಯೆಂದು ಹೇಳುತ್ತಾರೆ, ಅದರೆ ಈ ಸಭೆಯಲ್ಲಿ 90 ಜನ ಕೂಡ ಹಾಜರಾಗಿದ್ದಾರೆ ಎಂದು ತಿಳಿಸಿದರು. ಅದರಲ್ಲೂ, ಹೊಸೂರು ರಸ್ತೆಯೆಂದರೆ ಈ ಸ್ಥಳದಿಂದ ಕನಿಷ್ಠ 30 ಕಿ.ಮೀ ಆಗುತ್ತದೆ ಎಂದರು. ಇದು ನನ್ನ ಅನುಕೂಲಕ್ಕೆ ಸ್ಥಳೀಯರಿಗೆ ಗೊತ್ತಿಲ್ಲ ಅಂದ ಮೇಲೆ ಸೀವು ಎಲ್ಲೆ ಇದ್ದು ಏನೋ ಮಾಡುತ್ತೀರ ಅಂದರೆ ಇಂತಹ ಸಭೆಯನ್ನು ಕರೆಯಬೇಡಿ. ಏಕೆಂದರೆ ಹೋದ್ದರೂ ಮಾಡುತ್ತೀರಾ ಎನ್ನುವುದನ್ನು ಮನವರಿಕೆ ಮಾಡಿಕೊಂಡ ಮೇಲೆ ಸೀವು ಹೋದ್ದರೂ ಯೋಜನೆಯನ್ನು ಮಾಡುತ್ತೀರ, ಅದರೆ ಇದರಲ್ಲಿ ಏನು ಲೋಪದೋಷಗಳಿವೆಯೋ ಇಲ್ಲವೋ ಕಾನೂನು ಬಾಹಿರವಾಗಿದೆಯೋ ಇಲ್ಲವೋ ಎಂಬುದನ್ನು ನಾನು ಮುಂದೆ ತಿಳಿಸುತ್ತೇನೆ.

ಎರಡನೆಯದಾಗಿ, ಇವರಲ್ಲ ಪಲಸರ ಅನಾಥ ಅಂದಾಜಕರಣ ಅಧಿಸೂಚನೆ 2009ರಂತೆ ಸಭೆಯನ್ನು ಅಯೋಜಿಸಿದ್ದೆವೆಂದು ಹೇಳುತ್ತಾರೆ. ಅದರೆ ಈ ಸಂಬಂಧ ಅದರ ಒಂದು ಮಾರ್ಗಸೂಚಿಗಳನ್ನು ಮತ್ತು ಅಧಿಸೂಚನೆಯನ್ನು ಕೋಲ್ಕತ್ತಾ ಪಲಸರ ಅನಾಥ ಅಂದಾಜಕರಣ ಅಧಿಸೂಚನೆ 2009 ಅಂದರೆ ಏನು ಅಂತಾ ಅದಲೇ ಅರ್ಥವಾದರೆ ಸಾಕೇ, ಸಾಮಾನ್ಯರೂ ಅರ್ಥವಾಗಬೇಕಲ್ಲ ಎಂದರು. ಈ ಯೋಜನೆಗೆ ಸಂಬಂಧಪಟ್ಟಂತೆ ವೆಬ್‌ಸೈಟ್‌ನಲ್ಲಿ ಹಲವಾರು ದಾಖಲೆಗಳನ್ನು ನಾನು ಪಡೆದುಕೊಂಡಿದ್ದೇನೆ ಅದರೆ ಇವುಗಳಲ್ಲಿಯೂ 2009ರ ಇವು ಅಧಿಸೂಚನೆಯ ಕುರಿತು ಮಾಹಿತಿಯಿಲ್ಲ. ನದಲ ಅಧಿಸೂಚನೆಯ ಪ್ರಕಾರ ಪಲಸರ ನಾರ್ವಜನಿಕ ಸಭೆಯ ಬಗ್ಗೆ ಹೇಳುತ್ತಾರೆ. ಇವರೇ ಹೇಳುವ ಹಾಗೆ 2014ರಲ್ಲಿ ಪಲಸರ ತೀರುವಿತಿ ಪಡೆದಿದ್ದೇವೆ ಎನ್ನುತ್ತಾರೆ. ನಂತರ ರಾಷ್ಟ್ರೀಯ ಹಸಿರು ನ್ಯಾಯಾಧಿಕರಣಕ್ಕೆ ಹೋದಾಗ ರಾಷ್ಟ್ರೀಯ ಹಸಿರು ನ್ಯಾಯಾಧಿಕರಣವು ಮತ್ತೊಮ್ಮೆ ಪಲಸರ ಅನಾಥ ಅಂದಾಜಕರಣ ವರದಿಯನ್ನು ತಯಾರಿಸಲು ಸೂಚಿಸಿದ್ದಾರೆ ಎಂದಿದ್ದಾರೆ. ಇದರ ನಡುವೆ ಜಡಿ ರವರು ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯಕ್ಕೆ ಹೋಗಿದ್ದೇವೆ ಮತ್ತು ನ್ಯಾಯಾಲಯವು ಕೂಡ ಮತ್ತೊಮ್ಮೆ ಈ ಪಲಸರ ಅನಾಥ ಅಂದಾಜಕರಣ ವರದಿಯನ್ನು ತಯಾರಿಸಲು ಹೇಳಿದ್ದಾರೆ ಎಂದು ವರದಿಯನ್ನು ಮಾಡಿದ್ದಾರೆ. ಅದರ ಈ ಪಲಸರ ನಾರ್ವಜನಿಕ ಸಭೆಯ ಪತ್ರಿಕಾ ಅಧಿಸೂಚನೆಯಂತೆ ಯೋಜನಾ ಪ್ರಾಧಿಕಾರದ ಕೋಲೆ ಪತ್ರವು (ಪಲಸರ ಅನಾಥ ಅಂದಾಜಕರಣ ವರದಿಯನ್ನು ತಯಾರಿಸುವ ಸಂಬಂಧ) ನನಗೆ ವಿಷಯ ಲಭ್ಯವಾಗಿಲ್ಲ ಎಂದು ತಿಳಿಸಿದರು. ಹಾಗೆಯೇ, ಪ್ರಾದೇಶಿಕ ಕಛೇರಿ, ಕೆ.ಎಸ್.ಪಿ.ಜಿ ಯು.ಕಂಪ (ಬ್ರಾಟರಾಯನವರು) ರವರ ದಿನಾಂಕ:03.07.2020 ಮತ್ತು 30.06.2020 ರ ಜ್ಞಾಪಕಾಂಗಳನ್ನು, ಬೆಂಗಳೂರು (ನಗರ ಜಿಲ್ಲೆ) ಇವರ ಪತ್ರಗಳೂ ಸಹಾ ನನಗೆ ಸಿಗಲಿಲ್ಲವೆಂದು ಹೇಳಿದರು. ಏಕೆಂದರೆ ಯೋಜನಾ ಪ್ರತಿಪಾದಕರು ಈ ನದಲ ಸಭೆಯನ್ನು ಅಯೋಜಿಸಲು ಈ ಪತ್ರಗಳ ಮೂಲಕ ಕೋಲೆಕೊಟ್ಟಿದ್ದು, ಆ ಅರ್ಜಿ ಕೋಟ್ 7 ದಿನಗಳ ಒಳಗಾಗಿ ಈ ಸಭೆ ಬಗ್ಗೆ ಹೇಳಬೇಕಾಗಿತ್ತು. ಅದರೆ ಇವರು ಕೋಟ್ ಪತ್ರ ದಿನಾಂಕಗಳ ಪ್ರಕಾರ ಯಾರು ಯಾರಿಗೆ ಕೋಟ್ ಎಂದು ಮಾಹಿತಿ ಸ್ಪಷ್ಟವಿಲ್ಲ ಎಂದು ತಿಳಿಸಿದರು. ಯಾವುದೇ ಮಾಹಿತಿ ಕೋಟ್‌ನಲ್ಲಿ ಸಲಯಾದ ಲೇಖನಗಳ ಕೋಡಿ ಇದ್ದೆಂದು ಮಾಹಿತಿ ನೀಡುವುದು ಎಂದರು.





ಕರ್ನಾಟಕ ರಾಜ್ಯ ಪಲಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಪಲಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ವರದಿಯ ಸಲುವಾಗಿ ನಿಬಂಧನೆಗಳಿಗೆ ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸುವಾಗ, ಯೋಜನಾ ಪ್ರತಿಪಾದಕರು ಮಾನ್ಯ ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯದ ಅಂತಿಮ ಆದೇಶದ ಪೂರ್ವಾಧಿಕಾರವಿಲ್ಲದೆ, ನಿಬಂಧನೆಗಳ ಅನುಮೋದನೆಗಾಗಿ ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಲಾಗಿದೆ. ಮುಂದುವರೆದು, ಇವು ವರದಿಯಲ್ಲಿ ನ್ಯಾಯಾಲಯ ಆದೇಶದ 69 ಪುಟಗಳಲ್ಲಿ ಕೇವಲ ಆಯ್ದ ಭಾಗವನ್ನು ಮಾತ್ರ ಹೇಳಿದ್ದಾರೆ. ಯೋಜನಾ ಪ್ರತಿಪಾದಕರು ಫಾರ್ಮ್-1 ರಲ್ಲಿ ಕ್ರ.ಸಂ.12 ರಂತೆ 'ಜ' ವರ್ಗ ಎಂದು ಹೇಳಿ ಕ್ರ.ಸಂ. 14ರಲ್ಲಿ ನ್ಯಾಯಾಲಯವು ಯಾವುದಾದರೂ ತೀರ್ಪಿನಲ್ಲಿ ನಿಮ್ಮ ಯೋಜನೆಯು 'ಎ' ವರ್ಗಕ್ಕೆ ಸೇರಬಹುದೇ ಎಂದು ಕೇಳುತ್ತದೆ ಅದಕ್ಕೆ ಇವರು ಹೌದು ಎನ್ನುತ್ತಾರೆ. ಇದಕ್ಕೆ ನ್ಯಾಯಾಲಯದ ತೀರ್ಪಿನ ಅನುಬಂಧವನ್ನು ಯೋಜನಾ ಪ್ರತಿಪಾದಕರು ಲಗತ್ತಿಸಿರುತ್ತಾರೆ. ಹಾಗಿದ್ದ ಪಕ್ಷದಲ್ಲಿ ಇವರಿ ಒಪ್ಪಿಕೊಂಡಂತೆ ಯೋಜನೆಯು 'ಎ' ವರ್ಗಕ್ಕೆ ಬರುತ್ತಿದ್ದರೂ ಏಕೆ 'ಜ' ವರ್ಗಕ್ಕೆ ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಿದರು. ಏಟಂ ಸಂಖ್ಯೆ 9, ಕ್ರಮ ಸಂಖ್ಯೆ (ಲೆಡ್‌ನೋಟ್ ನಂ.) 7-ಎಫ್ ಹೆದ್ದಾಲಿಗಳು ಅಂತಾ ಹೇಳುತ್ತಾರೆ ವರ್ಗ 'ಜ' ಯೋಜನೆ ಎಂದು ಹೇಳುತ್ತಾರೆ.

ಇವು ಅಧಿಸೂಚನೆ, 2006ರ ಪ್ರಕಾರ ಸಾಮಾನ್ಯ ಸ್ಥಿತಿಯ (General Conditions) ಅನ್ವಯಿಸುವಿಕೆಯ ಬಗ್ಗೆ ಕೇಳಿದಾಗ ಸಾಮಾನ್ಯ ಸ್ಥಿತಿಯು (General Condition) ಅನ್ವಯಿಸುವುದಿಲ್ಲ ಎಂದು ಹೇಳಿರುತ್ತಾರೆ. ಮೊದಲನೆಯದಾಗಿ ಇವರು 'ಎ' ವರ್ಗದ ಯೋಜನೆಯೆಂದು ಒಪ್ಪಿಕೊಂಡು 'ಜ' ವರ್ಗಕ್ಕೆ ಅರ್ಜಿ ಸಲ್ಲಿಸಿರುವುದು ತಪ್ಪು. ಎರಡನೆಯದಾಗಿ ಇವರು 'ಜ' ವರ್ಗದ ಯೋಜನೆಯೆಂದೇ ಅಂದುಕೊಂಡರೂ ಸಾಮಾನ್ಯ ಸ್ಥಿತಿಯ (General Conditions) ಅನ್ವಯಿಸುವಿಕೆಯ ಬಗ್ಗೆ ಕೇಳಿದಾಗ ಸಾಮಾನ್ಯ ಸ್ಥಿತಿಯು (General Condition) ಅನ್ವಯಿಸುವುದಿಲ್ಲ ಎಂದಿರುತ್ತಾರೆ. ಇವೆಲ್ಲಾ ಇವು 2006 ಅಧಿಸೂಚನೆಯಲ್ಲಿ ಅನ್ವಯವಾಗುವಂತೆ ಹೇಳಿದ್ದಾರೆ. ಅದರಂತೆ, ಕೇಂದ್ರ ಪಲಿಸರ ಮಾನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯು ಗುರುತಿಸಿರುವ ಮಾನ್ಯ ಪ್ರದೇಶಗಳಾದ ಪೀಠ್ಯ ಕೈಗಾಲಿಕಾ ಪ್ರದೇಶ ಹಾಗೂ ಜಗಣಿ-ಬೊಮ್ಮನಂದ್ರ ಕೈಗಾಲಿಕಾ ಪ್ರದೇಶಗಳು ಮತ್ತು ಅದೇ ಲೀತಿ ಪಲಿಸರ ಸೂಕ್ಷ್ಮ ಪ್ರದೇಶಗಳಾದ ಮುಟ್ಟಿನಹಳ್ಳಿ ಕೆರೆ ಪಶ್ಚಿಮ ಸಂರಕ್ಷಣಾ ಖೀನಲು ಪ್ರದೇಶ 1.45 ಕಿ.ಮೀ ಮತ್ತು ತಿಪ್ಪಗೊಂಡನಹಳ್ಳಿ ಜಲಾನಯನ ಪ್ರದೇಶವು (ಅರ್ಕಾವತಿ ಮತ್ತು ಕುಮದ್ವತಿ ನದಿಗಳು ಕೂಡ ಹಲಿಯುತ್ತಿವೆ) ಉದ್ದೇಶಿತ ರಸ್ತೆ ಜೋಡಣೆಯಿಂದ 5.ಕಿ.ಮೀ ಹಾಗೂ ಬನ್ನೇರುಘಟ್ಟ ರಾಷ್ಟ್ರೀಯ ಉದ್ಯಾನವನವು 7.9 ಕಿ.ಮೀ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ ಬರುವುದರಿಂದ (General Condition) ಸಾಮಾನ್ಯ ಷರತ್ತುಗಳನ್ವಯಿಸುವಂತೆ ಯೋಜನೆಯನ್ನು 'ಎ' ಎಂದು ವರ್ಗೀಕರಿಸಬೇಕೆಂದು ಇವರು ಒತ್ತಾಯಿಸಿದರು. ಇದರ ಅರ್ಥ ಇವರು ಸಲ್ಲಿಸಿರುವ ಅರ್ಜಿಯು ತಪ್ಪಾಗಿದೆ ಮತ್ತು ಅರ್ಜಿ ಸಲ್ಲಿಸಿರುವ ಪ್ರಾಧಿಕಾರವು ಸಕ್ಷಮವಾಗಿಲ್ಲ ಈ ಯೋಜನೆಯು ಈ ಪ್ರಾಧಿಕಾರದ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ ಬರುವುದಿಲ್ಲ. ಇಲ್ಲಿ 'ಎ' ವರ್ಗ ಎಂದು ಬಂದಾಗ ಇವರು ರಾಜ್ಯ ಪಲಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರದ ವ್ಯಾಪ್ತಿಗೆ ಬರುವುದಿಲ್ಲ. (General Conditions) ಸಾಮಾನ್ಯ ಷರತ್ತುಗಳು ಎಂದು ಬಂದಾಗ ಇವರು ಅನ್ವಯಿಸುವುದಿಲ್ಲ ಎಂದು ಹೇಳಿ ಸುಲಭವಾದ ಮಾರ್ಗವನ್ನು ಆಯ್ದುಕೊಂಡಿದ್ದಾರೆ. ಇದರ ಅರ್ಥ ಸಲಿಯಾದ ಮಾಹಿತಿಯನ್ನು ಮರೆಮಾಚಿ ಇವರು ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಿದ್ದಾರೆ ಎಂದು ಹೇಳಬಹುದು. ಇವು ರವರು 12.11.2019 ರಂದು ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯಕ್ಕೆ ಪಲಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ಅಧ್ಯಯನಗಳನ್ನು ಕೈಗೊಳ್ಳಲು ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಲಾಗಿದೆ ಎಂದು ತಿಳಿಸಿರುತ್ತಾರೆ. 17.03.2020 ರಂದು ಸದರಿ ದಾವೆ ಸಂಬಂಧ, ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯದಲ್ಲಿ ತೀರ್ಪು ನೀಡಿದ್ದು, ಇದರಲ್ಲಿ ನಿಯಮ, ನಿಬಂಧನೆ ಹಾಗೂ ನಿರ್ದೇಶನಗಳನ್ನು ಸಹಾ ನೀಡಿರುತ್ತಾರೆ. ಇದರ ಮಧ್ಯೆ ಜಿಎಂ ರವರು 08.08.2020 ರಂದು ಅರಣ್ಯ ಇಲಾಖೆಗೆ ಅರಣ್ಯ ಭೂಮಿ ತಿರುತಿಗೆ ಸಂಬಂಧ ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಿಲ್ಲದಿ ಎಂತಾ ಹೇಳುತ್ತಾರೆ. ಇದಾದ ನಂತರ 17.07.2020 ಕ್ಕೆ ಪಲಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ಕುರಿತು ಪತ್ರಿಕಾ ಅಧಿಸೂಚನೆಯನ್ನು ಕೊಟ್ಟಿರುತ್ತಾರೆ , ಇದಕ್ಕಾಗಿ 30 ದಿನಗಳ ಕಾಲಾವಕಾಶ ಕಲ್ಪಿಸಿಕೊಟ್ಟಿದ್ದಾರೆ. ಇದನ್ನೆಲ್ಲಾ ಆದೇಶಗಳ ಪ್ರಕಾರ ಮಾಡಿದ್ದಾರಾ ಎಂಬುದನ್ನು ತಿಳಿಯಲು ಹೋದಾಗ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯ ಅಂತರ್ಜಾಲ ತಾಣದಲ್ಲಿ ಮಾಹಿತಿಯನ್ನು ಸಂಗ್ರಹಿಸಿದ ಅನುಬಂಧ-4ರಲ್ಲಿ ಸಿವಿಲ್ ಅಫಿಡೆವಿಟ್



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ನಂ.2586/2019 ಅಂತ ಕೊಟ್ಟು 4 ಪುಟಗಳಲ್ಲಿ ಆದೇಶಗಳನ್ನು ಮಾತ್ರ ಕೊಟ್ಟು ಉಳಿದ 69 ಪುಟಗಳ ಸಂಕ್ಷಿಪ್ತ ಮಾಹಿತಿಯನ್ನು ನೀಡಿರುವುದಿಲ್ಲ. ಆ ಆದೇಶಗಳೆಂದರೆ ಜೆ -ಆದೇಶಗಳು ಸಂಖ್ಯಾನಂದ ವಿಧಿ 142 ಹೇಳುವಂತೆ ಅರ್ಜಿದಾದರಲಿಗೆ ಅತ್ಯಂತ ಶೀಘ್ರವಾಗಿ ಹೊಸ ಪಲಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣದ ಅಧ್ಯಯನಗಳನ್ನು ಕೈಗೊಳ್ಳುವಂತೆ ಸೂಚಿಸಿರುತ್ತಾರೆ.

ನಾನು ಮೊದಲೇ ಹೇಳಿರುವಂತೆ ಜಿಡಿಎ ರವರು 12.11.2019 ರಂದು ನಾವು ಖುದ್ದಾಗಿ ಮುತವರ್ಜಿ ವಹಿಸಿ ಹೊಸ ಪಲಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣದ ಅಧ್ಯಯನಗಳನ್ನು ಮಾಡುತ್ತಿದ್ದೇವೆ ಎಂದು ಹೇಳಿಕೊಂಡಿದ್ದಾರೆ. ಇದರ ಜೊತೆಗೆ ಮಾನ್ಯ ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯವು ಶೀಘ್ರವಾಗಿ ಹೊಸ ಪಲಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣದ ಅಧ್ಯಯನಗಳನ್ನು ಕೈಗೊಳ್ಳಲು ವಲಯ ನಿರ್ದಿಷ್ಟ ಮಾನ್ಯತೆ ಪಡೆದ ಇಬಿಎ ಸಲಹೆಗಾರರನ್ನು ನೇಮಿಸಿಕೊಳ್ಳಬೇಕೆಂದು ಹೇಳುತ್ತದೆ. ಈ ವಲಯ ನಿರ್ದಿಷ್ಟ ಮಾನ್ಯತೆ ಪಡೆದ ಇಬಿಎ ಸಲಹೆಗಾರರು ಎನ್ನುವುದಕ್ಕೆ NABET ಮಾನ್ಯತೆ ಪಡೆದಿರುವ ಪ್ರಮಾಣಪತ್ರವನ್ನು ನೀಡಿದ್ದಾರೆ. ಆದ್ದರಿಂದ ಇದೊಂದು ವಲಯ ನಿರ್ದಿಷ್ಟ ಮಾನ್ಯತೆ ಪಡೆದ ಇಬಿಎ ಸಲಹೆಗಾರರು ಎನ್ನುವುದನ್ನು ಒಪ್ಪಿಕೊಳ್ಳಬಹುದು ಅಂದರೆ ಇದರ ಅರ್ಥ ಈ ಸಲಹೆಗಾರರು ವಿಶೇಷವಾದ ಪರಿಣಿತಿಯನ್ನು ಪಡೆದಿದ್ದಾರೆ ಎಂದರ್ಥ. ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯವು ಜಿಡಿಎ ರವರಿಗೆ ರಾಜ್ಯ ತಜ್ಞರ ಮೌಲ್ಯಮಾಪನ ಸಮಿತಿ (SEAC) ಗೆ ಅರ್ಜಿ ಸಲ್ಲಿಸಲು ನಿರ್ದೇಶನ ನೀಡಿರುತ್ತದೆ ಆದರೆ ಜಿಡಿಎ ರವರು ರಾಜ್ಯ ಪಲಿಸರ ಅಫಾತ ಮೌಲ್ಯಮಾಪನ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಿರುತ್ತಾರೆ, ಇದು ನ್ಯಾಯಾಂಗದ ಉಲ್ಲಂಘನೆಯಾಗಿದೆ.

ಆದರೆ ಯೋಜನಾ ಪ್ರತಿಪಾದಕರು ಅರಣ್ಯ ಭೂಮಿ ತಿರುವಿಗಾಲಿ ಮಾತ್ರ ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಿರುತ್ತಾರೆ ಆದರೆ ಇಲ್ಲಿಯವರೆಗೂ ಅನುಮತಿ (ತೀರುವಳಿ) ಯನ್ನು ಪಡೆದಿಲ್ಲ ಇದಲ್ಲದೇ ವನ್ಯಜೀವಿ ತೀರುವಳಿ, ಪಕ್ಷಿ ಸಂರಕ್ಷಣೆಯ ತೀರುವಳಿ, ತಿಪ್ಪೆಗೊಂಡನಹಟ್ಟಿಯ ಜಲಾನಯನ ಪ್ರದೇಶದ ಅನುಮತಿ, ಭೂ ವಿಜ್ಞಾನಕ್ಕೆ ಸಂಬಂಧಿಸಿದ ಇನ್ನೂ ಬೇಕಾದಷ್ಟು ತೀರುವಳಿಗಳನ್ನು ಪಡೆಯಬೇಕಾಗಿದೆ ಎಂದು ಹೇಳಿದರು. ಪಲಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ 2006 ರ ಗೆಜೆಟ್ ಅಧಿಸೂಚನೆಯ ಪ್ರಕಾರ ಲೆಡ್ಯೂಲ್‌ನಲ್ಲಿ 7-ಎಫ್ ಹೆದ್ದಾಲಿಗಳು ಎಲ್ಲಾ 'ಜ' ವರ್ಗದ ಯೋಜನೆಗಳು ರಾಜ್ಯ ಹೆದ್ದಾಲಿ ರಸ್ತೆಗಳು, ಸಮುದ್ರ ಮಟ್ಟಕ್ಕಿಂತ 1000 ಮೀ. ಎತ್ತರದ ಗುಡ್ಡಗಾಡು ಪ್ರದೇಶಗಳಲ್ಲಿ ರಾಜ್ಯಹೆದ್ದಾಲಿ ವಿಸ್ತರಣಾ ಯೋಜನೆಗಳು ಮತ್ತು ಪಲಿಸರ ಸೂಕ್ಷ್ಮ ಪ್ರದೇಶಗಳು ಬರುತ್ತಿದ್ದು, ಅದರಲ್ಲಿ (General Conditions) ಸಾಮಾನ್ಯ ಷರತ್ತುಗಳು ಅನ್ವಯಿಸಬೇಕು (ಸೂಚನೆ: ಹೈವೇಸ್ ಎಕ್ಸ್‌ಪ್ರೆಸ್‌ವೇಗಳನ್ನು ಒಳಗೊಂಡಂತೆ) ಎಂದು ತಿಳಿಸಿದರು.

ಆ ಸಾಮಾನ್ಯ ಷರತ್ತುಗಳು (General Conditions) ಏನೆಂದರೆ ಯಾವುದೇ 'ಜ' ವರ್ಗದಲ್ಲಿ ನಿರ್ದಿಷ್ಟಪಡಿಸಿದ ಯೋಜನೆ ಅಥವಾ ಚಟುವಟಿಕೆಯನ್ನು ಕೇಂದ್ರ ಮಟ್ಟದಲ್ಲಿ 'ಎ' ವರ್ಗದ ಯೋಜನೆಯನ್ನಾಗಿ ಪರಿಗಣಿಸಲಾಗುವುದು, ಯಾವಾಗ ಎಂದರೆ; ಸಾಮಾನ್ಯ ಷರತ್ತುಗಳು (General Conditions) 1) ವನ್ಯಜೀವಿ ಸಂರಕ್ಷಣಾ ಕಾಯ್ದೆಯ 1972ರ ಅಧಿಸೂಚಿತ ಸಂರಕ್ಷಿತ ಪ್ರದೇಶದ ಗಡಿಯಿಂದ 5 ಕಿ.ಮೀ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ ಸಂಪೂರ್ಣ ಅಥವಾ ಭಾಗಶಃ ವಾಗಿ ಯಾವುದೇ ಯೋಜನೆಯು ಬರುವಂತಿದ್ದರೆ, 2) ಕೇಂದ್ರ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯು ಜಲ( ಮಾಲಿನ್ಯ ತಡೆಗಟ್ಟುವಿಕೆ ಮತ್ತು ನಿಯಂತ್ರಣ) ಕಾಯ್ದೆ 1974 ರ ಅಡಿಯಲ್ಲಿ ಗುರುತಿಸಿರುವ ತೀವ್ರ ಮಾಲಿನ್ಯ ಪ್ರದೇಶಗಳು 5 ಕಿ.ಮೀ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ ಬರುವಂತಿದ್ದರೆ 3) ಪಲಿಸರ ಸಂರಕ್ಷಣಾ ಕಾಯ್ದೆ 1986 ರ ಸೆಕ್ಷನ್ 3ರ ಉಪವಿಭಾಗ 2 ರಡಿಯಲ್ಲಿ ಸೂಚಿಸಲಾದ ಪಲಿಸರ ಸೂಕ್ಷ್ಮ ಪ್ರದೇಶಗಳು ಮತ್ತು ಅಂತರರಾಜ್ಯ ಗಡಿ ಮತ್ತು ಅಂತರರಾಷ್ಟ್ರೀಯ ಗಡಿಗಳನ್ನು ಒಳಗೊಂಡಿದ್ದರೆ. ಇವುಗಳನ್ನು ಗಣನೆಗೆ ತೆಗೆದುಕೊಂಡು ಈ ಹೊರ ವರ್ತುಲ ರಸ್ತೆಯು ನೈಸ್ ರಸ್ತೆಗೆ ಮುಂದುವರೆಯುವಂತೆ 65.5 ಕಿ.ಮೀ ವೃತ್ತಾಕಾರದ ರಸ್ತೆಯು ರಾಜ್ಯ ಹೆದ್ದಾಲಿಗೆ ಸೇರಿ 'ಜ' ವರ್ಗದಲ್ಲಿ ಬರುವುದು ಎಂದು ಕೊಂಡರೂ ಸಹ, ಸಾಮಾನ್ಯ ಷರತ್ತುಗಳನ್ನು (General Conditions) ಗಣನೆಗೆ ತೆಗೆದುಕೊಂಡು, ಇವರೇ ಹೇಳುವ ಹಾಗೆ ಬನ್ನೇರುಘಟ್ಟ ರಾಷ್ಟ್ರೀಯ ಉದ್ಯಾನವನವು ಉದ್ದೇಶಿತ ರಸ್ತೆ



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ಜೋಡಣೆಯಿಂದ 99 ಕಿ.ಮೀ ನಷ್ಟು, ಅದ್ದರಿಂದ ಇದು 5 ಕಿ.ಮೀ ವ್ಯಾಪ್ತಿಯ ನಾಮಾನ್ಯ ಷರತ್ತುಗಳು (General Conditions) ಗೆ ಬರುವುದಿಲ್ಲ. ನಂತರ ಕೇಂದ್ರ ಮಾಅನ್ಯ ಸಿಯಂತ್ರಣ ಮಂಡಳಿಯು ಗುರುತಿಸಿರುವ ತೀವ್ರ ಮಾಅನ್ಯ ಪ್ರದೇಶಗಳು ಇವರ ಹೇಚದಂತೆ ಜರಣಿ-ಬೋಮ್ಮನಂದ್ರ ಕೈಗಾಲಕಾ ಪ್ರದೇಶವು 4 ಕಿ.ಮೀ ಮತ್ತು ಕೀಣ್ಯ ಕೈಗಾಲಕಾ ಪ್ರದೇಶವು 3.4 ಕಿ.ಮೀ ದೂರದಲ್ಲವೆ ಇವೆರಡು ಪ್ರದೇಶಗಳು 5 ಕಿ.ಮೀ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ ಬರುತ್ತವೆ. ಹಾಗೂ ಇಲ್ಲಿ ನಾಮಾನ್ಯ ಷರತ್ತುಗಳು (General Conditions) ಅನ್ವಯಿಸುತ್ತವೆ.

ನಂತರ ಪಲನರ ಸೂಕ್ಷ್ಮ ಪ್ರದೇಶಗಳಾದ ಮುಟ್ಟೇನಹಳ್ಳಿ ಕೆರೆ ಪಕ್ಕಿ ನಂದಕ್ಕಣಾ ಖೂಸಲು ಪ್ರದೇಶ 1.45 ಕಿ.ಮೀ ಅಂತರದಲ್ಲಿದ್ದು, 5 ಕಿ.ಮೀ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ ಬರುತ್ತದೆ ಮತ್ತು ತೀವ್ರರೊಂಡನಹಳ್ಳಿ ಜಲಾನಯನ ಪ್ರದೇಶದಲ್ಲ 13.5 ಕಿ.ಮೀ ರಸ್ತೆಯು ಇದರಲ್ಲೇ ಹಾದುಹೋಗುತ್ತಿದ್ದು, ಸುಮಾರು 9000 ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಬೇಕೆಂದು ಹೇಚ ಇದಕ್ಕೆ ಹತ್ತು ಪಟ್ಟು ಮರಗಳನ್ನು ನೆದುತ್ತೇವೆ ಎಂದು ಈ ಎಂಟು ಪಥದ ಹೆದ್ದಾಳ ಹಾಖಯು 100ಖೀ ಅರಲಬಿರುವಂತಹ ರಸ್ತೆ ಪಲನರ ಸೂಕ್ಷ್ಮ ಪ್ರದೇಶದಲ್ಲೇ ಹಾದುಹೋಗುತ್ತದೆ ಎಂದು ಇವರೇ ಒಪ್ಪಿಕೊಂಡು ನಂತರ ಅದು ಖಾಗಶಃ 95.5 ಕಿ.ಮೀ ನಷ್ಟು 13.5 ಕಿ.ಮೀ ಹಾದುಹೋಗುತ್ತದೆ ಎನ್ನುವುದಾದರೆ, ಯಾವುದೇ ಪಲನರ ಸೂಕ್ಷ್ಮ ಪ್ರದೇಶಗಳು ನಂಪೂಣ ಅಥವಾ ಖಾಗಶಃ ವಾಲ ಯೋಜನಾ ಪ್ರದೇಶದಲ್ಲ ಬರುವಂತಿದ್ದರೆ ನಾಮಾನ್ಯ ಷರತ್ತುಗಳು (General Conditions) ಅನ್ವಯಿಸುತ್ತವೆ. ಈ ನಾಮಾನ್ಯ ಷರತ್ತುಗಳು (General Conditions) ಅನ್ವಯಿಸುವಾಗ ಉದ್ದೇಶಿತ ಯೋಜನೆಯು 'ಜ' ವರ್ಗಕ್ಕೆ ಬರುವುದಿಲ್ಲ ಬದಲಾಗಿ 'ಎ' ವರ್ಗಕ್ಕೆ ಸೇರುತ್ತದೆ ಮತ್ತು ಪಲನರ, ಅರಣ್ಯ ಮತ್ತು ಹವಾಮಾನ ಬದಲಾವಣೆ ಸಜಿವಾಲಯದಿಂದ ಪಲನರ ಏಮೋಷನಾ ಪತ್ರ ಪಡೆಯುವ ಅವಶ್ಯಕತೆಯಿರುತ್ತದೆ. ಜಿಐಎ ರವರು 'ಜ' ವರ್ಗಕ್ಕೆ ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಿದ್ದು, ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯದಲ್ಲ 'ಎ' ವರ್ಗದ ನ್ಯಾಯಾಲಯದ ಅದೇಶದಿಂದ ಎಂದಾಗ ಇದೊಂದು ನೈಯಂಕ್ಯತೆ ಅಪರಾಧ ಮತ್ತು ನೈಯಂಕ್ಯತೆ ಉಲ್ಲಂಘನೆಯಾಗಿದೆ. ನಾಮಾನ್ಯ ಷರತ್ತುಗಳು (General Conditions) ಅನ್ವಯಿಸುವುದಿಲ್ಲ ಎಂದಿರುವುದು ನೈಯಂಕ್ಯತೆ ಅಪರಾಧ ಮತ್ತು ನೈಯಂಕ್ಯತೆ ಉಲ್ಲಂಘನೆಯಾಗಿದೆ ಹಾಗೂ ಎಲ್ಲಾ ಏಷಯಗಳನ್ನು ಮರೆಮಾಚಿರುತ್ತಾರೆ ಎಂದು ಅರ್ಥ. ಈ ಎಲ್ಲಾ ನಾಮಾನ್ಯ ಷರತ್ತುಗಳು (General Conditions) ಅನ್ವಯಿಸುವುದರಿಂದ ಈ ಯೋಜನೆಯು 'ಎ' ವರ್ಗಕ್ಕೆ ಸೇರಿ ಪಲನರ, ಅರಣ್ಯ ಮತ್ತು ಹವಾಮಾನ ಬದಲಾವಣೆ ಸಜಿವಾಲಯದಿಂದ ಪಲನರ ಏಮೋಷನಾ ಪತ್ರ ಪಡೆಯುವ ಅವಶ್ಯಕತೆಯಿರುತ್ತದೆ. ಇದರ ಅರ್ಥ ಸಕ್ಷಮ ಪ್ರಾಧಿಕಾರವಲ್ಲದವರಿಂದ ಸಬಂದನೆಗಳನ್ನು ಪಡೆದು ಪಲನರ ಅಧ್ಯಯನಗಳನ್ನು ಮಾೂ ಅದೇ ವರದಿಯನ್ನು ಇಲ್ಲ ಮಂಠಿಸುತ್ತಿದ್ದಾರೆ ಎಂದರೆ ನಾವು ಅದನ್ನು ಒಪ್ಪಲು ನಾವ್ಯಾರಿಲ್ಲ.

ವರದಿಯಲ್ಲಿ ಅರಣ್ಯ ಭೂಖ ತಿರುಖಿಗೆ ಅರಣ್ಯ ತೀರುವಳಿಯನ್ನು ಪಡೆಯಲು ಈಗಾಗಲೇ ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಿದ್ದು, ಅನುಸರಣೆಗಳಿಗೆ ಬಂದಾಗ ಜಿಐಎ ರವರು ರಾಚ್ಯ ಪಲನರ ಅಫಾತ ಮೌಲ್ಯಮಾಪನ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಅರ್ಜಿ ಹಾಟುವ ನಂದರ್ಭದಲ್ಲ 1.5 ಹೆಕ್ಟೇರ್ ಪಾರಕ ಬಂಡೆಕಾವಲು ಖೂಸಲು ಅರಣ್ಯ ಪ್ರದೇಶದ ಅರಣ್ಯ ಭೂಖಿಯನ್ನು ಮಾತ್ರ ಉಪಯೋಗಿಸುವುದಿಲ್ಲ ಹೇಚರುತ್ತಾರೆ, ಇದು ಪ್ರಸ್ತುತ ವರದಿಯಲ್ಲಿ 10.117 ಹೆಕ್ಟೇರ್ ಇದ್ದು, ಇದು ಹತ್ತು ಪಟ್ಟಿ ಹೆಚ್ಚಾಯಿತು ಮತ್ತು ನಾವು ಅರಣ್ಯಭೂಖಿಯನ್ನು ಇನ್ನೂ ಉಳಿಸುತ್ತಿದ್ದೇವೆ ಎನ್ನುತ್ತಿದ್ದಾರೆ. ಇದಲ್ಲದೇ ಮೊದಲು ಅರ್ಜಿ ಹಾಟುವಾಗ 11000 ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಬೇಕೆಂದು ಹೇಚ ಪ್ರಸ್ತುತ ವರದಿಯ ಪ್ರಕಾರ 33000 ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಬೇಕೆಂದು ಹೇಚುತ್ತಿದ್ದಾರೆ ಇದು ಕೂಡ ಮೂರು ಪಟ್ಟಿ ಜಾಸ್ತಿಯಾಯಿತು ಅಷ್ಟೆ ಅಜಗಜಂತರ ವ್ಯತ್ಯಾಸವಾಗಿದೆ. ಸರ್ವೋಚ್ಚ ನ್ಯಾಯಾಲಯದ 99 ಮೆಟಗಳ ವರದಿಯಲ್ಲಿ ರಾಚ್ಯ ಪಲನರ ಅಫಾತ ಮೌಲ್ಯಮಾಪನ ಪ್ರಾಧಿಕಾರ, ಕರ್ನಾಟಕ ಇದರ ಕಾರ್ಯವೈಖರಿಯು ಬರೆ ಬಹಳಷ್ಟು ಖಂಠಿಸಿದ್ದಾರೆ. ಜಿಐಎ ರವರು ಮೊದಲೇ ಹೇಚದಂತೆ 2014 ರಲ್ಲೇ ರಾಚ್ಯ ಪಲನರ ಅಫಾತ ಮೌಲ್ಯಮಾಪನ ಪ್ರಾಧಿಕಾರ, ಕರ್ನಾಟಕ, ರವರಿಂದ ಪಲನರ ಏಮೋಷನಾ ಪತ್ರ ಪಡೆದುಕೊಂಡಿದ್ದೇವೆ ಎಂದು ಹೇಚುತ್ತಾರೆ. ಯೋಜನಾ ರಸ್ತೆ ಜೋಡಣೆಯು ಬನ್ನೇರುವಷ್ಟಿ ರಾಚ್ಯಯ ಉದ್ಯಾನವನ ಬರುವುದು ಸತ್ಯ, ಕೇಂದ್ರ ಮಾಅನ್ಯ ಸಿಯಂತ್ರಣ ಮಂಡಳಿಯು ಗುರುತಿಸಿರುವ ತೀವ್ರ





ಮಾನ್ಯ ಪ್ರದೇಶಗಳಾದ ಪೀಠ್ಯ ಕೈಗಾಲಿಕಾ ಪ್ರದೇಶ ಮತ್ತು ಜಗತಿ-ಬೊಮ್ಮನಂದ್ರ ಕೈಗಾಲಿಕಾ ಪ್ರದೇಶಗಳು ಬರುವುದು ಸತ್ಯ ಪಲನರ ಸೂಕ್ತ ಪ್ರದೇಶಗಳಾದ ತಿಪ್ಪಗೊಂಡನಹಳ್ಳಿ ಜಲಾನಯನ ಪ್ರದೇಶ, ಜಾರಕ ಬಂಡೆಕಾವಲು ಅರಣ್ಯಪ್ರದೇಶ, ಮಣ್ಣಿನಹಳ್ಳಿ ಕೆರೆ ಪಕ್ಷಿ ಸಂರಕ್ಷಣಾ ಖೀನಲು ಪ್ರದೇಶ ಬರುವುದು ಸತ್ಯ ಇಷ್ಟೆಲ್ಲಾ ಇದ್ದರೂ ಜಿಡಿಎ ರವರು ಅರ್ಜಿಯನ್ನು ರಾಜ್ಯ ಪಲನರ ಅಫಾತ ಮೌಲ್ಯಮಾಪನ ಪ್ರಾಧಿಕಾರ, ಕರ್ನಾಟಕರವರಿಗೆ ಹೇಗೆ ಸಲ್ಲಿಸಿದರು. ಜಿಡಿಎ ರವರು ನಾವು ಎಲ್ಲಾ ನಿಬಂಧನೆಗಳನ್ನು ಪಾಲಿಸಿದ್ದೇವೆ ಎಂದು ಹೇಳುತ್ತಿದ್ದಾರೆ ಆದರೆ, ಇವರು ಸಲ್ಲಿಸಿರುವ ಅರ್ಜಿಯೇ ತಪ್ಪು. ಈ ಅಧ್ಯಯನ ವರದಿಯನ್ನು ತಯಾರಿಸಿದವರು ವಲಯ ನಿರ್ದೇಶ NABET ಮಾನ್ಯತೆ ಪಡೆದಿರುವ ಕನ್ಸಲ್ಟಿಂಗ್ ನವರು ಇದರ ಬಗ್ಗೆ ಗಮನಹರಿಸಬೇಕಲ್ಲವೇ, ಇದಲ್ಲವು ನೇರವಾಗಿ ಕಾನೂನು ಉಲ್ಲಂಘನೆ, ನಿಯಮ ಬಾಹಿರ ಮತ್ತು ಅಕ್ರಮ.

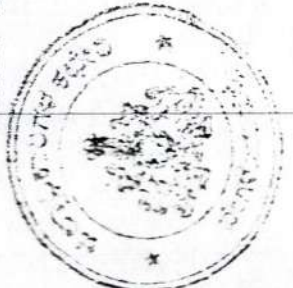
ಯೋಜನೆಯ ಉದ್ದೇಶ ಒಳ್ಳೆಯದೇ ಇರಬಹುದು ಆದರೆ, ಇವರು ಮಾಡುವ ಲೀತಿ ಸಲಿಯಾಣಿ. ವರದಿಯಲ್ಲಿ ಕೇಳಿರುವಂತೆ ರಸ್ತೆಯು 6 ಕೆರೆಗಳ ಮೇಲೆ ಹಾದುಗೋಗುತ್ತಿದ್ದು, ಈ ಕೆರೆಗಳ ಮೇಲೆ ಪೈಪ್‌ಲೈನ್‌ಗಳನ್ನು ಮಾಡುತ್ತೇವೆ ಎನ್ನುತ್ತಿದ್ದಾರೆ, ಜಿಡಿಎರವರು ಮಾಡಿದರೆ ಅದು ಯಾವುದೇ ಒತ್ತುವಲಿಯಾಗುವುದಿಲ್ಲ ಆದರೆ ಸಾರ್ವಜನಿಕರು ಕೆರೆಗಳಲ್ಲಿ ಬನಾದರೂ ಮಾಡಿದರೆ ಅದು ಒತ್ತುವಲಿ ಎನ್ನುತ್ತೀರಿ ಎಂದು. ಇತ್ತೀಚೆಗೆ ಜಿಡಿಎ ರವರು ಕಾಲುವೆ ಒತ್ತುವಲಿಯೆಂದು ಹೇಳಿ ಸಾರ್ವಜನಿಕರು ಸಾಲ ಸೌಲಭ್ಯ ಮಾಡಿ ಕಟ್ಟಿಸಿದ ಮನೆಗಳನ್ನು ತೆರವುಗೊಳಿಸಿದ್ದೀರಿ ಅದು ಯಾವ ನ್ಯಾಯ, ಎಲ್ಲಾ ತಿಳಿದ ನೀವೇ ಕೆರೆ ಒತ್ತುವಲಿ ಮಾಡಿ ರಸ್ತೆ ಅಭಿವೃದ್ಧಿ ಮಾಡುವುದಾದರೆ ಸಾಂಸ್ಥಿಕ ಜವಬ್ದಾರಿಯ ಜಟಿಲತೆಗಳು ಮತ್ತು ರಾಜ್ಯ ಪಲನರ ಅಫಾತ ಮೌಲ್ಯಮಾಪನ ಪ್ರಾಧಿಕಾರಗಳ ಅವಶ್ಯಕತೆ ಎನಿಸಿ ಎಂದರು.

ಅಧಿಸೂಚನೆ/ನಿರ್ದೇಶನಗಳ ಉಲ್ಲಂಘನೆ ಬಗ್ಗೆ ಯಾವುದಾದರೂ ಅಹವಾಲು ಅಫಾತ ರೂಪದಲ್ಲಿದ್ದರೆ, ಅವುಗಳನ್ನು ಅಹವಾಲು ಸಮಿತಿಗೆ ಸಲ್ಲಿಸಿ, ಯೋಜನೆಯಿಂದ ಪಲನರದ ಮೇಲಾಗುವ ನಿರ್ದೇಶ ಪರಿಣಾಮಗಳ ಬಗ್ಗೆ ಮಾತನಾಡಲು ಶ್ರೀ ಬಿಜಯಕುಮಾರ್ ಇವರಿಗೆ ತಿಳಿಸಲಾಯಿತು. ಅಧ್ಯಕ್ಷರು, ಪಲನರ ಸಾರ್ವಜನಿಕ ಸಭೆ ಮತ್ತು ಜಿಲ್ಲಾಕಾಲಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ ರವರು ಮಾತನಾಡುತ್ತಾ, ತಮ್ಮ ಅಭಿಪ್ರಾಯಗಳನ್ನು ಅಫಾತ ರೂಪದಲ್ಲೆಯೂ ಸಲ್ಲಿಸಬಹುದು ಮತ್ತು ವೆಜನಾರ್ ಅನ್ನು ಕೂಡ ಆಯೋಜಿಸಲಾಗಿದ್ದು ಅದರಲ್ಲೆಯೂ ಕೂಡ ಪಾಲ್ಗೊಂಡು ತಮ್ಮ ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ನೀಡಬಹುದೆಂದು ಸಾರ್ವಜನಿಕರಿಗೆ ತಿಳಿಸಿದರು.

ಈ ರಸ್ತೆ ಯೋಜನೆಯಿಂದ ಲಾಭಗಳಿಸುವುದಿಲ್ಲವೆಂದು ಮತ್ತೆ ಏಕೆ ಈ ಯೋಜನೆ 15 ವರ್ಷಗಳಿಂದ ಯಶಸ್ವಿಯಾಗಲಿಲ್ಲ. ಈಗಿರುವ ಯಲಹಂಕ, ದೊಡ್ಡಬಳ್ಳಾಪುರ, ನೆಲಮಂಗಲ ಇನ್ನೂ ಮುಂತಾದ ರಸ್ತೆಗಳಲ್ಲಿ ಒಂದು ಮರವು ಕೂಡ ಇಲ್ಲ ಆದರೆ ರಸ್ತೆ ಆಗುವ ಮುಂಚೆ ಸುಮಾರು ಮರಗಳಿದ್ದವು ಎಂದು ಈ ಬಗ್ಗೆ ನನಗೆ ಅಕ್ಕಿಲೆಲೆಬಿಡಿ ಎಂದರು. 100 ಖೀ ಬದಲಿಗೆ ಇವು/ಇವುಗಳ ವರದಿಯು ಕೊಟ್ಟಿರುವಲ್ಲಿ R0W ನಲ್ಲಿ ಒಟ್ಟು 113 ಖೀ ಬರುತ್ತಿರುವ ಬಗ್ಗೆ ಸ್ಪಷ್ಟನೆ ಕೇಳಿದರು. ದಯವಿಟ್ಟು ಕ್ಲಿಪ್ಪಿಸಿ ಜಿಡಿಎ ರವರೇ ಹೇಳಿರುವುದರಿಂದ ಇಲ್ಲಗೆ ನನ್ನ ಮಾತು ಮುಗಿಸುತ್ತೇನೆ. ಇವರ ಪ್ರಕಾರ ಇವರು ಒಬ್ಬ ಮಂಜೂರು ಸಲ. ನಾಗರಿಕ ನಗರ 15 ಡಿನಗಳ ಕಾಲಾವಕಾಶ ಕಟ್ಟಿಸಿಕೊಟ್ಟರೆ ಪಲನರ ಅಫಾತ ಅಂದಾಜುಕರಣ ವರದಿಯನ್ನು ಕೂಲಂಕಷವಾಗಿ ಅಧ್ಯಯನ ಮಾಡಿ ಒಟ್ಟು ಒಂದು ಮುಂದುವರೆದ ಅಕ್ಕಿಲೆಲೆಬಿಡನ್ನು ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಗೆ ಅಫಾತ ರೂಪದಲ್ಲೆಯೂ ಸಹಾ ಸಲ್ಲಿಸುತ್ತೇನೆಂದು ತಿಳಿಸಿದರು.

#### 4. ಶ್ರೀಮತಿ ಲೀನಾ ಮಹೇಂದ್ರ, ಅವಲಹಳ್ಳಿ

ಇವರು ಪ್ರಸ್ತಾಪಿತ ರಸ್ತೆ ಜೋಡಣೆಯು ಹಿಂಜನ (2007) ಪಿಆರ್‌ಆರ್ ಅಧಿಸೂಚನೆಯ ಪ್ರಕಾರಬಿಲ್ಲವೆಂದು ಮಾಹಿತಿ ನೀಡಿದರು. ವಿವರವಾದ ಯೋಜನಾ ವರದಿಯನ್ನು ಜಿಡಿಎ ವೆಬ್‌ಸೈಟ್‌ನಲ್ಲಿ ಅಥವಾ ಕೆಎಸ್‌ಪಿಸಿಜಿ ವೆಬ್‌ಸೈಟ್‌ನಲ್ಲಿ



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ಅಪ್‌ಲೋಡ್ ಮಾಡಿಲ್ಲ ಎಂದರು. ಸಾರ್ವಜನಿಕ ಸಭೆಯ ಪ್ರಕಟಣೆಯ ಸಂದಿಗ್ಧತೆಯಿಂದಾಗಿ ಅನೇಕ ಜನರು ತಮ್ಮ ಸಮಸ್ಯೆಗಳನ್ನು ಹೇಳಿಕೊಳ್ಳುವ ಅವಕಾಶವನ್ನು ಕಳೆದುಕೊಂಡಿದ್ದಾರೆ ಹಾಗಾಗಿ ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಮತ್ತೊಮ್ಮೆ ನಡೆಸಲು ಏನಂತಿಸಿದರು. ರಸ್ತೆ ಜೋಡಣೆಯ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ ಬರುವ ಕಟ್ಟಡ/ರಚನೆ/ಮನೆಗಳ ಸಂಖ್ಯೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಹಿಂದಿನ (2012) ಇವು ಅಧ್ಯಯನಗಳು ಮತ್ತು ಪ್ರಸ್ತುತ ಇವು ಅಧ್ಯಯನಗಳು ನಡುವೆ ಸ್ಪಷ್ಟತೆಯ ಕೊರತೆಯಿದೆ. ಪ್ರಸ್ತುತ ದರಗಳ ಪ್ರಕಾರ ಭೂಸ್ವಾಧೀನ ಪರಿಹಾರಗಳನ್ನು ನಿಗದಿಪಡಿಸಬೇಕೆಂದು ಏನಂತಿಸಿಕೊಂಡರು.

**5. ಶ್ರೀ. ಶ್ರೀನಿವಾಸ, ಮಾವಳ್ಳಿಪುರ**

ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ರದ್ದತಿಗೆ ಸಂಬಂಧಿಸಿದ ತಪ್ಪು ಮಾಹಿತಿಯಿಂದಾಗಿ ಅನೇಕ ಜನರು ಹಾಜರಾಗಲು ಸಾಧ್ಯವಾಗಲಿಲ್ಲ. 16 ವರ್ಷಗಳ ಮೊದಲು ಭೂಮಿಯನ್ನು ಅಂತಿಮಗೊಳಿಸಿದರೂ, ಪ್ರಸ್ತುತ ದರಗಳ ಪ್ರಕಾರ ಪರಿಹಾರಗಳನ್ನು ನಿಗದಿಪಡಿಸಬೇಕೆಂದು ಅವರು ಕೇಳಿದರು. ಯೋಜನೆಯ ಏಕಾಂಕದ ಕಾರಣವನ್ನೂ ಅವರು ಪ್ರಶ್ನಿಸಿದರು ಮತ್ತು ಸುಮಾರು 1810 ಎಕರೆಯ ಭೂ ಮಾಲೀಕರನ್ನು ಗುರುತಿಸುವ ಸಲುವಾಗಿ ಪ್ರತ್ಯೇಕ ಅಧ್ಯಯನ ನಡೆಸಬೇಕೆಂದು ಏನಂತಿಸಿದರು. ಗೋಮಾಳವನ್ನು ರಸ್ತೆ ಯೋಜನೆಗಳಿಗೆ ಬಳಸಿದರೆ ರೈತರು ಜಾನುವಾರುಗಳನ್ನು ಎಲ್ಲಿ ಮೇಯಿಸಬೇಕು ಮತ್ತು ಇದರಿಂದ ರೈತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರುತ್ತದೆ. ಬೆಂಗಳೂರಿನಲ್ಲಿ ಸುಮಾರು 1.3 ಕೋಟಿ ಜನಸಂಖ್ಯೆಯಿದ್ದು, ವಾಯುಮಾಲಿನ್ಯ ಮಾಹಿತಿ ಗಾಳಿಯನ್ನು ಬಿಡುವನ್ನಾಗಿ ಮಾಡುತ್ತಿದ್ದಾರೆ ಹಾಗೆಯೇ ನೀರನ್ನು ಸಹಾ ಕಲುಷಿತಗೊಳಿಸುತ್ತಿದ್ದಾರೆ. ಈ ರಸ್ತೆ ಯೋಜನೆಯನ್ನು 16 ವರ್ಷಗಳ ಹಿಂದೆ ಮಾಡಿದ್ದಿದ್ದರೆ ಪ್ರಸ್ತುತ ಪೀಳಿಗೆಗೆ ಅನುಕೂಲವಾಗುತ್ತಿತ್ತು. ಈ ಯೋಜನೆಯಿಂದ ಬಾಹಿರಗೊಳಗಾಗುವ ರೈತರ ಕುಟುಂಬಗಳ ಬಗ್ಗೆ ಯಾವುದೇ ಸಮೀಕ್ಷೆ ನಡೆಸಿರುವುದಿಲ್ಲ ಹಾಗಾಗಿ ಸದಲ ವರದಿಯು ಅಪ್ರಾಪ್ತವಾಗಿದೆ ಮತ್ತು ಸಭೆಯಲ್ಲಿ ರೈತ ಸಂಖ್ಯೆ ಕಡಿಮೆಯಿದ್ದು ಅಧಿಕಾರಿಗಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಿದ್ದು, ಬಲಿ ಅಧಿಕಾರಿಗಳ ಸಭೆಯಾಗಿದೆ.

ನಾವು ರಸ್ತೆ ಮಾಡಲು ಯಾವುದೇ ಕಾರಣಕ್ಕೂ ಭೂಮಿಗಳನ್ನು ಬಿಟ್ಟುಕೊಡುವುದಿಲ್ಲ ಹಾಗೂ ಈ ಸಂಬಂಧ ಅಹೋ ರಾತ್ರಿ ಧರಣಿ ಮಾಡಿದ್ದೇವೆ ಆ ಸಮಯದಲ್ಲಿ ನಮಗೆ ಯಾವ ಸರ್ಕಾರ ಅಥವಾ ಜಿಲ್ಲಾ ಅಥವಾ ಇತರ ಸಲಯಾಗಿ ಸ್ಪಂದಿಸಿಲ್ಲ ಎಂದರು. ಪ್ರಸ್ತುತ ದಿನಗಳಲ್ಲಿ ಮಾವಳ್ಳಿಪುರದಲ್ಲಿ ಸಾವಿರ ಅಡಿ ಕೊರೆದರು ನೀರು ಸಿಗುತ್ತಿಲ್ಲ ಹಾಗೂ ಎಲ್ಲಾ ಬಿಡದ ನೀರು ಸಿಗುತ್ತಿವೆ. ನಂತರ ಮುಂದುವರೆಯುತ್ತಾ ಸದ್ಯ ತಯಾರಿ ಮಾಡಿದಂತೆ ಪಲಸರ ಅಭಾತ ಅಂದಾಜೀಕರಣ ವರದಿಯು ಸಲಯಾಗಿ ಮಾಡಿದ್ದರಿಂದ ಇದಕ್ಕೆ ಮೆಚ್ಚುಗೆ ವ್ಯಕ್ತಪಡಿಸಬೇಕು ಎಂದರು. ನಮ್ಮ ಪ್ರಾಣಕೊಟ್ಟಾದರು ಸಹಾ ಈ ಯೋಜನೆಯನ್ನು ಕೈಬಿಡಲು ಹೋರಾಡುತ್ತೇವೆ. ಈ ಯೋಜನೆಯು ಪಲಸರ ಮತ್ತು ಸಾರ್ವಜನಿಕರಿಗೆ ಉಪಯುಕ್ತವಲ್ಲ ಆದ್ದರಿಂದ ಯೋಜನೆಯನ್ನು ಕೈಬಿಡುವಂತೆ ಕೋರಿಕೊಂಡರು. ಈ ರಸ್ತೆ ಯೋಜನೆಯು ಕೇವಲ ಲಯಲ್ ಎಸ್ಟೇಟ್ ರವರಿಗೆ ಸಿಖಾತವಾಗಿದೆ ಎಂದು ಆಕ್ರೋಶ ವ್ಯಕ್ತಪಡಿಸಿದರು.

**6. ಶ್ರೀ ಶಿವಕುಮಾರ್, ವೆಂಕಟಾಲ ಗ್ರಾಮ**

ಇವರು ಯೋಜನೆಯ ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ರದ್ದತಿಗೆ ಸಂಬಂಧಿಸಿದ ತಪ್ಪು ಮಾಹಿತಿಯ ಬಗ್ಗೆ ಯೋಜನಾ ಪ್ರತಿಪಾದಕರು ಮತ್ತು ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿರ್ವಹಣಾ ಮಂಡಳಿಯನ್ನು ಪ್ರಶ್ನಿಸಿದರು. ಪತ್ರಿಕೆಯಲ್ಲಿ ಪ್ರಕಟನೆಯಾದ ದಿನಾಂಕ:18.08.2020 ಅದರ ಕೆಲವು ದಿನಪತ್ರಿಕೆಗಳಲ್ಲಿ ಸದಲ ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯು ಮುಂದೂಡಲಾಗಿದೆ ಎಂದು ಅರಣ್ಯ ಸಚಿವರೇ ಹೇಳಿಕೆ ನೀಡಿರುತ್ತಾರೆ. ಇದರಿಂದಾಗಿ ಸಭೆಗೆ ಹೆಚ್ಚಿನ ಸಂಖ್ಯೆಯಲ್ಲಿ ಸಾರ್ವಜನಿಕರು, ರೈತರು ಮತ್ತು ಪಲಸರವಾಸಿಗಳು ಸೆರೆದಿಲ್ಲ ಎಂದರು. ಯೋಜನೆಗೆ ಭೂಮಿ ಕಳೆದುಕೊಳ್ಳುವವರೆ ಸುಮಾರು ಸಾವಿರಕ್ಕೆ ಮೇಲ್ಪಟ್ಟು ಇದ್ದು ಇವರ ಕುಟುಂಬದಿಂದ ಇಬ್ಬರೂ ಅಂದರೂ ಎಷ್ಟು ಜನ ಬರುತ್ತಿದ್ದರೋ ನೀವೆ ಯೋಜಿಸಿ ಮತ್ತು ಸಭೆಯನ್ನು ರದ್ದುಪಡಿಸಿ ಎಂದು ಜಿಲ್ಲಾ ರೆ ತಿಳಿಸಿದರು. ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ದಿನಾಂಕದ ಬಗ್ಗೆ ಸದಸ್ಯ ಕಾರ್ಯದರ್ಶಿಗಳು, ಕ.ರಾ.ಮಾ.ನಿ.ಮಂ, ಇವರು ಪತ್ರಿಕಾ ಪ್ರಕಟಣೆ ನೀಡಿದ್ದು, ಸಭೆ



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ಮುಂದೂಡಿಕೆ/ರದ್ದತಿ ಬಗ್ಗೆ ಪ್ರಕಟಣೆ ನೀಡಬೇಕಾಗಿರುವುದು ಸದಸ್ಯ ಕಾರ್ಯದರ್ಶಿಗಳೇ, ಆದರೆ, ಸಭೆ ಮುಂದೂಡಿಕೆ/ರದ್ದತಿ ಬಗ್ಗೆ ಯಾವುದೇ ಪ್ರಕಟಣೆ ನೀಡುವುದಿಲ್ಲ ಎಂದು ಸಭೆಯ ಗಮನಕ್ಕೆ ತರಲಾಯಿತು.

**7. ಶ್ರೀ ನಾಯ್ಡು, ನಾಗೇನಹಳ್ಳಿ**

ಯೋಜನಾ ಬಾಹಿ ತ ವ್ಯಕ್ತಿಗಳು ತಮ್ಮ ಜಮೀನಿಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ರಸ್ತೆ ಜೋಡಣೆಯ ವ್ಯಾಪ್ತಿಗೆ ಬರುವುದಕ್ಕೆ ಅವರು ಅನುಭವಿಸಿದ ದುಃಖವನ್ನು ವ್ಯಕ್ತಪಡಿಸಿದರು ಮತ್ತು ರಸ್ತೆ ಜೋಡಣೆಗೆ ಯಾವುದೇ ಪೂರ್ವ ಜ್ಞಾನವಿಲ್ಲದೆ ಜನರು ಭೂಮಿಯನ್ನು ರಸ್ತೆ ಜೋಡಣೆಯಲ್ಲಿ ಖಾಲಿಬಿಟ್ಟಿದ್ದಾರೆ ಎಂದು ಮಾಹಿತಿ ನೀಡಿದರು. ಈ ಯೋಜನೆಯನ್ನು ಬೆಂಗಳೂರಿನ ಹೊರವಲಯದಲ್ಲೇ ಯೋಜನೆಬೇಕು ಎಂದು ಮಾಹಿತಿ ನೀಡಿದರು. ಈಗಿರುವ ರಸ್ತೆಗಳು ಮತ್ತು ಕೆರೆಗಳ ಅತಿಕ್ರಮಣಗಳ ಬಗ್ಗೆ ಅವರು ತಮ್ಮ ಆಕ್ರೋಶ ವ್ಯಕ್ತಪಡಿಸಿದರು. ಹಾಗೂ ಈ ಯೋಜನೆಯನ್ನು ಕೈಬಿಡುವಂತೆ ಪ್ರತಿಪಾದಕರಿಗೆ ಮನವಿ ಮಾಡಿದರು. ಮತ್ತು ಜಿಎಂ ರವರು ರೈತರಿಗೆ ಅಲ್ಪಾಸನೆಗಳನ್ನು ನೀಡಿ ಜಿಲ್ಲಾಜಿಲ್ಲಾತಾರ್. ಈ ಯೋಜನೆಯು ಕೇವಲ ಲಿಯಲ್ ಎಸ್ಟೇಟ್ ಮತ್ತು ರಾಜಕೀಯ ನಾಯಕರಿಗೆ ಸಿಖಿತವಾಗಿದೆ ಎಂದು ಆಕ್ರೋಶ ವ್ಯಕ್ತಪಡಿಸಿದರು. ಈ ಯೋಜನೆಯಿಂದ ಅದೆಷ್ಟೋ ರೈತರಿಗೆ ಶಾಂತಿಯಿಲ್ಲ ಹಾಗೂ ಈ ರಸ್ತೆ ಅವಶ್ಯಕತೆಯು ಇಲ್ಲ. ಒಂದು ವೇಳೆ ಯೋಜನೆ ಮಾಡಿದರೆ ಒಳ್ಳೆಯದೆ ಆದರೆ ಮಾಡುವ ಮುಂಚೆ ಯೋಜನೆಯಿಂದ ಭೂಮಿ, ಮನೆ ಹಾಗೂ ಇತರೆ ಆಸ್ತಿಗಳನ್ನು ಕಳೆದು ಕೊಳ್ಳುವವರಿಗೆ ಸೂಕ್ತ ಪರಿಹಾರವನ್ನು ಒದಗಿಸಬೇಕು ಮತ್ತು ನಗರದ ಹೊರ ವಲಯದಲ್ಲೇ ಮಾಡಿದರೆ ಉಪಯುಕ್ತವಾಗುತ್ತದೆ ಎಂದು ತಿಳಿಸಿದರು. 2005 ರಲ್ಲಿ ಪಿಆರ್‌ಆರ್ ರಸ್ತೆ ಮಾಡಲು 1 ಕಿ.ಮೀ ಗೆ 33 ಕೋಟಿಯಾಗುತ್ತಿತ್ತು, ಆದರೆ ಈಗ ಇದು ದುಪ್ಪಟ್ಟಾಗುತ್ತದೆ. ಆರ್ಥಿಕ ಸಂಕಷ್ಟದಲ್ಲಿದ್ದರೂ ಸಾಲ ಮಾಡಿ ಈ ರಸ್ತೆ ಮಾಡುವ ಅವಶ್ಯಕತೆಯಾದರೆ ಏನು ಇದೆ. ಅಲ್ಲದೆ ಈ ರಸ್ತೆಯು ಪಟ್ಟಣ ಪ್ರದೇಶದಲ್ಲೇ ಹಾದು ಹೋಗುತ್ತಿದ್ದು, ಇದನ್ನು ಹೊರ ವಲಯಕ್ಕೆ ಯೋಜಿಸುವುದು ಸೂಕ್ತ, ಆದ್ದರಿಂದ ಈ ಯೋಜನೆಯನ್ನು ಕೈಬಿಡಬೇಕೆಂದು ತಿಳಿಸಿದರು.

**8. ಶ್ರೀ ನವೀನ್, ಶಿಗೇಹಳ್ಳಿ**

ಪಿಆರ್‌ಆರ್ ಜೋಡಣೆಯನ್ನು 15 ವರ್ಷಗಳಿಂದ ನಿರಂತರವಾಗಿ ಬದಲಾಯಿಸಲಾಗುತ್ತಿದೆ ಎಂದು ಇವರು ಅಧಿಕಾರಿಗಳಿಗೆ ಮಾಹಿತಿ ನೀಡಿದರು. ಪ್ರಸ್ತುತ ಪ್ರಸ್ತಾಪಿತ ರಸ್ತೆ ಜೋಡಣೆಯು ಹಿಂದಿನ ಜೋಡಣೆಯಿಂದ 50 ರಿಂದ 200 ಮೀ ವ್ಯತ್ಯಾಸವನ್ನು ಒಳಗೊಂಡಿರುತ್ತದೆ. ಆರ್‌ಇಬಿ ಅಡಿಯಲ್ಲಿ ಒದಗಿಸಲಾದ ನಕ್ಷೆಯಲ್ಲಿ ತೋಲಿಸಿರುವ ರಸ್ತೆ ಜೋಡಣೆಯ ಪ್ರಕಾರ ಭೂಮಿ ಗುರುತಿಸುವಿಕೆಯನ್ನು ಕೈಗೊಳ್ಳಲಾಗಲಿಲ್ಲ ಹಾಗೂ ರಸ್ತೆ ಜೋಡಣೆಯೊಳಗೆ ಯಾರ ಭೂಮಿ ಬರುತ್ತದೆಯೆಂದು ಜನರಿಗೆ ಖಚಿತವಿಲ್ಲ ಎಂದು ಹೇಳಿದರು. ಅಧಿಕಾರಿಗಳು ನಿಖರವಾದ ರಸ್ತೆ ಜೋಡಣೆಯನ್ನು ಶೀಘ್ರದಲ್ಲೆಯೇ ಅಂತಿಮಗೊಳಿಸಬೇಕೆಂದು ಜಿಎಂ ಅಧಿಕಾರಿಗಳಿಗೆ ಕೇಳಿದರು.

ಅಧ್ಯಕ್ಷರು, ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆ ಮತ್ತು ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ ರವರು ಮಾತನಾಡುತ್ತಾ, ಇವರಿಗೆ ಮಾತನಾಡಿದ ಎಲ್ಲರೂ ಬಹಳ ಉತ್ತಮ ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ನೀಡಿದ್ದೀರಿ ಮತ್ತು ಈ ಸಭೆಯನ್ನೇ ಅಂತಿಮ ಅಂತಾ ನಾನು ಹೇಳುವುದಿಲ್ಲ ಇದು ಅಪೂರ್ಣವಾಗಿದೆ ಎಂದು ತಿಳಿಸಿದರು. ನಂತರ 150 ಜನ ಮಾತನಾಡುವಂತಾ ವೆಜನಾರ್ ಅನ್ನು ಕೂಡ 03.09.2020 ರಂದು ಆಯೋಜಿಸಲಾಗಿದ್ದು ಅದರಲ್ಲಿಯೇ ಕೂಡ ಪಾಲ್ಗೊಂಡು ತಮ್ಮ ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ನೀಡಬೇಕೆಂದು ಸಾರ್ವಜನಿಕರಿಗೆ ಮಾಹಿತಿ ನೀಡಿದರು. ಈ ವೆಜನಾರ್ ಸಂಬಂಧ ಕೂಡ ಸಾರ್ವಜನಿಕರಿಗೆ ದಿನಪತ್ರಿಕೆಯಲ್ಲಿ ದಿನಾಂಕಗಳನ್ನು ಪ್ರಕಟಿಸಲಾಗುವುದು ಎಂದು ತಿಳಿಸಿದರು.

**9. ಶ್ರೀ ಶಂಕರ್, ಯಲಹಂಕ**

ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರವು ಹಿಂದೆ ಪಿಆರ್‌ಆರ್ ಅನ್ನು ಎರಡು ಹಂತಗಳೊಂದಿಗೆ ಯೋಜಿಸಿತ್ತು ಮತ್ತು ಈಗ ಅಸ್ತಿತ್ವದಲ್ಲಿರುವ ನೈಸ್ ರಸ್ತೆಯ ಏಕೀಕರಣವನ್ನು ಒಳಗೊಂಡ ಕೇವಲ ಒಂದು ಹಂತದತ್ತ ಮಾತ್ರ ಗಮನ ಹಲಿಸಿದೆ ಎಂದು ಮಾಹಿತಿ ನೀಡಿದರು. ಅವರು 2003 ರಿಂದ ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಗೆ ಸಂಬಂಧ ಜಿಎಂ ಬಿರುದ್ದ ಹಲವಾರು ಪ್ರಕರಣಗಳನ್ನು ಸಹಾ ಹಾಕಿದ್ದರೆಂದು ತಿಳಿಸಿದರು. ಹಾಗೆಯೇ ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರ ರವರು



ಶ್ರೀಮಂತ ಲಯಲ್ ಎಸ್‌ಟೇಟ್ ಪ್ರತಿನಿಧಿಗಳ ಮನವಿಯನ್ನು ಅಧರಿಸಿ ಅಂತಹವರ ಭೂಮಿಗಳನ್ನು ಉಳಿಸುವ ಸಲುವಾಗಿ ರಸ್ತೆಯ ಜೋಡಣೆಯನ್ನು ಬದಲಾಯಿಸಲಾಗಿದೆ ಎಂದರು. ಇದಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ ಅವರು ಹಲವಾರು ಆಕ್ಷೇಪಣೆಗಳನ್ನು ಸಲ್ಲಿಸಿದ್ದಾರೆ ಮತ್ತು ಇಲ್ಲಿಯವರೆಗೂ ಯಾವುದೇ ಉತ್ತರವನ್ನು ಸ್ವೀಕರಿಸಿಲ್ಲ ಎಂದರು.

ನಂತರ ಇದುವ ವರದಿಯು ಅವೈಜ್ಞಾನಿಕವಾಗಿದೆ ಮತ್ತು ತೆರವುಗೊಳಿಸಲು ಪ್ರಸ್ತಾಪಿಸಲಾದ ಗ್ರಾಮವಾರು ಮರಗಳ ಸಂಖ್ಯೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಮುನ್ನೂಚನೆಯನ್ನು ನೀಡಬೇಕಾಗಿದೆ, ಇದರಿಂದಾಗಿ ಜನರು ತಮ್ಮ ಜಮೀನುಗಳಲ್ಲಿ ಎಷ್ಟು ಮರಗಳು ಕಳೆದುಕೊಳ್ಳುತ್ತಿದ್ದಾರೆ ಎಂಬುದು ತಿಳಿಯುತ್ತದೆ ಎಂದು ಮಾಹಿತಿ ನೀಡಿದರು. ನನ್ನ ಮನೆ ಮೊದಲನೇ ರಸ್ತೆ ಜೋಡಣೆಯ ಪ್ರಕಾರ 13 ಖ. ತೆರವುಗೊಳಿಸುವ ಅವಶ್ಯಕತೆಯಿತ್ತು, ಆದರೆ ಪ್ರಸ್ತುತ ರಸ್ತೆ ಜೋಡಣೆಯ ಪ್ರಕಾರ ಸಂಪೂರ್ಣ ಮನೆ ಕಳೆದುಕೊಳ್ಳುವುದಾಗಿ ಮಾಹಿತಿ ನೀಡಿದರು. ಮರಗಳ ಎಣಿಕೆ ಸಲಿಯಾಲಿ ಮಾಹಿತಿ ಮತ್ತು ಇದರ ಬಗ್ಗೆ ಮತ್ತೊಮ್ಮೆ ಅಧ್ಯಯನಗಳನ್ನು ಕೈಗೊಂಡು ವರದಿ ಸಿದ್ಧಪಡಿಸಬೇಕು ಎಂದು ಕೇಳಿಕೊಂಡರು. ಸುಮಾರು 70000 ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸುವ ಅವಶ್ಯಕತೆಯಿದೆ ಮತ್ತು ಈ ಕನ್ಸ್ಟ್ರೆಂಟ್ಸ್ ಜಿಕೆಜಿಕೆ ಯಲ್ಲಿ ಓದುತ್ತಿರುವ ವಿದ್ಯಾರ್ಥಿಗಳನ್ನು ಕರೆಸಿ ಮರಗಳ ಎಣಿಕೆ ಮಾಡಿಸಿದ್ದಾರೆ ಇದನ್ನೂ ಕೂಡ ಸಲಿಯಾಲಿ ಮಾಹಿತಿರುವುದಿಲ್ಲ ಎಂದರು. ಈ ಯೋಜನೆ ಬಗ್ಗೆ ನಮ್ಮದೇನು ಅಭ್ಯಂತರವಿಲ್ಲ. ಆದರೆ ಮತ್ತೊಂದು ಸಭೆ ನಡೆಸಿ ಎಲ್ಲಾ ರೈತರು ಮತ್ತು ಬಾಧಿತರನ್ನು ಆಹ್ವಾನಿಸಿ, ವೈಜ್ಞಾನಿಕವಾಗಿ ಚರ್ಚೆ ಮಾಡಿ ತೀರ್ಮಾನ ತೆಗೆದುಕೊಳ್ಳಬೇಕು ಎಂದು ಒತ್ತಾಯಿಸಿದರು.

#### 10. ರಘು, ಹುಸ್ಸೂರು

ಯಾವುದೇ ಒಂದು ಯೋಜನೆಯನ್ನು ಅತ್ಯಂತ ಹೊಂದಿಕೊಂಡು ಮಾಡಬೇಕು ಎಂದು ಮಾಹಿತಿ ಖಂಡಿತ ಅದನ್ನು ಯಶಸ್ವಿಯಾಗಿ ನಡೆಸಬಹುದು. ಕೋವಿಡ್ ಬಂತು ಅಂತಾ ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಯ ಭೂಸ್ವಾಧೀನ ಪರಿಹಾರಗಳ ಸಂಬಂಧ ರೈತರು ಮಾಡುತ್ತಿದ್ದ ಆಹೋ ರಾತ್ರಿ ದರಣಿಗಳನ್ನು ಜನವಲಯಲ್ಲಿ ಕೈಬಿಟ್ಟರು. ನಮಗೆ ಮತ್ತು ಎನ್‌ಜಿಒ ಗೆ ಯಾವುದೇ ಸಂಬಂಧವಿಲ್ಲ ಈ ಯೋಜನೆಗೆ ರೈತರು 15 ವರ್ಷಗಳಿಂದ ಒಪ್ಪಿಗೆ ಕೊಟ್ಟರು ಸಹಾ ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದವರಿಗೆ ರಸ್ತೆ ಮಾಡಲಾಗಲಿಲ್ಲ ಈಗಲೂ ರೈತರು ಈ ಯೋಜನೆಯ ಪರಿಹಾರಿಯೇ ಇದ್ದಾರೆ ಹಾಗೂ ನೀವು ಮುಂದಿನ 15-20 ದಿನಗಳ ಒಳಗೆ ಭೂ ಸ್ವಾಧೀನದ ಪರಿಹಾರಗಳ ಕುರಿತಾಗಿ ಚರ್ಚೆ ಮಾಡಿ ಅಂತಿಮಗೊಳಿಸಬೇಕು. ಇಲ್ಲದಿದ್ದರೆ ರೈತರು ಮುಂದೆ ಈ ಯೋಜನೆಗೆ ಅಸಹಕಾರ ಮಾಡಲು ಸಿದ್ಧರಾಗುತ್ತಾರೆ ಎಂದರು.

#### 11. ಜನೇಶ್ ಕುಮಾರ್, ಯಲಹಂಕ

ಇವರು ಯೋಜನೆಯನ್ನು ಸ್ವಾಗತಿಸಿದರು ಮತ್ತು ಪ್ರಸ್ತಾಪಿತ ಪಿಆರ್‌ಆರ್ ರಸ್ತೆ ಜೋಡಣೆಗೆ ಹೊಂದಿಕೊಂಡ ಪ್ರದೇಶವನ್ನು ಎರಡು ಪಟ್ಟಿ ಪ್ರಿಯಂ ವಾಣಿಜ್ಯ ಪ್ರದೇಶವೆಂದು ಸರ್ಕಾರ 2016 ರಲ್ಲಿ ಆದೇಶ ಹೊರಡಿಸಿತ್ತು. ಹಸಿರು ವಲಯವನ್ನು ರಸ್ತೆ ಅಂಚಿಗೆ ಯೋಜಿಸಲಾಗಿದೆ ಮತ್ತು ನಂತರದ ಹಂತಗಳಲ್ಲಿ ಖಾಸಗಿ ಅಸ್ತಿಗಳು ಇರುವುದರಿಂದ ಮುಂದೆ ಈ ಹಸಿರು ವಲಯವನ್ನು ಒತ್ತುವಲಿ ಮಾಡಿಕೊಳ್ಳುವ ಸಾಧ್ಯತೆಗಳಿವೆ, ಇದರಿಂದಾಗಿ ಹಸಿರುವಲಯವನ್ನು ಉಳಿಸಿಕೊಳ್ಳಲು ಕಷ್ಟನಾಧ್ಯ ಎಂದರು. ಆದ್ದರಿಂದ ಮುಖ್ಯ ವಾಹನಮಾರ್ಗ ಮತ್ತು ಸರ್ವಿಸ್ ರಸ್ತೆಗಳ ನಡುವೆ ಹಸಿರು ವಲಯವನ್ನು ಮಾಡಿದರೆ ಮಾತ್ರ ಹಸಿರುವಲಯವನ್ನು ಉಳಿಸಿಕೊಳ್ಳುವ ಸಾಧ್ಯತೆ ಇರುತ್ತದೆ ಎಂದು ತಿಳಿಸಿದರು. 100 ಖ. RoW ನ ಒಳಗೆ ಯಾವುದೇ ಪಾರ್ಕಿಂಗ್ ಸ್ಥಳಗಳನ್ನು ಯೋಜಿಸಲಾಗಿಲ್ಲ. ಸಾರ್ವಜನಿಕರು ತಮ್ಮ ವಾಹನಗಳನ್ನು ರಸ್ತೆಯಲ್ಲಿಯೇ ಪಾರ್ಕಿಂಗ್ ಮಾಡುವುದರಿಂದ ರಸ್ತೆ ಸದುಪಯೋಗ ಕಡಿಮೆಯಾಗುತ್ತದೆ. ಆದ್ದರಿಂದ ಪಾರ್ಕಿಂಗ್ ಸ್ಥಳಕ್ಕಾಗಿ ಸರ್ವಿಸ್ ರಸ್ತೆಯ ಅಗಲವನ್ನು ಹೆಚ್ಚಿಸುವಂತೆ ಕೋರಿದರು ಮತ್ತು ಇದರಿಂದಾಗಿ ವಾಯುಮಾಲಿನ್ಯ ಕಡಿಮೆಯಾಗುತ್ತದೆ ಎಂದು ತಿಳಿಸಿದರು. ಹಾಗೂ ತಮ್ಮ ವೈಯಕ್ತಿಕ ಆಕ್ಷೇಪಣೆಗಳನ್ನು ಅಜತವಾಲಿಯೂ ಸಲ್ಲಿಸುವುದಾಗಿ ಮಾಹಿತಿ ನೀಡಿದರು.









ಪ್ರಶ್ನೆಗಳು/ಕಾಳಜಿಗಳು/ಸಲಹೆಗಳನ್ನು ಹಂಚಿಕೊಳ್ಳಲು ಪ್ರತ್ಯೇಕ ಇ-ಮೇಲ್ ಐಡಿ ತಕ್ಷಣವೇ ನೀಡಬೇಕೆಂದು ಕೋರಿದರು.

#### 14. ಶ್ರೀ. ರಾಜನ್, ವೆಂಕಟಾಲ

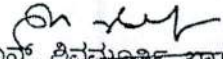
ಇವರು 2005 ಲಿಂದ ನಾನು ಈ ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಯ ಬಾಡಿತ ಎಂದು ತಿಳಿಸಿದರು. ಮೊದಲನೆಯದಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿರವರಿಗೆ ಈ ಪಲನರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಆಯೋಜಿಸಿರುವ ಕುರಿತು ಧನ್ಯವಾದಗಳನ್ನು ತಿಳಿಸಿದರು. ಆದರೆ ಈ ಕೋವಿಡ್-19 ಸಂದರ್ಭದಲ್ಲಿ 50 ಜನ ಮೇಲ್ವಿಚಾರಣೆ ಸಭೆ ಸೇರಲು ಕಾನೂನಿನಡಿ ಅವಕಾಶವಿಲ್ಲ ಅದರ ನಿವೃತ್ತಿ ನಿಯಮಗಳನ್ನು ಉಲ್ಲಂಘನೆ ಮಾಡಿ 50 ಕ್ಕೂ ಹೆಚ್ಚು ಜನರನ್ನು ಸೇರಿಸಿ ಸಭೆಯನ್ನು ಆಯೋಜಿಸಿದ್ದೀರಿ ಎಂದು. ಮತ್ತು ಈ ಪಲನರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ಕುರಿತು ದಿನಪತ್ರಿಕೆಗಳು ಸಾರ್ವಜನಿಕರನ್ನು ತಪ್ಪು ದಾರಿಗೆ ಎಳೆದಿದೆ. ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಯ ಮುಖ್ಯ ಉದ್ದೇಶ ಸಂಚಾರದಟ್ಟಣೆಯನ್ನು ಕಡಿಮೆಮಾಡುವುದು ಆದರೆ ಹೆಚ್ಚುಕಡ ಲಿಂಗ ರಸ್ತೆಯನ್ನು ಮಾಡುವಾಗ ಎಷ್ಟು ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಿದ್ದೀರಾ ಮತ್ತು ಅದಕ್ಕೆ ಪರಿಹಾರವಾಗಿ ಎಷ್ಟು ಮರಗಳನ್ನು ನೆಟ್ಟಿದ್ದೀರಾ ಎಂದು ಕೇಳಿದರು. ಹಾಗಾಗಿ ಮರು ನೆಡುವಿಕೆಯನ್ನು ಕಟ್ಟುನಿಟ್ಟಾಗಿ ಕೈಗೊಳ್ಳಬೇಕೆಂದು ವಿನಂತಿಸಿಕೊಂಡರು. ಪ್ರಸ್ತುತದಲ್ಲಿ ಬೆಂಗಳೂರಿನ ಎಲ್ಲಾ ರಸ್ತೆಗಳು ಅಗಲವನ್ನು ಮಾಡುತ್ತಿದ್ದಾರೆ ಉದಾ: ಜಕ್ಕೂರು ರಸ್ತೆ, ದೊಡ್ಡಬಳ್ಳಾಪುರ ರಸ್ತೆ ಇಂತಹ ರಸ್ತೆಗಳಿದ್ದು, ಇಲ್ಲೆಲ್ಲಾ 2 ಲೇನ್ ರಸ್ತೆಗಳಾಗಿವೆ. ಹೀಗಿರುವಾಗ ಏತಕ್ಕಾಗಿ ಈ ಪಿಆರ್‌ಆರ್ ನ ರಸ್ತೆ ಅವಶ್ಯಕತೆಯಿದೆ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು. ಯೋಜನೆಯನ್ನು ಮಾಡಿ ಆದರೆ ಮೊದಲು ಭೂಸ್ವಾಧೀನವನ್ನು ಮಾಡಿ ಅದಕ್ಕೆ ಸೂಕ್ತ ಪರಿಹಾರಗಳನ್ನು ಕಲ್ಪಿಸಿಕೊಟ್ಟು ನಂತರ ಯೋಜನೆಯನ್ನು ಕಾರ್ಯಗತಗೊಳಿಸಿ. 1984 ರ ಭೂಸ್ವಾಧೀನ ಕಾಯ್ದೆಯ ಪ್ರಕಾರ ಪ್ರಕ್ರಿಯೆಯನ್ನು 5 ವರ್ಷಗಳಲ್ಲಿ ಪೂರ್ಣಗೊಳಿಸಬೇಕಾಗಿತ್ತು. ಆದರೆ ಈಗ 15 ವರ್ಷಗಳಾಗಿವೆ. 2014 ರಲ್ಲಿ ಈ ಯೋಜನೆಯು ಪೂರ್ಣಗೊಳ್ಳುತ್ತದೆ ಎಂದರು ಆದರೆ ಇದುವರೆಗೂ ಭೂಸ್ವಾಧೀನ ಪ್ರಕ್ರಿಯೆಯನ್ನು ಸಹಾ ಮಾಡಿಲ್ಲ ಈ ತರಹದ ವಿಳಂಬದಿಂದ ಯಾರಿಗೆ ಲಾಭ ಇದರ ಮೇಲೆ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯು ಕ್ರಮ ಕೈಗೊಳ್ಳಬೇಕು. ಈಗಾಗಲೇ ಜಿಎಂ ಮೇಲೆ 50ಕ್ಕೂ ಹೆಚ್ಚು ಪಲನರ ಸಂಬಂಧ ಕೇಸುಗಳಿವೆ ಆದರೆ ಇವುಗಳ ಬಗ್ಗೆ ಜಿಎಂ ಯಾವುದಕ್ಕೂ ಉತ್ತರ ನೀಡಿಲ್ಲ. ಈಗಾಗಲೇ ಬೆಂಗಳೂರು ಅಂತರರಾಷ್ಟ್ರೀಯ ವಿಮಾನ ನಿಲ್ದಾಣಕ್ಕೆ ಉತ್ತಮ ರಸ್ತೆ ಸಂಪರ್ಕಗಳಿವೆ ಉದಾ: ನೆಲಮಂಗಲ ರಸ್ತೆ. ಮೊದಲು ದೊಡ್ಡಬಳ್ಳಾಪುರ ರಸ್ತೆ ಮಾಡುವಾಗ ಅದೆಷ್ಟೋ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಲಾಗಿದೆ. ದೇವನಹಳ್ಳಿ ರಸ್ತೆಯನ್ನು ತಲುಪಲು ಪಿಆರ್‌ಆರ್ ರಸ್ತೆ ಮೂಲಕ ಹೋಗಬೇಕಾದ ಅವಶ್ಯಕತೆಯಿಲ್ಲ. ಹಾಗಿದ್ದ ಮೇಲೆ ಏಕೆ ಪಿಆರ್‌ಆರ್ ರಸ್ತೆ ಬೇಕಿದೆ. ನಿಮಗೆ ಸಂಚಾರ ದಟ್ಟಣೆ ಕಡಿಮೆ ಮಾಡಬೇಕೆಂದರೆ ದಾಬಸ್‌ಪೇಟೆಯಿಂದ ದೊಡ್ಡಬಳ್ಳಾಪುರದಿಂದ ದೇವನಹಳ್ಳಿಗೆ ನಂತರ ಹೊಸಕೋಟೆಯಿಂದ ಹೊಸೂರಿಗೆ ರಸ್ತೆಯನ್ನು ಮಾಡಿ. ಈಗಾಗಲೇ ಎಷ್ಟೋ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಿರುವುದರಿಂದ ನಮಗೆ ದಿನದಿನೇ ಸಮಸ್ಯೆಗಳು ಹೆಚ್ಚಾಗುತ್ತಿವೆ. ಇದರಿಂದ ಪಲನರ ಮಾನ್ಯ ಹೆಚ್ಚಾಗುತ್ತದೆ ಅದರಿಂದ ಇಡೀ ವಿಶ್ವವು ಇದರ ದುಷ್ಪರಿಣಾಮವನ್ನು ಎದುರಿಸುತ್ತಿದೆ. ಹಾಗಾಗಿ ನಾನು ಈ ಯೋಜನೆಯನ್ನು ಸಂಸರ್ಗವಾಗಿ ನಿರೋಧಿಸುತ್ತೇನೆ. ಯೋಜನೆ ಮಾಡುವುದಾದರೆ ಮಾಡಿ, ಅಭಿವೃದ್ಧಿಗೊಳಿಸಿ ಆದರೆ ಏನೇ ಹೇಳಿದರು ಸಲಿಯಾದ ಲೀಡಿಯಲ್ಲಿ ಹೇಳಿ ಇಷ್ಟೇ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸುತ್ತೇವೆ ಎಂದು ಹೇಳಿ ಬಹು ಒಂದೊಂದು ಕಡೆ ಒಂದೊಂದು ಲೀಡಿಯಲ್ಲಿ ಹೇಳುತ್ತಿರಾ ಎಂದರು. ಸಂಚಾರದಟ್ಟಣೆ ಎಲ್ಲ ಜಾಸ್ತಿಯಾಗಿದೆ ಒಂದು ವೇಳೆ ಆದರೂ ಈಗಿರುವ ರಸ್ತೆಗಳನ್ನು ದೊಡ್ಡಬಳ್ಳಾಪುರ ದೇವನಹಳ್ಳಿ ದಾಬಸ್‌ಪೇಟೆ ಹೊಸಕೋಟೆ ಮತ್ತು ಹೊಸೂರು ರಸ್ತೆಗಳನ್ನು ಅಭಿವೃದ್ಧಿಗೊಳಿಸಿದರೆ ಇದರಿಂದ ಸಂಚಾರದಟ್ಟಣೆಯು ಕಡಿಮೆಯಾಗುತ್ತದೆ ಮತ್ತು ಅಭಿವೃದ್ಧಿಯು ಸಹಾ ಆಗುತ್ತದೆ. ರಸ್ತೆಯನ್ನು ಅಗಲ ಮಾಡುವುದು ನಮಗೆ ಬೇಕಾಗಿಲ್ಲ ಭಾರತದಲ್ಲಿ ಎಲ್ಲೆಯಾದರೂ 100 ಮೀ.ಗಳ ರಸ್ತೆಯನ್ನು ನೋಡಿದ್ದೀರಾ ರಸ್ತೆ ಮಾಡಿದರೆ 2 ಲೇನ್ ಮಾಡಿ ಅಷ್ಟೇ ಹೊರೆತು 100 ಮೀ. ರಸ್ತೆಯು ಅವಶ್ಯಕತೆಯಿಲ್ಲ. ಹೊಸೂರು ರಸ್ತೆಯನ್ನು ತೆಗೆದುಕೊಂಡರೂ ಅದು 100 ಮೀ ಇಲ್ಲ. ರಸ್ತೆ ಮಧ್ಯದಲ್ಲಿ 20 ಲಿಂದ 30 ಅಡಿ ಜಾಗವನ್ನು ಜಡುವುದು ಕೂಡಾ ಅವಶ್ಯಕತೆಯಿಲ್ಲ. ಈ ರಸ್ತೆಯನ್ನು ಆಗಲೇ ಮಾಡಿದರೆ 550 ಕೋಟಿಯಾಗುತ್ತಿತ್ತು ಆದರೆ ಈಗ 15 ವರ್ಷಗಳ ನಂತರ 15100





ಕೋಟಗಲಾವೆ. ಅಭಿವೃದ್ಧಿಯನ್ನು ನಾವು ಬೆಂಬಲಿಸುತ್ತೇವೆ ಅದು ಬೆಂಗಳೂರು, ಕರ್ನಾಟಕ ಅಥವಾ ಭಾರತದಲ್ಲ ಎಲ್ಲೆ ಆಗಲಿ, ಅದರ ಮರಗಲ ಮಾರಣಕೋಮದ ಮೇಲೆ ಅಲ್ಲಾ ಮತ್ತು ಯೋಜನೆಯನ್ನು ಖಲಂಭ ಮಾಡಿದರೆ ಇದಲಂದ ಸಾಕಷ್ಟು ರೈತರು ಹಾಗೂ ಸಾರ್ವಜನಿಕರು ಸಂಕಷ್ಟಕ್ಕೆ ಸಲುಲಿಕೊಳ್ಳುತ್ತಾರೆ ಎಂದು ತಿಳಿಸಿದರು. ಲಂಗ್ ರೋಡ್ ವೃತ್ತಾಕಾರದಲ್ಲ ಇಲ್ಲವೆ ಇಲ್ಲ. ಯಲಹಂಕಲಂದ ಹೆಬ್ಬಾಳದವರೆಗೆ 8.0ಕಿ.ಖೀ ಇದೆ ಇದಲಂದ ಲಂಗ್ ರೋಡ್‌ನ ಉಪಯೋಗವೇನು ಎಂದು ಹೇಳಿದರು. ಲಂಗ್ ರೋಡ್‌ನ್ನು ವ್ಯವಸ್ಥಿತವಾದ ಲೀತಿಯಲ್ಲ ಮಾಡಿ ಅದರ ಬೇರೊಬ್ಬರ ವ್ಯಯಕ್ತಿಕ ಹಿತಕ್ಕೂ ಮಾಡಬೇಡಿ. ಯಾವುದೇ ಯೋಜನೆಯನ್ನು ಬೇಗ ಮುಗಿಸಿದಲ್ಲ ಯೋಜನಾ ವೆಚ್ಚಗಲನ್ನು ಕಡಿಮೆ ಮಾಡಬಹುದಾಗಿದೆ. ಕೇಗಾಗಲೇ ರಸ್ತೆಗಲು ಅಭಿವೃದ್ಧಿಯಾಗಿವೆ ಅದಕ್ಕೂ ಅನೇಕ ದೊಡ್ಡ ದೊಡ್ಡ ಮರಗಲನ್ನು ತೆರವುಗೊಳಿಸಿಡ್ಡಿರಾ ಮತ್ತು ದಾಬಸ್‌ಪೇಟೆ ರಸ್ತೆಯು ಕೂಡಾ ದುರಸ್ತಿಯಾಗುತ್ತಿದೆ ಹಾಗೂ ಪಿಆರ್‌ಆರ್ ರಸ್ತೆಯ ಅವಶ್ಯಕತೆಯಿರುವುದಿಲ್ಲ, ಎಂದರು.

ಶ್ರೀ. ಸಿ. ಸಿದ್ದರಾಮಯ್ಯ , ಹಿಲಿಯ ಪಲಿಸರ ಅಧಿಕಾಲಿಗಲು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಲ ರವರು ಮಾತನಾಡುತ್ತಾ, ಇಂದಿನ ಸಭೆಯ ಸಲಹೆ / ತಕರಾರುಗಲನ್ನು ನಡಾವಳಿಗಲ ರೂಪದಲ್ಲ, ರಾಜ್ಯ ಪಲಿಸರ ಅಘಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಮುಂದಿನ ಕ್ರಮಕ್ಕೆ ಕಲುಹಿಸಲಾಗುವುದೆಂದು ತಿಳಿಸಿದರು. ಮುಂದುವರೆದು, ಕೇ ಸಾರ್ವಜನಿಕ ಸಭೆಯಲ್ಲದೆ ವರ್ಕುಯಲ್ ವೆಬಿನಾರ್ ಮುಖಾಂತರ ಕೂಡ ಮತ್ತೊಮ್ಮೆ ಸಭೆ ಕರೆದು ಎಲ್ಲಾ ಪಾಲುದಾರರಲಿಗೆ ಅವಕಾಶ ನೀಡಿ ಚರ್ಚಿಸಲಾಗುವುದು ಎಂದು ಸಹಾ ತಿಳಿಸಲಾಯಿತು ಹಾಗೂ ಸಭೆಯಲ್ಲ ಹಾಜರಾದ ಎಲ್ಲರೂ ಧನ್ಯವಾದಗಲನ್ನು ತಿಳಿಸಿ ಸಭೆಯನ್ನು ಮುಕ್ತಾಯಗೊಳಿಸಲಾಯಿತು.

  
 (ಜಿ. ಎನ್. ಶಿವಮೂರ್ತಿ, ಭಾ.ಆ.ಸೇ)  
 ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾಲಿಗಲು ಮತ್ತು  
 ಅಧ್ಯಕ್ಷರು, ಪಲಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆ  
 ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಕರ್ನಾಟಕ

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**COMPLIANCE TO PROCEEDINGS OF  
ENVIRONMENTAL PUBLIC HEARING HELD ON  
18.08.2020**



**COMPLIANCE TO THE PROCEEDINGS OF THE ENVIRONMENTAL PUBLIC HEARING  
HELD ON 18.08.2020.**

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1. *Shri. Sibgath, Bidarahalli*

*He desired to know about the proposed number and locations of the toll plazas throughout the alignment and whether the width of the toll plaza is exactly the width of RoW or it may exceed the width of RoW.*

**Compliance:**

***Dr. Shantha Rajanna, Engineer Member, BDA clarified that a total of 17 toll plazas are proposed and the proposed PRR is crossing seven major cross junction roads, two toll plazas were planned at each intersection at the entry and exit locations. These toll plazas were planned close to the major intersections nearly for about 100 m distance where there are availability of land.***

2. *Shri. B. C. Venugopal, Bengaluru*

*He requested the Finance Department of Government of Karnataka to avail Central assistance for implementation of the project and make a separate budget provision for the same. He expressed that the project is good for the present generation especially the children of our nation where we are very difficult to find a country who are opposing our knowledge so that the Bangalore is Centrally placed for developing our nation. He also suggested to make provision in the budget to implement the project in a time bound manner. He also suggested to involve the Indian Training Institute (ITI) as the part of Corporate Social Responsibility (CSR) activities and making use of the timber/wood of the removed trees for making use of furniture required for the Govt. Schools.*

**Compliance:**

***Positive response. All the suggestions will be incorporated in the project.***

3. *Shri. S. K. Vijaykumar, Doddaballapura*

*Firstly, he expressed that, paper advertisement has been given for conducting Environmental Public hearing. He stated that, in the said paper notification, list of 16 places of availability of project documents as per EIA Notification has been given totaling to 90 offices which includes Gram Panchayaths, ward offices, municipal councils, etc. His contention is how many of these officers are present today for the public hearing since they are the actual implementers and operators of the project. He stated that they will call for the meeting, we came and went but who will monitor and implement the project? Local people and offices are responsible. The road length is 65.50 km but here not even 60 people attended the public hearing. Hosur road is nearly 30 Km from this place. If the local people are not aware of the public hearing, then there is no point in conducting this public*



hearing also. If the project authorities are already decided to implement, then they will do it anyway irrespective of defects and illegalities.

Secondly, he expressed that, the public hearing has been conducted as per EIA notification, 2006 but there is no guidelines/ notification available. He urged that, it is not sufficient that only implementing agencies understand the EIA Notification but public should also understand. Project authorities informed that the documents are annexed and available but he stated that he has taken from the website. There is no mention of EIA Notification, 2006 anywhere else in the project documents. He expressed that, as per the presentation, the earlier EC was stayed by the NGT due to deficiency in the earlier EIA report and directed to prepare the fresh EIA studies. It was informed that, the same was appealed before the Hon'ble Supreme Court by the BDA. As per the Paper Notification, it was mentioned that, 'in view of the above and the project authority request letter', as per my knowledge, the project proponent request letter was not available. The date of public hearing should be announced by KSPCB within 7 days from the date of submission of request letter. He stated that, in the said paper notification, the Regional Office, KSPCB, Yalahanka (Byatarayanapura) letter dated 03.07.2020 was not available and the Deputy Commissioner, Bengaluru (Urban District) letter No. MAH(4)CR/11/2020-21 dated 30.06.2020 was also not available. The communication details between project proponent and Regional Office, KSPCB were not made available to the public. The date of public hearing notification in newspaper was 17.07.2020 but the date on the article is given as 13.07.2020 which means the paper notification would have been published based on the latest communication dt: 03.07.2020 which is impossible. The project authority will submit a request letter to Pollution Control Board and the Pollution Control Board then approach the Deputy Commissioner regarding the public hearing informing that the meeting should be conducted under the Chairmanship of the Deputy Commissioner. But the date of KSPCB letter dt: 03.07.2020 and the Deputy Commissioner letter dt: 30.06.2020 does not relate to each other. He is not sure of the procedure involved since the details were not available. He informed that all the relevant communications details could have also been provided and that there is no harm in making the provision of the availability of the details.

As per the public hearing notification the Environmental Clearance (EC) for the project was already obtained in 2014. Then the Hon'ble NGT directed the BDA to carry out fresh EIA studies and further, BDA challenged the orders of the Hon'ble NGT before the Hon'ble Supreme Court stating that all the facts given in EIA report are correct and the orders of the Hon'ble NGT is not applicable which means that there is a case at the Hon'ble Supreme Court and what happened before the case and what happens after the case is considered to be significant. As stated by the project authority, before the issue of Judgement from Hon'ble Supreme Court, submitted a letter to Member Secretary, SEIAA, Karnataka on 12.11.2019 for the development of Eight Lane Peripheral Ring Road stating that the case pertaining to the project is pending at the Supreme Court and without prejudice to the appeal filed by the BDA in the Apex Court in the aforementioned SLP No. 2566/2019 BDA has initiated to conduct fresh EIA studies appointing consultant through tender to obtain fresh Environmental Clearance. As per the Appendix-1 of the submitted online application, the project has been considered as Category 'B' project and in Sl.No. 14 - "Is there any court order to consider the project under Category A?"; the proponent has answered 'Yes' along with Annexure uploaded Court Order. He stated that the project authority themselves agreed that there is court order to consider



the project as 'A' category nevertheless applied the application as 'B' category. Further in Sl. No. 9 of the application, the Schedule has been mentioned as '7(f)- Highways' and as per the EIA Notification, 2006 when asked if "the project attracts General conditions if yes please specify", the project authority says 'No'. Further in the same application when asked about 'areas already subjected to pollution and environmental damage' the project authority says Jigani- Bommasandra Industrial area located at a distance of 4 km from the project alignment notified by CEPI Programme by CPCB and similarly, when asked about 'areas which are important or sensitive for ecological reasons', the project authority says Puttenahalli Lake Birds Conservation Reserve located at a distance of 1.43 Km from the proposed project alignment and the project location toposheet Nos. 57G/12, 57H/9 is also a part of the Thippagondanahalli Reservoir Catchment area notification where Kumudavathy and Arkavathy Catchments exists and Bannerghatta National Park also exists. However, the project authority says the General Conditions are not applicable even upon the existence of all these sensitive areas. This means the application submitted is false misleading everyone by covering the true facts.

Further, it was said that the online application was submitted on 12.11.2019 and fresh EIA studies were conducted. Meanwhile, the Hon'ble Supreme Court issues its judgement on 17.03.2020 along with several Directions. The project proponent says they have submitted the application for diversion of forest land on 08.06.2020 and as informed earlier the BDA has submitted the request letter to KSPCB on 03.07.2020, requested Deputy Commissioner to conduct Public Hearing, published paper notification on 17.07.2020 and today the Public Hearing is being conducted on 18.08.2020 within 30 days where we have been gathered and the meeting is being conducted.

As per the details available in the KSPCB website, in Annexure-4 Civil Appeal No. 2566/2019 they have given only 4 pages involving only Directions which is actually 69 pages. The section J. Directions of the Supreme Court Order says "bearing in mind the need to bring about a requisite balance, we propose to issue the following directions under Article 142 of the Constitution: i) the Appellant is directed to conduct a fresh rapid EIA for the proposed PRR project". As said earlier, BDA had submitted the application on 12.11.2019 when there is a case pending at Hon'ble Supreme Court may be accepted. Further as per the directions, "ii) the Appellant shall, for the purpose of conducting the rapid EIA, hire a sector specific accredited EIA consultant". In view of this, the EIA report involves a NABET sector specific certificate. He agrees that the studies have been conducted by sector specific accredited EIA Consultant and has followed the directions of Supreme Court. He also agrees that all the said details are given in the EIA report. In continuation to the Directions, "iii) The Appellant shall have due regard to the various deficiencies noted in the present judgement as well as ensure that additional precautions are taken to account for the prevailing state of environment". "iv) The Appellant shall ensure that the requisite clearance under various enactments have been obtained and submitted to the SEAC prior to the consideration by it of the information submitted by the appellant in accordance with the office memorandum issued by MoEF&CC from time to time". The Court has informed to submit the application to SEAC but the project authority has submitted the application to SEIAA. The Directions of the Hon'ble Supreme Court is final and has to be followed by everyone. He questioned if the project authority have submitted the application to SEAC. He stated that the project authority have submitted the earlier



permits lost their properties overnight due to the rules and regulations pertaining to the lake encroachment. As per the rules, 30 m buffer in all directions must be considered and hence, he informed to plan the project by considering 30 m buffer. He expressed that project authority have planned this even after knowing the regulations and that there is no use of planning CSR or CER activities for these lakes upon proposing flyovers. He insisted to shift the alignment and then plan for rejuvenation of lakes as part of CSR activities.

Shri. C. Siddaramaiah, Senior Environmental Officer, KSPCB informed Shri. S. K. Vijaykumar to talk only about environmental issues in brief and submit his objections / suggestions in writing regarding any violations of procedure/notifications, so that other participants can also get an opportunity to express their views.

Shri. S. K. Vijaykumar stated that he will conclude his views and leave. He apologized to the public stating that he concluded his views due to the request of the Panel. He expressed that the project authority will do anything to get the project approval and all the reports prepared are illegal and violation to the orders. The project authority have not approached the respective offices for obtaining requisite approvals. He expressed that the ToRs are not obtained as per the guidelines and is obtained from non-jurisdictional authority. The report has been prepared as the ToRs obtained from non-jurisdictional authority. He gave all his views in written format to KSPCB.

The Chairman of the Public Hearing and the Deputy Commissioner informed Shri. S. K. Vijaykumar that, some of the points shared by him is considerable and all the lacunas or faults shared must be given in written format. He also shared that a separate virtual conference will also be conducted on 03.09.2020 to express your views. He also shared that all the views shared are noted, recorded and will be taken into consideration. He Further, insisted that Shri. Vijaykumar participate in the virtual conference as the views shared are considerably significant and requested to give the details regarding the lapses in writing so that it will be considered. The public also requested to allow Shri. S. K. Vijaykumar to talk since his views are to be taken into consideration. The Deputy Commissioner once again informed that a separate meeting will be done regarding this and all his views are taken into consideration.

Shri. Vijaykumar shared that during the submission of application to SEIAA it was mentioned that 'as per the opinion of the advocate general of Karnataka without any prejudice to the appeal filed by BDA has initiated to conduct fresh EIA studies appointing consultant through tender to obtain fresh Environmental Clearance'; but the project authority did not share relevant details thereby misguiding everyone. He also stated that he has no objection towards the implementation of the project but questions the procedure adopted towards obtaining the approval. He also expressed that all the trees along Doddaballapur Road and Yelhanka Road has been removed which is unbearable. Further, the upcoming Nelamangala Doddaballapura road will also face the same fate. He stated that trees greater than his age are also proposed to be removed and said to maintain the quality of existing roads instead of proposing new roads. He also shared that in the report, the RoW is 100 m instead in a table showing bifurcation of 17 items such as gantry, cycle track, median, green space, etc. it is totaling to 113 m. The report also says that the project proponent will



complete the project implementation within 4 years (2014-2018). He further requested time for 15 days for submission of other views.

Shri. C. Siddaramaiah, Senior Environmental Officer, KSPCB further informed that the Chairman has given time to share the views/lapses and if the same is given in written format, the same will be added in the proceedings.

**Compliance:**

The Environmental Public Hearing has been conducted under the chairmanship of the Deputy Commissioner, Bengaluru Urban District. The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. The KSPCB further published about the Environmental Public Hearing and Virtual Public Hearing in the Kannada Daily newspaper "Kannada Prabha" and English Daily newspaper "Deccan Herald" on 17.07.2020 and 01.09.2020 respectively by inviting the responses orally/writing/e-mail to KSPCB/Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District from the concerned persons having plausible stake in the environmental aspects of the project or activity within 30 days from the date of publication of the paper notification. Further the Environmental Public Hearing was conducted on 18.08.2020 and subsequently Virtual Environmental Public Hearing were conducted on 23.09.2020.

BDA Vide letter dt: 18.06.2020 submitted the project documents to KSPCB and requested to conduct the Public Hearing. As per the EIA Notification, 2006 and its subsequent amendments, the EIA/EMP report along with Executive Summaries (English and Kannada) has to be made available for the public to obtain comments and suggestions and a paper notification informing the date and venue of the Environmental Public Hearing has to be made in the daily newspapers which has been complied. Further, it is not mandatory to make the communication between the project proponent and KSPCB, Regional Office available for public.

The Deputy Commissioner, Bengaluru Urban vide letter dt: 30.06.2020 informed the Member Secretary, KSPCB to conduct the Environmental Public Hearing on 18.08.2020. Further, the Environmental Officer, Regional Office, Yelahanka quoting the Deputy Commissioner, Bengaluru Urban letter requested the Member Secretary, KSPCB to conduct the Environmental Public Hearing on 18.08.2020 on 03.07.2020. In view of the above, request for paper notification informing the general public about the Environmental Public hearing was sent on 13.07.2020 and the same was published in daily newspapers on 17.07.2020. Further, details of the same will be provided upon request.

The application for obtaining ToRs was submitted on 13.11.2019 during which the said Supreme Court case (C.A.No.2566/2019) was still under scrutiny. However, as per the directions of Hon'ble NGT and without prejudice to the orders of the Hon'ble Supreme Court, fresh application was submitted to SEIAA for issue of ToRs for the project. Further, as per



*Clause J. 83 (IV & V) of the Supreme Court Judgement dt:17.03.2020, it was directed that the proponent submit the application to SEIAA/SEAC and obtain necessary clearances prior to the consideration for issue of Environmental Clearance.*

*As per the Hon'ble Supreme Court directions dt: 17.03.2020, the project qualifies under 7(f) of the EIA Notification, 2006 and its amendments and hence, 'General Conditions' are also applicable. Peenya Industrial Area and Jigani-Bommasandra Industrial Area which are notified as severely polluted area and critically polluted areas by CPCB are located at a distance of 3.4 Km and 4 km respectively from the proposed project alignment.*

*The proposed PRR project involves diversion of 7.91 Ha of forest land in Sy. No. 59 belonging to Jarakabandekaval RF and attracts the provisions of the Forest (Conservation) Act, 1980. Hence, application for diversion of forest land was submitted on 08.06.2020 in MOEF&CC online portal. Further, Jarakabandekaval RF does not fall under the category of Protected Areas.*

*Puttenahalli Bird Conservation Reserve is located at a distance of 1.49 km from the proposed PRR alignment. However, ESZ guidelines are not applicable for the Conservation Reserves. The details of requisite clearances to be obtained prior to the consideration by SEAC are explained in Section 1.4 of Chapter-1.*

*Further, a clarification regarding the categorization of the proposed project was submitted to MoEF&CC on 07.09.2020 and upon detailed discussions with the Director & Member Secretary, Expert Appraisal Committee (EAC), MoEF&CC it was informed that the Judgement of the Hon'ble Supreme Court stands viable.*

*The entire Supreme Court Judgement dt: 17.03.2020 consists 69 pages which would make the EIA/EMP report voluminous. However, the details of case number and judgement is given so that it can be referred on the online portal.*

*The project proponent agrees that there is change in forest land from 1.53 Ha (application) to 10.12 Ha (Draft EIA) and finally to 7.91 Ha (Forest clearance application) and change in no of trees proposed to be removed. The pre-feasibility report/application was prepared based on the secondary data available prior to the studies whereas, the purpose of baseline data collection is to analyze all the facts in detail and present it in EIA/EMP report. Factually correct data will be arrived upon detailed survey and analysis as part of baseline data collection.*

*Further, flyovers are proposed along 6 lakes to minimize the impact on lakes. Necessary precautionary measures will be ensured during construction phase as mentioned in Section-4.1.3 and 4.2.3 of Chapter-4. Necessary permission for the same will be obtained from the authority.*



**The median of the proposed project is 13 m which is further divided into open drain of 5 m and granular shoulder of 8 m. Further details of the other 16 components totaling to 100 m are given in Table 2.10 of Chapter-2. The EIA/EMP report has been prepared as the EIA Notification, 2006 and its subsequent amendments.**

4. *Smt. Reena Mahendra, Avalahalli*

*She expressed that Shri. Vijaykumar raised all the points that needed addressing and wanted to share only a few things. She requested to display the map being presented again and she informed that the proposed map of the alignment presented is incorrect and is not as per the Final PRR notification, 2007. Both starting points and ending points is incorrect so the first thing that needs to be established is that it is not an honest map. Second thing is that the Detailed project report is not uploaded neither in BDA website nor in KSPCB website. Any kind of the impact assessment that needs to be done for any project for that matter needs a proper DPR. Without a DPR what kind of assessment was done when nobody really knows where the road goes. Main point is of course that the people of Bangalore wanted to participate in the hearing and because of the COVID they were unable to make it today. Because some of the papers had mixed reports that it had been cancelled and some said its not there; so the people who have come is fine, the people who live close by have come and those who are far away wanted to participate have been denied an opportunity to come and speak their views. That is not how a public hearing should be done. Public hearing has been attended by people from all the corners. So the main thing is how can a Public Hearing be done without a DPR. She also requested somebody from the BDA or somebody from KSPCB explain the actual route. She also expressed that, as per the previous Final notification of 2006-07, 216 houses were proposed to be demolished, subsequently, 118 houses were added in the Second notification totaling to 300 houses. And now, in EIA report generated by the company, 1,451 structures have been marked for demolition. There is no list of the proposed structures to be demolished. There is no clarity on where these structures are located and a key issue for a lot of land losers over the past 15 years, nobody has specified as what amount has to be paid. As per the report it says it will be provided as guideline value of 2005-06. She is not sure that the land losers will agree to the 2005-06 rate in 2020 and clarification in that regard is essential. She also stated that everybody needs to know what they are loosing and what they are not loosing.*

**Compliance:**

**The maps and fresh EIA/EMP report has been prepared based on the Final Notification for Land acquisition issued by GoK on 29.06.2007. The proposed project has been under discussion since 2005 and several reports pertaining to the project has been released for the public reference since then. Hence, publishing the DPR prior to Environmental Public Hearing is not mandatory.**

**The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the BBMP with necessary precautionary measures such as**



*thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.*

*Considering the pandemic situation, a Virtual Public Hearing was also conducted on 23.09.2020 through Zoom platform, so that the public can participate in the meeting and give their submissions from their homes. The proposed PRR project is entirely in Bengaluru Urban District and the population are very familiar with smartphones, internet connections, data usage and online technology. The virtual Environmental Public Hearing was successfully conducted with more than 300 participants.*

*As per the preliminary topographical survey, about 1,451 structures has been recorded. Further details on the location of the structures will be given upon completion of Social Impact Assessment studies for the project. During which a separate consultation will again be held for obtaining public comments/suggestions.*

*The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.*

5. *Shri. Shrinivasa, Mavalipura*

*He expressed that, due to the misconception regarding the cancellation of Public hearing as published by few newspapers, many people were unable to attend the Public hearing. He expressed that there were 29 days protest against the PRR near BDA office towards deciding compensation for the land losers. He also informed that though the land is finalized before 16 years the compensation has to be fixed as per the present rates. He also questioned the reason for the delay in implementation of the project and requested that a separate study to be conducted to identify the land owners. He expressed that, many families were lost their lives in anticipation of compensation for the PRR and the Government did not bother about it. The project involves the technical details, flyovers over 6 lakes, etc. But the farmers are loosing nearly 1810 Acres of land and questioned why the authority have not made a study regarding this and the no. of families presently available. He stated that the report is unscientific. He expressed that the no. of farmers in this meeting is very less and the no. of official present is more. He also stated that several agricultural land, gomalas, forest land are being destroyed due to this project. He said that there are several farmers whose livelihood depends on agriculture and livestock. He also expressed that the project alignment is running across 'gomals' which are very important piece of lands for livestock grazing. Due to the land acquisition, there is no place for grazing activities for livestock. Detailed studies regarding these have not been made.*

*In 2006, when he got to know that 1 acre of his land will be acquired for PRR, he felt happy for the project. He stated that the public hearing has been called for discussing the environmental issues. He informed there is no significant benefit to the environment based on all these studies pertaining*



to environment, impacts, legal issues, reports. Today within the purview of BBMP there is a population of 1 Crore 30 Lakhs. In the Urban area within 1 km distance from the ring road there is a population of 30 Lakhs. He expressed that they are not ready to provide the land and they have also conducted protest and neither Government nor BDA have responded properly. At present ground water is not available at deepest lengths at Mavalipura and the water sources have been polluted. He expressed that the Environmental Impact Assessment Report has been prepared appropriately and appreciated it. He expressed that, in presentation, the project would reduce air pollution during operation phase. However, as per my opinion this would be true if it was implemented 15 years back. He also expressed that the Government is not implementing the MSW rules properly. He also expressed that the project is not useful to Environment and Public and hence it is requested to drop the project. This project has been planned based on the suitability of the real estate representatives.

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.**

**As per the preliminary topographical survey, the project requires 1,810 acres of land and about 1,451 structures has been recorded within the proposed RoW. Further details on the location of the structures will be given upon completion of Social Impact Assessment studies for the project which is a separate study pertaining to Land acquisition. During which a separate consultation will again be held for obtaining public comments/suggestions.**

**The proposed project requires acquisition of 733 Ha with Government land and Private land. PRR does involve diversion of Gomas and the proposed alignment has been planned so as to avoid the private land acquisition. Necessary measures or alternatives will be explored so as to avoid Gomas. Further, in such unavoidable situations, BDA in coordination with Department of Animal Husbandry & Veterinary Services, Govt. of Karnataka will create Goshalas for the benefit of livestock.**

6. *Shri. Shivakumar, Venkata Village*

*He expressed that some newspapers published that the public hearing has been postponed. Hence, many environmental activists could not attend the meeting. He questioned the project proponents and KSPCB regarding the cancellation of EPH for the project – an article published in newspaper on 18.08.2020. He expressed that the land losers of the project is in thousands and if two people from each family attend the meeting, the no. of participants in the meeting would have been more. He was clarified that the Member Secretary, KSPCB had given notification for conducting this meeting and if any cancellation/postponement of meeting should be notified by Member Secretary only. But, there is no such notification made by the Member Secretary regarding cancellation/postponement.*

**Compliance:**



*A paper notification would have been issued by the Member Secretary, KSPCB prior to the meeting if the Public Consultation was cancelled. But no such notifications were issued and the Public Consultation was held on 18.08.2020 with necessary precautionary measures keeping in view of the ongoing pandemic situation.*

7. *Shri. Naidu, Nagenahalli Village*

*He expressed the grief experienced by the Project Affected Persons pertaining to their land falling within the project alignment and informed that people purchase the lands in the alignment without any prior knowledge w.r.t the project alignment. He also informed that the project be planned in the outskirts of the Bangalore. He expressed his views regarding the non maintenance of the existing roads and lake encroachments. He also requested the proponents to drop the project. He also stated that this project has been planned based on the suitability of the real estate representatives and political representatives. Many people are not happy about the project and hence, it is best to drop the project. He also expressed that it is good if the project is implemented only if provision for suitable compensation for land losers is made available and the project has benefits if it is implemented in the outskirts of the City. In 2006, for the implementation of PRR the cost estimate was 33 Crores for 1 km, but it is doubled now. He also questioned that what is the necessity of this road when the state is in economic crisis. He insisted to change the assignment of the road to outskirts of the city since the present alignment passes through city area.*

**Compliance:**

***The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.***

8. *Shri. Naveen, Sheegihalli Village*

*He informed the officials that the PRR alignment is being changed continuously since 15 years. The alignment of the present proposal involves 50 to 200 m variation from the previous alignment. The land demarcation has not been carried out as per the alignment shown in the map provided under RTI. The people are not sure whose land falls within the project alignment. He informed that the officials finalize the exact alignment at the earliest.*

**Compliance:**

***Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval. Further, Social Impact Assessment studies are also under progress which upon completion will provide the information on finalization of the exact alignment.***



*The Chairman of the Environmental Public hearing Committee and Deputy Commissioner, Bengaluru Urban informed that every participant have shared their views and provided valid suggestions. The Chairman expressed that this meeting is not the final discussion pertaining to the project since it seems to be incomplete. Further, a provision of virtual conference involving participation from 150 people will be made on 03.09.2020 and people can further share their views during the conference and paper notifications pertaining to this will be published in daily newspapers.*

9. Shri. Shankar, Yelahanka

*He informed that BDA earlier planned the PRR with two Phases and now has been focusing upon only one phase involving integration of existing NICE Road. He also applied several cases against BDA pertaining to the PRR project since 2003. He also informed that the project alignment has been changed based on requests of the rich real estate representatives in order to save their lands. He has also submitted several objections pertaining to this and has not received any reply till date. He also said that the report is unscientific and prior notification has to be given pertaining to the village wise number of trees proposed to be removed so that people will know how many trees will be lost in their lands.*

*He further explained that as per the earlier notification he was about to loose 13 m of the land and as per the existing alignment he would loose his entire house. As per the studies conducted by the GKVK students along the alignment about 70,000 trees are proposed to be removed. He also stated that the tree enumeration has not been done properly and requested the authority to re-conduct the studies pertaining to tree removal.*

**Compliance:**

*Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval.*

*The tree enumeration has been carried out in the proposed PRR alignment as per the Final Notification dt: 29.06.2007 issued by Government of Karnataka. A total of 33,838 trees are recorded in the proposed RoW of PRR alignment. Chainage wise details of the trees are provided in the Annexure-15 of the EIA/EMP report.*

10. Shri. Raghu, Huskur Village

*He stated that due to COVID-19 situation, they ended the protest. There is no relation between the NGT order and our opinions. He also said that they have expressed their positive opinions towards the project 15 years earlier. But BDA was not able to implement the project till date. He requested the officials to finalize the land acquisition process and compensation within 15-20 days. If the process is delayed further, the farmers may not support the project in the future.*



**Compliance:**

**Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval. Further, Social Impact Assessment studies are also under progress which upon completion will provide the information on finalization of the exact alignment.**

11. **Shri. Jinesh Kumar, Yelahanka Village**

*He welcomed the project and informed that the area adjoining to the proposed PRR alignment will be declared commercial with twice the premium FAR. He also informed that the green space has been planned towards the edge of the alignment and in the later stages the green space in front of the private properties wont be retained. He, therefore requested to shift the green space between the main carriageway and service road so that it will be retained. He also expressed that no parking spaces within the 100 mm RoW has been planned and requested that the width of service road be altered for parking space thereby reducing the air pollution. He also informed that he will submit his personal objections in writing.*

**Compliance:**

**The proposed green space beyond the main carriageway and service roads was intended to reduce air and noise pollution due to the movement of vehicles and provide habitat to several birds and small mammals such as squirrels located in the adjacent agricultural lands. Provision of green space between main carriage way and service road will not serve its intended purpose of reduction in air and noise pollution and providing habitat. Besides maintenance of trees in between main carriage way and service road seems to be quite difficult considering all the above mentioned facts.**

**Necessary parking space will be provided alongside the proposed wayside amenities such as bus shelters, rest areas and toll plazas. However, the parking space pertaining to the commercial activities along the adjacent lands are to be decided by the respective land owners.**

12. **Shri. Sachin Meega, President Karnataka Kisan Congress**

*He expressed that removal of trees in such large number will lead to permanent damage. He stated that there is a huge difference in balancing the environment by replanting trees in the ratio 1:10 and destroying the existing environment permanently due to removal of trees. Farmers are not able to sell their lands since 15 years due to the project and delay in land acquisition process and providing compensation. The project alignment is being changed continuously and the area of the land to be acquired owned by a farmer has been increased. On behalf of the farmers, he requested*



BDA to prepare a new budget pertaining to the land acquisition and acquire the land as per the existing land acquisition notification norms similar to BMRCL metro project. He insisted to provide justice to the farmers and providing solutions to their problems.

**Compliance:**

**Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval.**

13. Shri. Vijay Nishanth, Member of Bio-diversity Management Committee, BBMP, Bengaluru

He expressed that many farmers and public were not able to attend the EPH due to misconception towards the newspaper article stating that the EPH has been cancelled and requested to re-conduct the EPH within the City limits so that everyone can attend the meeting. He supported the project but expressed his concerns pertaining to the replantation activities and requested to carry out the replantation activities as per the guidelines and set a model to the nation.

He also informed that a separate report be prepared and submitted regarding the impact of removal of 9,304 trees in the TG Halli Catchment area. He also questioned the authorities regarding conducting Public Consultation meeting during COVID-19 situation and wants postponed to January when the COVID-19 situation be under control. He also informed that many people would not be able to attend the meeting since they are in containment zones. He also recommended to plant indigenous plant species within the RoW and transplantation activities be carried out for tree species such as Aala and Arali within the RoW itself. He also requested to carry out 4 to 5 line tree plantation within the RoW.

He expressed that one of the main reason for not supporting such projects is that replantation activities are not being implemented properly especially in Metro project. According to IISc, the green space in the City has been reduced from 8% to 3%. As said by the farmers, it is impossible to recreate the greenbelt as per the existing environment. He stated that implementation of any project should be done with the consent of the public. He also requested that a separate e-mail ID be given to the public to share their queries/concerns/suggestions pertaining to the project.

**Compliance:**

**The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, a Virtual Public Hearing was also conducted on 23.09.2020 through Zoom platform, so that the public can participate in the meeting and give their submissions from their homes.**



**Plantation activities in the ratio of 1:10 will be done as per the guidelines of National Green Highways Policy, 2015. In addition to this, a separate studies pertaining to the removal of trees in T G Halli Catchment area will be ensured in the later studies. Further, tree species suitable to Agro climatic zone with characteristics such as pollution attenuation, higher growth rate, tolerant to extreme conditions, agro forestry, timber yielding, NTFPs, Fruiting, social and economic values will be selected for green belt development.**

**Tree plantation will be carried out in two rows within the available (5m x 2) green space as per the guidelines of National Green Highways Policy, 2015. The distance from embankment to RoW I will be 1m and distance between the trees will be 3 m. The distance from embankment to RoW II will be 4m and the distance between the trees in the Row II will be 6 m and the same will be maintained on the other side of the Road.**

14. Shri. Rajan, Venkatala Village

He said that he is a Project Affected Person since 2005. Firstly, he thanked the KSPCB for conducting the Public Hearing for the project. But during the COVID-19 situation gathering of more than 50 people is not allowed. However, the public hearing has been conducted with more than 50 people violating the rules. He also informed that the newspapers have mislead the public pertaining to the postponement of the Public Hearing. The main objective of the public hearing is to minimize the traffic congestion within the city. He questioned for the implementation of Hebbal Ring Road large number of trees were removed and those trees were not compensated by replantation activities. He requested that the Re-plantation of trees be carried out strictly. Presently, expansion of all existing roads into 2 lanes such as Jakkur Road and Doddaballapur Road are being done. In such situation he questioned the need for PRR project. As per the LAQ act, 1984 the process has to be completed within 5 Years but it has been 15 years in this case. It was informed that the project will be implemented by 2014 but the land acquisition process has not yet been initiated. There are more than 50 cases on BDA pertaining to various projects and BDA has not responded to any of it. There are already well developed roads connecting to the Bangalore International Airport such as Nelamangala Road. There is no need of PRR to reach Devanahalli Road. He also requested that the alignment be changed from Dabaspete, Devanahalli to Hosuru Road to reduce traffic congestion and that the present proposal is not required. He stated that the problems due to removal of trees has increased day by day. This leads to environmental pollution. The public has no objection in the implementation of the project but it is essential to disclose the appropriate details to the public. He also informed that there is no need for road with a width of 100 m and there are no such roads in our nation. He insisted on implementing 2 lane road instead of 100 m Row. Even Hosur road is not 100 m wide. There is no need to leave 20 to 30 m distance at the middle of the road. If the project was implemented earlier the cost would have been 550 Crores. But now after 15 years, the project would cost 15100 Crores. Thousands of farmers would suffer due to the delay in the implementation of the project. Ring road is not in the circular nature. The distance between Yelhanka and Hebbal is 8 km and there is no significant use in such huge distance. The faster the implementation of the project lesser the project cost. The tree conditions along Dabaspete road has been destroyed due to such projects and hence such projects are not essential.



**Compliance:**

*The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the BBMP with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.*

*Considering the pandemic situation, a Virtual Public Hearing was also conducted on 23.09.2020 through Zoom platform, so that the public can participate in the meeting and give their submissions from their homes. The virtual Environmental Public Hearing was successfully conducted with more than 300 participants.*

*Plantation activities will be carried out as per the guidelines of National Green Highways Policy, 2015 and the same will be ensured during the six monthly compliance report submission to MoEF&CC.*

*Shri. C. Siddaramaiah, Senior Environmental Officer, KSPCB, informed that all the views/suggestions/queries shared today will be submitted to the SEIAA; Further, in addition to today's public hearing all the stake holders will be given one more opportunity through Webinar to participate and submit their objections/suggestions on the proposed project and thanked everyone for participating in the Public Hearing.*



**PROCEEDINGS OF VIRTUAL ENVIRONMENTAL  
PUBLIC HEARING HELD ON 23.09.2020**



PROCEEDINGS OF THE VIRTUAL ENVIRONMENTAL PUBLIC HEARING CONFERENCE OF  
"DEVELOPMENT OF EIGHT LANE PERIPHERAL RING ROAD-CONNECTING TUMKUR ROAD TO  
HOSUR ROAD (CROSSING BALLARI ROAD AND OLD MADRAS ROAD), BENGALURU URBAN  
DISTRICT, BENGALURU" BY BANGALORE DEVELOPMENT AUTHORITY.

1. Venue of the Virtual conference : Office premises of Bangalore Development Authority  
2. Date of the Virtual Conference : 23.09.2020, 11:00 AM  
3. Virtual Conference Panel :

a.	Shri. G. N. Shivamurthy I.A.S, Deputy Commissioner & Chairman District Environmental Public Hearing Committee, Bengaluru Urban District.	Chairman
b.	Shri. C. Siddaramaiah, Senior Environmental Officer, Karnataka State Pollution Control Board, Zonal Office, Bengaluru North	Member

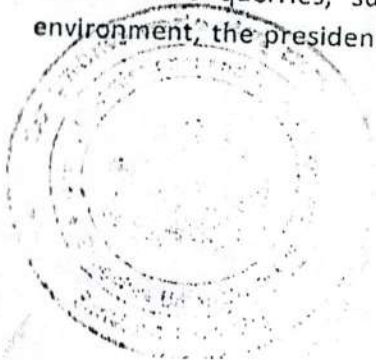
4. Project proponent :

a.	Dr. H. R. Shantharajanna K.E.S	Engineer Member
b.	Shri. P. Shivaraju K.A.S	Deputy Commissioner (Land Acquisition)
c.	Shri. B. A. Shivanand K.E.S	Engineer Officer
d.	Shri. Shivakumar M. Patil	Executive Engineer
e.	Shri. Suresh R.	Assistant Executive Engineer

5. Officers present : Annexure-I  
6. Copy of the presentation : Annexure-II  
7. Photographs and Video recordings : Annexure-III

8. Preamble:

In continuation to the already conducted public hearing on 18.08.2020 at Nityotsava Convention and Marriage Center, Singanayakanahalli village, Yalahanka Taluk, Bangalore Urban District and also as per the request made by the participants to organize one more meeting to collect more queries, suggestions from the public regarding the impact of project on environment, the president of public hearing panel had assured to organize virtual meeting.



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The virtual conference was scheduled on 23.09.2020 at 11.00 AM. Karnataka State Pollution Control Board had notified about the Virtual Conference in the Kannada Daily newspaper "Kannada Prabha" and English Daily newspaper "Deccan Herald" on 01.09.2020 regarding the project by inviting the responses orally/writing/e-mail to KSPCB/Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District from the concerned persons having plausible stake in the environmental aspects of the project or activity. The informations were also published on Karnataka State Pollution Control Board website and also advertised in FM radio and vividbharathi for more public participation.

Virtual Conference was conducted at Bangalore Development Authority Office premises at 11 AM on 23.09.2020 under the Chairmanship of the Deputy Commissioner, Bengaluru. Shri. S Shivappa Nayak, Environmental Officer, KSPCB welcomed Shri. G. N. Shivamurthy I.A.S., Deputy Commissioner, Bengaluru Urban District, Bengaluru, and Sri. C. Siddaramaiah Senior Environmental Officer for the said meeting. He also welcomed BDA officials and public and briefed about the objectives of virtual conference and informed the Consultants to brief about the project through Power Point presentation.

On behalf of BDA, Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. presented the project details, its objectives, Environmental baseline data, present scenario of the existing environment in the project area, its impacts on the environment, mitigation measures and Management Plan, Project benefits, etc. through Power Point presentation. After the Power Point Presentation, Shri. C. Siddaramaiah, Senior Environmental Officer, KSPCB invited the participants to briefly express their views/clarifications/concerns on environmental issues about the proposed project so that every participants will get an opportunity to express their views and can be recorded in the form of proceedings.

#### **1. Ms. Noor Asma, Bangalore**

She expressed that there are several projects like metro which are still being executed in Bengaluru and taking up a new project such as PRR amidst such situation is not advisable. She stated, first let us finish what we have already started and then move onto new projects. She informed that none of the projects will be completed by initiating all projects together. She suggests that all the existing projects be completed one by one and then move upon to initiate new projects. She also suggests that these activities severely affect the environment.



## **2. Shri. Ramanathan, Sheeghalli**

He enquired about the new alignment at Sheegihalli, compensation details and informed that if the alignment passes the constructed area compensation should be given separately for the land and constructed area.

Dr. H. R. Shantharajanna, Engineer Member, BDA informed that the alignment near Sheegahalli changes due to the earlier alignment passing through constructed areas and extra compensation have to be provided for those. Those people have to be displaced and the decision has to be finalized by the Government. He also explained that compensation will be provided separately for land and constructed areas upon detailed land valuation.

Shri. Ramanath further asked that if the PRR alignment at Sheegahalli has not yet been finalized. Dr. H. R. Shantharajanna, Engineer Member, BDA informed that due to developmental activities being initiated at Sheegahalli, the alignment has to be changed and finalized separately. He further informed that a preliminary notification of the land details will be released shortly.

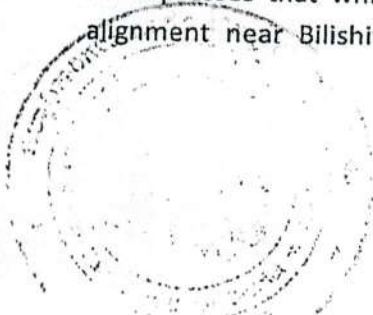
Participants interrupted saying that they are opposing the project itself and that there is no point in discussing the compensation. Shri. Ramanath informed that they also oppose the project but the public at least needs to know where the alignment passes. One of the participants expressed that there is no point in arguing about this and referred to the NGT Order. He also expressed that they are left in a dilemma since 15 years and not able to build any houses because of the project and they would just ram it with JCBs.

## **3. Mrs. Tara Krishnaswamy, Citizens for Bangalore**

Mrs. Tara Krishnaswamy from Citizens for Bangalore shared that normally the Environment Impact Assessment is done after the alignment is finalized, that is the process after analyzing where the road is going and what is the full impact. The BDA has already announced that 700+ acres will be acquired in addition to this 1800 acres that has already been earmarked. There is massive change in alignment in Sheegihalli. She also questioned that when the alignment is still being finalized, how is it possible to have environmental impact assessment? How can we trust and make sure that it is the correct one for us to comment. She requested KSPCB to wait until the BDA has finalized the alignment and then ask for a fresh EIA to be prepared and then ask for the comments.

## **4. Shri. Yogesh**

He expresses that while talking about the alignment, the interim report itself says that the alignment near Bilishivale has been omitted. But in the fresh report Bilishivale has been





included again. He questioned which document has to be referred by us. He also mentioned that 100 villages has been left out in the interim report and that has been included again in the fresh report. He questioned if the alignment changes again.

Dr. H. R. Shantharajanna, Engineer Member, BDA clarified that the alignment does not change at Bilishivale. However, the alignment runs parallel to the petronet pipeline and in order to ensure a buffer of 50 m from the petronet pipeline, the alignment has been slightly shifted alongside the petronet pipeline to avoid any risk. Shri. Yogesh questioned the validity of the interim report published by BDA.

Meanwhile, Mrs. Tara Krishnaswamy intervened in between and questioned that the impact assessment has not been made for the 700 acres. The process is not followed. Legally BDA is supposed to give EIA for the final alignment. The original report said that only 200 trees will be cut and as per the fresh EIA report about 33,000 trees be removed. She questioned how the public will know that the number of trees cut will be as per the given report and the wrong DPR is submitted. BDA mentioned that the DPR is 95% accurate what about the remaining 5%. From the statement given by BDA its not 5% its 40% increase in the alignment and the land that is being acquired. How do you expect that we trust the EIA that has been submitted already given that BDA has already accepted that they had submitted an erroneous report earlier.

Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd, informed that this is only a Rapid EIA report and whatever objections suggestions received in this meeting will be incorporated and draw the proceedings.

Participants complained that no replies are being given for the queries raised by the public. The objections/suggestions given will be recorded and submitted to Karnataka State Level Environmental Impact Assessment Authority (KSEIAA) where they will ask the BDA to modify the final EIA and submit. Based on the report the KSEIAA will take the decision and in the meantime the participants can submit their queries. Participants complained that BDA never responds to the e-mails or queries. BDA informed that replying to the queries is in the process and we are collecting the public opinion. Until we complete the collection of public opinion we cannot finalize the report. Participants say the public opinion is that EIA is wrong and the public does not even know what is happening then how can they even give comments.

Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. informed that this is only a Rapid EIA report and all the public opinions/objections/suggestions will be incorporated and then submitted. Participants say that the public opinion is the BDA reports are wrong and almost 12000 people are telling they want a fresh DPR. So if that's the public opinion why not the fresh DPR being published to the public.



Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. Informed that they will record the same and send it to EIA authority.

**5. Mrs. Tara Krishnaswamy, Citizens for Bangalore**

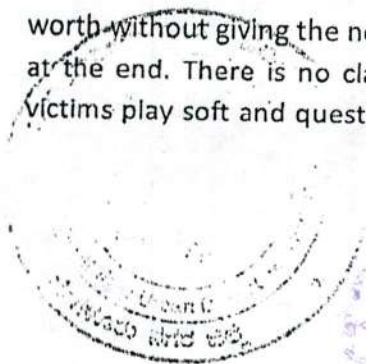
Mrs. Tara Krishnaswamy demanded the answer for the comment about EIA being invalid based on old alignment. Dr. H. R. Shantharajanna, Engineer Member, BDA again clarified that there is no major changes in the alignment except for some new developmental regions and 95% of the alignment remains same. She expressed that the Commissioner of BDA himself made a public statement that 700+ acres of land will be acquired which is 40% more than the current 1800+ acres. She questioned that how can that be a small change.

Dr. H. R. Shantharajanna, Engineer Member, BDA explained that in the preliminary notification in 2010, 300 acres has been mentioned which was for the toll plazas and now the additional land mentioned is for the cloverleaf junctions at the Airport road and Old Madras Road where the traffic has increased considerably. Otherwise 65.5 km length of the original final notification remains same. There are no changes in the alignment. The additional 700+ acres is only for the toll plazas and in 2010 the Supreme Court Order had deferred by instructing that the details be given while initiating the project.

She stated that there is some environmental impact due to the proposed clover leafs and that has to be considered. She questioned that how BDA can say that there is no impact. Dr. H. R. Shantharajanna, Engineer Member, BDA explained that he is not denying that there is impact and that they have also carried out tree enumeration. She questioned that how can the tree enumeration in additional 300 acres be done when the area was changed two weeks back after the EIA has been prepared. She mentioned that the EIA is old and requested to make it comprehensive. She requested not to use the old EIA report since that is incorrect. Dr. H. R. Shantharajanna, Engineer Member, BDA stated that the additional land was identified earlier but was not notified and that tree enumeration will be done again separately for the proposed cloverleaf junctions and will be incorporated in the EIA.

**6. Shri. Bharath, Soladevanahalli**

He informed that he has a site at Soldevanahalli, SBM Layout. According to the report, our site is notified and will be acquired but, till date we have not received any notice and we didn't get any clarifications from the BDA. He requested to give any clarifications regarding the acquisition or the guidance value fixed or one fine day you will drop down like rain stating Rs. 100/- is the worth without giving the notice. There is a legal procedure for everything and finalizing the rate at the end. There is no clarity since 15 years and there is no use of this project. We as the victims play soft and questioned if there is any clarification for this. He also expressed that the



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presentation was done in Kannada and there is no purpose for this meeting. He also said that the EIA is not published locally since it has already been mentioned in the Court's affidavit that it must be presented in local language. He expressed that the presentation could have been given in Hindi or English. Any man who is literate knows that there are local languages, any official language such as Hindi or English can also be interpreted. He requested to at least give clarity on guidance value, its been 15 years they are not sure whether to construct houses or not since 2005. He also mentioned that BDA has even got the Supreme Court Order favored. Legally standing, if you take it to all the retired judges they would say that the 2005 notification is null and void in the eyes of law.

He expressed that the Government can acquire land but at least give us the clarification on compensation and give us a notice if our land will be acquired or not. There is no clarity on it, the BDA says to ask BBMP and BBMP says to ask BDA. He expressed his concern by saying whom should we approach for the details.

Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd., requested Shri. Bharath to share his site details through e-mail so that clarification in that regard will be sent.

Shri. P. Shivaraju, Deputy Commissioner (Land Acquisition), BDA explained that the Final Notification has been made for 1810 acres and the new Preliminary Notification is being approved. Award will be made in the upcoming stages. In order to get the approval and award, the 2013 Rules will be considered. The proposal has already been submitted to the Government and will be informed once approved.

#### 7. Shri. Suresh, Varthur

He stated that the project has been lapsed by 2012 and how the BDA can proceed with the proposal. He questioned if the project is being proposed considering the legal aspects. A Public Hearing was conducted on August 18<sup>th</sup> near Yelahanka, he had shared his objections by filing the legal points through e-mail and it's been over one month but didn't receive any response till date. He asked when he will receive the reply for his queries. He has frequently been in touch with BDA and KSPCB and didn't receive any response. He also expressed that at this stage the alignment cannot be changed under the section 4 of BDA Act. That no changes will be allowed after first notification. He also stated that BDA informed that the alignment near Sheegihalli will be changed, but he stated that 3 km stretch has been disconnected. He said that BDA said that the alignment is being changed due to the presence of apartments in that stretch and questioned that there are buildings, cattle farms, cattle sheds, sericulture farms in other lands also but that has not been considered.



He further stated that in Jarakabandekaval Rt, about 25 acres of forest land will be diverted. But the Forest Officer has informed that the alignment should not pass through the forest land, no substitution land will be provided and the ecosystem should not be disturbed. He stated that BDA is not eligible to pay compensation. He raised his objections on 20<sup>th</sup> of August and the project authorities have not yet replied. The project should be implemented within 5 years from the date of Final Notification and the alignment has been changed 4 times so far. He expressed that the farmers are suffering due to political issues. The farmers are losing the lands owned by them since generations. He does not want the PRR project. Their main occupation is agriculture and do not want to lose their lands.

**8. Shri. Muralldhar, Bidarahalli**

He enquired about the change in the connectivity to Airport Road from PRR near Bidarahalli.

**9. Shri. Keerthi, Tree Community Group**

He explained that he is member of the group called tree solidarity. He asked on behalf of several activists if any feasibility studies have been conducted for the project pertaining to the traffic and its reduction, since it has not helped in the case of NICE Road.

Dr. H. R. Shantharajanna, Engineer Member, BDA explained that the final notification has been done only after conducting traffic related studies. Participants expressed that the details of the traffic studies was not made available to the public. Dr. H. R. Shantharajanna, Engineer Member, BDA informed that their suggestions has been recorded and will be responded with the reply at the earliest.

**10. Mr. Hari**

He stated that the new DPR with the change in land requirement of 700+ acres has not been shared to the citizens and questioned when will the DPR be shared. Dr. H. R. Shantharajanna, Engineer Member, BDA informed that the DPR will be shared upon obtaining clearance from NGT. Mr. Hari questioned that the DPR has to be shared with the public before obtaining clearance from the NGT. Dr. H. R. Shantharajanna, Engineer Member, BDA explained that for the environmental aspects the land/survey numbers falling within the alignment has been studied as per the final notification. Along with that the details of trees falling within the alignment and its impact on environment has been studied thoroughly. The same has been presented and is available in the Karnataka State Pollution Control Board (KSPCB) and BDA website for the public information. He questioned that if the 700+ acres is made only for toll plazas. Dr. H. R. Shantharajanna, Engineer Member, BDA explained that this meeting is



organized only for discussing the environmental issues and a separate meeting will be scheduled to discuss land related issues.

#### **11. Shri. Leo Saldana, Environment Support Group**

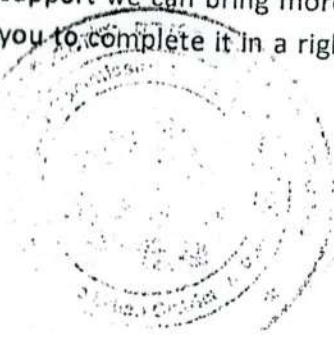
He requested that his submission be made only to the Pollution Control Board not to BDA or BBMP for comments on the project. He stated that he works for the Environment Support Group and worked on such projects for 20-25 years right from the time the Bangalore-Mysore infrastructure corridor was promoted and having studied all these he can say that this submission is only for the Pollution Control Board who is chairing this process and he wants to draw the attention to the advertisement made. He stated that if we see the advertisement made calling for this process, right in the beginning it says continuity of the Environmental Public Hearing through webinar. When we say the continuity, we are assuming that the earlier hearing which was held is legitimate. Mr. Anand Singh Minister for Forest and Environment said that the hearing was cancelled, people were supposed to participate did not come there. In a very mischievous move, the Pollution Control Board went on to held the hearing and then Pollution Control Board claims that the hearing is legitimate when the superior authority who is representing the Department of Ecology and Environment and Forests under which the Pollution Control Board comes has confirmed that the hearing was not legitimate and then how can we call this hearing continuity of that illegitimate hearing. This agitates against the very Environmental (Protection) Act under which we are doing this because Environmental (Protection) Act is not a ritual we just fill its not like they have gone to survey and managed/complied with it. Everything you have been saying is like we will do it later, we will do it after your submissions, we will think about it. This is what the Pollution Control Board should have actually looked at the application of BDA. BDA or Brigade investment or Reliance are all applicant agencies. Just because BDA is appointed by the Government and some IAS Officer sits at the top does not make BDA a regulatory agency here. They are treating the BDA as if it is a regulatory agency and they are submitting yourself being a regulatory agency to an applicant agency and therefore suffering from the worst possible concern for the Pollution Control Board. You are there as an autonomous body, you are supposed to look at the application and see if the application is a legitimate application. Now what is a legitimate application, first and foremost there has to be a plan. It is not possible to construct a house today and get the plan approved tomorrow. Getting the BDA permission and BBMP Construction Certificate after the construction is not feasible. He says if he has to follow the law BDA has to follow the law. If BDA doesn't even have a DPR how did he even accept the application, who gave the authority, if you not read the Environmental (Protection) Act, Water Act, and Environmental Impact Assessment Notification. But you have no authority to violate a procedure and then say a violated procedure in continuation of which this webinar is being conducted. So please step back, this entire process is illegal; do not give people who are participating out of the pain of



losing their lands. Out of the pain that they are actually suffering the destruction of the environment, out of the pain of looking at that the potential disaster causing just because politician wants to increase the revenue. Is that what this Government has become? As the independent autonomous regulatory body you should have said that the application is invalid, go back and show me the DPR. Based on that due diligence, techno-economic survey and after that if there is an agreement show that agreement, bring all of that together and then show me your EIA. None of which you have done. Then you are making statements and you are allowing the applicant agency BDA is making statements that they have shifted the alignment, we are accommodating some very high end rich 2 crore worth apartment owners to continue to live but we are going to raid down our horrible destructive project on hundreds of villages and thousands of homes. There is no humanity and what if your house falls within the project alignment. He says he has fought against BMRCL where they were about to destroy so many houses and stopped them. At that time BMRCL was complicit with the illegal project. The Supreme Court has issued two orders, one for PRR and BMRCL vs NICE company. Please go and refer those orders. What does the Supreme Court tell you? That regulatory power is absolute. It is not something you bargain with the applicant agency. BDA and the Prime Minister has to be treated same. You cannot step back and say that BDA is headed by IAS Officer. You cannot use administrative problems/vulnerability and attack the rights of people. There are thousands and thousands of people suffering here. Don't put them through pain. Please go and ask the farmers, their grand children, go back and live in the farms and get to know how they suffer. This is a totally illegal project and is not a continuity to the illegal public hearing and demand that the public hearing be scrapped right now. This is simple issue with lack of humanity. You cannot play with the lives of people and farmers who are struggling to survive. He also stated that there is a High Court Order which has not been challenged by the State in which each and every individual officer will be held in contempt of Court if they push through infrastructure project in manner you are now doing. Please appreciate what I am saying because the current High Court is very very clear that rule based work is the only way to work in promoting any developmental project. It cannot be based on arbitrary decision, irrationality or the Chief Minister insisted on doing the project. You are the servant of the law and the people.

**12. Shri. Prateek, Whitefield**

He stated that we have to understand that the people who have attended the meeting today are making for and against statements. He would like to express his support to PRR on behalf of Whitefield. We expect that this kind of Public Hearing will happen and the hearing is not supposed to release its DPR before the hearing because there is no law which mandates. He thinks BDA is going on the right lines and have the support of RWS and if you want more support we can bring more support of RWS and we would like to support PRR, We would like you to complete it in a right manner by taking Environmental protection into account, replace



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whatever trees are being impacted, transplant trees wherever possible. But at the same time you have got the support of the public and RWS.

### 13. Ms. Anush Gupta

We would like to bring to your notice that there is a protest against this public consultation and we wanted to request you to postpone this public consultation in the beginning, but we were all muted so we couldn't bring up this point. Just to bring to the notice of all the participants, we do have an alternate plea that if the High Court does listen to our prayer that this public consultation will not be valid and there will absolutely be another hearing. There will be another chance for everyone to voice their opinion and that everyone who does not have digital literacy and may not have been able to attend the zoom consultation and anyone who does not have internet access but is affected by this project.

### 14. Mr. Anmol Sharma, Yelahanka

He expressed that we also have to understand the Government and BDA's decision. They tried to date a public hearing and we are in a kind of emergency scenario who are not able to attend the meeting. Then BDA came up with the concept of having an online meeting through zoom. Please understand if we are in our company can we allow our work to stop. Do we want to go into primitive times and don't have any kind of progress. On one side we want to dream that our country become like US and Europe and on the other side we have all the reasons to criticize the things. We have to be rational and if BDA is trying to conduct a continuation to EPH, it is very well known that the previous meeting happened. Now on the online platform this meeting is being conducted where everybody's concern is considered. Why don't we put the major concerns we have regarding the project and how we can better resolve it for the environment. Can we plan to plant more trees and cover the road with trees on both sides. Let us come up with innovative solutions where the progress can happen. If we compare the size of Bangalore with other big countries of the world, it is 1/3rd of the city size like London. We have to be rational with both the side. We have to protect the environment but at the same time we have to focus on progress of our Country.

### 15. Mr. Prathik Kumar

He stated that according to the Office Memorandum issued by the Central Government, physical hearings are restricted to 100 people and if there are more than 100 people, multiple hearings can be conducted. Physical meetings were quite alarming. Right now with proper safeguard measures we can ensure physical hearing which ensures participation of all communities being affected not only who have internet access and digital literacy to login to the zoom platform. These people who will be the worst sufferers of the BDA project and not



being able to voice their concerns. This public hearing is really not an inclusive public hearing. I am also one of the petitioners who have filed at the High Court against the virtual hearing. Hopefully, the Court gives us an alternative remedy and a physical hearing after this is done.

**16. Mr. Venugopal, Sheegihalli**

He enquired about the bypass along Sheegihalli near Vagdevi School. He enquired if the details available on the website is final. Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. informed that there is a discussion going on regarding the finalization of the alignment in Sheegihalli. The same will be conveyed upon finalization.

**17. Mr. Mahesh, Chandapura**

He stated that this is a 15 year old project and now all the environmental related issues and land related issues by individual site owners are being discussed. The population of Bangalore is increasing day by day meantime, the project cost is also increasing. He questioned the present status of the project.

**18. Shreya, Yelahanka**

She expressed that the proposed project requires 25 acres of Jarakabandekaval RF for which there is no justification on any ground. There are two roads running parallel on either sides of the forest. The roads don't have much traffic. I don't see why the forest have to be bulldozed for another road that will not serve Bangalore in any way. The forest in itself offers huge value to people of Bangalore. It is one of the last remaining patches of forest here and hundreds of walkers, runners and cyclists use this forest every week. There are farmers living around the forest use the forest for grazing their livestock. The national biking champion also trains in the Avalahalli. EIA has a tiny note in the document saying that there is indirect evidence confirming the presence of Indian peafowl and that construction of road may cause loss of habitat. When if the people who did the EIA had actually did take the trouble to walk into the forest they would found the direct evidence with their very own eyes. There are many peacocks, Black naped hare, Hornbills, bee-eaters migratory birds such as the greater spotted eagle which is a threatened species, Indian Grey Mongoose which is an endangered species and a variety of snakes and butterflies. There is no doubt that the construction of road inside the forest will cause huge loss of habitat and direct killing of animals. The construction of road will cause tremendous pollution and no amount of compensatory planting is going to replace the forest and finally we are in the middle of the pandemic and there are many more such pandemics to come. I am sure the BDA, PCB and the forest department understand the pandemics occur as a result of forest loss. So how does bulldozing the forest and more trees when the current



infrastructure is already available for traffic not in a very good condition. First repair that. But why does this new project is needed in any way.

**19. Mr. Arogya Swamy, Bairati (KRS Party)**

The temperature in Bengaluru is increasing every year, now if we cut 33,000 trees it is thinkable that how that will affect our environment. Therefore we request you to nullify the project because from the past 15 years its being postponed. Now the procedure has been initiated and that there is no guarantee that this project will be continued. You have also acquired 1800 acres and an additional 700 acres will be acquired. You will again carry forward for another 5 years. In addition to all this, 33,000 trees and the trees present in 700 acres would total to around 43,000 to 50,000 trees. If this many number of trees in Bengaluru will be removed then Bengaluru will become Desert. Therefore, it is hereby requested to cancel the project.

He stated that there is inner ring road and outer ring road and tree in lakhs were also removed. The proponent also promised the same thing but is not successful and the trees planted are not found today. The trees planted for metro projects and other projects are dead. Therefore there is no guarantee that the trees planted for this project won't survive. Dr. H. R. Shantharajanna, Engineer Member, BDA explained that along with green belt development transplantation will also be done and the trees in the greenery area will be retained. BDA is also keen on retaining greenery since it also acts as a barrier for reducing air and noise pollution. A part of Corporate Environment Responsibility (CER) we have allocated funds and the activities will be implemented with the support of NGOs.

**20. Mr. Rajesh, Rajajinagar**

He expressed that he has a lot of expectation from this project. Due to the present day traffic, people are spending more than one hour and it will take more than 3 to 4 hours to reach office. Instead of supporting the project people are getting involved with NGOs and affecting the implementation of the project. There are so many industries which contribute to the environmental pollution and nobody talks about that. In such useful Government projects people spend hours together and discuss their objections. We should not entertain such people.

**21. Shri. Tejaswi, Yeshwanthpura**

He expressed that those who spoke earlier and shared their concerns are narrow minded people. The PRR is good project because the City has to grow and the entire world is looking onto Bengaluru. It is a silicon hub, IT&BT Hub and stands in the 4<sup>th</sup> place in the entire world. He



expresses that the politicians get involved with the NGOs and others and try to stop such projects.

Participants expressed that Shri. Tejaswi only talk about the project and not about other peoples opinions.

Shri. Tejaswi stated that he didn't interrupt others while they were talking and expect that he not be interrupted by other while he is talking. He expressed about the NGT case pertaining to Varthur lake and its present condition and how humiliating it is for the local people to discuss about it. He said that there are so many issues already in the City. He expressed that during the COVID-19 pandemic his relative was not able to reach the hospital on time due to the traffic. In order to avoid such situations projects such as PRR is essential. He requested that the NGO's not interrupt the developmental projects and submit only valid points. He requests the Deputy Commissioner, PCB Official and BDA to uphold the project and implement at the earliest. He questioned about the actions being taken by the environmentalists pertaining to the Varthur lake. We faced humiliating situation from NGT. NGOs don't have necessary data and study the data, they just interrupt such developmental projects. If this is the case how the City develop? The project is the only solution to all problems such as traffic and unemployment. He once again requests the Deputy Commissioner and BDA to implement the project at the earliest.

## 22. Shri. Yogesh,

He expressed that due to such discussions he expected this in the comprehensive discussions and this would not happen in physical discussions where everyone will get involved not only those with digital domain. He insisted that the consultations be done in a decentralized manner.

Participants expressed that people should talk only about the project and not talk about others and insult others because everyone has dignity. He requested that BDA officials ensured the same.

## 23. Yogta, C V Raman Nagar

Some of the concerns are that the traffic studies that was done as part of the 528 pages EIA document which was released. Some of the things which I have to point out is that before planning this project what kind of alternatives were considered. Because if we see for the past many years, Bangalore City has been seeing in inner ring road and outer ring roadhas come up and then KRDC has come up with surrounding road project. Now Peripheral Ring Road is being built up, metro and one more sub-urban project is coming up. So many different agencies are there and all of them are constructing their own mode of transport. So one issue that I have is



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that as the citizen of Bangalore is that what is the comprehensive transport module even though BMRC has mentioned that PRR is part of comprehensive mobility plan but other projects like KRDC which are not mentioned in the document are also coming up. What is the comprehensive transport plan for Bangalore? Somebody is mentioning we need data to back this up. Some person before me said we need data to back this. So I have gone through the traffic data so we can see for PRR that except for Tumkur Road and Hosur Road all other roads have less than 5% heavy vehicles traffic and more than 60% of traffic is due to two wheeler and private car. So what is being done from the Government side to increase public transport usage and reduce private vehicle usage. In Bangalore last year we saw 85 lakh vehicles crossing 1.2 Cr. That is why we now see extreme number of private vehicles and what is being done to reduce this. Secondly, we have seen outer ring road has also become jammed now and development has come up on all sides of the roads. If we build another ring road what is the guarantee that the city will not sprawl, again unplanned development will not happen. The same thing happened in Delhi also they kept increasing transport systems and eating up villages on the other sides and now it has become such a huge city. In terms of pandemic and disaster, it becomes very difficult to control because populations are concentrated and there is so much pressure on the land value, water, air, etc.

Last thing is that I am 22 years old, my generation is the next generation and we are actually worried that how the climate crisis is going to affect us, if you are aware Indonesia is going to change its capital from Jakarta because they are sinking. Bangalore's green cover has gone down, 70% of the green cover has gone down in the last 20-30 years. Last year first time we hit 39 degrees temperature in Bangalore City which is supposed to be a hill station. So what is the effort that is being made to meet the carbon emission norms. Recently we saw floods in North Karnataka and in Coorg especially, if we do this kind of unplanned development and remove the trees without any comprehensive planning then I don't know where the next generation like us will land. I am very concerned about how the city is being planned.

#### 24. Shri. Krishna, Sarjapura Road

He expressed that the stretch from Hosur Road to Gunjur Road is considered green zone which is equivalent to forest land. If we consider it as the forest land the number of trees falling within this zone has been assessed. In November 2017, BDA RMP Master plan 2031 was provided and was not implemented. The BDA Plan ended in 2015 and everything is illegal from past 5 years. Nobody has assessed the loss in environment due to this. PRR was being planned since 15 years and the time is being wasted since the project has not been initiated. Till today people are discussing about the project and the project is not moving forward in terms of implementation.



**25. Shri. Ambarisha, Channasandra**

He stated that till now everyone but farmers have been discussing. Farmers who have been working honestly have not received any justice. The properties have been divided amongst the family and everyone is suffering. It is hereby requested to implement the project at the earliest and provide appropriate compensation.

**26. Shri. Vijaykumar,**

He stated that the Peripheral Ring Road is proposed to divert the traffic movement outside the City. But there are already three inner ring road within the city. All the vehicles that move from Tumkur Road has to pass through Hosur Road and vehicles from Kolar Road has to pass through Hosur Road. All the vehicles has to pass through city only. There is no use of PRR and it is not essential.

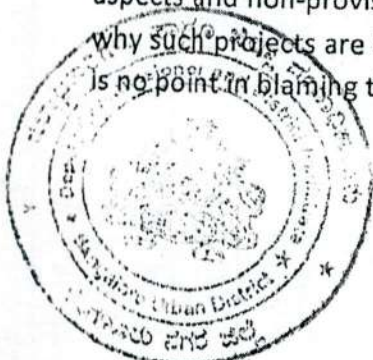
**27. Smt. Saraswathi, Malleswaram**

She expressed that she has a lot to say but many people have spoken everything and don't think she wants to talk anything. She requested to carry out everything they say in the right sense.

**Mr. Rajesh, Rajajinagar:** He expressed that all the farmers are also encouraging the project and all they expect is the compensation as per the norms. All the issues are being created by the NGOs. He expressed that the project is highly anticipated in Bangalore. He says that the project is encouraged by everyone and the delay in the project implementation is mainly due to the issues created by the NGOs. The project will be implemented by BDA and is considered a significant project. He requested that the project be implemented at the earliest and nobody is objecting the project.

**28. Ms. Shilpa**

She expressed that instead of talking about the project merits and demerits, it is essential to talk about how the project should develop and how fast it should be implemented. But as per the suggestions, it cannot be implemented immediately without due process. She also explained that the project has to be initiated only after DPR has been released and nobody is talking about that. All Government projects has to follow due procedure before implementation. But instead, not following the procedure, overlooking or overruling the legal aspects and non-provision of the project details to the public are noticed. She questioned as to why such projects are being undertaken. BDA is not releasing new DPR and new scheme. There is no point in blaming the citizens. It is hereby requested hat BDA follow the procedure.



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**29. Mr. Rahman Khan, Varthur**

He expressed that the project is problematic for farmers and they are expecting as to when the project will be implemented. They are worried if they can start other works and if they start anything they will get some information that BDA is going to initiate the work. This has caused severe problems to the farmers. He requested that the farmers get confirmed if the project will be implemented or not so that they can take a decision on their upcoming activities.

**30. Shri. Raghavandra, Avalahalli**

He expressed that the common people like him who are affected by the project are suffering from past 15 years. They are in a doubt if they can grow in their land or can sell their lands. They are tired of waiting since 15 years. He stated to either implement the project or scarp the project; either give our lands back or take it. He expressed that they cannot wait for longer time and that half of their lives have gone in this regard. He requested that the BDA officials look into it and get it done at the earliest.

**31. Shri. Sibgath, Bidaralli**

He enquired if a toll plaza has been proposed at Bidarahalli.

**32. Shri. Kiran, Kogilu**

He stated that he is farmer and that he is losing 1 acre of land for the project. It has been 15 years and he requested that either the project be implemented or stopped permanently. They are not able to make any developments and they are experiencing anxiety due to this project. They have not received any details of the compensation but come only for surveys. He requested to take a decision at the earliest.

**33. Shri. Shashidhar, Konappana Agrahara**

He stated that he is losing about 2 acres of land in Konappana Agrahara and is fighting for the land since 27 years for NICE Road. Now the PRR is involved in land acquisition and his land has been acquired by KIADB. He questioned if it would get lapsed or over-rided.

Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. questioned regarding the project for which the land has been acquired. Shri. Shashidhar explained that it was for NICE project. He expressed that they are unable to neither develop their lands nor sell it and that his father expired while waiting for the decision pertaining to land acquisition. He questioned what will BDA do in the upcoming days, will they give the compensation or make us wait for another 20 years.



**34. Ms. Yamini, Yelahanka**

She stated that she wanted to know a little bit about the water table. You are removing these many trees in Bangalore and the water is already depleted. She wants to know what is going to happen to the water table and what are the plans for restoring water in Bangalore and if the ground water table is already depleted. She further stated that there is an increase in private vehicles being majority in the roads. A lot of studies have shown that the more roads we build the number of private vehicles increase. The sub-urban rail systems, there aren't enough buses on certain routes and metro is not done yet. She questioned why are you not improving the public transport system which would benefit more people instead of constructing more roads and increasing the number of private vehicles.

She also questioned how much development does the road actually provide? When we build a road people will lose their lands and their livelihood by selling their farm lands. 26% of the road passes through farmlands. How are you going to re-compensate it? She questioned the project says it is for development and who is it developed for? The project only going to benefit the rich people who are building the road. Who are the stakeholders in the project and how are you going to recompense their livelihood and how are you going to provide water for people who cant buy Cauvery water or bottle water or dependent on ground water?

**35. Shri. Vinay, Kogilu**

He expressed that Bangalore is sacred place for Kannadigas. The developmental activities carried out all these years are appreciated. Many outsiders were given job opportunities. Since 15 years several changes were noticed like change in Government, funding provisions from Japan and increased the project cost. However, the farmers are suffering from past fifteen years, they have not received any compensation till today and they are just holding their lands and not able to utilize it. Concentrating on developmental activities is good but affecting the local people lives is problematic.

The project details will be planned 15 years prior and now the details are outdated. Planning should be done 25 years prior to the implementation and not the other way around. There are so many guidelines for road construction. Bus lanes have been proposed in the project and finally there is no space for buses, cycles or anything. Engineering structures have to be proposed as per the latest technologies and any projects should be undertaken with determination. The proponents should not take the words of politicians. BDA called for meeting and cancelled the same. This is happening frequently and is time consuming.



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BDA should undertake the project with determination and implement it like the metro project in Delhi. He requested not to play with the emotions of the people and take the decision quickly. There is no benefit from these actions.

**36 Shri. Manjunath, Rajajinagar**

He is graduate from traffic studies. He expressed that he reads only negative aspects of the project in the newspaper everyday and no newspapers have expressed the positive aspects/impacts of the project. People say that the project affects the green cover of the City and the project report says the number of compensatory trees proposed to be planted and where it will be planted. Nobody understands that. Several people and NGOs said that there is a lot of traffic in the city and people themselves think about the everlasting traffic while travelling. People also say that the roads have been destroyed because of the civil engineers which is wrong. NGOs also say that the traffic is increasing without any reason but they themselves own several vehicles. They can use the public transportation. People also say that the environment is being affected only due to PRR. But there are so many other projects of similar nature with environmental impacts. It is also said that the city is being affected by urbanization predominantly due to roads but layouts, apartment construction and not due to road construction. People also express that the road alignment is being changed frequently from past 15 years but people should also try to understand the facts as in why there is delay in implementation and they themselves may be trying to find out solution to the impacts. He expresses that if the PRR get implemented at the earliest it would be very helpful.

**37. Ms. Annaporna,**

She stated that a few moments back someone spoke about the water depletion in Bangalore. She objects that the project passes along 6 lakes and it affects the water bodies and one and half year prior 600 Cr project for reviving TG Halli catchment has been launched. There are several localities in Bangalore where there is no more ground water. Bellandur is one among them and Whitefield is also one among them. Everyday water tankers are being utilized. Her question is that 600 Cr project has been released one and a half year prior saying that the water will be revived by 2021 including the upstream reservoir at Hesaraghatta. Now due to the project the rivers and reservoirs are being impacted. She questioned about the measures being done to ensure that the money being put into it which is tax payers money is going to be safeguarded by the virtue of the project. Trees are being removed and there is no water in Bangalore and tomorrow if the road has been constructed and there is no water in the City. There is no use of the project.



**38. Shri. Prem Kumar, Kotnur**

He expressed that whatever projects are being implemented if they are for the public then it is good. But the public information is being hidden and DPR is not being made public. He questioned as to why the rules are not being followed before implementing the program BDA wants to do. New schemes must come with new alignment and the law has to be followed by keeping everything transparent. He questioned as to why the things are not made public to everyone and why there is some hidden agenda?

**39. Ms. Neha,**

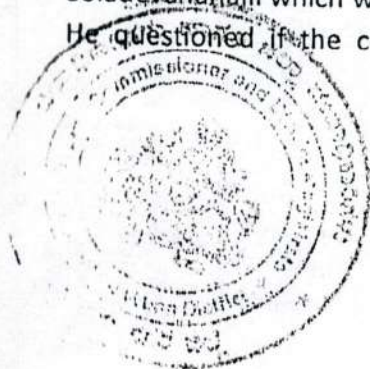
She expressed that everyone knows that there is loss in the implementation of this project. The project feasibility report is not available in the public domain. There is a significant delay in the implementation of the project. By the time the project gets completed it becomes redundant and then two projects such as inner peripheral ring and outer peripheral ring will be proposed. Instead we must try to understand why there is traffic congestion and improve public transportation. There is no benefit in proposing roads again and again which only pose impacts on environment and affect the quality of living. There are so many distractions in cutting the trees, compensatory planting and there is no maintenance. She stated that she totally disagree with the project.

**40. Shri. Vibin, Hennur**

He expresses his opinion that by increasing the number of roads the number of vehicles increases. It is essential to prepare a better transportation plan and setup some sub-urban systems and make it convenient for people to travel and by doing so the need for such projects declines. The NICE Road should have been completed by the early 1980's but it was completed in 2003 and the lakes associated with rejuvenation as part of NICE Road project is not implemented. It is a point to take it seriously to enhance the greenery in the current ring road which will show the people that the proponent is capable of making the project successful. The project has to be planned by considering the environmental impacts. The proposed alignment may not be sufficient by the time the project has been completed since the city has already reached Kolar. Hence, the alignment has to be rechecked.

**41. Shri. Koteswar Rao, Soldevanahalli**

He questioned that when will the project be implemented? He stated that his site is located in Soladevanahalli which was registered in 2006 and the compensation has not yet been received. He questioned if the compensation will be provided as per the 2013 parliament approval





compensation norms and when will they be provided since he has already been retired from the Bank. He also questioned if the project requires 15 years to be implemented?

**42. Shri. Sunil, Soldevanahalli**

He questioned if the new Preliminary Notification pertaining to the NICE integration lead to the de-notification of the earlier notified areas.

**43. Shri. Pradyumma,**

He expressed that he had some objections pertaining to the benefits of the projects. It is mentioned in the report that the travel time will be cut down significantly due to the project and reduce the pollution. Current travel time from the longest route to Yelahanka is 1 hr and 45 min. If you want to do any equivalent travel using the proposed alignment it couldn't possibly take anything shorter than that because that would imply the vehicle speed is 65 kmph and these are average speeds. This first of all would reduce the safety of the road if you have tried crossing NICE Road by foot which is dangerous. This will increase travel distances significantly thereby increasing pollution.

**44. Shri. Amit,**

He stated that the road passes through TG Halli catchment area and questioned about the appropriate mitigation steps taken. The ground water is already depleting. As per the reports we are the worst affected area of the world. He questioned regarding the magnitude of the damage that will be caused to the sustainability in terms of water requirements or the project is just designed arbitrarily. He states that he doesn't understand how traffic gains priority than water requirement. He expressed that this project is just for the people who just owns cars.

**45. Shri. Siddarth, Kadugodi**

He enquired about the petronet pipeline passing near Sheegihalli and the precautions taken by the BDA and Government.

Shri. H. R. Shantharajanna, Engineer Member, BDA explained that all the technical details will be discussed with the Petronet department and necessary precautionary measures will be taken as per the guidelines.

**46. Shri. Aravind,**

He stated that the project affected people are all those who are found in the region locally and the people are struggling to utilize their lands either for agriculture or sell it. As per the



presentation the alignment passes through the TG Halli catchment area and near Avalahalli forest area. There are peacocks, jackals, black naped hare and so many reptiles in this forest area. BDA has proposed Road Over Bridges, Road Under bridges which is applicable to human. He questioned about the provisions made for the movement of animals because in the NICE Road we encounter so many deaths of leopards. Hence such situations must not occur in this project.

Shri. Shivanand M. Dambal, M/s Environmental Health & Safety Consultants Pvt. Ltd. explained that the necessary forest and wildlife clearances for the project is under progress. During the approval of the clearances, the Forest and Wildlife Department will issue several conditions pertaining to the suggestions made by you and all those conditions will be complied.

Shri. Aravind requested that provisions for animal movements be made as part of the project so that the study area will improve.

**47. Shri. Aakash,**

He stated that the area on either sides of PRR is left for commercial purpose and the people will park their vehicles in the 100 m wide road which will lead to traffic again. He questioned about the plan to prevent this.

Shri. H. R. Shantharajanna, Engineer Member, BDA explained that the project is proposed for access control and is for true traffic so that the exits and entries will be near the villages or major road crossings wherever it will happen. It is not specifically for commercial developments.

**48. Shri. Venugopal, Sheegihalli**

He questioned if we build a house in the green belt what will be the basis of the compensation.

**49. Shri. Suresh, Yalahanka**

He stated that the Outer Ring Road has been saturated in 20 years and questioned how long will the PRR take to get saturated. He suggested that a circular railway/metro project would be more cost effective, would consume less land and would meet the purpose of the project.

He stated that the PRR intersects the Bellary Road some where near Kogilu road and either sides so many buildings have come up including some workshops. He questioned about what is being done about that. In 2007 the PRR notification was released and hence any construction activities are not allowed since the final notification has been done. Apart from that near



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Airport road and OMR clover leaf structures are proposed due to increase in traffic in order to avoid signal. Land is separately being acquired and the buildings will be avoided.

**50. Shri. Umashankar, Konappana agrahara**

He stated that NICE project involved land acquisition since 20 years and now for PRR land is being acquired. He requested clarity pertaining to the compensation for land acquisition and by whom it will be provided. Road project will be good in developmental aspects.

Shri. Shivanand M. Dambal, M/s Environmental Health & Safety Consultants Pvt. Ltd. explained that if the land has been acquired for NICE project the compensation will be provided by them and if it has been acquired for PRR compensation will be provided by BDA.

**51. Shri. Munendra,**

He questioned regarding the trees to be felled for the project and the location for compensatory tree plantation activities. Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. explained that 40,000 to 50,000 trees have been planned to be planted within the Right of Way (RoW). Rest of the trees will be planted upon discussion with KFD by entering a MoU by identifying the area for planting. The trees will be planted in 1:10 ratio. The trees will be planted in and around Bangalore. He also expressed that Bangalore is known as dust city and dust is seen deposited every where and questioned how will this be controlled.

**Shri. Rajesh, Rajajinagar:** He stated that people need suburban and metros but the PRR project is for movement of heavy vehicles. The present day a traffic situation terrifies the people increasing the risk of accidents. Due to PRR heavy vehicles and trucks move outside the city which would reduce the traffic conditions within the city. This would enhance the ease of movements for small vehicles and development of cycle paths will be seen.

**52. Mr. Charan, Jalahalli**

He stated that he opposes the project due to tree removal but the project is important in terms of development of the city. He requested to compensate the tree removal by planting trees effectively and ensure its maintenance. He also stated that his land is being acquired for the project, as mentioned in the report, his land mainly consists of more than 8000 eucalyptus trees and that there is no use of these trees. Therefore, he requested that these trees be removed and plantation of trees helpful to the local birds and mammals be done so that habitat is created. He also explained that no provision for wildlife crossings and animal passages in NICE



the project as 'A' category nevertheless applied the application as 'B' category. Further in Sl. No. 9 of the application, the Schedule has been mentioned as '7(f)- Highways' and as per the EIA Notification, 2006 when asked if "the project attracts General conditions if yes please specify", the project authority says 'No'. Further in the same application when asked about 'areas already subjected to pollution and environmental damage' the project authority says Jigani- Bommasandra Industrial area located at a distance of 4 km from the project alignment notified by CEPI Programme by CPCB and similarly, when asked about 'areas which are important or sensitive for ecological reasons', the project authority says Puttenahalli Lake Birds Conservation Reserve located at a distance of 1.43 Km from the proposed project alignment and the project location toposheet Nos. 57G/12, 57H/9 is also a part of the Thippagondanahalli Reservoir Catchment area notification where Kumudavathy and Arkavathy Catchments exists and Bannerghatta National Park also exists. However, the project authority says the General Conditions are not applicable even upon the existence of all these sensitive areas. This means the application submitted is false misleading everyone by covering the true facts.

Further, it was said that the online application was submitted on 12.11.2019 and fresh EIA studies were conducted. Meanwhile, the Hon'ble Supreme Court issues its judgement on 17.03.2020 along with several Directions. The project proponent says they have submitted the application for diversion of forest land on 08.06.2020 and as informed earlier the BDA has submitted the request letter to KSPCB on 03.07.2020, requested Deputy Commissioner to conduct Public Hearing, published paper notification on 17.07.2020 and today the Public Hearing is being conducted on 18.08.2020 within 30 days where we have been gathered and the meeting is being conducted.

As per the details available in the KSPCB website, in Annexure-4 Civil Appeal No. 2566/2019 they have given only 4 pages involving only Directions which is actually 69 pages. The section J. Directions of the Supreme Court Order says "bearing in mind the need to bring about a requisite balance, we propose to issue the following directions under Article 142 of the Constitution: i) the Appellant is directed to conduct a fresh rapid EIA for the proposed PRR project". As said earlier, BDA had submitted the application on 12.11.2019 when there is a case pending at Hon'ble Supreme Court may be accepted. Further as per the directions, "ii) the Appellant shall, for the purpose of conducting the rapid EIA, hire a sector specific accredited EIA consultant". In view of this, the EIA report involves a NABET sector specific certificate. He agrees that the studies have been conducted by sector specific accredited EIA Consultant and has followed the directions of Supreme Court. He also agrees that all the said details are given in the EIA report. In continuation to the Directions, "iii) The Appellant shall have due regard to the various deficiencies noted in the present judgement as well as ensure that additional precautions are taken to account for the prevailing state of environment". "iv) The Appellant shall ensure that the requisite clearance under various enactments have been obtained and submitted to the SEAC prior to the consideration by it of the information submitted by the appellant in accordance with the office memorandum issued by MoEF&CC from time to time". The Court has informed to submit the application to SEAC but the project authority has submitted the application to SEIAA. The Directions of the Hon'ble Supreme Court is final and has to be followed by everyone. He questioned if the project authority have submitted the application to SEAC. He stated that the project authority have submitted the earlier



application to SEIAA and hence submitted the fresh application to SEIAA. This is a violation of the Hon'ble Supreme Court Order. The project authority have misguided the Supreme Court by submitting the earlier proposal to SEIAA. As stated earlier, the project belongs to category 'A' since it attracts General Conditions. The Supreme Court has instructed to obtain all requisite Clearances for the project, but the project authority says they have submitted application for only diversion of forest land and not obtained the Clearance till date. He informs that the proponent is yet to obtain clearances for wildlife, Puttenahalli Conservation Reserve, Thippagonadanahalli Catchment Area, Geology, Tree, forest, etc. As per the Directions of Supreme Court, he further states "v) The SEAC shall thereafter assess the rapid EIA report and other information submitted to it under the 2006 Notification. If it is of the opinion that the Appellant has complied with the 2006 Notification as well as the directions issued by this Court, only then shall it recommend to the SEIAA the grant of EC for the proposed project. The SEAC and the SEIAA would lay down appropriate conditions concerning air, water, noise, land, biological and socioeconomic environment and other conditions it deems fit. Vi) The Appellant shall consult the requisite authority to ensure that no potential damage is caused by the project to the petroleum pipelines over which the proposed road may be constructed". He further complained that only 2 pages of Directions of the Supreme Court Order has been annexed in the report.

As per the EIA Notification, 2006 as stated by the project authority in schedule 7(f) Highways, Category 'A' projects involves new National Highways and expansion of National Highways >30 km involving additional RoW >20 m and land acquisition. Similarly, Category 'B' projects involve all State Highways and expansion projects in hilly terrain >1000 m AMSL and or ecologically sensitive areas. The last column in the EIA notification consists 'conditions (if any) : General conditions shall apply and Highways includes expressways'. General Conditions says that 'any project categorized as 'B' will be appraised at central level as category 'A' if located in whole or in part within 5 km from the boundary of i) Protected areas notified under Wildlife (Protection) Act, 1972. ii) Critically polluted areas as identified by the CPCB constituted under Water (Prevention and Control of Pollution) Act, 1974 from time to time. iii) Eco-sensitive areas as notified under Subsection (ii) of section (iii) of Environment (Protection) Act, 1986. iv) Interstate boundaries and International boundaries. If we consider the Peripheral Ring Road project connecting the existing Tumkur Road and Hosur Road as State Highway project falling under category B, presence of Protected Area namely Bannerghatta National Park at a distance of 6.6 km from the proposed project does not attract the general conditions since it is >5 km from the project site. However, critically polluted areas such as Jigani Bommasandra Industrial area is located at a distance of 4 km and Peenya Industrial area at a distance of 3 km from the project site which is <5 km from the proposed project and this condition is applicable. The project authority also explained the presence of eco-sensitive areas such as Puttenahalli Bird Conservation Reserve at a distance of 1.4 km and Thippagondanahalli Catchment area through which 13.5 km of alignment passes involving removal of 9,000 trees and plantation activities in the ratio of 1:10 will be implemented. He informed that this Eight lane Peripheral Ring Road with RoW of 100 m passes through the eco-sensitive area. He also stated that only a part of the project alignment i.e., 13.5 km out of the entire 65.5 km passes through the TG Halli catchment area which attracts the general conditions of the EIA notification, 2006 and hence the project must be appraised as Category A.



Category A projects will not be appraised by SEIAA, Karnataka and SEIAA, Karnataka does not have the authority to appraise Category A projects. According to the EIA notification, 2006 the requirements of prior Environmental Clearance 'the following projects activities shall require prior Environmental Clearance from regulatory Authority which shall hereinafter termed to be as the Central Government in the Ministry of Environment, Forests & Climate Change for Category A in the schedule and at State Level, the State Level Environment Impact Assessment Authority for matters falling under category B in the said schedule before any construction work or preparation of land by the project management except for securing the land started on the land for the project activity. All new projects are listed as Schedule to this notification'. Further, he also exclaimed that the project authority has submitted the application to SEIAA suppressing the material facts and the project should have been appraised at Delhi. He also stated that even after doing fresh studies the project authority have submitted the application to the non-jurisdictional Authority, obtained the ToRs, carried out the studies based on those ToRs and that they are not ready to accept all these faults.

Further, in Chapter-13 Compliance to the observations of Hon'ble Supreme Court Judgement and Hon'ble NGT; during the submission of application to SEIAA, the forest land proposed to be diverted was only 1.53 Ha but now in the EIA report the land proposed to be diverted is mentioned as 10.117 Ha which is 10 times greater than the area given in the application. During the presentation, out of 10.117 Ha, it was also informed that the project authority is saving some forest land. He further said that there are many facts to be brought to the notice but due to insufficient time he is focusing on only few important points. He also informed that the objections will be submitted in the written format. He also said that given the time he would share all his objections, suggestions and requests. He also exclaimed that the project involves removal of 16,000 trees during the submission of application and in the report it was mentioned that more than 33,000 trees are proposed to be removed which is three times greater than that proposed in the application.

He also informed the Supreme Court in its 69 pages of Judgment, explained the liabilities of SEIAA in detail and SEIAA has not done their work appropriately. He also said that the earlier EC was taken in 2014 from SEIAA, Karnataka and there may be some minor modifications in project details such as change in length from 65 km to 65.5 km, slight shifts in the alignment. However, the presence of Banneghatta National Park, Jigani Bommasandra Industrial area, Peenya industrial area, Thippagondanahalli Catchment area, Jarakabandekaval Reserve Forest, Puttenahalli Lake Bird Conservation Reserve is also true. Keeping in view of this, he questioned the Project Authority regarding the submission of application to SEIAA, Karnataka. The project authority made a mistake from the beginning and have misguided the Supreme Court by not disclosing these details. Instead they only focused on time. The NGT have also stated that the details submitted are 5 years old. He also informed that the sector specific EIA consultants in spite of having knowledge all these facts submitted the application to SEIAA, Karnataka. He stated that the consultants have obtained ToRs from non-jurisdictional authority and they are expressing that detailed studies have been done which is not valid. He informed that the project intention may be good but correct procedures must be followed. He also questioned regarding the flyovers proposed over 6 lakes and that if others do it they call it encroachment. He also expressed that many people who built their houses with requisite



permits lost their properties overnight due to the rules and regulations pertaining to the lake encroachment. As per the rules, 30 m buffer in all directions must be considered and hence, he informed to plan the project by considering 30 m buffer. He expressed that project authority have planned this even after knowing the regulations and that there is no use of planning CSR or CER activities for these lakes upon proposing flyovers. He insisted to shift the alignment and then plan for rejuvenation of lakes as part of CSR activities.

Shri. C. Siddaramaiah, Senior Environmental Officer, KSPCB informed Shri. S. K. Vijaykumar to talk only about environmental issues in brief and submit his objections / suggestions in writing regarding any violations of procedure/notifications, so that other participants can also get an opportunity to express their views.

Shri. S. K. Vijaykumar stated that he will conclude his views and leave. He apologized to the public stating that he concluded his views due to the request of the Panel. He expressed that the project authority will do anything to get the project approval and all the reports prepared are illegal and violation to the orders. The project authority have not approached the respective offices for obtaining requisite approvals. He expressed that the ToRs are not obtained as per the guidelines and is obtained from non-jurisdictional authority. The report has been prepared as the ToRs obtained from non-jurisdictional authority. He gave all his views in written format to KSPCB.

The Chairman of the Public Hearing and the Deputy Commissioner informed Shri. S. K. Vijaykumar that, some of the points shared by him is considerable and all the lacunas or faults shared must be given in written format. He also shared that a separate virtual conference will also be conducted on 03.09.2020 to express your views. He also shared that all the views shared are noted, recorded and will be taken into consideration. He Further, insisted that Shri. Vijaykumar participate in the virtual conference as the views shared are considerably significant and requested to give the details regarding the lapses in writing so that it will be considered. The public also requested to allow Shri. S. K. Vijaykumar to talk since his views are to be taken into consideration. The Deputy Commissioner once again informed that a separate meeting will be done regarding this and all his views are taken into consideration.

Shri. Vijaykumar shared that during the submission of application to SEIAA it was mentioned that 'as per the opinion of the advocate general of Karnataka without any prejudice to the appeal filed by BDA has initiated to conduct fresh EIA studies appointing consultant through tender to obtain fresh Environmental Clearance'; but the project authority did not share relevant details thereby misguiding everyone. He also stated that he has no objection towards the implementation of the project but questions the procedure adopted towards obtaining the approval. He also expressed that all the trees along Doddaballapur Road and Yelhanka Road has been removed which is unbearable. Further, the upcoming Nelamangala Doddaballapura road will also face the same fate. He stated that trees greater than his age are also proposed to be removed and said to maintain the quality of existing roads instead of proposing new roads. He also shared that in the report, the RoW is 100 m instead in a table showing bifurcation of 17 items such as gantry, cycle track, median, green space, etc. it is totaling to 113 m. The report also says that the project proponent will



Road has been done. The condition of the Road is worst and is frequently being used by ambulances. This is mainly due to the better road connectivity which is helpful in saving lives.

He also stated that the PRR passes through the Jarakabandekaval RF and requested that necessary precautionary measures be taken so as not to harm its biodiversity. In addition to this, the project has been delayed since 15 years and is problematic to the farmers. Therefore, proper compensation as per the norms be provided at the earliest and implement the project.

He also expressed that if BDA Officials and KSPCB officials travel in bus along with him he himself would buy tickets for them only to show the extent of traffic and its problematic conditions.

**53. Shri. Sunil,**

He enquired about the preliminary notification pertaining to the change in alignment at NICE Junction.

**54. Shri. Umesh Reddy,**

He questioned about the survey number through which the alignment passes and that it has been published in the newspaper. How long will it take for it to be notified in the papers?

**55. Sri Aravind**

They questioned as to when the answers to the queries/suggestions asked during the meeting and requested to provide any date or mode of publishing the answers. Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. answered that all the suggestions received by BDA and PCB will be answered all together in another two months before finalizing the EIA report. She expressed that all these answers has to be answered earlier and not that the construction activities be initiated before the public receives their answers so that all the time spent today will not be wasted. Shri. Santhosh Kumar T. M. answered that all the answers will be complied before the initiation of construction activities and that it will be published in the PCB website.

**Shri. Aravind:** He would like to thank for the time being provided for the project discussion and that the presentation had so many details but the slides were moved fast and we were not able to see it in detail. He asked if the presentation be available for reference. Shri. Santhosh Kumar T. M. answered that the presentation was the summary of the report available in the KSPCB Website and can be referred. He also informed to send a request for the e-mail [eebdappr@gmail.com](mailto:eebdappr@gmail.com) we will send you the copy of the presentation.



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**56. Shri. Amarnarayan, Channasandra**

He stated that about 1810 acres of land is being acquired and thousands of farmers are dependent on this land for their livelihood. He expressed that the utilization of organic fertilizer has become very less and instead inorganic fertilizers are being used due to the reason that the land will be acquired for construction of road. He requested that a suitable rapid compensation be provided for the farmers at the earliest.

**57. Shri. Srinivas, Sheegihalli**

He stated that he needed clarity pertaining to the survey numbers and change in the alignment near Sheegihalli.

**58. Shri. Rajgopal,**

He expressed that the main suspicion that is there on people's mind is that tree density in Bangalore and surrounding area has reduced from 70% to 30%. That means adequate afforestation has not been carried out whenever there is deforestation. The ratio of 1:10 is not implemented. In this particular case, would it be possible to first plant the trees and then everyone would get to know that the greenbelt plan is being implemented and then the construction be initiated. Dr. H. R. Shantharajanna, Engineer Member, BDA explained that as everyone knows that about 33,838 trees are being removed and there are 13,000 trees are eucalyptus which are to be removed anyway as per the Government Order. The impact will be on 23,000 trees and in order to compensate, the 50,000 trees will be planted in the 5m greenery area on either sides of the road. The existing trees in the greenery area will also be retained. The amount for the same has already be allocated. In addition to this, plantation activities will also be carried out in the area designated by Karnataka Forest Department by entering a MoU with them. There is a program for planting more number of trees.

**59. Shri. Pavan, BMS College student**

He stated that in order to compensate the tree removal green belt development plan has been done. He expressed his concern about the ecological loss in the area due to tree removal. Shri. C. Siddaramaiah, Senior Environmental Officer, Karnataka State Pollution Control Board explained that in any project the ecological damage will be anticipated and the ecological loss will be compensated in the regions where the green belt will be developed. The ecological loss will be compensated by enhancing the greenery in the region in any alternative suggested by the Karnataka Forest Department.

She expressed that we cannot alter the ecology of any region and recreate it anywhere else. Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants



Pvt. Ltd. explained that we will look into how best we can manage the greenery in the region and take suggestions pertaining to it before implementation.

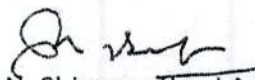
**60. Shri. Nagesh, Kogilu**

He stated that details of compensation has not been discussed yet and asked regarding the finalization of the compensation.

Dr. H. R. Shantharajanna, Engineer Member, BDA explained that the land acquisition process is a complex process and it has been instructed that it be done as part of PPP (Public Private Partnership) for such mega projects. Hence tender will be called for such works.

Shri. C. Siddaramaiah, Senior Environmental Officer, Karnataka State Pollution Control Board concluded the meeting stating that the public has shared all their view/suggestion/queries during the meeting and all these have been recorded and presented in the form of proceedings and submitted to Karnataka State Environment Impact Assessment Authority (KSEIAA). They will ask BDA for the compliance for all the queries sought by the public and will proceed further only upon submission of compliance. The public can also submit their queries at that point also. He thanked all the participants for sharing their views about the project.



  
(G. N. Shivamurthy, I.A.S.)  
Deputy Commissioner  
& Chairman-District Environmental Public  
Hearing Committee,  
Bengaluru Urban District.



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ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರವು ಅನುಷ್ಠಾನಗೊಳಿಸಲು ಉದ್ದೇಶಿಸಿರುವ ಎಂಟು ಪಥದ ಬಾಹ್ಯವರ್ತುಲ ರಸ್ತೆ ನಿರ್ಮಾಣ (ತುಮಕೂರು ರಸ್ತೆಯಿಂದ ಪ್ರಾರಂಭವಾಗಿ ಬಳ್ಳಾರಿ ರಸ್ತೆ ಹಾಗೂ ಹಳೆ ಮದ್ರಾಸ್ ರಸ್ತೆಯ ಮೂಲಕ ಹಾದು ಹೊಸೂರು ರಸ್ತೆಯಲ್ಲಿ ಕೊನೆಗೊಳ್ಳುತ್ತದೆ) ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಕರ್ನಾಟಕ ಈ ಯೋಜನೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ದಿನಾಂಕ: 23.09.2020 ರಂದು ಬೆಳಿಗ್ಗೆ 11.00 ಗಂಟೆಗೆ ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದ ಕಛೇರಿಯಲ್ಲಿ ನಡೆದ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ವರ್ಚುವಲ್ ಸಭೆಯ ನಡವಳಿಗಳು

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1. ವರ್ಚುವಲ್ ಸಭೆ ನಡೆದ ಸ್ಥಳ : ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದ ಕಛೇರಿ,  
ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು
2. ದಿನಾಂಕ : 23.09.2020, ಬೆಳಿಗ್ಗೆ 11.00 ಗಂಟೆ
3. ಸಭೆಯಲ್ಲಿ ಹಾಜರಿದ್ದ ಅಧಿಕಾರಿಗಳ ವಿವರ :

1	ಶ್ರೀ. ಜಿ. ಎನ್. ಶಿವಮೂರ್ತಿ, ಭಾ.ಆ.ಸೇ, ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು ಹಾಗೂ ಜಿಲ್ಲಾ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಆರಸೆ ಸಭೆಯ ಅಧ್ಯಕ್ಷರು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ	ಅಧ್ಯಕ್ಷರು
2	ಶ್ರೀ. ಸಿ. ಸಿದ್ದರಾಮಯ್ಯ, ಹಿಲಯ ಪರಿಸರ ಅಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ, ವಲಯ ಕಛೇರಿ, ಬೆಂಗಳೂರು ಉತ್ತರ	ಸದಸ್ಯರು

4. ಯೋಜನಾದಾರರ ವತಿಯಿಂದ ಹಾಜರಿದ್ದ ಪ್ರತಿನಿಧಿಗಳ ವಿವರ:

1	ಡಾ. ಎಚ್.ಆರ್. ಲಾಂತರಾಜಣ್ಣ ಕೆ.ಇ.ಎಸ್	ಅಭಿಯಂತರ ಸದಸ್ಯರು
2	ಶ್ರೀ. ಪಿ. ಶಿವರಾಜು ಕೆ.ಆ.ಸೇ	ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು (ಭೂ ಸ್ವಾಧೀನ)
3	ಶ್ರೀ. ಜಿ.ಎ. ಶಿವಾನಂದ್ ಕೆ.ಇ.ಎಸ್	ಅಭಿಯಂತರ ಅಧಿಕಾರಿಗಳು
4	ಶ್ರೀ. ಶಿವಕುಮಾರ್ ಎಂ. ಪಾಟೀಲ್	ಕಾರ್ಯಪಾಲಕ ಅಭಿಯಂತರರು
5	ಶ್ರೀ. ಆರ್. ಸುರೇಶ್	ಸಹಾಯಕ ಕಾರ್ಯಪಾಲಕ ಅಭಿಯಂತರರು

5. ಭಾಗವಹಿಸಿದಂತಹ ಅಧಿಕಾರಿಗಳ ವಿವರಗಳು : ಅನುಬಂಧ 1
6. ಪ್ರಸ್ತುತ ಪಡಿಸಿದ ಯೋಜನಾ ವಿವರಗಳ ಪಿಪಿಐ ಪ್ರತಿ : ಅನುಬಂಧ 2
7. ಸಭೆಯ ಛಾಯಚಿತ್ರಗಳು ಮತ್ತು ವಿಡಿಯೋ : ಅನುಬಂಧ 3

ಪೀಠಿಕೆ:

ಪ್ರಸ್ತುತ ಯೋಜನೆಗೆ ಛೇಗಾಗಲೇ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ದಿನಾಂಕ: 18.08.2020 ರಂದು ನೃತ್ಯೋತ್ಸವ ಕಲ್ಯಾಣ ಮಂಟಪ ಮತ್ತು ಸಮಾವೇಶ ಕೇಂದ್ರ, ಸಿಂಗನಾಯಕನಹಳ್ಳಿ, ಯಲಹಂಕ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ ಇಲ್ಲಿ ನಡೆಸಲಾಗಿತ್ತು. ಸದಲ ಸಭೆಯಲ್ಲಿ ಭಾಗವಹಿಸಿದ್ದ ಸಾರ್ವಜನಿಕರು ಕೋವಿಡ್-19 ಕಾರಣದಿಂದಾಗಿ ಹೆಚ್ಚಿನ ಸಾರ್ವಜನಿಕರು ಸಭೆಯಲ್ಲಿ ಭಾಗವಹಿಸಲು ಸಾಧ್ಯವಾಗದ ಕಾರಣ ಇನ್ನೊಂದು ಬಾಲ ಸಭೆ



ನಡೆಸಿ ಕುಂದು ಕೊರತೆಗಳನ್ನು ಆಲಸುವಂತೆ ಮನವಿ ಮಾಡಿದರು. ಅದರಂತೆ, ಸಭೆಯ ಅಧ್ಯಕ್ಷರು, ಹೆಚ್ಚಿನ ಸಾರ್ವಜನಿಕರು ಭಾಗವಹಿಸಲು ಅನುಕೂಲವಾಗುವಂತೆ ವರ್ಚುವಲ್ ಸಭೆ ಆಯೋಜಿಸುವಂತೆ ಸೂಚನೆ ನೀಡಿದರು. ಅದರಂತೆ, 'ವರ್ಚುವಲ್ ಸಭೆಯನ್ನು' ಐ: 23.09.2020 ರಂದು ಬೆಳಿಗ್ಗೆ 11:00 ಗಂಟೆಗೆ. ಆಯೋಜಿಸುವ ಕುರಿತು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯು, ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ಪತ್ರಿಕಾ ಪ್ರಕಟಣೆಯನ್ನು ರಾಜ್ಯ ಮಟ್ಟದ ಪತ್ರಿಕೆಗಳಾದ "ಡೆಕ್ಕನ್‌ಹೆರಾಲ್ಡ್" (ಆಂಧ್ರ) ಮತ್ತು ಕನ್ನಡಪ್ರಭ (ಕನ್ನಡ) ದಲ್ಲಿ ಐನಾಂಕ: 01.09.2020 ರಂದು ನೀಡಿ, ಯೋಜನಾ ಸ್ಥಳದಲ್ಲಿ ವಾಸವಿರುವ ನಿವಾಸಿಗಳು, ಪರಿಸರ ಅನಕ್ಷ ಗುಂಪುಗಳು ಮತ್ತು ಈ ಯೋಜನೆಂಬಿಂದ ತೊಂದರೆಗೊಳಗಾಗಬಹುದಾದ ಸಾರ್ವಜನಿಕರು ತಮ್ಮ ಸಲಹೆಗಳು, ಅನಿಸಿಕೆಗಳು, ಟಿಪ್ಪಣಿಗಳನ್ನು ಹಾಗೂ ಅಹವಾಲುಗಳನ್ನು ವ್ಯಕ್ತಪಡಿಸಲು 'ವರ್ಚುವಲ್ ಸಭೆಯಲ್ಲಿ ಪಾಲ್ಗೊಳ್ಳುವಂತೆ ಕೋರಲಾಗಿತ್ತು. ಮುಂದುವರೆದು, ಸಭೆಯ ವಿವರಗಳನ್ನು ಮಂಡಳಿಯ ಅಂತರ್ಜಾಲ ತಾಣದಲ್ಲಿಯೂ ಸಹ ಪ್ರಕಟಿಸಲಾಗಿತ್ತು. ಇದಲ್ಲದೆ, ಹೆಚ್ಚಿನ ಸಂಖ್ಯೆಯಲ್ಲಿ ಸಾರ್ವಜನಿಕರು ಪಾಲ್ಗೊಳ್ಳುವ ದೃಷ್ಟಿಯಿಂದ ಎಫ್.ಎಂ ರೇಡಿಯೋ ಮತ್ತು ವಿವಿಧಭಾರತಿ ಮುಖಾಂತರವೂ ಸಭೆಯ ವಿವರಗಳನ್ನು ಭತ್ತಲಿಸಲಾಗಿತ್ತು.

ಅದರಂತೆ ವರ್ಚುವಲ್ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯು ಐನಾಂಕ: 23.09.2020 ರಂದು 11.00 ಗಂಟೆಗೆ ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು ಇವರ ಅಧ್ಯಕ್ಷತೆಯಲ್ಲಿ ಪ್ರಾರಂಭವಾಯಿತು. ಈ ಸಭೆಗೆ ಶ್ರೀ.ಎನ್. ಶಿವಪ್ಪ ನಾಯ್ಕ, ಪರಿಸರ ಅಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ ಇವರು ಶ್ರೀ.ಜಿ.ಎನ್ ಶಿವಮೂರ್ತಿ, ಭಾ.ಆ.ಸೇ ಮತ್ತು ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯ ಹಿಲಿಯ ಪರಿಸರ ಅಧಿಕಾರಿಗಳಾದ ಶ್ರೀ. ಸಿ. ಸಿದ್ದರಾಮಯ್ಯ ಇವರನ್ನು ತುಂಬು ಹೃದಯದಿಂದ ಸ್ವಾಗತಿಸಿದರು. ಸಭೆಗೆ ಆಗಮಿಸಿರುವ ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದ ಅಧಿಕಾರಿಗಳು, ಪತ್ರಿಕಾ ಮತ್ತು ಮಾಧ್ಯಮ ಪ್ರತಿನಿಧಿಗಳು, ಸಂಘ ಸಂಸ್ಥೆಗಳ ಪ್ರತಿನಿಧಿಗಳು ಹಾಗೂ ಸಾರ್ವಜನಿಕರಿಗೆ ತುಂಬು ಹೃದಯದ ಸ್ವಾಗತವನ್ನು ಕೋರಿದರು. ಸಭೆಯ ಅಧ್ಯಕ್ಷರು ಪವರ್‌ಪಾಯಿಂಟ್ ಪ್ರಸ್ತುತಿಯ ಮೂಲಕ ಯೋಜನೆಯ ಬಗ್ಗೆ ವಿವರಿಸಲು ಯೋಜನಾ ತಾಂತ್ರಿಕ ಸಲಹೆಗಾರರಿಗೆ ತಿಳಿಸಿದರು

ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದ ಪರವಾಗಿ ಮೆ.ಎಸ್ವಿ.ರಾಜ್‌ಎಂ.ಆರ್ ಹೆಲ್ತ್ ಅಂಡ್ ಸೇಫ್ಟಿ ಕನ್ಸಲ್ಟಿಂಗ್ ಪ್ರೈ.ಲಿ ರವರ ಪ್ರತಿನಿಧಿ ಶ್ರೀ.ಆ.ಎಂ. ಸಂತೋಷ್ ಕುಮಾರ್, ರವರು ಉದ್ದೇಶಿತ ಯೋಜನೆಗೆ ಸಂಬಂಧಿಸಿದ ತಾಂತ್ರಿಕ ವರದಿಯನ್ನು ಮಂಡಿಸಿದರು. ಈ ವರದಿಯಲ್ಲಿ ಯೋಜನೆಯ ವಿವರಗಳು ಅದರ ಉದ್ದೇಶಗಳು, ಪರಿಸರ ಅಧ್ಯಯನದ ಕುರಿತಂತೆ ಮಾಹಿತಿ, ಯೋಜನಾ ಪ್ರದೇಶದಲ್ಲಿರುವ ಪ್ರಸ್ತುತ ಪರಿಸರದ ಸನ್ನಿವೇಶ, ಪರಿಸರದ ಮೇಲೆ ಆಗುವುದಾದ ಪರಿಣಾಮಗಳು, ಉಪಶಮನ ಕ್ರಮಗಳು, ಪರಿಸರ ನಿರ್ವಹಣಾ ಯೋಜನೆ, ಘನ ಮತ್ತು ಅಪಾಯಕಾಲ ತ್ಯಾಜ್ಯ ನಿರ್ವಹಣೆ, ಹಸಿರುಪಟ್ಟಿ ಅಭಿವೃದ್ಧಿ ಯೋಜನೆ, ಪರಿಸರ ಮೇಲ್ವಿಚಾರಣಾ ಯೋಜನೆ, ಯೋಜನಾ ಪ್ರಯೋಜನಗಳು ಮತ್ತು ಪರಿಸರ ಸುರಕ್ಷತಾ ಕ್ರಮಗಳು, ಮುಂತಾದವುಗಳ ಕುರಿತಂತೆ ಮಾಹಿತಿ ನೀಡಿದರು.

ನಂತರ, ವರ್ಚುವಲ್ ಸಭೆಯ ಅಧ್ಯಕ್ಷರು ಸಾರ್ವಜನಿಕರಿಗೆ ಉದ್ದೇಶಿತ ಯೋಜನೆಯ ಬಗ್ಗೆ ತಮ್ಮ ಅನಿಸಿಕೆ/ಅಭಿಪ್ರಾಯ/ಅಕ್ಷೇಪಣೆಯನ್ನು ವ್ಯಕ್ತಪಡಿಸಲು ತಿಳಿಸಿದರು. ಅದರಂತೆ, ಸಭೆಯಲ್ಲಿ ಭಾಗವಹಿಸಿದ್ದ ಸಾರ್ವಜನಿಕರು ತನ್ನ ಅಭಿಪ್ರಾಯವನ್ನು ತಿಳಿಸಿದರು.

1. ಶ್ರೀ. ಸೂರ್ ಅಸ್ಮಾ, ಬೆಂಗಳೂರು

ಇವರು ಮಾತನಾಡುತ್ತಾ, ಬೆಂಗಳೂರಿನಲ್ಲಿ ಸುಮಾರು ರಸ್ತೆಗಳು ಇನ್ನೂ ಕಾಮಗಾರಿಯ ಹಂತದಲ್ಲವೆ. ಉದಾ: ಸದ್ಯ ನಗರದಲ್ಲಿ ನಡೆಯುತ್ತಿರುವ ರೋಡ್ ವೈಟ್ ಟ್ಯಾಪಿಂಗ್ ಕಾಮಗಾರಿಗಳು ಇನ್ನೂ ಕಾಮಗಾರಿಯ ಹಂತದಲ್ಲಿದ್ದು, ಕಾಮಗಾರಿಯನ್ನು ಕಾರ್ಯಗತಗೊಳಿಸದೆ ಹೊಸ ಹೊಸ ರಸ್ತೆ ಕಾಮಗಾರಿಗಳಿಗೆ ಕೈಹಾಕುವುದು ಬೇಡ, ಮೊದಲು ಕಾಮಗಾರಿ ಹಂತದಲ್ಲರುವ ರಸ್ತೆಗಳನ್ನು ಮುಗಿಸಿ ನಂತರ ಬೇಕಾದಲ್ಲಿ ಇಂತಹ ರಸ್ತೆ ಯೋಜನೆಗಳನ್ನು ಕೈಗೊಳ್ಳುವುದು ಸೂಕ್ತವೆಂದು ಅಭಿಪ್ರಾಯ ತಿಳಿಸಿದರು.

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## 2. ಶ್ರೀ ರಾಮನಾಥನ್, ಸೀಗೆಹಳ್ಳಿ

ಇವರು ಎಲ್ಲರಿಗೂ ನಮಸ್ಕಾರಗಳನ್ನು ತಿಳಿಸುತ್ತಾ, ಸೀಗೆಹಳ್ಳಿಯ ಹೊಸ ರಸ್ತೆ ಜೋಡಣೆಯ ಬಗ್ಗೆ ಏವರಣೆಯನ್ನು ಕೇಳಿದರು. ಈ ಪಿಆರ್‌ಆರ್ ರಸ್ತೆಯು ನಮ್ಮ ಭೂಮಿಗಳಲ್ಲಿ ಅಥವಾ ಈಗಾಗಲೇ ಅಸ್ತಿತ್ವದಲ್ಲಿರುವ ಕಟ್ಟಡಗಳ ಮುಖಾಂತರ ಹಾದುಹೋದರೆ ಯಾವ ಲೀತಿಯ (ಎಚ್ಚು) ಪರಿಹಾರವನ್ನು ಕೊಡುತ್ತಿರಾ ಮತ್ತು ಭೂಮಿಗೆ ಹಾಗೂ ಕಟ್ಟಡಗಳಿಗೆ ಬೇರೆ ಬೇರೆ ಪರಿಹಾರಗಳನ್ನು ನೀಡುತ್ತಿರಾ ಎಂದು ಕೇಳಿದರು.

ಜಿಡಿಎ ಯವರು ಉತ್ತರಿಸುತ್ತಾ, ಸೀಗೆಹಳ್ಳಿಯ ರಸ್ತೆಯ ಜೋಡಣೆಯಲ್ಲಿ ಕೆಲವು ಹೊಸ ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡಲಾಗುವುದು. ಇದಕ್ಕೆ ಮುಖ್ಯ ಕಾರಣ ಮೊದಲನ ರಸ್ತೆ ಜೋಡಣೆಯ ಪ್ರಕಾರ ಈ ಪ್ರದೇಶದಲ್ಲಿ ಜನರ ಸ್ಥಳಾಂತರವನ್ನು ಒಳಗೊಂಡಿರುವುದರಿಂದ ಇದನ್ನು ತಪ್ಪಿಸಲು ರಸ್ತೆ ಜೋಡಣೆಯಲ್ಲಿ ಬದಲಾವಣೆಯನ್ನು ತರಲಾಗಿದ್ದು, ಈ ಬಗ್ಗೆ ಸರ್ಕಾರವು ಸೂಕ್ತ ಕ್ರಮವನ್ನು ಕೈಗೊಳ್ಳುತ್ತದೆ. ಪರಿಹಾರದ ವಿಷಯಕ್ಕೆ ಬಂದರೆ ರಸ್ತೆಯು ಭೂಮಿ ಮತ್ತು ಕಟ್ಟಡಗಳಲ್ಲಿ ಹಾದು ಹೋದರೆ ಎರಡಕ್ಕೂ ಬೇರೆ ಬೇರೆ ಪರಿಹಾರಗಳನ್ನು ಭೂ ಸ್ವಾಧೀನ ಕಾಯ್ದೆ 2013 ರ ಪ್ರಕಾರ ಕೊಡಲಾಗುವುದು ಎಂದು ತಿಳಿಸಿದರು. ನಡವಳಿ ಅಂತಿಮ ರಸ್ತೆ ಜೋಡಣೆಯ ಬದಲಾವಣೆಯ ಕುರಿತಂತೆ ಅಭಿಮತವನ್ನು ಬಿಡುಗಡೆ ಮಾಡಲಾಗುತ್ತದೆ, ಎಂದು ತಿಳಿಸಿದರು.

## 3. ತಾರಾ ಕೃಷ್ಣಸ್ವಾಮಿ, ಸಿಟಿಜನ್ಸ್ ಫಾರ್ ಬೆಂಗಳೂರು

ಇವರು ಮಾತನಾಡುತ್ತಾ, ಅಂತಿಮ ರಸ್ತೆ ಜೋಡಣೆಯಾಗದೇ ಪರಿಸರ ಅಭಿವೃದ್ಧಿ ಅಂದಾಜಿಗಾರಣೆ ಮಾಡುವುದು ಸಲಿಯಲ್ಲಿ ಆದರೂ ನೀವುಗಳು ಮಾಡಿದ್ದೀರಿ ಈಗಾಗಲೇ ಜಿಡಿಎ ಅಧಿಕಾರಿಗಳು ಹೇಳಿದಂತೆ ಸೀಗೆಹಳ್ಳಿಯಲ್ಲಿ ರಸ್ತೆ ಜೋಡಣೆ ಬದಲಾವಣೆಯನ್ನು ಮಾಡಲಾಗುತ್ತಿದ್ದು, ರಸ್ತೆ ಜೋಡಣೆ ಅಂತಿಮವಾಗದಿದ್ದಲ್ಲಿ ಸಾರ್ವಜನಿಕರಿಗೆ ಹೇಗೆ ಮತ್ತು ಯಾವ ಲೀತಿ ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ಅಥವಾ ತಂತಿ ತಕರಾರುಗಳನ್ನು ವ್ಯಕ್ತಪಡಿಸಲು ಸಾಧ್ಯವಾಗುತ್ತದೆ. ಏಕೆಂದರೆ ಅವರಿಗೆ ತಮ್ಮ ಭೂಮಿ ಕಟ್ಟಡಗಳ ಮೇಲೆ ಹಾದು ಹೋಗುವುದು ಗೊತ್ತಿಲ್ಲದೇ ಯಾವುದೇ ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ನೀಡಲು ಸಾಧ್ಯವಾಗುವುದಿಲ್ಲ. ಇದಲ್ಲದೇ 700 ಎಕರೆಗೂ ಹೆಚ್ಚು ಭೂಮಿಯ ಅವಶ್ಯಕತೆಯಿರುತ್ತದೆ ಎಂದು ಹೇಳಿದ್ದೀರಿ, ಇದರಲ್ಲಿಯೂ ಕೂಡ ಹೆಚ್ಚುವರಿ ಭೂಸ್ವಾಧೀನವೆಂದು ಮತ್ತೆ ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡುತ್ತಿರುವುದರಿಂದ ಜನರಿಗೆ ಭೂಸ್ವಾಧೀನಗಳ ಕುರಿತು ಸೂಕ್ತ ಮಾಹಿತಿ ದೊರೆಯುತ್ತಿಲ್ಲ ಎಂದರು. ಪರಿಸರ ಅಭಿವೃದ್ಧಿ ಅಂದಾಜಿಗಾರಣೆ ಅಧ್ಯಯನ ಮತ್ತು ವರದಿಯನ್ನು ಈ ರಸ್ತೆ ಜೋಡಣೆಗಳು ಅಂತಿಮವಾದ ಮೇಲೆ ಕೈಗೊಳ್ಳುವುದು ಸೂಕ್ತವೆಂದು ತಿಳಿಸಿದರು.

ನಂತರ ಇವರು ಹಳೆಯ ರಸ್ತೆ ಜೋಡಣೆಯನ್ನು ಆದರಿಸಿ ತಯಾರು ಮಾಡಿದ ಇಬಿಎ ವರದಿಯು ಹೇಗೆ ಮಾನ್ಯವಾಗುತ್ತದೆ. ಈ ಲೀತಿಯಲ್ಲಿ ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡಿಕೊಂಡು ಹೋದರೆ ಹೇಗೆ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು. ಮೊದಲ ಅಭಿಮತವನ್ನು 1400 ಎಕರೆಗಳು, ಇದಲ್ಲದೇ ಹೊಸದಾಗಿ ಜಿಡಿಎ ಆಯುಕ್ತರು ಸೂಚಿಸಿರುವಂತೆ ಇನ್ನೂ 700 ಎಕರೆಗಳ ಹೆಚ್ಚಿನ ಭೂಮಿಯು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳುವ ಅಗತ್ಯತೆಯಿರುವ ಬಗ್ಗೆ ಏವರ ಕೇಳಿದರು.

ಜಿಡಿಎ ಅಧಿಕಾರಿಗಳು ಉತ್ತರಿಸುತ್ತಾ, 2010ರಲ್ಲಿ 300 ಎಕರೆಗಳಿಗೆ ಅಭಿಮತವನ್ನು ಹೊರಡಿಸಲಾಗಿದ್ದು. ಈ ಭೂಮಿಯು ಟೋಲ್ ಪ್ರಾಜಾಂಗಳಾಗಿ ಎಂದು ತಿಳಿಸಿದರು. ಈ ಹೆಚ್ಚುವರಿ ಭೂಮಿಯು ಏರ್‌ಪೋರ್ಟ್ ರಸ್ತೆ ಮತ್ತು ಹಳೇ ಮದ್ರಾಸ್ ರಸ್ತೆ ಇಲ್ಲಿ ಹೆಚ್ಚಿನ ಸಂಚಾರ ದಟ್ಟಣೆ ಇರುವುದರಿಂದ, ಕ್ಲವರ್ ಅಭಿವೃದ್ಧಿಗಾಗಿ ಬೇಕಾಗಿದೆ. ಈ 700 ಎಕರೆಗಳಿಗೆ ಅಭಿಮತವನ್ನು ಹೊರಡಿಸಿದಾಗ 2010 ರಲ್ಲಿ ಮಾನ್ಯ ಸುಪ್ರೀಂಕೋರ್ಟ್ ಈ ಹೆಚ್ಚುವರಿ ಭೂಮಿಯ ಕುರಿತು ರಸ್ತೆ ಕಾರ್ಯಾಚರಣೆಯ ಹಂತದಲ್ಲಿ ಅಭಿಮತವನ್ನು ಮಾಡಬೇಕೆಂದು ಜಿಡಿಎ ರವರಿಗೆ ಸೂಚಿಸಿತ್ತು ಎಂದು ತಿಳಿಸಿದರು.

ಈ ಕ್ಲವರ್ ಅಭಿವೃದ್ಧಿಗಳು, ಟೋಲ್ ಪ್ರಾಜಾಂಗಳನ್ನು ಮಾಡಬೇಕಾದರೆ ಯಾವುದೇ 2.0ಗು ಸಲಹೆಗೆ ಸಂಬಂಧಿಸಿದ ಅಭಿವೃದ್ಧಿ ಇರುತ್ತದೆ. ಹಾಗೂ ಜಿಡಿಎ ದವರು ಎಲ್ಲವುಗಳನ್ನು ಪರಿಗಣಿಸಿ ಪರಿಸರ ಅಭಿವೃದ್ಧಿ ಅಂದಾಜಿಗಾರಣೆ



ಮಾಡಬೇಕಾಗುತ್ತದೆ, ಮತ್ತು ಇದಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ ಹೇಗೆ ನೀವು ಯಾವುದೇ ಅಫಾತವಾಗುವುದಿಲ್ಲ ಎಂದು ಪರಿಗಣಿಸಿರಬೇಕು ಎಂದು ಶ್ರೀ ತಾರಾ ಕೃಷ್ಣಸ್ವಾಮಿಯವರು ಪ್ರಶ್ನಿಸಿದರು.

ಇದಕ್ಕೆ ಪ್ರತ್ಯುತ್ತರವಾಗಿ ಜಿಐಎ ಅಧಿಕಾರಿಗಳು ನಾವು ಎಲ್ಲೆಯೂ ಅಫಾತವಾಗುವುದಿಲ್ಲ ಎಂದು ಹೇಳಿರುವುದಿಲ್ಲ, ಇವುಗಳಿಗೆ ಸಂಬಂಧಿಸಿದ ಪರಿಷರ ಅಧ್ಯಯನಗಳನ್ನು ಮತ್ತು ಮರಗಳ ಎಣಿಕೆಯನ್ನು ಕೈಗೊಂಡಿದ್ದು ಅದನ್ನು ಸೇರಿಸಿಯೇ ಇವು ವರದಿಯನ್ನು ತಯಾರಿಸಿದ್ದೇವೆ ಎಂದು ತಿಳಿಸಿದರು.

ಜಿಐಎ ಆಯುಕ್ತರು 2 ವಾರಗಳ ಮುಂಚೆಯೇ ಈ 700 ಎಕರೆಗಳ ಬಗ್ಗೆ ಅಧಿಸೂಚಿಸಿದ್ದು, ಹೇಗೆ ನೀವು ಇವು ವರದಿಯಲ್ಲಿ ಇದನ್ನು ಸಹಾ ಸೇರಿಸಿ ಪರಿಷರ ಅಧ್ಯಯನಗಳನ್ನು ಮಾಡಿರಬೇಕು ಎನ್ನುತ್ತೀರಾ?, ಎಲ್ಲಾ ಸಾರ್ವಜನಿಕರು ಕೇಳುತ್ತಿರುವ ಹಾಗೆ ಸಮಗ್ರವಾದ ಒಂದೇ ಇವು ವರದಿಯನ್ನು ಮಾಡಿ ಎಂದು ಹೇಳಿದರು.

ಇದಕ್ಕೆ ಪ್ರತ್ಯುತ್ತರವಾಗಿ ಜಿಐಎ ಅಧಿಕಾರಿಗಳು ಈ 700 ಎಕರೆಗಳಿಗೆ (ಟೋಲ್ ಪ್ಲಾಜಾ) ಮೊದಲೇ ಗುರುತಿಸಲಾಗಿತ್ತು. ಆದರೆ ಅಧಿಸೂಚನೆಯನ್ನು ಮಾತ್ರ ಮಾಡಲಾಗಿರಲಿಲ್ಲ, ಹಾಗಾಗಿ ಪರಿಷರ ಅಧ್ಯಯನಗಳನ್ನು ಕೈಗೊಳ್ಳುವಾಗ ಈ ಭೂಮಿಯನ್ನು ಸೇರಿಸಿ ಅಧ್ಯಯನಗಳನ್ನು ಮಾಡಿ ಇವು ವರದಿಯನ್ನು ತಯಾರಿಸಲಾಗಿದೆ ಎಂದು ತಿಳಿಸಿದರು. ಪ್ರಸ್ತುತ ಕ್ಲವರ್ ಅಪ್‌ಗಳು ಬರುವ ಜಾಗಗಳಲ್ಲಿ ಪರಿಷರ ಅಧ್ಯಯನಗಳು ಮತ್ತು ಮರಗಳ ಎಣಿಕೆಯನ್ನು ಕೈಗೊಳ್ಳುತ್ತೇವೆ ಎಂದು ತಿಳಿಸಿದರು.

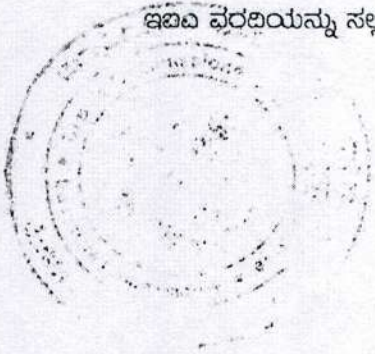
#### 4. ಶ್ರೀ ಯೋಗೇಶ್

ಇವರು, ಪ್ರಸ್ತಾಪಿತ ರಸ್ತೆ ಜೋಡಣೆಯು ಹಿಂದಿನ ಪಿಆರ್‌ಆರ್ ಅಧಿಸೂಚನೆಯ ಪ್ರಕಾರ ಜಲಿವಾಲಿಯಲ್ಲಿ ಹಾದು ಹೋಗುವುದಿಲ್ಲ ಮತ್ತು ಇದರಡಿಯಲ್ಲಿ 3 ಹಳ್ಳಿಗಳನ್ನು ಕೂಡಾ ತಪ್ಪಿಸಲಾಗಿದೆ ಎಂದು ನೀವು ತಯಾರಿಸಿದ ವರದಿಯು ಹೇಳುತ್ತದೆ. ಇನ್ನೂ ಎಷ್ಟು ಸಲ ಜಿಐಎ ನವರು ಈ ರಸ್ತೆ ಜೋಡಣೆಯಲ್ಲಿ ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡುತ್ತೀರಾ ಎಂದು ಕೇಳಿದರು.

ಜಿಐಎ ಅಧಿಕಾರಿಗಳು ಮಾತನಾಡುತ್ತಾ, ಜಲಿವಾಲಿ ಹಳ್ಳಿಯನ್ನು ಜೋಡಣೆಯಲ್ಲಿ ಬಿಟ್ಟಿರುವುದಿಲ್ಲ ಪಿಆರ್‌ಆರ್ ರಸ್ತೆಯು ಇಲ್ಲೆಯೂ ಕೂಡಾ ಹಾದುಹೋಗುತ್ತದೆ ಆದರೆ ಜಲಿವಾಲಿಯ ಬಳಿ ಎಮ್‌ಎಚ್‌ಜಿ ಪೆಟ್ರೋನೇಟ್ ಪೈಪ್‌ಲೈನ್ ಇರುವುದರಿಂದ 15 ಮೀ ಅಂತರದಲ್ಲಿ ಹಾದುಹೋಗುವಂತೆ ಸುರಕ್ಷತಾ ಕ್ರಮವನ್ನು ಕಾಪಾಡಿಕೊಳ್ಳುತ್ತಿದ್ದೇವೆ ಎಂದು ತಿಳಿಸಿದರು. ಜಲಿವಾಲಿ ಹಳ್ಳಿಯ ಬಳಿ ರಸ್ತೆ ಜೋಡಣೆಯಲ್ಲಿ ಯಾವುದೇ ಬದಲಾವಣೆಗಳಾಗಿರುವುದಿಲ್ಲ, 95% ರಷ್ಟು ಭಾಗವು ಅದೇ ಜೋಡಣೆಯಿದೆ, ಎಂದು ತಿಳಿಸಿದರು.

#### 5. ತಾರಾಕೃಷ್ಣ ಸ್ವಾಮಿ, ಸಿಟಿಜನ್ಸ್ ಫಾರ್ ಬೆಂಗಳೂರು

ಇವು ವರದಿಯಲ್ಲಿ ಹೆಚ್ಚುವರಿ 700 ಎಕರೆಗಳ ಭೂಮಿಯ ಬಗ್ಗೆ ಅಧ್ಯಯನ ಮಾಡಿರುವುದಿಲ್ಲ, ಇದರಿಂದಾಗಿ ವರದಿಯು ಅಪೂರ್ಣವಾಗಿದೆ, ಆದ್ದರಿಂದ ಜಿಐಎ ಯು ಕಾನೂನುಬದ್ಧವಾಗಿ ಅಂತಿಮ ರಸ್ತೆ ಜೋಡಣೆಯ ಒಂದು ಅಂತಿಮ ಇವು ವರದಿಯನ್ನು ನೀಡಬೇಕಾಗಿದೆ ಎಂದರು. ಹಳೆ ವರದಿ ಹೇಳುವ ಹಾಗೆ 200 ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಬೇಕಾಗುತ್ತದೆ ಆದರೆ ಹೊಸ ಇವು ವರದಿಯ ಪ್ರಕಾರ ಸುಮಾರು 33 ಸಾವಿರ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಬೇಕಾಗುತ್ತದೆ. ಹಾಗಾಗಿ ಸಾರ್ವಜನಿಕರಿಗೆ ಈ ರಸ್ತೆ ಯೋಜನೆಯಿಂದ ಒಟ್ಟು ಎಷ್ಟು ಮರಗಳನ್ನು ಇವು ವರದಿಗೆ ಅನುಗುಣವಾಗಿ ತೆರವುಗೊಳಿಸುವರು ಎಂದು ಹೇಗೆ ತಿಳಿಯುವುದು ಮತ್ತು ತಪ್ಪು ಡಿ.ಪಿ.ಆರ್ ನ್ನು ಸಲ್ಲಿಸಿದ್ದಾರೆ. ಜಿಐಎ ಎಚ್ಚರಿಕೆ ಹಾಗೆ 95% ಡಿ.ಪಿ.ಆರ್ ನಿರೀಕ್ಷಿಸಲಾಗಿದೆ ಎಂದು ಹೇಳುತ್ತಾರೆ, ಹಾಗಿದ್ದರೆ, ಉಳಿದ 5% ರಷ್ಟರ ಕತೆಯೇನು? ಜಿಐಎ ಹೇಳಿಕೆಯಂತೆ 5% ನಷ್ಟು ಒಟ್ಟಾರೆ 40% ರಷ್ಟು ರಸ್ತೆಯ ಜೋಡಣೆ ಹೆಚ್ಚಾಗಿದ್ದು ಹಾಗೆಯೇ ಭೂಮಿಯನ್ನು 40% ರಷ್ಟು ಹೆಚ್ಚುವರಿಯಾಗಿ ಭೂ ಸ್ವಾಧೀನ ಮಾಡಿಕೊಳ್ಳಬೇಕಿದೆ. ಇದರಿಂದಾಗಿ ನಾವು ಹೊಸ ಇವು ವರದಿಯನ್ನು ಹೇಗೆ ನಂಬುವುದು ಏಕೆಂದರೆ ಜಿಐಎ ನವರು ಮೊದಲು ತಪ್ಪಾದ ಇವು ವರದಿಯನ್ನು ಸಲ್ಲಿಸಿದ್ದಾರೆ, ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.





ಇದಕ್ಕೆ ಉತ್ತರಿಸುತ್ತಾ, ಇ.ಎಚ್.ಎಸ್.ಸಿ ಯ ಪ್ರತಿನಿಧಿಯಾದ ಶ್ರೀ. ಸಂತೋಷ್ ಕುಮಾರ್ ರವರು, ಇದು ಕೇವಲ ಕರುಡು ಇವು ವರದಿಯಾಗಿದ್ದು, ಸಾರ್ವಜನಿಕರ ಸಲಹೆ ಸೂಚನೆಗಳು ಏನೇ ಇದ್ದರೂ ಅವುಗಳನ್ನು ಗಣನೆಗೆ ತೆಗೆದುಕೊಂಡು ಅಂತಿಮ ವರದಿಯನ್ನು ತಯಾರಿಸಲಾಗುವುದು ಎಂದು ತಿಳಿಸಿದರು.

ಸಾರ್ವಜನಿಕರು ಈಗಾಗಲೇ ಕೇಳಿದ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಿಲ್ಲವೆಂದು ದೂರುತ್ತಿದ್ದಾರೆ. ಆದರೆ ಎಲ್ಲಾ ಸಾರ್ವಜನಿಕರ ಪ್ರಶ್ನೆಗಳನ್ನು ಮತ್ತು ಸಲಹೆಗಳನ್ನು ದಾಖಲಿಸಿಕೊಂಡು ಕರ್ನಾಟಕ ರಾಜ್ಯ ಪರಿಷರ ಅಥವಾ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಸಲ್ಲಿಸಲಾಗುವುದು, ಅಗತ್ಯವಿದ್ದರೆ ಜಿಐಎ ರವರಿಗೆ ಅಂತಿಮ ಇವು ವರದಿಯನ್ನು ಬದಲಾಯಿಸಲು ಹೇಳಲಾಗುತ್ತದೆ. ಈ ಅಂತಿಮ ವರದಿಯ ಮೇಲೆ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಪರಿಷರ ಅಥವಾ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರವು ನಿರ್ದಾರ ತೆಗೆದುಕೊಳ್ಳುತ್ತದೆ. ಅದೇ ನಮಯದಲ್ಲ ಸಾರ್ವಜನಿಕರು ತಮ್ಮ ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ಸಲ್ಲಿಸಬಹುದಾಗಿದೆ. ಜಿಐಎ ನವರು, ನಾವು ಇನ್ನೂ ಸಾರ್ವಜನಿಕರ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸುವ ಮತ್ತು ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ಪಡೆಯುವ ಹಂತದಲ್ಲಿದ್ದೇವೆ ಎಂದು ತಿಳಿಸಿದರು.

ಸಾರ್ವಜನಿಕರ ಎಲ್ಲಾ ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ಆಲಿಸುವವರೆಗೂ ನಾವು ವರದಿಯನ್ನು ಅಂತಿಮಗೊಳಿಸುವುದಿಲ್ಲ. ಸಾರ್ವಜನಿಕರು, ಜಿಐಎ ನೀಡಿರುವ ಇವು ವರದಿಯು ತಪ್ಪಾಗಿದ್ದು ಇದು ಸಾರ್ವಜನಿಕರ ತರ್ಕಕ್ಕೆ ಬಂದಿಲ್ಲ, ಹಾಗಾದರೆ ಸಾರ್ವಜನಿಕರು ಹೇಗೆ ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ನೀಡಲು ಸಾಧ್ಯವಾಗುತ್ತದೆ ಎಂದು ಕೇಳಿದರು.

ಈ ರನ್ವೆ ಯೋಜನೆಯ ಕುರಿತು ಸಾರ್ವಜನಿಕರ ಅಭಿಪ್ರಾಯದಂತೆ ಜಿಐಎ ವರದಿಯು ತಪ್ಪಾಗಿದ್ದು, ಸುಮಾರು 12000 ಸಾರ್ವಜನಿಕರು ತಮಗೆ ಈ ಯೋಜನೆಯ ಹೊಸ ಡಿ.ಪಿ.ಆರ್ ನ ಅವಶ್ಯಕತೆಯಿದೆ ಎಂದು ಹೇಳಿರುತ್ತಾರೆ.

#### 6. ಶ್ರೀ. ಭರತ್, ಸೋಲದೇವನಹಳ್ಳಿ

ಸರ್ವೆ.ನಂ.291 ರಲ್ಲಿ ಜಿಐಎ ಭೂಸ್ವಾಧೀನದ ಅಧಿಸೂಚನೆಯ ಪ್ರಕಾರ ನನ್ನ ಭೂಮಿಯು ಸ್ವಾಧೀನವಾಗುತ್ತದೆ ಎಂದು ಹೇಳುತ್ತದೆ. ಆದರೆ ಇಲ್ಲಿಯವರೆಗೂ ನನಗೆ ಯಾವುದೇ ಸೂಚನೆಯು ನಿಮ್ಮ ಭೂಮಿಯು ಸ್ವಾಧೀನವಾಗುತ್ತದೆ ಎಂದು ಬಂದಿರುವುದಿಲ್ಲ. 15 ವರ್ಷಗಳಿಂದ ಯಾವುದೇ ನೋಟೀಸ್ ಈ ಕುರಿತು ಬಂದಿರುವುದಿಲ್ಲ. ಯಾವುದೇ ಒಂದು ಕೆಲಸಕ್ಕೆ ಕಾನೂನು ಲೀತಿಯಾದ ಕಾರ್ಯವಿಧಾನ ಇರುತ್ತದೆಯಲ್ಲ, ಇದಕ್ಕೆ ನಿಮ್ಮಿಂದ ಏನು ಉತ್ತರವೆಂದು ಕೇಳಿದರು.ನಂತರ ಇವು ವರದಿಯನ್ನು ಸ್ಥಳೀಯ ಭಾಷೆಯಲ್ಲಿ ತಯಾರಿಸಬರುವ ಬಗ್ಗೆ ಈಗಾಗಲೇ ನೀವುಗಳು ಅಧಿಸೂಚನೆಯಲ್ಲಿ ಹೇಳಿದ್ದೀರಾ ಆದರೆ ಇದರಿಂದ ಸಾಮಾನ್ಯ ರೈತರು ಇಂಗ್ಲೀಷ್ ಭಾಷೆ ಗೊತ್ತಿಲ್ಲದವರಿಗೆ ಹೇಗೆ ಈ ವರದಿಯು ಅರ್ಥವಾಗುತ್ತದೆ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.15 ವರ್ಷಗಳಿಂದ ನೀವುಗಳು ಈ ರನ್ವೆ ಯೋಜನೆ ಬಗ್ಗೆ ಸುಪ್ರೀಂಕೋರ್ಟ್ಗೆ ಹೋಗಿದ್ದೀರಾ ಅವರು ಕೂಡಾ ರನ್ವೆ ಮಾತಿ ಅಂತ ಹೇಳಿದರು ಎಲ್ಲಾ ಸಲಯಾಗಿದೆ.ಆದರೆ ಮೊದಲು ನೀವು ಭೂಸ್ವಾಧೀನದ ಕುರಿತು ಸ್ಪಷ್ಟವಾಗಿ ಎಲ್ಲ ಯಾರ ಭೂಮಿಗಳಲ್ಲಿ ರನ್ವೆಯು ಹಾದುಹೋಗುತ್ತದೆ ಎಂಬುದು ದಯವಿಟ್ಟು ತಿಳಿಸಿ ಎಂದು ಕೇಳಿದರು. ಜಿಐಎ ರವರಿಗೆ ಕೇಳಿದರೆ ಜಿಐಎ ಯವರಿಗೆ ಕೇಳಿ ಎನ್ನುತ್ತಾರೆ ಜಿಐಎ ಯವರಿಗೆ ಕೇಳಿದರೆ ನಮಗೆ ಸಂಬಂಧವಿಲ್ಲ ಎನ್ನುತ್ತಾರೆ ಮತ್ತೆ ನಮ್ಮಂತಹವರು ಯಾರನ್ನು ಕೇಳಬೇಕು ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.

ಜಿಐಎ ಯವರು ಪ್ರತ್ಯುತ್ತರವಾಗಿ 2013 ರ ಭೂಸ್ವಾಧೀನ ಕಾಯ್ದೆಯ ಪ್ರಕಾರ ಪರಿಹಾರಗಳನ್ನು ಕೊಡಲಾಗುವುದು ಮತ್ತು 1400 ಎಕರೆಗಳಿಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಈಗಾಗಲೇ ವಿವರಗಳನ್ನು ಸರ್ಕಾರಕ್ಕೆ ಕಳುಹಿಸಲಾಗಿದೆ, ಅದಕ್ಕೆ ಅನುಮೋದನೆ ಸಿಕ್ಕ ನಂತರ ತಿಳಿಸುತ್ತೇವೆ ಎಂದು ಮಾಹಿತಿ ನೀಡಿದರು.

#### 7. ಶ್ರೀ.ಸುರೇಶ್, ವರ್ತೂರು ಗ್ರಾಮ

ಇವರು ಈ ಯೋಜನೆಯನ್ನು 2012 ರಲ್ಲೇ ನಿಲ್ಲಿಸಲಾಗಿದೆ ಆದರೂ ಸಹಾ ನೀವು ಹೇಗೆ ಯೋಜನೆಯನ್ನು ಮಾಡಲು ಮುಂದೆ ಹೋಗುತ್ತಿರಲಿ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.ಈ ಕರ್ನಾಟಕದಲ್ಲ ಮತ್ತು ದೇಶದಲ್ಲ ಕಾನೂನು ವ್ಯವಸ್ಥೆ ಎನ್ನುವುದು ಇಲ್ಲವೆ ಎಂದು ಕೇಳಿದರು.ನೀವು ಯಲಹಂಕದ ಹತ್ತಿರ ಪರಿಷರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಮಾಡಿದ್ದೀರಾ ಇದಕ್ಕೆ ಕಾನೂನು ಲೀತಿಯ ವಿರೋಧದ ಕುರಿತು ನಾನು ನಿಮಗೆ ಇ-ಮೇಲ್ ಮುಖಾಂತರ ಕಳುಹಿಸಿದ್ದೇನೆ. ಆದರೆ



ಈವರೆಗೂ ನನಗೆ ಯಾವುದೇ ಪ್ರತ್ಯುತ್ತರ ಸಿಕ್ಕಿರುವುದಿಲ್ಲ ಎಂದರು.ಈ ಬಗ್ಗೆ ನಾನು ಒಂದು ತಿಂಗಳಿನಿಂದ ಕಾಯುತ್ತಿದ್ದೇನೆ ಇನ್ನೂ ಯಾವಾಗ ನನಗೆ ಉತ್ತರ ಸಿಗುತ್ತದೆ ಎಂದು ಕೇಳಿದರು.

ಜಿಎ ಅಧಿಕಾರಿಗಳು ಉತ್ತರಿಸುತ್ತಾ, ಶೀಘ್ರದಲ್ಲೇ ನಿಮಗೆ ಎಲ್ಲಾ ಸಭೆಗಳ ನಡವಳಿಗಳು ಸಿಗುತ್ತವೆ ಎಂದು ತಿಳಿಸಿದರು.

ಮೊದಲನೆಯದಾಗಿ ನೀವು ರಸ್ತೆ ಜೋಡಣೆ ಬದಲಾವಣೆಯನ್ನು ಮಾಡಲು ಬರುವುದಿಲ್ಲ, ಏಕೆಂದರೆ (Lapsing under section BDA Act) ಜಿಎ ಕಾಯ್ದೆಯು ಹೇಳುವಂತೆ ಮತ್ತು ಕಡ್ಡಾಯ ಭೂಸ್ವಾಧೀನ ಕಾಯ್ದೆಯ ಸೆಕ್ಷನ್ 2 ರ ಪ್ರಕಾರ ನಿಮಗೆ ಕೇವಲ ಪ್ರಾಥಮಿಕ ಅಭಿವಿವರಣೆಯನ್ನು ಮಾಡಲಷ್ಟೇ ಅಧಿಕಾರವಿರುವುದು ಎಂದು ತಿಳಿಸಿದರು. ಎಷ್ಟು ಬಾಲಿ ರಸ್ತೆ ಜೋಡಣೆಯನ್ನು ಬದಲಾವಣೆ ಮಾಡುತ್ತೀರಾ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು. ನೀರಿಕಟ್ಟಿ ಹತ್ತಿರ 3 ಕಿ.ಮೀ ರಸ್ತೆಯು ಜೋಡಣೆಯಿಂದ ಕಡಿತಗೊಂಡಿದೆ, ಇದನ್ನು ನೀವು ಹೇಗೆ ಮತ್ತೆ ಜೋಡಣೆ ಮಾಡುತ್ತೀರಾ? ರಸ್ತೆ ಜೋಡಣೆಯ ಕುರಿತು ಅಲ್ಲಿ ಅಪಾರ್ಟ್‌ಮೆಂಟ್ ಬರುವುದರಿಂದ ಅದನ್ನು ತಡ್ಡಿಸಲು ಬದಲಾವಣೆ ಮಾಡಲಾಗಿದೆ ಎಂದು 3 ದಿನಗಳ ಹಿಂದೆ ದಿನಪತ್ರಿಕೆಗಳಲ್ಲಿ ಬಂದಿತ್ತು. ಹಾಗಾದರೆ ಇನ್ನು ಉಳಿದ ಕಡೆ ಕಟ್ಟಡಗಳಲ್ಲವೇ, ಜಾನುವಾರು ಕೊಟ್ಟಿಗೆಗಳು ಮತ್ತು ರೇಷ್ಮೆ ಲೆಡ್ ಗಳಲ್ಲವೇ ಇದಕ್ಕಿಲ್ಲಾ ಯಾರು ಹೋಣೆ ಎಂದು ಕೇಳಿದರು.

ನಂತರ ಜಾರಕಬಂಡೆ ಕಾವಲು ಮೀಸಲು ಅರಣ್ಯದಲ್ಲಿ ಸುಮಾರು 25 ಎಕರೆಗಳ ಭೂಮಿಯು ಬೇಕಾಗಿರುತ್ತದೆ, ಎಂದು ಹೇಳುತ್ತೀರಾ, ಆದರೆ ಅರಣ್ಯ ಅಧಿಕಾರಿಗಳು ಹೇಳಿದಂತೆ ರಸ್ತೆಯು ಯಾವುದೇ ಕಾರಣಕ್ಕೂ ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಹಾದು ಹೋಗಬಾರದೆಂದು ತಿಳಿಸಿದರು.

### 8. ಶ್ರೀ.ಮುರಳಿಧರ್, ಬದರಹಳ್ಳಿ

ಬದರಹಳ್ಳಿಯ ರಸ್ತೆಯಿಂದ ಏರ್‌ಪೋರ್ಟ್ ರಸ್ತೆಗೆ ರಸ್ತೆಯನ್ನು ಮಾಡುತ್ತೀರಾ ಎಂದು ಕೇಳಿದರು.

### 9. ಶ್ರೀ ಕೀರ್ತಿ, ಬ್ರ ಕಮ್ಯೂನಿಟಿ ಗ್ರೂಪ್

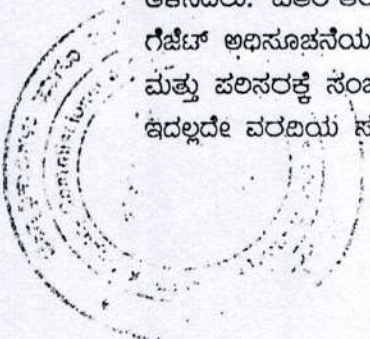
ಈ ಎಲ್ಲ ಗುಂಪಿನಲ್ಲಿ ಕೇಳುವ ಹಾಗೇ ಈ ರಸ್ತೆಗೆ ಸಂಬಂಧಿಸಿದ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸುವ ಬಗ್ಗೆ ಯಾವುದಾರರೂ ಕಾರ್ಯ ಸಾಧ್ಯತಾ ವರದಿ ಅಥವಾ ಅಧ್ಯಯನಗಳು, ಈ ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಯಿಂದ ಹೇಗೆ ಸಂಚಾರ ದಟ್ಟಣೆ ಕಡಿಮೆಯಾಗುತ್ತದೆ ಎಂಬ ಅಧ್ಯಯನಗಳು ಮತ್ತು ಪರ್ಯಾಯ ಮಾರ್ಗಗಳನ್ನು ಕೈಗೊಂಡಿದ್ದೀರಾ ಎಂದು ಕೇಳಿದರು. ಏಕೆಂದರೆ ನೈಸ್ ರಸ್ತೆ ಮಾಡುವಾಗ ಈ ತರಹದ ಅಧ್ಯಯನ ಮತ್ತು ವರದಿಗಳನ್ನು ಮಾಡಿದ್ದರೂ ಸಹಾ ಮರಗಳನ್ನು ಸಲಿಯಾದ ಲೀತಿಯಲ್ಲಿ ನೆಡಲಾಗಿಲ್ಲ. ಒಂದು ವೇಳೆ ಅಂತಹ ಅಧ್ಯಯನಗಳನ್ನು ಕೈಗೊಂಡಿದ್ದರೆ ಅಂತಹ ವರದಿಗಳು ಸಾರ್ವಜನಿಕರಿಗೆ ಏಕೆ ಸಿಗುತ್ತಿಲ್ಲವೆಂದು ಪ್ರಶ್ನಿಸಿದರು.

ಜಿಎ ಅಧಿಕಾರಿಗಳು ಮಾತಾನಾಡುತ್ತಾ, ಇಂತಹ ಅಧ್ಯಯನಗಳನ್ನು ಯೋಜನಾ ಪೂರ್ವದಲ್ಲೇ ಅಂದರೆ ಅಭಿವಿವರಣೆಯ ಸಮಯದಲ್ಲೇ ಮಾಡಲಾಗಿದೆ ಎಂದರು.

### 10. ಶ್ರೀ ಹರಿ,

ಇವರು 700 ಎಕರೆಗಳ ಹೆಚ್ಚುವರಿ ಭೂಸ್ವಾಧೀನ ಕುರಿತು ಅಧ್ಯಯನ ಮಾಡಿದಂತಹ ಡಿಪಿಆರ್ ಸಾರ್ವಜನಿಕರಿಗೆ ಸಿಗುತ್ತಿಲ್ಲ. ಯಾವಾಗ ಒದಗಿಸುತ್ತೀರಾ ಎಂದು ಕೇಳಿದರು. ಈ 700 ಎಕರೆಗಳು ಬಲೀ ಟೋಲ್ ಪ್ಲಾಜಾಗಳಿಗೆ ಮಾತ್ರವೆ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.

ಜಿಎ ಅಧಿಕಾರಿಗಳು ಪ್ರತ್ಯುತ್ತರವಾಗಿ ಡಿಪಿಆರ್ ಎಲ್ಲಾ ಎನ್‌ಜಿಇ ತೀರ್ಮಾನ ಆದ ಮೇಲೆ ಒದಗಿಸಲಾಗುವುದು ಎಂದು ತಿಳಿಸಿದರು. ಪಿಆರ್‌ಆರ್ ರಸ್ತೆ ಯೋಜನೆಗೆ ಅಗತ್ಯವಿರುವ ಭೂಮಿಗಳ ಸರ್ವೆ.ನಂ ಗಳನ್ನು ಗುರುತಿಸಲಾಗಿದ್ದು ಗೆಜೆಟ್ ಅಭಿವಿವರಣೆಯನ್ನು ಸಹಾ ಜಡುಗಡೆ ಮಾಡಲಾಗುತ್ತದೆ. ಯಾವ ಸರ್ವೆ ನಂ.ಗಳಲ್ಲಿ ಪರಿಣಾಮ ಬೀರುತ್ತದೆ ಮತ್ತು ಪರಿಶರಕ್ಕೆ ಸಂಬಂಧಿಸಿದ ಅಧ್ಯಯನಗಳನ್ನು ಈಗಾಗಲೇ ಮಾಡಿದ್ದು, ಇವು ವರದಿಯನ್ನು ಮಾಡಲಾಗಿದೆ, ಇದಲ್ಲದೇ ವರದಿಯ ಸಂಕ್ಷಿಪ್ತವಾದ ಪರ್‌ಪಾಯಿಂಟ್ ಪ್ರಸ್ತುತಿಯು ಜಿಎ ಅಂತರ್ಜಾಲ ತಾಣದಲ್ಲಿಯೂ ಕೂಡ





ಸಿಗಲದೆ, ಈ ದಿನ ಕೇವಲ ಪಲಸರಕ್ಕೆ ಸಂಬಂಧಿಸಿದ ಪ್ರಶ್ನೆಗಳನ್ನು ಮಾತ್ರ ಕೇಳಬೇಕಾಗಿ ಹೇಳಿದರು. ಸಾಮಾಜಿಕ ಪಲಸರದ ಬಗ್ಗೆ ಇನ್ನು ಸಭೆಗಳಿದ್ದು ಆ ಸಭೆಗಳೆಲ್ಲ ಸಾಮಾಜಿಕ ಪಲಸರಕ್ಕೆ ಸಂಬಂಧಿಸಿದ ಪ್ರಶ್ನೆಗಳನ್ನು ಕೇಳಬಹುದಾಗಿದೆ ಎಂದು ತಿಳಿಸಿದರು.

11. ಶ್ರೀ. ಆಯೋ ಸಾಲ್ವಾನಾ, ಎಸ್ಪಿರಾನಾ'ಮಂಟ್ ಸಮೋರ್ಬ್ ಗ್ರೂಪ್

ಇವರು ನಾನು ನನ್ನ ದೂರುಗಳನ್ನು ಐಡಿಎ ಅಥವಾ ಐಜಿಎಂಹಿಗೆ ಸಲ್ಲಿಸುವುದಿಲ್ಲ ಆದರೆ ಕೆ.ಎಸ್.ಪಿ.ಸಿ.ಐ ಗೆ ಸಲ್ಲಿಸುತ್ತೇನೆ. ನಾನು ಇಂತಹ ಇಬಿಎ ಅಧ್ಯಯನ ಮತ್ತು ವರದಿಗಳನ್ನು ಸುಮಾರು 20-30 ವರ್ಷಗಳಿಂದ ಮಾಡಿದ್ದೇನೆ ಮತ್ತು ಮಾಡುತ್ತಿದ್ದೇನೆ. ನಾನು ಈ ವರ್ಷಿಯಲ್ ಸಭೆಯನ್ನು ಆಯೋಜಿಸಿರುವ ಮತ್ತು ಅಧ್ಯಕ್ಷತೆಯನ್ನು ವಹಿಸಿಕೊಂಡಿರುವ ಕೆ.ಎಸ್.ಪಿ.ಸಿ.ಐ ಅಧಿಕಾರಿಗಳಿಗೆ ಕೇಳುತ್ತೇನೆ. ಮೊದಲನೆಯದಾಗಿ ಈ ಸಭೆಯ ಕುರಿತು ಪತ್ರಿಕಾ ಪ್ರಕಟಣೆಯಿಲ್ಲ ಇದೊಂದು ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ಮುಂದುವರೆದ ಭಾಗವಾಗಿದೆ ಎಂದು ಹೇಳಲಾಗಿದೆ. ಆದರೆ ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಸ್ಥಳೀಗೊಳಿಸುವಂತೆ ಆನಂದ್ ಸಿಂಗ್ (ಅರಣ್ಯ ಮತ್ತು ಪಲಸರ ಇಲಾಖೆ) ಕರ್ನಾಟಕ ಸರ್ಕಾರ ಇವರು ಹೇಳಿದ್ದಾರೆ ಆದರೂ ಕೆ.ಎಸ್.ಪಿ.ಸಿ.ಐ ಯವರು ಆ ದಿನ ಸಭೆಯನ್ನು ಏಕೆ ಹಬ್ಬಿಕೊಂಡರು. ಹಾಗಾಗಿ ಆನಂದ್ ಸಿಂಗ್‌ರವರು ಆ ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ನ್ಯಾಯಯುತವಾಗಿಲ್ಲ ಎಂದು ಹೇಳಿದ್ದಾರೆ. ಅದ್ದರಿಂದ ನೀವುಗಳು ಹೇಗೆ ಈ ವರ್ಷಿಯಲ್ ಸಭೆಯನ್ನು ಮುಂದುವರೆದ ಭಾಗವೆಂದು ಕರೆಯುತ್ತೀರಾ?, ಎಂದರು.

ಎರಡನೆಯದಾಗಿ, ಈ ಎಲ್ಲಾ ಪಲಸರ ಅಧ್ಯಯನಗಳು 1986 ರ ಪಲಸರ ಸಂರಕ್ಷಣೆ ಕಾಯ್ದೆಯಡಿಲ್ಲ ಬರುವಂತಹವು ನೀವುಗಳು ಎಲ್ಲಾ ಕಡೆಯೂ ನಾವು ಮಾಡುತ್ತೇವೆ, ಅನುಸರಣೆ ಮಾಡುತ್ತೇವೆ ಎನ್ನುತ್ತಿದ್ದೀರಾ, ಯಾವಾಗ ಎಷ್ಟು ವರ್ಷಗಳ ಕಾಲ, ಏನೋ ಕೆಲವೊಂದು ಐಎಎಸ್ ಅಧಿಕಾರಿಗಳು ಮೇಲಾಧಿಕಾರಿಗಳಿರುವುದರಿಂದ ಐಡಿಎ ಗೆ ಎಲ್ಲಾ ಅಧಿಕಾರವಿದೆ ಎಂದರ್ಥವಲ್ಲ. ಇದರ ಮೇಲೆ ನಿಯಂತ್ರಣ ಅಧಿಕಾರವು ಸರ್ಕಾರದ್ದಿದೆ. ಈ ಎಲ್ಲಾ ಪಲಸರ ಅಧ್ಯಯನಗಳಿಗೆ ಸಂಬಂಧಿಸಿದ ಕಾನೂನಾತ್ಮಕ ಅಧಿಕಾರವು ಕೆ.ಎಸ್.ಪಿ.ಸಿ.ಐ ಗೆ ಇದೆ ಇವರು ಮೊದಲೇ ಎಲ್ಲಾ ಸಲಿಯಾದ ಲೇತಿಯಿಲ್ಲ ಇವೆಯೇ ಎಂದು ಪಲಶೀಲನೆ ಮಾಡಬೇಕು. ಉದಾ: ಮೊದಲೆ ನೀವು ಮನೆ ಕಟ್ಟಿಬಿಟ್ಟಿರೋ ಯಾವುದೇ ಯೋಜನೆ ಎಲ್ಲದೇ ಅಥವಾ ಐಡಿಎ, ಐಜಿಎಂಹಿ ಗಳಿಂದ ಅನುಮತಿಗಳಿದ್ದರೆ ಹೇಗೆ ಸಾಧ್ಯ ಎನ್ನುವುದು ಅರ್ಥ ಮಾಡಿಕೊಳ್ಳಬೇಕು. ಸಾಮಾನ್ಯರು ಕಾನೂನನ್ನು ಷಾಲಿಸಬೇಕು ಹಾಗೆಯೇ ಐಡಿಎ ದವರು ಕಾನೂನನ್ನು ಷಾಲಿಸಬೇಕು. ಒಂದು ವೇಳೆ ನೀವುಗಳು ಜಲ ಮತ್ತು ಪಲಸರ ಸಂರಕ್ಷಣೆ ಕಾಯ್ದೆಗಳನ್ನು ಓದಿವೆಂದರೆ ನಾನು ಬಂದು ಬೇಕಾದರೆ ಷಾಲ ಮಾಡುತ್ತೇನೆ. ನಿಮಗೆ ಕಾನೂನು ಮತ್ತು ಕಾರ್ಯಬಿಧಾನವನ್ನು ಉಲ್ಲಂಘಿಸಲು ಯಾವುದೇ ಅಧಿಕಾರವಿಲ್ಲ. ಹಾಗಾಗಿ ಈ ಎಲ್ಲಾ ಬಿಧಾನವು ಕಾನೂನು ಅಪರಾಧ. ಐಡಿಎ ಅಯುಕ್ತರು ಕೂಡಾ ಈ ಯೋಜನಾ ಸಂಬಂಧ ಮತ್ತು ಭೂಸ್ವಾಧೀನದ ಪರಿಹಾರಗಳು ಮುಂತಾದವುಗಳ ಬಗ್ಗೆ ಕಾರ್ಯಬಿಧಾನ, ಐಡಿಎ ರವರು ಹಾಕಿರುವ ಅರ್ಜಿಗಳು ಸಲಿಯಾರಿವೆಯೆ ಎಂದು ಪಲಶೀಲಿಸಬೇಕಾಗಿತ್ತು. ಪಲಸರ ಬಿಡಿಬಿಡಿಸಿದ ಮಾನವೀಯತೆ ಇರಬೇಕು ಏಕೆಂದರೆ ರಸ್ತೆ ಜೋಡಣೆಯಿಲ್ಲ ಹಲವಾರು ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡಲಾಗಿದೆ ಇದು ಕೇವಲ ಕೋರ್ಪೊರೇಟಿವ್ ಬೆಲೆಬಾಳುವ ಅಪಾರ್ಟ್‌ಮೆಂಟ್‌ಗಳನ್ನು ತಪ್ಪಿಸಲು ಮತ್ತು ಮುಖ್ಯವಾಗಿ ರಾಜಕೀಯ ಸಾಯಿಕರುಗಳ ಮನೆ ಅಥವಾ ಭೂಮಿಗಳನ್ನು ತಪ್ಪಿಸಲು ಬದಲಾವಣೆ ಮಾಡಿದ್ದು, ಬಡ ರೈತರು, ಜನಸಾಮಾನ್ಯರು ಹೇಗೆ ಹೋದರು ನಿಮಗೆ ಪರವಾಗಿಲ್ಲ. ಅಯುಕ್ತರೇ ನಿಮ್ಮದೇ ಮನೆ ಏನಾದರೂ ಇಟ್ಟಿದ್ದರೆ ಏನು ಮಾಡುತ್ತೀರಾ? ಬೆಂಗಳೂರು ಮೈಸೂರು ಇನ್ಫ್ರಾಸ್ಟ್ರಕ್ಚರ್ ಕಾರ್ಪೊರೇಷನ್ ಮನೆಗಳನ್ನು ತೆರವುಗೊಳಿಸಬೇಕಾದಾಗ ನಾನು ಕುದ್ರಾಗಿ ಹೋಗಿ ಏನೋದ ಮಾಡಿ ಪಿಸಿಐ ಮುಂದೆ ಹೋಗಿ ಕೂತ್ಕೊಂಡೆ ಮಾನವೀಯತೆ ಇರಬೇಕು. ಇವತ್ತು ಐಡಿಎ ಸಾಕೆ ಪ್ರಧಾನಮಂತ್ರಿ ಬಂದರು ಸಹಾ ನೀವು ಕಾನೂನಾತ್ಮಕವಾಗಿ ನಡೆಸಿಕೊಳ್ಳಬೇಕು. ನನಗೆ ಎಲ್ಲಾ ಅರ್ಥವಾಗಿದೆ ನಿಮ್ಮ ಐಎಎಸ್ ಉದ್ಯೋಗದ ಸ್ವಚಾಂತರ, ವಜಾ, ಪದೋನ್ನತಿ ರಹಿತ ದೃಷ್ಟಿಯಿಂದ ಹೀಗೆಲ್ಲಾ ಮಾಡುತ್ತಿರುವುದು ಎಂದು ಗೊತ್ತಿರುವ ಖಚಾರ. ಇದರಿಂದ ಸಾಬಾರು ಜನ ಸಾಮಾನ್ಯರು ಮತ್ತು ಬಡ ರೈತರು ಸಮಸ್ಯೆಯನ್ನು ಎದುರಿಸುತ್ತಿದ್ದಾರೆ. ಈ ನೋವು ನಿಮಗೆ ಗೊತ್ತಾಗುತ್ತಿದೆಯೇ ಅದೇ ನೀವುಗಳು ರೈತರ ಮಗ, ಮೊಮ್ಮಗ, ಮಗಲು



ಮತ್ತು ಮೊಮ್ಮಕ್ಕಳು ಆಗಿದ್ದರೆ ಗೊತ್ತಾಗುತ್ತಿತ್ತು. ಸರ್ಕಾರವು ಈ ರೈತರಿಗೆ ಏನು ಮಾಡುತ್ತಿದೆ ರೈತ ವಿರೋಧಿ ಮನೋಧರ್ಮವನ್ನು ಜಾರಿ ಮಾಡುತ್ತಿದೆ ಅಂತಹ ಸರ್ಕಾರಕ್ಕೆ ನೀವುಗಳು ಬೆಂಬಲ ಸೂಚಿಸುತ್ತಿದ್ದೀರಾ?, ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.

ಈ ವರ್ಷವೂ ಸಭೆಯು ಮತ್ತು ಈಗಾಗಲೇ ನಡೆದಿರುವ ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆ ಮತ್ತು ಈ ರಸ್ತೆ ಯೋಜನೆಯ ಒಂದು ಕಾನೂನುಬಾಹಿರವಾಗಿದೆ ಎಂದು ತಿಳಿಸಿದರು. ನಿಮಗೆ ಕೆಲಸ ಮಾಡಲು ಬರಲಿಲ್ಲವೆಂದರೆ ರಾಜೀನಾಮೆ ಕೊಟ್ಟು ಹೋಗಿ, ಬೇರೆಯವರು ಬಂದು ಕೆಲಸ ಮಾಡುತ್ತಾರೆ. ಜನ ಸಾಮಾನ್ಯರ ಮತ್ತು ರೈತರ ಬದುಕಿನಲ್ಲಿ ಆಟವಾಡುವ ಹಕ್ಕು ನಿಮಗಿಲ್ಲ, ಪ್ರಸ್ತುತ ಹೈ ಕೋರ್ಟ್ ಯಾವುದೇ ಮೂಲಸೌಕರ್ಯ ಯೋಜನೆಗಳನ್ನು ಮಾಡಲು ಕಾನೂನಾತ್ಮಕವಾಗಿರಬೇಕೆಂದು ಸ್ಪಷ್ಟವಾಗಿ ಹೇಳಿದೆ, ಯಾವುದೇ ಅಧಿಕಾರಿಗಳ, ರಾಜಕೀಯ ನಾಯಕರ ಅಥವಾ ಮುಖ್ಯಮಂತ್ರಿಗಳ ಮಾತಿನ ಆಧಾರದ ಮೇಲೆ ಯೋಜನೆಯನ್ನು ಮಾಡುವುದಿಲ್ಲ, ಎಂದರು.

#### 12. ಶ್ರೀ. ಪ್ರತೀಕ್, ವೈಟ್‌ಫೀಲ್ಡ್

ಈ ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಯ ಬಗ್ಗೆ ಬೇಕು ಮತ್ತು ಬೇಡಗಳು ಮಿಶ್ರ ಅಭಿಪ್ರಾಯಗಳು ವ್ಯಕ್ತವಾಗಿವೆ ಇದು ಎಲ್ಲಾ ಯೋಜನೆಗಳಲ್ಲಿ ಸಹಜ. ನಮಗೆ ಮೊದಲೆ ಗೊತ್ತಿತ್ತು ಇಂತಹ ಕೊರೋನಾ ಸಮಯದಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಸಭೆಯು ಈ ಮಾದರಿಯಲ್ಲಿ ಆಗಬಹುದೆಂದು. ನಾವು ವೈಟ್‌ಫೀಲ್ಡ್ ಭಾಗದ ಜನತೆಂಬಂದ ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಗೆ ಸಂಪೂರ್ಣವಾಗಿ ಬೆಂಬಲವನ್ನು ವ್ಯಕ್ತಪಡಿಸುತ್ತಿದ್ದೇವೆ. ಅಲ್ಲದೇ ನಾನು ಡಿ.ಪಿ.ಆರ್ ಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಯಾವುದೇ ಕಾನೂನಿನಲ್ಲಿ ಇಲ್ಲ, ಇದನ್ನು ನಾನು ಓದಿದ್ದೇನೆ. ಈ ರಸ್ತೆ ಯೋಜನೆಯನ್ನು ಒಟ್ಟು ಮಾರ್ಗದಲ್ಲಿ ಶೀಘ್ರದಲ್ಲಿ ಕೈಗೊಳ್ಳಬೇಕೆಂದು ಕೋರುತ್ತೇನೆ. ಪಲಸರ ವಿಚಾರಕ್ಕೆ ಬಂದರೆ ಪಲಸರ ಉಪಶಮನ ಕ್ರಮಗಳನ್ನು ಕಟ್ಟುನಿಟ್ಟಾಗಿ ಮತ್ತು ಉತ್ತಮ ಲೀಡಿಯಲ್ಲಿ ಅಳವಡಿಸಿಕೊಂಡು ಮತ್ತು ರೈತರಿಗೆ ನ್ಯಾಯಯುತ ಪರಿಹಾರಗಳನ್ನು ಒದಗಿಸುವ ಮೂಲಕ ಯೋಜನೆಯನ್ನು ಮಾಡಬೇಕೆಂದು ಕೋರಿಕೊಳ್ಳುತ್ತೇನೆ, ಎಂದರು.

#### 13. ಅನುಷ್ಕರುಷ್

ಈ ಲೀಡಿಯ ವರ್ಷವೂ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಹಮ್ಮಿಕೊಳ್ಳುವುದರಿಂದ ಯೋಜನೆಗಾಗಿ ಭೂಮಿಗಳನ್ನು ಕಳೆದುಕೊಳ್ಳುತ್ತಿರುವವರಲ್ಲಿ ಅನಕ್ಷರಸ್ಥರಿದ್ದರೆ, ಇಂಟರ್‌ನೆಟ್ ಸಂಪರ್ಕವಿಲ್ಲದವರು ಮತ್ತು ಈ ಜೂಮ್ ಡಿಜಿಟಲ್ ವೇದಿಕೆಗಳ ಬಗ್ಗೆ ಅರಿವು ಇಲ್ಲದಿರುವವರು ಈ ಯೋಜನೆ ಬಗ್ಗೆ ಮಾತನಾಡುವ ಅವಕಾಶವನ್ನು ಕಳೆದುಕೊಳ್ಳುತ್ತಾರೆ ಹಾಗಾಗಿ ದಯವಿಟ್ಟು ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಮತ್ತೊಮ್ಮೆ ಹಮ್ಮಿಕೊಳ್ಳಬೇಕಾಗಿ ಕೇಳುತ್ತೇನೆ, ಎಂದರು.

#### 14. ಶ್ರೀ ಅನ್ನೋಲ್ ಶರ್ಮ, ಯಲಹಂಕ

ನಾನು ಎಲ್ಲರಿಗೂ ಕೇಳಿಕೊಳ್ಳುವುದೆಂದರೆ ನಾವು ಜಿಎ ರವರನ್ನು ದೂರುವುದು ತಪ್ಪು ಏಕೆಂದರೆ ಮೊದಲ ಪಲಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಮಾಡಿದಾಗ ನಾವೆಲ್ಲಾ ಸಭೆಯ ಸ್ಥಳವು ದೂರ ಅಲ್ಲ ಸಾರ್ವಜನಿಕರು ಹೆಚ್ಚಿನ ಸಂಖ್ಯೆಯಲ್ಲಿ ಸೇರಲು ಕಷ್ಟಕರ ಎನ್ನುತ್ತೇವೆ. ಹಾಗಾಗಿ ಅವರು ಸಭೆಯನ್ನು ಮುಂದುವರೆಸಲು ಈ ಲೀಡಿಯ ಜೂಮ್ ಆನ್‌ಲೈನ್ ವೇದಿಕೆಗಳನ್ನು ಕರೆದಾಗ ಕೂಡ ನಮಗೆ ಜೂಮ್ ಗೊತ್ತಿಲ್ಲ, ಇಂಟರ್‌ನೆಟ್ ಗೊತ್ತಿಲ್ಲ, ಏನೋ ಒಂದು ದೂರು ಹೇಳುವುದು ಸಲಿಯಲ್ಲ, ನಾವೂ ಕೂಡಾ ಇದನ್ನು ಅರ್ಥಮಾಡಿಕೊಳ್ಳಬೇಕು. ನಮಗೆ ಒಂದು ಕಡೆ ಬೆಂಗಳೂರು ಅಂತರಾಷ್ಟ್ರೀಯ ಮಟ್ಟದಲ್ಲಿ ಯುರೋಪ್ ಮತ್ತು ಅಮೇರಿಕಾದನ್ನು ಅಭಿವೃದ್ಧಿಯಾಗಬೇಕು, ಇನ್ನೊಂದು ಕಡೆ 'ಯಾವುದೇ ಸಣ್ಣ ತೊಂದರೆ ಅಥವಾ ಪಲಸರಕ್ಕೆ ಹಾನಿಯಾಗಬಾರದೆಂದರೆ ಯಾವ ನ್ಯಾಯ? ಜಿಎ ರವರು ಹೊಸ ಯೋಜನೆಯೊಂದಿಗೆ ಬಂದಿದ್ದಾರೆ ಅದಕ್ಕೆ ನಾವುಗಳು ಬೆಂಬಲವನ್ನು ಸೂಚಿಸಬೇಕು. ಬೆಂಗಳೂರನ್ನು ಲಂಡನ್ ದೇಶಕ್ಕೆ ಹೋಲಿಸಿದರೆ 3 ಪಟ್ಟು ಹೆಚ್ಚಿದೆ ಆದರೆ ಅಭಿವೃದ್ಧಿಯಲ್ಲ? ನಾವುಗಳೆಲ್ಲಾ ವಿಚಾರಶಕ್ತಿಯುಳ್ಳವರಾಗಿರಬೇಕು, ಜಿಎ ರವರು ಈ ವರ್ಷವೂ ಸಭೆಯನ್ನು ಮುಂದುವರೆದ ಭಾಗವಾಗಿ ಮಾಡುತ್ತಿದ್ದಾರೆ ಇದರಿಂದ ನನಗೆ ಸಂತಸವಾಗಿದೆ. ಎಲ್ಲರಿಗೂ ಗೊತ್ತಿರುವಂತೆ ಬೆಂಗಳೂರಿನ ರಸ್ತೆಗಳ ಎರಡು ಕಡೆಗಳಲ್ಲಿ ಮರಗಳಿವೆ. ಅದೇ ಲೀಡಿಯ



ನಾವೆಲ್ಲಾ ಹೊಸ ಹೊಸ ಯೋಜನೆಗಳೊಂದಿಗೆ ಬರಬೇಕು. ಅಭಿವೃದ್ಧಿಯೊಂದಿಗೆ ಪಲಿಸರವನ್ನೂ ಕಾಪಾಡಬೇಕು ಎಂಬುದು ನನ್ನ ವಾದ, ಎಂದರು.

15. ಪ್ರತೀಶ್‌ಕುಮಾರ್

ಕೇಂದ್ರ ಸರ್ಕಾರದ ಹೊಸ ಅಧಿಸೂಚನೆ ಮತ್ತು ಪ್ರಕಟಣೆಗಳಂತೆ ಪ್ರಸ್ತುತ ಸಾರ್ವಜನಿಕ ಸಭೆಗಳನ್ನು 100 ಜನರಿಗೆ ಒತ್ತಿಹಿಡಿಯುವಂತೆ ನಡೆಸಬಹುದಾಗಿದೆ. ಈ ಲೇತಿಯ ವರ್ಷದಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಹೆಚ್ಚು ಕೊಳ್ಳುವುದರಿಂದ ಯೋಜನೆಗಾಗಿ ಭೂಮಿಗಳನ್ನು ಕಳೆದುಕೊಳ್ಳುತ್ತಿರುವವರಲ್ಲಿ ಅನಕ್ಷರಸ್ಥರಿದ್ದರೆ, ಇಂಟರ್‌ನೆಟ್ ಸಂಪರ್ಕವಿಲ್ಲದವರು ಮತ್ತು ಈ ಜೂಮ್ ಡಿಜಿಟಲ್ ವೇದಿಕೆಗಳ ಬಗ್ಗೆ ಅಲವು ಇಲ್ಲದವರು ಈ ಯೋಜನೆ ಬಗ್ಗೆ ಮಾತನಾಡುವ ಅವಕಾಶವನ್ನು ಕಳೆದುಕೊಳ್ಳುತ್ತಾರೆ. ಈ ವರ್ಷದಲ್ಲಿ ಸಭೆಯ ವಿರುದ್ಧ ಹೈಕೋರ್ಟ್‌ನಲ್ಲಿ ಅರ್ಜಿಯನ್ನು ಹಾಕಿರುವವರಲ್ಲಿ ನಾನು ಕೂಡಾ ಒಬ್ಬ, ಎಂದು ತಿಳಿಸಿದರು.

16. ಶ್ರೀ ವೇಣುಗೋಪಾಲ್, ಸೀಗೆಹಳ್ಳಿ

ಸೀಗೆಹಳ್ಳಿಯಲ್ಲಿ ಬೈಪಾಸ್ ಹಾದುಹೋಗುತ್ತದೆ ಎನ್ನುತ್ತಾರೆ ಅದು ಯಾವ ತರಹ ಮತ್ತು ವಾರ್ಡ್‌ನ ಶಾಲೆಯ ಹಿಂದೆಯೇ ಅಥವಾ ಮುಂದೆಯೇ ಎಂದು ಕೇಳಿದರು. ನಾವೇನಾದರೂ ಹಸಿರುವಲಯದಲ್ಲಿ ಕಟ್ಟಡಗಳನ್ನು ನಿರ್ಮಿಸಿದ್ದರೆ ಯಾವ ಲೇತಿಯಾಗಿ ಪರಿಹಾರಗಳನ್ನು ಪಡೆಯುತ್ತೇವೆ ಎಂದು ಕೇಳಿದರು.

ಇದರ ರವರು ಉತ್ತರಿಸುತ್ತಾ, ಇದರ ಬಗ್ಗೆ ಇನ್ನೂ ಚರ್ಚೆಗಳು ನಡೆಯುತ್ತಿವೆ ಅಂತಿಮವಾದ ಕೂಡಲೇ ನಾವು ಸಾರ್ವಜನಿಕರಿಗೆ ಮಾಹಿತಿಯನ್ನು ಒದಗಿಸುತ್ತೇವೆ, ಎಂದರು.

17. ಶ್ರೀ ಮಹೇಶ್, ಚಂದಾಪುರ

ಎಲ್ಲರಿಗೂ ಗೊತ್ತಿರುವ ಹಾಗೆ ಈ ರಸ್ತೆ ಯೋಜನೆಯು ಸುಮಾರು 15 ವರ್ಷಗಳಿಂದ ಸಾಗುತ್ತಿದೆ ಜನ ಸಾಮಾನ್ಯರು, ಪಲಿಸರವಾಹಿನಿಗಳು, ರೈತರು, ಭೂಮಿಯ ಒಡೆಯರು ಪಲಿಸರ, ಭೂ ಪರಿಹಾರಗಳು ಮುಂತಾದವುಗಳಿಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಪ್ರಶ್ನೆಗಳನ್ನು ಕೇಳುತ್ತಿದ್ದಾರೆ. ಈಗಾಗಲೇ ಬೆಂಗಳೂರಿನಲ್ಲಿ ದಿನೇ ದಿನೇ ಜನಸಂಖ್ಯೆಯು ಹೆಚ್ಚಾಗುತ್ತಿದ್ದು, ಈ ಯೋಜನೆಯ ವೆಚ್ಚವು ಕೂಡಾ ಹೆಚ್ಚಾಗುತ್ತಿದೆ. ನನಗೆ ಸದ್ಯಕ್ಕೆ ಈ ಯೋಜನೆಯು ಪ್ರಸ್ತುತ ಯಾವ ಹಂತದಲ್ಲಿದೆ ಎಂದು ತಿಳಿಸಬೇಕಾಗಿ ಕೇಳಿದರು.

ಉತ್ತರವನ್ನು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ಕೊಡುವುದಾಗಿ ಇದೀಗ ಅಧಿಕಾರಿಗಳು ಹೇಳಿದರು.

18. ಶ್ರೀಯು, ಯಲಹಂಕ

ನಾನು ನಿರೀಕ್ಷಿಸುವಂತೆ ಜಾರಕಬಂಡೆ ಕಾವಲು ಬಗ್ಗೆ ಪ್ರಶ್ನೆ ಕೇಳುತ್ತಿದ್ದೇನೆ. ಖುಷಿಯು ಅರಣ್ಯ ಪ್ರದೇಶದ 25 ಎಕರೆಗಳ ಭೂಮಿಯ ಅಗತ್ಯವಿದೆ ಎಂದು ಹೇಳಲಾಗಿದೆ. ಈ ಬಗ್ಗೆ ಸ್ಪಷ್ಟತೆ ಇಲ್ಲ, ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಎರಡೂ ಕಡೆ ರಸ್ತೆ ಹಾದುಹೋಗುವ ಪ್ರಸ್ತಾವನೆಯನ್ನು ಹೊಂದಿದ್ದು, ಈ ತರಹದ ರಸ್ತೆಯು ಬೆಂಗಳೂರಿಗೆ ಅವಶ್ಯಕತೆಯಿಲ್ಲ. ಪ್ರತಿ ವಾರ ಸಾಬರಾಜು ಸೈಕಲ್ ಸವಾರರು, ಪಾದಚಾರಿಗಳು ಈ ಅರಣ್ಯ ಪ್ರದೇಶವನ್ನು ಬಳಕೆಮಾಡುತ್ತಿದ್ದಾರೆ. ಇದಲ್ಲದೇ ಈ ಅರಣ್ಯ ಪ್ರದೇಶದ ಪಕ್ಕದಲ್ಲಿ ಹಲವಾರು ರೈತರು ವಾಸಿಸುತ್ತಿದ್ದು, ಇವರು ತಮ್ಮ ಜಾನುವಾರುಗಳ ಮೇವಿಗಾಗಿ ಇದೇ ಅರಣ್ಯ ಪ್ರದೇಶವನ್ನು ಬಳಕೆ ಮಾಡುತ್ತಾರೆ. ನ್ಯಾಷನಲ್ ಮೌಂಟೈನ್ ಅಥ್ಲೆಟ್ಸ್ ಚಾಂಪಿಯನ್ ಕೂಡಾ ಅವಲಹಕ್ಕಿಯಲ್ಲಿ ತರಬೇತಿಯನ್ನು ಪಡೆದಿದ್ದಾರೆ. ಇದರ ವರದಿಯಲ್ಲಿ ಇಂಡಿಯನ್ ಫೀಪೋಲ್ ಜಾತಿಯ ಪಕ್ಷಿಗಳನ್ನು ಸಾರ್ವಜನಿಕರು ನೋಡಿರುವಂತೆ ತಿಳಿಸಿದ್ದಾರೆ. ಆದರೆ ಇದರ ಅಧ್ಯಯನಗಳನ್ನು ಮಾಡಿದವರು ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಹೋಲಿ ನೋಡಿದ್ದರೆ ಅವರ ಕಣ್ಣಿಗೆ ನೋಡಬಹುದಿತ್ತು. ರೈಟ್ ಹಾರ್ನ್, 40 ಜಾತಿಯ ಅಪರೂಪದ ಹದ್ದುಗಳು (ಅಳವಂಜಿನಲ್ಲದವು) ಇಂಡಿಯನ್ ಗ್ರೇ ಮಂಗೂಸ್, ವಿವಿಧ ಜಾತಿಯ ಚಿಟ್ಟೆಗಳು ಮತ್ತು ಹಾವುಗಳಿದ್ದು, ರಸ್ತೆ ಕಾಮಗಾರಿಯನ್ನು ಮಾಡುವುದರಿಂದ ದೊಡ್ಡ ಮಟ್ಟದ ಆವಾಸಸ್ಥಾನಕ್ಕೆ ದಕ್ಕಿಯಾಗುತ್ತದೆ ಮತ್ತು ರಸ್ತೆ ಕಾರ್ಯಾಚರಣೆಯಿಂದ ಹೆಚ್ಚಿನ ಮಾಲಿನ್ಯ ಉಂಟಾಗುತ್ತದೆ. ಇದಲ್ಲದೇ ಅರಣ್ಯ ಪ್ರದೇಶಕ್ಕೆ ಪರಿಹಾರ ಅರಣ್ಯೀಕರಣವನ್ನು ಸೂಚಿಸಿರುವುದಿಲ್ಲ. ಕೊನೆಯದಾಗಿ ನಾವುಗಳು ಪ್ರಸ್ತುತ ಸಾಂಕ್ರಾಮಿಕ ರೋಗದ



ಪಲಿಸ್ಥಿತಿಯಲ್ಲಿದ್ದೇವೆ. ಜಡಿಎ, ಕೆ.ಎಸ್.ಪಿ.ಸಿ.ಜ ಮತ್ತು ಅರಣ್ಯ ಇಲಾಖೆಯು ಆವಾಸಸ್ಥಾನದ ದಕ್ಕೆಯನ್ನು ಅಲತು ಪ್ರಸ್ತುತವಿರುವ ರಸ್ತೆಗಳನ್ನು ಉತ್ತಮ ಲೀತಿಯಲ್ಲಿ ಅಭಿವೃದ್ಧಿಪಡಿಸಬೇಕೆಂದು ಹೇಳುತ್ತೇನೆ, ಎಂದರು.

19. ಶ್ರೀ ಆರೋಗ್ಯಸ್ವಾಮಿ, ಬೈರತಿ, ಕೆಆರ್‌ಎಸ್ ಪಾರ್ಕ್

ಈಗಾಗಲೇ ಗೊತ್ತಿರುವಂತೆ ಬೆಂಗಳೂರಿನಲ್ಲಿ ಉಷ್ಣಾಂಶ ದಿನೇ ದಿನೇ ಹೆಚ್ಚಾಗುತ್ತಿದೆ ಇಂತಹ ಸಮಯದಲ್ಲಿ 33 ಸಾವಿರ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಿದರೆ ಅದರ ಪರಿಣಾಮ ನೀವೆ ಯೋಚಿಸಿ. ಹಾಗಾಗಿ ಕೆಆರ್‌ಎಸ್ ಪಾರ್ಕಿನಲ್ಲಿಯವರ ಪರವಾಗಿ ಕೇಳಿಕೊಳ್ಳುತ್ತಿರುವುದು ಏನೆಂದರೆ ಈ ಯೋಜನೆಯನ್ನು ಕೈಬಿಡಬೇಕು. ಏಕೆಂದರೆ ಈಗಾಗಲೇ ನೀವುಗಳು 1400 ಎಕರೆಗಳಿಗೆ ಭೂ ಪರಿಹಾರಗಳನ್ನು ಅಂತಿಮಗೊಳಿಸಲು ಸುಮಾರು 15 ವರ್ಷಗಳು ತೆಗೆದುಕೊಂಡಿದ್ದು, ಮತ್ತೆ ಈಗ ಹೆಚ್ಚುವರಿ 700 ಎಕರೆಗಳ ಭೂಮಿಯನ್ನು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳಲು ಇನ್ನು 15 ವರ್ಷ ತೆಗೆದುಕೊಳ್ಳುವುದರಲ್ಲಿ ಸಂಶಯವೇ ಇಲ್ಲ. ಇದಲ್ಲದೇ 1400 ಎಕರೆಗಳಲ್ಲಿ 33 ಸಾವಿರ ಮರಗಳು ಮತ್ತು ಈ 700 ಎಕರೆಗಳಲ್ಲಿ ಇನ್ನೊಂದು 7 ಸಾವಿರ ಮರಗಳು ಬಂದರೆ ಒಟ್ಟು 10 ಸಾವಿರ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಬೇಕಾಗುತ್ತದೆ, ಅದರಿಂದ ನಮಗೆ ಈ ರಸ್ತೆ ಯೋಜನೆ ಅವಶ್ಯಕತೆಯಿಲ್ಲ, ಎಂದರು.

ಜಡಿಎ ಅಧಿಕಾರಿಗಳು ಉತ್ತರಿಸುತ್ತಾ, ಬಂಡಿತ ಮರಗಳನ್ನು ಆದಷ್ಟು ಕಾಪಾಡಿಕೊಳ್ಳಲು ಪ್ರಯತ್ನಿಸಲಾಗುವುದು ರೈಟ್ ಆಫ್ ವೇ ನ 5 ಖೀ. ಒಳಗೆ ಬರುವ ಯಾವುದೇ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಲಾಗುವುದಿಲ್ಲ, ಜೊತೆಗೆ ಹಲವು ಮರಗಳ ಸ್ಥಳಾಂತರವನ್ನು ಕೂಡಾ ಮಾಡಲಾಗುವುದು, ತೆರವುಗೊಳಿಸಲಾದ ಮರಗಳ 1:10 ರ ಅನುಪಾತದಲ್ಲಿ ಬೆಳೆಸಲಾಗುವುದು, ಇದರಿಂದ ಶಬ್ದ ಮಾಲಿನ್ಯ ಮತ್ತು ವಾಯು ಮಾಲಿನ್ಯವನ್ನು ಕಡಿಮೆ ಮಾಡಲು ಈ ಮರಗಳ ಪಾತ್ರ ಪ್ರಮುಖವಾಗಿರುತ್ತದೆ.ಪಲಿಸರ ಜವಾಬ್ದಾರಿಯಲ್ಲಿ ಇಂತಿಷ್ಟು ಮೊತ್ತವನ್ನು ಖೀನಿಸಲಾಗಿದೆ ಮತ್ತು ಮರಗಳನ್ನು ಬೆಳೆಸಲು ಮುಂದೆ ಬರುವ ಸರ್ಕಾರೀತರ ಸಂಘ ಸಂಸ್ಥೆಗಳನ್ನು ಸಹಾ ಪ್ರೋತ್ಸಾಹಿಸಲಾಗುವುದು ಎಂದು ತಿಳಿಸಿದರು.

20. ಶ್ರೀ ರಾಜೇಶ್, ರಾಜಾಜಿನಗರ

ಈ ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಯ ಬಗ್ಗೆ ನನಗೆ ತುಂಬಾ ನಿರೀಕ್ಷೆಗಳಿವೆ. ಏಕೆಂದರೆ ಬೆಂಗಳೂರಿನ ಜನತೆ ಇವತ್ತಿನ ದಿನ ಪ್ರತಿ ರಸ್ತೆ ಸಿಗ್ನಲ್‌ಗಳಲ್ಲಿ ಅರ್ಧ ಗಂಟೆಯಿಂದ ಒಂದು ಗಂಟೆಯವರೆಗೆ ಕಾಯುತ್ತಾ, ತಮ್ಮ ಕಚೇರಿಗಳಿಗೆ/ಕೆಲಸ ಕಾರ್ಯಗಳಿಗೆ 2 ರಿಂದ 3 ಗಂಟೆ ಕಾಲ ತಡವಾಗಿ ಹೋಗುವ ಪಲಿಸ್ಥಿತಿ ನಿರ್ಮಾಣವಾಗಿದೆ. ಯಾವುದೇ ಕೆಲಸಕ್ಕೆ ಬಾರದ ಎನ್.ಜಿ.ಒ ಗಳ ಮಾತು ಕೇಳಿಕೊಂಡು ನೀವುಗಳು ಯೋಜನೆಯನ್ನು ತಡಮಾಡಬೇಡಿ. ಇಂತಹ ಒಳ್ಳೆಯ ಯೋಜನೆಗಳಿಗೆ ಇವರೆಲ್ಲ ಅಡ್ಡಹಾಕಿಕೊಂಡು ಕುಳಿತುಕೊಂಡಿದ್ದಾರೆ. ಕೇಂದ್ರ ಸರ್ಕಾರವು ಬೆಂಗಳೂರಿನಲ್ಲಿ ತೀವ್ರ ಮಾಲಿನ್ಯ ಪ್ರದೇಶಗಳೆಂದು ಗುರುತಿಸಿದ್ದಾರೆ. ಅದರ ಅವುಗಳ ಬಗ್ಗೆ ಯಾರೂ ಮಾತಾನಾಡುವುದಿಲ್ಲ, ಏಕೆಂದರೆ ಅವರ ಬಳಿ ಹಣ ಪಡೆದಿರುತ್ತಾರೆ. ಅದಕ್ಕಾಗಿ ಇಂತವರ ಮೇಲೆ ಕ್ರಿಮಿನಲ್ ಕೇಸ್ ದಾಖಲಿಸಿಕೊಳ್ಳಬೇಕು, ಎಂದು ತಿಳಿಸಿದರು.

21. ಶ್ರೀ ತೇಜಸ್ವಿ, ಯಶವಂತಪುರ

ಇಷ್ಟೊತ್ತು ಮಾತಾನಾಡಿದ ಎಲ್ಲಾ ಬೆಂಗಳೂರು ನಿವಾಸಿಗಳಿಗೂ ನನ್ನ ಅಭಿನಂದನೆಗಳು, ಹಾಗೆಯೇ ನಾನು ಗಮನಿಸಿದ ವಿಚಾರವೆಂದರೆ ಇವರೆಲ್ಲ ಸ್ಥಳ ಮನಸ್ಸಿನವರಾಗಿದ್ದಾರೆ. ಪಿಆರ್‌ಆರ್ ರಸ್ತೆ ಯೋಜನೆಯೊಂದು ಒಳ್ಳೆಯ ಯೋಜನೆ ಬೆಂಗಳೂರಿನನ್ನು ಈಗ ಏಶ್ಟವೇ ನೋಡುತ್ತಿದೆ, ಏಕೆಂದರೆ ಐಟಿ-ಐಐ ಲಿಂಗದಲ್ಲ ಇದು ಏಶ್ಟದಲ್ಲೇ 4 ನೇ ಸ್ಥಾನವನ್ನು ಪಡೆದಿದೆ. ಇಂತಹ ನಗರಕ್ಕೆ ಅಭಿವೃದ್ಧಿ ಎನ್ನುವುದು ಬೇಕೆ ಬೇಕಾಗುತ್ತದೆ. ಹಾಗಾಗಿ ಜಡಿಎ ದವರು ಇಂತಹ ಎನ್.ಜಿ.ಒ ಗಳ ಮಾತಿಗೆ ಕಿವಿಗೊಡದೆ ಯೋಜನೆಯನ್ನು ಶೀಘ್ರದಲ್ಲೇ ಕಾರ್ಯಾರಂಭಗೊಳಿಸಬೇಕಾಗಿ ಕೇಳಿಕೊಂಡರು.ಈ ಬೆಂಗಳೂರಿನಲ್ಲಿ ಸಂಚಾರ ದಟ್ಟಣೆ ಹೇಗಿದೆ ಎಂದರೆ ಇತ್ತೀಚೆಗೆ ನಮ್ಮ ಸಂಬಂಧಿಕರು ಅಂಬುಲೆನ್ಸ್ ನಲ್ಲಿ ಆಸ್ಪತ್ರೆಗೆ ಕರೆದುಕೊಂಡು ಹೋಗಬೇಕಾದರೆ ಗಂಟೆಗಟ್ಟಲೆ ಸಂಚಾರ ದಟ್ಟಣೆಯಲ್ಲಿ ನಿಲುಕಿಕೊಳ್ಳಬೇಕಾಯಿತು. ಇದಕ್ಕೆಲ್ಲಾ ಪರಿಹಾರ ಈ ಪಿಆರ್‌ಆರ್ ರಸ್ತೆ. ಹಾಗಾಗಿ ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಮತ್ತು ಜಡಿಎ ರವರಲ್ಲಿ ಕೇಳಿಕೊಳ್ಳುವುದೆಂದರೆ ಆದಷ್ಟು ಬೇಗ ಈ ರಸ್ತೆಯನ್ನು ಮಾಡಬೇಕು, ಎಂದರು.

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22. ಶ್ರೀ ಯೋಗೀಶ್,

ನಾನು ಕೇಳಿಕೊಳ್ಳುವುದೇನೆಂದರೆ ನೀವು ದೈಹಿಕ ಸಭೆಗಳನ್ನು ಕರೆದು, ಯೋಜನೆ ಬಗ್ಗೆ ಮಾತಾನಾಡಲು ಎಲ್ಲರಿಗೂ ಅವಕಾಶವನ್ನು ಕಲ್ಪಿಸಿಕೊಡಬೇಕು, ಎಂದರು.

23. ಯೋಗ್ರಾ, ಸಿ.ವಿ ರಾಮನಾಥನಗರ, ಬೆಂಗಳೂರು

ಸಂಚಾರ ದಟ್ಟಣೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಇಬ್ಬಯ 28 ಪುಟಗಳ ವರದಿಯಲ್ಲಿ ಒಬ್ಬ, ಅದರಲ್ಲಿ ಗಮನಿಸಿದ ವಿಷಯಗಳೆಂದರೆ ಮೊದಲನೆಯದಾಗಿ ಬೆಂಗಳೂರಿನಲ್ಲಿ ಸಂಚಾರ ದಟ್ಟಣೆಯನ್ನು ತಡೆಗಟ್ಟಲು ಸಮಗ್ರ ಸಂಚಾರ ಯೋಜನೆಗಾಗಿ ಈಗಾಗಲೇ ಪರ್ಯಾಯ ಸಂಚಾರಕ್ಕಾಗಿ ಒಳವರ್ತೂಲ ರಸ್ತೆ, ಹೊರ ವರ್ತೂಲ ರಸ್ತೆ, ಕೆ.ಆರ್.ಡಿ.ಸಿ.ಎಲ್ ನ ಸುತ್ತುವಲದ ರಸ್ತೆ ಯೋಜನೆ, ಪ್ರಸ್ತುತ ಪಿಆರ್‌ಆರ್ ಯೋಜನೆ ಹಾಗೂ ಇದರ ಜೊತೆಗೆ ನಮಗೆ ಮೆಟ್ರೋ, ಸಬ್ ಅರ್ಬನ್ ಯೋಜನೆಗಳಿವೆ. ಇವೆಲ್ಲರೂ ತಮ್ಮದೇ ಆದ ನಾಲಿಗೆ ವಿಧಾನವನ್ನು ಅಳವಡಿಸಿಕೊಂಡಿದ್ದಾರೆ. ಈಗ ನನ್ನ ಪ್ರಶ್ನೆ ಏನೆಂದರೆ ಸಮಗ್ರ ಸಂಚಾರ ವಿಧಾನ ಯೋಜನೆ ಎಲ್ಲಿದೆ.ಬಿ.ಎಂ.ಆರ್.ಸಿ.ಎಲ್ ಹೇಳುವಂತೆ ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಯು ಈ ಸಮಗ್ರ ಸಂಚಾರ ವಿಧಾನ ಯೋಜನೆಯ ಭಾಗವಾಗಿದೆ.ಆದರೆ ಈ ಯೋಜನೆಯಲ್ಲಿ ಉಳಿದ ಯೋಜನೆಗಳ ಬಗ್ಗೆ ಮಾಹಿತಿ ಇಲ್ಲ.

ನಾನು ಬೆಂಗಳೂರು ಸಂಚಾರ ದಟ್ಟಣೆಯ ವರದಿಯನ್ನು ಅಧ್ಯಯನ ಮಾಡಿರುವಂತೆ ಮೊದಲನೆಯದಾಗಿ ಬೆಂಗಳೂರಿನಲ್ಲಿ ಕಳೆದ ವರ್ಷ 86 ಲಕ್ಷ ವಾಹನಗಳಿದ್ದು ಈ ವರ್ಷ 1.2 ಕೋಟಿಯನ್ನು ದಾಟಿದೆ.ಈ ಖಾಸಗಿ ವಾಹನಗಳ ಸಂಚಾರವನ್ನು ಕಡಿಮೆ ಮಾಡಿ ಸರ್ಕಾರಿ ವಾಹನಗಳನ್ನು ಬಳಸಲು ಏನು ಕ್ರಮವನ್ನು ತೆಗೆದುಕೊಂಡಿದೆ. ಎರಡನೆಯದಾಗಿ, ಹೊರ ವರ್ತೂಲ ರಸ್ತೆಯೂ ಈಗ ಸಂಚಾರ ದಟ್ಟಣೆಯಿಂದ ಕೂಡಿರುತ್ತದೆ, ಹಾಗಾಗಿ ನಾವು ಮತ್ತೊಂದು ರಸ್ತೆಯನ್ನು ಮಾಡಿದರೆ ಅಲ್ಲಿ ಸಂಚಾರ ದಟ್ಟಣೆ ಉಂಟಾಗುವದಿಲ್ಲ ಎಂದು ಏನು ಭರವಸೆಯಿದೆ, ಉದಾಹರಣೆಗೆ ದೆಹಲಿಯಲ್ಲಿ ಹೊಸ ರಸ್ತೆಗಳನ್ನು ನಿರ್ಮಿಸುತ್ತಿದ್ದರೂ ಏನೇ ಏನೇ ಸಂಚಾರ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗುತ್ತದೆಯೇ ಹೊರತು ಕಡಿಮೆಯಲ್ಲ.ಬದಲಾಗಿ ಭೂಖ,ಗಾಳಿ,ನೀರು,ಸಾಂಕ್ರಮಿಕ ರೋಗಗಳೂ ಪಲನರದ ಮೇಲೆ ಒತ್ತಡ ಹೆಚ್ಚುತ್ತದೆ.

ಕೊನೆಯದಾಗಿ, ನಾವು ಮುಂದಿನ ತಲೆಮಾಲಿನವರಾಗಿ ಭವಿಷ್ಯದ ಬಗ್ಗೆ ಯೋಜಿಸಿದಾಗ ಈಗಾಗಲೇ ಉಜ್ಜಾಂಚವು ಹೆಚ್ಚಾಗಿದ್ದು, ಇಂತಹ ಯೋಜನೆಗಳಿಂದ ಮತ್ತು ಮರಗಳ ತೆರವುಗೊಳಿಸುವ ಪ್ರಕ್ರಿಯೆಗಳಿಂದ ನೈಸರ್ಗಿಕ ವಿಕೋಪಗಳ ಮುಂದಿನ ಪೀಳಿಗೆಯ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರುತ್ತವೆ. ಇತ್ತೀಚೆಗೆ ಕರ್ನಾಟಕ ನಡೆದ ಪ್ರವಾಹ ಕೂಡ ಇದಕ್ಕೆ ಉದಾಹರಣೆ; ಕಾರ್ಬನ್ ಮಾನಾಕ್ಸೈಡ್‌ನ್ನು ತಡೆಗಟ್ಟಲು ನೀವು ಏನು ಕ್ರಮ ತೆಗೆದುಕೊಂಡಿದ್ದೀರಾ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.

24. ಶ್ರೀ ಕೃಷ್ಣ, ಸರ್ಕಾರಪುರ ರಸ್ತೆ, ಬೆಂಗಳೂರು

ನನ್ನ ಪ್ರಶ್ನೆ ಏನೆಂದರೆ ಹೊಸೂರು ರಸ್ತೆಯಿಂದ ಗುಂಜೂರು ರಸ್ತೆಯವರೆಗೂ ಹಸಿರು ವಲಯವಿದ್ದು, ಇದು ಅರಣ್ಯ ಪ್ರದೇಶದಿಂದ ಸುತ್ತುವರೆದಿದೆ, ಹಾಗಾಗಿ ಇದನ್ನು ಅರಣ್ಯವೆಂದು ನೋಡಿದಾಗ ಎಷ್ಟು ಮರಗಳು ಈ ರಸ್ತೆ ಯೋಜನೆಯಿಂದ ತೆರವುಗೊಳಿಸಬೇಕಾಗುತ್ತದೆ ಎಂಬುದರ ಬಗ್ಗೆ ಅಧ್ಯಯನ ಮಾಡಿಲ್ಲ. 2018 ನವೆಂಬರ್‌ನಲ್ಲಿ ಆರ್.ಎಂ.ಪಿ ಮಾಗ್ಸ್ಟರ್ ಪ್ಲಾನ್ ಒಡಿಎ ರವರು ಸಲಹೆಗಾರರಾಗಿದ್ದಾಗ ಇದನ್ನು ಸಹಾ ಅನುಷ್ಠಾನಗೊಳಿಸಲಿಲ್ಲ. ಈ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆ ಯೋಜನೆಯನ್ನು ಸುಮಾರು 15 ವರ್ಷಗಳಿಂದ ಮಾಡುತ್ತಿದ್ದು ಇನ್ನೂ ಇದು ನಿಂತ ಸ್ಥಿತಿಯಲ್ಲೇ ಇದೆ, ಎಂದರು.

25. ಶ್ರೀ ಅಂಬರೀಶ, ಬನ್ನಸಂತ್ರ

ಈವರೆಗೂ ಮಾತಾನಾಡಿದ ಎಲ್ಲಾ ಸಾರ್ವಜನಿಕರು ಬಲಿ ಕೃಷಿಯೇತರ ಚಟುವಟಿಕೆಗಳಲ್ಲಿ ತೊಡಗಿಸಿಕೊಂಡವರಾಗಿದ್ದು, ರೈತರು ಯಾರು ಮಾತಾನಾಡಲೇ ಇಲ್ಲ, ನೈಜವಾಗಿ ಕಷ್ಟಪಡುತ್ತಿರುವ ರೈತನಿಗೆ ಇದುವರೆಗೂ ಯಾವುದೇ ಪರಿಹಾರ ಸಿಕ್ಕಿಲ್ಲ. ದಯಮಾಡಿ ಈ ಪಿ.ಆರ್.ಆರ್ ಯೋಜನೆಯನ್ನು ತ್ವರಿತಗತಿಯಲ್ಲಿ



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ಅನುಷ್ಠಾನಗೊಳಿಸಿ ನಮ್ಮಂತಹ ರೈತರಿಗೆ ನ್ಯಾಯಯುತ ಪರಿಹಾರಗಳನ್ನು ಕೊಡಬೇಕೆಂದು ಕೇಳಿಕೊಳ್ಳುತ್ತೇನೆ, ಎಂದರು.

26. ಶ್ರೀ ವಿಜಯ್‌ಕುಮಾರ್,

ಪೆಲಿಫೆರಲ್ ಲಿಂಗ್ ರೋಡ್ ಮಾಡುತ್ತಿರುವ ಮುಖ್ಯ ಉದ್ದೇಶ ಹೊರ ರಾಜ್ಯಗಳಿಂದ ಬರುವಂತಹ ಸರಕು ವಾಹನಗಳನ್ನು ಹೊರಗಡೆಯೇ ತಿರುಗಿಸುವುದಕ್ಕೆ ಅನುಷ್ಠಾನಗೊಳಿಸುತ್ತಿರುವುದು. ಆದರೆ ಬೆಂಗಳೂರಿನಲ್ಲಿ 3 ಅಂತರಿಕ ರಸ್ತೆಗಳನ್ನು ಮಾಡಿದ್ದಾರೆ. ತುಮಕೂರು ರಸ್ತೆಯಿಂದ ಹೊಸೂರಿಗೆ ಹೋಗುವ ವಾಹನಗಳು ಬೆಂಗಳೂರು ನಗರದಿಂದಲೇ ಹಾದು ಹೋಗಬೇಕು, ಹಾಗಾಗಿ ನೀವು ಒಂದು 'ರೋಲ್ ಆನ್ ರೋಲ್ ಆಫ್' ರಸ್ತೆಯನ್ನು ಮಾಡಿದರೆ ನಿಮಗೆ ಪೆಲಿಫೆರಲ್ ಲಿಂಗ್ ರೋಡ್ ಅವಶ್ಯಕತೆಯಿರುವುದಿಲ್ಲ. ಈ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯು ಅವ್ಯವಹಾರಗಳಿಗೆ ದಾಲಿ ಮಾಡಿಕೊಡುತ್ತದೆ. ಹಾಗೂ ಈ ರಸ್ತೆಯು ಋಣಿಯವಲ್ಲ ಪೀಟಿಂಗ್‌ಗಳೇ ಮುಗಿದುಹೋಗುತ್ತವೆ, ಎಂದರು.

27. ಶ್ರೀ ಸರಸ್ವತಿ, ಮಲ್ಲೇಶ್ವರಂ

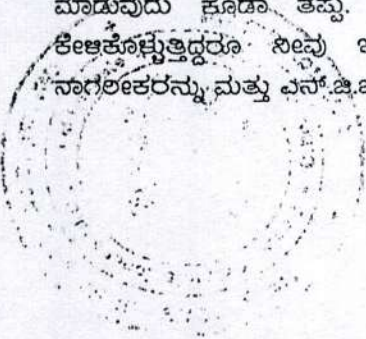
ಈವರೆಗೂ ಮಾತನಾಡಿದ ಎಲ್ಲಾ ಬೆಂಗಳೂರಿನ ಸಾರ್ವಜನಿಕರು ಹೇಳಿರುವ ಸಲಹೆ ಸೂಚನೆಗಳನ್ನು ಅಳವಡಿಸಿಕೊಳ್ಳಬೇಕೆಂದು ನನ್ನ ಮನವಿ, ಎಂದರು.

ಶ್ರೀ ರಾಜೇಶ್, ರಾಜಾಜನಗರ: ಇಷ್ಟೆಲ್ಲಾ ನೋಡಿದ ಮೇಲೆ ಈ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯನ್ನು ರೈತರು ಬೆಂಬಲಿಸುವಂತೆ ಕಾಣುತ್ತಿದೆ, ರೈತರಿಗೆ ಬೇಕಾಗಿರುವುದು ನ್ಯಾಯಯುತ ಪರಿಹಾರಗಳು ಅವರು ಯೋಜನೆಯ ಪರವಾಗಿಯೇ ಇದ್ದಾರೆ. ತೊಂದರೆ ಕೊಡುತ್ತಿರುವವರು ಎಲ್ಲಾ ಎನ್.ಜಿ.ಒ ಗಳೆ, ಹಾಗಾಗಿ ಜಿಐಎ ನವರು ಇಂತಹವರ ಮಾತಿಗೆ ಒಪ್ಪಿಗೊಡದೆ ಈ ಒಳ್ಳೆಯ ರಸ್ತೆ ಯೋಜನೆಯನ್ನು ಅತ್ಯಂತ ತ್ವರಿತಗತಿಯಲ್ಲಿ ಅನುಷ್ಠಾನಗೊಳಿಸಬೇಕು. ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯು ಬೆಂಗಳೂರಿನ ರಕ್ತನಾಡಿ ಇದ್ದಂತೆ, ಜಿಐಎ ನವರು ಒಳ್ಳೆಯ ಯೋಜನೆಯನ್ನು ರೂಪಿಸುತ್ತಿದ್ದಾರೆ, ಆದರೆ ಭೂಮಿಯನ್ನು ಕಳೆದುಕೊಳ್ಳುತ್ತಿರುವವರಿಗೆ ನ್ಯಾಯಯುತ ಪರಿಹಾರಗಳನ್ನು ನೀಡಿದರೆ ರೈತರು ಈ ಯೋಜನೆಯ ಪರವಾಗಿ ಇದ್ದೆ ಇರುತ್ತಾರೆ ಎಂಬುದು ನನ್ನ ಅನಿಸಿಕೆ, ಎಂದರು.

ಈಗಾಗಲೇ ಸಭೆಯಲ್ಲಿ ಬಹುತೇಕ ಸಾರ್ವಜನಿಕರು ಬೆಂಗಳೂರು ನಗರಕ್ಕೆ ಸಬ್ ಅರ್ಬನ್ (ಉಪನಗರ) ರೈಲು ಮಾರ್ಗಗಳು ಮತ್ತು ಮೆಟ್ರೋ ಯೋಜನೆಗಳು ಈಗಾಗಲೇ ಬರುತ್ತಿದ್ದು, ಇವುಗಳ ಜನರು ಮಾತ್ರ ಓಡಾಡುತ್ತಾರೆ. ಆದರೆ, ಬೆಂಗಳೂರು ನಗರಕ್ಕೆ ಇತರೆ ರಾಜ್ಯಗಳಿಂದ ಬರುವ ಲಾಲಿ, ಟ್ರಕ್‌ಗಳು ಮತ್ತು ಸರುಕು ವಾಹನಗಳು ಪ್ರವೇಶಿಸುವುದರಿಂದ ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಸಂಚಾರ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗುತ್ತದೆ ಇದಲ್ಲದೇ ಧ್ವಜಶ್ರವಣ ವಾಹನಗಳ ಜಾಲಕಲಿಗೆ ಇಂತಹ ಲಾಲಿ, ಟ್ರಕ್‌ಗಳು ಎಲ್ಲ ಮೇಲೆ ಬಂದು ಸಾಯುತ್ತೇವೆ ಎನ್ನುವ ಭಯ ಭೀತಿಯಲ್ಲಿ ಜಾಲನೆ ಮಾಡುವಂತಾಗುತ್ತದೆ. ಹಾಗಾಗಿ ಈ ಪಿ.ಆರ್.ಆರ್.ರಸ್ತೆ ಬರುವುದರಿಂದ ಅಂತಹ ವಾಹನಗಳು ನಗರಕ್ಕೆ ಪ್ರವೇಶಿಸದೇ ಬೆಂಗಳೂರಿನ ಹೊರ ವಲಯದಿಂದ ಹೋಗುವ ಮೂಲಕ ಇಂತಹ ಅಪಾಯಗಳನ್ನು ತಡೆಗಟ್ಟಬಹುದಾಗಿದೆ, ಎಂದರು.

28. ಶಿಲ್ಪ,

ಯಾವುದೇ ಒಂದು ಯೋಜನೆಯನ್ನು ಮಾಡಬೇಕಾದರೆ ಮೊದಲು ಅದರ ಪರಿಣಾಮಗಳು ಮತ್ತು ಪ್ರಯೋಜನಗಳನ್ನು ಅರಿತುಕೊಳ್ಳಬೇಕು, ನಂತರ ಯೋಜನೆಯನ್ನು ಮಾಡಬೇಕೆ ಅಥವಾ ಬೇಡವೇ ಎಂದು ತೀರ್ಮಾನಿಸಬೇಕು. ಒಂದೇ ಸಲ ಯೋಜನೆಯು ಸರ್ಕಾರದ್ದು ಎಂದ ತಕ್ಷಣವೇ ಮಾಡಬೇಕು ಎನ್ನುವುದು ತಪ್ಪು ಮತ್ತು ಜಿಐಎ ಎಂದರೆ ಸರ್ಕಾರ ಆಗಿದ್ದಲ್ಲಿ ಸರ್ಕಾರವೇ ರೂಪಿಸಿರುವ ನಿಯಮಗಳನ್ನು ಅವಗೇ ಉಲ್ಲಂಘಿಸಿಕೊಂಡು ಯೋಜನೆಯನ್ನು ಮಾಡುವುದು ಕೂಡಾ ತಪ್ಪು. ಸಾರ್ವಜನಿಕರು ಯೋಜನೆಯ ಡಿ.ಪಿ.ಆರ್ ಅನ್ನು ಒದಗಿಸಬೇಕು ಎಂದು ಕೇಳಿಕೊಳ್ಳುತ್ತಿದ್ದರೂ ನೀವು ಇದುವರೆಗೂ ಡಿ.ಪಿ.ಆರ್ ಅನ್ನು ಒದಗಿಸಿರುವುದಿಲ್ಲ. ಇದಲ್ಲವನ್ನು ಜಿಐಎ ಸಾರ್ವಜನಿಕರನ್ನು ಮತ್ತು ಎನ್.ಜಿ.ಒ ಗಳನ್ನು ದೂಷಿಸುವುದು ತಪ್ಪು ಎಂಬುದು ನನ್ನ ಅಭಿಪ್ರಾಯ, ಎಂದರು.





29. ಶ್ರೀ ರಹಮಾನ್ ಖಾನ್, ವರ್ತೂರು

ರೈತರಿಗೆ ಈ ಯೋಜನೆಯಿಂದ ತುಂಬಾ ಕಷ್ಟವಾಗಿದೆ ಏಕೆಂದರೆ ಈ ರಸ್ತೆ ಯೋಜನೆಯು ಯಾವಾಗ ಬರುತ್ತದೆ ಎಂದು ಆತಂಕಕ್ಕೆ ಒಳಗಾಗಿ ರೈತರೆಲ್ಲಾ ರೈತರ ಕೆಲಸಗಳನ್ನು ಮಾಡಬೇಕೆ ಅಥವಾ ಬೇಡವೇ ಎಂಬ ಪರಿಶ್ಚಿತ ಈ ಯೋಜನೆಯಿಂದ ನಿರ್ಮಾಣವಾಗಿದೆ. ರೈತರು ಏನಾದರೂ ಕೆಲಸಗಳನ್ನು ತಮ್ಮ ಭೂಮಿಗಳಲ್ಲಿ ಮಾಡಲು ಹೋದರೆ ಅದರ ಮುಂದಿನ ಉನವೇ ಉನಪತ್ರಿಕೆಗಳಲ್ಲಿ ಮತ್ತು ಸುದ್ದಿ ವಾಹಿನಿಗಳಲ್ಲಿ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆ ಮಾಡುತ್ತೇವೆ ಎಂಬ ಸುದ್ದಿ ಬರುತ್ತದೆ. ಇದರಿಂದ ಅವರು ಮತ್ತೆ ಭಯಭೀತರಾಗಿ ಕೆಲಸ ಕಾರ್ಯಗಳನ್ನು ನಿಲ್ಲಿಸಿ ಬಿಡುತ್ತಾರೆ. ಆದ್ದರಿಂದ ನೀವು ದಯವಿಟ್ಟು ರಸ್ತೆ ಯೋಜನೆಯನ್ನು ಮಾಡುವುದಾದರೆ ಕಡ್ಡ-ಖಂಡಿತವಾಗಿ ಮಾಡುತ್ತೇವೆ ಎಂದು ಎಲ್ಲಾ ರೈತರಿಗೆ ಮಾಹಿಯನ್ನು ನೀಡಿ ಎಂದು ಕೇಳಿಕೊಳ್ಳುತ್ತೇನೆ.

ಸರ್ವಿಸ್ ರಸ್ತೆಗಳು ಬರುತ್ತವೆಯೇ ಎಂದು ಪ್ರಶ್ನೆ ಕೇಳಿದರು.ಸರ್ವಿಸ್ ರಸ್ತೆಗಳು ಬರುತ್ತವೆ ಎಂದು ಜಿಹಿಐ ಅಧಿಕಾರಿಗಳು ತಿಳಿಸಿದರು.

30. ಶ್ರೀ ರಾಘವೇಂದ್ರ, ಆವಲಹಳ್ಳಿ

ನಾವು ಈ ರಸ್ತೆ ಯೋಜನೆಯನ್ನು ಸುಮಾರು 15 ವರ್ಷಗಳಿಂದ ಕಾಯುತ್ತಿದ್ದೇವೆ, ನಮ್ಮ ಬಳಿ ಜಮೀನಿದೆ ಅದರಲ್ಲಿ ಏನಾದರೂ ಬೆಳೆ ಬೆಳೆಯಬೇಕೆ ಅಥವಾ ಬೇಡವೆ ಎಂದು ದೊಡ್ಡ ಯೋಜನೆಯಾಗಿರಬಹುದು.ರಸ್ತೆಯನ್ನು ಮಾಡುವುದಾದರೆ ಮಾತಿ ಇಲ್ಲಾ ನಮ್ಮ ಭೂಮಿಗಳನ್ನು ನಮಗೆ ಜಿಲ್ಲಾಜಿ, ಏಕೆಂದರೆ ಈಗಾಗಲೇ 15 ವರ್ಷಗಳು ಕಳೆದಿವೆ ಅಂದರೆ ಅರ್ಧ ಆಯುಸ್ಸು ಇದರಲ್ಲಿ ಹೋಗಿದೆ. ಹಾಗಾಗಿ ದಯವಿಟ್ಟು ಯೋಜನೆಯನ್ನು ತ್ವರಿತಗತಿಯಲ್ಲಿ ಅನುಷ್ಠಾನಗೊಳಿಸಬೇಕೆಂದು ಕೇಳಿಕೊಳ್ಳುತ್ತೇನೆ, ಎಂದರು.

31. ಶ್ರೀ ಸಿಬ್‌ಗತ್, ಜದರಹಳ್ಳಿ

ಜದರಹಳ್ಳಿಯಲ್ಲಿ ಟೋಲ್ ಪ್ಲಾಜಾ ಬರುತ್ತಿದೆಯೇ ಎಂದು ಕೇಳಿದರು.

32. ಶ್ರೀ ಕಿರಣ್, ಕೋಗಿಲು

ನಾನು ಒಬ್ಬ ರೈತ, ನನ್ನ 1 ಎಕರೆ ಭೂಮಿಯು ಈ ರಸ್ತೆ ಯೋಜನೆಗೆ ಸ್ವಾಧೀನವಾಗುತ್ತಿದೆ, ಸುಮಾರು 15 ವರ್ಷಗಳಿಂದ ಪರಿಹಾರಕ್ಕಾಗಿ ಕಾಯುತ್ತಿದ್ದೆನೆ. ರಸ್ತೆಯನ್ನು ಮಾಡುವುದಾದರೆ ಮಾತಿ ಇಲ್ಲಾ ನಮ್ಮ ಭೂಮಿಗಳನ್ನು ನಮಗೆ ಜಿಲ್ಲಾ ಜಿ, ಏಕೆಂದರೆ ಈಗಾಗಲೇ 15 ವರ್ಷಗಳು ಕಳೆದಿವೆ ಇದರಿಂದ ನಮ್ಮ ಸ್ವಂತ ಭೂಮಿಗಳಲ್ಲಿ ನಾವು ಯಾವುದೇ ಕೆಲಸ ಕಾರ್ಯಗಳನ್ನು ಮಾಡಲಾಗದ ಸ್ಥಿತಿಯೆ ಆತಂಕದಲ್ಲಿದ್ದೇವೆ. ಸುಮ್ಮನೆ ಬಂದು ಸಮೀಕ್ಷೆಗಳನ್ನು ಮಾಡಿಕೊಂಡು ಹೋಗುತ್ತೀರ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು. ಇವರೆಗೂ ಭೂಮಿಯ ಸಂಗ್ರಹಣೆಗಳ ಮೊತ್ತವನ್ನು ಸಹಾ ಅಜಿತಿಮಗೊಳಿಸಿಲ್ಲ ಎಂದು ಕೇಳಿದರು.

33. ಶ್ರೀ ಶಶಿಧರ್, ಕೋನಪ್ಪನ ಅಗ್ರಹಾರ

ನಮ್ಮದು 2 ಎಕರೆಗಳ ಭೂಮಿಯಿದೆ ನಾವು 27 ವರ್ಷಗಳಿಂದ ನೈಸ್ ರಸ್ತೆಗೆ ಭೂಮಿಗಳನ್ನು ನೀಡಲು ವಿರೋಧವನ್ನು ವ್ಯಕ್ತಪಡಿಸುತ್ತಿದ್ದೇವೆ. ಮತ್ತು ಇವರೆಗೂ ನಮ್ಮ ಭೂಮಿಗಳಿಗೆ ಕೆ.ಐ.ಎ.ಡಿ.ಜಿ ಯಿಂದ ಯಾವುದೇ ಪರಿಹಾರ ಒದಗಿಸಿಲ್ಲ ಎಂದು ಕೇಳಿದರು.

34. ಯಾಮನಿ, ಯಲಹಂಕ

ನನಗೆ ನೀಲನ ಬಗ್ಗೆ ಆತಂಕವಿದೆ ನೀವು ಈ ರಸ್ತೆ ಯೋಜನೆಗಾಗಿ ಇಷ್ಟೆಲ್ಲಾ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸುವುದರಿಂದ ಅದು ಜಲ ಪರಿಸರ ಮೇಲೆ ಮತ್ತು ಅಂತರ್ಜಲದ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರುತ್ತದೆ. ಈಗಾಗಲೇ ಬೆಂಗಳೂರಿನಲ್ಲಿ ನೀಲನ ಅಭಾವ ಉಂಟಾಗಿದೆ.



ಎರಡನೆಯದಾಗಿ ಈಗಾಗಲೇ ಕೆಲವರು ಹೇಳಿದಂತೆ ಹೆಚ್ಚು ರಸ್ತೆಗಳನ್ನು ಮಾಡುತ್ತ ಹೋದಂತೆ ಹೆಚ್ಚು ಪಾಸಗಿ ವಾಹನಗಳ ಉತ್ಪತ್ತಿ ಮತ್ತು ಸಂಚಾರಕ್ಕೆ ಕಾರಣವಾಗುತ್ತದೆ. ಇಂತಹ ರಸ್ತೆಗಳನ್ನು ಮಾಡುವ ಬದಲಾಗಿ ಏಕೆ ನೀವು ಮೆಟ್ರೋ ಕಾಮಗಾರಿಗಳನ್ನು ಮಾಡಬಾರದು? ಮೆಟ್ರೋ ಇನ್ನೂ ಹಲವು ಕಡೆ ಕಾಮಗಾರಿ ಹಂತದಲ್ಲಿ ಇದೆ.

ಈ ರಸ್ತೆಯಿಂದ ಏನೆಲ್ಲಾ ಪ್ರಯೋಜನಗಳಿವೆ? ಈ ರಸ್ತೆ ಮಾಡುವುದರಿಂದ ರೈತರು ತಮ್ಮ ಭೂಮಿಗಳನ್ನು ಕಳೆದುಕೊಳ್ಳಬೇಕಾಗುತ್ತದೆ ಮತ್ತು ಇದರಿಂದ ಅವರು ಜೀವನಾಧಾರವನ್ನು ಕಳೆದುಕೊಳ್ಳುವಂತಾಗುತ್ತದೆ. 28% ರಷ್ಟು ರಸ್ತೆಯು ಕೃಷಿ ಭೂಮಿಗಳಲ್ಲ ಹಾದುಹೋಗುತ್ತಿದ್ದು, ಯಾವ ರೀತಿಯಲ್ಲಿ ನೀವು ಅವರ ಜೀವನಾಧಾರವನ್ನು ಮರು ಕಟ್ಟಿಕೊಡುತ್ತೀರಾ? ಅಭಿವೃದ್ಧಿ ಎಂದು ಈ ರಸ್ತೆ ಮಾಡುತ್ತಿದ್ದು, ಈ ರಸ್ತೆಯಿಂದ ಕೇವಲ ಶ್ರೀಮಂತರಿಗೆ ಮಾತ್ರ ಉಪಯೋಗವಾಗುತ್ತದೆ.

ಯಾವುದೇ ಒಂದು ರಸ್ತೆಯನ್ನು ಅಭಿವೃದ್ಧಿಪಡಿಸಬೇಕಾದರೆ, ವಾಣಿಜ್ಯ ಕೇಂದ್ರಗಳು, ವಸತಿ ಸಮೂಹಗಳನ್ನು ಪ್ರಸ್ತಾಪಿಸದೇ ಹೇಗೆ ರಸ್ತೆಯನ್ನು ನಿರ್ಮಿಸಲು ಸಾಧ್ಯವಾಗುತ್ತದೆ. ಒಂದು ವೇಳೆ ನೀವು ನಿರ್ಮಿಸದಿದ್ದರೂ, ರಸ್ತೆಯುದ್ದಕ್ಕೂ ವಾಸಿಸುವ ಜನರಾದರು ನಿರ್ಮಿಸಬಹುದಾದ ನಿಲಾಕೆಗಳವೆಯಲ್ಲ ಮತ್ತು ಇದರಿಂದಾಗುವ ಪರಿಣಾಮಗಳನ್ನು ಪರಿಗಣಿಸಿಲ್ಲ ಎಂದು ತಿಳಿಸಿದರು.

### 35. ಶ್ರೀ ಬಿನಯ್, ಕೋಗಿಲು

ಬೆಂಗಳೂರು ನಗರವು ನಮ್ಮ ಪುಣ್ಯಕೋಟೆ ಇದ್ದಂತೆ, ಇದು ನಮ್ಮ ತವರು ಜಿಲ್ಲೆ ರವರು ಸುಮಾರು ವರ್ಷಗಳಿಂದ ಬೆಂಗಳೂರನ್ನು ಅಭಿವೃದ್ಧಿ ಪಡಿಸಿದ್ದಾರೆ. ಬೆಂಗಳೂರು ಹೊರ ರಾಜ್ಯಗಳಿಂದ ಬರುವಂತಹ ವಲಸಿಗರಿಗೆ ಉದ್ಯೋಗವಕಾಶಗಳನ್ನು ಕೂಡಾ ಕಲ್ಪಿಸಿದೆ. ಅದರಲ್ಲಿ ಕನ್ನಡಿಗರಿಗೂ ಉದ್ಯೋಗವಕಾಶಗಳು ಸಿಕ್ಕಿವೆ. ಆದರೆ ಈ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆ ಯೋಜನೆಯನ್ನು ಸುಮಾರು 15 ವರ್ಷಗಳಿಂದ ಬೆರೆ ಬೇರೆ ಸರ್ಕಾರಗಳು ಬಂದವು, ಜಪಾನಿನಿಂದ ಹಣ (ನಿಧಿ) ತಂದು ಮಾಡುತ್ತೇವೆ ಎಂದರು ಆದರೂ 15 ವರ್ಷಗಳು ಕಳೆದಿವೆ. ಇದರಿಂದ ರೈತರು ಸಂಕಷ್ಟಕ್ಕೆ ಈಡಾಗಿದ್ದಾರೆ ಇದುವರೆಗೂ ಯಾವುದೇ ಪರಿಹಾರಗಳು ಸಿಕ್ಕಿರುವುದಿಲ್ಲ. ಜಿಲ್ಲೆ ರವರು ಯೋಜನೆಯು ಬಿನ್ಯಾಸಗಳನ್ನು 15 ವರ್ಷಗಳ ಹಿಂದೆ ಮಾಡಿರುವುದನ್ನು ಅನುಷ್ಠಾನಗೊಳಿಸುತ್ತಾರೆ, ಅದರಿಂದ ಏನು ಪ್ರಯೋಜನಗಳಿರುವುದಿಲ್ಲ. ಉದಾ: ಈ ಆತಂಕ ಮತ್ತು ಹೊರ ವರ್ತುಲ ರಸ್ತೆಗಳಲ್ಲಿ ಬಸ್ ಲೀನ್ ಎಂದು ಮಾಡಿದ್ದಾರೆ ಆದರೆ ಅದರಲ್ಲಿ ಯಾವುದೇ ಬಸ್ ಓಡಾಡುತ್ತಿಲ್ಲ ಎಂದರು.

ಯಾವುದೇ ಒಂದು ಯೋಜನೆಯನ್ನು ಮಾಡುವುದಾದರೆ ನಿಯಮ ನಿಬಂಧನೆಗಳಿರುತ್ತವೆ ಮತ್ತು ಇಷ್ಟು ವರ್ಷಗಳ ಒಳಗೆ ಪೂರ್ಣಗೊಳಿಸಬೇಕೆಂದು ಇರುತ್ತದೆ. 15 ವರ್ಷಗಳ ರಸ್ತೆ ಅಥವಾ ಯೋಜನಾ ಬಿನ್ಯಾಸಗಳನ್ನು ಪ್ರಸ್ತುತ ಮಾಡುತ್ತೇವೆ ಎಂದರೆ ಅದು ತಪ್ಪು, ಎಂದರು.

ಅಭಿವೃದ್ಧಿ ದೇಶಗಳ ತಂತ್ರಜ್ಞಾನ ವನ್ನು ನೋಡಿ ತರಬೇತಿ ಪಡೆದು ಸ್ವಾಭಿಮಾನದಿಂದ ಕೆಲಸ ಕಾರ್ಯಗಳನ್ನು ಮಾಡಬೇಕು, ಅದು ಜಿಲ್ಲೆ ರಾಜಕೀಯ ನಾಯಕರುಗಳ ಮಾತನ್ನು ಕೇಳಿ ಕೆಲಸ ಮಾಡಬಾರದು, ಸದ್ಯದ ಪರಿಸ್ಥಿತಿಯಲ್ಲಿ ಬೆಂಗಳೂರು ಅತ್ತ ಅಭಿವೃದ್ಧಿ ಪಥದಲ್ಲ ಇತ್ತ ಅಭಿವೃದ್ಧಿ ಶೀಲದ ಪರಿಸ್ಥಿತಿಯಲ್ಲ ಇಲ್ಲ. ಇತರೆ ರಾಜ್ಯಗಳಿಗೆ ಹೋಲಿಕೆ ಮಾಡಿದರೆ ಮಹಾರಾಷ್ಟ್ರ ಮತ್ತು ದೆಹಲಿಯಲ್ಲಿ ಉತ್ತಮ ರಸ್ತೆಗಳಿವೆ. ದೆಹಲಿಯಲ್ಲಿ ಮೆಟ್ರೋ ಮಾಡಿದವರು ಶ್ರೀಧರನ್ ಇವರು ಯಾವುದೇ ರಾಜಕೀಯ ನಾಯಕರುಗಳಿಗೆ ಹೆದರದೆ ತಮ್ಮ ಕೆಲಸವನ್ನು ನಿರ್ವಹಿಸಿದರು. ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯನ್ನು ಮಾಡುವುದಾದರೆ ತ್ವರಿತಗತಿಯಲ್ಲಿ ಮಾಡಿ ಇಲ್ಲಾ ಜಿಲ್ಲೆ ಜಿಲ್ಲೆ ಎಂದರು.

### 36. ಶ್ರೀ ಮಂಜುನಾಥ್, ಸಂಚಾರ ದಟ್ಟಣೆಯ ಪದವೀಧರ

ಪ್ರತಿ ಏನು ನಾನು ದಿನಪತ್ರಿಕೆಗಳಲ್ಲಿ ಓದುತ್ತಿರುವುದೆನೆಂದರೆ, ಪತ್ರಿಕೆಗಳಲ್ಲಿ ಕೇವಲ ರಸ್ತೆ ಯೋಜನೆಯಿಂದಾಗುವ ದುಷ್ಪರಿಣಾಮಗಳನ್ನು ಮಾತ್ರ ತೋರಿಸುತ್ತಿದ್ದಾರೆ. ಆದರೆ ಯೋಜನೆಯಿಂದಾಗುವ ಪ್ರಯೋಜನಗಳನ್ನು ಮತ್ತು ವರದಿಯಿಲ್ಲದವು ಉಪಶಮನ ಕ್ರಮಗಳ ಬಗ್ಗೆ ಎಲ್ಲೆಯೂ ಪ್ರಕಟಿಸದಿರುವುದು ದುರದೃಷ್ಟಕರ ಎನ್ನಬಹುದು. ಎಷ್ಟೋ ಜನ ಹೇಳಿದಂತೆ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸುತ್ತಿದ್ದಾರೆ, ಆದರೆ ಜಿಲ್ಲೆ ರವರು ಆ ಮರಗಳಿಗೆ ಪರಿಹಾರವಾಗಿ 1:10 ಮರಗಳನ್ನು ಬೆಳೆಸುತ್ತೇವೆ ಮತ್ತು ಅದನ್ನು ಎಲ್ಲಿಯೂ ಬೆಳೆಸುತ್ತೇವೆ ಎಂಬುದನ್ನು ಸಹಾ ಸ್ಪಷ್ಟವಾಗಿ ಹೇಳಿದ್ದಾರೆ.







ಅಂತರಕ ಹೊರ ಮತ್ತು ನೈಸ್ ರಸ್ತೆಗಳಲ್ಲಿ ಹಸಿರುವಲಯವನ್ನು ಅಭಿವೃದ್ಧಿಗೊಳಿಸಿ ನಂತರ ಜನರೆ ಅಲತುಕೊಟ್ಟುತ್ತಾರೆ. ಪಲಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣವನ್ನು ಪಲಣಾಮಕಾಲಯಾಗಿ ಪಲಗಣಿಸಬೇಕು. ಕೇಗಾಗಲೇ ಬೆಂಗಲೂರು ನಗರವು ಕೋಲಾರದವರೆಗೆ ಹಜ್ಜಿಕೂಂಡಿದೆ.ಪ್ರಸ್ತುತಬಿರುವ ರಸ್ತೆ ಜೋಡಣೆಯನ್ನು ನೀವು ಇನ್ನೊಮ್ಮೆ ಪಲಶೀಲಸಬೇಕಾಗಿ ಕೇಲಕೊಟ್ಟುತ್ತೇನೆ, ಎಂದರು.

41. ಶ್ರೀ ಕೋಟೇಶ್ವರ್ ರಾವ್, ನೋಲದೇವನಹಳ್ಳಿ

ನೋಲದೇವನಹಳ್ಳಿಯಲ್ಲಿ ನನ್ನದೊಂದು ಸೈಟ್ ಇದ್ದು, 2006 ರಲ್ಲಿ ಪಿ.ಆರ್.ಆರ್ ಗೆ ಕೇ ಸೈಟ್ ಸ್ವಾಧೀನವಾಗುತ್ತದೆ ಎಂದು ಕಲ್ಲು ಹಾಕಿದ್ದರು ಇದುವರೆಗೂ ನನಗೆ ಯಾವುದೇ ಪಲಹಾರ ಸಿಕ್ಕಿರುವುದಿಲ್ಲ. 2013 ರ ಭೂಸ್ವಾಧೀನ ಕಾಯ್ದೆ ಅನ್ವಯ ಪಲಹಾರಗಳನ್ನು ಒದಗಿಸಲು ಸಿದ್ಧಲಿದ್ದೀರಾ? ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.

42. ಶ್ರೀ ಸುನೀಲ್,

ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯ ಹೊಸ ಜೋಡಣೆ ಮಾಡಿರುವುದಲಿಂದ 2006ರ ರಸ್ತೆ ಜೋಡಣೆಯ ಅಫಿಸೂಚನೆಯನ್ನು ಕೈ ಜಡುವರೇ ಎಂದು ಕೇಲದರು.

43. ಶ್ರೀ ಪ್ರದ್ಯುಮ್ನ,

ಪಿ.ಆರ್.ಆರ್ ಯೋಜನೆಯ ಪ್ರಯೋಜನೆಗಳ ಬಗ್ಗೆ ನೀವು ಇಲವ ವರದಿಯಲ್ಲಿ ಕೇ ರಸ್ತೆಯು ಪ್ರಯಾಣದ ದೂರ ಹಾಗೆಯೇ ಮಾಲನೃವನ್ನು ಕಡಿಮೆ ಮಾಡುತ್ತದೆ ಎಂದು ಹೇಳುತ್ತದೆ. ಪ್ರಸ್ತುತ ಪ್ರಯಾಣದ ಸಮಯ ಸರ್ಜಾಪುರಲಿಂದ ಯಲಕಂಕದವರೆಗೆ ಒಂದಲಿಂದ ಒಂದು ಗಂಟೆ 40 ನಿಮಿಷಗಳು ಬೇಕಾಗುತ್ತದೆ. ಪ್ರಸ್ತಾಪಿತ ರಸ್ತೆಯ ಸರಾಸಲ ವೇಗವು 65 ಕಿ.ಮೀ ಇದ್ದು, ಕೇ ವೇಗ ರಸ್ತೆಯ ಸುರಕ್ಷತೆಯನ್ನು ಕಡಿಮೆ ಮಾಡುತ್ತದೆ. ಅದರಲ್ಲೂ ನೀವೆನಾದರೂ ಪಾದಜಾಲ ಮಾರ್ಗದಲ್ಲಿ ನೈಸ್ ರಸ್ತೆಯನ್ನು ದಾಟುವುದಾದರೆ ಎಷ್ಟು ಅಪಾಯಕಾಲ ಎಂದು ನಿಮಗದು ಗೊತ್ತಾ? ಹಾಗೆಯೇ ಕೇ ರಸ್ತೆಯ ಪ್ರಯಾಣದ ದೂರವನ್ನು ಪ್ರಮುಖವಾಗಿ ಹೆಜ್ಜಿನುವುದರ ಮೂಲಕ ಮಾಲನೃವನ್ನು ಹೆಜ್ಜಿಸಲಾಗುತ್ತದೆ.

ನಿಮ್ಮ ಇಲವ ಕರುಡು ವರದಿಯಲ್ಲಿ ವಾಣಿಜ್ಯ ಕೇಂದ್ರಗಳು, ವಸತಿ ಸಮೂಹಗಳನ್ನು ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯುದ್ದಕ್ಕೂ ಸ್ಥಾಪಿಸುವುದಾಗಿ(ಪ್ರಸ್ತಾಪಿಸಿದೆ) ನಿಲೀಶಿಸಲಾಗಿದೆ. ಹಾಗಾಗಿ ವರದಿಯಲ್ಲಿ ಇವುಗಳಂದಾಗುವ ಪಲಣಾಮಗಳನ್ನು ಮತ್ತು ವೆಜ್ಜವನ್ನು ನೇಲಿಸಿಲ್ಲವೆಂದು ಕೇಲದರು. ಇದಕ್ಕೆ ಜಡಿಲ ಅಫಿಕಾಲಗಳು ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯುದ್ದಕ್ಕೂ ಯಾವುದೇ ವಾಣಿಜ್ಯ ಕೇಂದ್ರಗಳು, ವಸತಿ ಸಮೂಹಗಳನ್ನು ಪ್ರಸ್ತಾಪಿಸಿಲ್ಲ ಎಂದು ತಿಳಿಸಿದರು.

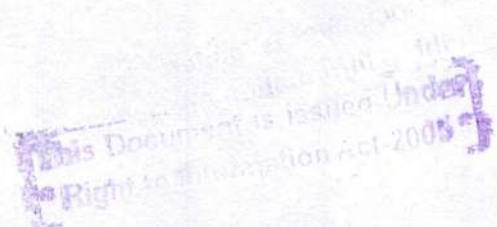
44. ಶ್ರೀ ಅಮಿತ್,

ಐ.ಐ ಹಳ್ಳಿ ಜಲಾನಯನ ಪ್ರದೇಲದ ಬಲ ರಸ್ತೆ ಹಾದುಹೋಗುತ್ತದೆ ಎಂದು ಓದಿದ್ದೇನೆ. ಇಲ್ಲಿ ಯಾವ ಲೀತಿಯ ಸೂಕ್ತ ಕ್ರಮಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳಲಾಗಿದೆ ಎಂಬುದರ ಬಗ್ಗೆ ಪ್ರಶ್ನಿಸಿದರು. ಕೇಗಾಗಲೇ ಅಂತರ್ಜಲದ ಮಟ್ಟ ಬೆಂಗಲೂಲನಲ್ಲಿ ಕಡಿಮೆಯಾಗಿದೆ, ಜ.ಜ.ಸಿ ವರದಿಯ ಪ್ರಕಾರ ಬೆಂಗಲೂಲನ ಜನರು ಅತ್ಯಂತ ಪಲಣಾಮಕ್ಕೆ ಒಲಗಾಗುವರೆಂದು ಹೇಳುತ್ತದೆ. ಕೇ ಯೋಜನೆಯು ಕೇಲಲ ಶ್ರೀಮಂತ ವ್ಯಕ್ತಿಗಳಿಗೆ ಮತ್ತು ಸ್ವಂತ ಕಾರುಗಳನ್ನು ಹೊಂದಿರುವ ವ್ಯಕ್ತಿಗಳಿಗೆ ಮಾತ್ರ ಎಂದೆನಿಸುತ್ತದೆ.ನೀವು 40 ವರ್ಷಗಳಿಂದ ಉಪ ನಗರಗಳಲ್ಲಿ ಇರುವಂತಹ ರೈಲು ಮಾರ್ಗಗಳನ್ನು ಸಹಾ ಗಮನಿಸುತ್ತಿಲ್ಲ, ಎಂದರು.

45. ಶ್ರೀ ಸಿದ್ಧಾರ್ಥ್, ಕಾಡುಗೋಡಿ

ನೀಗೆಹಳ್ಳಿ ಹತ್ತಿರ ಎಮ್.ಎಚ್.ಜ ಪೆಟ್ರೋಲೆಟ್ ಪೈಪ್‌ಲೈನ್ ಹಾದುಹೋಗುತ್ತಿದ್ದು, ಇದಕ್ಕಾಗಿ ಯಾವ ಲೀತಿಯಾದ ಮುನ್ನೆಜ್ಜಲಿಕಾ ಕ್ರಮಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳಲಾಗಿದೆ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು.

ಜಡಿಲ ರವರು ಉತ್ತಲಿಸುತ್ತಾ, ಎಮ್.ಎಚ್.ಜ ಪೆಟ್ರೋಲೆಟ್ ರವರೊಂದಿಗೆ ತಾಂತ್ರಿಕ ಸಮಾಲೋಚನೆಗಳನ್ನು ನಡೆಸಿ ಸೂಕ್ತ ಮುನ್ನೆಜ್ಜಲಿಕಾ ಕ್ರಮಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳಲಾಗುವುದು, ಎಂದರು.





46. ಶ್ರೀ ಅರವಿಂದ್,

ನಾನು ಈಗಾಗಲೇ ಕೇಳಿದ ಪ್ರಕಾರ ಇಲ್ಲಿ ಯೋಜನೆಯಿಂದ ನೊಂದಿರುವ ಜನರಲ್ಲಾ ಸ್ಥಳೀಯರೇ ಆಗಿದ್ದಾರೆ. ಅವರಿಗೆ ಅದಷ್ಟು ಬೇಗ ಯೋಜನೆಯನ್ನು ಮಾಡುತ್ತೀರ ಅಥವಾ ಇಲ್ಲ ಎಂಬ ಮಾಹಿತಿಯನ್ನು ತಿಳಿಸಿಕೊಡಬೇಕು. ಇದರಿಂದ ಅವರಿಗೆ ಅವರ ಭೂಮಿಗಳಲ್ಲಿ ಕೆಲಸ ಕಾರ್ಯಗಳನ್ನು ಮಾಡಿಕೊಳ್ಳಲು ಸಹಕಾರಿಯಾಗುತ್ತದೆ. ಪಿ.ಪಿ.ಇ ಪ್ರಸ್ತುತಿಯಲ್ಲಿ ನೀವು ಹೇಳಿದ ಹಾಗೆ ಈ ರಸ್ತೆ ಯೋಜನೆಯು ಟಿ.ಜಿ ಹಳ್ಳಿ ಮತ್ತು ಅವಲಹಳ್ಳಿ (ಜಾರಕಬಂಡೆ ಕಾವಲು) ಖೀಸಲು ಅರಣ್ಯ ಪ್ರದೇಶಗಳಲ್ಲಿ ಹಾದು ಹೋಗುವುದಾಗಿ ಹೇಳಲಾಗಿದೆ. ಆದರೆ ಇಲ್ಲಿ ನಬಿಲುಗಳು, ಜಾಕಾಲ್ಸ್, ಬ್ಲಾಕ್ ನೆಪ್ಪಾಹೇರ್, ಪ್ರಾಣಿಗಳು ಮತ್ತು ಸಲಿಸ್ಯೂಷಿವೆ. ರಸ್ತೆಯು ಒಳ ಸೇತುವೆಗಳು, ಮೇಲ್ಮೈತುವೆಗಳು ಮತ್ತು ರೈಲ್ವೆ ಸೇತುವೆಗಳನ್ನು ಒಳಗೊಂಡಿರುವುದಾಗಿ ತಿಳಿಸಲಾಗಿದೆ, ಇವೆಲ್ಲಾ ಜನರಿಗೆ ಸೀಮಿತವಾಗಿವೆ. ಆದರೆ ಪ್ರಾಣಿಗಳು ಓಡಾಡುವುದಕ್ಕೆ ಯಾವ ಲೀತಿಯಾದ ಅವಕಾಶವನ್ನು ಮಾಡಲಾಗಿದೆ ಎಂದು ಪ್ರಶ್ನಿಸಿದರು. ಏಕೆಂದರೆ ನೈಸ್ ರಸ್ತೆಯಲ್ಲಿ ಸುಮಾರು ಚಿರತೆಗಳು ಮತ್ತು ಹಾವುಗಳು ಸತ್ತಿವೆ. ಅದೇ ಲೀತಿಯಾಗಿ ಈ ರಸ್ತೆಯಲ್ಲಿ ಪ್ರಾಣಿಗಳ ಸಾವುಗಳಾಗದಂತೆ ನೀವು ಯಾವ ಕ್ರಮಗಳನ್ನು ಕೈಗೊಂಡಿರುವುದಾಗಿ ಕೇಳಿದರು. ನನ್ನ ಮನವಿ ಬಂದೆಂದರೆ ಪ್ರಾಣಿಗಳಿಗೆ ಓಡಾಡಲು ಅವಕಾಶ ಮತ್ತು ಸೂಕ್ತ ಕ್ರಮಗಳನ್ನು ಕೈಗೊಳ್ಳಬೇಕು ಎಂದರು.

ಜಿಪಿಎ ಅಧಿಕಾರಿಗಳು ಉತ್ತರಿಸುತ್ತಾ, ಜಿಪಿಎ ಯಿಂದ ಈಗಾಗಲೇ ಅರಣ್ಯ ತೀರುವಳಿ ಮತ್ತು ವನ್ಯಜೀವಿ ಅನುಮತಿಗಳಿಗಾಗಿ ಅರ್ಜಿಗಳನ್ನು ಸಲ್ಲಿಸಲಾಗಿದೆ. ಅದರಂತೆ ಈ ತೀರುವಳಿ ಮತ್ತು ಅನುಮತಿಗಳನ್ನು ಪಡೆಯಬೇಕಾದಾಗ ಸಂಬಂಧಪಟ್ಟ ಇಲಾಖೆಯವರು ಕೆಲವು ಷರತ್ತುಗಳನ್ನು ಹಾಕುತ್ತಾರೆ, ಈ ಷರತ್ತುಗಳನ್ವಯ ನಾವು ಅನುಷ್ಠಾನಗೊಳಿಸುವುದಾಗಿ ತಿಳಿಸಿದರು.

ಸಭೆಯ ಪ್ರಾರಂಭದಲ್ಲಿ ಯೋಜನೆಗೆ ಸಂಬಂಧಪಟ್ಟ ಪಿ.ಪಿ.ಇ ಪ್ರಸ್ತುತಿಯಲ್ಲಿ ಈ ಯೋಜನೆಗೆ ಸಂಬಂಧಪಟ್ಟ ಎಲ್ಲಾ ವಿಷಯಗಳನ್ನು ಪ್ರಸ್ತುತಪಡಿಸಲಾಗಿತ್ತು, ಆದರೆ ತಾವುಗಳು ವೇಗವಾಗಿ ಪ್ರಸ್ತುತಿ ಪಡಿಸಿದ ಕಾರಣವಾಗಿ ನನಗೆ ನೋಡಲು ಸಾಧ್ಯವಾಗಲಿಲ್ಲ ಹಾಗಾಗಿ ಈ ಪವರ್‌ಪಾಯಿಂಟ್ ಪ್ರಸ್ತುತಿಯನ್ನು ಕೆ.ಎಸ್.ಪಿ.ಸಿ.ಜಿ ಅಂತರ್ಜಾಲ ತಾಣದಲ್ಲಿ ಪ್ರಕಟಿಸಲಾಗುವುದೇ ಎಂದು ಕೇಳಿದರು.

ಜಿಪಿಎ ಅಧಿಕಾರಿಗಳು ಉತ್ತರಿಸುತ್ತಾ, ಈ ಪಿ.ಪಿ.ಇ ಪ್ರಸ್ತುತಿಯು ಇಬಿಎ ಕರುಡು ವರದಿಯ ಸಾರಾಂಶವೆಂದು ತಿಳಿಸಿದರು ಮತ್ತು ಈಗಾಗಲೇ ಈ ವರದಿಯು ಕೆ.ಎಸ್.ಪಿ.ಸಿ.ಜಿ ಅಂತರ್ಜಾಲ ತಾಣದಲ್ಲಿ ಲಭ್ಯವಿದೆ ಎಂದು ಮಾಹಿತಿ ನೀಡಿದರು. ನಿಮಗೆ ಪವರ್‌ಪಾಯಿಂಟ್ ಪ್ರಸ್ತುತಿಯು ಬೇಕಾದಲ್ಲಿ ನಿಮ್ಮ ಇ-ಮೇಲ್ ಸೀಡಿದರೆ ಕಳುಹಿಸಿಕೊಡಲಾಗುವುದೆಂದು ತಿಳಿಸಿದರು.

47. ಶ್ರೀ ಅಕಾಶ್,

ಈ ಪಿ.ಪಿ.ಇ ರಸ್ತೆಯನ್ನು ನೀವು ವಾಣಿಜ್ಯ ಉದ್ದೇಶಕ್ಕಾಗಿ ಅನುಷ್ಠಾನಗೊಳಿಸುವುದರಿಂದ ರಸ್ತೆ ಮತ್ತು ಅಕ್ಕಪಕ್ಕದಲ್ಲಿ ಮತ್ತೆ ವಾಹನಗಳ ನಿಲುಗಡೆ ನಿರ್ಮಾಣವಾಗಿ ಸಂಚಾರ ದಟ್ಟನೆಗೆ ಅವಕಾಶ ಮಾಡಿಕೊಡುತ್ತದೆ.

ಜಿಪಿಎ ರವರು ಉತ್ತರಿಸುತ್ತಾ, ಈ ಪಿ.ಪಿ.ಇ ರಸ್ತೆಯನ್ನು ಮಾಡುತ್ತಿರುವ ಮುಖ್ಯ ಉದ್ದೇಶ ಸಂಚಾರ ದಟ್ಟನೆಯನ್ನು ಕಡಿಮೆ ಮಾಡಲು. ಈ ರಸ್ತೆಯು ಪ್ರವೇಶದ ನಿಯಂತ್ರಣಗಳನ್ನು ಹೊಂದಿರುತ್ತದೆ ಹಾಗಾಗಿ ಪ್ರವೇಶ ಮತ್ತು ನಿರ್ಗಮನಗಳನ್ನು ಮುಖ್ಯ ರಸ್ತೆ ಮತ್ತು ಹಳ್ಳಿಗಳ ಬಳಿ ಸ್ಥಾಪಿಸಲಾಗುತ್ತದೆ. ಈ ರಸ್ತೆಯ ವಾಣಿಜ್ಯ ರಸ್ತೆಯಲ್ಲವೆಂದು ತಿಳಿಸಿದರು.

48. ಶ್ರೀ ವೇಣುಗೋಪಾಲ್, ಸಿಗೇಹಳ್ಳಿ

ನಾವೇನಾದರೂ ಹಸಿರುಪಟ್ಟಿಯಲ್ಲಿ ಮನೆಯನ್ನು ನಿರ್ಮಿಸಿದ್ದರೆ ಅದಕ್ಕೆ ಯಾವ ಲೀತಿಯಾದ ಪರಿಹಾರವನ್ನು ಒದಗಿಸಲಾಗುತ್ತದೆ ಎಂದು ಕೇಳಿದರು.



49. ಶ್ರೀ ಸುರೇಶ್, ಯಲಹಂಕ

ಬೆಂಗಳೂರಿನ ಹೊರವರ್ತುಲ ರಸ್ತೆಗಳನ್ನು ಮಾಡಲು ಸುಮಾರು ವರ್ಷಗಳ ಕಾಲ ಬೇಕಾಯಿತು, ಈಗ ಈ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯನ್ನು ಮಾಡಬೇಕಾದರೆ ಇನ್ನೆಷ್ಟು ವರ್ಷಗಳು ಬೇಕಾಗಬಹುದು ನೀವೆ ಯೋಜನೆ ಮಾಡಿ.ಈ ರಸ್ತೆಯ ಬದಲಾಗಿ ಹೆಚ್ಚು ಸಾರ್ವಜನಿಕರಿಗೆ ಉಪಯೋಗವಾಗುವ ರೈಲ್ವೆ ಯೋಜನೆಗಳನ್ನು ಮಾಡಿದರೆ ಕಡಿಮೆ ಯೋಜನಾ ವೆಚ್ಚ ಮತ್ತು ಭೂಮಿಗಳ ಸ್ವಾಧೀನವನ್ನು ಮಾಡಬಹುದಾಗಿದೆ. ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯ ಜೋಡಣೆಯಲ್ಲಿ ಹಲವು ಕಟ್ಟಡಗಳು, ಅಪಾರ್ಟ್‌ಮೆಂಟ್‌ಗಳು, ಕಂಪನಿಗಳು, ಕಾಲನ ಶೋ ರೂಂ ಗಳ ಮೇಲೆ ಹಾದುಹೋಗುತ್ತಿದ್ದು, ಇದರ ಬಗ್ಗೆ ಮಾಹಿತಿ ಕೋಲದರು.

ಜಿಎ ಅಧಿಕಾರಿಗಳು ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಗೆ ಸ್ವಾಧೀನಗೊಳಿಸಬೇಕಾದ ಭೂಮಿಗಳಿಗೆ ಸಂಬಂಧಪಟ್ಟ ಅಂತಿಮ ಅಧಿಸೂಚನೆಯನ್ನು 2007 ರಲ್ಲೇ ಹೊರಡಿಸಲಾಗಿದ್ದು, ಈ ಅಂತಿಮ ಅಧಿಸೂಚನೆಯಂತೆ ಆ ಭೂಮಿಗಳಲ್ಲಿ ಯಾವುದೇ ಕಟ್ಟಡಗಳು ಅಥವಾ ಯಾವುದೇ ಲೀತಿಯ ನಿರ್ಮಾಣ ಚಟುವಟಿಕೆಗಳು ಮಾಡುವಂತಿಲ್ಲ ಎಂದು ಮಾಹಿತಿ ನೀಡಿದರು. ಸಿಗ್ನಲ್ ಹಾಗೂ ಸಂಚಾರ ದಟ್ಟಣೆಯನ್ನು ತಪ್ಪಿಸಲು ಕ್ಲವರ್ ಲೀಫ್ ಮತ್ತು ಟೋಲ್ ಪ್ಲಾಜಾಗಳನ್ನು ಪ್ರಸ್ತಾಪಿಸಿದ್ದು, ಇವುಗಳಿಗೆ ಬೇಕಾದ ಹೆಚ್ಚುವರಿ ಭೂಮಿಗಳಲ್ಲಿ ಬರುವ ಕಟ್ಟಡಗಳನ್ನು ತಪ್ಪಿಸಿ ಭೂಮಿಯನ್ನು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳಲಾಗುವುದು ಮತ್ತು ಇದಕ್ಕೆ ಸಂಬಂಧಪಟ್ಟಂತೆ ಶೀಘ್ರದಲ್ಲಿ ಅಧಿಸೂಚನೆಯನ್ನು ಹೊರಡಿಸಲಾಗುವುದು ಎಂದು ತಿಳಿಸಿದರು.

50. ಶ್ರೀ ಉಮಾಶಂಕರ, ಕೋನಪ್ಪನ ಅಗ್ರಹಾರ

ಈ ರಸ್ತೆ ಯೋಜನೆಗಳನ್ನು ಮಾಡುವುದು ಒಳ್ಳೆಯದೆ, ಆದರೆ ನಮ್ಮ ಭೂಮಿಗಳನ್ನು ನೈಸ್ ರಸ್ತೆಯವರು ಸ್ವಾಧೀನ ಮಾಡಿಕೊಳ್ಳುವುದಾಗಿ ಹೇಳಿದ್ದಾರೆ ಮತ್ತು ಅದೇ ಲೀತಿಯ ಈಗ ಪಿ.ಆರ್.ಆರ್ ಯೋಜನೆಗೆ ಭೂಮಿಯನ್ನು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳುವುದಾಗಿ ಹೇಳುತ್ತಿದ್ದಾರೆ. ನಮಗೆ ಯಾಲಿಂದ ಪರಿಹಾರಗಳನ್ನು ಒದಗಿಸಲಾಗುತ್ತದೆ ಎಂಬುದರ ಬಗ್ಗೆ ಸ್ಪಷ್ಟತೆ ಬೇಕೆಂದರು.

ಜಿಎ ಅಧಿಕಾರಿಗಳು ಉತ್ತರಿಸುತ್ತಾ, ಒಂದು ವೇಳೆ ಜಿಎ ರವರು ನಿಮ್ಮ ಭೂಮಿಗಳನ್ನು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಂಡರೆ ಜಿಎದಿಂದ ನಿಮಗೆ 2013 ರ ಭೂಸ್ವಾಧೀನ ಕಾಯ್ದೆಯ ಪ್ರಕಾರ ಪರಿಹಾರಗಳನ್ನು ಒದಗಿಸಲಾಗುವುದು ಎಂದು ಸ್ಪಷ್ಟನೆ ನೀಡಿದರು.

51. ಶ್ರೀ ಮುನೇಂದ್ರ, ಕಾಡುಗೋಡಿ

ಈ ರಸ್ತೆ ಯೋಜನೆಗಾಗಿ ಎಷ್ಟು ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸುವ ಅವಶ್ಯಕತೆಯಿದೆ ಮತ್ತು ಆ ಮರಗಳನ್ನು ಯಾವ ಜಾಗಗಳಲ್ಲಿ ಬೆಳೆಸುವುದಾಗಿ ಕೇಳಿದರು.ಜಿಎ ಬೆಂಗಳೂರನ್ನು ದೂಟನ ನಗರವೆಂದರೆ ತಪ್ಪಿಲ್ಲ, ಏಕೆಂದರೆ ಬೆಂಗಳೂರಿನ ಯಾವುದೇ ರಸ್ತೆಯನ್ನು ನೋಡಿದರೂ ಬಲಿ ಧೂಳನ್ನು ಹೊರಸೂಸುವ ರಸ್ತೆಗಳಾಗಿವೆ ಹಾಗಾಗಿ ಈ ಧೂಳನ್ನು ಯಾವ ಲೀತಿಯಲ್ಲಿ ನಿಯಂತ್ರಣ ಮಾಡಲಾಗುವುದೆಂದು ಪ್ರಶ್ನಿಸಿದರು.

ಜಿಎ ಅಧಿಕಾರಿಗಳು ಉತ್ತರಿಸುತ್ತಾ, ಈ ರಸ್ತೆ ಯೋಜನೆಗಾಗಿ ಒಟ್ಟು 33 ಸಾವಿರ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಬೇಕಾಗುತ್ತದೆ ಎಂದು ತಿಳಿಸಿದರು.ಸುಮಾರು 10-50 ಸಾವಿರ ಮರಗಳನ್ನು ರಸ್ತೆಯ ಬಿಡುಗಡೆಯಲ್ಲಿ ಬೆಳೆಸಲು ಯೋಜಿಸಲಾಗಿದ್ದು, ಅರಣ್ಯ ಇಲಾಖೆಯೊಂದಿಗೆ ಸಮಾಲೋಚಿಸಿ ಜಾಗವನ್ನು ಗುರುತಿಸಿ ಅವರೊಂದಿಗೆ ಒಪ್ಪಂದ ಮಾಡಿಕೊಂಡು ಉಳಿದ 2 ಲಕ್ಷ ಮರಗಳನ್ನು ನೆಡುವ ಕಾರ್ಯವನ್ನು ಕೈಗೊಳ್ಳಲಾಗುವುದು. ತೆರವುಗೊಳಿಸುವ ಮರಗಳಿಗೆ 1:10 ಅನುಪಾತದಲ್ಲಿ (ಬೆಂಗಳೂರಿನ ಸುತ್ತಮುತ್ತಲಿನಲ್ಲಿ) ಮರಗಳನ್ನು ನೆಡಿಸಲಾಗುವುದು ಎಂದು ತಿಳಿಸಿದರು. ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯು ಟಾರ್ ರಸ್ತೆಯಾಗಿದ್ದು, ದೂಟನ ಪ್ರಶ್ನೆ ಉದ್ಭವಿಸುವುದಿಲ್ಲ ಎಂದು ತಿಳಿಸಿದರು.





52. ಶ್ರೀ ಚರಣ್, ಟಾಲಹಳ್ಳಿ

ಈ ರಸ್ತೆ ಯೋಜನೆಗೆ ನನ್ನ ವಿರೋಧವು ಕೂಡಾ ಇದೆ, ಅದಕ್ಕೆ ಮುಖ್ಯ ಕಾರಣ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸುವುದರಿಂದ, ಅದರ ನಗರದ ಅಜವೃದ್ಧಿಯ ದೃಷ್ಟಿಯಿಂದ ಇಂತಹ ಯೋಜನೆಗಳು ಕೂಡಾ ಮುಖ್ಯವಾಗುತ್ತದೆ. ಅದರ ಸೀವು ತೆರವುಗೊಳಿಸುತ್ತಿರುವ ಮರಗಳಿಗೆ ಸಲಿಯಾದ ಲೀತಿಯಲ್ಲಿ ಪಲಿಹಾರಾತ್ಮಕ ಮರಗಳನ್ನು ಬೆಳೆಸಿದರೆ ಉಪಯುಕ್ತವಾಗುತ್ತದೆ. ನನ್ನ ಭೂಮಿಯು ಕೂಡಾ ಈ ರಸ್ತೆ ಯೋಜನೆಗೆ ಸ್ವಾಭೀನವಾಗುತ್ತಿದ್ದು, ಹೆಚ್ಚಿನ ಸಂಖ್ಯೆಯಲ್ಲಿ ಸೀಲಗಲಿ ತೋಪು (ಮರಗಳು) ಗಳಿದ್ದು, ಸಿಮ್ಮ ವರದಿಯಲ್ಲಿ ತಿಳಿಸಿದಂತೆ 8 ಸಾವಿರಕ್ಕೂ ಹೆಚ್ಚು ಮರಗಳು ಸೀಲಗಲಿ ಮರಗಳೆಂದು ಕಂಡು ಬಂದಿದ್ದು, ಇವುಗಳಿಂದ ಯಾವುದೇ ಪ್ರಯೋಜನೆಯಿಲ್ಲ. ಹಾಗಾಗಿ ಈ ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಿ ಪ್ರಾಣಿ ಪಕ್ಷಿಗಳಿಗೆ ಅವಾಸಸ್ಥಾನವನ್ನು ಒದಗಿಸುವ ಮರಗಳನ್ನು ಬೆಳೆಸಬೇಕೆಂದು ಕೋರಿದರು. ನಂತರ ನೈಸ್ ರಸ್ತೆಯಲ್ಲಿ ಈ ವನ್ಯಜೀವಿಗಳಿಗೆ ಓಡಾಡಲು ಯಾವುದೇ ಲೀತಿಯ ಅನುಕೂಲಗಳನ್ನು ಮಾಡಿರುವುದಿಲ್ಲ, ಈ ರಸ್ತೆಯು ಮೋಲಿ ಲೀತಿಯಲ್ಲಿ ಕಾಣುತ್ತದೆ. ಅದರ ಹೆಚ್ಚಿನ ಅಂಬ್ಯುಲೆನ್ಸಗಳು ಈ ನೈಸ್ ರಸ್ತೆಯಲ್ಲಿ ಓಡಾಡುತ್ತವೆ ಏಕೆಂದರೆ ಬೆಂಗಳೂರು ನಗರಕ್ಕೆ ಉತ್ತಮ ರಸ್ತೆ ಸಂಪರ್ಕವನ್ನು ಒದಗಿಸುತ್ತದೆ ಇದರಿಂದ ಜನರ ಜೀವ ಉಳಿಸಲು ಸಹಕಾರಿಯಾಗುತ್ತದೆ ಎಂದರೆ ತಪ್ಪಿಲ್ಲ, ಎಂದರು.

ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯು ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಹಾದುಹೋಗುತ್ತಿದ್ದು, ಜಿಡಿಎ ರವರು ವನ್ಯ ಪರಿಸರಕ್ಕೆ ದಕ್ಕೆಯಾಗದಂತೆ ಪರಿಣಾಮಕಾರಿಯಾದ ಉಪಶಮನ ಕ್ರಮಗಳನ್ನು ಅಳವಡಿಸಿಕೊಂಡು ಕಾರ್ಯರೂಪಕ್ಕೆ ತರುವಂತೆ ಮಾಡಬೇಕು. ಇದಲ್ಲದೇ ಈ ರಸ್ತೆ ಯೋಜನೆಯು ಸುಮಾರು 15 ವರ್ಷಗಳಿಂದ ವಿಳಂಬವಾಗಿದ್ದು, ರೈತರನ್ನು ಸಂಕಷ್ಟಕ್ಕೆ ಒಳಪಡಿಸಿದೆ ಹಾಗಾಗಿ ಭೂಮಿಯನ್ನು ಕಳೆದುಕೊಳ್ಳುವವರಿಗೆ ನ್ಯಾಯಯುತ ಪರಿಹಾರಗಳನ್ನು ಒದಗಿಸಿ ಶೀಘ್ರದಲ್ಲಿ ಯೋಜನೆಯನ್ನು ಅನುಷ್ಠಾನಗೊಳಿಸಬೇಕೆಂದು ಕೇಳಿದರು.

ಜಿಡಿಎ ಮತ್ತು ಕೆ.ಎಸ್.ಪಿ.ಸಿ.ಬಿ ಅಧಿಕಾರಿಗಳು ಸೀವು ಒಮ್ಮೆ ನನ್ನೊಂದಿಗೆ ಬಸ್‌ನಲ್ಲಿ ಪ್ರಯಾಣಿಸುವುದಾದರೆ ಬಸ್ ಟಿಕೆಟ್ ಕೂಡಾ ನಾನೇ ಕೊಟ್ಟು ಕರೆದುಕೊಂಡು ಹೋಗುತ್ತೇನೆ, ಆಗ ಸೀವುಗಳು ಕಣ್ಣಾರೆ ಬೆಂಗಳೂರು ನಗರದ ಸಂಚಾರ ದಟ್ಟಣೆಯನ್ನು ನೋಡಬಹುದಾಗಿದೆ ಎಂದು ಅಕ್ಷೋಶ ವ್ಯಕ್ತಪಡಿಸಿದರು.

53. ಶ್ರೀ ಸುನೀಲ್,

ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯ ಹೊಸ ಜೋಡಣೆ (Alignment) ಬಗ್ಗೆ ಕೇಳಿದರು.

ಜಿಡಿಎ ಅಧಿಕಾರಿಗಳು ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯ ಹೊಸ ಜೋಡಣೆ (Alignment) ಯನ್ನು ಬದಲಿಸುವುದಿಲ್ಲ, ಎಂದು ತಿಳಿಸಿದರು.

54. ಶ್ರೀ ಉಮೇಶ್ ರೆಡ್ಡಿ,

ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯ ಸ್ವಾಭೀನವಾಗುವ ಸರ್ವೆ ನಂ.ಭೂಮಿಗಳ ವಿವರಗಳನ್ನು ಪತ್ರಿಕೆಯಲ್ಲಿ ಯಾವಾಗ ಪ್ರಕಟಿಸಲಾಗುವುದು ಎಂದು ಪ್ರಶ್ನೆ ಕೇಳಿದರು. ಜಿಡಿಎ ಅಧಿಕಾರಿಗಳು ಮುಂಬಿನ ವಾರದಲ್ಲಿ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಗೆ ಸ್ವಾಭೀನವಾಗುವ ಸರ್ವೆ ನಂ. ಭೂಮಿಗಳ ವಿವರಗಳನ್ನು ಪತ್ರಿಕೆಯಲ್ಲಿ ಪ್ರಕಟಿಸಲಾಗುತ್ತದೆ ಎಂದು ತಿಳಿಸಿದರು.

55. ಶ್ರೀ ಅರವಿಂದ್.

ಇವರು ಸಭೆಯಲ್ಲಿ ಈಗಾಗಲೇ ಕೇಳಿದ ಎಲ್ಲಾ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಗಳನ್ನು ಯಾವಾಗ ಕೊಡಲಾಗುತ್ತದೆ ಎಂದರು. ಮೆ.ಎಸ್.ಎಸ್.ಎಂ.ಎಲ್ ಹೇಲ್ಡ್ ಅಂಡ್ ಸೆಷ್ನಿ ಕನ್ಸಲ್ಟಿಂಗ್ ಪ್ರತಿನಿಧಿಯಾದ ಶ್ರೀ. ಸಂತೋಷ್ ಕುಮಾರ್ ರವರು ಉತ್ತರಿಸುತ್ತಾ, ಎಲ್ಲಾ ಅಜತ ರೂಪದಲ್ಲಿ ಜಿಡಿಎ ಮತ್ತು ಕೆ.ಎಸ್.ಪಿ.ಸಿ.ಬಿ ಇಲಾಖೆಗಳಿಗೆ ಬಂದಿರುವಂತಹ ಮತ್ತು ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಗಳಲ್ಲಿ ಕೇಳಿದಂತಹ ಪ್ರಶ್ನೆಗಳಿಗೆ 2 ತಿಂಗಳೊಳಗೆ ಉತ್ತರಿಸಲಾಗುವುದು (ಅಂತಿಮ ಇವು ವರದಿಗೆ ಮುನ್ನಾ) ಎಂದು ತಿಳಿಸಿದರು. ಸರಸ್ವತಿಯವರು ಸಾರ್ವಜನಿಕರು ಕೇಳಿದ ಎಲ್ಲಾ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಗಳನ್ನು ರಸ್ತೆಯ ಕಾಮಗಾರಿಗಳಿಗೆ ಮುಂಚೆಯೇ ಕೊಡಬೇಕು ಇಲ್ಲವಾದರೆ ನಾವೆಲ್ಲಾ ಇಷ್ಟಿಷ್ಟು ಸಭೆಯಲ್ಲಿ



ಭಾಗವಹಿಸಿ ಮಾತನಾಡಿರುವುದು ವ್ಯರ್ಥವಾಗುತ್ತದೆ ಎಂದು ತಿಳಿಸಿದರು. ಶ್ರೀ. ಸಂತೋಷ್ ಕುಮಾರ್ ರವರು ಎಲ್ಲಾ ಪ್ರಶ್ನೆಗಳಿಗೆ ಯೋಜನಾ ರಸ್ತೆಯ ಕಾಮಗಾರಿಗಳಿಗೆ ಮುಂಚೆಯೇ ಉತ್ತರಿಸಿ ಅವುಗಳನ್ನು ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯ ಅಂತರ್ಜಾಲ ತಾಣದಲ್ಲಿ ಪ್ರಕಟಿಸಲಾಗುವುದು ಎಂದು ತಿಳಿಸಿದರು.

**56. ಶ್ರೀ ಅಮರ್‌ನಾರಾಯಣ್, ಚನ್ನಸಂದ್ರ**

ಸುಮಾರು 1810 ಎಕರೆಯ ಭೂಮಿಯನ್ನು ಸಾವಿರಾರು ಜನ ರೈತರು ನಂಜಿಕೊಂಡು ಕೃಷಿಯನ್ನು ಮಾಡುತ್ತಿದ್ದಾರೆ. ಆದರೆ ಈಗ ಕೃಷಿಯಲ್ಲಿ ನಾನಗನವ ಗೊಬ್ಬರದ ಬಳಕೆ ತೀರಾ ಕಡಿಮೆಯಾಗಿ ಹೆಚ್ಚಾಗಿ ರಾಸಾಯನಿಕ ಗೊಬ್ಬರಗಳನ್ನು ಬಳಕೆ ಮಾಡಲಾಗುತ್ತಿದೆ ಇದಕ್ಕೆ ಕಾರಣ ಈ ಭೂಮಿಗಳು ಗಸ್ತೆಗೆ ಸ್ವಾಧೀನವಾಗುತ್ತವೆ ಎನ್ನುವುದು. ಹಾಗಾಗಿ ಭೂಮಿಗಳ ಶಾಶ್ವತ ಪರಿಹಾರ ಸಿಗುವವರೆಗೂ ತಾವುಗಳು ಇಂದಿನಿಂದಲೇ ತುರ್ತು ಪರಿಹಾರವಾಗಿ ರೈತರಿಗೆ ಒಂದಿಷ್ಟು ಪರಿಹಾರಗಳನ್ನು ಒದಗಿಸಬೇಕೆಂದು ಮನವಿ ಮಾಡಿಕೊಂಡರು.

**57. ಶ್ರೀ ಶ್ರೀನಿವಾಸ್, ಸಿಗೇಹಳ್ಳಿ**

ಸಿಗೇಹಳ್ಳಿಯಲ್ಲಿ ಈ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯ ಜೋಡಣೆಯನ್ನು ಬದಲಾಯಿಸುವುದಾಗಿ ಮಾಹಿತಿಯಿದ್ದು, ಅದರ ಸರ್ವೆ.ನಂ ಗಳ ವಿವರಗಳನ್ನು ತಿಳಿಸಿಕೊಡಿ ಎಂದು ಕೇಳಿದರು.

ಜಿಐಎ ಅಧಿಕಾರಿಗಳು ಈ ಕುರಿತು ಸೂಕ್ತ ಅಧಿಸೂಚನೆಗಳನ್ನು ಹೊರಡಿಸಲಾಗುವುದೆಂದು ಮಾಹಿತಿ ನೀಡಿದರು.

**58. ಶ್ರೀ ರಾಜಗೋಪಾಲ್,**

ಇವರು ಎಲ್ಲರಿಗೂ ನಮಸ್ಕರಿಸುತ್ತಾ, ಬೆಂಗಳೂರಿನಲ್ಲಿ ಈಗಾಗಲೇ ಮರಗಳ ಸಾಂದ್ರತೆಯು ೮೭.7೦ ಲಿಂದ 30ಕ್ಕೆ ಕಡಿಮೆಯಾಗಿದೆ. ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸುವುದು ಮಾತ್ರ ಸಲಿಯಾದ ಲೀತಿಯಲ್ಲಿ ಮಾಡಿ ನಂತರ ಮರಗಳನ್ನು ಬೆಳೆಸುವುದರಲ್ಲಿ ವಿಫಲರಾಗುತ್ತಿದ್ದಾರೆ. ಆದ್ದರಿಂದ ಜಿಐಎ ರವರು ಈ ರಸ್ತೆ ಯೋಜನೆಗಾಗಿ ಸುಮಾರು ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸುತ್ತಿದ್ದು, ಮೊದಲು ಮರಗಳನ್ನು ಬೆಳೆಸಲು ಪ್ರಸ್ತಾವಿಸಿರುವ ಸ್ಥಳಗಳಲ್ಲಿ 1: 10 ಅನುಪಾತದಲ್ಲಿ ಮರಗಳನ್ನು ಬೆಳೆಸಿದರೆ ಬೆಂಗಳೂರಿನ ಜನರಿಗೆ ಜಿಐಎ ಬಗ್ಗೆ ಒಳ್ಳೆಯ ಅಭಿಪ್ರಾಯ ಬರುತ್ತದೆ ಮತ್ತು ಈ ಮೂಲಕ ಸಾರ್ವಜನಿಕರು ಯೋಜನೆಯನ್ನು ಬೆಂಬಲಿಸುತ್ತಾರೆ ಎಂದು ತಿಳಿಸಿದರು.

ಜಿಐಎ ಅಧಿಕಾರಿಗಳು ಉತ್ತರಿಸುತ್ತಾ, ಈ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆ ಯೋಜನೆಗೆ ಒಟ್ಟು 33,838 ಮರಗಳನ್ನು ತೆರವುಗೊಳಿಸಬೇಕಾದ ಅಗತ್ಯವಿದ್ದು, ಅದರಲ್ಲಿ 13,000 ಮರಗಳು ನೀಲಗಿರಿ ಮರಗಳಾಗಿವೆ ಈ ಮರಗಳನ್ನು ಸರ್ಕಾರದ ಆದೇಶದಂತೆ ತೆರವುಗೊಳಿಸಬೇಕಾದ ಅಗತ್ಯ ಇದ್ದು ಇರುತ್ತದೆ. ಆದಾಗ್ಯೂ 25 ಸಾವಿರ ಮರಗಳಿಂದ ಪರಿಣಾಮವಾಗುತ್ತದೆ ಅಂದುಕೊಂಡರೆ ಈ 65.50 ಕಿ.ಮೀ ನ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆಯ ಕಾಲಿಡಾರ್ ಉದ್ದಕ್ಕೂ ರಸ್ತೆಯ ಎರಡು ಬದಿಯಲ್ಲಿ 10 ಕಿ.ಮೀ. ಉದ್ದದಲ್ಲಿ ಒಟ್ಟು 55,000 ಮರಗಳನ್ನು ಬೆಳೆಸಲು ಉದ್ದೇಶಿಸಿದ್ದು, ಇದಕ್ಕೆ ನೆಚ್ಚಿನವನ್ನು ಖಾಲಿಪಡಿಸಲಾಗಿದೆ. ಇದಲ್ಲದೇ ಈಗಾಗಲೇ ಇರುವ ಮರಗಳನ್ನು ಸಹಾ ಉಳಿಸಿಕೊಳ್ಳುವ ಪ್ರಯತ್ನವನ್ನು ಮಾಡುತ್ತೇವೆ. ಜೊತೆಗೆ 1:10 ಅನುಪಾತದಲ್ಲಿ ಅರಣ್ಯ ಇಲಾಖೆ ಸೂಚಿಸುವ ಸ್ಥಳಗಳಲ್ಲಿ ಅರಣ್ಯೇತರರಾದ ಚಟುವಟಿಕೆಗಳನ್ನು ಮಾಡಲಾಗುತ್ತದೆ, ಎಂದು ತಿಳಿಸಿದರು.

**59. ಶ್ರೀ ಪವನ್, ಬಿ.ಎಂ.ಎಸ್ ಕಾಲೇಜು**

ಈ ರಸ್ತೆ ಯೋಜನೆಯಿಂದ ಹಸಿರುವಲಯ ವನ್ನು ಅಭಿವೃದ್ಧಿಗೊಳಿಸುತ್ತೀರಿ ಅದು ಒಳ್ಳೆಯದು, ಆದರೆ ಅಲ್ಲಿರುವ ಪರಿಸರ ವ್ಯವಸ್ಥೆಯ (ಪಕ್ಷಿಗಳು, ಪ್ರಾಣಿಗಳು) ಮೇಲೆ ಪರಿಣಾಮವನ್ನು ಯಾವ ಲೀತು ಪುನಃಸ್ಥಾಪನೆ ಮಾಡಲು ಸಾಧ್ಯವೆಂದು ಪ್ರಶ್ನಿಸಿದರು.





ನಾವು ಈ ಯೋಜನೆಯ ಫಲವಾಗಿ ಒಂದು ಪ್ರದೇಶದ ಪಲಸರ ವ್ಯವಸ್ಥೆಯನ್ನು ನಾಶ ಮಾಡಿದರೆ ಮತ್ತೆ ಅದನ್ನು ಬೇರೊಂದು ಕಡೆ ಪುನಃಸ್ಥಾಪನೆ ಮಾಡಲು ಸಾಧ್ಯವಿಲ್ಲ ಎಂದರು. ಇದಕ್ಕೆ ಶ್ರೀ ಸಂತೋಷ್ ಕುಮಾರ್ . ಟಿ . ಎಮ್ . (ಇ.ಎಚ್.ಎಸ್.ಸಿ ಪ್ರತೀಕ) ರವರು ಉತ್ತರಿಸುತ್ತಾ ಈ ಪ್ರದೇಶದಲ್ಲಿ ನಾವು ಸಾಧ್ಯವಾದಷ್ಟು ಉತ್ತಮವಾಗಿ ಪಲಸರ ನಿರ್ವಹಣೆಯನ್ನು ಮಾಡುತ್ತೇವೆ ಹಾಗೂ ಈ ಯೋಜನೆಯನ್ನು ಅನುಷ್ಠಾನಗೊಳಿಸುವ ಮುನ್ನ ಸಾರ್ವಜನಿಕರ ಸಲಹೆಯನ್ನು ಪಡೆದುಕೊಂಡು ಮುಂದಿನ ಕಾರ್ಯವನ್ನು ಕೈಗೊಳ್ಳುತ್ತೇವೆ ಎಂದರು.

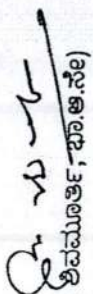
60. ಶ್ರೀ. ಬಿ ನಾಗೇಶ್, ಕೋಗಿಲು

ಹಿಂದೆ 2019 ರಲ್ಲಿ ಕುಮಾರಸ್ವಾಮಿ ಮುಖ್ಯಮಂತ್ರಿಗಳಿದ್ದಾಗ ಈ ಪಿ.ಆರ್.ಆರ್ ರಸ್ತೆ ಯೋಜನೆಗಾಗಿ 1000 ಕೋಟಿಗಳನ್ನು ಮೀಸಲಡಲಾಗಿತ್ತು ಅದರ ಅಗಲನ ನಮಯದಲ್ಲಿ ಉತ್ತರ ಕರ್ನಾಟಕದಲ್ಲಿ ಪ್ರವಾಹಗಳು ಸಂಭವಿಸಿದ ಕಾರಣ ಈ ಮೊತ್ತವನ್ನು ಅಲ್ಲಿ ಖರ್ಚು ಮಾಡಲಾಯಿತು ಹಾಗಾದರೆ ಸದ್ಯದ ಸ್ಥಿತಿಯಲ್ಲಿ ಸರ್ಕಾರದ ಬಳಿ ಈ ರಸ್ತೆ ಯೋಜನೆಯನ್ನು ಮಾಡಲು ಹಣ ಇದೆಯೇ ಎಂದು ಕೇಳಿದರು.

ಜಿ.ಎ ಅಧಿಕಾರಿಗಳು ಉತ್ತರಿಸುತ್ತಾ, ಈ ಯೋಜನೆಗೆ ಭೂ ಸ್ವಾಧೀನಕ್ಕೆ ದೊಡ್ಡ ಮೊತ್ತದ ಹಣಕಾಸು ಹಾಗೂ ನಮಯ ಮತ್ತು ಹಣಕಾಸಿನ ಕೊರತೆಯಿಂದ ಈ ಯೋಜನೆಯು ಖಚಂಬವಾಯಿತು. ಅದರ ಅಗಲನ ಕೇಂದ್ರ ಸರ್ಕಾರವು ಬೃಹತ್ ಯೋಜನೆಗಳನ್ನು Public Private Partnership ನೊಂದಿಗೆ ಮಾಡಲು ತೀರಿಸಿದ್ದು, ಟೆಂಡರ್ ಕೆರೆಯಲಾಗುತ್ತದೆ ಎಂದು ತಿಳಿಸಿದರು.

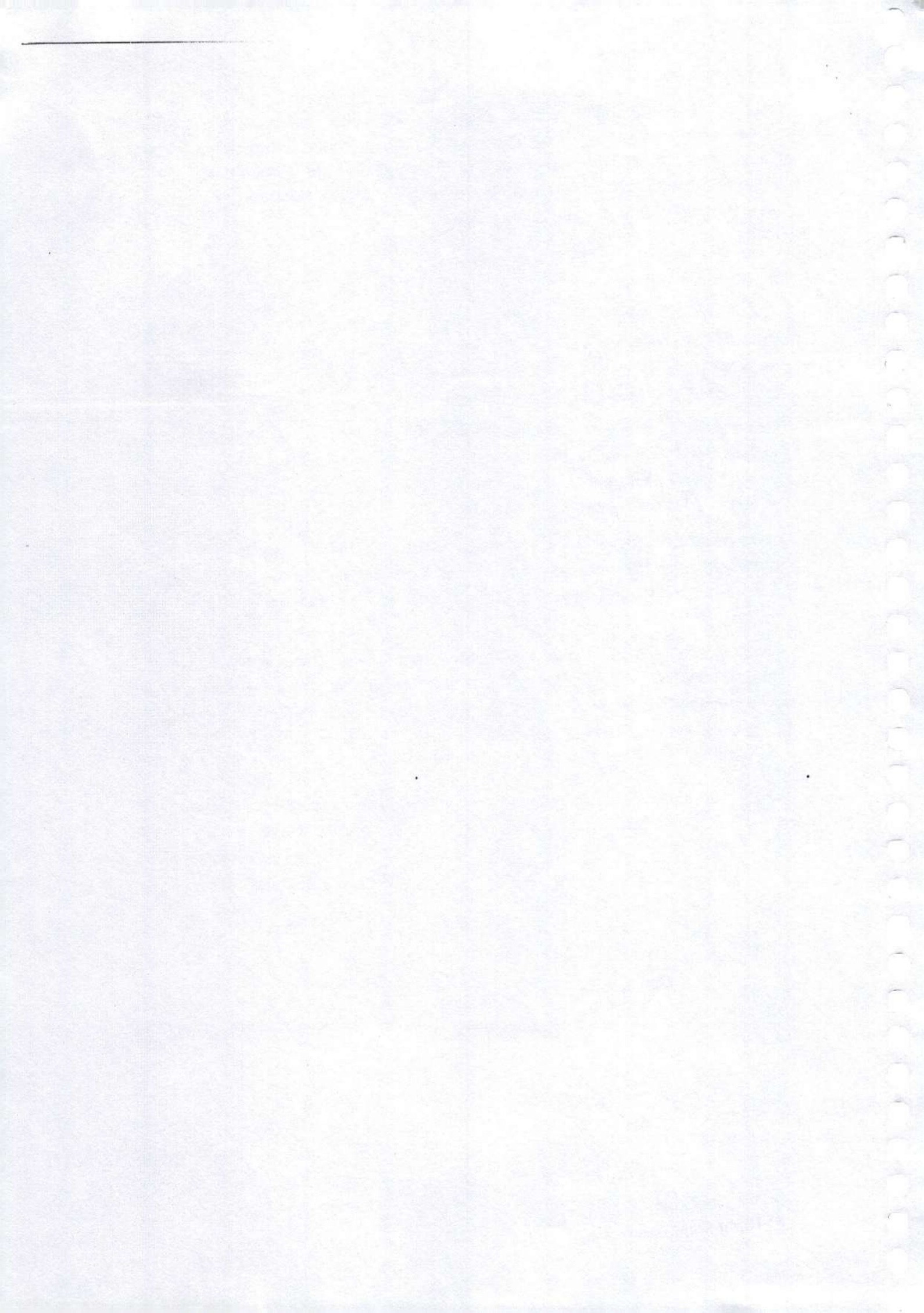
ಜಿ.ಎ ಅಧಿಕಾರಿಗಳು, ಯಾವುದೇ ಒಂದು ಅಭಿವೃದ್ಧಿ ಯೋಜನೆ ಬರಬೇಕಾದರೆ ಸ್ವಲ್ಪ ಪಲಸರದ ಮೇಲೆ ಪರಿಣಾಮಗಳು ಬೀರುವುದು ನಹಜ. ಅದಷ್ಟು ಪಲಸರದ ಮೇಲೆ ಪರಿಣಾಮಗಳನ್ನು ತಪ್ಪಿಸಲು ಪ್ರಯತ್ನಿಸಲಾಗುವುದು ಮತ್ತು ಹಸಿರುವಲಯದ ಅಭಿವೃದ್ಧಿಯಿಂದ ಪಕ್ಷಿ ಪ್ರಭೇದಗಳು ವಲಸೆ ಬರುವ ಸಾಧ್ಯತೆಗಳು ಹೆಚ್ಚಾಗುತ್ತವೆ, ಎಂದು ತಿಳಿಸಿದರು.

ಶ್ರೀ.ಸಿ. ಸಿದ್ದರಾಮಯ್ಯ, ಹಿಲಿಯ ಪಲಸರ ಅಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ, ಇವರು ಮಾತನಾಡುತ್ತಾ, ಇಂದಿನ ಸಭೆಯ ಸಲಹೆ / ಸೂಚನೆಗಳನ್ನು ನಡವಳಿಸಿ ರೂಪದಲ್ಲಿ, ರಾಜ್ಯ ಪಲಸರ ಅಫಾತ ಅಂದಾಜುಕರಣ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಮುಂದಿನ ಕ್ರಮಕ್ಕೆ ಕಟುಹಿಸಲಾಗುವುದೆಂದು ತಿಳಿಸಿದರು ಹಾಗೂ ಸಭೆಯಲ್ಲಿ ಹಾಜರಾದ ಎಲ್ಲರಿಗೂ ಧನ್ಯವಾದಗಳನ್ನು ತಿಳಿಸಿ ಸಭೆಯನ್ನು ಮುಕ್ತಾಯಗೊಳಿಸಿದರು.

  
(ಶ. ಎನ್. ಶಿವಮೂರ್ತಿ, ಭಾ.ಅ.ಸೇ)

ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಮತ್ತು  
ಅಧ್ಯಕ್ಷರು, ವರ್ಜುಯಲ್ ಸಭೆ  
ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಕರ್ನಾಟಕ







**COMPLIANCE TO PROCEEDINGS OF VIRTUAL  
ENVIRONMENTAL PUBLIC HEARING HELD ON  
23.09.2020**

*This Document is issued Under  
Right to Information Act-2005*



**COMPLIANCE TO THE PROCEEDINGS OF THE VIRTUAL ENVIRONMENTAL PUBLIC  
HEARING HELD ON 23.09.2020.**

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1. Ms. Noor Asma, Bangalore

*She expressed that there are several projects like metro which are still being executed in Bengaluru and taking up a new project such as PRR amidst such situation is not advisable. She stated, first let us finish what we have already started and then move onto new projects. She informed none of the projects will be completed by initiating all projects together. She suggests that all the existing projects be completed one by one and then move upon to initiate new projects. She also suggests that these activities severely affect the environment.*

**Compliance:**

***The project will be implemented upon obtaining all the requisite clearances and approvals. Further, keeping in view of the existing traffic situations its is essential to implement the project at the earliest which reduces traffic congestion and enhance the economic status of the region.***

2. Shri. Ramanathan, Sheegihalli

*He enquired about the new alignment at Sheegihalli, compensation details and informed that if the alignment passes the constructed area compensation should be given separately for the land and constructed area.*

*Dr. H. R. Shantharajanna, Engineer Member, BDA informed that the alignment near Sheegahalli changes due to the earlier alignment passing through constructed areas and extra compensation have to be provided for those. Those people have to be displaced and the decision has to be finalized by the Government. He also explained that compensation will be provided separately for land and constructed areas upon detailed land valuation.*

*Shri. Ramanath further asked that if the PRR alignment at Sheegahalli has not yet been finalized. Dr. H. R. Shantharajanna, Engineer Member, BDA informed that due to developmental activities being initiated at Sheegahalli, the alignment has to be changed and finalized separately. He further informed that a preliminary notification of the land details will be released shortly.*

*Participants interrupted saying that they are opposing the project itself and that there is no point in discussing the compensation. Shri. Ramanath informed that they also oppose the project but the public at least needs to know where the alignment passes. One of the participants expressed that there is no point in arguing about this and referred to the NGT Order. He also expressed that they are left in a dilemma since 15 years and not able to build any houses because of the project and they would just ram it with JCBs.*

**Compliance:**

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*The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.*

*Dr. H. R. Shantharajanna, Engineer Member, BDA informed that due to developmental activities being initiated at Sheegihalli, the alignment near Sheegihalli has to be changed and finalized separately. He further informed that a preliminary notification of the land details will be released shortly.*

3. Mrs. Tara Krishnaswamy, Citizens for Bangalore

*Mrs. Tara Krishnaswamy from Citizens for Bangalore shared that normally the Environment Impact Assessment is done after the alignment is finalized, that is the process after analyzing where the road is going and what is the full impact. The BDA has already announced that 700+ acres will be acquired in addition to this 1800 acres that has already been earmarked. There is massive change in alignment in Sheegihalli. She also questioned that when the alignment is still being finalized, how is it possible to have environmental impact assessment? How can we trust and make sure that it is the correct one for us to comment. She requested KSPCB to wait until the BDA has finalized the alignment and then ask for a fresh EIA to be prepared and then ask for the comments.*

**Compliance:**

*The fresh EIA/EMP report has been prepared based on the Final Notification for Land acquisition issued by GoK on 29.06.2007. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval.*

4. Shri. Yogesh

*He expresses that while talking about the alignment, the interim report itself says that the alignment near Bilishivale has been omitted. But in the fresh report Bilishivale has been included again. He questioned which document has to be referred by us. He also mentioned that 100 villages have been left out in the interim report and that has been included again in the fresh report. He questioned if the alignment changes again. Shri. Yogesh questioned the validity of the interim report published by BDA.*

*Meanwhile, Mrs. Tara Krishnaswamy intervened in between and questioned that the impact assessment has not been made for the 700 acres. The process is not followed. Legally BDA is supposed to give EIA for the final alignment. The original report said that only 200 trees will be cut and as per the fresh EIA report about 33,000 trees be removed. She questioned how the public will know that the number of trees cut will be as per the given report and the wrong DPR is submitted. BDA mentioned that the DPR is 95% accurate what about the remaining 5%. From the statement given by BDA it's not 5% its 40% increase in the alignment and the land that is being acquired. How do you expect that we trust the EIA that has been submitted already given that BDA has already accepted that they had submitted an erroneous report earlier.*

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Participants complained that no replies are being given for the queries raised by the public. Participants say the public opinion is that EIA is wrong and the public does not even know what is happening then how can they even give comments. Participants say that the public opinion is the BDA reports are wrong and almost 12000 people are telling they want a fresh DPR. So if that's the public opinion why not the fresh DPR being published to the public.

**Compliance:**

**Dr. H. R. Shantharajanna, Engineer Member, BDA clarified that the alignment does not change at Bilishivale. However, the alignment runs parallel to the petronet pipeline and in order to ensure a buffer of 50 m from the petronet pipeline, the alignment has been slightly shifted alongside the petronet pipeline to avoid any risk.**

**The fresh EIA/EMP report has been prepared based on the Final Notification for Land acquisition issued by GoK on 29.06.2007. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval. Further, the tree enumeration has also been carried out as per the Final Notification for Land acquisition issued by GoK on 29.06.2007. Therefore, a total of 33,838 trees have been recorded in the RoW of the PRR alignment.**

**Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. Informed that this is only a Rapid EIA report and whatever objections suggestions received in this meeting will be incorporated and draw the proceedings.**

**The objections/suggestions given will be recorded and submitted to Karnataka State Level Environmental Impact Assessment Authority (KSEIAA) where they will ask the BDA to modify the final EIA and submit. Based on the report the KSEIAA will take the decision and in the meantime the participants can submit their queries. Participants complained that BDA never responds to the e-mails or queries. BDA informed that replying to the queries is in the process and we are collecting the public opinion. Until we complete the collection of public opinion we cannot finalize the report.**

**Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. also informed that this is only a Rapid EIA report and all the public opinions/objections/suggestions will be recorded, incorporated and then submitted to EIA authority.**

**5. Mrs. Tara Krishnaswamy, Citizens for Bangalore**

**Mrs. Tara Krishnaswamy demanded the answer for the comment about EIA being invalid based on old alignment. She expressed that the Commissioner of BDA himself made a public statement that 700+ acres of land will be acquired which is 40% more than the current 1800+ acres. She questioned that how can that be a small change. She stated that there is some environmental impact due to the proposed clover leafs and that has to be considered. She questioned that how BDA can say that there is no impact.**



She questioned that how can the tree enumeration in additional 300 acres be done when the area was changed two weeks back after the EIA has been prepared. She mentioned that the EIA is old and requested to make it comprehensive. She requested not to use the old EIA report since that is incorrect.

**Compliance:**

**Dr. H. R. Shantharajanna, Engineer Member, BDA again clarified that there is no major changes in the alignment except for some new developmental regions and 95% of the alignment remains same. Dr. H. R. Shantharajanna, Engineer Member, BDA explained that in the preliminary notification in 2010, 300 acres has been mentioned which was for the toll plazas and now the additional land mentioned is for the cloverleaf junctions at the Airport road and Old Madras Road where the traffic has increased considerably. Otherwise 65.5 km length of the original final notification remains same. There are no changes in the alignment. The additional 700+ acres is only for the toll plazas and in 2010 the Supreme Court Order had deferred by instructing that the details be given while initiating the project.**

**Dr. H. R. Shantharajanna, Engineer Member, BDA explained that he is not denying that there is impact and that they have also carried out tree enumeration. Dr. H. R. Shantharajanna, Engineer Member, BDA stated that the additional land was identified earlier but was not notified and that tree enumeration will be done again separately for the proposed cloverleaf junctions upon Notification.**

6. Shri. Bharath, Soladevanahalli

He informed that he has a site at Soldevanahalli, SBM Layout. According to the report, our site is notified and will be acquired but, till date we have not received any notice and we didn't get any clarifications from the BDA. He requested to give any clarifications regarding the acquisition or the guidance the value fixed or one fine day you will drop down like rain stating Rs. 100/- is the worth without giving the notice. There is a legal procedure for everything and finalizing the rate at the end. There is no clarity since 15 years and there is no use of this project. We as the victims play soft and questioned if there is any clarification for this. He also expressed that the presentation was done in Kannada and there is no purpose for this meeting. He also said that the EIA is not published locally since it has already been mentioned in the Court's affidavit that it must be presented in local language. He expressed that the presentation could have been given in Hindi or English. Any man who is literate knows that there are local languages, any official language such as Hindi or English can also be interpreted. He requested to at least give clarity on guidance value, it's been 15 years they are not sure whether to construct houses or not since 2005. He also mentioned that BDA has even got the Supreme Court Order favored. Legally standing, if you take it to all the retired judges they would say that the 2005 notification is null and void in the eyes of law.

He expressed that the Government can acquire land but at least give us the clarification on compensation and give us a notice if our land will be acquired or not. There is no clarity on it, the BDA says to ask BBMP and BBMP says to ask BDA. He expresses his concern by saying whom should we approach for the details.



**Compliance:**

*The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.*

*Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd., requested Shri. Bharath to share his site details through e-mail so that clarification in that regard will be sent. Further, as per the guidelines, the presentation has to be carried out in the local language of the project affected area. Hence, the presentation was carried out in Kannada. Further, if the participant had requested for presentation in English prior to the meeting the presentation would have been done in a language preferred by everyone. However, the project details of the same has been displayed in KSPCB Website in English and the participants can go through it.*

*Shri. P. Shivaraju, Deputy Commissioner (Land Acquisition), BDA explained that the Final Notification has been made for 1810 acres and the new Preliminary Notification is being approved. Award will be made in the upcoming stages.*

7. Shri. Suresh, Varthur

*He stated that the project has been lapsed by 2012 and how the BDA can proceed with the proposal. He questioned if the project is being proposed considering the legal aspects. A Public Hearing was conducted on August 18<sup>th</sup> near Yelahanka, he had shared his objections by filing the legal points through e-mail and it's been over one month but didn't receive any response till date. He asked when he will receive the reply for his queries. He has frequently been in touch with BDA and KSPCB and didn't receive any response. He also expressed that at this stage the alignment cannot be changed under the section 4 of BDA Act. That no changes will be allowed after first notification. He also stated that BDA informed that the alignment near Sheegihalli will be changed, but he stated that 3 km stretch has been disconnected. He said that BDA said that the alignment is being changed due to the presence of apartments in that stretch and questioned that there are buildings, cattle farms, cattle sheds, sericulture farms in other lands also but that has not been considered.*

*He further stated that in Jarakabandekaval RF, about 25 acres of forest land will be diverted. But the Forest Officer has informed that the alignment should not pass through the forest land, no substitution land will be provided and the ecosystem should not be disturbed. He stated that BDA is not eligible to pay compensation. He raised his objections on 20<sup>th</sup> of August and the project authorities have not yet replied. The project should be implemented within 5 years from the date of Final Notification and the alignment has been changed 4 times so far. He expressed that the farmers are suffering due to political issues. The farmers are losing the lands owned by them since generations. He does not want the PRR project. Their main occupation is agriculture and do not want to lose their lands.*

**Compliance:**



Further, Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval. Further, the Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.

The project requires diversion of 7.91 Ha of forest land belonging to Jarakabandekaval RF which attracts the provisions of Forest (Conservation) Act, 1980. About 0.79 km of the proposed project alignment passes through Jarakabandekaval RF and about 631 trees are recorded within the forest land proposed to be diverted. To compensate the forest diversion, 14.60 ha (36.10 acres) of land has been identified in Sy. No 156 of Mantapa Village, Jigani Hobli, Anekal Taluk, Bangalore Urban District which is adjacent to Bannerghatta National Park and found suitable for compensatory afforestation and management point of view. As per the prevailing guidelines of MoEF&CC and KFD, requisite NPV and cost for compensatory afforestation will be paid.

8. Shri. Muralidhar, Bidarahalli

He enquired about the change in the connectivity to Airport Road from PRR near Bidarahalli.

**Compliance:**

The possibility of change in alignment will be explored prior to the implementation of the project.

9. Shri. Keerthi

He explained that he is member of the group called tree solidarity. He asked on behalf of several activists if any feasibility studies have been conducted for the project pertaining to the traffic and its reduction. Since it has not helped in the case of NICE Road. Participants expressed that the details of the traffic studies was not made available to the public.

**Compliance:**

Dr. H. R. Shantharajanna, Engineer Member, BDA explained that the final notification has been done only after conducting traffic related studies. Dr. H. R. Shantharajanna, Engineer Member, BDA informed that their suggestions has been recorded and will be responded with the reply at the earliest.

10. Mr. Hari

He stated that the new DPR with the change in land requirement of 700+ acres have not been shared to the citizens and questioned when will the DPR be shared. Mr. Hari questioned that the DPR has to be shared with the public before obtaining clearance from the NGT. He questioned that if the 700+ acres is made only for toll plazas.



**Compliance:**

**Dr. H. R. Shantharajanna, Engineer Member, BDA informed that the DPR will be shared upon obtaining clearance from NGT. Dr. H. R. Shantharajanna, Engineer Member, BDA explained that for the environmental aspects the land/survey numbers falling within the alignment has been studied as per the final notification. Along with that the details of trees falling within the alignment and its impact on environment has been studied thoroughly. The same has been presented and is available in the Karnataka State Pollution Control Board (KSPCB) and BDA website for the public information. Dr. H. R. Shantharajanna, Engineer Member, BDA explained that this meeting is organized only for discussing the environmental issues and a separate meeting will be scheduled as part of SIA studies to discuss land related issues.**

11. Shri. Leo Saldano, Environment Support Group

He requested that his submission be made only to the Pollution Control Board not to BDA or BBMP for comments to the project. He stated that he works for the Environment Support Group and worked on such projects for 20-25 years right from the time the Bangalore-Mysore infrastructure corridor was promoted and having studied all these he can say that this submission is only for the Pollution Control Board who is chairing this process and he wants to draw the attention to the advertisement made. He stated that if we see the advertisement made calling for this process, right in the beginning it says continuity of the Environmental Public Hearing through webinar. When we say the continuity, we are assuming that the earlier hearing which was held is legitimate. Mr. Anand Singh Minister for Forest and Environment said that the hearing was cancelled, people were supposed to participate did not come there. In a very mischievous move, the Pollution Control Board went on to held the hearing and then Pollution Control Board claims that the hearing is legitimate when the superior authority who is representing the Department of Ecology and Environment and Forests under which the Pollution Control Board participates has confirmed that the hearing is not legitimate and then how can we call this hearing continuity of that illegitimate hearing. This agitates against the very Environmental (Protection) Act under which we are doing this because Environmental (Protection) Act is not a ritual we just fill its not like they have gone to survey and managed/complied with it. Everything you have been saying is like we will do it later, we will do it after your submissions, we will think about it. This is what the Pollution Control Board should have actually looked at the application of BDA. BDA or Brigade investment or Reliance are all applicant agencies. Just because BDA is appointed by the Government and some IAS Officer sits at the top does not make BDA a regulatory agency here. They are treating the BDA as if it is a regulatory agency and they are submitting yourself being a regulatory agency to an applicant agency and therefore suffering from the worst possible concern for the Pollution Control Board. You are there as an autonomous body, you are supposed to look at the application and see if the application is a legitimate application. Now what is a legitimate application, first and foremost there has to be a plan. It is not possible to construct a house today and get the plan tomorrow. Getting the BDA permission and BBMP Construction Certificate after the construction is not feasible. He says if he has to follow the law BDA has to follow the law. If BDA doesn't even have a DPR how did he even accept the application, who gave the authority, if you not read the Environmental (Protection) Act, Water Act, and Environmental Impact Assessment Notification. But you have no authority to violate a procedure and then say a violated procedure in continuation of which this webinar is being conducted. So please step back, this entire



process is illegal; do not give people who are participating out of the pain of losing their lands. Out of the pain that they are actually suffering the destruction of the environment, out of the pain of looking at that the potential disaster causing just because politician wants to increase the revenue. Is that what this Government has become? As the independent autonomous regulatory body you should have said that the application is invalid, go back and show me the DPR. Based on that due diligence, techno-economic survey and after that if there is an agreement show that agreement, bring all of that together and then show me your EIA. None of which you have done. Then you are making statements and you are allowing the applicant agency BDA is making statements that they have shifted the alignment, we are accommodating some very high end rich 2 crore worth apartment owners to continue to live but we are going to raid down our horrible destructive project on hundreds of villages and thousands of homes. There is no humanity and what if your house falls within the project alignment. He says he has fought against BMRCL where they were about to destroy so many houses and stopped them. At that time BMRCL was complicit with the illegal project. The Supreme Court has issued two orders, one for PRR and BMRCL vs NICE company. Please go and refer those orders. What does the Supreme Court tell you? That regulatory power is absolute. It is not something you bargain with the applicant agency. BDA and the Prime Minister has to be treated same. You cannot step back and say that BDA is headed by IAS Officer. You cannot use administrative problems/vulnerability and attack the rights of people. There are thousands and thousand of people suffering here. Don't put them through pain. Please go and ask the farmers, their grand children, go back and live in the farms and get to know how they suffer. This is a totally illegal project and is not a continuity to the illegal public hearing and demand that the public hearing be scrapped right now. This is simple issue with lack of humanity. You cannot play with the lives of people and farmers who are struggling to survive. He also stated that there is a High Court Order which has not been challenged by the State in which each and every individual officer will be held in contempt of Court if they push through infrastructure project in manner you are now doing. Please appreciate what I am saying because the current High Court is very very clear that rule based work is the only way to work in promoting any developmental project. It cannot be based on arbitrary decision, irrationality or the Chief Minister insisted on doing the project. You are the servant of the law and the people.

**Compliance:**

**Based on the Terms of References issued by the SEIAA dt: 21.01.2020 for the project, Bangalore Development Authority has submitted the Draft EIA Report to KSPCB on 22.06.2020 for conducting Environmental Public Hearing. Accordingly, the Member Secretary, KSPCB vide letter dt: 29.06.2020 requested the Deputy Commissioner, Bengaluru Urban District to finalize the date and venue for conducting the Public Hearing. The Deputy Commissioner, Bengaluru Urban District vide letter dt: 30.06.2020 informed KSPCB to conduct the Public Hearing on 18.08.2020 which is exactly after 45 days from the date of confirmation of the Public Hearing as laid down in the EIA Notification. The Environmental Officer, Regional Office- Yelahanka, KSPCB vide letter dt: 03.07.2020 informed the Member Secretary, KSPCB about the date and time finalized by the Deputy Commissioner.**

**As per the procedures laid down in the EIA Notification, 2006 and its subsequent amendments, the paper notification about conducting the Public Hearing in two leading newspapers such as**



*"Kannada Prabha" and "Deccan Herald" was published on 17.07.2020. Further, the Draft EIA report, the Executive Summary of the Draft EIA report in English and Kannada was placed in all the Gram Panchayats falling in the project area, all Ward Offices, City Municipal Council Offices, Regional Offices of the KSPCB, Tahsildars of the Bengaluru North Taluk, East Taluk and Yelahanka Taluk, Zilla Panchayat, Commissioner BBMP, Deputy Commissioner, Bengaluru Urban District, District Industry Centre, Bengaluru Urban District and Regional Offices of MoEF Offices in Bengaluru for public review and comments. The Draft EIA Report and Executive Summaries were also published in the KSPCB Website for comments and suggestions.*

*On 18.08.2020 the Deputy Commissioner, Bengaluru Urban District inspected the Public Hearing Venue with respect to compliance to COVID-19 guidelines and permitted to proceed with the Public Hearing. About 81 persons participated in the Public Hearing and 14 of them expressed their comments and suggestions pertaining to the project. Meanwhile, based on the requests of NGO's, Environmentalists and Elected Representatives, in order to provide opportunity for the people those who have not attended the offline Public Hearing, a virtual conference was organized on 23.09.2020 with prior intimation to general public through paper notifications on 01.09.2020 in "Kannada Prabha" and "Deccan Herald", publishing in the website and by telecasting in FM Radio. There are 170 participants in the meeting and out of which 60 of them expressed their views and comments pertaining to the project.*

*12. Shri. Prateek, Whitefield (1:10:47)*

*He stated that we have to understand that the people who have attended the meeting today are making for and against statements. He would like to express his support to PRR on behalf of Whitefield. We expect that this kind of Public Hearing will happen and the hearing is not supposed to release its DPR before the hearing because there is no law which mandates. He thinks BDA is going on the right lines and have the support of RWS and if you want more support we can bring more support of RWS and we would like to support PRR, We would like you to complete it in a right manner by taking Environmental protection into account, replace whatever trees are being impacted, transplant trees wherever possible. But at the same time you have got the support of the public and RWS.*

**Compliance:**

***Positive response. For the entire length of PRR, 33838 trees have been recorded within the 100 m RoW. Out of which, there is a possibility of retaining 5,861 trees within the green space (5 m x 2) within RoW. However, as per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department.***

*13. Ms. Anusha Gupta*

*We would like to bring to your notice that there is a protest against this public consultation and we wanted to request you to postpone this public consultation in the beginning, but we were all muted so we couldn't bring up this point. Just to bring to the notice of all the participants, we do have an alternate*



plea that if the High Court does listen to our prayer that this public consultation will not be valid and there will absolutely be another hearing. There will be another chance for everyone to voice their opinion and that everyone who does not have digital literacy and may not have been able to attend the zoom consultation and anyone who does not have internet access but is affected by this project.

**Compliance:**

**The Judgement of the Hon'ble NGT, Western Zone Bench, Pune dt: 17.08.2020 in OA No.23 of 2020 states that the Public hearing can be conducted by utilizing all the available means as per the consents given by the respective stakeholders and State Governments. Further, MoEF&CC vide Office memorandum dt:14.09.2020 issued guidelines for conducting the Public Hearing where in it was directed that the State Pollution Control Boards to conduct the Public Hearing with adequate social distancing and other safeguards with a ceiling of 100 persons as mandated by Government of India Unlock-4 guidelines. It is also stated that use of virtual platform/ online facilities may also be employed in addition to the physical Public Hearing process.**

**Further, it is also mentioned that the State Boards may also obtain responses in writing from concerned persons having a plausible stake in the environmental aspect of the project or activity through electronic means. In view of the above, KSPCB and BDA has complied MoEF&CC Office Memorandum in all respect.**

**In addition to this, the directions issued by the Hon'ble Court on 23.09.2020 and subsequently on 10.12.2020 discussed the restrictions on appraising the Final EIA report as contemplated by Clause IV of Paragraph 7 of the EIA Notification dt: 14.09.2006. Further, the proposed PRR project is entirely in Bengaluru Urban District and the population are very familiar with smartphones, internet connections, data usage and online technology. The virtual Environmental Public Hearing was successfully conducted with more than 170 participants.**

14. Mr. Anmol Sharma, Yelahanka

He expressed that we also have to understand the Government and BDA's decision. They tried to date a public and we are in kind of emergency scenario who are not able to attend the meeting. Then BDA kind of came up with the concept of having an online meeting through zoom. Please understand if we are in our company can we allow our work to stop. Do we want to go into primitive times and don't have any kind of progress. On one side we want to dream that our country become like US and European countries and on the other side we have all the reasons to criticize the things. We have to be rational and if BDA is trying to conduct a continuation to EPH, it is very well known that the previous meeting happened. Now on the online platform this meeting is being conducted where everybody's concern is considered. Why don't we put the major concerns we have regarding the project and how we can better resolve it for the environment. Can we plan to plant more trees and cover the road with trees on both sides. Let us come up with innovative solutions where the progress can happen. If we compare the size of Bangalore with other big countries of the world, it is 1/3rd of the city size like London. We have to be rational with both the side. We have to protect the environment but at the same time we have to focus on progress of our Country.



**Compliance:**

*Positive response. For the entire length of PRR, 33838 trees have been recorded within the 100 m RoW. Out of which, there is a possibility of retaining 5,861 trees within the green space (5 m x 2) within RoW. However, as per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department. Innovative solutions such as transplantation activities have also been proposed in the project with a view of saving trees having significant ecological value based on their sustainability.*

15. Mr. Prathik Kumar

*He stated that according to the Office Memorandum issued by the Central Government, physical hearings are not allowed with 100 people and if there are more than 100 people, multiple hearings can be conducted. Physical meetings were quite alarming. Right now with proper safeguard measures we can ensure physical hearing which ensures participation of all communities being affected not only who have internet access and digital literacy to login to the zoom platform. These people who will be the worst sufferers of the BDA project and not being able to voice their concerns. This public hearing is really not an inclusive public hearing. I am also one of the petitioners who have filed at the High Court against the virtual hearing. Hopefully, the Court gives us an alternative remedy and a physical hearing after this is done.*

**Compliance:**

*The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing. Subsequently, keeping in view of the present COVID-19 pandemic situation, a Virtual Environmental Public Hearing was conducted on 23.09.2020 to obtain the views of the public. Further, a physical public hearing along with virtual public hearing was conducted as per the Judgement of the Hon'ble NGT, Western Zone Bench, Pune dt: 17.08.2020, MoEF&CC vide Office memorandum dt:14.09.2020 and Hon'ble High Court order dt: 23.09.2020 and 10.12.2020.*

16. Mr. Venugopal, Sheegihalli

*He enquired about the bypass along Sheegihalli near Vagdevi School. He enquired if the details available on the website are final.*

**Compliance:**



**Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. informed that there is a discussion going on regarding the finalization of the alignment in Sheegihalli. The same will be conveyed upon finalization.**

17. Mr. Mahesh, Chandapura

He stated that this is a 15 year old project and now all the environmental related issues and land related issues by individual site owners are being discussed. The population of Bangalore is increasing day by day meantime; the project cost is also increasing. He questioned the present status of the project.

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

18. Ms. Shreya, Yelahanka

She expressed that the proposed project requires 25 acres of Jarakabandekaval RF for which there is no justification on any ground. There are two roads running parallel on either sides of the forest. The roads don't have much traffic. I don't see why the forests have to be bulldozed for another road that will not serve Bangalore in any way. The forest in itself offers huge value to people of Bangalore. It is one of the last remaining patches of forest here and hundreds of walkers, runners and cyclists use this forest every week. There are farmers living around the forest use the forest for grazing their livestock. The national biking champion also trains in the Avalahalli. EIA has a tiny note in the document saying that there is indirect evidence confirming the presence of Indian peafowl and that construction of road may cause loss of habitat. When if the people who did the EIA had actually did take the trouble to walk into the forest they would found the direct evidence with their very own eyes. There are many peacocks, Black naped hare, Hornbills, bee-eaters migratory birds such as the greater spotted eagle which is a threatened species, Indian Grey Mongoose which is an endangered species and a variety of snakes and butterflies. There is no doubt that the construction of road inside the forest will cause huge loss of habitat and direct killing of animals. The construction of road will cause tremendous pollution and no amount of compensatory planting is going to replace the forest and finally we are in the middle of the pandemic and there are many more such pandemics to come. I am sure the BDA, PCB and the forest department they understand the pandemics occur as a result of forest loss. So how does bulldozing the forest and more trees when the current infrastructure is already available for traffic not in a very good condition. First repair that. But why does this new project is needed in any way.

**Compliance:**

**About 0.79 km of the proposed project alignment passes through Jarakabandekaval RF. Detailed survey and local consultation showed that Jarakabandekaval RF is home to several small mammals and avifaunal species such as Peacock, Hare, Mongoose, etc. Jarakabandekaval RF is predominantly known for Indian Peafowl, the Schedule-I species which are abundantly found in the area. These animals have already adjusted to the existing noisy conditions and naturally**

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**move away from the source of disturbance. However, noise barriers made of polycarbonate will be installed along sensitive areas including Jarakabandekaval RF which would reduce about 36 dB(A) which would reduce the impacts of noise generation on biodiversity of Jarakabandekaval RF during operation phase.**

19. Mr. Arogya Swamy, Bairati (KRS Party)

*The temperature in Bengaluru is increasing every year, now if we cut 33,000 trees it is thinkable that how that will affect our environment. Therefore, we request you to nullify the project because from the past 15 years its being postponed. Now the 3a procedure has been initiated and that there is no guarantee that this project will be continued. You have also acquired 1800 acres and an additional 700 acres will be acquired. You will again carry forward for another 5 years. In addition to all this, 33,000 trees and the trees present in 700 acres would total to around 43,000 to 50,000 trees. If this many number of trees in Bengaluru will be removed then Bengaluru will become Bengal. Therefore, it is hereby requested to cancel the project.*

*He stated that there is inner ring road and outer ring road and tree in lakhs were also removed. The proponent also promised the same thing but is not successful and the trees planted are not found today. The trees planted for metro projects and other projects are dead. Therefore there is no guarantee that the trees planted for this project won't survive.*

**Compliance:**

**Negative response. Dr. H. R. Shantharajanna, Engineer Member, BDA explained that along with green belt development transplantation will also be done and the trees in the greenery area will be retained. BDA is also keen on retaining greenery since it also acts as a barrier for reducing air and noise pollution. A part of Corporate Environment Responsibility (CER) we have allocated funds and the activities will be implemented with the support of NGOs. Further, the plantation activities and its maintenance will be verified as part of six monthly compliance report submission to MoEF&CC.**

20. Mr. Rajesh, Rajajinagar

*He expressed that he has a lot of expectation from this project. Due to the present day traffic, people are spending more than one hour and it will take more than 3 to 4 hours to reach office. Instead of supporting the project people are getting involved with NGOs and affecting the implementation of the project. There are so many industries which contribute to the environmental pollution and nobody talks about that. In such useful Government projects people spend hours together and discuss their objections. We should not entertain such people.*

**Compliance:**

**Positive response towards the implementation of the project.**

21. Shri. Tejaswi, Yeshwanthpura



He expressed that those who spoke earlier and shared their concerns are narrow minded people. The PRR is good project because the City has to grow and the entire world is looking onto Bengaluru. It is a silicon hub, IT&BT Hub and stands in the 4th place in the entire world. He expresses that the politicians get involved with the NGOs and others and try to stop such projects.

Participants expressed that Shri. Tejaswi only talk about the project and not about other people's opinions.

Shri. Tejaswi stated that he didn't interrupt others while they were talking and expect that he not be interrupted by other while he is talking. He expressed about the NGT case pertaining to Varthur lake and its present condition and how humiliating it is for the local people to discuss about it. He said that there are so many issues already in the City. He expressed that during the COVID-19 pandemic his relative was not able to reach the hospital on time due to the traffic. In order to avoid such situations projects such as PRR is essential. He requested that the NGO's not interrupt the developmental projects and submit only valid points. He requests the Deputy Commissioner, PCB Official and BDA to uphold the project and implement at the earliest. He questioned about the actions being taken by the environmentalists pertaining to the Varthur lake. We faced humiliating situation from NGT. NGOs don't have necessary data and study the data; they just interrupt such developmental projects. If this is the case how the City develop? The project is the only solution to all problems such as traffic and unemployment. He once again requests the Deputy Commissioner and BDA to implement the project at the earliest.

#### **Compliance:**

##### **Positive response towards the implementation of the project.**

22. Shri. Yogesh,

He expressed that due to such discussions he expected this in the comprehensive discussions and this would not happen in physical discussions where everyone will get involved not only those with digital domain. He insisted that the consultations be done in a decentralized manner.

Participant expressed that people should talk only about the project and not talk about others and insult others because everyone has dignity. He requested that BDA officials ensured the same.

23. Ms. Yogda, C V Raman Nagar

Some of the concerns are that the traffic studies that was done as part of the 528 pages EIA document which was released. Some of the things which I have to point out is that before planning this project what kind of alternatives were considered. Because if we see for the past many years, Bangalore City has been seeing in inner ring road and outer ring road has come up and then KRDCCL has come up with surrounding road project. Now Peripheral Ring Road is being built up, metro and one more sub-urban project is coming up. So many different agencies are there and all of them are constructing their own mode of transport. So one issue that I have is that as the citizen of Bangalore is that what is the comprehensive transport module even though BMRCCL has mentioned that PRR is part of comprehensive mobility plan but other projects like KRDCCL which are not mentioned in the document are also coming up. What is the



comprehensive transport plan for Bangalore? Somebody is mentioning we need data to back this up. Some person before me said we need data to back this. So I have gone through the traffic data so we can see for PRR that except for Tumkur Road and Hosur Road all other roads have less than 5% heavy vehicles traffic and more than 60% of traffic is due to two wheeler and private car. So, what is being done from the Government side to increase public transport usage and reduce private vehicle usage. In Bangalore last year we saw 85 lakh vehicles is crossing 1.2 Cr. That is why we now see extreme number of private vehicles and what is being done to reduce this. Secondly, we have seen outer ring road has also become jammed now and development has come up on all sides of the roads. If we build another ring road what is the guarantee that the city will not sprawl, again unplanned development will not happen. The same thing happened in Delhi also they kept increasing transport systems and eating up villages on the other sides and now it has become such as huge city. In terms of pandemic and disaster, it becomes very difficult to control because populations are concentrated and there is so much pressure on the land value, water, air, etc.

Last thing is that I am 22 years old, my generation is the next generation and we are actually worried that how the climate crisis is going to affect us, if you are aware Indonesia is going to change its capital from Jakarta because they are sinking. Bangalore's green cover has gone down, 70% of the green cover has gone down in the last 20-30 years. Last year first time we hit 39 degrees temperature in Bangalore City which is supposed to be a hill station. So what is the effort that is being made to meet the carbon emission norms. Recently we saw floods in North Karnataka and in Coorg especially, if we do this kind of unplanned development and remove the trees without any comprehensive planning then I don't know where the next generation like us will land. I am very concerned about how the city is being planned.

**Compliance:**

**Negative response. Plantation activities in the ratio of 1:10 is just a mitigation measure in order to compensate the impact caused due to the implementation of PRR. Only mitigation measures and management plans can be implemented for any such developmental projects. No impacts can practically be settled as such. However, successful implementation of management plans will provide astonishing results which would balance the impacts caused due to the project. In addition to this, separate studies pertaining to assessment of ecological values of trees will be ensured in the later studies.**

24. Shri. Krishna, Sarjapura Road

He expressed that the stretch from Hosur Road to Gunjur Road is considered green zone which is equivalent to forest land. If we consider it as the forest land the number of trees falling within this zone has been assessed. In November 2017, BDA RMP Master plan 2031 was provided and was not implemented. The BDA Plan ended in 2015 and everything is illegal from past 5 years. Nobody has assessed the loss in environment due to this. PRR was being planned since 15 years and the time is being wasted since the project has not been initiated. Till today people are discussing about the project and the project is not moving forward in terms of implementation.

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*The proposal pertaining to the finalization of compensation matrix is pending before the government since 2007. Due to the ever increasing land acquisition cost year to year, the project proposal becomes burden every year. Presently, the Government has considered this proposal very seriously for future development and honestly pursuing the matter for resource mobilization and financial tie ups with external agencies. Further, even though final land acquisition notification has been issued in 2007, Govt. has agreed to pay the compensation as per the prevailing Land Acquisition guidelines. Therefore, the project will be implemented at the earliest upon obtaining requisite clearances.*

25. Shri. Ambarisha, Channasandra

*He stated that till now everyone but farmers have been discussing. Farmers who have been working honestly have not received any justice. The properties have been divided amongst the family and everyone is suffering. It is hereby requested to implement the project at the earliest and provide appropriate compensation.*

**Compliance:**

*The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.*

26. Shri. Vijaykumar,

*He stated that the Peripheral Ring Road is proposed to divert the traffic movement outside the City. But there are already three inner ring road within the city. All the vehicles that move from Tumkur Road has to pass through Hosur Road and vehicles from Kolar Road has to pass through Hosur Road. All the vehicles have to pass through city only. There is no use of PRR and it is not essential.*

**Compliance:**

**Negative response.**

27. Smt. Saraswathi,

*She expressed that she has a lot to say but many people have spoken everything and don't think she wants to talk anything. She requested to carry out everything they say in the right sense.*

*Mr. Rajesh, Rajajinagar: He expressed that all the farmers are also encouraging the project and all they expect is the compensation as per the norms. All the issues are being created by the NGOs. He expressed that the project is highly anticipated in Bangalore. He says that the project is encouraged by everyone and the delay in the project implementation is mainly due to the issues created by the NGOs. The project will be implemented by BDA and is considered a significant project. He requested that the project be implemented at the earliest and nobody is objecting the project.*

**Compliance:**

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**Positive response. The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

28. Ms. Shilpa

*She expressed that instead of talking about the project merits and demerits, it is essential to talk about how the project should develop and how fast it should be implemented. But as per the suggestions, it cannot be implemented immediately without due process. She also explained that the project has to be initiated only after DPR has been released and nobody is talking about that. All Government projects has to follow due procedure before implementation. But instead, not following the procedure, overlooking or overruling the legal aspects and non-provision of the project details to the public are noticed. She questioned as to why such projects are being undertaken. BDA is not releasing new DPR and new scheme. There is no point in blaming the citizens. It is hereby requested hat BDA follow the procedure.*

**Compliance:**

**The project will be implemented upon obtaining requisite clearances and approvals by following due procedure.**

29. Mr. Rahman Khan, Varthur

*He expressed that the project is problematic for farmers and they are expecting as to when the project will be implemented. They are worried if they can start other works and if they start anything they will get some information that BDA is going to initiate the work. This has caused severe problems to the farmers. He requested that the farmers get confirmed if the project will be implemented or not so that they can take a decision on their upcoming activities.*

**Compliance:**

**The project will be implemented at the earliest upon obtaining requisite clearances and approvals by following due procedure.**

30. Shri. Raghavandra, Avalahalli

*He expressed that the common people like him who are affected by the project are suffering from past 15 years. They are in a doubt if they can grow in their land or can sell their lands. They are tired of waiting since 15 years. He stated to either implement the project or scarp the project; either give our lands back or take it. He expressed that they cannot wait for longer time and that half of their lives have gone in this regard. He requested that the BDA officials look into it and get it done at the earliest.*

**Compliance:**

**The project will be implemented at the earliest upon obtaining requisite clearances and approvals by following due procedure.**



31. Shri. Sibgath, Bidaralli

He enquired if a toll plaza has been proposed at Bidarahalli.

**Compliance:**

**There are no toll plazas proposed at Bidarahalli.**

32. Shri. Kiran, Kogilu

He stated that he is farmer and that he is losing 1 acre of land for the project. It has been 15 years and he requested that either the project be implemented or stopped permanently. They are not able to make any developments and they are experiencing anxiety due to this project. They have not received any details of the compensation but come only for surveys. He requested to take a decision at the earliest.

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

33. Shri. Shashidhar, Konappana Agrahara

He stated that he is losing about 2 acres of land in Konappana Agrahara and is fighting for the land since 27 years for NICE Road. Now the PRR is involved in land acquisition and his land has been acquired by KIADB. He questioned if it would get lapsed or over-rided.

Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. questioned regarding the project for which the land has been acquired. Shri. Shashidhar explained that it was for NICE project. He expressed that they are unable to neither develop their lands nor sell it and that his father expired while waiting for the decision pertaining to land acquisition. He questioned what will BDA do in the upcoming days, will they give the compensation or make us wait for another 20 years.

34. Ms. Yamini, Yelahanka

She stated that she wanted to know a little bit about the water table. You are removing these many trees in Bangalore and the water is already depleted. She wants to know what is going to happen to the water table and what are the plans for restoring water in Bangalore and if the ground water table is already depleted. She further stated that there is an increase in private vehicles being majority in the roads. A lot of studies have shown that the more roads we build the number of private vehicles increase. The sub-urban rail systems, there aren't enough buses on certain routes and metro is not done yet. She questioned why are you not improving the public transport system which would benefit more people instead of constructing more roads and increasing the number of private vehicles.



She also questioned how much development does the road actually provide? When we build a road people will lose their lands and their livelihood by selling their farm lands. 26% of the road passes through farmlands. How are you going to re-compensate it? She questioned the project says it is for development and who is it developed for? The project only going to benefit the rich people who are building the road. Who are the stakeholders in the project and how are you going to recompense their livelihood and how are you going to provide water for people who can't buy Cauvery water or bottle water or dependent on ground water?

**Compliance:**

**Negative response.** The proposed alignment passes for about 13.65 km within the TG Halli catchment area where a total of 9,304 trees were recorded within 100 m RoW. Of which, 1,533 trees will be retained within the proposed green space of width 5m x 2. Therefore, a total of 7,771 trees will be removed within the TG Halli catchment area. This affects the ground water resources of the region. However, necessary mitigation measures such as plantation of trees in the ratio 1:10, proper management of muck so as to not affect the drainage pattern, construction of farm ponds, check dams and percolation ponds will be made as part of Catchment Area Treatment Plan to minimize the impact on TG Halli catchment area.

35. Shri. Vinay, Kogilu

He expressed that Bangalore is sacred place for Kannadigas. The developmental activities carried out all these years are appreciated. Many outsiders were given job opportunities. Since 15 years several changes were noticed like change in Government, funding provisions from Japan and increased the project cost. However, the farmers are suffering from past fifteen years, they have not received any compensation till today and they are just holding their lands and not able to utilize it. Concentrating on developmental activities is good but affecting the local people lives is problematic.

The project details will be planned 15 years prior and now the details are outdated. Planning should be done 25 years prior to the implementation and not the other way around. There are so many guidelines for road construction. Bus lanes have been proposed in the project and finally there is no space for buses, cycles or anything. Engineering structures have to be proposed as per the latest technologies and any projects should be undertaken with determination. The proponents should not take the words of politicians. BDA called for meeting and cancelled the same. This is happening frequently and is time consuming.

BDA should undertake the project with determination and implement it like the metro project in Delhi. He requested not to play with the emotions of the people and take the decision quickly. There is no benefit from these actions.

**Compliance:**

**Though the project has been planned 15 years prior, all the details presented in the Draft EIA/EMP studies have been updated. Further, there are no restrictions for the movement of buses in the main carriage way or service road and provision of cycle tracks (2 m x 2) has also been**



**made within the proposed RoW. The project will be implemented at the earliest upon obtaining requisite clearances and approvals by following due procedure.**

36 Shri. Manjunath, Rajajinagar

He is graduate from traffic studies. He expressed that he reads only negative aspects of the project in the newspaper everyday and no newspapers have expressed the positive aspects/impacts of the project. People say that the project affects the green cover of the City and the project report says the number of compensatory trees proposed to be planted and where it will be planted. Nobody understands that. Several people and NGOs said that there is a lot of traffic in the city and people themselves think about the everlasting traffic while travelling. People also say that the roads have been destroyed because of the civil engineers which is wrong. NGOs also say that the traffic is increasing without any reason but they themselves own several vehicles. They can use the public transportation. People also say that the environment is being affected only due to PRR. But there are so many other projects of similar nature with environmental impacts. It is also said that the city is being affected by urbanization predominantly due to roads but layouts, apartment construction and not due to road construction. People also express that the road alignment is being changed frequently from past 15 years but people should also try to understand the facts as in why there is delay in implementation and they themselves may be trying to find apt solution to the impacts. He expresses that if the PRR get implemented at the earliest it would be very helpful.

**Compliance:**

**Positive response towards the implementation of the project.**

37. Ms. Annaporna,

She stated that a few moments back someone spoke about the water depletion in Bangalore. She objects that the project passes along 6 lakes and it affects the water bodies and one and half year prior 600 Cr project for reviving TG Halli catchment has been launched. There are several localities in Bangalore where there is no more ground water. Bellandur is one among them and Whitefield is also one among them. Everyday water tankers are being utilized. Her question lies that 600 Cr project is has been released one and a half year prior saying that the water will be revived by 2021 including the upstream reservoir at Hesaraghatta. Now due to the project the rivers and reservoirs are being impacted. She questioned about the measures being done to ensure that the money being put into it which is tax payer's money is going to be safeguarded by the virtue of the project. Trees are being removed and there is no water in Bangalore and tomorrow if the road has been constructed and there is no water in the City. There is no use of the project.

**Compliance:**

**Negative response. The proposed alignment passes for about 13.65 km within the TG Halli catchment area where a total of 9,304 trees were recorded within 100 m RoW. Of which, 1,533**

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*trees will be retained within the proposed green space of width 5m x 2. Therefore, a total of 7,771 trees will be removed within the TG Halli catchment area. This affects the ground water resources of the region. However, necessary mitigation measures such as plantation of trees in the ratio 1:10, proper management of muck so as to not affect the drainage pattern, construction of farm ponds, check dams and percolation ponds will be made as part of Catchment Area Treatment Plan to minimize the impact on TG Halli catchment area. This would eventually enhance the water resources in the City.*

38. Shri. Prem Kumar, Kotnur

*He expressed that whatever projects are being implemented if they are for the public then it is good. But the public information is being hidden and DPR is not being made public. He questioned as to why the rules are not being followed before implementing the program BDA wants to do. New schemes must come with new alignment and the law has to be followed by keeping everything transparent. He questioned as to why the things are not made public to everyone and why there is some hidden agenda?*

**Compliance:**

*The proposed project has been under discussion since 2005 and several reports pertaining to the project has been released for the public reference since then. Hence, publishing the DPR before the Public is not mandatory. The Draft EIA/EMP report discloses all the sensitive facts involved in the project to the general public thereby maintaining transparency.*

39. Ms. Neha,

*She expressed that everyone knows that there is loss in the implementation of this project. The project feasibility report is not available in the public domain. There is a significant delay in the implementation of the project. By the time the project gets completed it becomes redundant and then two projects such as inner peripheral ring and outer peripheral ring will be proposed. Instead we must try to understand why there is traffic congestion and improve public transportation. There is no benefit in proposing roads again and again which only pose impacts on environment and affect the quality of living. There are so many distractions in cutting the trees, compensatory planting and there is no maintenance. She stated that she totally disagree with the project.*

**Compliance:**

**Negative response.**

40. Shri. Vibin, Hennur

*He expresses his opinion that by increasing the number of roads the number of vehicles increases. It is essential to prepare a better transportation plan and setup some sub-urban systems and make it convenient for people to travel and by doing so the need for such projects declines. The NICE Road should have been completed by the early 1980's but it was completed in 2003 and the lakes associated with rejuvenation as part of NICE Road project is not implemented. It is a point to take it seriously to enhance*



the greenery in the current ring road which will show the people that the proponent is capable of making the project successful. The project has to be planned by considering the environmental impacts. The proposed alignment may not be sufficient by the time the project has been completed since the city has already reached Kolar. Hence, the alignment has to be rechecked.

**Compliance:**

**Keeping in view of the present traffic scenarios with the traffic speed <18 kmph implementation of PRR is highly essential. Construction of PRR would highly reduce the traffic congestion in the upcoming days upon implementation. Proposed PRR is designed for 60 Kmph for main road design and 30 Kmph for service road considering local traffic which also includes slow moving traffic and non-motorised traffic and pedestrians. Further, plantation activities and rejuvenation of lakes will be implemented as per the guidelines and ensured during six monthly compliance report submission to MoEF&CC.**

41. Shri. Koteswar Rao, Soldevanahalli

He questioned that when will the project be implemented? He stated that his site is located in Soladevanahalli which was registered in 2006 and the compensation has not yet been received. He questioned if the compensation will be provided as per the 2013 parliament approval compensation norms and when will they be provided since he has already been retired from the Bank. He also questioned if the project requires 15 years to be implemented?

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

42. Shri. Sunil, Soldevanahalli

He questioned if the new Preliminary Notification pertaining to the NICE integration lead to the de-notification of the earlier notified areas.

**Compliance:**

**The new preliminary Notification pertaining to the NICE integration is the subsequent notification which will be released in addition to the Final Notification for Land acquisition dt: 29.06.2007. Further, this will not lead to denotification of earlier areas.**

43. Shri. Pradyumna,

He expressed that he had some objections pertaining to the benefits of the projects. It is mentioned in the report that the travel time will be cut down significantly due to the project and reduce the pollution. Current travel time from the longest route to Yelahanka is 1 hr and 45 min. If you want to do any equivalent travel using the proposed alignment it couldn't possibly take anything shorter than that



Application (s) w.r.t ToR/EC cannot be submitted to SEAC since it is only a State Expert Appraisal Committee which advises/ recommends the State Environment Impact Assessment Authority SEIAA about any project(s). SEIAA is the only authority under EIA Notification 2006 to accept any applications and issue ToR/EC by and to project proponent for only Category 'B' project(s) based on the recommendation of the SEAC.

**Compliance:**

**The application for obtaining ToRs was submitted to SEIAA, Karnataka as per the guidelines of the EIA Notification, 2006 and its subsequent amendments. SEIAA, Karnataka will then forward the proposal to SEAC, Karnataka who in turn will call the proponent for the presentation for ToRs appraisal. Followed by issue of proceedings by SEAC to SEIAA and issue of ToRs by SEIAA, Karnataka.**

b. At the time of submission before the Hon'ble Court there was no detailed mention of declared ESA viz., TGR Notification, critically polluted Areas declared by CPCB and GENERAL CONDITION of EIA Notification 2006. The argument was limited to the expiry of ToR time limit, delay in submission of draft EIA Report by non-accredited consultant involved for the same, applicability of 7(f) Highways under EIA Notification 2006 and the number of trees to be felled for the proposed project, since, EC was already obtained from SEIAA which was stayed by NGT & later disposed of to conduct fresh EIA study. Further the Hon'ble Court is completely misleading and was created an impression that the earlier EC issued by SEIAA is in accordance with law without appraising the material facts about the Environmental status of the proposed project involving ESAs and Critically polluted areas satisfying General Conditions of EIA Notification 2006.

c. But, on perusing the said order of the Hon'ble Court, it is very clear that, "The appellant shall have due regard to the various deficiencies noted in the present judgement as well as **ensure that additional precautions are taken to account for the prevailing state of the environment**"

Meaning, all the ESA, Reserve Forests and the critically polluted areas shall also be taken note of and the General Condition against the S.No.7 (f) Highways under the Schedule in EIA Notification 2006 comes into play.

ii. Para no.83(iv) says that, "The appellant shall ensure that the requisite clearances under various enactments have been obtained and submitted to the SEAC prior to the consideration by it of the information submitted by the appellant in accordance with the Oms issued by the MoEF&CC from time to time".

Meaning, all the required clearances from forest department, Standing Committee of the National Board for Wildlife (SCNBWL), KSPCB, Tree officer of Forest Department, lakes/ wetlands authority, lake conservation and development authority, construction related are to be submitted to SEAC for consideration of the proposed project as admitted in the draft EIA Report. Except for the application to obtain forest clearance no other steps are taken to obtain the same for the proposed project. Further clearance from SCNBWL is left to the wisdom of the Regulatory Authority (EAC/SEAC) to recommend for the proposed project as per the OM dt 08.08.2019.

**Compliance:**

**The details of requisite clearances to be obtained prior to the consideration by SEAC are explained in Section 1.4 of Chapter-1.**

iii. Para np. 83 (v) says that,

"The SEAC shall thereafter assess the rapid EIA report and other information submitted to it by the appellant in accordance with the role assigned to it under the 2006 Notification. If it is of the



the greenery in the current ring road which will show the people that the proponent is capable of making the project successful. The project has to be planned by considering the environmental impacts. The proposed alignment may not be sufficient by the time the project has been completed since the city has already reached Kolar. Hence, the alignment has to be rechecked.

**Compliance:**

**Keeping in view of the present traffic scenarios with the traffic speed <18 kmph implementation of PRR is highly essential. Construction of PRR would highly reduce the traffic congestion in the upcoming days upon implementation. Proposed PRR is designed for 60 Kmph for main road design and 30 Kmph for service road considering local traffic which also includes slow moving traffic and non-motorised traffic and pedestrians. Further, plantation activities and rejuvenation of lakes will be implemented as per the guidelines and ensured during six monthly compliance report submission to MoEF&CC.**

41. Shri. Koteswar Rao, Soldevanahalli

He questioned that when will the project be implemented? He stated that his site is located in Soladevanahalli which was registered in 2006 and the compensation has not yet been received. He questioned if the compensation will be provided as per the 2013 parliament approval compensation norms and when will they be provided since he has already been retired from the Bank. He also questioned if the project requires 15 years to be implemented?

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

42. Shri. Sunil, Soldevanahalli

He questioned if the new Preliminary Notification pertaining to the NICE integration lead to the de-notification of the earlier notified areas.

**Compliance:**

**The new preliminary Notification pertaining to the NICE integration is the subsequent notification which will be released in addition to the Final Notification for Land acquisition dt: 29.06.2007. Further, this will not lead to denotification of earlier areas.**

43. Shri. Pradyumna,

He expressed that he had some objections pertaining to the benefits of the projects. It is mentioned in the report that the travel time will be cut down significantly due to the project and reduce the pollution. Current travel time from the longest route to Yelahanka is 1 hr and 45 min. If you want to do any equivalent travel using the proposed alignment it couldn't possibly take anything shorter than that



because that would imply the vehicle speed is 65 kmph and these are average speeds. This first of all would reduce the safety of the road if you have tried crossing NICE Road by foot which is dangerous. This will increase travel distances significantly thereby increasing pollution.

**Compliance:**

**Proposed PRR is designed for 60 Kmph for main road design and 30 Kmph for service road considering local traffic which also includes slow moving traffic and non-motorised traffic and pedestrians thereby reducing pollution levels.**

44. Shri. Amit,

He stated that the road passes through TG Halli catchment area and questioned about the appropriate mitigation steps taken. The ground water is already depleting. As per the reports we are the worst affected area of the world. He questioned regarding the magnitude of the damage that will be caused to the sustainability in terms of water requirements or the project is just designed arbitrarily. He states that he doesn't understand how traffic gains priority than water requirement. He expressed that this project is just for the people who just owns cars.

**Compliance:**

**The proposed alignment passes for about 13.65 km within the TG Halli catchment area where a total of 7,771 trees will be removed. This affects the ground water resources of the region. However, necessary mitigation measures such as plantation of trees in the ratio 1:10, proper management of muck so as to not affect the drainage pattern, construction of farm ponds, check dams and percolation ponds will be made as part of Catchment Area Treatment Plan to minimize the impact on TG Halli catchment area.**

**Peripheral Ring road is proposed to access controlled facility for main road traffic which comprises of trucks, light commercial vehicles, buses, passenger cars and taxis.**

45. Shri. Siddarth, Kadugodi

He enquired about the petronet pipeline passing near Sheegihalli and the precautions taken by the BDA and Government.

**Compliance:**

**Shri. H. R. Shantharajanna, Engineer Member, BDA explained that all the technical details will be discussed with the Petronet department and necessary precautionary measures will be taken as per the guidelines.**

**Discussions in this regard were already initiated with Petronet MHB authorities on 28.05.2020 and 29.05.2020. All the construction activities will be initiated upon obtaining requisite approvals from the requisite Authorities. Further, necessary precautionary measures such as Emergency Preparedness Plan, prohibition of mechanical excavation, blasting in the surrounding**



area of the pipeline & periodic onsite emergency mock drill will be ensured during construction phase upon necessary consultation and approvals from requisite authority. The details and brief protocol to be followed in case of such incidents are addressed in Section 7.11 of Chapter-7.

46. Shri. Aravind,

He stated that the project affected people are all those who are found in the region locally and the people are struggling to utilize their lands either for agriculture or sell it. As per the presentation the alignment passes through the TG Halli catchment area and near Avalahalli forest area. There are peacocks, jackals, black naped hare and so many reptiles in this forest area. BDA has proposed Road Over Bridges, Road Under bridges which is applicable to human. He questioned about the provisions made for the movement of animals because in the NICE Road we encounter so many deaths of leopards. Hence such situations must not occur in this project. Shri. Aravind requested that provisions for animal movements be made as part of the project so that the study area will improve.

**Compliance:**

Shri. Shivanand M. Dambal, M/s Environmental Health & Safety Consultants Pvt. Ltd. explained that the necessary forest and wildlife clearances for the project is under progress. During the approval of the clearances, the Forest and Wildlife Department will issue several conditions pertaining to the suggestions made by you and all those conditions will be complied.

Animal underpasses are also proposed for the movement of livestock/small and medium sized mammals along with reptiles from one side to the other side of the PRR for grazing or other behavioral activities. The locations animal passes will be decided in consultation with villagers at the time of execution.

47. Shri. Aakash,

He stated that the area on either sides of PRR is left for commercial purpose and the people will park their vehicles in the 100 m wide road which will lead to traffic again. He questioned about the plan to prevent this.

**Compliance:**

Shri. H. R. Shantharajanna, Engineer Member, BDA explained that the project is proposed for access control and is for true traffic so that the exits and entries will be near the villages or major road crossings wherever it will happen. It is not specifically for commercial developments. Further, necessary parking spaces will be provided alongside the proposed wayside amenities such as bus shelters, rest areas and toll plazas to reduce traffic on main roads. However, the parking space pertaining to the commercial activities along the adjacent lands are to be decided by the respective land owners.

48. Shri. Venugopal, Sheegehalli

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*Plantation of tree species suitable to Agro climatic zone with characteristics such as pollution attenuation, higher growth rate, tolerant to extreme conditions, agro forestry, timber yielding, NTFPs, Fruiting, social and economic values will restore the ecological value. Further, avenue plantation of Air Pollution Tolerant tree species reduces the impacts of air pollution over a period of time.*

*To compensate the forest diversion, 14.60 ha (36.10 acres) of Compensatory Afforestation land has been identified in Sy. No 156 of Mantapa Village, Jigani Hobli, Anekal Taluk, Bangalore Urban District which is adjacent to Bannerghatta National Park and found suitable for compensatory afforestation and management point of view. As per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department.*

*Out of 33,838 trees, about 13,052 trees belong to Eucalyptus spp. which are considered to be responsible for ground water depletion in the region. Hence, as per the Government Order dt:25.02.2017 these trees have to be removed. Further, there is a possibility of retaining 5,861 trees within the green space (5 m x 2) within RoW. Further, trees with basal girth size <100 cm with good survival capacity will be transplanted based on their age and ecological significance. Therefore, a continual effort is being made to reduce the impact of PRR on trees.*

14. Riyyah & Sum Advocates, NO. 17, Dispensary Road, Bangalore 560001

**Objection/comments:**

**OBJECTIONS TO MEETING PROPOSED ON 18.08.2020**

*The Central Government has issued guidelines on 29.07.2020 and under the same the proposed public meeting cannot be held as senior citizens and other public are advised to stay at home and moreover, there will be not proper social distancing endangering the lives of many who wish to attend.*

*Also, this matter concerns not only land owners but public like us who are concerned about the environment of our city. It should be held in a central area where all areas of Bangalore city will be represented. Even the premises of BDA will be okay and not a remote area of a village where it is organized.*

**IMPACT OF PRR ON THE ENVIRONMENT OF BANGALORE.**

*We are concerned about the impact on the environment, in the event of the proposed peripheral ring being made.*

*It was earlier estimated that about 33,000/- trees were to be killed but now it is learnt that a number of villages were left out of the surveys, so that the actual number of trees is going to be about 50,000 trees.*

*These trees about to be killed belong to a wide variety of species and have gradually survived and grown between 30 to 50 years (some of them are about 80 years old). It is impossible for this to be replaced as it will take another 30 to 50 years.*

*New trees proposed to be planted, will be of variety that may be more parasitical than salutary to the improvement of environment.*



*For instance, most of the existing trees are fruits bearing or otherwise useful and shed their leaves once in two to three years, whereas these fast growth trees shed leaves the whole year through creating excessive debris on the roads and then decomposition spoils the environment more than the composite it generated. Decomposition as you know produces harmful products including methane gases.*

**ALTERNATIVELY:**

*The only conceivable purpose of the PRR is to decongest traffic by bypassing it, IS IT REALLY NECESSARY TO HAVE SUCH A WIDE ROAD?*

*90 percent of the traffic will definitely enter Bangalore as a stopover and to unload their goods, such a wide PRR is not necessary.*

*WOULD NOT A 60 METER ROAD, BEEN SUFFICIENT.*

*A 60 meter road would be easier to construct and impact the environment would be less than 40 percent of a wider road.*

*Fly overs at all junctions will be less in length and cost of construction.*

*A 100 meter road will impact the environment in many ways including the damage to flora and fauna and its impact on lakes, course of flow of rain water and bring down the water level in some areas and flood the other areas at the time of heavy rain and a narrower road is easier to manage these problems.*

*We request that entire project be dropped or at least reduced to 60 meters so that it impact on the environment is less.*

**Compliance:**

*The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.*

*Further, the Environmental Public Hearing for the proposed project was held at Nityotsava Marriage and Convention Centre, Singanayakanahalli, Doddaballapura Road, Near Avalahalli Village, Yelahanka Taluk, Bengaluru which is at a distance of 2.35 km from the proposed project alignment which is well within the city.*

*Subsequently, keeping in view of the present COVID-19 pandemic situation, a Virtual Environmental Public Hearing was conducted on 23.09.2020 to obtain the views of the public. Further, the comments/suggestions/objections were submitted by the public from July, 2020 to November, 2020 to the Karnataka State Pollution Control Board and Bangalore Development Authority Office through oral/written submissions or e-mail. The Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.*

*The tree enumeration has been carried out in the proposed PRR alignment as per the Final Notification dt: 29.06.2007 issued by Government of Karnataka. Out of 33,838 trees, there is a possibility of retaining 5,861 trees within the green space (5 m x 2) within RoW. Further,*



trees with basal girth size <100 cm with good survival capacity will be transplanted based on their age and ecological significance. Further, tree species suitable to Agro climatic zone with characteristics such as pollution attenuation, higher growth rate, tolerant to extreme conditions, agro forestry, timber yielding, NTFFPs, Fruiting, social and economic values will be selected for green belt development.

Traffic analysis studies shows that the vehicular traffic may increase three times and the proposed PRR with 100 m RoW will reach its capacity in the years 2045 (Tumakuru Road to Ballari Road), 2043 (Ballari road to OMR) and 2049 (OMR to Hosur Road) respectively thereby relieving the traffic congestion in the metropolitan region. The project is planned as a requirement for the future of Bangalore city traffic beyond ORR.

15. Chitra Chengappa, Accounts Executive, People for animals, Mob: 9741463232  
16. Colonel Dr. Navaz Shariff, Ex-DIG of Police, MVSc (Veterinary Medicine), NHEHMS (IVRI), Chief Veterinarian and General Manager People for Animals, Bangalore. Mob:9741783232

**Objections/comments:**

I am writing to you from Pfa Wildlife Rescue and Conservation Centre, Bangalore. I write to you today on behalf of our organization to express our strong opposition to the Peripheral Ring Road Project where 33,0000 trees are likely to be felled. As you might be aware, every tree is home to several species of wildlife and the habitat of innumerable species will be destroyed if the project proceeds as planned.

With over 2 decades of efforts in saving the wildlife of the city, we have experienced the impact of urbanization has had on the city's wildlife. With habitat conservation being one of our biggest challenges today, we request an alternative approach to the PRR project that does not jeopardize the city's ecology.

We feel that urbanization and wildlife conservation should be a balanced affair.

**Compliance:**

The PRR alignment is located at a distance of 7.90 km from the boundary of Bannerghatta National Park. The construction activities are carried out well away from the National Park. Further, the area surrounding the National Park is an urban landscape with concrete structures and no wildlife corridors are located along PRR alignment which affects the wildlife. However, necessary mitigation measures such as avoiding construction activities during time, proper muck management and water sprinkling activities will be ensured so as not to disturb the wildlife of Bannerghatta National Park.

17. Pratik Ghosh

**Objections/comments:**

I am writing this letter to you in support of Peripheral Ring Road, and we understand that some anti development lobby is writing to you to scrap old EIA, and thereby delaying the process and project beyond limit.

Please stop paying heed to anti developmental group and have strong legal opinion to go ahead with the project. If you need citizen support in favour of PRR, Please let us know and we will gather support from different groups.

**Compliance:**

**Positive response**



18. Sri S.K. Vijaykumar, 852, Cinema Road, Doddaballapur-561203, Bangalore Rural District

**Objections/comments:**

Please note that paper publication was issued in Deccan Herald on 17.07.2020 w.r.t the above referred subject project. Efforts were made to obtain the available documents related to the project from the website of concerned departments. Please find herein my Objections to the said proposed project submitted in person at the public hearing venue which may kindly be acknowledged.

**BEFORE DISPOSAL OF C.A.No.2566/2019**

- 1) The project proponent has wrongly applied the proposed project on 12.11.2019 under "APPENDIX I (see Paragraph-6) Category 'B'" whereas admits in the said application that there is a Court order to consider the said project under Category 'A' thereby completely misleading the Regulatory Authority in framing the Terms of Reference (ToR) for the proposed project.
- 2) The project is appraised by SEIAA-Karnataka, which is a Non-Jurisdictional Authority, since as admitted by the project proponent in their application that there is Court order to consider the project under Category 'A'. In that case, all category 'A' projects shall be appraised at the Central level viz., MoEF&CC, New Delhi as per EIA Notification 2006.

**Compliance:**

The application for obtaining ToRs was submitted on 13.11.2019 during which the said Supreme Court case (C.A.No.2566/2019) was still under scrutiny. However, as per the directions of Hon'ble NGT and without prejudice to the orders of the Hon'ble Supreme Court, fresh application was submitted to SEIAA for issue of ToRs for the project. Further, as per Clause J. 83 (IV &V) of the Supreme Court Judgement dt:17.03.2020, it was directed that the proponent submit the application to SEIAA/SEAC and obtain necessary clearances prior to the consideration for issue of Environmental Clearance.

- 3) The project proponent has falsely mentioned in the application that the project does not attract the General Condition, whereas in the same application and PFR admits that the project falls under S.No. 7(f) Highways in the schedule as per EIA Notification 2006 thereby taking a contradicting stand/ decision. As per the EIA Notification against the S.No.7(f) Highways under column (5) mentions that General Condition shall apply which material fact is completely suppressed by the project proponent.

**Compliance:**

The Hon'ble Supreme Court pronounced its judgment on 17.03.2020, wherein it was clarified that the project is qualified to be an 'expressway' and directed to obtain the EC as per Schedule 7(f) of the EIA Notification, 2006 and its amendments. The Hon'ble Supreme Court also directed SEAC and SEIAA to appraise the project in accordance with the Notification.

- 4) The General Condition mentions, - "Any project or activity specified in Category 'B' will be treated as category 'A', if located in whole or in part within 5km from the boundary of: (i) Protected areas notified under the Wildlife (Protection) Act, 1972 (53 of 1972); (ii) Critically polluted areas as identified by the Central Pollution Control Board constituted under the Water (Prevention and Control of Pollution) Act, 1974 (6 of 1974) from time to time; (iii) Eco-sensitive areas as notified under sub-section (2) of Section 3 of the Environment (Protection) Act, 1986, and (iv) inter-state boundaries and international boundaries and hence even if the proposed project is Category 'B' the same shall be treated as category 'A' as per EIA Notification 2006.



the greenery in the current ring road which will show the people that the proponent is capable of making the project successful. The project has to be planned by considering the environmental impacts. The proposed alignment may not be sufficient by the time the project has been completed since the city has already reached Kolar. Hence, the alignment has to be rechecked.

**Compliance:**

**Keeping in view of the present traffic scenarios with the traffic speed <18 kmph implementation of PRR is highly essential. Construction of PRR would highly reduce the traffic congestion in the upcoming days upon implementation. Proposed PRR is designed for 60 Kmph for main road design and 30 Kmph for service road considering local traffic which also includes slow moving traffic and non-motorised traffic and pedestrians. Further, plantation activities and rejuvenation of lakes will be implemented as per the guidelines and ensured during six monthly compliance report submission to MoEF&CC.**

41. Shri. Koteswar Rao, Soldevanahalli

He questioned that when will the project be implemented? He stated that his site is located in Soladevanahalli which was registered in 2006 and the compensation has not yet been received. He questioned if the compensation will be provided as per the 2013 parliament approval compensation norms and when will they be provided since he has already been retired from the Bank. He also questioned if the project requires 15 years to be implemented?

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

42. Shri. Sunil, Soldevanahalli

He questioned if the new Preliminary Notification pertaining to the NICE integration lead to the de-notification of the earlier notified areas.

**Compliance:**

**The new preliminary Notification pertaining to the NICE integration is the subsequent notification which will be released in addition to the Final Notification for Land acquisition dt: 29.06.2007. Further, this will not lead to denotification of earlier areas.**

43. Shri. Pradyumna,

He expressed that he had some objections pertaining to the benefits of the projects. It is mentioned in the report that the travel time will be cut down significantly due to the project and reduce the pollution. Current travel time from the longest route to Yelahanka is 1 hr and 45 min. If you want to do any equivalent travel using the proposed alignment it couldn't possibly take anything shorter than that



because that would imply the vehicle speed is 65 kmph and these are average speeds. This first of all would reduce the safety of the road if you have tried crossing NICE Road by foot which is dangerous. This will increase travel distances significantly thereby increasing pollution.

**Compliance:**

**Proposed PRR is designed for 60 Kmph for main road design and 30 Kmph for service road considering local traffic which also includes slow moving traffic and non-motorised traffic and pedestrians thereby reducing pollution levels.**

44. Shri. Amit,

He stated that the road passes through TG Halli catchment area and questioned about the appropriate mitigation steps taken. The ground water is already depleting. As per the reports we are the worst affected area of the world. He questioned regarding the magnitude of the damage that will be caused to the sustainability in terms of water requirements or the project is just designed arbitrarily. He states that he doesn't understand how traffic gains priority than water requirement. He expressed that this project is just for the people who just owns cars.

**Compliance:**

**The proposed alignment passes for about 13.65 km within the TG Halli catchment area where a total of 7,771 trees will be removed. This affects the ground water resources of the region. However, necessary mitigation measures such as plantation of trees in the ratio 1:10, proper management of muck so as to not affect the drainage pattern, construction of farm ponds, check dams and percolation ponds will be made as part of Catchment Area Treatment Plan to minimize the impact on TG Halli catchment area.**

**Peripheral Ring road is proposed to access controlled facility for main road traffic which comprises of trucks, light commercial vehicles, buses, passenger cars and taxis.**

45. Shri. Siddarth, Kadugodi

He enquired about the petronet pipeline passing near Sheegihalli and the precautions taken by the BDA and Government.

**Compliance:**

**Shri. H. R. Shantharajanna, Engineer Member, BDA explained that all the technical details will be discussed with the Petronet department and necessary precautionary measures will be taken as per the guidelines.**

**Discussions in this regard were already initiated with Petronet MHB authorities on 28.05.2020 and 29.05.2020. All the construction activities will be initiated upon obtaining requisite approvals from the requisite Authorities. Further, necessary precautionary measures such as Emergency Preparedness Plan, prohibition of mechanical excavation, blasting in the surrounding**



**area of the pipeline & periodic onsite emergency mock drill will be ensured during construction phase upon necessary consultation and approvals from requisite authority. The details and brief protocol to be followed in case of such incidents are addressed in Section 7.11 of Chapter-7.**

46. Shri. Aravind,

*He stated that the project affected people are all those who are found in the region locally and the people are struggling to utilize their lands either for agriculture or sell it. As per the presentation the alignment passes through the TG Halli catchment area and near Avalahalli forest area. There are peacocks, jackals, black naped hare and so many reptiles in this forest area. BDA has proposed Road Over Bridges, Road Under bridges which is applicable to human. He questioned about the provisions made for the movement of animals because in the NICE Road we encounter so many deaths of leopards. Hence such situations must not occur in this project. Shri. Aravind requested that provisions for animal movements be made as part of the project so that the study area will improve.*

**Compliance:**

**Shri. Shivanand M. Dambal, M/s Environmental Health & Safety Consultants Pvt. Ltd. explained that the necessary forest and wildlife clearances for the project is under progress. During the approval of the clearances, the Forest and Wildlife Department will issue several conditions pertaining to the suggestions made by you and all those conditions will be complied.**

**Animal underpasses are also proposed for the movement of livestock/small and medium sized mammals along with reptiles from one side to the other side of the PRR for grazing or other behavioral activities. The locations animal passes will be decided in consultation with villagers at the time of execution.**

47. Shri. Aakash,

*He stated that the area on either sides of PRR is left for commercial purpose and the people will park their vehicles in the 100 m wide road which will lead to traffic again. He questioned about the plan to prevent this.*

**Compliance:**

**Shri. H. R. Shantharajanna, Engineer Member, BDA explained that the project is proposed for access control and is for true traffic so that the exits and entries will be near the villages or major road crossings wherever it will happen. It is not specifically for commercial developments. Further, necessary parking spaces will be provided alongside the proposed wayside amenities such as bus shelters, rest areas and toll plazas to reduce traffic on main roads. However, the parking space pertaining to the commercial activities along the adjacent lands are to be decided by the respective land owners.**

48. Shri. Venugopal, Sheegehalli



He questioned if we build a house in the green belt what will be the basis of the compensation.

49. Shri. Suresh, Yalahanka

He stated that the Outer Ring Road has been saturated in 20 years and questioned how long will the PRR take to get saturated. He suggested that a circular railway/metro project would be more cost effective, would consume less land and would meet the purpose of the project.

He stated that the PRR intersects the Bellary Road somewhere near Kogilu road and either sides so many buildings have come up including some workshops. He questioned about what is being done about that. In 2007 the PRR notification was released and hence any construction activities are not allowed since the final notification has been done. Apart from that near Airport road and OMR cloverleaf structures are proposed due to increase in traffic in order to avoid signal. Land is separately being acquired and the buildings will be avoided.

**Compliance:**

Keeping in view of the present traffic scenarios with the traffic speed <18 kmph implementation of PRR is highly essential. Construction of PRR would highly reduce the traffic congestion in the upcoming days upon implementation. Proposed PRR is designed for 60 Kmph for main road design and 30 Kmph for service road considering local traffic which also includes slow moving traffic and non-motorised traffic and pedestrians. As per the report, the vehicular traffic may increase three times and the road network may severely congest in the city. Further, it would be beneficial to the commercial vehicles which are not allowed in ORR.

50. Shri. Umashankar, Konappana agrahara

He stated that NICE project involved land acquisition since 20 years and now for PRR land is being acquired. He requested clarity pertaining to the compensation for land acquisition and by whom it will be provided. Road project will be good in developmental aspects.

**Compliance:**

Shri. Shivanand M. Dambal, M/s Environmental Health & Safety Consultants Pvt. Ltd. explained that if the land has been acquired for NICE project the compensation will be provided by them and if it has been acquired for PRR the compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.



51. Shri. Munendra, Kadugodi

He questioned regarding the trees to be felled for the project and the location for compensatory tree plantation activities. He also expressed that Bangalore is known as dust city and dust is seen deposited everywhere and questioned how will this be controlled.

**Compliance:**

**Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. explained that 40,000 to 50,000 trees have been planned to be planted within the Right of Way (RoW). Rest of the trees will be planted upon discussion with KFD by entering a MoU by identifying the area for planting. The trees will be planted in 1:10 ratio. The trees will be planted in and around Bangalore. Further, water sprinkling activities will be done thrice a day during construction phase to avoid deposition of dust on leaves. Maintenance of greenery during operation phase also includes watering activities which would also remove the deposition of dust on trees.**

Shri. Rajesh, Rajajinagar: He stated that people need suburban and metros but the PRR project is for movement of heavy vehicles. The present day a traffic situation terrifies the people increasing the risk of accidents. Due to PRR heavy vehicles and trucks move outside the city which would reduce the traffic conditions within the city. This would enhance the ease of movements for small vehicles and development of cycle paths will be seen.

**Compliance:**

**Positive response.**

52. Mr. Charan, Jalahalli

He stated that he opposes the project due to tree removal but the project is important in terms of development of the city. He requested to compensate the tree removal by planting trees effectively and ensure its maintenance. He also stated that his land is being acquired for the project, as mentioned in the report, his land mainly consists of more than 8000 eucalyptus trees and that there is no use of these trees. Therefore, he requested that these trees be removed and plantation of trees helpful to the local birds and mammals be done so that habitat is created. He also explained that no provision for wildlife crossings and animal passages in NICE Road has been done. The condition of the Road is worst and is frequently being used by ambulances. This is mainly due to the better road connectivity which is helpful in saving lives.

He also stated that the PRR passes through the Jarakabandekaval RF and requested that necessary precautionary measures be taken so as not to harm its biodiversity. In addition to this, the project has been delayed since 15 years and is problematic to the farmers. Therefore, proper compensation as per the norms be provided at the earliest and implement the project.

He also expressed that if BDA Officials and KSPCB officials travel in bus along with him he himself would buy tickets for them only to show the extent of traffic and its problematic conditions.



**Compliance:**

*Plantation of tree species suitable to Agro climatic zone with characteristics such as pollution attenuation, higher growth rate, tolerant to extreme conditions, agro forestry, timber yielding, NTFPs, Fruiting, social and economic values will restore the ecological value. Further, avenue plantation of Air Pollution Tolerant tree species reduces the impacts of air pollution over a period of time.*

*Animal underpasses are also proposed for the movement of livestock/small and medium sized mammals along with reptiles from one side to the other side of the PRR for grazing or other behavioral activities. The locations animal passes will be decided in consultation with villagers at the time of execution. Construction activities in Jarakabandekaval RF will be carried out under the guidance of the KFD upon obtaining requisite clearances and approvals with necessary precautionary measures so as to reduce the impacts on biodiversity. Further, construction activities during night will be strictly prohibited.*

*The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.*

53. Shri. Sunil,

*He enquired about the preliminary notification pertaining to the change in alignment at NICE junction.*

**Compliance:**

*The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.*

54. Shri. Umesh Reddy,

*He questioned about the survey number through which the alignment passes and that it has be published in the newspaper. How long will it take for it to be notified in the papers?*

**Compliance:**

*The survey number wise details through which the alignment passes has been given in the Final Notification dt: 29.06.2007 issued by Government of Karnataka. The same is enclosed as Annexure in the EIA/EMP report.*

55. Mr. Aravind,

*They questioned as to when the answers to the queries/suggestions asked during the meeting and requested to provide any date or mode of publishing the answers. She expressed that all these answers*



has to be answered earlier and not that the construction activities be initiated before the public receives their answers so that all the time spent today will not be wasted.

**Compliance:**

**Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. answered that all the suggestions received by BDA and PCB will be answered all together in another two months before finalizing the EIA report. Shri. Santhosh Kumar T. M. answered that all the answers will be complied before the initiation of construction activities and that it will be published in the PCB website.**

Shri. Aravind: He would like to thank for the time being provided for the project discussion and that the presentation had so many details but the slides were moved fast and we were not able to see it in detail. He asked if the presentation be available for reference.

**Compliance:**

**Shri. Santhosh Kumar T. M. answered that the presentation was the summary of the report available in the KSPCB Website and can be referred. He also informed to send a request for the e-mail eebdaprr@gmail.com so that a copy of the presentation can be sent through e-mail.**

56. Shri. Amarnarayan, Channasandra

He stated that about 1810 acres of land is being acquired and thousands of farmers are dependent on this land for their livelihood. He expressed that the utilization of organic fertilizer has become very less and instead inorganic fertilizers are being used due to the reason that the land will be acquired for construction of road. He requested that a suitable rapid compensation be provided for the farmers at the earliest.

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

57. Shri. Srinivas, Sheegihalli

He stated that he needed clarity pertaining to the survey numbers and change in the alignment near Sheegihalli.

**Compliance:**

This Document is issued Under  
Right to Information Act-2005



**The survey number wise details through which the alignment passes has been given in the Final Notification dt: 29.06.2007 issued by Government of Karnataka. The same is enclosed as Annexure in the EIA/EMP report.**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 In Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

58. Shri. Rajgopal,

*He expressed that the main suspicion that is there on people's mind is that tree density in Bangalore and surrounding area has reduced from 70% to 30%. That means adequate afforestation has not been carried out whenever there is deforestation. The ratio of 1:10 is not implemented. In this particular case, would it be possible to first plant the trees and then everyone would get to know that the greenbelt plan is being implemented and then the construction be initiated.*

**Compliance:**

***Dr. H. R. Shantharajanna, Engineer Member, BDA explained that as everyone knows that about 33,838 trees are being removed and there are 13,00 trees are eucalyptus which are to be removed anyways as per the Government Order. The impact will be on 23,000 trees and in order to compensate the 50,000 trees will be planted in the 5m greenery area on either sides of the road. The existing trees in the greenery area will also be retained. The amount for the same has already be allocated. In addition to this, plantation activities will also be carried out in the area designated by Karnataka Forest Department by entering a MoU with them. There is a program for planting more number of trees.***

59. Shri. Pavan, BMS College student

*He stated that in order to compensate the tree removal green belt development plan has been done. He expressed his concern about the ecological loss in the area due to tree removal. He expressed that we cannot alter the ecology of any region and recreate it anywhere else.*

**Compliance:**

***Shri. C. Siddaramaiah, Senior Environmental Officer, Karnataka State Pollution Control Board explained that in any project the ecological damage will be anticipated and the ecological loss will be compensated in the regions where the green belt will be developed. The ecological loss will be compensated by enhancing the greenery in the region in any alternative suggested by the Karnataka Forest Department.***

***Shri. Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. explained that we will look into how best we can manage the greenery in the region and take suggestions pertaining to it before implementation.***

60. Shri. V Nagesh, Kogilu



He stated that details of compensation has not been discussed yet and asked regarding the finalization of the compensation.

**Compliance:**

**Dr. H. R. Shantharajanna, Engineer Member, BDA explained that the land acquisition process is a complex process and it has been instructed that it be done as part of PPP (Public Private Partnership) for such mega projects. Hence tender will be called for such works.**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**



**COMPLIANCE TO COMMENTS / OBJECTIONS  
RECEIVED IN WRITTEN / E-MAIL TO KSPCB AND  
BDA WITH RESPECT TO THE ENVIRONMENTAL  
PUBLIC HEARING HELD ON 18.08.2020 AND  
VIRTUAL ENVIRONMENTAL PUBLIC HEARING  
HELD ON 23.09.2020**



**ENVIRONMENT RELATED ISSUES**



**COMPLIANCE TO COMMENTS / OBJECTIONS RECEIVED IN WRITTEN / E-MAIL TO KSPCB  
AND BDA (ENVIRONMENT RELATED ISSUES)**

\*\*\*\*\*

1. Praveen Kumar Grandhi
2. Sujata Grandhi
3. Varadarajan Raman, Sowbhagya Apartment, Flat A2, 80 Feet Road, HAL 3rde Stage, Benagloru-560075
4. Sumitra Varadarajan, Sowbhagya Apartment, Flat A2, 80 Feet Road, HAL 3rde Stage, Benagloru-560075
5. Samar Shailendra
6. RA Sridhar
7. Rima Kashyap

**Objection/comments:**

To all concerned citizens and residents of Bengaluru:

We have an opportunity to save over 33,000 trees, forest land, catchment areas, a few lakes and widespread ecological destruction! The Covid pandemic has scientific links to the destruction of the environment and preventing one in the future would demand our utmost sensitivity to any avoidable, large scale destruction. Green cover in Bengaluru is already reduced to less than 3%! You can learn more about the PRR project below;

A) PRR (Peripheral Ring Road) project description: involves such widespread destruction of trees (33,838 in all), direct impact on T G Halli catchment area, with destruction of 9,304 trees, 631 trees falling in Jarakabande RF where forest diversion of 10.12 Ha is proposed, the attendant impact on flora and fauna in the region and likely impact upon 1433 on residential/commercial structures and 18 agricultural lands and assets, 6 lakes along the alignment and 3.5 kms of a critical gas pipeline intersecting the alignment, impacting an estimated 5,00,000 to 10,00,000 population etc. at a cost of Rs. 15,111/- Crores

B) PRR (Project history): the news links below will give you a complete perspective:  
<https://www.deccanherald.com/city/top-bengaluru-not-200-over-33000-trees-to-go-for-peripheral-ring-road-865300.html>

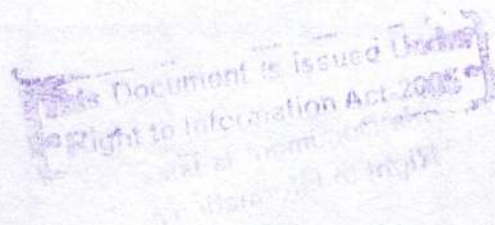
"Based on an erroneous Environment Impact Assessment (EIA) report, the BDA argued for about four years that only 200 trees would be cut for the project. The National Green Tribunal (NGT) rejected the report based on the submission by the Horticulture. When the NGT directed for a fresh EIA, the BDA contested the same in the Supreme Court, (order dt: 9/3/2020) which finally slammed the authority for "hiding significant components of the environment from scrutiny"

<https://www.newindianexpress.com/cities/Bengaluru/2020/aug/01/peripheral-ring-road-project-will-mean-eco-doom-for-bengaluru-study-2177488.html>

"Peripheral Ring Road project will mean eco-doom for Bengaluru: Study"

<https://www.thehindu.com/news/cities/bangalore/peripheral-ring-road-project-will-claim-33838-trees-eia/article32254614.ece>

C) Despite the serious court observations and directives, the BDA has prepared an EIA (Environmental Impact Assessment) in less than 3 months! The Detailed Project Report (DPR) for the project has not yet been made available despite being mandated as per BBMP and Town Planning Acts.





**Compliance:**

**Keeping in view of the Hon'ble NGT Order dt: 18.02.2019 and subsequent Hon'ble Supreme Court Judgement dt: 17.03.2020, A fresh EIA/EMP report has been prepared by conducting fresh baseline data studies from December, 2019 to February, 2020 as per the procedures laid down in the EIA Notification, 2006 and its amendments. The proposed project has been under discussion since 2005 and several reports pertaining to the project has been released for the public reference since then. Hence, publishing the DPR before the Public Consultation is not mandatory.**

D) Objections have been invited from the Public at a hearing in Yelahanka on the 18/8/2020 as also be email addressed to:

The Chairman, KSPCB (e-mail: chairman@kspcb.gov.in); Deputy Commissioner, Bengaluru Urban District (email:dcurban@nic.in) & Commissioner, BDA (COMMISSIONER-BDA@ka.gov.in)

We have studied relevant aspects of the EIA (527 Pages) and have listed observations and objections for your perusal in the draft below. We urge you to examine, derive your conclusions and send your objections by email to the above email ids immediately, since the deadline is close.

We wish to record our objections as follows (as permitted by email):

1) Postpone proposed Public Hearing on 18th Aug 20:

a) Due Covid Pandemic: Currently, both Karnataka and Bengaluru in particular are in the grips of this pandemic, with cases on the rise every day. As per published BBMP Covid Bulletin as on 10/08/2020, total number of cases exceeds 75000+ with 1270+ deaths and all 198 wards have been affected with 194 wards reporting more than 100+ Covid cases. There are severe restrictions on Public Transport with limited service from BMTc and without Metro services. Also, there are restrictions in respect of public gatherings and meetings. Under such circumstances, holding an important Public Consultation meeting, is entirely inappropriate and perhaps even illegal. This will severely restrict public participation.

Therefore we appeal to the KSPCB to postpone the hearing until resumption of Public Transport linked with improvement in the Covid situation.

**Compliance:**

**The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.**

b) Due inadequate Access to the draft EIA document: The Draft EIA document, June 2020 in question bearing No. EHSC/BDA/INFRA-DIV/BLR/2019-20/PRR and the Executive Summary of Draft EIA, June 2020 bearing, document No.: EHSC/BDA/INFRA-DIV/BLR/2019-20/PRR, June 2020. It may be noted that both these documents as on 9th August, 2020 are not easily available on the BDA website and is also not directly or easily accessible on the KSPCB website. Only the Executive Summary is accessible using the Document No. as it appears on the title page as a search



string on Google, under a specific link: [https://kspcb.gov.in/PH/EXEC\\_SUM\\_eng\\_Bengaluru%20Development%202372020.pdf](https://kspcb.gov.in/PH/EXEC_SUM_eng_Bengaluru%20Development%202372020.pdf)

Making these documents available only in person at designated offices and not on the institutional websites of either the KSPCB or the BDA, is in clear violation of the EIA notification 2006. This gives rise to the suspicion that the intent is to hide the document from easy public access. This has also denied the public adequate time to peruse such voluminous documents.

On this point too we appeal to the KSPCB to rectify the public access of the documents and then provide adequate time before any public hearing. Therefore we request for the hearing to be postponed.

**Compliance:**

The Draft EIA/EMP reports has been made available in the KSPCB website as per the provisions of the EIA Notification, 2006 and its subsequent amendments for the public reference. Further, hard copies of the reports along with Executive Summaries in both English and Kannada were made available at 41 places for easy public access. The details are as follows;

1. Office of the Deputy Commissioner, Bengaluru Urban District, Bengaluru
2. Office of the Chief Executive Officer, Zilla Panchayat, Bengaluru
3. Office of the Joint Commissioner, District Industries Centre, Bengaluru
4. Office of the Commissioner, Bruhat Bengaluru Mahanagara Palike (BBMP), Bengaluru
5. Office of the Joint Commissioner, City Municipal Council, Bruhat Bengaluru Mahanagara Palike (BBMP), Yelahanka (Byatarayanapura)
6. Office of the City Municipal Council, Hebbagodi, Bengaluru
7. Office of the City Municipal Council, Madanayakanahalli, Bengaluru
8. Offices of the Tahsildars at Yelahanka Taluk, Bangalore North Taluk and Bangalore East Taluk, Bengaluru
9. BBMP Ward Offices at Kempegowda Ward, Chowdeshwari Ward, Jakkur Ward, Varthur Ward, Hoodi Ward, Kadugodi Ward, Horamavu Ward, Hagaduru Ward & Rajarajeshwari Wards
10. Gram Panchayat Offices at Singanayakanahalli, Shivakote, Kasaghattapura, Chikkabanavara, Aloor, Gantiganahalli, Muthanallur, Doddagubbi, Kannur, Kodathi, Huskur, Shantipura, Avalahalli, Kannamangala, Doddabanahalli, Sheegihalli, Bidaralli Villages
11. Office of the Senior Environmental Officer, KSPCB, Zonal Office, Bengaluru City, Bengaluru.
12. Regional Offices, Karnataka State Pollution Control Board, Sarjapura, Mahadevapura and, Dasarahalli
13. Help desk at Karnataka State Pollution Control Board
14. Office of the Additional Director General of Forests, Ministry of Environment, Forest & Climate Change, Regional Office, Koramangala, Bengaluru
15. Office of the Joint Director General of Forests, Zonal Office, Ministry of Environment, Forest & Climate Change, Regional Office, Koramangala, Bengaluru,

c) Due non-availability of the DPR (Detailed Project Report) for the PRR Project:

As per the Karnataka Town and Country Planning Act and the BBMP Act, the DPR for such projects must be placed for public consultation. This must precede the placement of the EIA for public hearings.



Therefore holding the public hearing on the 18th Aug 2020 could be deemed to be illegal and should be postponed.

**Compliance:**

**The proposed project has been under discussion since 2005 and several reports pertaining to the project has been released for the public reference since then. Hence, publishing the DPR before the Public Consultation is not mandatory.**

2) The Draft EIA document:

a) Timelines:

Fresh application was submitted by BDA to SEIAA for issue of ToRs for the project. The date and detail of this application has not been mentioned.

The project was considered in the 235th SEAC meeting held on 02.12.2019.

ToRs has been issued by SEIAA vide letter No. SEIAA 40 IND 2019 dt: 21.01.2020

The Supreme Court in its judgement dt: 7.03.2020 upheld the orders of the Hon'ble NGT and directed to prepare fresh EIA studies for the project.

Date of appointment of the consultants to prepare the EIA has not been indicated in the EIA report, as is customary and a requirement. Therefore, the scope specified by the BDA also does not become clear.

Study period indicated in the EIA Document: December, 2019 to February, 2020

Signatures of the functional area experts in the EIA ranges from 27/2/2020 (expert on: water samples, quality, impact analysis and mitigation, preparation of the EMP) to 4/5/2020 (expert on: flora and fauna, conducting surveys, impact analysis and mitigation and preparation of EMP etc)

b) PRR project description: involves such widespread destruction of trees (33,838 in all), direct impact on TG Halli catchment area, with destruction of 9304 trees, 631 trees falling in Jarakabande RF where forest diversion of 10.12 Ha is proposed, the attendant impact on flora and fauna in the region and likely impact upon 1433 on residential/commercial structures and 18 agricultural lands and assets, 6 lakes along the alignment and 3.5 kms of a critical gas pipeline intersecting the alignment, impacting an estimated 5,00,000 to 10,00,000 population etc.

c) ToRs issued by SEIAA vide letter No. SEIAA 40 IND 2019 dt: 21.01.2020: There are several inconsistencies in the ToRs issued and the EIA: The ToR does not refer to the project impact in respect of the destruction of trees, flora and fauna, impact on lakes and catchment area etc. The project cost mentioned in the ToR is Rs. 13,685 Cr, whereas the EIA states the cost as Rs 15,111 Cr.

It may be noted that the ToR issued apart from specifying the Standard Terms applicable for Highways, has a few Additional ToR, but nowhere does it refer to a comprehensive ecological study including estimating ecological value of loss of all trees, etc. Therefore it would appear that the ToRs are inadequate taking into account project specific details.

**Compliance:**

**The total cost of the project is Rs 15,111.42 Crores and the administrative approval for the project has been issued vide letter dt: 03.10.2019. The application for ToRs was submitted to SEIAA in November, 2019 during which the proposal of revised project cost of Rs. 13,685 Cr was under scrutiny in Government of Karnataka. Hence, the ToRs mentioned the project**



cost as Rs. 13,685 Cr. However, at present the project cost has been worked out to be Rs 15,111.42 Crores as given in the Draft EIA/EMP report.

The Standard Terms of References issued by MoEF&CC is considered as the guidelines for all the projects which provides a structure as to the topics to be covered in baseline studies and the EIA/EMP report. Further, the EIA/EMP report has been prepared as per the structure of the EIA Report given in the EIA Notification, 2006 and the subsequent amendments which includes all the necessary comprehensive ecological studies. The details pertaining to comprehensive ecological studies are given in Chapter-3 (Section-3.4) , Chapter-4 (Section-4.1.8), Chapter-9 (Section-9.2.5) and Annexure-15.

d) EIA produced at breakneck speed: While the ToR (Terms of References) was issued only on the 21/1/2020, the study period indicates Dec 2019 to Feb 2020. It is not clear how the study period precedes the issuance of the ToR and also how and in what manner could the study be completed in about 3 months time.

From the observations made above, it appears to suggest that there has been an extraordinary haste in preparing such a voluminous EIA (528 Pages) involving several multi-disciplinary issues and multiple experts. Serious doubts arise if the scoping, method and subsequent study and recommendations are therefore adequate.

The BDA and the KSCPCB must explain these events fully for the public to be convinced about the validity and relevance of the EIA.

**Compliance:**

The application for ToRs was submitted to SEIAA, Karnataka in November, 2019 and the baseline data collection was carried out from December 2019 to February 2020 (post monsoon season). As per the MOEF&CC OMs, the data collection can be initiated even before issue of ToRs based on Standard TORs. The study period was considered during post monsoon season which was after the submission of the ToRs application to SEIAA, Karnataka.

3) Study of Alternatives and scenario assessments: it is astonishing that in Chapter 5 of EIA "Analysis of Alternatives" the opening para 5.1 states that no alternatives to the PRR is possible. As per the EIA notification 2006, it is mandated that various scenarios and the alternatives be also studied and presented, to arrive at the best project approach. This involves a detailed business as usual vs other scenarios taking into account long term goals and projections etc., which has not been done in this EIA.

**Compliance:**

The proposed project is a 65.5 km length ring road connecting existing NICE road to make the road network as 'circle' on the other part of Bangalore city. Existing city internal road networks are already crowded with traffic and development on either side of the road and further expansion of these roads are techno-economically and socially not feasible. Hence, any road planning alternative to PRR inside the city (within ORR) is not viable.

However, considering all the sensitive facts such as PRR passing along 6 lakes, MHB Petronet pipelines, forest land, etc necessary mitigation measures and management plan has been proposed to minimize the impact. Further, the alignment along the forest land has been considered based on the minimum diversion of forest land which is 7.91 Ha since the other two alternative alignment traverses on Bommaiahnapalya village and Institute of Ayurveda and Integrative Medicine Health Care Centre respectively.



4) Project justification and data collection:

a) the EIA depends completely on this aspect on the project owner BDA and has no ability to challenge and /or verify key assumptions. Since the DPR is not available in the Public Domain, certain fundamental aspects of the PRR like capacity planning (why 8 lane and 100 metre width etc.) cannot be assessed by the public.

**Compliance:**

**Traffic analysis studies shows that the vehicular traffic may increase three times and the proposed 8 lanes will reach its capacity in the years 2045 (Tumakuru Road to Ballari Road), 2043 (Ballari road to OMR) and 2049 (OMR to Hosur Road) respectively thereby relieving the traffic congestion in the metropolitan region. The project is planned as a requirement for the future of Bangalore city traffic beyond ORR. Hence, PRR has been proposed with eight lanes rather than six lanes. The proposed project has been under discussion since 2005 and several reports pertaining to the project has been released for the public reference since then. Hence, publishing the DPR is not mandatory.**

b) Ambient Air Quality alongside the PRR: The EIA mentions that "Particulate Matter <10 $\mu$ : Out of 12 monitored locations, 4 AAQM stations have recorded the higher average values of Particulate Matter PM 10 as Tumakuru Road (Near Madavara)-76.96  $\mu$ g/m<sup>3</sup>, Ballari Raod (Near Vinayaka Nagar)- 84.78  $\mu$ g/m<sup>3</sup>, Jigani Bommasandra Industrial Area-82.17  $\mu$ g/m<sup>3</sup> and Near Cahnnasandra MAIN Raod -79.91  $\mu$ g/m<sup>3</sup>, respectively. All stated readings are in the range of 77 to 85. Data on the other 12 stations has not been presented.

A case is made for the PRR as a solution to reduce the above pollution levels. It may be noted that as per the KSPCB categorization 51-100 is satisfactory. This conclusion is completely unscientific considering the enormous loss of trees in the region and added traffic going through areas where there is no traffic presently. In fact, clearly, the PRR will significantly accelerate the deterioration of Air Quality all along the alignment and affect a large population.

**Compliance:**

**Details of PM10 results of other stations are discussed in the subsequent paragraphs and the location wise results are presented in detail in tabular column which is given as Annexure-8. The impacts of removing 33,838 trees and added traffic has been detailed in Section 2.22.11 (carbon footprint) of Chapter-2, Section 4.1.1 and 4.2.1 (Anticipated impacts and mitigation measures of Air pollution) of Chapter-4. The removal of trees can be compensated with green belt development to a larger extent.**

5) Linkage of the PRR with the RMP 2031 (Revised Master Plan) and DPR:

As per Karnataka Town Planning Act and provisions of BBMP projects of the nature of PRR cannot be taken up unless already provided for in the RMP. Since the RMP itself is under revision currently, it would be improper and illegal to proceed further on the PRR till such time as the RMP 2031 is formally approved by the GoK.

The Detailed Project Report (DPR) as mandated has also not been made available in the public domain. Public feedback must also be sought on the DPR.

While the EIA makes references to the DPR and DPR consultants, the DPR document itself is not available. It is therefore not clear even when the DPR was prepared.

Therefore presenting the EIA directly appears to be a hurried step, non-complaint with the Acts.



**Compliance:**

**The proposed project has been under discussion since 2005 and several reports including Comprehensive Development Plans (CDP's) pertaining to the project has been released for the public reference since then. Hence, publishing the DPR is not mandatory.**

6) Linkage of PRR with the CMP (Comprehensive Mobility Plan): the BMRCL has recently prepared a CMP for Bengaluru and has received comments and objections from the Public. The GoK itself has approved the formation of the equivalent of a Unified Metropolitan Transport Authority for Bengaluru or UMTA. Therefore the PRR itself must form part of the overall CMP strategy and therefore come under the purview of the UMTA.

It has been recognized that Bengaluru's transport and mobility problems have got compounded due multiple agencies acting and planning independently. Therefore, the UMTA which is also a mandated institution is required to plan and monitor projects such as the PRR. The BDA is not the correct institution in this regard.

**Compliance:**

**PRR is a proposed connectivity of existing NICE corridor and hence all the planning reports/ authorities shall have the provisions of PRR connectivity.**

7) Dedicated Bus lane for BMTC: emphasis on Public Transport and providing dedicated demarcated bus lanes is a stated objective of the GoK and the BBMP. In fact, such dedicated lanes have already been earmarked on stretches of the ORR. However, the PRR does not foresee a dedicated bus lane even while recommending 8 lanes. The EIA refers to BMTC buses using the service road of the PRR. This is completely against the Governments stated objectives.

**Compliance:**

**Utilization of service road by BMTC Buses is for local transportation. However, there are no restrictions for utilization of main roads by Buses.**

8) Tree census of Bengaluru: This has long been pending and has already been undertaken by the BBMP but not completed. Various studies and reports prepared by institutions such as the IISc have raised an alarm at the accelerated pace of reduction in Bengaluru's Green Cover to less than 3% today.

In such a scenario wholesale destruction of trees in large numbers like the PRR Project, needs to be very carefully considered and all attempts must be made alternate solutions that are more ecologically friendly.

**Compliance:**

**Altogether for the entire length of PRR, 33838 trees have been recorded within the 100 m RoW. Out of which, there is a possibility of retaining 5,861 trees within the green space (5 m x 2) within RoW. However, as per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department.**

9) Public Consultation: the EIA itself mentions that Public Hearing will be conducted as per the guidelines of EIA Notification, 2006. Therefore the Public Consultation being held is premature and not in compliance with regulatory requirements.



- EIA notes the impact of removal of 9,304 trees affects the hydrological regime and water quality in the catchment area, as follows;
- Affects the carbon sequestration capacity of trees thereby increasing CO2 levels in the atmosphere leading to global warming.
- Affects the micro-climatic conditions of the region affecting rainfall pattern and water yield in the catchment area.
- Causes change in land cover which affects the monsoon rainfall.
- Increases the temperature of the region leading to urban heat island effect.
- Increase in temperature of water of the streams and water bodies may also be noticed affecting aquatic biota.
- Affects evapo-transpiration thereby altering the moisture content in the atmosphere.

Note: while the listing of the impacts appear reasonable, there is no attempt to quantify any of the impacts.

**Compliance:**

Quantification of carbon sequestration capacity of trees has been presented in Section 2.22.11 (carbon footprint) of Chapter-2. Further, quantification of change in micro-climatic conditions, land cover, urban heat island, temperature of water bodies, evapo-transpiration, etc is practically impossible prior to the project implementation. However, the same will be ensured by conducting separate studies in the later stages.

**Mitigation:**

- Plantation of trees to the number of trees removed in the catchment area in the ratio 1:10 will be carried out in the catchment area.
- (There are some other measures, which I have left out, since none of those pertain the impacts listed above due to removal of trees)

**The immediate questions that arise:**

- How can you plant trees removed (9304) from the catchment area and plant 10 times (or 93000) again in the catchment area?
- In 2020, is environmental science not developed to quantify any of the impacts? Why don't we use some method to compute the ecological value of trees?
- Can the impact of tree destruction, simply be settled with compensatory plantation 1:10? Technically, we could remove every single tree from Bengaluru and plant 10 times elsewhere!
- When would we say No to the PRR (or for that matter any other road/infra project)? Starting from loss of 200 (first estimate) to 16000 and now about 34000 trees. Would we say yes if this number was 50,000 or 75,000 or 1,00,000 instead? (the EIA and the SEIAA can pass any project irrespective with the 1:10 formula).
- Why is Bengaluru's green cover shrinking? Where are the 10 times trees planted for all the projects approved in this manner?
- Why are reports and studies from institutions like IISc in respect of the environment, Bengaluru's green cover etc. not taken cognizance of by the GoK?

**Compliance:**

Plantation of trees will be done along the lakes and other areas suggested by the Karnataka Forest Department within the catchment area and the details are given in Section 9.2.4 of the EIA/EMP report.



*Plantation activities in the ratio of 1:10 is just a mitigation measure in order to compensate the impact caused due to the implementation of PRR. Only mitigation measures and management plans can be implemented for any such developmental projects. No impacts can practically be settled as such. However, successful implementation of management plans will provide astonishing results which would balance the impacts caused due to the project. In addition to this, separate studies pertaining to assessment of ecological values of trees will be ensured in the later studies.*

*Further, the plantation of trees in the ratio 1:10 will be ensured upon implementation during six monthly compliance studies which would be submitted directly to MoEF&CC.*

10) Our conclusion:

*In light of all the above, we reject the EIA in its present form, in the absence of the DPR and on the grounds that the EIA is not scientific, complete or adequate and the right processes as mandated under various Acts and provisions have not been complied with.*

#### **Compliance:**

*The fresh EIA/EMP report has been prepared considering all the scientific aspects and legislative aspects as per the Hon'ble NGT Order and Supreme Court Judgement. The present EIA/EMP report covers all the sensitive aspects overlooked in the previous reports such as lakes, tree removal, MHB Petronet pipeline, T G Halli catchment area, forest diversion, etc so as to disclose all the details to the public prior to its implementation.*

8. Yamini Srikanth, Student of Azim Premji University, Hosahalli
9. Amulya Hosur
10. Mahima Srikanth
11. Nitya

#### **Objection/comments**

*The proposed plan for the construction of eight lane peripheral ring road of Bengaluru connecting Tumkur Road to Hosur has some glaring oversights which need to be addressed. A few of the most important points have been highlighted below;*

1. *The proposed route, if it has to be implemented, will affect the surrounding environment. For example, cutting down of around 34000 trees will be needed along with the disturbance caused in the Puttenahalli bird sanctuary. 9304 trees are in the TG Halli catchment area which will affect Bengaluru's already strained water supply adversely. That only 10.21 Ha to be diverted from the Jarakabande state forest disregards the impact that the construction and usage of the road will have on the rest of the forest. We propose that the route be re-mapped so the it avoids these critically ecologically sensitive areas. In addition, the compensatory afforestation proposal undervalues the carbon absorption capacity of heritage trees, whether these trees are common or not.*
2. *Moreover, it doesn't seem to promise alleviation of traffic as some of the previous projects, such as have failed to do so. It would be much more economically advantageous to develop the already existing train lines along this route, and increasing the frequency of trains will achieve the same purpose. Implementation of this system for a period and evaluation of its efficacy can inform the BDA of the necessity of this project.*
3. *The plan fails to consider how the road will economically benefits the people within the survey area-alternative sources of income need to be offered in addition to compensation, given that 26.15% of the survey area is agricultural land, and a loss of these also results in*



- a loss of livelihood. Compensation may provide temporary economic benefit but is not a long-term solution to those who will lose their agricultural land.
4. The pandemic situation makes it challenging to safely conduct surveys and social Impact Assessments. The project cannot be given a go-head without accurately understanding the potential consequences.

In a nutshell, it would be great economic and ecological good to divert the route of eight lane peripheral ring road so that it causes minimum environmental damage along with compensatory afforestation and rehabilitation. Also, development of railway infrastructure in the area can be done to achieve the same purpose at a significantly lower cost.

**Compliance:**

As per the detailed survey within the 100 m RoW, a total of 107 trees species (n=33,838) were recorded. However, as per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department.

Puttenahalli Lake Bird Conservation Reserve is located at a distance of 1.49 km from the proposed PRR alignment and no such construction activities are proposed near the Conservation Reserve. However, necessary precautionary measures such as avoiding construction activities during early mornings and late evenings and proper muck management to avoid deposition of dust will be adopted to minimize its impact. Further, the Conservation Reserve is located near the existing Doddaballapur Road in an urban landscape where the birds have already adapted to the existing environmental conditions.

The proposed alignment passes for about 13.65 km within the TG Halli catchment area where a total of 9,304 trees were recorded within 100 m RoW. Of which, 1,533 trees will be retained within the proposed green space of width 5m x 2. Therefore, a total of 7,771 trees will be removed within the TG Halli catchment area. However, necessary mitigation measures such as plantation of trees in the ratio 1:10, proper management of muck so as to not affect the drainage pattern, construction of farm ponds, check dams and percolation ponds will be made as part of Catchment Area Treatment Plan to minimize the impact on TG Halli catchment area.

Upon detailed studies the forest land proposed to be diverted is 7.91 Ha. This is considered upon studying several alternatives and the alignment having the lowest forest land diversion has been considered.

Further, Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval.

The details pertaining to comprehensive ecological studies including the carbon absorption capacity of all the trees within the RoW and its RET status are given in Chapter-3 (Section-3.4), Chapter-4 (Section-4.1.8), Chapter-9 (Section-9.2.5) and Annexure-15.

Presently, Bangalore is home for more than 11 Million people with more than 100 Lakh trips/ day. Presently, the city operates 6000 BMTC buses which are expected to increase to 15000 by 2031. The journey speed has reduced to 11 Kmph in 2015 from 18 Kmph in 2008 and this may further reduce due to increase in traffic. As per the report, the vehicular



traffic may increase three times and the road network may severely congest in the city. Further, it would be beneficial to the commercial vehicles which are not allowed in ORR.

The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.

12. Vijaykumar DV, Sr, Citizen, Mob: 9448190159

13. Sharanda M P, Sr. Citizen

**Objection/comments:**

A) Response to Draft EIA for PRR

Estimated value of trees in terms of Rs. Over a 50 year life cycle-Source Green Earth Appeal

Year	Value of a tree over 50 year life cycle US \$	Average Conversion to IR Rs.	Value of a tree over 50 year Life Cycle Lakh Rs.	Value of a tree over 50 year Life Cycle Crore Rs.	Trees to be felled for PRR No.	Value of a total tree loss over 50 year life cycle for PRR Crore Rs.
2012	6,99,700	52.5	367.34	3.67	33,838	1,24,185

Source: <https://greeneearthappeal.org/what-is-the-value-of-a-tree/>

This value will be huge at present-August 2020.

This is just illustrate the importance or high value of our trees.

It is not carbon sequestration capacity or timber value, it is much more as per the above illustration.

Request you to consider my response.

During 50 years of growth Original (1979) revised (2011-12) production of oxygen \$31,250 \$ 10,500 conversion to animal flesh and bone \$3,000 \$3,000 Controlling of soil erosion and soil fertility \$31,250 \$10,000 recycling if water and controlling humidity and air temperature \$37,500 \$154.560 sheltering of birds, squirrels & insects \$31,250 \$ 129,700 removal of SPM. CO2, SO2 from air \$62,0000 \$402,500 Grand Total \$196,250 \$710,260

A peepal tree which grows luxuriantly with an average weight of 6 tonnes in India and South-East-Asia has been chosen as an icon and its various environmental benefits.

Received during its 50 years of growth have been valued at rupees three crores fifty four lakhs in this revision work.

This estimation is also applicable to other tree species with identical tonnage.

As in the original paper (and its versions), the value of timber has been omitted in this calculation.

Activities	Value of a tree over 50 year life cycle US \$	Value of a tree over 50 year Life Cycle US \$
Year	2011-12	1979
1. Production of Oxygen	10500	31250
2. Conversion of animal flesh and bone	3000	3000
3. Controlling of soil erosion and fertility	10000	31250



Activities	Value of a tree over 50 year life cycle US \$	Value of a tree over 50 year Life Cycle US \$
Year	2011-12	1979
4. Recycling of water and controlling humidity	154500	37500
5. Sheltering of birch, squirrels and insects	129700	31250
6. Removal of SPM, CO2, SO2 from air	402500	62000
Total	699700	196250

B) In accordance with notification dated 13<sup>th</sup> July 2020 calling for a public hearing and/or public consultation, I am attaching herewith my view/suggestions for your kind consideration.

1. The timing of notification is not correct as we are going through a medical emergency and Disaster Management Rules are in force.
2. Public are not able to voice their views freely as they are under tremendous stress. Majority of the affected people cannot attend public hearing due to pandemic and they have no recourse to Email or other alternatives. Therefore, any decision taken in such public hearing is mala fide and grave injustice to stake holders.
3. Due to situation mentioned at Sr. no.1 and 2, the exercise of public consultations of the Draft EIA should be postponed till normalcy is restored from the current pandemic/medical emergency.
4. We are already having an IRR (29 Km) and ORR (65 km), besides NICE Corridor. The purpose of peripheral ring road as per the draft is to fulfil the existing and growing traffic, besides relieving traffic congestion in metropolitan region. This requirement was based on study made during December 2019 and Feb 2020. Now, this purpose is already served without PRR by the situation, arising out of COVID 19 pandemic, particularly "work from home". Hence PRR is no more required for the purpose sought.
5. The other normal is also reduced considerably. Existing network of roads are therefore adequate for existing and future traffic. ORR can continue to serve as a bypass for outstation/long distance vehicle as traffic is drastically reduced on ORR, post COVID
6. Quick access to BIAL from various parts of city is another reason for PRR. Now, with reduced traffic due to COVID-19 and development of other roads, Metro network, suburban railway, the existing road network is adequate for quick access to BIAL and hence a new 100-meter PRR is not at all required.
7. Connecting new urban nodes, which is another purpose of PRR can be served by smaller roads of about 60 to 80 ft. In the absence of PRR. Radial and arterial roads can also be connected through similar narrower roads without PRR.
8. The economic activities like commercial ventures, infrastructure development, IT, etc. will certainly improve consequent to development of PRR is the contention of project proponents, which is to some extent true. It will also encourage unplanned and haphazard development (?) going by the experience. Unfortunately, we have already exceeded the carrying capacity of our city and we should put a stop to more and more economic activities in our city and shift the same to other cities for equitable development. Therefore, PRR is not at all required in the name of increasing economic activities, when Govt is planning to start new commerce and economic activities in smaller cities.
9. Our Government is shifting infrastructure to other cities of our state. Govt. has also offered 25% subsidy to industries located in Tier 2 and 3 cities, besides other sops. Many industries are expected to come up in our other cities, thanks to favorable support from Govt. Government has also started shifting many departments to other cities. Shifting of



- Industries, commerce and govt department to other cities will result in lesser traffic thereby negating the requirement of PRR.
10. Our Govt has already adopted a policy of e-governance and/or paperless offices through which most of the administrative work is done online. This e-governance has resulted in little/ no physical movement of personnel/records thereby drastically reducing commuting/traffic. Therefore, existing, road network with good maintenance can take care of this reduced traffic and no PRR is required.
  11. The draft EIA says in the introduction "Land is a limited resource having competing demands. Industrialization and urbanization has resulted in accelerated land degradation. Bangalore city is popularly known as 'the garden city' of India is experiencing rapid urban growth....." This has led to "urban sprawl"- an outgrowth of urban areas caused by uncontrolled, uncoordinated, and unplanned growth. Therefore, we should make every effort to reduce/stop unplanned urban sprawl. This can only be achieved by not building more roads in the periphery/in the city, as PRR or other. We should allow the rural areas to remain intact without any so called "development". Let those rural community live in peace!
  12. Now, coming to Garden city, is it not our duty to protect the "Label" for our future generation? If, yes, we should STOP or FREEZE further concretization/asphalting in the name of 'development' and instead develop more gardens, forest, mini forest, green canopy, and landscaped open spaces to bring back, old charm.
  13. At many places, the draft EIA mentions about overexploitation of natural resource like surface water and ground water by our city. Our surface water is polluted- lakes are polluted and silted, rivers and nallahs are turned to sewage lines. Ground water is exhausted and whenever small quantity is available, it is also polluted with harmful chemicals, pesticides, fertilizer etc., making it nonportable. PRR will further aggravate this situation by reducing in seepage of rainwater-through trees (loss of 33838 trees), through ground (733 hectares). Water is a precious resource. We should make every effort to improve/rejuvenate nearby source, both surface and ground, not destroy them, as we have done in the city, by mindless 'development'. The PRR will and the new development (?) along PRR will deplete fresh water resource in the area, while demanding more water, further aggravating the water crisis in the city.
  14. The pollution and scarcity of water in our city is profoundly serious. We have exhausted/ pollution all nearby drinking water sources. We should stop further degradation of thippagondanahalli reservoir, other water bodies and catchment areas, by increasing tree cover and open areas, reduce built up space and other means.
  15. A report by Dr. T V Ramachandra-Professor, Indian Institute of science "Green spaces in the urban landscape include public and private lands (parks, streets, backyards)" consisting of trees, shrubs and, herbs etc. COP21- recently concluded United Nations climate conference at Paris acknowledges the need to limit warming to well below 2° C (3.6 F) above pre-industrial levels and the need to try to limit the temperature increase to 1.5° C through carbon neutrality and de-carbonisation mechanism to avoid the worst climate impacts. World Health Organization stipulates minimum green space of 9.5 m/person considering the services (oxygen, moderation of micro climate) and goods in the urban environment. Estimates indicate that about 6 kg of carbon is sequestered by a tree annually. Per capita respiratory carbon ranges from 192 to 328 kg/year depending on physiology of humans (525-900 gms/day/person depending on the age and physiology). Land use analysis show that the spatial extent of tree vegetation in Bangalore is 100.02 km. (14.08%) and total



number of trees in Bangalore is about 1478412 trees. Computation of trees per person show that Bangalore has one tree for every 7 persons, which highlights of crossing the threshold of urbanization. Overall improvements in human well-being in urban areas necessitate at least 33% green space that ensures at least 1.15 trees/person."

Our city crossing the threshold of urbanization is accepted by draft EIA and there is no iota of doubt. The IISc report was made in 2014 and tree cover is further reduced, thereafter. We have lost more than 90% of green canopy while population is increased to 1.3 crore, further reducing no. of trees per person- about 0.10 or ten persons sharing one tree. Concrete/ asphalt structure do not give us oxygen to breathe, it is only trees who can absorb CO<sub>2</sub> and other harmful gases and provide oxygen. Therefore, we should increase the green canopy, plant more trees, and completely stop cutting of existing trees in and around Bengaluru. Even at one tree per person we need about 130 lakh crore trees while we have less than 13 lakh tree- just 10% of our requirement.

16. Our Air is already polluted at many locations in the city, although it shows little improvement in recent months due to restrictions for COVID 19. Of late pulmonary disease caused due to air pollution is extremely high in Bengaluru. Therefore, we should not build more roads or PRR, which will increase the traffic and industries thereby further polluting air while taking away natural mechanism of air purification by trees.
17. A total of 5.52 lakh tonnes of carbon dioxide is estimated to be released into the atmosphere during construction, operation, and maintenance phases of the proposed PRR project. Further, a total of 33838 trees with the carbon sequestration capacity of 3468.97 tonnes of CO<sub>2</sub> are proposed to be removed from the project. This situation is highly dangerous to already polluted and overcrowded (population 1.3 crore) metropolis. We are already experiencing heat islands, high temperature, depletion of ground water, precious soil erosion, loss of habitat for fauna and flora, besides millions of microorganisms. The eco system is seriously affected, irreparably. Instead of reviving/reclaiming our almost dying city from ecological disaster, the Garden city without trees is being led to desertification by the addition of PRR.
18. "Share the Road programme" supports governments and other stakeholders in developing countries to move away from prioritizing the car-driving minority, towards investing in infrastructure for the majority: those who walk and cycle (UNEP-United Nations Environment Programme)

The National Urban Transport Policy (Ministry of Urban Development) has amongst its objectives- Bringing about a more equitable allocation of road space with people, rather than vehicles, as its main focus, encourage greater use of public transport and non-motorized modes by offering central financial assistance for this purpose.

In our Bengaluru existence of pedestrian facility is an exception rather than rule. Provision of safe pedestrian facility and cycling infrastructure in the metropolitan region will lead to reduction in traffic to an extent of about 20 % to 30% besides reducing air pollution. Reducing traffic in the metropolitan region is one of the aims of PRR which can be achieved by pedestrian and cycling infrastructure.

19. Compensatory afforestation has remained only on paper. Location/ locations of compensatory afforestation is not indicated. 10 sapling cannot compensate one fully grown tree with extremely poor survival rate. Moreover, where is space available for compensatory afforestation? The project proponent should provide proof of having done



*seriously as indicated in other such project reports/ EIAs, our city would have been home to at least 130 lakhs by now, not just about 13 lakh.*

*20. The importance of trees is not dealt in detail besides carbon sequestration capacity. Following benefits are listed and hence we should not sacrifice them*

#### Social Benefits

- *Tree make life nicer. It has been shown that spending time among trees and green spaces reduces the amount of stress that we carry around with us in our daily lives.*
- *Hospital patients have been shown to recover from surgery more quickly when their hospital room offered a view of trees,*
- *Children have been shown to retain more of the information taught in schools if they spend some of their time outdoors in green spaces.*
- *Trees are often planted as living memorials or reminders of loved ones or to commemorate significant events in our lives.*

#### Communal Benefits

- *Even though you may own the trees on your property your neighbors may benefit from them as well.*
- *Through careful planning trees can be an asset to your entire community.*
- *Tree lined streets have a traffic calming effect, traffic moves more slowly and safely.*
- *Trees can be placed to screen unwanted views or noise from busy highways.*
- *Trees can complement the architecture or design of buildings or entire neighborhoods.*

#### Environmental Benefits

- *Trees offer many environmental benefits.*
- *Trees reduce the urban heat island effect through evaporative cooling and reducing the amount of sunlight that reaches parking lots and buildings. This is especially true in areas with large impervious surfaces, such as parking lots of stores and industrial complexes.*
- *Trees improve our air quality by filtering harmful dust and pollutants such as ozone, carbon monoxide, and sulfur dioxide from the air we breathe.*
- *Trees give off oxygen that we need to breathe.*
- *Trees reduce the amount of storm water runoff, which reduces erosion and pollution in our waterways and may reduce the effects of flooding.*
- *Many species of wildlife depend on trees for habitat. Trees provide food, protection, and homes for many birds and mammals.*

#### Economic Benefits

- *Well placed trees can reduce your cooling costs in the summer by shading the south and west sides of your home. If deciduous trees are used, they will allow the sun to pass through and warm your home in the winter.*
- *Evergreen trees on the north side of your home and shrubs around the foundation of your home can act as a windbreak to reduce the cooling effects of winter winds.*
- *The value of a well landscaped home with mature healthy trees can be as much as 100% higher than a similar home with no or little landscaping. (Topping will reduce the value of your trees)*
- *Some indirect economic benefits of trees are that if we reduce the energy we use then utility companies will have less demand placed on the infrastructure, thus reducing costs which can be passed on to the consumer.*
- *Now, coming to Garden city, is it not our duty to protect the "Label" for our future generations? If, yes, we should STOP or FREEZE further concretization/asphalting in the name*



of 'development' and instead develop more gardens, forest, mini forest, green canopy, and landscaped open spaces to bring back the old charm.

**Compliance:**

*The estimated value of tree details will be considered while carrying out detailed studies in the later stages.*

*The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.*

*Considering the pandemic situation, a Virtual Public Hearing was also conducted on 23.09.2020 through Zoom platform, so that the public can participate in the meeting and give their submissions from their homes. The proposed PRR project is entirely in Bengaluru Urban District and the population are very familiar with smartphones, internet connections, data usage and online technology. The virtual Environmental Public Hearing was successfully conducted with more than 170 participants.*

*The work from home situation during the pandemic is not a permanent situation and the traffic may not be as usual at present. However, over a period of time when the regular work resumes the same issues with traffic will be faced. Therefore, the proposed PRR project has been planned keeping in view of the future developments in the upcoming decades. Further, PRR would be beneficial to the commercial vehicles which are not allowed in ORR in the future.*

*Bangalore in spite of being an IT & BT Hub, there are several facing unemployment issues. BDA is also a Government undertaking agency which aims at enhancing the economic activities such as commercial ventures, infrastructure development, IT, etc. Therefore, PRR plays a significant role by enhancing economic activities and providing employment opportunities to several.*

*Successful implementation of plantation activities in the ratio 1:10 will provide astonishing results which would balance the impacts caused due to the project and this will be ensured upon implementation during six monthly compliance studies which would be submitted directly to MoEF&CC. In addition to this, setting up an example by utilizing updated technology in transplantation activities would help retaining the trees of ecological significances thereby, bringing to everyone's notice that developmental activities and ecological aspects can be upheld simultaneously with a positive outcome.*

*Several measures such as construction of flyovers over lakes, building of check dams, plantation of trees in the ratio 1:10, proper management of muck so as to not affect the drainage pattern, construction of farm ponds, check dams and percolation ponds, rejuvenation of lakes, etc has been proposed in order to conserve the water resources which would eventually enhance the ground water table of TG Halli Catchment area and the surrounding region.*



*Plantation of tree species suitable to Agro climatic zone with characteristics such as pollution attenuation, higher growth rate, tolerant to extreme conditions, agro forestry, timber yielding, NTFPs, Fruiting, social and economic values will restore the ecological value. Further, avenue plantation of Air Pollution Tolerant tree species reduces the impacts of air pollution over a period of time.*

*To compensate the forest diversion, 14.60 ha (36.10 acres) of Compensatory Afforestation land has been identified in Sy. No 156 of Mantapa Village, Jigani Hobli, Anekal Taluk, Bangalore Urban District which is adjacent to Bannerghatta National Park and found suitable for compensatory afforestation and management point of view. As per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department.*

*Out of 33,838 trees, about 13,052 trees belong to Eucalyptus spp. which are considered to be responsible for ground water depletion in the region. Hence, as per the Government Order dt:25.02.2017 these trees have to be removed. Further, there is a possibility of retaining 5,861 trees within the green space (5 m x 2) within RoW. Further, trees with basal girth size <100 cm with good survival capacity will be transplanted based on their age and ecological significance. Therefore, a continual effort is being made to reduce the impact of PRR on trees.*

14. Riyyah & Sum Advocates, NO. 17, Dispensary Road, Bangalore 560001

**Objection/comments:**

**OBJECTIONS TO MEETING PROPOSED ON 18.08.2020**

*The Central Government has issued guidelines on 29.07.2020 and under the same the proposed public meeting cannot be held as senior citizens and other public are advised to stay at home and moreover, there will be not proper social distancing endangering the lives of many who wish to attend.*

*Also, this matter concerns not only land owners but public like us who are concerned about the environment of our city. It should be held in a central area where all areas of Bangalore city will be represented. Even the premises of BDA will be okay and not a remote area of a village where it is organized.*

**IMPACT OF PRR ON THE ENVIRONMENT OF BANGALORE.**

*We are concerned about the impact on the environment, in the event of the proposed peripheral ring being made.*

*It was earlier estimated that about 33,000/- trees were to be killed but now it is learnt that a number of villages were left out of the surveys, so that the actual number of trees is going to be about 50,000 trees.*

*These trees about to be killed belong to a wide variety of species and have gradually survived and grown between 30 to 50 years (some of them are about 80 years old). It is impossible for this to be replaced as it will take another 30 to 50 years.*

*New trees proposed to be planted, will be of variety that may be more parasitical than salutary to the improvement of environment.*



*For instance, most of the existing trees are fruits bearing or otherwise useful and shed their leafs once in two to three years, whereas these fast growth trees shed leafs the whole year through creating excessive debris on the roads and then decomposition spoils the environment more than the composite it generated. Decomposition as you know produces harmful products including methane gases.*

**ALTERNATIVELY:**

*The only conceivable purpose of the PRR is to decongest traffic by bypassing it, IS IT REALLY NESCESSARY TO HAVE SUCH A WIDE ROAD?*

*90 percent of the traffic will definitely enter Bangalore as a stopover and to unload their goods, such a wide PRR is not necessary.*

*WOULD NOT A 60 METER ROAD, BEEN SUFFICIENT.*

*A 60 meter road would be easier to construct and impact the environment would be less than 40 percent of a wider road.*

*Fly overs at all junctions will be less in length and cost of construction.*

*A 100 meter road will impact the environment in many ways including the damage to flora and fauna and its impact on lakes, course of flow of rain water and bring down the water level in some areas and flood the other areas at the time of heavy rain and a narrower road is easier to manage these problems.*

*We request that entire project be dropped or at least reduced to 60 meters so that it impact on the environment is less.*

**Compliance:**

*The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.*

*Further, the Environmental Public Hearing for the proposed project was held at Nityotsava Marriage and Convention Centre, Singanayakanahalli, Doddaballapura Road, Near Avalahalli Village, Yelahanka Taluk, Bengaluru which is at a distance of 2.35 km from the proposed project alignment which is well within the city.*

*Subsequently, keeping in view of the present COVID-19 pandemic situation, a Virtual Environmental Public Hearing was conducted on 23.09.2020 to obtain the views of the public. Further, the comments/suggestions/objections were submitted by the public from July, 2020 to November, 2020 to the Karnataka State Pollution Control Board and Bangalore Development Authority Office through oral/written submissions or e-mail. The Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.*

*The tree enumeration has been carried out in the proposed PRR alignment as per the Final Notification dt: 29.06.2007 issued by Government of Karnataka. Out of 33,838 trees, there is a possibility of retaining 5,861 trees within the green space (5 m x 2) within RoW. Further,*



*trees with basal girth size <100 cm with good survival capacity will be transplanted based on their age and ecological significance. Further, tree species suitable to Agro climatic zone with characteristics such as pollution attenuation, higher growth rate, tolerant to extreme conditions, agro forestry, timber yielding, NTFPs, Fruiting, social and economic values will be selected for green belt development.*

*Traffic analysis studies shows that the vehicular traffic may increase three times and the proposed PRR with 100 m RoW will reach its capacity in the years 2045 (Tumakuru Road to Ballari Road), 2043 (Ballari road to OMR) and 2049 (OMR to Hosur Road) respectively thereby relieving the traffic congestion in the metropolitan region. The project is planned as a requirement for the future of Bangalore city traffic beyond ORR.*

15. Chitra Chengappa, Accounts Executive, People for animals, Mob: 9741463232  
16. Colonel Dr. Navaz Shariff, Ex-DIG of Police, MVSc (Veterinary Medicine), NHEHMS (IVRI), Chief Veterinarian and General Manager People for Animals, Bangalore. Mob:9741783232

**Objections/comments:**

*I am writing to you from Pfa Wildlife Rescue and Conservation Centre, Bangalore. I write to you today on behalf of our organization to express our strong opposition to the Peripheral Ring Road Project where 33,0000 trees are likely to be felled. As you might be aware, every tree is home to several species of wildlife and the habitat of innumerable species will be destroyed if the project proceeds as planned.*

*With over 2 decades of efforts in saving the wildlife of the city, we have experiences the impact of urbanization has had on the city's wildlife. With habitat conservation being one of our biggest challenges today, we request an alternative approach to the PRR project that does not jeopardize the city's ecology.*

*We feel that urbanization and wildlife conservation should be a balanced affair.*

**Compliance:**

*The PRR alignment is located at a distance of 7.90 km from the boundary of Bannerghatta National Park. The construction activities are carried out well away from the National Park. Further, the area surrounding the National Park is an urban landscape with concrete structures and no wildlife corridors are located along PRR alignment which affects the wildlife. However, necessary mitigation measures such as avoiding construction activities during time, proper muck management and water sprinkling activities will be ensured so as not to disturb the wildlife of Bannerghatta National Park.*

17. Pratik Ghosh

**Objections/comments:**

*I am writing this letter to you in support of Peripheral Ring Road, and we understand that some anti development lobby is writing to you to scrap old EIA, and thereby delaying the process and project beyond limit.*

*Please stop paying heed to anti developmental group and have strong legal opinion to go ahead with the project. If you need citizen support in favour of PRR, Please let us know and we will gather support from different groups.*

**Compliance:**

**Positive response**



18. Sri S.K. Vijaykumar, 852, Cinema Road, Doddaballapur-561203, Bangalore Rural District

**Objections/comments:**

Please note that paper publication was issued in Deccan Herald on 17.07.2020 w.r.t the above referred subject project. Efforts were made to obtain the available documents related to the project from the website of concerned departments. Please find herein my Objections to the said proposed project submitted in person at the public hearing venue which may kindly be acknowledged.

**BEFORE DISPOSAL OF C.A.No.2566/2019**

- 1) The project proponent has wrongly applied the proposed project on 12.11.2019 under "APPENDIX I (see Paragraph-6) Category 'B'" whereas admits in the said application that there is a Court order to consider the said project under Category 'A' thereby completely misleading the Regulatory Authority in framing the Terms of Reference (ToR) for the proposed project.
- 2) The project is appraised by SEIAA-Karnataka, which is a Non-Jurisdictional Authority, since as admitted by the project proponent in their application that there is Court order to consider the project under Category 'A'. In that case, all category 'A' projects shall be appraised at the Central level viz., MoEF&CC, New Delhi as per EIA Notification 2006.

**Compliance:**

The application for obtaining ToRs was submitted on 13.11.2019 during which the said Supreme Court case (C.A.No.2566/2019) was still under scrutiny. However, as per the directions of Hon'ble NGT and without prejudice to the orders of the Hon'ble Supreme Court, fresh application was submitted to SEIAA for issue of ToRs for the project. Further, as per Clause J. 83 (IV &V) of the Supreme Court Judgement dt:17.03.2020, it was directed that the proponent submit the application to SEIAA/SEAC and obtain necessary clearances prior to the consideration for issue of Environmental Clearance.

- 3) The project proponent has falsely mentioned in the application that the project does not attract the General Condition, whereas in the same application and PFR admits that the project falls under S.No. 7(f) Highways in the schedule as per EIA Notification 2006 thereby taking a contradicting stand/ decision. As per the EIA Notification against the S.No.7(f) Highways under column (5) mentions that General Condition shall apply which material fact is completely suppressed by the project proponent.

**Compliance:**

The Hon'ble Supreme Court pronounced its judgment on 17.03.2020, wherein it was clarified that the project is qualified to be an 'expressway' and directed to obtain the EC as per Schedule 7(f) of the EIA Notification, 2006 and its amendments. The Hon'ble Supreme Court also directed SEAC and SEIAA to appraise the project in accordance with the Notification.

- 4) The General Condition mentions, - "Any project or activity specified in Category 'B' will be treated as category 'A', if located in whole or in part within 5km from the boundary of: (i) Protected areas notified under the Wildlife (Protection) Act, 1972 (53 of 1972); (ii) Critically polluted areas as identified by the Central Pollution Control Board constituted under the Water (Prevention and Control of Pollution) Act, 1974 (6 of 1974) from time to time; (iii) Eco-sensitive areas as notified under sub-section (2) of Section 3 of the Environment (Protection) Act, 1986, and (iv) inter-state boundaries and international boundaries and hence even if the proposed project is Category 'B' the same shall be treated as category 'A' as per EIA Notification 2006.



**Compliance:**

As per the Hon'ble Supreme Court directions dt: 17.03.2020, the project qualifies under 7(f) of the EIA Notification, 2006 and its amendments and hence, 'General Conditions' are also applicable. Peenya Industrial Area and Jigani-Bommasandra Industrial Area which are notified as severely polluted area and critically polluted areas by CPCB are located at a distance of 3.4 Km and 4 km respectively from the proposed project alignment. Further, Puttenahalli Bird Conservation Reserve notified under the Wildlife (Protection) Act, 1972 is located at a distance of 1.49 Km from the project alignment.

- 5) The project proponent admits in the application and Pre-feasibility Report (PFR) that,
  - a. Jarkabandekaval Reserve Forest is a declared Forest Area and the proposed project passes through 1.50 Ha Forest area.
  - b. Bannerghatta National Park is a declared Eco-sensitive Zone and is at a distance of 7.90 km from the proposed project.
  - c. Puttenahalli Bird Conservation Reserve is at a distance of 1.43 km from the proposed project.
  - d. Jigani-Bommaandra Industrial Area is a 'critically polluted area' and is at a distance of 4 km from the proposed project.
  - e. Tippagondanahallu Reservoir Catchment Area is a declared Eco-sensitive Area and the proposed project location Toposheet No's 57G/12 & 57 H/9 are part of it.
  - f. The interstate boundary of Tamilnadu State is situated at a distance of 8.27 km from the proposed project.
- 6) Hence, for the above referred points 5a, 5c, 5d and 5e even though the proposed project is Category 'B' project shall be considered as category 'A' project since the General Condition applies to the same. The project proponent has completely suppressed this material fact and made false submissions to get the ToR for the proposed project from a Non-Jurisdictional Authority.

**Compliance:**

The proposed PRR project involves diversion of 7.91 Ha of forest land in Sy. No. 59 belonging to Jarakabandekaval RF and attracts the provisions of the Forest (Conservation) Act, 1980. Hence, application for diversion of forest land was submitted on 08.06.2020 in MOEF&CC online portal. Further, Jarakabandekaval RF does not fall under the category of Protected Areas.

Puttenahalli Bird Conservation Reserve is located at a distance of 1.49 km from the proposed PRR alignment. However, ESZ guidelines are not applicable for the Conservation Reserves.

Further, a clarification regarding the categorization of the proposed project was submitted to MoEF&CC on 07.09.2020 and upon detailed discussions with the Director & Member Secretary, Expert Appraisal Committee (EAC), MoEF&CC it was informed that the Judgement of the Hon'ble Supreme Court stands viable.

- 7) The project proponent has admitted and submitted that the Pre-Feasibility Report (PFR), draft ToR and Application is submitted to SEIAA, Karnataka through accredited sector specific consultant M/s. Environmental Health and Safety Consultants Pvt. Ltd., Bangalore during his pendency before the Hon'ble Supreme Court of India in C.A.No. 2566/2019 dt 17.03.2020 for obtaining EC without prejudice to outcome of the same. The proposed project is considered by SEIAA/SEAC and ToR dt 21.01.2020 is issued to the project proponent clearly shows non-application of mind in the said project by SEIAA & SEAC. When the project is category 'A' project, SEIAA/SEAC ought to have restrained themselves from proceeding further in appraisal of the said proposed project, since it is not their Jurisdiction to appraise category 'A' Project.



That too when the project proponent themselves have admitted in their application that a court order is available w.r.t the same.

**Compliance:**

**During the submission of application for issue of ToRs it was clearly mention that the category of the project is 'B' (Sl. No.12 of the application).**

- 8) Even otherwise, after perusing the Pre-feasibility Report (if at all if it is done), when the project proponent has admitted in the application as S.No.7 (f) Highways of schedule under EIA Notification 2006, then automatically GENERAL CONDITION shall apply for the simple reason that the proposed project traverses the declared ESA (TGR catchment area), declared Reserve Forest (Jarakabande kaval Reserve Forest) and nearby critically polluted area (Jigani-Bommasandra Industrial Area) which is admitted and submitted in the PFR by the project proponent. That means Category 'B' project shall be treated as category 'A' project for which COURT ORDER IS NOT AT ALL REQUIRED since it is all material facts which is suppressed by the project proponent in the application by saying that the General Condition does not apply to the proposed project is nothing but false submission. SEIAA/ SEAV ought to have rejected the application at the threshold itself instead of issuing ought to have rejected the application at the threshold itself instead of issuing ToR to the proposed project and hence the ToR is invalid since it is issued by a non-Jurisdictional Authority under EIA Notification 2006 which is in force till date.

**DISPOSAL OF CA No. 2566/2019**

- 9) The matter before the Hon'ble Supreme Court of India in C.A. No. 2566/2019 is disposed of on Dt. 17.03.2020.

**AFTER DISPOSAL OF CA No. 2566/2019**

- 10) The Project proponent applied for Forest Clearance on 08.06.2020 for diversion of Forest land in Sy. No. 59 to an extent of 10.117 Ha (25 Acres) in Jarkabandekaval Reserve Forest FOR THE PROPOSED PROJECT.
- 11) Based on project proponent authority request letter, KSPCB Regional Office-Yelahanka (Byatarayanapura) letter No. KSPCB/RO-Yelahanka (Bya) 2020-21/96 Dt 03.07.2020 and the Deputy Commissioner, Bengaluru Urban letter No. MAH(4)CR/11/2020-21 Dt 30.06.2020, Environmental Public Hearing Notice is issued on 17.07.2020 in Deccan Herald local daily Newspaper informing the general public about the Environmental Public hearing on 18.08.2020 inviting any objections// suggestions, in spite of COVID-19 LOCKDOWN restrictions in place.

**Compliance:**

The Deputy Commissioner, Bengaluru Urban vide letter dt: 30.06.2020 informed the Member Secretary, KSPCB to conduct the Environmental Public Hearing on 18.08.2020. Further, the Environmental Officer, Regional Office, Yelahanka quoting the Deputy Commissioner, Bengaluru Urban letter requested the Member Secretary, KSPCB to conduct the Environmental Public Hearing on 18.08.2020 on 03.07.2020. In view of the above, a paper notification informing the general public about the Environmental Public hearing was published in daily newspapers on 17.07.2020.

- 12) The chronology of events is project proponent submits application for issue of ToR on 12.11.2019 the ToR is issued on 21.01.2020, baseline data is collected during December, 2019-February, 2020 and the disposal of CA No. 2566/2019 is on 17.03.2020.
- 13) The project proponent has completely misunderstood the said order for the following reasons:
- First of all, as admitted by project proponent the application should be submitted to SEAC and not SEIAA as per the said order which is against the said order. Any



Application (s) w.r.t ToR/EC cannot be submitted to SEAC since it is only a State Expert Appraisal Committee which advises/ recommends the State Environment Impact Assessment Authority SEIAA about any project(s). SEIAA is the only authority under EIA Notification 2006 to accept any applications and issue ToR/EC by and to project proponent for only Category 'B' project(s) based on the recommendation of the SEAC.

**Compliance:**

**The application for obtaining ToRs was submitted to SEIAA, Karnataka as per the guidelines of the EIA Notification, 2006 and its subsequent amendments. SEIAA, Karnataka will then forward the proposal to SEAC, Karnataka who in turn will call the proponent for the presentation for ToRs appraisal. Followed by issue of proceedings by SEAC to SEIAA and issue of ToRs by SEIAA, Karnataka.**

- b. At the time of submission before the Hon'ble Court there was no detailed mention of declared ESA viz., TGR Notification, critically polluted Areas declared by CPCB and GENERAL CONDITION of EIA Notification 2006. The argument was limited to the expiry of ToR time limit, delay in submission of draft EIA Report by non-accredited consultant involved for the same, applicability of 7(f) Highways under EIA Notification 2006 and the number of trees to be felled for the proposed project, since, EC was already obtained from SEIAA which was stayed by NGT & later disposed of to conduct fresh EIA study. Further the Hon'ble Court is completely misleading and was created an impression that the earlier EC issued by SEIAA is in accordance with law without appraising the material facts about the Environmental status of the proposed project involving ESAs and Critically polluted areas satisfying General Conditions of EIA Notification 2006.
- c. But, on perusing the said order of the Hon'ble Court, it is very clear that, "The appellant shall have due regard to the various deficiencies noted in the present judgement as well as **ensure that additional precautions are taken to account for the prevailing state of the environment**"

Meaning, all the ESA, Reserve Forests and the critically polluted areas shall also be taken note of and the General Condition against the S.No.7 (f) Highways under the Schedule in EIA Notification 2006 comes into play.

ii. Para no.83(iv) says that, "The appellant shall ensure that the requisite clearances under various enactments have been obtained and submitted to the SEAC prior to the consideration by it of the information submitted by the appellant in accordance with the Oms issued by the MoEF&CC from time to time".

Meaning, all the required clearances from forest department, Standing Committee of the National Board for Wildlife (SCNBWL), KSPCB, Tree officer of Forest Department, lakes/ wetlands authority, lake conservation and development authority, construction related are to be submitted to SEAC for consideration of the proposed project as admitted in the draft EIA Report. Except for the application to obtain forest clearance no other steps are taken to obtain the same for the proposed project. Further clearance from SCNBWL is left to the wisdom of the Regulatory Authority (EAC/SEAC) to recommend for the proposed project as per the OM dt 08.08.2019.

**Compliance:**

**The details of requisite clearances to be obtained prior to the consideration by SEAC are explained in Section 1.4 of Chapter-1.**

iii. Para np. 83 (v) says that,

"The SEAC shall thereafter assess the rapid EIA report and other information submitted to it by the appellant in accordance with the role assigned to it under the 2006 Notification. If it is of the



opinion that the appellant has complied with the 2006 Notification as well as directions issued by this court, only then shall it recommend to the SEIAA the grant of EC for the proposed project. The SEAC and the SEIAA would lay down appropriate conditions concerning air, water, noise, land, biological and socio-economical environment and other conditions it deems fit.

Meaning, the Hon'ble court with its wisdom and noting the seriousness and sensitivity of the matter has taken precaution consciously about the responsibility of SEAC/SEIAA being an expertise, when GENERAL CONDITION applies to the said project, even though the proposed project is Category 'B' it shall be treated as Category 'A' project in which SEAC/SEIAA has no role to play under the said EIA Notification 2006. All Category 'A' project shall be appraised by MoEF&CC at Central level as per regulation No.2 and No. 4(ii) read with No.7(i) II Stage-2 scoping of the EIA notification 2006. Hence, SEIAA/SEAC ought to have returned the proposed project of project proponent with a detailed reasoning in writing to approach the said court order is nothing but wrong interpretation of the said court order to suit one's convenience. EIA notification 2006 is not at all complied on many terms by the project proponent and hence SEAC should recommend SEIAA to Not to issue EC for the proposed project which is an acid test in the eyes of the Hon'ble Court expected out of the expert body.

- 14) The project proponent ought to have withdrawn the application submitted to SEIAA for the proposed project in the first place, which is not done, instead have gone ahead to conduct the Environmental Public Hearing based on ToR issued by a non-jurisdictional Authority. The act of project proponent is against the submission made before the Hon'ble Supreme Court that with abundant caution executed the EIA process and applied for the grant of an EC. In simple terms contempt of court order.
- 15) The project proponent admits and submits draft EIA Report to the concerned authorities to hold Environmental Public Hearing based on the ToR issued by non-jurisdictional Authority.
- 16) It is pertinent to note that the said ToR and the draft EIA report based on the same are completely objected and opposed in toto. Assuming and not admitting the said ToR and the draft EIA Report prepared based on the said ToR which is not in accordance in law, a lot of discrepancies are noticed in the said draft EIA report which are mentioned out herein.
- 17) The project proponent admits in the draft EIA Report that,
  - a. Jarkabandekaval Reserve Forest is a declared Forest Area covers an area of 199.92 Ha and the proposed project passes through 10.117 Ha (25 acres) Forest area (drastic change from 1.5 Ha as indicated in application and PFR?)
  - b. Bannerghatta National Park is a declared Eco-Sensitive Zone and is at a distance of 6.6 km from the proposed project.
  - c. Puttenahalli Bird Conservation Reserve is at a distance of 1.49 km from the proposed project.
  - d. Jigani-Bommasandra Industrial Area is critically polluted area and is at a distance of 4 km from the proposed project.
  - e. Peenya industrial area is severely polluted and is at a distance of 3.4 km from the proposed project.
  - f. Tippagondanahalli Reservoir Catchment Area is a declared eco-sensitive area and the proposed project runs a distance of 13.65 km (chainage: 0+000 km to 13+650 km) inside the ESA.
  - g. The interstate boundary of Tamil Nadu State is situated at a distance of 8.27 km from the proposed project.Which clearly establishes the fact that the GENERAL CONDITION against S.No.7(f) Highways under EIA Notification 2006 is attracted and SEIAA/SEAC are the non-Jurisdictional Authority.



**Compliance:**

**The pre-feasibility report will be prepared based on the secondary data available prior to the studies whereas, the purpose of baseline data collection is to analyse all the facts in detail and present it in EIA/EMP report. Factually correct data will be arrived upon detailed survey and analysis.**

- 18) The project proponent admits that the proposed project is classified as "ORANGE" category in its draft EIA Report, then the same cannot be established inside a declared Biosphere Reserve and Eco-sensitive Zone as well as within 10 kms from the boundary of National Parks and Sanctuaries and Wildlife corridors and also within 12 kms from the notified archaeological monuments as per KSPCB siting guidelines for Orange industries. Since, as admitted in the draft EIA Report that the proposed project traverses through Jarkabandekaval RF, TGR Catchment area which are notified as well as Bannerghatta National Park and Puttenahalli Bird Conservation Reserve are within 10 kms and Tippu's Birth place and Devanahalli fort are within 12 kms from the proposed project, hence, the project proponent cannot proceed with the same.
- 19) The Right of way (RoW) of the proposed project is 100 m as admitted by the project proponent whereas, the typical cross section details submitted in the draft EIA Report is 113m which is 13% more than the proposed is incorrect factual data.

**Compliance:**

**The median of the proposed project is 13 m which is further divided into open drain of 5 m and granular shoulder of 8 m. Further details of the other 16 components totaling to 100 m are given in Table 2.10 of Chapter-2.**

- 20) The number of trees to be cut is admitted as 33,838 Nos in the draft EIA Report out of which 9304 trees are in TGR-ESA and 631 trees are in Jarakabandekaval RF area whereas the same is shown as 16,685 trees in the application and PFR which is 20% more than the proposed is incorrect factual data.
- 21) The number of lakes wherein FLYOVER is proposed are SIX for the proposed project whereas there is a restriction on any kind of development around project whereas there is a restriction on any kind of development around water body/ Rajakaluve/ nalas as per the order of various courts is nothing but non-application of mind by the project proponent and clear violation of the order to that effect.

**Compliance:**

**As per the Hon'ble Supreme Court order dt:05.03.2019, it was directed to maintain a distance of 30 m from the periphery of the water body for development of green belt. Accordingly, buffer of minimum 30 m maintained from the boundary of alignment to lake boundary. Further, flyovers are proposed along 6 lakes to minimize the impact on lakes. Necessary permission for the same will be obtained from the authority.**

- 22) The alternative site and technology for the proposed project is not at all shown in the draft EIA Report which is submitted. Instead have admitted that the PRR should be circle hence flyovers are designed over the lakes. This would result in disturbing the entire environment of the water body and its surroundings which is irreparable, irreparable, irreversible in nature.
- 23) The project implementation schedule is shown from April-14 to April-18 as per draft EIA Report SUBMITTED WHEREAS THE PUBLIC Hearing is in August 2020 which is absurd.

Due to voluminous and various subjects involved in the proposed project there is time constraint in preparing a detailed objection to the proposed project and hence request to provide at least 15 more days to submit the same at a later date to the concerned authorities.



Therefore, as listed and not limiting to the above points it may be noted that the said proposed project by the Project Proponent has violated all relevant statutes rules and regulations of applicable acts and Notifications with respect to the Environment and Ecology issued from time to time which is supported by the relevant orders from Hon'ble Courts and Tribunals. Also the details provided in the draft EIA Report is way beyond the PFR submitted to get ToR with suppression of material facts incorrect factual data and is nothing but concealment of factual data which is completely unacceptable. Project Proponent cannot overrule the violations of the Environment & Ecology Rules and Norms under the guise of infrastructure development which are in force from time to time.

The project proponent ought to have approached the relevant Regulatory Authority viz., MoEF at Central level be it as per EIA Notification, 1994 or EIA Notification, 2006 who are the ONLY JURISDICTIONAL authority to appraise the said project in the Region in accordance with law in force and cannot take shelter under the pretext of the order of Hon'ble Supreme Court which also in its wisdom has rightly put relevant conditions to that effect. In a nut shell the actions of the project proponent are against the order the Hon'ble Supreme Court.

Hence, request your kind self to take necessary action against the Project Proponent to withdraw from the establishment of the proposed project without relevant permissions from the competent Regulatory Authority concerned and not to permit LARGE scale ORANGE category industry which is barred in the Region under permissible prevailing laws and compliance of Environment norms in force.

19. Abhishek G. Nayak, Plot No. 116, Sri Lakshmi Towers, Defence Colony Sahakarnagara, Bangalore-560092

**Objections/comments:**

Complaint 1: As per 6.3 of the Executive Summary of the draft EIA report, it is mentioned that a flyover is proposed at two areas in Chikkabannahalli village belonging to Bangalore East Taluk and at Kasaghattapura Village belonging to Bangalore North Taluk. Flyover is proposed at the intersection of the PRR and Petronet pipelines to avoid impact on MHB Petronet pipeline.

In addition to this, a 'casing pipe' will be provided to avoid mechanical damage to pipeline running parallel to the proposed PRR alignment, in coordination with Petronet MHB. For the case of pipelines crossing in a busy road or highway, metallic casing is preferred as per the API RP 1102 protocol, in the following villages Bilishivale, Vaderahalli, Rampur and Aduru.

As per the Petronet MHB statement of survey numbers under which pipeline is laid in various villages of Bangalore North and East Taluks- #3 and #17 are where the flyovers are being made

#8, #9, #10 & #11 is where the gas pipelines are running parallel to the PRR alignment which you will be re-inforcing.

But what has not been addressed are-

#1 Kempapura - Sy. 45

#2 Kalatammanahalli - Sy. Nos. 110, 111, 112/1, 113/1, 129/1

#15 Doddabannahalli - Sy. No. 3

Kindly confirm the following:

1. Has the Gol/Ministry of Petroleum and Minerals approved the decision taken by the BDA and Petronet MHB, which is in clear contravention of Section 9 of the Petroleum and



Minerals pipelines (Acquisition of Rights of User in land) Act 1962 which clearly specifies that:

- a) The owner or occupier of the land, the right of user of which has been acquired, shall not construct any building or any other structure on that land
- b) Shall not construct any building or any other structure on that land
- c) Shall not plant any tree on that land.

Further the right of way should be easily accessible for maintenance and also in case of exigencies, since the pipeline contains hazardous and highly inflammable products. If so, kindly provide a copy of the approval.

2. Has the Ministry of Petroleum been informed and have they approved the decision of having the PRR overhead (flyover) at 5.2 km height without vertical supports on the ROU of 18 m at Kasaghattapura and Chikkabanahalli? if so, kindly provide a copy of the same.
3. Does the State Fire Safety Department have the manpower, firefighting equipment and expertise to handle a blow out should one occur due to a pipeline being damaged during the excavation or due to the impact of a pile up on this stretch of road thereby causing secondary damage to the pipelines? Have the statutory clearances been obtained from the Central & State Fire Safety Department? If so, kindly provide a copy of the same.
4. In the event of any mishap kindly specify which State Government agency will bear the responsibility for having taken this decision to alter the structures laid down by the Ministry of Petroleum and Minerals?

Complaint 2:

**OBJECTIONS FOR THE PUBLIC HEARING -ON 18.08.2020**

As per the Forest Officer BDA's RTI Response to the numbers of trees that were listed for felling in 24.04.2009 was 16685.

How could the trees have listed for felling in 2020 increase by doubled to 33838 on the very same alignment of the PRR1?

Kindly confirm that the PRR1 alignment for which the draft EIA studies 2020 was conducted is the same PRR1 alignment as it was in 2007?

(Refer to print 3.2 page 6 of the Executive summary of the draft EIA Report)

**Compliance:**

*Discussions in this regard were already initiated with Petronet MHB authorities on 28.05.2020 and 29.05.2020. All the construction activities will be initiated upon obtaining requisite approvals from the requisite Authorities. Further, necessary precautionary measures such as Emergency Preparedness Plan, prohibition of mechanical excavation, blasting in the surrounding area of the pipeline & periodic onsite emergency mock drill will be ensured during construction phase upon necessary consultation and approvals from requisite authority. The details and brief protocol to be followed in case of such incidents are addressed in Section 7.11 of Chapter-7.*

*The previous EIA report stated that the project involved removal of 200 trees and subsequently, the Horticulture Dept., assessed that 16,685 trees are to be removed. However, as per the direction of the Hon'ble NGT and Supreme Court, upon detailed studies, 33,838 trees was recorded along the PRR alignment within the 100 m RoW.*

20. Colonel Vishwanath, Mob: 9008444483



**Objections/comments:**

*I have born and brought up in Bengaluru and aged 66 years. I have seen the environmental changes which spoiled the city from Garden city into a cement concrete jungle. Thus, I register my sincere opposition for PRR project which would further spoil the environment of the city to worse than irreparable level by cutting 33,000 trees, swallowing water bodies and innumerable fauna along with flora.*

*The public place faith in you, as the protector of our forest's waters and environment. We appeal to you as citizens of this fair city to render it the fairness of due process for a 5 km long proposal called the Peripheral Ring Road, costing 15,000+ crores, 33,000 trees, water bodies, catchments area & reserved forest areas.*

*You know the events that led to this pass: the initial Environment Impact Assessment (EIA) was deemed erroneous and rejected by the National Green Tribunal, as the BDA had revealed only 200 trees to be axed for the project. At the same time, the Horticulture and Forest Department submitted to the NGT that 16,685 trees would have to be felled. Despite BDA's protestations, the supreme court ruled that a fresh and accurate EIA be prepared, which brought to light that over 33,000 trees would be felled.*

*You are also aware that the BDA has since changed the alignment of the Ring Road, hence rendering it a new project as per Karnataka Town & country planning Act. This voids the current EIA and calls not just for a fresh EIA but a new development proposal (scheme) to be drafted, including wide ranging public hearings, feasibility studies, alternatives and fresh budget approvals from the Government of Karnataka. It is at that stage that a new EIA is to be drafted, as per the Karnataka Town & Country Planning Act, Section 14(A).*

*PRR Project near Bylakere Road between Hesaraghatta and Yelahanka*

*As a Civil Servant, you well know that the utility of public projects must be determined as specified by law, through the course of due process with its concomitant safeguards. This will ensure that affecting the people of Bengaluru are resolved before commencement.*

*Since the current EIA is null and void due to change in alignment, how can it then be used to evaluate the new project? Furthermore, in the throes of the covid-19 pandemic, a public consultation has been scheduled for 11 am on August 18 near Avalahalli village, asking the public to congregate. This is clearly a violation of the National Disaster Management act which forbids the arrangement of congregations.*

*This letter is to be beseech you to follow the law of the land, scrap the EIA and advise the BDA to draft a new scheme. This also obviates any need for a public hearing during a pandemic. A new, properly drafted scheme that passes through the due process, will allow optimal public utility of the project with public reviews generating creative suggestions for limiting ecological costs, investments in public transport along that corridor, and reducing monetary expenditure.*

*In short, it will hold the government of Karnataka accountable to the public in letter and spirit, and ask you to intermediate to that end, which too is your brief.*

*We hope that you will heed citizen requests, and ensure that due process is followed for the Peripheral Ring Road proposal.*

**Compliance:**

***As per Section 14(A) of the Karnataka Town & Country Planning Act, 1963, the Planning Authority may with previous approval of the State Government allow such changes in the***

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land use or development from the outline development plan as may be necessitated by topographical cartographical or other errors and omissions. However, as per Section 14A(3) of the Karnataka Town and Country Planning (Amendment) Act, 2020 dt:20.10.2020, certain areas such as major and minor roads, national highways, state highways, traffic circulation pattern, areas reserved for parks, playgrounds, and other recreational uses will be excluded. The Planning Authority shall levy such fee as may be prescribed by the Government before allowing such change of land use from the Master Plan.

BDA in exercise of the powers conferred under sub section (1) of Section 19 of the BDA Act, 1976 and in exercise of the powers conferred in clause (c) of section 3 and 7 of the Land Acquisition Act, 1894, Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval. The fresh EIA/EMP report has been prepared based on the Final Notification for Land acquisition issued by GoK on 29.06.2007.

As per Section 14(A) of the Karnataka Town & Country Planning Act, 1963, the Planning Authority may with previous approval of the State Government allow such changes in the land use or development from the outline development plan as may be necessitated by topographical cartographical or other errors and omissions. However, as per Section 14A(3) of the Karnataka Town and Country Planning (Amendment) Act, 2020 dt:20.10.2020, certain areas such as major and minor roads, national highways, state highways, traffic circulation pattern, areas reserved for parks, playgrounds, and other recreational uses will be excluded. The Planning Authority shall levy such fee as may be prescribed by the Government before allowing such change of land use from the Master Plan.

Further, Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval. The fresh EIA/EMP report has been prepared based on the Final Notification for Land acquisition issued by GoK on 29.06.2007.

The proposed project has been under discussion since 2005 and several reports pertaining to the project has been released for the public reference since then. Hence, publishing the DPR is not mandatory.

21. Aranya

**Objection/comments:**

In order to protect 33938 trees, 6 water bodies and 25 acres of forest land, I stand in opposition of the PRR! The current global crisis we are in right now is an effect of such invasive human development projects. We must learn from the past and take better actions in the present. Building more roads is just going to worsen traffic, it is not the solution! We must focus on better modes of public transport!

We must protect these water bodies and forests to prevent more crises affecting the people! We must prevent farmers from losing their land, this kind of development will never benefit them! Hus,



I urge you to consider to scrap the plans for the PRR route! It will not benefit anyone who really needs the help.

**Compliance:**

*The trees proposed for felling will be compensated by 1:10 ratio and the equal compensatory afforestation land for diversion of forest land adjacent to Bannerghatta National Park has been handed over to Forest Dept.,. Further, the project is connecting the existing NICE road to make it 'ring' or 'circle' for ease of traffic. Wherever, the project alignment is abutting the water bodies, buffer has been maintained and flyovers have been proposed. The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.*

22. Citizens for Bengaluru

**Objection/comments:**

*The Peripheral Ring Road is a 65 kms long project costing 15000+ crores. The Environmental Impact Assessment shows 33000 trees facing the axe, impact to water bodies, catchment areas and reserved forest areas.*

*Your office has scheduled a virtual public hearing for citizens feedback on September 3, 2020. How can people comment on a project with no visibility into the Detailed Project Report, its horizontal and vertical alignment, traffic analysis & forecast that leads to it, its pavement, road & lane design, interchanges and flyovers, amenities etc.? on what basis will a public comment on a public utility with no documentation on its plan details?*

*A project with such massive infrastructure, social, economical and environmental impact needs to be reviewed with diligence, alternatives considered, protection of greenery enabled and planned public utilities along the PRR disclosed. The DPR, which is meant to capture all of this and more is a public document and must be released for public consumption at least two weeks ahead of the consultation.*

*Where is the DPR on which this EIA was drafted, available?*

*Even the public hearing on this project on Aug 18, amidst times of Covid, and despite instructions from authorities to cancel, was held without a DPR accessible by public! Such a hearing is invalid on every count!*

*The utility of public projects must be determined as specified by law and also ensure due processes are followed. The realignment renders the current EIA null and void and calls for a fresh EIA as per Section 14(A) of the Karnataka Town & Country Planning Act, with a new scheme to be drafted including feasibility studies, extensive public hearings, alternatives and fresh approvals.*

*With this, the absence of the DPR for even the current EIA is quite baffling given the urgency with which the project is being undertaken.*

*We hereby request that DPR for this project is made available publicly on the BDA website and the public intimated as to its location. We also remind that law of the land and due process be followed throughout the course of the project, which has already flagged many discrepancies.*

*We hope that you will heed public demand and release the DPR immediately. After all, it is a public document.*

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**Compliance:**

*As per Section 14(A) of the Karnataka Town & Country Planning Act, 1963, the Planning Authority may with previous approval of the State Government allow such changes in the land use or development from the outline development plan as may be necessitated by topographical cartographical or other errors and omissions. However, as per Section 14A(3) of the Karnataka Town and Country Planning (Amendment) Act, 2020 dt:20.10.2020, certain areas such as major and minor roads, national highways, state highways, traffic circulation pattern, areas reserved for parks, playgrounds, and other recreational uses will be excluded. The Planning Authority shall levy such fee as may be prescribed by the Government before allowing such change of land use from the Master Plan.*

*Further, Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval. The fresh EIA/EMP report has been prepared based on the Final Notification for Land acquisition issued by GoK on 29.06.2007.*

*The proposed project has been under discussion since 2005 and several reports pertaining to the project has been released for the public reference since then. Hence, publishing the DPR is not mandatory.*

*The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.*

*Subsequently, keeping in view of the present COVID-19 pandemic situation, a Virtual Environmental Public Hearing was conducted on 23.09.2020 to obtain the views of the public. Further, the comments/suggestions/objections were submitted by the public from July, 2020 to November, 2020 to the Karnataka State Pollution Control Board and Bangalore Development Authority Office through oral/written submissions or e-mail. The Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.*

23. Samrudh S Hegde, 236/1, 80 ft Rd, 5th Cross, Opp Ramaiah Hospital, Bangalore-560094

**Objection/comments:**

*Objection 1:*

*According to the Environmental Impact Assessment released in June, around 33,838 trees are required to be cut down in order to build the 65 Km Peripheral Ring Road in Bengaluru. The report also highlights that the project will have a devastating impacts on the environment and will greatly endanger ecosystems in and around Bengaluru.*



Having read the draft EIA report, we as responsible citizens strongly object to the construction of the PRR in its present form, a project that would cause such extensive environmental damage. Even though we believe that certain development and decongestion project are essential for the progress of our Bengaluru city, such project cannot be undertaken at the cost of harming our environment at such massive scale.

The petition started in this regard, received an overwhelming response from not only the concerned citizen of Bengaluru but also from anxious citizen across the country and the world. Attached with this letter is the petition with over two thousand signatures.

Citizens Request:

1. The proposed PRR project in its present form be scrapped, and a new project be conceptualized.
2. Or, the project is modified such that it does not cause such grave damage to the environment.
3. To call for a public hearing to listen to citizens concerns.
4. To consider a different route for the PRR project avoiding all environmentally sensitive, catchment and forest areas.

We sincerely hope that you sir will consider our earnest requests stated above and help save our Bengaluru. We believe our voice shall be heard and you will consider and take our cause forward in the upcoming days. We hope to get a positive response at the earliest.

Objection 2:

As per the Forest Officer BDA's RTI Response to the numbers of trees that were listed for felling in 24.04.2009 was 16685.

How could the trees have listed for felling in 2020 increase by double to 33838 on the very same alignment of the PRR1? I object to the felling of such a huge number of trees for the purpose of the project. Such destruction of the environment cannot be undertaken.

Kindly confirm that the PRR1 alignment for which the draft EIA studies 2020 was conducted is the same PRR1 alignment as it was in 2007?

**Compliance:**

**Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval. The fresh EIA/EMP report has been prepared based on the Final Notification for Land acquisition issued by GoK on 29.06.2007. Further, the Environmental Public Hearing for the project has been conducted as per the guidelines issued in EIA Notification, 2006 and its subsequent amendments.**

24. Vijaykumar D V, E1301, The Gardens, ETA Star, Magadi Rd. Bengaluru-560023

**Objection/comments:**

1. BNP (Bannerghatta National Park): at less than 8 Kms will continue to be precious and eco sensitive, notwithstanding drastic reduction (a mere 100m to 1Km) of ESZ by MoEF on 11.03.2020 by a notification. Sensitivity of a zone cannot be decided by simple notification. To conserve and protect the BNP from ecological, environmental and biodiversity, which is the aim of ESZ limits and building a huge road within 8 Km distance. The rare, threatened and endangered species of flora,

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mammals, reptiles, birds will be extinct by the construction of this huge PRR and developments which are bound to take place thereafter. In fact, improvement of economic activities like commercial ventures, infrastructure development, IT etc. is one of the aims of PRR.

If PRR is constructed as per draft EIA, 'developments' in the form of concrete structures, and/or urban sprawl – both legal and illegal is bound to happen. This new urban sprawl will extend and cover part/full BNP – one and only national park in the vicinity of our city, causing huge destruction to our already polluted city. We have failed to check land encroachment and encouraged the same thru "aakrama –sakrama" (legalizing illegal) schemes and hence the fear of losing part/full BNP is real.

The PRR will be overwhelmed with traffic sooner or later. Then what? As per the present thinking we should have a ring road outside PRR which will definitely cover BNP – partly or fully. Is this the way we treat our national parks and ESZ?

Environmental protection is supreme and cannot be compromised for building PRR. The environmental damage is ridiculously huge which was not anticipated when it was mooted some 20 years ago by false/incorrect reports echo loss. The post COVID situation (work from home, e-commerce, e-governance), improvement of public transport, etc. will result in considerable reduction in traffic, which our existing network of roads can manage.

#### **Compliance:**

**The PRR alignment is located at a distance of 7.90 km from the boundary of Bannerghatta National Park for which the final ESZ Notification has been issued by MoEF&CC on 11.03.2020. Therefore, as per the item No.4(ii) of MoEF&CC OM dt: 08.08.2019 and 16.07.2020 proposals involving developmental activity/project located outside the stipulated boundary limit of notified ESZ and located within 10 km of National Park/Wildlife Sanctuary, prior clearance from Standing Committee of the National Board for Wildlife (SCNBWL) is not applicable. This clearly indicates that the construction activities are not prohibited out outside the National Park which is well away from the National Park. Further, the area surrounding the National Park is an urban landscape with concrete structures and no wildlife corridors are located along PRR alignment which affects the wildlife. However, necessary mitigation measures such as avoiding construction activities during time, proper muck management and water sprinkling activities will be ensured so as not to disturb the wildlife.**

2. Critically Polluted (Red) Areas and severely Polluted area (Orange): Peenya industrial area and Jigani – Bommasandra Industrial areas notified as severely polluted area and critically polluted area by CPCB and are located at a distance of 3.4 Km and 4Km respectively from the proposed PRR alignment. These industrial areas are required to take measures to reduce pollution by increase of green belt cover by 40% of the total land area beyond the permissible requirement of 33%, wherever feasible and stipulation of greenbelt outside the project premises such as avenue plantation, plantation in vacant area, social forestry, etc. as per directions of CPCB. Now, instead of reducing pollution in these industrial areas through afforestation in and around these areas as directed by CPCB, the PRR will destroy the existing trees and acts as counterproductive to the directions of CPCB. So, these industrial areas will continue remain critically polluted (Red) Areas and severely polluted area (Orange) permanently. Even part of PRR may become Critically Polluted (Red) areas or severely Polluted area (Orange). Therefore, building a PRR within 5 Kms of critically polluted (Red) Areas and severely Polluted areas (Orange) is not proper.

#### **Compliance:**



**Green belt development within industrial premises are to be ensured by the respective owners. However, as part of green belt development plantation activities in the ratio 1:10 along the green space of PRR and designated places suggested by Karnataka Forest Department will be ensured. Further, upon implementation, the same will be ensured as part of six monthly compliance report submission to MoEF&CC.**

3. Jarakabande Forest: Bengaluru is crying of trees, parks, green area, mini forests afforestation to counter the loss of green canopy from about 770% to around 3% - not another project which destroys trees and forests in and around the city. Without this PRR Bengaluru is already polluted, in all aspects - Air, Water Climate. Air is not breathable for people having pulmonary problems and young children. In fact, polluted air is a major cause for large no. of persons having pulmonary problems. More and more people are forced to drink RO (Reverse Osmosis) treated water - not just treatment with chlorine. With most of the trees lost to so called development, the rainwater is not seeping into soil recharge ground water but causing floods and soil erosion. Nearby sources of drinking water are also polluted and hence compelled to draw most of the water from Cauvery which is more 100 Km and at lower level necessitating huge pumping and piping cost. Building PRR in forest area along with loss of more than 33,000 trees and the resulted 'developments', thereafter, will further aggravate the water problem, all over the city. Heat is another factor resulting from loss of green canopy. Absorption of heat and cooling of atmosphere by trees is seriously affected due their relentless slaughter resulting high temperatures and heat islands. The city had the title of naturally air conditioned with none of the house/buildings requiring even a simple fan. Now, fans and air conditioning is a norm - at a huge, but avoidable energy cost. The impact mitigation measures suggested in EIA draft is not practical and remain in paper only- for example compensatory afforestation (CA) at 1:10 ratio - not a single project in Karnataka where such conditions were specified have successfully carried out. Even in CA is carried the norm itself is faulty, as 10 saplings/plants cannot compensate a fully growing tree, when you consider its environmental and other benefits year a 50-year life cycle.

**Compliance:**

**The project requires diversion of 7.91 Ha of forest land belonging to Jarakabandekaval RF which attracts the provisions of Forest (Conservation) Act, 1980. About 0.79 km of the proposed project alignment passes through Jarakabandekaval RF and about 631 trees are recorded within the forest land proposed to be diverted. To compensate the forest diversion, 14.60 ha (36.10 acres) of land has been identified in Sy. No 156 of Mantapa Village, Jigani Hobli, Anekal Taluk, Bangalore Urban District which is adjacent to Bannerghatta National Park and found suitable for compensatory afforestation and management point of view. As per the prevailing guidelines of MoEF&CC and KFD, requisite NPV and cost for compensatory afforestation will be paid.**

4. Lakes (Tank at Jarakabande Forest, Chinnaganahalli lake, Chikkabanahalli lake, Gunjur lake, Chikkatogur lake and Thirumenahalli lake) and TG Halli Reservoir catchment area:

We have already lost about 176 lakes out of 261. We are already regretting this huge loss of lakes/tanks (kere) along with their eco-system. We are also in the process of rejuvenating many lakes. When we have realized our folly of destroying huge no. of lakes this proposal of destroying six more lakes/tanks for the sake of PRR is uncalled for. We should rejuvenate these lakes/tanks - not build PRR over them. The harmful impact of PRR on these water bodies is huge and permanent and cannot be mitigated by the measures suggested in the EIA Draft. For the same reasons, TG Halli reservoir catchment area should not be disturbed by any construction or activities. However, planting more trees is welcome.



Therefore, PRR is not viable in/around sensitive areas like Bannerghatta National Park (BNP), critically and severely polluted industrial area (Peenya Industrial Area and Jigani – Bommasandra Industrial Area), Forest area (Jarakabande Forest) and lakes/tanks (Tank at Jarakabande Forest, Chinnaganahalli lake, chikkabanahalli lake, Gunjur lake, Chikkatogur Lake and Thirumenahhali Lake), including T G Halli catchment area. PRR and resultant 'developments' thereafter will destroy these sensitive areas.

**Compliance:**

**The proposed PRR alignment passes along 6 lakes and flyovers are proposed along these lakes to minimize the impact on lakes along with necessary mitigation measures as mentioned in Chapter-4. Further, an amount of Rs. 15 Cr has been allocated for rejuvenation of these 6 lakes.**

25. S. Nityananda, H-102, Mantri Paradise, Bannerghatta Rd, Bengaluru- 560076, Tel: 26092118

**Objection/comments:**

Referring to the Executive Summary of the EIA/EMP, the PRR is planned to merge with the NICE Road to form a continuous ring around the city.

The NICE Road is a four lane divided carriageway. The PRR is planned as a FOURTEEN LANE road (including service lanes). There seems to be a very big mismatch in width and capacity between the two roads which will lead to bottle necks at the merge points, holding up heavy vehicles like trucks, trailers etc. Formation of a smooth ring around the city cannot be achieved with such a mismatch.

We suggest that BDA may consider the following measures which have advantages listed below

1. For purely residential access, 3 lanes on each side for service roads are not needed and this can be made 2 lanes on either side. (Similar design is used in ORR which is a densely populated area). To increase compatibility with NICE road, the main carriageway can be reduced to 6 lanes instead of eight. We can note that KRDCCL is already widening many roads in the same regions as PRR and hence the traffic take up on PRR will not justify 8 lanes. Making the PRR a ten lane road (6 plus 4 service lanes) will reduce the ROW to  $100 - 14 = 86$  Metres, deriving the following benefits

- Easier integration with NICE Road. This can be achieved by a small widening of the NICE Rd service lanes to a full lane, making it a true six lane road.
- Reduced need to demolish village structures, temples, homes and buildings, providing relief to the common people of Bengaluru rural
- Reduction in size of structures overflying six affected lakes
- Large reduction in number of trees to be felled in plantations and in forest areas
- Reduced costs of environmental mitigation in plantation and transplantation.
- Great benefits to the vital T G Halli catchment area which is under severe development pressure, as admitted by the EIA / EMP itself.
- Service roads to be built only where residential areas are found nearby. Not to be built in open areas or forest / plantation areas.
- Economic benefits in reduced capital costs, reduced compensation payable to PAPs.

In view of KRDCCL road expansion projects underway, it is not justified to go in for a 14 lane PRR and a reduced width is sufficient for the envisaged load.



We request BDA to consider the impact of the KRDC road expansion when finalizing the PRR capacity, since many trucks and vehicles will use the KRDC roads instead of a tolled PRR.

2. EIA Chapter 9 mentions that about 338000 trees are to be planted as compensation for those that are felled. Forest Dept must maintain these trees for at least 3 years and monitor the survival every six months. Details of such inspection should be made available to the public on BDA website. At time of planting / transplanting, BDA must record the GPS location of each tree with tree details and upload to a public database. This can be updated at each inspection and later be used to track the tree survival.

3. The PRR cross section mentions a median of 13 metres width, with a central drain of 5 M width. The balance 8 metres width is planned to be planted with shrubs which may serve to cut the glare of oncoming headlights. This does not use the large median area optimally. BDA can consider the median as a green resource and along with shrubs, every ten meters a large shade giving tree can be planted on the median on either side along with the shrubs. If even 40 kms length is planted this way, it will result in planting of 8000 additional large trees which will give a very aesthetic look to this road. Large sized Trees like Rain Tree, Goni Mara, Basari, Arjuna, Jamun, Tamarind, Buddha's Coconut, Mahogany, can be considered for median planting, as they will also throw shade on the main carriageway. This will reduce temperature rise on the road in all seasons.

4. About 38000 trees are proposed to be planted along the PRR alignment. What is the tree spacing planned and how many rows of trees are planned to be planted? Is there sufficient land available for this green belt to hold 38000 trees?

There is a need to widen NICE Road to 6 lanes and make the PRR design a ten lane road. In view of this the project may be placed on hold pending revised designs and fresh EIAs.

#### **Compliance:**

Traffic analysis studies shows that the vehicular traffic may increase three times and the proposed 8 lanes will reach its capacity in the years 2045 (Tumakuru Road to Ballari Road), 2043 (Ballari road to OMR) and 2049 (OMR to Hosur Road) respectively thereby relieving the traffic congestion in the metropolitan region. The project is planned as a requirement for the future of Bangalore city traffic beyond ORR.

Upon implementation of the project, the plantation of trees in the ratio 1:10 will be ensured during submission of six monthly compliance reports to MoEF&CC. In addition to this, as per the suggestions, GPS Coordinates of the planted trees will be recorded to ensure its survival periodically. Further, a sum of Rs. 25 lakhs has been allocated for the maintenance of green belt plantation.

The granular shoulder (8 m) in the 13 m median supports drainage and plantation of shrubs/hedges about 1 m to 1.5 m height provides an excellent anti-glare effect of the headlights thereby reducing accidents. Shrubs in the median also reduce soil erosion. Further, trees are not preferred in the median since they act as a fixed object which may lead to massive damage in case of accidents and the road designs are meant to be prepared with the lanes being at a specific distances from the fixed objects. Further, shedding of leaves on main carriageway and felling of broken branches during rainfall/wind may also lead to fatal accidents. In addition to this, the PRR with a RoW of 100 m has been planned keeping in view of future developments such as metro. In such cases of developments the trees in the median has to be removed. Therefore, keeping in view of all such things trees are not proposed in the median.



As per the calculation, 48,096 trees will be planted within the RoW. The remaining trees will be planted in the designated areas suggested by Karnataka Forest Dept., by entering a MOU with Karnataka Forest Dept as per Guidelines for National Green Highways Policy - 2015. In addition to this, about 5,861 trees falling within the green space (5 m x 2) of RoW will be retained. The planting techniques are as follows;

- 2 years old plants with good condition shall be opted for plantation.
- Two rows of green belt will be developed and shrubs will be planted at the median of the Road.
- The distance from embankment to RoW I will be 1m and distance between the trees will be 3 m.
- The distance from embankment to RoW II will be 4m and the distance between the trees in the Row II will be 6 m and the same will be maintained on the other side of the Road.
- The plantation will be monitored regularly by watering, weeding, application of manure and impart proper protection.
- Dead species will be replaced immediately.

26. Dinesh Shetty, Mob-9980726460

**Objection/comments:**

As the Bangalore city roads are chocked the traffic in some major roads like ORR falls below 10 KM/hr and keeping a future development and Nation growth, PRR is must and long pending project

We Support PRR

Kindly expedite and complete at possible best time ASAP.

**Compliance:**

**Positive response.**

27. Hemanth Kumar M

**Objection/comments:**

Very hectic to travel in nice road for smaller distance... Service road is required.

It is very difficult to use nice road for smaller distance... integrate service road in nice road for better connectivity.

**Compliance:**

**Positive response. Service road (10.5 m x 2) is also a part of the proposed PRR.**

28. Vishwanath, Mob: 9008444483

29. Lakshminath G N, Mob: 9341234210

**Objection/comments:**



I'm a senior citizen aged 66 year who often walked for 6-7 KM a day since 1965. I've felt the adverse and deteriorated changes climate of Bengaluru, the place where I was born and brought up.

In light of STRR & Bangalore-Chennai Expressway are under priorities of NHAI one can understand the importance of it, besides the projects' impact on environment would have been properly assessed by NHAI. Proposed STRR & Bangalore-Chennai Expressway are to coordinate each other as both are to be executed by same agency. Whereas proposed PRR will not serve as Peripheral facility, rather it will pave way as an extension of the existing ORR, thereby neither both are independent nor have coordinated. With which, results in more time is spent, more miles tread and more fuel is burnt to move humans and materials. In addition, the heavy expenditure to the exchequer and huge irreplaceable impact on the environment is envisaged by any layman. Thus, please do not compound the negative impact which is already thrust upon the Bengaluru and its residents.

I don't wish to discuss the quantum merits of the proposed PRR as no number of tree/saplings planting, relocation of fauna and flora would replace the damage done to the environment, history is evident to prove it. Foregoing, I urge upon your good offices to give up the proposed PRR and arrange for suitable notification accordingly.

**Compliance:**

**Negative response.**

30. Gunna Ravinder Reddy

**Objection/comments:**

This project is nothing but an enemy of environment, and a commission earning project to the politicians / officials and all others concerned with his project.

Basically Bangalore is already overflowing with private vehicles, and govt should encourage non usage of Personal vehicles at least to offices/ work places, with pandemic Work from home, is clearly indicating the occupancy of the city/ CBD roads, directly benefitting pollution, jams, commuting time etc..

So, govt/ city planners should postpone this Project, and focus on mass transport, FM cabs, buses, railways, metro in future, so that many benefits will be derived to the environment.

Postpone the PRR till this Pandemic is vanished and improve mass transport.

**Compliance:**

The Main road of PRR is access controlled for trucks, buses, LCV and passenger cars with an objective to relive the traffic congestion in the metropolitan region and to provide linkage to the radial and arterial roads within the city. The proposed project is planned considering the future developments such as metro and buses.



**ENVIRONMENTAL & LAND ACQUISITION  
RELATED ISSUES**



**COMPLIANCE TO COMMENTS / OBJECTIONS RECEIVED IN WRITTEN / E-MAIL TO  
KSPCB AND BDA (ENVIRONMENTAL & LAND ACQUISITION RELATED ISSUES)**

\*\*\*\*\*

1. A E Dreamz Pg 560027 Shantinagar
2. Abhay Hamigi, Ejipura, 201 Cross-560047
3. Aditi Khatri, 6104, Prestige Tranquility-560049, Old Madras Road
4. Amulya M, Prashanth Extension, Whitefield-560066, Bengaluru
5. Anika, AE, Dreamz Pg-560027 Shantinagar
6. Arjun Ravee, Vikas layout Maruthinagar 2Nd stage, 560064 Yelahanka Old town Bangalore 560064
7. Asif Shaikh, R M Road Oshiwara Jogeshwari West-400072, Mumbai
8. B G Somashekhar Shastry, 22<sup>nd</sup> cross, 2<sup>nd</sup> Main MICO L/o-560086
9. B V Jagadish, Malleshwaram-560003, Malleshwaram
10. Bharat P, No.35, 11th Cross 560004, Prashanthnagar.
11. Cherian Sebastian, No. 38, Thyagaraj Layout, Jai Bharat Nagar, Banaswadi Road, Bangalore-560033
12. Daya Nand, Bengaluru-560072
13. Dharani S, India, 560095 Bangalore
14. Divya Chauhan E-08, Diamond district, Kodihalli, Old Airport Road, Bangalore 560008 Bangalore
15. Dr. Nimisha Agarwal, Senior Campaigner
16. Gnana Chandra Tejasvi S, 1304 gopinilaya bharath nagar 560091 Bengaluru
17. Jayaram Harini, AGB Layout Mahalaxmipuram
18. Karri Santhosh Manikanta Reddy 2-60, flat no 16, anaparrthy, east Godavari, Andrapradesh 533342 Rajmundry
19. Kruthi Raj, 133 Vakil City Kanakapura road Thalghatpura, 560109 Bangalore South
20. Kuruvilla Cherian, Ferns meadows 560077 Bangalore
21. Lakshya Kashyap, Guwahatti, 781036 Guwahatti.
22. Mkg Kumar, 329, c/o. Shivamma, 10th main, 3rd cross, akkiappa garden, j.c.r.nagar, Yeshwanthpur 560022 Bengaluru
23. Mohan Krishna, Sanjaynagar-560094, Bengaluru
24. Nanjappa Ganapathy, Flat. No.D1, Shantikiran Apartments, nandidurga Road, Benson Town, Bangalore - 560046.
25. Nikitha N, Ground Floor #387 A, 3rd Main, 8th cross 560085 Bangalore
26. Poornima Thangavel, Raghavanapalya-560078, Bengaluru
27. Prashanth Singh #25, 7th Cross, BK Nagar 560022 Yeshwanthpur
28. Prateek Agrawal, Prestige ferns Residency, 560102 Bangalore
29. Rajveer Kothari, Thej Nilaya, Domlur, 560078 Domlur, Bangalore
30. Rakesh Nagdawane, Nagpur
31. Ram Sridhar, malleshwaram, 560003 Bangalore
32. Rama Bharadwaj, #71 Sharada Colony-560079 Basaveshwarnagar
33. Rohan Mahadik, Ahmedabad
34. Rohit Guddad, 8<sup>th</sup> Main, Basaveshwaranagar, Bengaluru-560079
35. Ruchir Sahni, Use layout-560102
36. Ruta D, Hosur Road, Electronic city Phase 1, 560100 Bangalore.
37. S K Mendon, Tumkur Road, Yeshwantpur-560022, Bengaluru
38. Sagar Panda, Koramangala 560036 Bangalore
39. Sanju Darsan SP, Madivala-560028
40. Santhosh Vijayan, 18,19, Near BSF STS Compound, IAF Post-560063, Bangalore



41. Sarosh Desai, 787, Parsi Colony, Dadar East, 400014 Mumbai.
42. Sathish Pothula, BNB layout 500018 Bengaluru.
43. Shailaja Avinash, Bengaluru-560054
44. Shankar Hegde, No. 2037, Sunscape, Bangalore – 560109
45. Shivalingappa Mahajanshetti, No-6, M.L.A. Layout R.T.Nagar Bangalore – 32 560032 Bangalore.
46. Sindhu Karthik, Wilasa, JP Nagar 9th phase 560062 Bengaluru
47. Smruthi Sreedhar, Horamavu-560043, Bengaluru
48. Suma Krishnamurthy, 1st A cross, 560043 Bengaluru.
49. Suma MN 560024 Bangalore.
50. Supriya M: Hebbal 560024 Bangalore
51. Tommy Lobo, 53 Coconut Grove, 560043 Bangalore.
52. Varada Raju, Chandra layout, 560040 Bangalore.
53. Yash Pal, 8/1 2nd cross Wheeler Road Fraser Town, 560005 Bengaluru.
54. Yaswanth Gowda, #235, 9th Main, Seethappa Colony, 560075 New Thippasandra, Bengaluru

**Objection/comments:**

With respect to the proposed Peripheral Ring Road Project, over 1,100 Bengaluru citizens and Jhatkaa.org members have sent emails to your registered email address. Additionally, more than 7,000 Bangaloreans are demanding a stay on the PRR project until the release of the Detailed Project Report (DPR). Please find below some of the concerns from the citizens.

**Environmental Reasons:**

1. Felling of 33,838 trees will be a gigantic loss to the environment of Bengaluru. The initial Environment Impact Assessment (EIA) was deemed erroneous and rejected by the National Green Tribunal. As in the initial report, it was suggested that only 200 trees will be impacted.

**Compliance:**

As per the detailed survey within the 100 m RoW, a total of 107 trees species (n=33,838) were recorded. However, as per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department.

2. A 100-meter road in a forest area is highly detrimental to wildlife and should not be allowed, it can be detrimental to wildlife in the near vicinity.

**Compliance:**

About 0.79 km of the proposed project alignment passes through Jarakabandekaval RF. Detailed survey and local consultation showed that Jarakabandekaval RF is home to several small mammals and avifaunal species such as Peacock, Hare, Mongoose, etc. Jarakabandekaval RF is predominantly known for Indian Peafowl, the Schedule-I species which are abundantly found in the area. These animals have already adjusted to the existing noisy conditions and naturally move away from the source of disturbance. However, noise barriers made of polycarbonate will be installed along sensitive areas including Jarakabandekaval RF which would reduce about 36 dB(A) which would reduce the impacts of noise generation on biodiversity of Jarakabandekaval RF during operation phase.

3. The initial Environment Impact Assessment (EIA) was deemed erroneous and rejected by the National Green Tribunal. As in the initial report it was suggested that only 200 trees will be impacted.



**Compliance:**

The previous EIA report stated that the project involved removal of 200 trees and subsequently, the Horticulture Dept., assessed that 16,685 trees are to be removed. However, as per the direction of the Hon'ble NGT and Supreme Court, upon detailed studies, 33,838 trees was recorded along the PRR alignment within the 100 m RoW.

4. PRR is passing along and going over 6 lakes. Bangalore urban district is highly deficient in water, and building the PRR road would further exacerbate the problem. When facing gross groundwater deficiency with resources already overexploited, water resources would be further stressed by having a Ring Road which will greatly exacerbate the problem.

**Compliance:**

Utilization of pre-cast structures, proper storage & management of Construction wastes/muck and provision of sediment fencing will be made to minimize the impact on lakes. Necessary permission for the same will be obtained from the authority. Further, about 15.00 Cr have been allocated for rejuvenation of lakes as part of Corporate Environmental Responsibility (CER) activities.

5. The Thippagondanahalli reservoir will be irretrievably damaged by the PRR going through it and the attempts of the government to restore it will be severely compromised.

**Compliance:**

The proposed alignment passes for about 13.65 km within the TG Halli catchment area where a total of 9,304 trees were recorded within 100 m RoW. Of which, 1,533 trees will be retained within the proposed green space of width 5m x 2. Therefore, a total of 7,771 trees will be removed within the TG Halli catchment area. However, necessary mitigation measures such as plantation of trees in the ratio 1:10, proper management of muck so as to not affect the drainage pattern, construction of farm ponds, check dams and percolation ponds will be made as part of Catchment Area Treatment Plan to minimize the impact on TG Halli catchment area.

**Socio-economic reasons:**

1. The Ring Road alignment has been changed since the initial project report and therefore this project should be rendered as a new project under the Karnataka Town Planning Act.

**Compliance:**

As per Section 14(A) of the Karnataka Town & Country Planning Act, 1963, the Planning Authority may with previous approval of the State Government allow such changes in the land use or development from the outline development plan as may be necessitated by topographical cartographical or other errors and omissions. However, as per Section 14A(3) of the Karnataka Town and Country Planning (Amendment) Act, 2020 dt:20.10.2020, certain areas such as major and minor roads, national highways, state highways, traffic circulation pattern, areas reserved for parks, playgrounds, and other recreational uses will be excluded. The Planning Authority shall levy such fee as may be prescribed by the Government before allowing such change of land use from the Master Plan.

BDA in exercise of the powers conferred under sub section (1) of Section 19 of the BDA Act, 1976 and in exercise of the powers conferred in clause (c) of section 3 and 7 of the Land Acquisition Act, 1894, Government of Karnataka vide Government order no. UDD 399 MNX



2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely and the project will be implemented with minor modifications (if any) upon obtaining requisite approval.

2. The current EIA report lacks clarity on the compensation to be given to people losing land. Details of rehabilitation and relocation are not clear. Moreover, the compensation per individual land loser per village is not given.

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.**

3. Close to one million people are likely to be impacted by the project. In the current times when COVID cases are on the rise, many people may not be able to participate in public consultations. A number of people may not have access to the internet and therefore cannot participate in the public hearing process.

**Compliance:**

**The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.**

**Considering the pandemic situation, a Virtual Public Hearing was also conducted on 23.09.2020 through Zoom platform, so that the public can participate in the meeting and give their submissions from their homes. The proposed PRR project is entirely in Bengaluru Urban District and the population are very familiar with smartphones, internet connections, data usage and online technology. The virtual Environmental Public Hearing was successfully conducted with more than 170 participants.**

4. The Report states that 1451 structure will be impacted but it does not give the location village-wise of these structures. Since the project has been delayed by 15 years, the BDA officials had themselves told us that 2/3rd of the alignment is built up. Tearing down these structures may lead to a law and order problem. Show of brute force by the government will not go down with the people.

**Compliance:**

**As per the latest data of 2018, 1,451 structures are estimated. Government will take suitable decision for the loss of structures as per the prevailing Land Acquisition, Rehabilitation and Resettlement norms.**

Representing the voices of thousands of concerned Bangaloreans, we urge you to follow due process and consider the following objections and subsequently, scarp the erroneous EIA for the project.

In the interim we request you to

1. Provide a Detailed Project Report (DPR), prepared in consultation with citizens
2. Conduct a fresh EIA, based on exact details of the project.



3. Not have public consultation until the corona pandemic is under control

Do reach out to me on 7760609014 for any questions you may have

**Compliance:**

**The proposed project has been under discussion since 2005 and several reports pertaining to the project has been released for the public reference since then. Hence, publishing the DPR before the Public Consultation is not mandatory.**

**A fresh EIA/EMP report has been prepared by conducting fresh baseline data studies from December, 2019 to February, 2020. The present EIA/EMP report for the proposed project has been prepared upon detailed survey keeping in view of the Hon'ble NGT Order dt: 18.02.2019 and the Hon'ble Supreme Court Judgement dt: 17.03.2020 so as to disclose all the sensitive facts involved in the project to the general public and maintain transparency.**

55. Harish Govind

56. Bharath

57. Lalita Chandrashekhar, Prabhat Chandrashekhar, Vikram Chandrashekhar, Mehtar Azam, Sy.  
No. 109/2A, Doddagubbi, Bengaluru-560077

58. Suchetha Venugopal

59. Vikram Chandrashekhar

60. Malati Mukherjee, Mob: +91 9442236410

61. Ganesh Saili

62. Dhyan Appachu Bollachettira, 28 Jeremiah Road, Fraser Town, Bangalore-560005

63. Tushar Kapila

64. Jagadish Amarnaney

**Objection/comments:**

Please find enclosed my objections as part of record for the public hearing for the development of Eight Lane Peripheral Ring Road, Phase 1, connection Tumakuru Road to Hosur Road (Crossing Ballari Road and Old Madras Road) in Bengaluru Urban District, Karnataka

**Objection 1:**

Peripheral Ring Road (PRR) Project (The Development Scheme) is lapsed and Land Acquisition is now inoperative and no longer valid according to expiry of time limits to execute the development scheme under section 27 of the Bangalore Development Authority Act, 1976 (BDA Act 1976).

Reference is to para 9.2.3 Land Acquisition, Resettlement and Rehabilitation Action Plan, Draft EIA report page 224.

In exercise of the powers conferred in clause (c) of section 3 and 7 of the Land Acquisition Act, 1894, Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt 29.6.2007 issued Final Notification for Land Acquisition of 733 ha (1810.18 acres) in 67 villages.

The Peripheral Ring Road (PRR) is defined as a Development Scheme under Chapter III of the BDA Act 1976.

Final Notification for Land Acquisition for PRR was in 29.06.2007.

Project time limit for PRR lapsed on 30.06.2012 (Five years) and Land Acquisition became inoperative and invalid on 30.06.2012 (Five years) under 27 of BDA Act, 1976.

Section 27 of BDA Act, 1976



27. Authority to execute the scheme within five years where within a period of five years from the date of the publication in the official Gazette of the declaration under sub-section (1) of the section 19, the Authority fails to execute the scheme substantially, the scheme shall lapse and the provisions of section 36 shall become inoperative.

36. Provisions applicable to the acquisition of land otherwise than by agreement. –

(1) The acquisition of land under this Act otherwise than by agreement within or without the Bangalore Metropolitan Area shall be regulated by the provisions, so far as they are applicable of the Land Acquisition Act, 1894.

(2) For the purpose of sub-section (2) of section 50 of the Land Acquisition Act, 1894, the Authority shall be deemed to be the local authority concerned.

(3) After the land vests in the Government under section 16 of the Land Acquisition Act, 1894, the Deputy Commissioner shall upon payment of the cost of the acquisition and upon the Authority agreeing to pay any further costs which may be incurred on account of the acquisition, transfer the land to the Authority and the land shall thereupon vest in the Authority.

Objection 2:

5 year Time limit for utilization of land acquired for Peripheral Ring Road has almost expired and unutilized Land must now be returned to its owners under Section 37 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013).

Gazette notification of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013) was on October, 17, 2015.

The High court has gone on record that BDA has not paid money or any compensation for PRR as of date and even up to current date of public hearing 18.10.2020.

Section 37 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013)

37. Manner of returning the utilized land:- If in the opinion of the State Government, the land acquired for public purpose under the Act and the majority of such acquired land remains unutilized for a period of more than five years from the date of taking physical possession of such land, it may direct the Deputy Commissioner to issue a notice to the requiring body and by giving reasonable and sufficient opportunity of being heard, pass necessary written orders to revert such 'unutilized land' to;

(i) Original Land Owner to their legal heirs as the case may be by giving a notice to all the concerned and after collecting the current market value of such land as determined under section 26 to 30 of the Act, of the amount already paid as compensation along with enhanced compensation if any at the time of acquisition under this Act, whichever is higher; or to.

(ii) Land Bank which is a Governmental equity that focuses on converting such land into productive use.

Provided, that in calculating the period of five years from the date of taking possession, the period covered by any court stay, if any shall be excluded. Provided further that if the requiring body fails to comply with the orders to revert and hand over the land, the Deputy Commissioner shall if a Magistrate, enforce the surrender of such land from the requiring body to himself and if not a Magistrate, he shall apply to a Magistrate or to the Commissioner of Police as the case may be, who shall enforce the surrender of the land to the Deputy Commissioner.



**Compliance:**

**The land has been acquired as per the BDA Act, 1976. Therefore the provisions of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 are not applicable.**

**Objection 3:**

Maps in the EIA report for PRR prepared by M/s EHSC Private Limited, are erroneous, misleading and conceal and do not depict Lake Raja Kaluves. All annexure maps in Annexure 14 fail to depict Lake Raja Kaluves which may be overrun and destroyed by the PRR further impacting many more than just 6 lakes mentioned.

Example map of Doddagubbi Village, Chainagge 23+400-30+900 (km) three South Western Primary Raja Kaluves to Doddagubbi Lake, which has been concealed in your land use map.

As you can see it is along the thickly vegetated drains. There are clearly marked Primary Raja Kaluves from Doddagubbi Lake extending in the South West Direction upto the proposed Peripheral Ring Road (PRR) (Shown in red lines).

Also showing Rajakaluves extending upto Sy. No. 108 and beyond and another Raja Kaluve extending upto Sy. No. 25 and beyond which is now being overrun by the proposed Peripheral Ring Road.

**Compliance:**

**The drainage map has been prepared by digitizing the streams and nalas from the toposheets which also includes the rajakaluves.**

**Objection 4:**

**THE EIA REPORT SHOULD NOT BE PREPARED AND PAID FOR BY THE PROJECT PROPONENT**

In an article entitled "Environmental Hot Potato" published on August 7, 2020, Chandra Bhushan, CEO of International Forum for Environment, Sustainability and Technology (iFOREST) writes, "The EIA Report, which forms the basis of EC decisions, is prepared by the project proponent. This creates an apparent conflict of interest.... I am yet to come across an EIA Report that says that a project is likely to have significant ecological impact."

The Draft EIA Report of the PRR is prepared by a Consultant selected by the project proponent BDA and paid as well by BDA. Hence, though the EIA Report points out many of the ills of the PRR pertaining to the people and the environment of Bengaluru, such as loss of flora and fauna, fisheries, illnesses caused in the population etc., it stops short of negating the Draft EIA Report.

**Compliance:**

**As per Clauses 6 and 7 of the EIA Notification, August 2015; the application seeking prior environmental clearance in all cases shall be made by the project proponent and the project proponent shall prepare the Environmental Impact Assessment Report and submit it to SEAC for obtaining Environmental Clearance. Therefore, the EIA/EMP Report has to be prepared by the proponent which is Bangalore Development Authority (BDA) for the proposed PRR Project.**

**Objection 5:**

**LACK OF CLARITY ON THE PAYMENT OF COMPENSATION: WILL IT BE ON THE BASIS OF THE RIGHT TO FAIR COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION, REHABILITATION**



AND RESETTLEMENT ACT, 2013 (CENTRAL ACT 30 OF 2013) OR ON THE BASIS OF THE DATE OF PRELIMINARY NOTIFICATION?

On pages 6 and 7, in "Applicability of various legislations" the Draft EIA states, "The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 shall be applicable to this effect". However, on page 226, the Draft EIA states, "The valuation of land, tree structure will be valued as on date of the Preliminary Notifications".

These are two contradictory statements in the Report with important consequences for the land losers. Please clarify.

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.**

Objection 6:

GOVERNMENT LAND ON THE ALIGNMENT WAS DROPPED AND PRIVATE LANDS NOTIFIED.

In the 1<sup>st</sup> Preliminary Notification in 2005, the Consultant was INRIMIT and 40 acres of government land was notified in Dodda Gubbi village. In 2006, the consultant was changed to ALCON and the entire 40 acres was dropped in the 2<sup>nd</sup> preliminary Notification of 2006 and private lands were notified for acquisition. This is contra to the BDA Act which says that wherever possible, government land should be notified.

**Compliance:**

**Land acquisition Final Notification No. UDD/399/MNX 2006 dt: 29.06.2007 will prevail.**

Objection 7:

THE COMPENSATION PER INDIVIDUAL LAND LOSER PER VILLAGE IS NOT GIVEN. INSTEAD A CONSOLIDATED AMOUNT OF RS. 8842 CRORES IS GIVEN FOR LA AND R & R. HOW WAS THIS AMOUNT COMPUTED? PLEASE EXPLAIN

On page 46 the EIA Report states, "The project cost is estimated to be Rs. 15,111.42 crores. Out of which Rs. 8,842 crores will be earmarked for land acquisition and R & R aspects".

Please indicate how you have computed the figure of Rs. 8,842 crores. What is the compensation per individual land loser and per village? At what rate has the compensation been arrived at? What is the R & R have in mind?

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

Objection 8:

100 METRE ROAD IN A FOREST AREA IS HIGHLY DETRIMENTAL TO WILDLIFE AND SHOULD NOT BE ALLOWED



On page 46, Table 2.21.16, the EIA Report says, "Width of the alignment proposed in forest area is 100 meters". Such a wide road in a forest area is highly detrimental to the wellbeing of animals. We object to the 100 metre width in a forest area.

**Compliance:**

About 0.79 km of the proposed project alignment passes through Jarakabandekaval RF. Detailed survey and local consultation showed that Jarakabandekaval RF is home to several small mammals and avifaunal species such as Peacock, Hare, Mongoose, etc. Jarakabandekaval RF is predominantly known for Indian Peafowl, the Schedule-I species which are abundantly found in the area. These animals have already adjusted to the existing noisy conditions and naturally move away from the source of disturbance. However, noise barriers made of polycarbonate will be installed along sensitive areas including Jarakabandekaval RF which would reduce about 36 dB(A) which would reduce the impacts of noise generation on biodiversity of Jarakabandekaval RF during operation phase.

**Objection 9:**

**BANGALORE URBAN DISTRICT IS HIGHLY DEFICIENT IN WATER. HENCE TO BUILD A RING ROAD WILL FURTHER EXACERBATE THE PROBLEM**

The Bangalore Urban District is highly deficient in groundwater. On page 77 the Draft EIA states, "The draft exceeds the total available ground water resources, leaving absolutely nil ground water resources for future use. The stage of ground water development is considered to be quite alarming with an average of 1975 for the whole district, thereby categorizing the stage of development as Over exploited".

In such circumstances of gross ground water deficiency, it is not advisable or desirable to strain the meagre water resources further by having a Ring Road which will greatly exacerbate the problem.

**Compliance:**

The proposed PRR project poses no direct impact on ground water resources. However, the proposed alignment passes for about 13.65 km within the TG Halli catchment area where a total of 9,304 trees were recorded within 100 m RoW. Of which, 1,533 trees will be retained within the proposed green space of width 5m x 2. Therefore, a total of 7,771 trees will be removed within the TG Halli catchment area. This affects the ground water resources of the region. However, necessary mitigation measures such as plantation of trees in the ratio 1:10, proper management of muck so as to not affect the drainage pattern, construction of farm ponds, check dams and percolation ponds will be made as part of Catchment Area Treatment Plan to minimize the impact on TG Halli catchment area.

**Objection 10:**

**PRISTINE ENVIRONMENT AND CULTIVABLE ASSETS BUILT OVER DECADES WILL BE IRREPARABLY DESTROYED**

The PRR passes along 6 lakes (page 79). Study of the present land use shows that "the land is predominantly covered with cultivated land (26.15%) followed by plantation (22.92%). Plantation activities include banana, coconut, Arecanut, teak, eucalyptus etc., and floriculture is also observed in the area"(page 97). The environment will be completely and irreparably destroyed by building the PRR. The area will be stripped of its pristine environment, its cultivable assets, its flora and fauna, fisheries etc.

**Compliance:**



*Utilization of pre-cast structures, proper storage & management of Construction wastes/muck and provision of sediment fencing will be made to minimize the impact on lakes. Necessary permission for the same will be obtained from the authority. Further, about 15.00 Cr have been allocated for rejuvenation of lakes as part of Corporate Environmental Responsibility (CER) activities. Therefore, the proposed project does not have any major impact on the cultivable assets of the region.*

*Objection 11:*

*THE TG HALLI RESERVOIR WILL BE IRRETRIEVABLY DAMAGED BY THE PRR GOING THROUGH IT AND THE ATTEMPTS OF THE GOVERNMENT TO RESTORE IT WILL BE SEVERELY COMPROMISED.*

*Thippagondanahalli Reservoir is the largest reservoir in Bengaluru. Given the poor water situation in Bengaluru, the Governemnt is keen to rejuvenate and efforts have been made in this direction. On page 133, the EIA report states, "Government had issued notification on 18.11.2003, 12.01.2004 and 20.07.2019 regarding protection and conservation of Thippagondanahalli Reservoir Catchment area". Through the Report states that nowhere has the government said that a Road cannot go through the area, it is self-evident that a Ring Road of 100 metres width will irretrievably damage the TG Halli Reservoir and its restoration will be severely compromised. Hence, the PRR should by no means be allowed to go through the TG Halli Reservoir.*

**Compliance:**

*The proposed alignment passes for about 13.65 km within the TG Halli catchment area where a total of 9,304 trees were recorded within 100 m RoW. Of which, 1,533 trees will be retained within the proposed green space of width 5m x 2. Therefore, a total of 7,771 trees will be removed within the TG Halli catchment area. This affects the ground water resources of the region. However, necessary mitigation measures such as plantation of trees in the ratio 1:10, proper management of muck so as to not affect the drainage pattern, construction of farm ponds, check dams and percolation ponds will be made as part of Catchment Area Treatment Plan to minimize the impact on TG Halli catchment area.*

*OBJECTION 12:*

*FELLING OF 33,838 TREES WILL BE A GIGANTIC LOSS TO THE ENVIRONMNET OF BENGALURU WHICH WILL BECOME A DUST BOWL AND A HOT ISLAND*

*The felling of 33,838 trees will take place to accomodate the PRR. This will have a disastrous effect on the environment of Bengaluru. The report suggests compensatory afforestation as a mitigation measure (page 178). This involves planting of saplings and transplantation of trees (Page 148). Both these measures are highly problematic. Planting of saplings in lieu of trees felled has been an abject failure in earlier projects. Besides, the saplings, if at all they take root, will take two decades to become full-grown trees. During this period, the environment will be highly compromised. Uprooting and transplanting trees is an expensive and arduous process. Only endangered species of trees will be transplanted. This removal of the trees will have disastrous effect on the environment of Bengaluru.*

**Compliance:**

*The project involves removal of 33,838 trees within RoW which will be compensated as per National Green Highways Policy, 2015 guidelines by planting trees with a ration of 1:10. As per the calculation, 48,096 trees will be planted within the RoW. The remaining trees will be planted in the designated areas suggested by Karnataka Forest Dept., by entering a MOU with Karnataka Forest Dept as per Guidelines for National Green Highways Policy - 2015. Transplantation activities will also be carried out for the species by assessing its*



*survivability rate based on its girth size and height. In addition to this, about 5,861 trees falling within the green space (5 m x 2) of RoW will be retained.*

**OBJECTION 13:**

**FREQUENT CHANGES IN THE ALIGNMENT OF PRR**

*Over a decade and a half, we have noticed that the alignment keeps changing to felicitate one party or another and it is still not fixed as the PRR, as of now, is not connected to the NICE Road. Hence, a Detailed Project Report (DPR) of the project has never been out in the public domain.*

*Changes were made even between the Draft CDP and the 1<sup>st</sup> Preliminary Notification. Subsequently, 988 acres were dropped and fresh 1107 acres were notified for acquisition in the 2<sup>nd</sup> preliminary Notification. Later in 2010, 372 acres were further notified. The Supreme Court quashed the 3<sup>rd</sup> notification in the Gowramma Case. The SC specified that the NDA should stick to the Alignment given in 2007. But changes are still being made.*

**Compliance:**

***As per the Final Land Acquisition notification issued in 2007, the project will be implemented with minor modifications (if any) upon obtaining requisite approval.***

**OBJECTION 14:**

**DANGER OF PETROLEUM PIPELINE RUNNING PARALLEL TO PRR. CONSTRUCTION OF FLYOVERS IS NO SOLUTION.**

*On page 187 it is stated "The PRR alignment has a Petroleum pipeline running parallel under the proposed PRR Corridor". It intersects the PRR in 17 places in 4 villages. There is grave danger resulting from possible leakages. The report mentions various safeguards but no matter how good these are, the danger persists.*

*As a mitigation measure, the Report recommends building flyovers over the intersections. It says on page 201 "to minimize conflicts at major intersections, flyovers are provided for better safety and less accident rate". It is well known that flyovers are provided for better safety and less accident rate". It is well known that flyovers are not a panacea for all ills. Least of all one regarding safety of the commuters on the proposed PRR.*

**Compliance:**

***In the proposed PRR alignment, part of the area at chainage from 28+000 km to 31+700 km to near Bilishivale, Vaderahalli, Rampura and Adhuru villages has an underground petroleum pipeline running parallelly along the proposed PRR corridor. Further, the pipeline intersects the proposed PRR alignment in two areas near Chikkabanahalli village belonging to Bangalore East Taluk and at Kasaghattapura village belonging to Bangalore North Taluk. Flyovers are proposed at these two intersecting points to avoid impact on pipeline. Further, necessary precautionary measures such as Emergency Preparedness Plan, prohibition of mechanical excavation, blasting in the surrounding area of the pipeline & periodic onsite emergency mock drill will be ensured during construction phase upon necessary consultation and approvals from requisite authority. Discussions in this regard were already initiated with Petronet MHB authorities on 28.05.2020 and 29.05.2020.***

**Objection 15:**

**PRR IS PASSING ALONG AND GOING OVER 6 LAKES**



Lakes in Bengaluru are in a pitiable condition due to unplanned urbanization and urban sprawl. Now six more lakes are under threat due to the PRR alignment. Again, flyovers have been sought as a mitigation measure which is not satisfactory.

**Compliance:**

**Utilization of pre-cast structures, proper storage & management of Construction wastes/muck and provision of sediment fencing will be made to minimize the impact on lakes. Necessary permission for the same will be obtained from the authority. Further, about 15.00 Cr have been allocated for rejuvenation of lakes as part of Corporate Environmental Responsibility (CER) activities. Therefore, the proposed project does not have any major impact on the cultivable assets of the region.**

**Objection 16:**

**100 METER ROAD IS DESTRUCTIVE OF THE ENVIRONMENT**

The PRR was initially proposed to be a 60 m road. It was later expanded to 100 m. There is no need for a road of such wide dimensions when there are two more Ring roads in the offing. Moreover, it is a greenfield project. Post Covid-19, work is likely to be done from home necessitating less travel. Such a wide road causes damage not only to the flora and fauna but also to the great number of people who will be dispossessed of their land and livelihood. Other modes of transport, such as suburban train, buses etc should be considered before such a damaging and costly project is taken up.

**Compliance:**

**Presently, Bangalore is home for more than 11 Million people with more than 100 Lakh trips/day. Presently, the city operates 6000 BMTC buses which are expected to increase to 15000 by 2031. The proposed 100 m PRR has been proposed keeping in view of future developments such as metro and buses in the upcoming decades.**

**Objection 17:**

**THE POPULATION AFFECTED BY THE PRR IS UNDERESTIMATED. IT IS ONE MILLION.**

On page 178, the Table 7.4 shows that the "projected population for 2021 is 7.4 lakh". It also states on Page 176 that "villages that fall under 19 BBMP wards was not included due to unavailability of Census data of previous decades". It may be assumed that the density of the BBMP wards is higher than the outlying villages; hence a population of one million affected may be projected for 2021.

Thus the population count, tree count and analysis of the Report exclude a sizeable amount of the Universe. This is shocking!

**Compliance:**

Population projection has been estimated statistically using Arithmetic method using the available Census data from the past three decades. Population details of the Wards were not included as the proposed PRR project affects only particular villages of each Ward. A Ward is comprised of several villages and the project does not affect all the villages of the Ward. Therefore, details of only the villages through which the alignment passes through have been considered for which the census data is available.

**Objection 18:**

**BDA GIVES 4 OPTIONS OF COMPENSATION AND CHOOSES THE LEAST LAND LOSER-FRIENDLY ONE.**



Option 4 which is chosen by the BDA includes a compensation of 30% in cash, 40% developed land and 30% TDR. The problem here is with the credibility of the BDA. It has not fulfilled its promises of alternative sites; hence numerous litigations are in the courts from land losers of Arkavathy and Kempe Gowda layouts. Very often, the land loser goes to his alternative site only to find the board of another claimant to the same site.

Studies have shown that alternative sites are far away from places of employment and lack the basic amenities. The land loser is currently living a comfortable through humble life with basic amenities which he stands to lose in the alternative site.

TDR is also highly problematic. People are aware of the TDR scam which took place in BDA a few years ago. Moreover, it is simply a piece of paper in the hands of the land loser. The onus of collecting the compensation is shifted on to the land loser as he has to find a buyer for his TDR. In his scramble for a buyer the value of his TDR will be downgraded. This "pass the buck" syndrome of the BDA will cause great strain to the land loser. Land losers are asking for compensation at market rates. This compensation is not acceptable to us.

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.**

Objection 19:

**SURVEY SAMPLE OF THE DRAFT EIA WAS VERY SMALL AND NOT REPRESENTATIVE**

The survey sample included only 666 people belonging to 145 households. This was a miniscule fraction of the universe of land losers. Moreover, it is skewed in favour of males. It says on page 178, "80.57% of the population comprises of males and 19.42% females."

**Compliance:**

**The survey sample was minimal due to the following limitations faced during the survey carried out in the study period. The limitations faced are as follows;**

- **Firstly, most of the land owners wanted to meet the BDA authorities in presence of Chief Minister regarding finalization of the Compensation price before sharing the information**
- **Objection from localities' who does not want to cooperate as the project was delayed for very long period of time**
- **Actual Land owners have settled in other places**
- **Non availability of actual land owner's information at certain places**
- **In some places, survey team has been threatened and sent away from the villages**

**In view of the above difficulties faced, there was no other option left except to consider the available data from the public who cooperated during the survey which was minimal.**

Objection 20:

**HIGH DEGREE OF VULNERABILITY OF THE LAND LOSRES**

The report points out that the majority of the population on the alignment is involved in agriculture and related activities. It says that "agriculture/farming is the sole source of the livelihood for the survey households.: growing of cereals, vegetable, horticulture and commercial crops like teak, eucalyptus and floriculture are the mainstay of the people. On page 179, the report says, "Majority



of the population in the area owns a tenement to live in. They have access to the basic amenities such as protected drinking water, electric power, education and health care". It continues on the same page, "the people are involved in various cultural activities and traditional practices such as local jatras, harvest festivals, etc."

It is this comfortable but highly vulnerable population, numbering 1 million people that the PRR is going to displace. It is going to dispose them of their land, houses, livelihood, culture and traditions. Most of the farmers have small holdings of 5 acres and less. Given the mammoth proportions of the Road, many of them will be rendered landless. The report candidly states, "Many PAPs will loose full land to PRR and become landless" (Page 181). Another aspect is that 82.51% belong to the Backward Castes (Page 178).

Listing the negative impact of the PRR, the report nonchalantly states, "the negative impact would primarily be in the form of loss of livelihood, housing, access to common people property resources and disturbance in the existing social fabric of the people living and working along the corridor." In addition, the proposed road has already caused fragmentation and dissension among the people of the 67 villages as the land owner by the side of the road stands to gain while the land loser does not.

Given that BDA does not have a good track record of R&R, Bengaluru is going to be the site of much suffering if the road development does indeed take place. The project affected people have already been through much suffering due to the long delay. The report notes on page 181, "they were unable to transact or build on the land; psychological stress has developed among the Project Affected Persons due to delay".

The road brings connectivity but for whom? It is envisaged for cars to speed through. It will symbolize the sacrifice of the poor for the comfort of the rich and further the rising inequality in the City and its periphery.

The PRR will bring a tsunami of destruction.

#### **Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976. The compensation will be paid to overcome the negative impacts on the land losers.**

Objection 21:

#### **1451 STRUCTURES WILL BE IMPACTED**

The report states that 1451 structures will be impact but it does not give the location village wise of these structures. Since the project has been delayed by 15 years, the BDA officials had themselves told us that 2/3<sup>rd</sup> of the alignment is built up. Tearing down these structures may lead to a law and order problem. Show of brute force by the government will not go down with the people.

#### **Compliance:**

**As per the latest data of 2018, 1,451 structures are estimated. Government will take suitable decision for the loss of structures as per the prevailing Land Acquisition, Rehabilitation and Resettlement norms.**

Objection 22:

#### **THE TIMING OF THE PUBLIC HEARING DURING COVID 19**



Under UNLOCK 3 by Govt, 1 v, 'large congregations' are not permitted even outside Containment Zones. The public Hearing on the 18<sup>th</sup> August is causing undue risk to the public as the rules extend upto 31<sup>st</sup> August.

**Compliance:**

The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.

Considering the pandemic situation, a Virtual Public Hearing was also conducted on 23.09.2020 through Zoom platform, so that the public can participate in the meeting and give their submissions from their homes. The proposed PRR project is entirely in Bengaluru Urban District and the population are very familiar with smartphones, internet connections, data usage and online technology. The virtual Environmental Public Hearing was successfully conducted with more than 170 participants.

65. Suresh V., Sorahunase Village, Varthur Post, Bangalore 560087 (Mob- 9986504553)

**Objection/comments:**

**Mail 1 :** Referring to public hearing held on 18.08.2020 which was organised jointly by KSPCB and BDA which was published on dated 26.7.2020 in Deccan herald newspaper No.PCB/CNP/07/GEN/19/1184 dated 13-7-2020 Regarding EIA of proposed PRR project.

Being announced in newspapers that public hearing is cancelled and will be rescheduled and I believed that so I could not attend to the Public hearing, hence I am submitting my objections to cancel the proposed PRR project

Now I would like to request the concerned department / officials to stop proceedings henceforth as project got lapsed legally (please look into the enclosure)

Attached the reasons how and why the Project got lapsed, now I would request you to convey/discuss this message to all departments involved in this proposed PRR project.

In anticipation of your favourable reply by addressing the issues pertaining to PRR project

I hope this Email is inline and helping me and the poor farmers who are suffering from decades in different manners

**Attachment & Mail-3,4:**

The PRR has lost its existence as a project has on year 2012, the following are the reasons.

1) Section 27 of BDA act directs that the project will lapse if compensation not made and no award is made and the project is not sufficiently made. Therefore, the award is not made, compensation is not paid, within five years and PRR has not commenced as per section 27 of BDA act.

2) The object of L/A Act "compulsory acquisition of land and for corporates" once the Govt has made the notification, they are struck to it and cannot make changes, amendment, alteration in the preliminary notification, a number of supreme court judgements available on this under Sec BDA only can acquire against agreements and not in the procedure adapted by them



The second notification whipped out most of Survey numbers proposed for acquisition and modified the first notification, the second notification includes Sec 4A of the L/Act, this is absolutely wrong.

3) The L/A and rehabilitation and resettlement act of 2014 sec 24 provides that the compensation and awards must be made in one-year time failing the project will lapse the first lapsing took place in the year 2012 because of 5 years.

Second time lapsing took place in the year 2015 which already 2 years later.

However the lapsing took in 2012 as per sec 27 BD Act the possibility of BDA or anybody taking further notification sec of 24 of LARR act does not arise because of 2 years already passed from lapsing under BDA act there was a gap of 2 years from 2012 to 2014 therefore the correctness of second notification is void, any notification issued after 2014 should be fresh and cannot refer back to first preliminary notification. The double bench of Karnataka high court in their decision in the case of Gowramma has clearly brought out that BDA has neither paid compensation within 5 years nor the awards.

The BDA in their meeting resolution number 160/2007 that they have money and they will pay for all the cost involved in PRR, it was depending on this assurance that the Govt was misguided by BDA. however, BDA did influence in spite Govt not agreeing for the financial loads to be cost on BDA and this is a negative and refuses to stand guarantee for the loans. When the govt passed its conditional order under Govt order number UDD399MNX2006 dated 23-4-2007 that in first para of their order "the BDA had their own independent project"

In public interest the Govt should not have imposed such conditions. There was also a directive from the Govt that "BDA should not be burdened with the loan"

Supreme court has laid down in their order that nobody can alter, change modify. (in the case of kollapur cane sugar Mills -v/s- union of India the 5 bench (constitution) the term central act or legalization, the rule is used that act, reference it has to be made definitions of that term in the statute, it is neither possible nor permissible to give a meaning different to any of the forms different from definition. It is manifest that each of the term have a meaning attributed for the purpose of the act applied in case through than the clear and unambiguous language of that provision has to be given its TRUE meaning and import)

In TALCO Engineering -v/s- Satish Prabhakar Padya rules that the solution and provision of statute cannot expand the application in a socio economic legislation by judicial interpretation to levels unattended by the legislator or in the manner of which militate against the provision of the statute itself cannot be ignored so as to include in its application those who are clearly excluded by statute itself. The BDA subsequently wrote to Govt to reimburse (from MARUBHARANA DEPARTMENT) the money for PRR

The BDA has planed the PRR on Survey numbers on petroleum pipe line can be seen in the drawings no's 204,238,242,574,575,579,601 to 652,653 to 660,661 to 708,707,757,844, 860, 895,896, 903 to 911, which were gazetted by petroleum MHB Ltd dated on 7-11-2005 one year before first notification which was compulsory

Five Bench Judges case of State Orissa -V/S- M.A Tulloch (1969 AIR 1284 may also be seen in,

In the case of Naresh Manjrekar -V/S- state of Maharashtra (1966-3-SEP-744-776) 9 bench Judges,

The supreme court in the case of Jagpal sing -V/S- state of Panjab and others on 28-1-2011 laid down that (Judges Markandaya-KATJU and Gyan Sudha Mishra) in their Judgement laid down as follow

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Para 4 the protection the common Rights of the villagers were so zealously protected that from expressly mentioned that even the vesting of property with the state did not mean, that the common rights of villagers were lost by such vesting. thus in Chigurputti Venkatesh Subbaya -v/s- Paladurga Anjaya 1972(1) supreme court 521(529) this Govt. the rights of the community were taken away. the rights of the community over those lands were not created by the land holder hence those rights cannot be said to have abrogated by sec(3) of the estate abolition act.

**Mail 2:** Request concern officer's who are prominent, now I would request you to acknowledge my Email for objections which I have raised, kindly suggest in which way I have to raise objections/concerns other than Email, as you people shared the Email ID's to raise/share objections in public hearing held on 18.8.2020 which is jointly organized by KSPCB and BDA, so once again I kindly request you to reply/revert back.

**Mail 3:** Please find attached objections and do the needful by considering my objections.

**Mail 4:** Referring to below trail mails, I am still awaiting for the reply from their good office, now I would like to bring to your kind notice that to refer my objections to BDA and KSPCB regarding PRR project and direct BDA that to cancel the PRR project and not to proceed further as PRR project already has been and lapsed. attached is the points how PRR project is lapsed.

**Mail 5:** Referring to below trail mail, please revert to my mail as it has been two months from now, I would think none of the BDA staff/KSPCB who are not working in a time frame, I believe all are lethargic and sitting like a rock.

**Mail 6:** I have to bring to your kind notice that I did not get any reply from any of the concerned person who are responsible/worried about farmers, now I am much worried why there is no reply/response to my objections which I have raised/mentioned, as KSPCB has Govt. domain e-mail ID why can't BDA, e-mail ID is not Govt. Domain, hope sending mails is of no use also it is very difficult to reach out the people over phone numbers which are shared, so kindly go through my objections and direct BDA Commissioner to stop the further proceedings as PRR project got lapsed in the year 2012 itself according to statute, so once again I kindly request you to stop this PRR project and revert back.

**Compliance:**

**The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.**



## LAND ACQUISITION RELATED ISSUES



**COMPLIANCE TO COMMENTS / OBJECTIONS RECEIVED IN WRITTEN / E-MAIL TO  
KSPCB AND BDA (LAND ACQUISITION RELATED ISSUES)**

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1. *Smt. Nagarathana. V, W/o Sri. P. Muniswamy (75 yrs), No. 517, Chairman Street, Ramaswamy Palya, Maruthisevanagar Post, Bangalore-560033*

**Objection/comments:**

1. *With reference to the above, I write to state that I am the absolute owners all that piece and parcel of the agricultural land bearing survey No. 11/1 measuring 22 guntas and 11/2 measuring 20 guntas of Bilishivale Village, Bidarahalli Hobli, Bangalore east Taluk, morefully in the Schedule hereunder and herein after referred to as Schedule Property, being the Successor of Late. Sri.P.Muniswamy, who is my husband, who has purchased the same by virtue of a registered Deed of sale. I state that my husband died on 14.03.2015 and executed a registered gift deed in my favor through a registered gift deed dated 03.02.2015. The copy of the gift deed is annexed as DOCUMENT NO.1*
2. *Originally the Survey No. No11/1 measuring 30 guntas and 11/2 measuring 1.30=70 guntas, totally measuring 2 acres 24 guntas. It is submitted that the said property/land was purchased by my husband Late. Sri P.Muniswamy and has planted more than 200 mango trees in the year around 1999 and the said mango tree is of 30 years old now and at present from the said mango trees it yield around in an average of about Rs. 4 lakhs to Rs.5 Lakhs per year. The latest photographs are herewith produced as DOCUMENT NO.2 It is submitted that my husband Late. Sri.P.Muniswamy has also put up a laborer's/workers shed in the schedule property to look after the mango crop and the schedule property. The photographs is herewith produced as DOCUMENT NO.3.*
3. *It is submitted that during the life time of my husband the BDA has acquired portion of Sy.No 11/1 measuring 22 guntas and 11/2 measuring 20 guntas of Bilishivale Villages, Bidarahalli Hobli, Bangalore east Taluk for the development of eight lanes Peripheral Ring Road (PRR) from Tumkur Road, Bellary Road, Old Madras Road and Hosur road and issued notification. It is submitted that aggrieved by the same my husband Late. Sri.P.Muniswamy has challenged the same before Hon'ble High court of Karnataka vide W.P.No. 22461/2009.*
4. *I state that after my husband died I am in possession and enjoyment of the said land and revenue records stands in my name. The Copies of RTC are herewith produced as DOCUMENT NO.4. I state that the income from the mango trees is the only source of my income. I state that the alignment of the road between Tumkur and Old Madras roads passes through my agriculture land.*
5. *I state that the central Government of India by virtue of a notification dated 12 June 1999, acquired the schedule property along my adjacent lands on Bilishivale Village for laying a petroleum pipeline between Mangalore and Bangalore Petronet MHB and they laid gas pipeline in my schedule land and the proposed PRR will crossover of the pipelines. It is submitted that later when it was brought to the BDA notice that BDA has changed the alignment of the PRR and left the lands in Bilishivale and 3 other villages and to that effect the BDA has prepared as DOCUMENT NO.5. The relevant partition can be seen at page No. 1-4 in the said report prepared by BDA.*
6. *I state that the Central Government under the applicable environmental regulations and institutions relevant to this project has been discussed in this section and by its EIA notification 2006 and its amendments, the EIA notification dated 14th September, 2006*



imposes certain restrictions and prohibitions on new projects or activities, or on the expansion or modernization of existing project or activities based on their potential environmental impacts as indicated in the schedule to the notification, being undertaken in any part of India, unless prior environmental clearance has been accorded in accordance with the objectives of National Environment Policy as approved by the Union Cabinet on 18th May, 2006 and the procedure specified in the notification, by the Central Government or the State or Union territory Level Environment Impact Assessment Authority (SEIAA). The notification has listed out the Projects or activities requiring prior environmental clearance under Category "A" and "B" based on the spatial extent of potential impacts, and the intensity of those impacts on human health and natural and manmade resources. Category "A" projects require prior environmental clearance from MoEF on the recommendations of an Appraisal Committee (EAC) and Category "B" projects require prior environmental clearance from state or Union territory Level Environment Impact Assessment Authority (SEIAA) on the recommendations of a state or Union Territory Level Expert Appraisal Committee (SEAC). In the absence of a duly constituted SEIAA or SEAC, a category "B" project shall be treated as a category "A" project. New National Highways and expansion of National Highways greater than 30 km, involving additional right of way greater than 20 m involving land acquisition is categorized as "A". All New State Highway projects; and state Highway expansion projects in hilly terrain (above 1000 m AMSL) and or ecologically sensitive areas are categorized as "B". Any project specified in Category "B" will be treated as category A, if located in whole or in part within 10 km from the boundary of: (i) Protected Area notified under the Wild Life (protection) Act, 1972 (ii) Critically polluted areas as notified by the Central Pollution Control Board from time to time (iii) Notified Eco-sensitive area and (iv) inter-state boundaries and international boundaries.

7. I state that the BDA without clearance from the EAC started the proposed PRR and the said project was stayed by the National Green Tribunal and aggrieved by the same BDA approached the Honorable Supreme Court and the Supreme Court of India has directed the BDA to get fresh approval from the environment committee with an opportunity to hear the public in general at large and for consideration and suggestions.
8. I submit that I came to know that on 26.6.2020 there is paper publication that the environment committee has conducted fresh survey and collected the data of the trees and other environmental impact by the proposed PRR. It is submitted that to the strange and I would like to bring to your kind notice that the said environment committee members or any other persons has never visited my schedule land or any other lands around Bilishivale village and in the latest report there is no reference to the mango trees that are going to cut for the PRR and if the mango trees are counted, the number of trees will increase more. It is submitted that it is mandatory that the Authority shall serve a notice on every person whose name appears in the assessment list of the local authority or in the land revenue register as being primarily liable to pay the property tax or land revenue assessment on any building or land which is proposed to be acquired in executing the scheme hence it is clear violation of principals of natural justice, without giving an opportunity and without visiting the spot they prepared the report which is illegal and bad in the eyes of law. Thus, there was a material concealment by the project proponent of the number of trees proposed to be felled for the PRR project. It is submitted that in my property alone 100-150 trees were required to be felled which was not notified.
9. It is submitted that petronet MHB Ltd. was of the opinion that as the pipelines contain hazardous material which is highly inflammable, care should be taken to either relocate



parts of the project and as per their suggestions earlier the land in Bilishivale village was left from acquisitions and the said fact was not disclosed in the present report. It is submitted that as per the supreme court direction the BDA shall consult the requisite authority to ensure that no potential damage is caused by the project to the petroleum pipelines over which the proposed road may be constructed, in the present case the BDA has violated the supreme court direction and violated the order and has not got consultant authorities for the requisite safety.

10. In the circumstances, I request your good selves to kindly re-consider your decision of notify the schedule property and de-notify (drop from acquisition) the same and permit us to further continue our agriculture activities in the schedule property.
11. I am producing herewith the documents enlisted here in below for your kind perusal:
  - i. Copy of the register gift deed dated 03/02/2015
  - ii. Latest mango Trees Photo Graphs 4 Nos
  - iii. Photographs showing workers workers shed 1
  - iv. The copies of RTC in respect of Sy No.11/1 and 11/2
  - v. BDA interim Report
12. I submit that I have produced the photocopies of the aforementioned documents, which are in my custody which demonstrates my right, title and interest over the schedule property and which bears ample testimony to my earnest efforts for undertaking developmental activities in the schedule property. Kindly acknowledge the receipt of the same and oblige. In case, your good selves require any further documents, we undertake to produce the same as and when required by your good selves and we also request for a personal hearing in the matter.
13. We request your good selves to favorable consider our application and de-notify (drop from acquisition) the schedule property from acquisition for the proposed PRR

#### SCHEDULED PROPERTY

ALL THAT PIECE AND PARCEL OF the agricultural land bearing survey sy.no 11/1 measuring 22 guntas and 11/2 measuring 20 guntas of Bilishivale village, Bidarahalli Hobli, Bangalore east Taluk along with all easement and other rights appurtenance there to and there upon.

East by: Channa Keshva property

West by: Anand property

North by: Channa Keshva property

South by: Ramanna property

Thanking you in anticipation of your favourable order in our favour at the earliest and oblige.

#### **Compliance:**

**As per the EIA Notification, 2006 and its subsequent amendments, construction activities are allowed only after obtaining Environmental Clearance and hence, BDA has not initiated any construction activities till date.**

**The tree enumeration has been carried out in the proposed PRR alignment as per the Final Notification dt: 29.06.2007 issued by Government of Karnataka, which also passes through the Survey Nos. 11/1 and 11/2. As per the survey, about 1,854 mango trees are recorded in the CH:20+000 km to CH: 30+000 km near Bilishivale. This also includes the mango trees**



recorded in the above mentioned survey numbers. The details of tree species recorded during survey are given in the EIA/EMP report.

In the proposed PRR alignment, part of the area at chainage from 28+000 km to 31+700 km to near Bilishivale, Vaderahalli, Rampura and Adhuru villages has an underground petroleum pipeline running parallelly along the proposed PRR corridor. Further, the pipeline intersects the proposed PRR alignment in two areas near Chikkabanahalli village belonging to Bangalore East Taluk and at Kasaghattapura village belonging to Bangalore North Taluk. Flyovers are proposed at these two intersecting points to avoid impact on pipeline. Further, necessary precautionary measures such as Emergency Preparedness Plan, prohibition of mechanical excavation, blasting in the surrounding area of the pipeline & periodic onsite emergency mock drill will be ensured during construction phase upon necessary consultation and approvals from requisite authority. Discussions in this regard were already imitated with Petronet MHB authorities on 28.05.2020 and 29.05.2020.

The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.

2. Puttaiah, Yelahanka Hospital Road, Old Town, B64. (Mob: 7259811713)

**Objection/comments:**

It is to be noted that, I have not received any notice or prior information for the process of Land acquisition w.r.t 14 Acres, 20 Guntas at Sy. No. 26/1 of Agrahara village, Yelahanka Hobli which was purchased from M. Puttaiah in 1929. I also hereby enclose the land documents along this application for your kind information.

**Compliance:**

As per the Final Notification dt: 29.06.2007 issued by Government of Karnataka, the proposed PRR alignment passes through the Survey No. 26/1 belonging to Agrahara Village in Yelahanka Hobli. The Final Notification has been given as annexure to the EIA/EMP report.

3. B .V. Jinesh Kumar, S/o Late Sri Vimal Kumar, R/o No. 9-B, Tower-V, "Woodsman Estate", "Godrej Apartment", Hebbal, Bengaluru-560024.

**Objection/comments:**

I would like to state as follows:

I am the owner of the land in Sy. No. 101 of Jaraka Bande Kaval, Yelahanka Hobli, Bengaluru North Taluk. The proposed Peripheral Ring Road is passing through my land to the extent if 10 acres 36 Guntas. I have no objections for acquiring my land for the said purpose provided the compensation is paid as per the new enactment i.e., "Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013".

I further submit that, the Land Acquisition for the proposed Peripheral Ring Road was initiated in the year 2005 under Section 4(1) of the Act. From 2005 onwards, the landlords of the lands acquired for this period were prevented from reaping the fruits of their respective lands. Thus, they were not in a position either to cultivate or develop the same so as to earn their livelihood and thereby they were deprived of their income from 2005 onwards. Considering this, it is requested that, the compensation amount be awarded from 2005 with further the interest and other statutory benefits be extended from 2005 onwards.



I state that, strangely the Special Land Acquisition Officer has not yet issued any notice of hearing based on the objections already filed. That apart I and other land losers have been deprived of utilizing our own lands for the last 15 years. Hence, fixing the compensation payable in respect of my land so acquired for the aforesaid project the aforesaid facts may kindly be taken into consideration and compensation amount be fixed accordingly.

It is further noticed that, the Government is proposing to provide green space adjacent to the land belonging to the landlords. If such green space is provided adjacent to the commercial land (According to the Government Order dated 14.07.2016 issued by the Town Planning Department of Government of Karnataka, the adjoining private property to the extent of 100 meters is commercial with two times premium, next 100 meters is semi-commercial with 1.5 premium FAR and 900 meters residential area with 1.25 premium FAR). That apart, the land owners would be deprived of carrying on any commercial activities in view of providing of green space in between service road and the land belonging to the land owners and thereby the Government is putting restrictions on the land belonging to the private individuals and they will be deprived of carrying out any commercial activities on their lands. Further, the green space has to be provided in between the Service Road and the Main Road and not adjacent to the remaining land belonging to the landlords.

It is further noticed that, the Peripheral Ring Road runs to about 65.5 Kms. But there is no parking space provided in the development plan which again creates traffic congestions. It is pertinent to mention here that in the entire report there is no mention as to the providing of any parking space wherever the commercial activities are to be carried-out. Under the circumstances, again there will be problem on movement of vehicles on the service road and the commuters will have to face parking problems.

Further, the Acquisition Authority is insisting for taking TDR of the landlords which is against the provisions of the new Land Acquisition Act. The Acquisition Authority has no right to insist for taking TDR in respect of the land which is proposed to be acquired in lieu of the compensation amount. It is relevant to mention here that, instead of granting TDR, it is suggested that, the compensation amount be paid as no one can make of the TDR benefit as the road runs to 65.5 KMs.

In the light of the above, it is requested that the compensation and other statutory benefits be paid to me from 2005 onwards and further, the other suggestions given may also be taken into consideration before finalizing the acquisition proceedings.

**Compliance:**

As per the Final Notification dt: 29.06.2007 issued by Government of Karnataka, the proposed PRR alignment passes through the Survey No. 101 belonging to Jarakabandekaval Village in Yelahanka Hobli. The Final Notification has been given as annexure to the EIA/EMP report. The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.

The private land owners are free to carry out any commercial activities on their lands. The proposed green space beyond the main carriageway and service roads was intended to reduce air and noise pollution due to the movement of vehicles and provide habitat to several birds and small mammals such as squirrels located in the adjacent agricultural lands. Provision of green space between main carriage way and service road will not serve its intended purpose of reduction in air and noise pollution and providing habitat. Besides maintenance of trees in between main carriage way and service road seems to be quite difficult considering all the above mentioned facts.

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stakeholders in the project are fully heard, are given their due consideration, and their statement/opinions are taken into account. This current notification issued by the Karnataka state pollution board differs from the intent of its parent act, as it limits the ability of several affected persons and communities to be able to express themselves in a free and fair manner through the public consultation process.

8) The rapid EIA study conducted for this specific project lists sixty-three villages, settlements and habitation as areas which would be directly impacted by this project. A detailed socio-economic survey was conducted as a part of this study within 2 kms either side of the area was collected from taluk offices, District statistics and Primary Health Centres. A test check survey was also carried out by conducting interview with local people and village heads.

8.1) The population density of the district as per the 2001 census was 2985 per Sq km. out of the total population of 65.37 lakhs, 34.27 lakhs of the residents were males and 31.10 lakhs were females. As per the 2001 census, 12% of the population were of the scheduled tribe and scheduled caste communities.

8.2) Furthermore around 12.67% of households were women headed households. Considering the usual economic and social disadvantages that befall these minority households, it is understandable the kind of negotiating power they might possess in public decision-making forums

8.3) By excluding these communities from taking part in the public consultation process, we are aiding in their further oppression. These social handicaps may be produced in even starker terms when we analyse the literacy of the communities affected.

8.4) Even though the literacy levels are high at 83% in general, rural women in the affected sites have a literacy of about 60% which is much lower. The education levels also are very moderate where in out of the total population, a majority of 27.98% studied up-to high school, 12.82% till middle school. The higher education level is represented by 3.76% of the population who are postgraduates, and people with technical qualification are only 2.13%

8.5) Keeping in mind that the present notification also invites suggestions and concerns in the form of letters and E-mail, it is clear that a considerable number of affected people would be deprived of this tool which amount to injustice.

8.6) Interestingly, in a recent survey conducted to find out the awareness of the local population regarding this project, 67.08% of the people responding negatively. This shows there is a dire need of including the voices of the affected people, and the public consultation process can act as a great tool to raise awareness.

8.7) Also, this project requires the cutting down of around 33,838 trees, most of which are located in crucial catchment areas. This and many other similar environmental impacts caused by this project can be a source of concern for various communities residing nearby, and these concerns ought to be heard. Nearby 1810 acres of farmers land was notified for acquisition from nearly 4000 landowners in 67 villages for the construction of the 65.5 Km PRR road, envisaged to decongest the city's traffic by connecting Tumakuru Road to Hosur Road. This further shows the Plight of various farmers who would lose their lands and their livelihoods. While we understand the intent of the said notice is for the general safety of the public, it severely hinders the rights of several persons to access the public consultation process.

9) A major cause of distress in the present notification is the timing of it. The Board's insistence on conducting the consultation process in the middle of a global pandemic is a sign of alarm and is also inconsistent with the general practices of other parallel authorities. A significant comparison can be drawn with the Gujarat state Pollution Control Board. It published on March 26, 2020 a notice



for a public hearing (for the second largest oil refinery the Nayara Energy Limited) to be held in the coming six weeks. After requests for withdrawal, the Board postponed the hearing on April 18, 2020. Till date, the public hearing has been postponed four times and the authorities have complied with the citizens requests and concerns and also kept in mind the realities of the COVID crisis and the same expectations are to be maintained from the present Board.

10) The lack of social capital in several minority communities due to historic systemic exploitation is a fact that still echoes within the diverse populace of India. This notification issued by the Karnataka state pollution board ignores this very same fact, and in a sense perpetrates and continues this systemic violence. Laws cannot be understood outside of their social context, and hence predicting the experience of the people who are to be affected by the law should be an integral part of the law making. This allows for the jurisprudential morality of the law to be accountable to the people it governs. This notification, by making access to the internet a requirement, secludes several minority communities from entering the law-making process and kept them side-lined as the "outsiders", pushing us further from achieving social equality in India.

For the reasons cited above, the mandatory public hearing schedule for 23.9.2020 be cancelled and a clarification be issued stating that public hearing through zoom application for this project specifically, and for any future projects be cancelled and in its place a physical public consultation session which incorporates participation of all the diverse stakeholders involved in the present issue be done whenever safe and appropriate-along with any action that the state Board may deem fit.

#### **Compliance:**

The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. The KSPCB further published about the Environmental Public Hearing and Virtual Public Hearing in the Kannada Daily newspaper "Kannada Prabha" and English Daily newspaper "Deccan Herald" on 17.07.2020 and 01.09.2020 respectively by inviting the responses orally/writing/e-mail to KSPCB/Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District from the concerned persons having plausible stake in the environmental aspects of the project or activity within 30 days from the date of publication of the paper notification. Further, the Environmental Public Hearing was conducted on 18.08.2020 and subsequently Virtual Environmental Public Hearing was conducted on 23.09.2020.

The proposed PRR project is entirely in Bengaluru Urban District and the population are very familiar with smartphones, internet connections, data usage and online technology. The virtual Environmental Public Hearing was successfully conducted on 23.09.2020 with more than 170 participants.

Therefore, the comments/suggestions/objections were submitted by the public from July, 2020 to November, 2020 to the Karnataka State Pollution Control Board and Bangalore Development Authority Office. The Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.

As per the detailed survey within the 100 m RoW, a total of 107 trees species (n=33,838) were recorded. However, as per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department.

Further, a total of 1036.51 Ha of land is required for the project. The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous



**Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.**

13. Veena Krishnan, Mob: 9880355113

14. Prabha Dev, Mob: 9449839439

**Objection/comments:**

We refer to the Report published in the Decan Herald newspaper on July 26,2020 which states that the Karnataka State Pollution Control Board and the Deputy Commissioner, Bangalore District have called for public hearing at 11am on August 18,2020 at Nityotsava Kalyana Mantapa in Singanayakanahalli, Dodddaballapura Road, near Avalahalli village, in order for citizens to voice their thoughts and objections on the proposed felling of over 33,000 trees and acquisition of 25 acres of reserved forest land.

Given the rising number of COVID cases in the city and increase in number of deaths, together with the scenario of hospitals being overwhelmed with the rising number of patients, we request you not to endanger the lives and health of citizens by calling for a physical public hearing. It is highly likely that many citizens will not attend the public hearing as they fear catching the COVID infection from others. The objective of holding the public hearing will itself be defeated.

In the interests of the health and safety of the citizens, we request you to conduct an online virtual hearing whereby citizens can remotely access and voice their objection online orally and writing.

**Compliance:**

The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Subsequently, keeping in view of the present COVID-19 pandemic situation, a Virtual Environmental Public Hearing was conducted on 23.09.2020 to obtain the views of the public. Further, the comments/suggestions/objections were submitted by the public from July, 2020 to November, 2020 to the Karnataka State Pollution Control Board and Bangalore Development Authority Office through oral/written submissions or e-mail. The Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.

15. Rajeev Chandrasekhar, Member of Parliament, Rajya Sabha

**Objection/comments:**

I wholly endorse this request for a broad based public consultation process that should be virtual given the current COVID-19 pandemic situation. I would urge that you make this possible and I would further suggest for the purposes of convenience a pre-registration process be enabled a few days prior to the virtual hearing so that public consultation could be planned in an orderly manner.

This kind of virtual public consultation will be the norm for the foreseeable future since the pandemic will remain with us and force change the behaviour of Government and citizens for the forthcoming months and may be years.

You are already aware of my position and the Government's position that citizens are the most important stakeholders of Namma Bengaluru's development and citizens must play a role in consultation, planning and execution of these important projects.

**Compliance:**

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I state that, strangely the Special Land Acquisition Officer has not yet issued any notice of hearing based on the objections already filed. That apart I and other land losers have been deprived of utilizing our own lands for the last 15 years. Hence, fixing the compensation payable in respect of my land so acquired for the aforesaid project the aforesaid facts may kindly be taken into consideration and compensation amount be fixed accordingly.

It is further noticed that, the Government is proposing to provide green space adjacent to the land belonging to the landlords. If such green space is provided adjacent to the commercial land (According to the Government Order dated 14.07.2016 issued by the Town Planning Department of Government of Karnataka, the adjoining private property to the extent of 100 meters is commercial with two times premium, next 100 meters is semi-commercial with 1.5 premium FAR and 900 meters residential area with 1.25 premium FAR). That apart, the land owners would be deprived of carrying on any commercial activities in view of providing of green space in between service road and the land belonging to the land owners and thereby the Government is putting restrictions on the land belonging to the private individuals and they will be deprived of carrying out any commercial activities on their lands. Further, the green space has to be provided in between the Service Road and the Main Road and not adjacent to the remaining land belonging to the landlords.

It is further noticed that, the Peripheral Ring Road runs to about 65.5 Kms. But there is no parking space provided in the development plan which again creates traffic congestions. It is pertinent to mention here that in the entire report there is no mention as to the providing of any parking space wherever the commercial activities are to be carried-out. Under the circumstances, again there will be problem on movement of vehicles on the service road and the commuters will have to face parking problems.

Further, the Acquisition Authority is insisting for taking TDR of the landlords which is against the provisions of the new Land Acquisition Act. The Acquisition Authority has no right to insist for taking TDR in respect of the land which is proposed to be acquired in lieu of the compensation amount. It is relevant to mention here that, instead of granting TDR, it is suggested that, the compensation amount be paid as no one can make of the TDR benefit as the road runs to 65.5 KMs.

In the light of the above, it is requested that the compensation and other statutory benefits be paid to me from 2005 onwards and further, the other suggestions given may also be taken into consideration before finalizing the acquisition proceedings.

**Compliance:**

**As per the Final Notification dt: 29.06.2007 issued by Government of Karnataka, the proposed PRR alignment passes through the Survey No. 101 belonging to Jarakabandekaval Village in Yelahanka Hobli. The Final Notification has been given as annexure to the EIA/EMP report. The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.**

**The private land owners are free to carry out any commercial activities on their lands. The proposed green space beyond the main carriageway and service roads was intended to reduce air and noise pollution due to the movement of vehicles and provide habitat to several birds and small mammals such as squirrels located in the adjacent agricultural lands. Provision of green space between main carriage way and service road will not serve its intended purpose of reduction in air and noise pollution and providing habitat. Besides maintenance of trees in between main carriage way and service road seems to be quite difficult considering all the above mentioned facts.**



*Necessary parking space will be provided alongside the proposed wayside amenities such as bus shelters, rest areas and toll plazas. However, the parking space pertaining to the commercial activities along the adjacent lands are to be decided by the respective land owners.*

*The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).16141616 of 2019 in Miscellaneous Application No(s).13461348 of 2019 in Civil Appeal No(s). 76617663 of 2018 and BDA Act, 1976.*

4. Ganesh

**Objection/comments:**

*I live in Seeghalli, Bangalore for nearly 6+ years. I would like to know the details of the current PRR Route. Kindly provide the plan for our reference.*

**Compliance:**

*The proposed "Peripheral Ring Road" connects major Highways namely Tumakuru Road (NH-4), Hesaraghatta Road (SH-39), Doddaballapura Road (SH-09), Ballari Road (NH-7), Hennur- Baglur Road (SH-104), OMR (NH-4), Hoskote-Anekal Road (SH-35), Sarjapur Road and Hosur Road (NH-7). Further details along with map showing the PRR route is given in the Chapter-2 of the EIA/EMP report.*

5. Kumar B S

6. Devi Singh, Kumar Singh & other Farmer's of Seeghalli village

7. G. Bhavani Singh

**Objection/comments:**

**OBJECTIONS TO CHANGE OF ALIGNMENT OF PRR-(1) FROM FINAL NOTIFICATION**

*The land bearing Sy. No. 64/2, measuring 2 Acres 37 guntas, situated at Seeghalli village, bidarahalli Hobli, Bangalore East Taluk, Bangalore Urban District is my family-owned property. In 2005, the B.D.A has acquired 20 guntas of land and gain in 2006 another 30 gunta of land is acquired for peripheral ring road (part - I) from the said land final notification regarding P.R.R -(I) is made in 2007 regarding above said land. Since then, the said land is standing without any development, even through neighboring lands of Seeghalli village are developing very fast. We are eagerly waiting for award and interest as we suffered heavy losses due to said acquisition of 1 acer 09 gunta of land for P.R.R -(I) in the said land.*

You are aware that B.D.A by issuing the three-acquisition notification during 2005, 2006, and 2007, lands have been acquired for formation of Peripheral Ring Road part-(I). Later one more acquisition notification was issued during the year 2010 for formation of toll plaza and truck parking. These acquisition notifications were challenged in W.P, No. 21920-21922/2011 by Smt. Gowaramma against B.D.A & others. The learned Single Judge of the Hon'ble High Court of Karnataka, by his order dated 8.9.2011 has quashed all the notifications in its entirety pertaining to the scheme of "peripheral ring road". The BDA challenged the said order in W.A, Nos. 17005-07/2011 and Division Bench by its judgment dt. 15.7.2013 has set aside the acquisition of the petitioner's land under the preliminary notification dt. 16.8.2010 while setting aside the quashing of other notification in entirety pertaining to the scheme of peripheral ring road. The said judgment was affirmed by the Hon'ble Supreme Court in S.L.P. (C) Nos. 9800-9802/2014.

In spite of quashing of acquisition notification of 2010 by the Hon'ble Supreme court, some locals along with vested interested politicians are trying to create confusion and give false objection and



information and requesting Authorities to issue a new notification for the change of alignment according to their needs at Seegehalli and Kannamangala village with mala fide intention. Any new change to alignment is highly illegal and uncalled for. The 2005-07 notification of PRR-(1) is upheld by the Hon'ble High Court and also by the Hon'ble Supreme Court in S.L.P. (C) Nos. 9800-9802/2014 and to be followed as per Hon'ble court directions.

On the basis of some false, concocted, mala fide representations created on the advice of some politicians, and builders. The BDA authorities by giving false reasons creating new alignment for PRR-I at Seegehalli and Kannamangala villages.

I would like to get to your notice the following; There was survey conducted by BDA for formation of PRR in last week of January 2020 and again in month of July 2020, During survey they have surveyed different alignment by leaving some of the survey No. notified in 2010 notification that has been cancelled by the Hon'ble supreme court, to escape from orders of Hon'ble Supreme court and to make a new alternative notification for change of alignment at Seegehalli and Kannamangala villages.

The survey conducted during that period 2005, 2006 & 2007 discloses that there are few buildings/apartments at notified lands. But now the BDA is claiming that it has to acquire about 1500 apartments and have to pay Rs.2000 crores as compensation for buildings, which is not true. An impartial enquiry will prove the fact. Construction of any building/apartment after notification is illegal.

If it is true that the construction of these apartments/houses if any, is illegally done by the owner/builder at their own risk & cost by knowing that lands are notified for acquisition in 2005, 2006 & 2007 and knowing its unauthorised. Hence BDA is not entitled to pay for acquisition of these buildings in those said survey numbers. The said alignment in 2007 final notification shows that it doesn't have any of buildings in those said survey number. There are few individual houses, buildings that were taken into account before issuing final notification in 2007 and there are no 1500 buildings/ apartments as presently claimed by BDA in media. The claim of BDA is concocted and created by builders, politicians and vested interested.

It is learnt that majority of the buildings now existing are illegally constructed, presently on the alignments of PRR -I are clubbed together and taken into account by BDA for calculating, the arrived misleading information (1500 apartments), the payment of Rs.2000 crores of compensation does not at all arise.

I, therefore, once again request you to kindly follow the correct position of P.R.R-I as acquisition made for P.R.R-I in the year 2005 & 2006 and final notification in year 2007 by spending crores of rupees for survey and making alignment of PRR-I. I also request you to withdraw the false report of acquiring to 1500 apartments, giving Rs.2000 crores composition report submitted to government, which is untrue & false.

**Compliance:**

***The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.***

***The survey pertaining to the EIA/EMP studies has been carried out as per the Final Notification dt: 29.06.2007 issued by Government of Karnataka.***



8. Manohar Raghuram

**Objection/comments:**

I would like to know the survey numbers in Konappana Agrahara village which are needed for PRR project. We have various varieties of trees in our land, I would like to know whether our land is needed for project or not.

**Compliance:**

**The proposed project does not fall in Konappana Agrahara Village, Begur Hobli, Bengaluru.**

9. Sachin mega, Karnataka Kisan Congress

**Objection/comments:**

Bangalore Development Authority (BDA) has organized a webinar on September 03, 2020 for obtaining comments and suggestions on the proposed Peripheral Ring Road (PRR) from the public. However, BDA has not published any project report. The project requires acquisition of farmer's land. The Survey Number and areas details pertaining to the land acquisition has not been provided in any documents.

Therefore, it is hereby requested to publish the Detailed Project Report (DPR) in the BDA website before organizing the webinar for obtaining comments and suggestions from the public.

**Compliance:**

**The proposed project has been under discussion since 2005 and several reports pertaining to the project has been released for the public reference since then. Hence, publishing the DPR before the Public Consultation is not mandatory.**

10. Sunil Kumar

**Objection/comments:**

It will be very helpful if you can share the place where i can get the sketch or share me sketch for PRR alignment near Doddagugbi, Bileshivale, Vaderahalli.

I have a only plot in my name in Asha township 6th A cross 170/8 last site and I am waiting from long to start construction and loan amount is going on. If I get some clear information I can sell or build properly.

Can you help me ?

**Compliance:**

**The proposed alignment does pass through Asha Township near Doddagubbi Main Road. The Survey Number wise details of land required for the project is given in the Final Notification dt: 29.06.2007 issued by Government of Karnataka. The map showing the PRR route is given in the Chapter-2 of the EIA/EMP report.**



**ENVIRONMENTAL PUBLIC HEARING RELATED  
ISSUES**



**COMPLIANCE TO COMMENTS / OBJECTIONS RECEIVED IN WRITTEN / E-MAIL TO  
KSPCB AND BDA (ENVIRONMENTAL PUBLIC HEARING RELATED ISSUES)**

\*\*\*\*\*

1. Anil Bajaj, 91<sup>st</sup> cross, Lavelle Road-560001

**Objection/comments:**

We request you to cancel the scheduled August 18th Public consultation and have a new Peripheral Ring Road Project scheme initiated as per Section 14(A) of the Karnataka Town & Country Planning Act. We hope that you will heed citizen requests and do the needful!

**Compliance:**

As per Section 14(A) of the Karnataka Town & Country Planning Act, 1963, the Planning Authority may with previous approval of the State Government allow such changes in the land use or development from the outline development plan as may be necessitated by topographical cartographical or other errors and omissions. However, as per Section 14A(3) of the Karnataka Town and Country Planning (Amendment) Act, 2020 dt:20.10.2020, certain areas such as major and minor roads, national highways, state highways, traffic circulation pattern, areas reserved for parks, playgrounds, and other recreational uses will be excluded. The Planning Authority shall levy such fee as may be prescribed by the Government before allowing such change of land use from the Master Plan.

BDA in exercise of the powers conferred under sub section (1) of Section 19 of the BDA Act, 1976 and in exercise of the powers conferred in clause (c) of section 3 and 7 of the Land Acquisition Act, 1894, Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Therefore, the alignment will not be changed entirely.

2. Sunita Kumar & Prabha Dev, Citizens for Bengaluru/Living Lavelle Residents Association
3. Manju George, Sr. Program Manager, ESAF, Banaglore
4. Bangalore Environmental Trust
5. Citizens for Bengaluru
6. Subhashini Jagannath and Naveen Sridhar, Secretary, Malleshwaram Swabhimanaa Initiative (MSI)

**Objection/comments:**

On behalf of Living Lavelle Residents Association-we write to protest against the Peripheral Ring Road project.

We request you to cancel the Scheduled August 18<sup>th</sup> Public Consultation and have a new Peripheral Ring Road Project Scheme initiated as per Section 14(A) of the Karnataka Town & Country Planning Act. We hope that you will heed citizens requests and do the needful!

**Attachment:**

The Peripheral Ring Road has been proposed without due process and proper public consultation. This is a project costing 15,000+ Crores, 33,000 trees facing the axe and 65 km long, covering water bodies, catchments areas and reserves forest areas. The initial Environmental Impact Assessment (EIA) report submitted was deemed erroneous and rejected by the National Green Tribunal, as the BDA had revealed only 200 trees to be axed for the project. At the same time, the horticulture and Forest Department submitted to the NGT that 16,685 trees would have to be felled. Despite BDAs



protestations, the Supreme Court ruled that a fresh and accurate EIA be prepared, which brought to light that over 33,0000 trees would be felled.

However, the BDA changed the alignment of the Peripheral Ring Road, hence rendering it a new project as per Karnataka Town & Country Planning Act. This voids the current EIA and calls not just for a fresh EIA but a new development proposal (scheme) to be drafted, including wide ranging public hearings, feasibility studies, alternatives and fresh budget approvals from the Government of Karnataka. It is at that stage that a new EIA is to be drafted, as per the Karnataka Town & Country Planning Act, Section 14(A).

The utility of public projects must be determined as specified by law, through the course of due process with its concomitant safeguards, and issues affecting the people of Bengaluru resolved before commencement. The current EIA is null and void and cannot be used to evaluate the new project.

Furthermore, in the times of the Covid-19 pandemic, a public consultation has been scheduled for 11 am on August 18 at Nityotsava Kalyana Mantapa in Singanayakanahalli, Doddaballapura Road neat Avalahalli village by KSPCB. The Government of Karnataka asking the public to congregate for a hearing on such a crucial project is downright unsafe and irresponsible. In fact, it is a violation of the Disaster Management Act which forbids the arrangement of congregations.

This letter is a demand to follow the law of the land, and due process. This will allow optimal public usefulness, creative suggestions for limiting ecological costs, ensuring investments in public transport along that corridor and reducing monetary expenditure. In short, it will hold the Government of Karnataka accountable to the public in letter and spirit.

We request you to cancel the Scheduled August 18<sup>th</sup> public consultation and have a new Peripheral Ring Road project scheme initiated as per Section 14(A) of the Karnataka Town & Country Planning Act.

We hope that you will heed citizen requests and do the needful!

#### **Compliance:**

As per Section 14(A) of the Karnataka Town & Country Planning Act, 1963, the Planning Authority may with previous approval of the State Government allow such changes in the land use or development from the outline development plan as may be necessitated by topographical cartographical or other errors and omissions. However, as per Section 14A(3) of the Karnataka Town and Country Planning (Amendment) Act, 2020 dt:20.10.2020, certain areas such as major and minor roads, national highways, state highways, traffic circulation pattern, areas reserved for parks, playgrounds, and other recreational uses will be excluded. The Planning Authority shall levy such fee as may be prescribed by the Government before allowing such change of land use from the Master Plan. Further, the Government of Karnataka vide Government order no. UDD 399 MNX 2006, Bangalore dt: 29.06.2007 issued Final Notification for Land acquisition of 733 ha (1810.18 acres) in 67 villages. Further, the alignment will not change entirely and the proposed EIA/EMP report has been prepared for the same alignment and is considered to be valid.

The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand



**sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.**

7. Meghna Amin, Jhatkaa.org

**Objection/comments:**

Please find as an attachment a formal letter addressed to the Chairman of KSPCB with regard to the Peripheral Ring Road project in Bangalore. We are currently running a campaign to ensure that the public hearing date is pushed for later in light of the pandemic. Please find more details in the letter below;

Attachment:

The recent news around the Peripheral Ring Road Project (PRR) has been upsetting for a lot of Bangaloreans. Destroying 33,838 trees across 25 acres of forest land and contaminating 6 water bodies for a road expansion project seems very unwise. We have started a campaign titled "33,000 trees: Stop the PRR project" (on [www.airalert.in](http://www.airalert.in)) addressed to the Chief Minister, Shri Yediyurappa and the BDA commissioner, Mr. H R Mahadev to:

1. Hold the BDA accountable for this erroneous EIA report
2. Not have any public hearings or consultations until the pandemic is under control.
3. Implement a stay order on the PRR project

Here's a quick timeline of the project:

- BDA submits EIA report claiming that 200 trees will be cut.
- Horticulture and forest department submit a contradicting report indicating that 16,685 trees will be felled.
- NGT notices the discrepancy and asks for the submission of Fresh EIA report.
- In June 2020, BDA submitted the revised EIA report that states 33,838 trees across 25 acres of forest land, and 6 water bodies will be under threat because of this project.

On July 26 the Karnataka State Government announced that a public hearing will be conducted on this issue at 11 am on August 18<sup>th</sup> at Nityotsava Kalyana Mantapa. The announcement was made knowing that there are thousands of active COVID Cases in Bangalore currently and that attendance at a time like this would be meagre.

Please note that the campaign currently has 5300+ signatures from the concerned citizens across Bengaluru. We hope you will take our comments seriously and put a stay order on this project and save the trees and natural resources in the City that are so essential for a sustainable future. Do get in touch with me at [meghna@jhatkaa.org](mailto:meghna@jhatkaa.org) or 9535196043 for any questions you may have.

**Compliance:**

The EIA/EMP report for the proposed project has been prepared upon detailed survey keeping in view of the Hon'ble NGT Order dt: 18.02.2019 and the Hon'ble Supreme Court Judgement dt: 17.03.2020 so as to disclose all the sensitive facts involved in the project to the general public and maintain transparency.

The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as



**thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.**

8. D T Devare, Trustee, Bangalore Environment Trust

Objection/comments:

A. Need to review the project altogether

In the introduction to the EIA, the purpose of the project has been stated as follows;

1.1 EIA and purpose of the project

Bangalore city has 2 existing circular ring roads viz., Inner Ring Road (IRR) of 29 km length, Outer Ring Road (ORR) of 65 km length (executed by BDA) with crowded development on either side of the RoW. Hence, further augmentations of these roads are techno-economically not feasible for the growing traffic. In view of this, it is essential to develop an alternative road facility away from ORR for movement of commercial and personalized vehicles entering the city. The city should have a circular ring road beyond ORR to connect all Primary and Secondary roads to reduce traffic congestion on all radial roads. By using the existing access controlled NICE road and to complete the circle of road to fulfil the demands of existing and growing traffic, it is proposed to implement Peripheral Ring Road (PRR) of 65.50 km with 8 lane configurations to Bangalore City. The purpose of the PRR is to relieve the traffic congestion in the metropolitan region and to provide linkage to the radial and arterial roads within the city. This project also aims at connecting new urban nodes outside the city and also provides quick access to BIAL from various parts of the city.

Three factors listed below require serious consideration:

1. Due to Covid pandemic, a large % of employees of many organizations are currently working from home and will do so even in future. As a result, the pattern of mobility and traffic within and on the outskirts of Bangalore will undergo a paradigm shift. Both national and international air level is expected to go down and hence less people will be travelling to BIAL.
2. Recently, the Karnataka Government has decided to offer upto 25 percent subsidy to industries for setting up shop in tier-II and tier-III cities such as Mysuru, Mangaluru, Hubballi-Dharwad, Belagavi and Kalaburgi. This will slow down the growth of Bangalore and also the traffic.
3. It is reported that both the central and state governments are facing a serious shortage of funds.

In view of the above 3 factors, I request you to review and revise the project altogether because the assumptions underlying the project are not valid any more. The EIA for the revised project may please be done subsequently.

**B. Public Consultation**

I am quoting below a few paragraphs (about public consultation) from the judgement delivered by Justice Dr. Dhananjaya Y Chandrachud of Supreme Court on 29<sup>th</sup> March 2019 in the Civil Appeal No. 12251 of 2018 regarding Environmental Clearance for the development of a green field international airport at Mopa in Goa.

"Public Consultation is a process which is designed to hear the voices of those communities which would be affected by the activity. They may be affected in terms of the air which they breathe, the water which they drink or use to irrigate their lands, the disruption of local habitats, and the denudation of environmental eco-systems which define their existence and sustain their livelihoods.



*Public consultation cannot be reduced to a mere incantation or a procedural formality which has to be completed to move on to the next stage. Underlying public consultation is the important constitutional value that decisions which affect the lives of individuals must, in a system of democratic governance, factor in their concerns which have been expressed after obtaining full knowledge of a project and its potential environmental effects”.*

*In Utkarsh Mandal v Union of India, the Delhi High Court has succinctly summarized the duty of the EAC (Expert Appraisal Committee) to apply its mind to the objections raised in the course of public hearings:*

*“It is that body that has to apply its collective mind to the objections and not merely the MoEF which has to consider such objections at the second stage. We therefore hold that in the context of the EIA Notification dt: 14<sup>th</sup> September 2006 and the mandatory requirement of holding public hearings to invite objections, it is the duty of the EAC, to whom the task of evaluating such objections, and the response there to of the project proponent, were considered and the reasons why any or all of such objections were accepted or negated. The failure to give such reasons would render the decision vulnerable to attack on the ground of being vitiated due to non-application of mind to relevant materials and therefore arbitrary.”*

*I understand that several individuals and organizations are planning to submit their comments/suggestions/objections to you and BDA about the EIA of PRR. I do hope that these will be processed within a reasonable period of time.*

*I request you to issue formal, comprehensive press releases in English and in vernacular media mentioning the following as and when due.*

- 1. Number of comments/suggestions/objections received and their broad content.*
- 2. Indicators/evidence showing application of mind to all of them.*
- 3. Comments/suggestions/objections accepted (fully or partly) and the decisions/changes made accordingly.*
- 4. Comments/suggestions/objections not accepted (fully or partly) and the reasons/rationale for doing so.*

**Compliance:**

***Bangalore is home for more than 11 Million people with more than 100 Lakh trips/ day. Presently, the city operates 6000 BMTC buses which are expected to increase to 15000 by 2031. The journey speed has reduced to 11 Kmph in 2015 from 18 Kmph in 2008 and this may further reduce due to increase in traffic. As per the report, the vehicular traffic may increase three times and the road network may severely congest in the city.***

***In view of this, it is essential to develop an alternative road facility away from ORR for movement of commercial and personalized vehicles entering the city. The city should have a circular ring road beyond ORR to connect all Primary and Secondary roads to reduce traffic congestion on all radial roads. Government through NICE has implemented 45 Km 4 lane divided road between Hosur Road (NH-7) and Tumakuru Road (NH-4). This is a toll road with 100 m RoW. The commercial vehicles which are not allowed in ORR and many personalized vehicles are using this road. This project also aims at connecting new urban nodes outside the city.***

***The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. The KSPCB further published about the Environmental Public Hearing and Virtual Public Hearing in the Kannada Daily newspaper “Kannada Prabha” and English Daily newspaper “Deccan Herald” on 17.07.2020***



and 01.09.2020 respectively by inviting the responses orally/writing/e-mail to KSPCB/Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District from the concerned persons having plausible stake in the environmental aspects of the project or activity within 30 days from the date of publication of the paper notification. Further the Environmental Public Hearing was conducted on 18.08.2020 and subsequently Virtual Environmental Public Hearing were conducted on 23.09.2020.

Therefore, the comments/suggestions/objections were submitted by the public from July, 2020 to November, 2020 to the Karnataka State Pollution Control Board and Bangalore Development Authority Office. The Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.

9. D R Prakash FP, Osborne Road Residents Welfare Association, #44, Osborne Road, Hermit Colony, Bangalore-560042

**Objection/comments:**

This is to request you to cancel the scheduled public hearing on PRR project to be held on 18th inst. At the venue which is the MOST inconvenient for the REAL KNOWLEDGED people to attend. We feel that, it might have been selected ONLY to AVOID GENUINE objections by the experienced sector of the public, consisting for COMMON MAN RIGHTS, ENVIRONMENT, WILDLIFE etc.

As it is, there are different versions of the fact of number of trees that need to be removed by different agencies, the best JOKE part of it being given the number by the BDA AS JUST 200, whereas that being provided by the fresh EIA on the directions of the Supreme Court stands at 33000 which is 165 times lower.

With all these vagaries yet to be resolved, how can a public hearing at a place, about 70 kms away from the city at times of SCANTY transportation facilities due to the ongoing pandemic conditions?

With all the major facts provided above, please see that, the scheduled public hearing be cancelled and the same can be held after clarifications and at a place well within the city.

**Compliance:**

The EIA/EMP report for the proposed project has been prepared upon detailed survey keeping in view of the Hon'ble NGT Order dt: 18.02.2019 and the Hon'ble Supreme Court Judgement dt: 17.03.2020 so as to disclose all the sensitive facts involved in the project to the general public and maintain transparency. As per the detailed survey within the 100 m RoW, a total of 107 trees species (n=33,838) were recorded. However, as per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department.

Further, Bangalore is home for more than 11 Million people with more than 100 Lakh trips/day. Presently, the city operates 6000 BMTC buses which are expected to increase to 15000 by 2031. Keeping in view of the future developments in the upcoming decades, it is essential to develop an alternative road facility away from ORR for movement of commercial and personalized vehicles entering the city since the commercial vehicles which are not allowed in ORR. The city should have a circular ring road beyond ORR to connect all Primary and Secondary roads to reduce traffic congestion on all radial roads.



**Further, the Environmental Public Hearing for the proposed project was held at Nityotsava Marriage and Convention Centre, Singanayakanahalli, Doddaballapura Road, Near Avalahalli Village, Yelahanka Taluk, Bengaluru which is at a distance of 2.35 km from the proposed project alignment which is well within the city.**

10. Vijaykumar D V, Sr Citizen, E301, The Gardens, ETA Star, Magadi Road, Bangalore-560023

**Objection/comments:**

We are passing through a Health Emergency and losing hundreds of lives every day. The Union Home Ministry had issued an order unlock-3 for protocol to be followed by states and UT.

As per Unlock-3, sr. No.1, no large gatherings are permitted. State Govt or UT is prohibited from diluting the protocol as per sr no 9, which is punishable too.

The order under Unlock -3 extends to 31st August 2020.

Karnataka state pollution control board had called for a public hearing/consultation on 18th august 2020 regarding PRR (peripheral ring road) at Yelahanka, Bengaluru which is gross violation of disaster management act 2005 and disaster management authority.

Life is not normal. People are under stress. Public gathering is prohibited. Public is advised to stay home to contain the virus.

Public cannot gather in larger number as they have to obey the protocol to contain the virus, by doing which they will lose their democratic right to give their views/opinions about a project of large Public importance.

Senior citizens are also deprived of their right to voice opinion as they have been advised to strictly stay at home due to their vulnerability to pandemic.

You are requested to issue suitable orders to postpone the hearing till normalcy is restored and the public can freely attend the hearing and voice their opinion.

**Compliance:**

**The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.**

**Considering the pandemic situation, a Virtual Public Hearing was also conducted on 23.09.2020 through Zoom platform, so that the public can participate in the meeting and give their submissions from their homes.**

11. Vijaykumar Rajkumar Dugar, Convenor C, Citizens for Citizen (C4C), No. 36,7<sup>th</sup> Cross, Vasanthnagar, Bengaluru-560052

**Objection/comments:**

You will agree that the Proposed Peripheral Ring Road Project costing Rs 15000+ crores need a thorough and effective public consultation as per law and also since citizens will finally anyway pay for this massive project.



The presently scheduled consultation is ill-timed since in the covid-19 situation, citizens are anyway discouraged from attending such physical meeting, again as per the relevant rules.

We strongly urge you to cancel the meeting scheduled for 18th August and not notify a new meeting which will be realistic in all its aspects. Proceeding with the 18th Aug meeting is against the interest of the citizens!!

We hope you will do the rightful by having a re-look with an open mind and do the needful.

**Compliance:**

The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Keeping in view of the present pandemic COVID-19 situation, the Environmental Public Hearing was conducted as per the guidelines issued by the Govt. of India with necessary precautionary measures such as thermal screening, distribution of masks, face shields, gloves, utilization of hand sanitizers, seating arrangements with not more than 50 seats at two separate platforms with social distancing.

Considering the pandemic situation, a Virtual Public Hearing was also conducted on 23.09.2020 through Zoom platform, so that the public can participate in the meeting and give their submissions from their homes.

12. Anushka Gupta, Deokinandan Sharma, Gurbani Bhatia, Kavitha Khanna, PB Sashankh, Pratik Kumar

**Objection/comments:**

We, the undersigned persons, write to you with urgency, to express grave concern over Karnataka State Pollution Control Boards recent order PCB/CNP/07/GEN/19/1938 dated 30.08.2020, which mandates the use of Zoom mobile application for conducting public consultation. Mandating the use of Zoom application is a violation of the fundamental right to access to justice.

Relevant clause of the Impugned Notification:

"Clause of the said Notification titled, CONTINUITY OF ENVIRONMENTAL PUBLIC HEARING THROUGH WEBINAR, makes it mandatory for all stakeholders in the project to participate in the public consultation process through a zoom meeting."

Concerns with such a mandate include:

- 1) We reserve our arguments only till this notification (PCB/CNP/07/GEN/19/1938) dated 31.08.2020 issued by the Karnataka State Pollution Board and do not make arguments on the merit of this project
- 2) Access to Justice is a fundamental principle of rule of law, and in its absence people cannot hold institutions accountable. The Indian legal framework through its constitutional promises promotes this principle and in the case during local governance practices, the concerns of the people who would be most affected ought to be accounted for. The present notification which has called for a virtual meeting is a clear violation of our constitutional principles of access of justice. Non-consultation or limited consultation provisions as specified in the new draft EIA 2020 notification has also been severely criticized, and this impugned notification clearly shows that the State Boards are promoting a similar standard of minimum public participation.
- 3) Article 14 guarantees equality before the law and equal protection of law to every person in India. In essence, what this means is that the state cannot discriminate between persons through



state action, otherwise such state action becomes void. The constitution persons through state action, otherwise such state action becomes void. The constitution acknowledges existing inequalities in society, and hence providing equal treatment to unequal persons can lead to injustice. Article 14 allows for the state to discriminate amongst people, only when the reason for the discrimination is to attain equality. There has to be a rational nexus between the objective of the law and the requirement of the classification.

3.1) A survey conducted in 2015 estimated that only 15% of the Indian population owned a smartphone. A recent report from IMAI suggests that 71% of mobile data consumers in India belong to the urban areas.

Other surveys also suggest that 72% of rural internet users were male while only 28% of rural users were female.

3.2) Data released by the Telecom Department of India in 2019 shows that only 25.36% of the rural population of India (comprising the people who usually suffer the most) have access to the internet. Even in urban areas only 38% internet user were female and 62 percent were male. About 69% of the affected households are not aware of the construction of this project and only 20.56 % of the persons surveyed reported owning computer sets.

3.3) A survey conducted by NSSO and published by MPSI provided that in rural Karnataka only 2% of the population had computer access and about 8.3% had internet connection.

3.4) Furthermore, as found in a report by Nielsen and Mobile Association of India, in Karnataka in overall about 42% of the population has access to an internet connection.

3.5) Lastly a study by the Telecom Regularly Authority of India shows that out of the 71 million internet subscribers in Karnataka, the rural population comprises merely 37.14% of the users with 27 million subscribers.

3.6) studies also show that there is a class divide in access to smartphones and internet where most of the consumers were from the middle class and the upper class.

This notification creates two separate classes of persons, i.e. persons with access to the internet, and persons who do not have access to the internet, and only allows the class of persons who do have access to the internet to be a part of the public consultation process. This discrimination goes against the pith and substance of article 14, as it discriminates in order to protect existing social inequalities in India and making access to the internet a prerequisite to participate in the public consultation process hinders the rights of several minority communities from accessing justice. This perpetuates an almost invisible form of violence on socially and economically backward communities and further us from the goal of achieving social equality in India.

4) In *Reliance Petrochemicals Ltd. V. Indian Express Newspapers*, the court held that Article 19(1)(a) protects the right to receive information and this includes the right to be aware of the law. The purpose of this right is to enable citizens to "take part in participatory development in industrial life and democracy." The purpose of public consultation is to inform people about the nature of a proposed law, its effects and involved the stakeholders in trying to understand possible harms and come to probable solutions. It also in essence, decentralizes power and empowers the people. This notification, by making the internet a necessity, gatekeeps information and disallows it to escape and reach the socially disadvantaged. The court laid down the standard of substantive compliance in the *Raza Buland* case wherein it said that there has to be a nexus between the intent of the law, its implementation, and if it causes injustice to the people it governs. While the impugned notice assumes that the persons affected can attend the public consultation process online, this



assumption is not based in reality because it doesn't take into consideration the problems faced by multiple disadvantaged communities, and hence, violates the principle of substantive compliance.

5) It was stated in the *Samarth Trust* case that a public hearing is a form of participatory justice that gives a voice to the voiceless and a place and occasion for them to express their views with regard to a project. Such a public hearing gives an opportunity to the people to raise issues pertaining to the social impacts of a proposed project. In the case of *Research Foundation for Science Technology National Resource Policy v. Union of India*, the court held that "the right to information and community participation necessary for protection of environment and human health is an inalienable part of Article 21 and is governed by the accepted environment principles. The Government and the authorities have to motivate the public participation by formulating the necessary programmes." The apex court in its recent judgement of *Hanuman Lazman Aroskar v. Union of India* has highlighted the intrinsic character of public consultation and described it as "a value in seeking the views of those in the local area as well as beyond, who have a plausible stake in the project or activity. Public consultation is a process which is designed to hear the voices of those communities which would be affected by the activity." Hence keeping in mind the judicial precedent, it is clear that public participation with regards to environmental decision-making is an inalienable and as intrinsic principle. The impugned notification significantly violates this principle and amounts to gross injustice, causing multiple directly affected communities to not enjoy their article 21 rights guaranteed by the constitution.

6) The Paris Agreement, 2016 to which India is a signatory, states in Article 12 that: "parties shall cooperate in taking measures, as appropriate, to enhance climate change education, training, public awareness, public participation and public access to information, recognizing the importance of these steps with respect to enhancing actions under this Agreement." Even under the principle 10 of the Rio Declaration it states that at the national level each individual shall have appropriate access to information concerning the environment that is held by public authorities and states shall facilitate and encourage public awareness and participation by making information widely available. Importantly, it has been held in the case of *Vishakha and other v. State of Rajasthan* that "even if a treaty, convention, resolution is not ratified by Indian State the courts are at liberty to incorporate these conventions." In another case, *Maganbhai Patel v. Union of India* the courts have recognized that if a state action restricts the rights of citizens and international instruments augment those rights, then those rights are directly enforceable. Added to this, even Article 253 of the constitution of India promotes the state to strengthen its international commitments Both these conventions emphasize on the importance of public participation while taking decisions on development projects which might adversely affect their communities, and India being a signatory to these conventions, has an International obligation to ensure access to information. The public consultation process falls within the ambit of these international obligations, and by excluding a class of people who do not have access to the internet, India violates these international obligations.

7) Clause 3(1) of EIA 2006 states that "Public Consultation refers to the process by which the concerns of local affected persons and others who have plausible stake in the environmental impacts of the project or activity are ascertained with a view to taking into account all the material concerns in the project or activity design as appropriate." Section 7(f) of the Notification mandates a public consultation process to be held before granting or rejecting the environmental clearance of projects falling under Categories A and Category B1 of the notification. Appendix IV of the notification highlights the process for conducting a public hearing and mandates that the public hearing be conducted in such manner that it ensures maximum public participation by those who would be affected by and/ or have stake in the environmental impact of a concerned project. The entire purpose of conducting a public consultation process is to ensure that the concerns of the



stakeholders in the project are fully heard, are given their due consideration, and their statement/opinions are taken into account. This current notification issued by the Karnataka state pollution board differs from the intent of its parent act, as it limits the ability of several affected persons and communities to be able to express themselves in a free and fair manner through the public consultation process.

8) The rapid EIA study conducted for this specific project lists sixty-three villages, settlements and habitation as areas which would be directly impacted by this project. A detailed socio-economic survey was conducted as a part of this study within 2 kms either side of the area was collected from taluk offices, District statistics and Primary Health Centres. A test check survey was also carried out by conducting interview with local people and village heads.

8.1) The population density of the district as per the 2001 census was 2985 per Sq km. out of the total population of 65.37 lakhs, 34.27 lakhs of the residents were males and 31.10 lakhs were females. As per the 2001 census, 12% of the population were of the scheduled tribe and scheduled caste communities.

8.2) Furthermore around 12.67% of households were women headed households. Considering the usual economic and social disadvantages that befall these minority households, it is understandable the kind of negotiating power they might possess in public decision-making forums

8.3) By excluding these communities from taking part in the public consultation process, we are aiding in their further oppression. These social handicaps may be produced in even starker terms when we analyse the literacy of the communities affected.

8.4) Even though the literacy levels are high at 83% in general, rural women in the affected sites have a literacy of about 60% which is much lower. The education levels also are very moderate where in out of the total population, a majority of 27.98% studied up-to high school, 12.82% till middle school. The higher education level is represented by 3.76% of the population who are postgraduates, and people with technical qualification are only 2.13%

8.5) Keeping in mind that the present notification also invites suggestions and concerns in the form of letters and E-mail, it is clear that a considerable number of affected people would be deprived of this tool which amount to injustice.

8.6) Interestingly, in a recent survey conducted to find out the awareness of the local population regarding this project, 67.08% of the people responding negatively. This shows there is a dire need of including the voices of the affected people, and the public consultation process can act as a great tool to raise awareness.

8.7) Also, this project requires the cutting down of around 33,838 trees, most of which are located in crucial catchment areas. This and many other similar environmental impacts caused by this project can be a source of concern for various communities residing nearby, and these concerns ought to be heard. Nearby 1810 acres of farmers land was notified for acquisition from nearly 4000 landowners in 67 villages for the construction of the 65.5 Km PRR road, envisaged to decongest the city's traffic by connecting Tumakuru Road to Hosur Road. This further shows the Plight of various farmers who would lose their lands and their livelihoods. While we understand the intent of the said notice is for the general safety of the public, it severely hinders the rights of several persons to access the public consultation process.

9) A major cause of distress in the present notification is the timing of it. The Board's insistence on conducting the consultation process in the middle of a global pandemic is a sign of alarm and is also inconsistent with the general practices of other parallel authorities. A significant comparison can be drawn with the Gujarat state Pollution Control Board. It published on March 26, 2020 a notice



for a public hearing (for the second largest oil refinery the Nayara Energy Limited) to be held in the coming six weeks. After requests for withdrawal, the Board postponed the hearing on April 18, 2020. Till date, the public hearing has been postponed four times and the authorities have complied with the citizens requests and concerns and also kept in mind the realities of the COVID crisis and the same expectations are to be maintained from the present Board.

10) The lack of social capital in several minority communities due to historic systemic exploitation is a fact that still echoes within the diverse populace of India. This notification issued by the Karnataka state pollution board ignores this very same fact, and in a sense perpetrates and continues this systemic violence. Laws cannot be understood outside of their social context, and hence predicting the experience of the people who are to be affected by the law should be an integral part of the law making. This allows for the jurisprudential morality of the law to be accountable to the people it governs. This notification, by making access to the internet a requirement, secludes several minority communities from entering the law-making process and kept them side-lined as the "outsiders", pushing us further from achieving social equality in India.

For the reasons cited above, the mandatory public hearing schedule for 23.9.2020 be cancelled and a clarification be issued stating that public hearing through zoom application for this project specifically, and for any future projects be cancelled and in its place a physical public consultation session which incorporates participation of all the diverse stakeholders involved in the present issue be done whenever safe and appropriate-along with any action that the state Board may deem fit.

#### **Compliance:**

The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. The KSPCB further published about the Environmental Public Hearing and Virtual Public Hearing in the Kannada Daily newspaper "Kannada Prabha" and English Daily newspaper "Deccan Herald" on 17.07.2020 and 01.09.2020 respectively by inviting the responses orally/writing/e-mail to KSPCB/Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District from the concerned persons having plausible stake in the environmental aspects of the project or activity within 30 days from the date of publication of the paper notification. Further, the Environmental Public Hearing was conducted on 18.08.2020 and subsequently Virtual Environmental Public Hearing was conducted on 23.09.2020.

The proposed PRR project is entirely in Bengaluru Urban District and the population are very familiar with smartphones, internet connections, data usage and online technology. The virtual Environmental Public Hearing was successfully conducted on 23.09.2020 with more than 170 participants.

Therefore, the comments/suggestions/objections were submitted by the public from July, 2020 to November, 2020 to the Karnataka State Pollution Control Board and Bangalore Development Authority Office. The Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.

As per the detailed survey within the 100 m RoW, a total of 107 trees species (n=33,838) were recorded. However, as per the National Green Highways Policy, 2015 trees in the ratio 1:10 will be planted in the proposed green space along the Highway and an MoU will be entered with the Karnataka Forest Department for planting trees in designated areas suggested by the Forest Department.

Further, a total of 1036.51 Ha of land is required for the project. The compensation will be paid as per the Hon'ble Supreme Court Judgement dt: 20.01.2022 in Miscellaneous



**Application No(s).1614-1616 of 2019 in Miscellaneous Application No(s).1346-1348 of 2019 in Civil Appeal No(s). 7661-7663 of 2018 and BDA Act, 1976.**

13. Veena Krishnan, Mob: 9880355113

14. Prabha Dev, Mob: 9449839439

**Objection/comments:**

We refer to the Report published in the Decan Herald newspaper on July 26,2020 which states that the Karnataka State Pollution Control Board and the Deputy Commissioner, Bangalore District have called for public hearing at 11am on August 18,2020 at Nityotsava Kalyana Mantapa in Singanayakanahalli, Dodddaballapura Road, near Avalahalli village, in order for citizens to voice their thoughts and objections on the proposed felling of over 33,000 trees and acquisition of 25 acres of reserved forest land.

Given the rising number of COVID cases in the city and increase in number of deaths, together with the scenario of hospitals being overwhelmed with the rising number of patients, we request you not to endanger the lives and health of citizens by calling for a physical public hearing. It is highly likely that many citizens will not attend the public hearing as they fear catching the COVID infection from others. The objective of holding the public hearing will itself be defeated.

In the interests of the health and safety of the citizens, we request you to conduct an online virtual hearing whereby citizens can remotely access and voice their objection online orally and writing.

**Compliance:**

The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Subsequently, keeping in view of the present COVID-19 pandemic situation, a Virtual Environmental Public Hearing was conducted on 23.09.2020 to obtain the views of the public. Further, the comments/suggestions/objections were submitted by the public from July, 2020 to November, 2020 to the Karnataka State Pollution Control Board and Bangalore Development Authority Office through oral/written submissions or e-mail. The Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.

15. Rajeev Chandrasekhar, Member of Parliament, Rajya Sabha

**Objection/comments:**

I wholly endorse this request for a broad based public consultation process that should be virtual given the current COVID-19 pandemic situation. I would urge that you make this possible and I would further suggest for the purposes of convenience a pre-registration process be enabled a few days prior to the virtual hearing so that public consultation could be planned in an orderly manner.

This kind of virtual public consultation will be the norm for the foreseeable future since the pandemic will remain with us and force change the behaviour of Government and citizens for the forthcoming months and may be years.

You are already aware of my position and the Government's position that citizens are the most important stakeholders of Namma Bengaluru's development and citizens must play a role in consultation, planning and execution of these important projects.

**Compliance:**

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***The Environmental Public Hearing has been conducted on 18.08.2020 as per the provisions of the EIA Notifications, 2006 and its subsequent amendments. Subsequently, keeping in view of the present COVID-19 pandemic situation, a Virtual Environmental Public Hearing was conducted on 23.09.2020 to obtain the views of the public. Further, the comments/suggestions/objections were submitted by the public from July, 2020 to November, 2020 to the Karnataka State Pollution Control Board and Bangalore Development Authority Office through oral/written submissions or e-mail. The Compliance to all these comments/suggestions/objections will be published in the BDA official website for the public to go through it.***

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**PROCEEDINGS OF THE ENVIRONMENTAL PUBLIC  
HEARING HELD ON 13.07.2022**



PROCEEDINGS OF THE ENVIRONMENTAL PUBLIC HEARING WITH RESPECT TO "DEVELOPMENT OF EIGHT LANE PERIPHERAL RING ROAD-CONNECTING TUMKUR ROAD TO HOSUR ROAD (CROSSING BALLARI ROAD AND OLD MADRAS ROAD), BENGALURU URBAN DISTRICT, BENGALURU" BY BANGALORE DEVELOPMENT AUTHORITY HELD ON 13.07.2022 AT 11.00 AM.

1. Venue of the Public Hearing : Dr.B.R.Ambedkar Bhavan, Bruhat Bengaluru Mahanagara Palike, No.757, 16th 'A' Main Road, Satellite Town, Yelahanka Taluk, Bengaluru-560064
2. Date of the Public Hearing : 13.07.2022, 11:00 AM
3. Environmental Public Hearing Committee :

1.	Shri. Sangappa, I.A.S, Deputy Commissioner & Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District.	Chairman
2.	Shri. Shivappa Naik, Senior Environmental Officer, Karnataka State Pollution Control Board, Zonal Office, Bengaluru City	Member
3.	Shri. Sunil.V, Environmental Officer, Karnataka State Pollution Control Board, Regional Office Yelahanka (Bytarayanapura), Bangalore	Member Convener

4. Project proponent:

a.	Shri. M.B Rajesh Gowda, I.A.S.	Commissioner
b.	Dr. H. R. Shantharajanna ,K.E.S	Engineer Member
c.	Shri. B. A. Shivanand K.E.S	Engineer Officer
d.	Shri. R.K Mohan	Executive Engineer
e.	Shri. R. Suresh	Assistant Executive Engineer

5. Public Participants : Annexure-I
6. Copy of the presentation : Annexure-II
7. Written Objections/Suggestions : Annexure-III
8. Photographs & Video recordings : Annexure-V



## 9.0. Preamble:

Bangalore Development Authority (BDA) has proposed to develop Eight Lane Peripheral Ring Road (PRR) of length 73.50 km long with 100 meter Right of Way (RoW). The project starts at Tumakur Road (Where Nice Road ends) and ends at Hosur Road (Where Nice Road starts) to make it circular with existing access controlled NICE road. The proposed alignment of PRR will be located at an approximate radial distance of 17 km - 25 km from city centre and acts as a bypass to the city for the long-distance personalized vehicles (cars and cabs) and commercial vehicles (trucks and LCVs). The proposed "Peripheral Ring Road" connects major Highways namely Tumakuru Road (NH-4), Hesaraghatta Road (SH-39), Doddaballapura Road (SH-09), Ballari Road (NH-7), Hennur- Baglur Road (SH-104), OMR (NH-4), Hoskote-Anekal Road (SH-35), Sarjapur Road and Hosur Road (NH-7).

According to the EIA Notification dt: 14.09.2006 and its subsequent amendments, it is a prerequisite to obtain Environmental Clearance from State Environment Impact Assessment Authority (SEIAA)/Ministry of Environment, Forests and Climate Change (MoEF&CC). As per the notification, it is mandatory to conduct Environmental Public Hearing at the project site under the Chairmanship of the Deputy Commissioner or an officer not below the rank of the Additional Deputy Commissioner.

As per the EIA Notification, 2006 and its amendments issued by the Ministry, obtaining Environmental Clearance is mandatory. In view of this, the SEIAA, Karnataka has issued Terms of References (ToRs) and Corrigendum to ToRs for the proposed project vide letter No.: SEIAA 40 IND 2019 dt: 21.01.2020 & 25.02.2022 and directed the project proponent to conduct Environmental Public Hearing at the Project site. In view of this, the project proponents have prepared the Draft EIA/EMP Report and Executive Summary in English & Kannada and requested the Karnataka State Pollution Control Board (KSPCB) on 29.04.2022 to conduct Environmental Public Hearing along the project alignment.

Considering the request made by the project proponents, Karnataka State Pollution Control Board, Bangalore vide letter Dated 11.05.2022 requested the Deputy Commissioner, Bengaluru Urban to render suitable date and time for conducting the Environmental Public Hearing. The Deputy Commissioner has given the consent to conduct Environmental Public Hearing on 13.07.2022 at 11.00 AM at the Dr.B.R.Ambedkar Bhavan, Bruhat Bengaluru Mahanagara Palike, No.757, 16th 'A' Main Road, Satellite Town, Yelahanka Taluk, Bengaluru-560064.

As per the EIA Notification, 2006 and its subsequent amendments, the KSPCB published meeting notice through paper notification about the Environmental Public Hearing in local news paper in Kannada Daily newspaper "Hosa Digantha" and in state level newspaper English Daily newspaper "The Hindu" on 12.06.2022 regarding the project by inviting the responses orally/writing/e-mail to KSPCB/Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District from the concerned persons having plausible stake in the

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Deputy Commissioner  
Bangalore Urban  
Bangalore

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Environmental aspects of the project or activity within 30 days from the date of publication of the paper notification. The Draft EIA/EMP report along with English and Kannada Executive Summaries were kept in the designated places such as;

1. Office of the Deputy Commissioner, Bengaluru Urban District, Bengaluru
2. Office of the Commissioner, Bruhat Bengaluru Mahanagara Palike (BBMP), Bengaluru
3. Office of the Chief Executive Officer, Zilla Panchayat, Bengaluru
4. Office of the Joint Commissioner, District Industries Centre, Bengaluru
5. Office of the Joint Commissioner, City Municipal Council, Bruhat Bengaluru Mahanagara Palike (BBMP), Yelahanka (Byatarayanapura)
6. Office of the City Municipal Council, Hebbagodi, Bengaluru
7. Office of the City Municipal Council, Madanayakanahalli, Bengaluru
8. Office of the Tahsildar at Yelahanka Taluk,
9. Office of the Tahsildar at Bangalore North Taluk
10. Office of the Tahsildar at Bangalore East Taluk
11. Office of the Tahsildar at Bangalore South Taluk
12. Office of the Tahsildar at Anekal Taluk
13. Gram Panchayat Offices at Madanayakanahalli, Bettahalasur, Alur, Chikkabanavara, Kasaghattapura, Shivakote, Gantiganahalli, Kannur, Doddagubbi, Bidarahalli, Avalahalli, Kannamangala, Shigehalli, Kodathi, Huskur, Shantipura, Mutthanallur, Hebbagodi, Arakere, Doddatoguru, Konappana Agrahara, Madavara, Sonnenahalli Villages
14. BBMP Ward Offices at Hagaduru Ward, Horamavu Ward, Varthur Ward, Jakkur Ward, Chowdeshwari Ward & Kempegowda Ward.
15. Office of the Additional Director General of Forests, Ministry of Environment, Forest & Climate Change, Regional Office, Koramangala, Bengaluru
16. Karnataka State Pollution Control Board, Regional Offices Sarjapura, Mahadevapura Dasarahalli and Peenya.
17. Office of the Senior Environmental Officer, KSPCB, Zonal Office, Bengaluru City, Bengaluru.
18. Published in the website of KSPCB

All the above departments have been informed about the environmental public meeting to be held on 13.07.2022 at 11.0 AM and also informed about the newspaper notification vid letter Dated 16-06-2022.

The Environmental Public Hearing was conducted at 11 AM on 13.07.2022 under the Chairmanship of the Deputy Commissioner, Bengaluru Urban District at the Dr.B.R.Ambedkar Bhavan, Bruhat Bengaluru Mahanagara Palike, No.757, 16th 'A' Main Road, Satellite Town, Yelahanka Taluk, Bengaluru-560064.

  
Deputy Commissioner  
Bengaluru Urban District  
Bengaluru



Shri. Sunil.V, Member Convener of the Public Hearing Committee and Environmental Office, KSPCB, RO yelahanka welcomed Shri. Sangappa, I.A.S., Deputy Commissioner, Bengaluru Urban District, Bengaluru, Shri. Shivappa Naik, Senior Environmental Officer, KSPCB, Bangalore City , Bangalore Development Authority Officials, Police Authorities, Media representatives, Local representatives and general public to the Environmental Public Hearing.

Shri. Sunil.V, Environmental Officer, RO Yelahanka, KSPCB briefed about the objectives of Environmental public hearing and its importance to obtain Environmental Clearance and also informed that all required procedure mentioned in the Environmental Impact Assessment Notification 2006(as amended till 2009) before conducting public hearing have been followed with.

Further he requested Shri. Sangappa, I.A.S., Deputy Commissioner, Bengaluru Urban District, Bengaluru to chair the meeting and to conduct the process of Environmental public hearing.

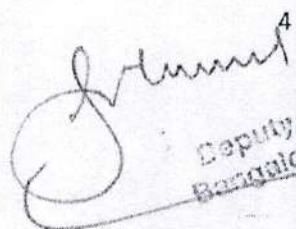
The chairperson of the Public Hearing Panel informed the project proponent to present the technical details of the proposed project through PowerPoint presentation.

Accordingly, on behalf of BDA, Dr.Santhosh Kumar T. M., representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. presented the project details comprising of Study area Map, salient features of the project, land use details, its objectives, Environmental baseline data, present scenario of the existing environment in the project area, its impacts on the environment, mitigation measures and Management Plan, expenditure, Project benefits , briefed about the CSR activities etc. through Power Point presentation. After the presentation, the Chairperson of the Environmental Public hearing panel requested the public gathered at the meeting to express their views/opinions/objections/Suggestions if any about the proposed project and informed to restrict their views to environmental issues only.

#### **1.Shri.Venkatesh, Kogilu**

He expressed his gratitude to the Deputy Commissioner, Bangalore urban and all the officials of BDA, KSPCB present in the Environmental Public hearing. He stated that the PRR was earlier 65.04 km and now it has extended its length up to 73.50 km. As known to everyone, the proposed project involves removal of 36,800 trees which leads to increase in Air and Noise and soil pollution. As a result of increase in pollution there is an impact on the human health. He expressed that fresh air and water is essential for every human being. He quoted an example stating that during COVID-19 period we have all seen how people suffered due to shortage of Oxygen. Therefore, he opined that this proposed project is not essential for all of us. This project was planned about 18 years ago and acquired the land long back from the Govt. Since then there has been no sign of implementation of this proposed project and there will be no sign of implementation in the future too.

He also stated that there will be a huge negative impact on the surrounding Environment and there will be decrease in the ground water table due to the removal of trees and this is a know factor to everyone. The farmers are facing problems due to decrease in groundwater level for

  
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many years and many farmers are conducting strikes against this project. The objective of the conducting Environmental Public Hearing is very good as it is organized to know the public views on this project. However, he expressed that the public doesn't need this Proposed PRR Project and he is 100% not interested in the project nor in the removal of thousands of trees because the requirement of fresh air and water is very important all. He expressed that there are so many technical ways to relieve traffic congestion such as widening of existing roads and installing traffic signals which would relieve the traffic congestion in the present scenario in and around Bangalore city. There is no need to disturb the existing environment for creating a new PRR. Bangalore is known as Green City, however, the removal of the trees for the proposed project would create a negative impact on the environment and in the present scenario, all the roads in the Bangalore City have been converted to concrete roads which bring the name as "Pollution City" to in place of Green City to Bangalore. He stated that BDA informed that all the farmers have expressed their consent towards the implementation of the Proposed PRR project; however, that is not true and all the farmers are 100% objecting the implementation of the said project. He also questioned as, how the BDA came to the conclusion that we have agreed for the implementation of the said project. At the end he finally concluded his opinion by saying that they don't need the PRR.

## **2. Shri. Narasimhamurthy, Venkata**

He expressed his gratitude to all those public/Civilians present at the meeting, the Deputy Commissioner, Bengaluru Urban District and Shri. Rajesh, BDA Commissioner. He stated that BDA is aware of what is happening at BDA from past 17 years. He stated that as our people know little about this PRR Project and conveyed his thanks to Dr. Santhosh Kumar who has briefly explained about the proposed PRR project through presentation and concluded that, project will benefit the people of Bangalore City in a simple way but by implementing this PRR projects lot of people have lost their land and houses. He stated that Project proponents have visited every house and collected their opinion/views; however, I am staying here since 17 years and not one BDA Officer have visited my house to know the opinion about this project. Even after, when we visited the BDA Office, there is always a very high security outside their office and they say that the BDA Commissioner is busy in a meeting and asked us to come after 3 PM. After 3PM if we go to meet him and they say that BDA Commissioner is gone for meeting. There is huge impact on the surrounding Environment due to removal of trees for the project. The Proposed PRR passes through the Thippagondanahalli Catchment Area for about 20 km which would affect the water in the Catchment Area thereby causing pollution. Presently, Bangalore City is receiving water from T G Halli Catchment Area and by implementing the proposed project leads to pollution of that water in the T G Halli Catchment Area.

He expressed that it is very unfortunate that the officials stated that all the farmers have provided their consent for the implementation of the project. The Central Government has introduced the Land Acquisition Act, 2013 in order to provide justice to all the Civilians/farmers; however,

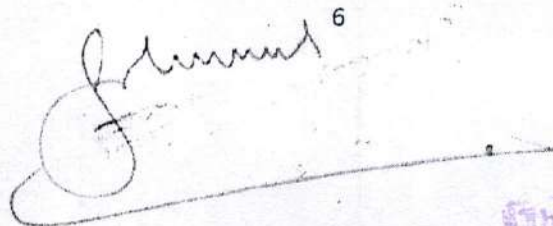


BDA has introduced their own Act and providing compensation as per their wish. Upon approaching the Commissioner, BDA regarding the compensation, it was informed that the value of land at Kalathammanahalli is 3.5 to 4 Lakhs per Acre. However, the present market value per acre is 3 Crores. The farmer cannot even purchase a site in the surroundings of Yelahanka which costs about 30 Lakhs. The compensation of 3 to 4 Lakhs provided by BDA is not at all sufficient for us to purchase even a single site anywhere. The farmer has nowhere to go in such a situation. He humbly expressed in the presence of all the Officers that the project will benefit to all the farmers, civilians, and the public only when the compensation is provided as per the Land Acquisition Act, 2013, and therefore justice will be served to everyone.

He also stated that some influential personnel had made a request to BDA to shift the alignment as he had purchased some land along the proposed alignment and accordingly BDA shifted the alignment. As per the proposed PRR project 2017 Plan, about 6 houses were to be demolished, and now, due to the shift in the road alignment, about 23 houses are to be demolished. He expressed that in this way, BDA keeps on changing or shifting the alignment as per their wish only for the sake of officers of higher rank or influential personnel. We also have documentation in this regard and questions as how the public will be benefitted by this project in such situations. He stated that BDA doesn't have enough financial support for the implementation of the project, and therefore, BDA is approaching more influential people for financial support. It is hopeless on the part of BDA. He stated that if BDA has the thought of public welfare, they will first provide the compensation and then implement the project. He expressed that if BDA provides compensation as per BDA Act, 1894, no farmer will accept the proposal and, hence, they don't want the project to be implemented. There is only real estate business in the implementation of this project is happening. If the project was to be implemented properly, it would have not taken all these years to proceed with the project. He expressed that, earlier the cost of the project was 550 crores in 2005. Now, the project cost has been elevated to 2000 crores, and the elected representatives and the officers at higher rank may be responsible for this. Any project has to be implemented in the same year as the planning was done; only then, the project cost will be minimal and feasible. It would also be beneficial to the public. He concluded that the project has taken so many years to be implemented and it is better to leave the project at this stage only and not proceed with the implementation.

### 3. Shri. Vijay Nishanth, Project Vruksha Foundation, Jayanagar South, Bengaluru

He expressed his gratitude to all who are present at the meeting. He stated that the as mentioned in the Proposed project PPT, the number of trees proposed for removal is very large and questioned if there is any best possible way of changing the alignment so as to reduce the number of trees to be removed. He appreciated that it was a really good opportunity to see that such a public consultation has been organized in 7 years and that he has attended several environmental and public consultations in the past. He also appreciated that the birds and other aspects studied at the project site had been presented in a good way. However, it is very sad that they have faced so many negative things due to the project. He also requested that the





presentation and all the project-related documents to be made available on online public platforms. He said that only a few people had attended the meeting.

This meeting involves BDA and KSPCB, and it is related to entire Bengaluru City; hence, one more Environmental public hearing for same project meeting in Bengaluru Central has to be organized. He stated that he agreed with the farmers' objections to the implementation of the PRR.

He stated that he had come here as an environmentalist and that no environmentalist would not provide their consent for the removal of so many trees. But, keeping in view of the development of the city, we need to provide land and support. He also expressed that he would stand by the farmers if there was any injustice caused to them by the project. He insisted that a committee be created similar to that of the Steel Bridge, wherein a public consultation was carried out upon submission of a request to the Hon'ble High Court and the details of the number of trees and species were provided as per the directions of the Hon'ble High Court.

He further expressed that the plantation should be strictly carried out on either side of the road as specified by BDA, as the plantation on either side of the road is not being properly carried out. He further added that the committee be formed with T V Ramachandra from IISc, Harani Nagendra from Azim Premji University, Yellappa Reddy and Suresh Hebbalikar. The EIA report, prepared by BDA, shall be submitted to the Committee. The Committee will review the report and make comments and recommendations on the impacts and mitigation measures. There has been no mention of tree transplantation in the project. He stated that he himself took initiative in saving 2000 trees in the Outer Ring Road Project. A study has to be carried out as to whether transplantation activities can be carried out as part of the PRR.

He once again requested that all the relevant project documents be published in the public domain and that all the public concerns be answered. He informed that another public consultation would be carried out in the central part of the city and a paper notification would be issued in this regard. He stated that the public consultation be carried out in a constructive manner so that the public themselves do not question the project planned in the public interest.

**4. Shri S. A. Vijayakumar, Doddaballapur**

He welcomed all the officers, the public and the police officers gathered at the public consultation. He stated he was of the opinion that the public consultation is considered an opportunity to understand the positive and negative aspects of the project or the correctness and wrongness of the report. But BDA wouldn't have conducted the public consultation if it weren't a part of the legal system. He stated that, as somebody mentioned, the project was initiated 17 years ago and even today it is still being initiated. As stated, the paper notification was published in the Hosa Digantha Newspaper and the notification was published by KSPCB as given by BDA. After 30 days, we have gathered here for the public consultation and were informed that

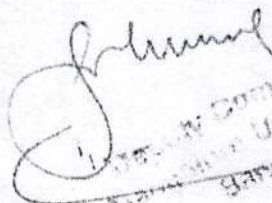


the EIA Reports have been submitted to all departments and have been uploaded on the website. He expressed that he would be happy if the documents were available at all the departments as stated by the Environmental Officer, KSPCB. He informed them that he had submitted a request to two departments stating that he needed the project documents. When a request was submitted to the Regional Office, Byatarayanapura, they sent the project documents through speed post and thanked them as they had received them yesterday. He stated that it is to be noticed that the project documents have a lot of information and this is not the matter of one rupee or two rupees, nor the matter of 5-10 Lakhs required to purchase a site. It is a matter of >14000 crores and for that at least it needs so many pages. He also expressed that he had submitted a request to the MoEF&CC Regional Office seeking project documents and had not received them till today. When submitting a request, he was informed to deposit some amount to obtain the documents, but he did not receive the documents even after depositing the amount.

The project materials are available on the KSPCB website, he said, adding that someone had requested that they be posted on the public domain. He was grateful that the project documents were made online by KSPCB. Although he claimed to be unrelated to the initiative, he expressed a desire to understand more about it. He told us that they had claimed that the project had received environmental approval on January 20, 2014, and that they had also appended that information to the report. The Deputy Commissioner must keep track of this. The National Green Tribunal then filed a complaint against the Environmental Clearance, which is included in the report's annexes. The Environmental Clearance is being withheld, according to the Hon'ble NGT, because the information provided in the report is four years old. The Honorable NGT ordered that further research be done as soon as possible. Here, it is important to note that the Honorable NGT ordered new research to be conducted for the PRR, whose length is 65.5 km. The BDA disputed the ruling at the Supreme Court when it was issued a judgment against it. While the Supreme Court case was still pending, the BDA as a precaution drafted a second report and submitted it to the SEIAA, Karnataka, which is under the authority of the State Government. It should be noted that BDA filed a new application while the Supreme Court case is still pending.

Additionally, on August 18, 2020, during the COVID-19 epidemic, they organize a public consultation for the first time, and they do so at a venue further away than the previous one, Nityotsava Kalyana Mantapa in Singanayakanahalli. Even on that day, there weren't many civilians there, and Mr. Vijay Nishanth came from a different part of Bangalore to the consultation in question about whether it would actually take place or not. He was grateful for the enthusiasm for the Public Consultation. He felt dissatisfied with himself for handing the Deputy Commissioner his objections during the prior public consultation.

Then-Deputy Commissioner further said that a thorough investigation will be conducted in this regard. In the midst of all of this, a webinar was also held online; consider the necessary resources and webinar attendees; in contrast, the physical public consultation had a fairly small

  
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number of attendees. He put in a protest against holding an online public consultation. That, however, was also done. He stated that he did not participate in the webinar because it was held on the Zoom Platform. He questioned how BDA, a government entity, could plan a meeting utilizing the Zoom platform when the government has outlawed the use of the Zoom application. In the midst of this, the High Court was told not to publish the proceedings when the online webinar was contested by the public.

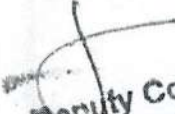
The general public has asked Shri. Vijayakumar to briefly address the general public. Shri. Vijayakumar said that he was only speaking briefly and said that if they weren't aware of these concerns, they wouldn't understand. He said he wasn't only here to say whether he agreed with the project or not. He came here and said that because everything was done legally, we have to respond by talking about the legal issues.

He also expressed his gratitude for included all the documents in the report. On the Diaz, he told the officials present that he would cease talking about the problems if they asked him to. He stated that the EIA Notification had been broken and that the Public Consultation was unlawful. He said that according to the EIA Notification of 2006 and its later changes, the EIA report had been created. However, the EIA report makes no mention of them.

He cited Clause 2 of Schedule 2 from the EIA Notification and said that BDA had not followed the site preparation and implementation schedule. As mentioned in Schedule 6, the BDA has not explicitly declared that this alignment for the PRR has been intended. The BDA Act must contain specific regulations that must also be followed. According to him, a government order or administrative approval for 2567.22 Acres was issued on February 21, 2022, in accordance with Annexure 10 of the EIA report. There is no indication of its price, process, or legal application, though.

In the middle of this, the general public asked Shri. Vijaykumar to speak plainly because there are so many individuals who want to voice their concerns at the Public Consultation. He said that once everyone had finished speaking, he would speak at the conclusion. Additionally, the BDA Commissioner requested that Shri. Vijaykumar provide all of his statements in writing so that they may be followed. In response, Shri. Vijaykumar said he had previously expressed his worries about the project on a written form at a public consultation, but he had not yet received a response.

He went on to say that the approved Consultants' NABET Certificates are no longer valid as of July 5, 2022, and that they are thus not permitted to present the project on that day. In response, Dr. Santhosh Kumar T. M., a representative of M/s Environmental Health & Safety Consultants Pvt. Ltd., told Shri. Vijayakumar that a fresh Certificate with a validity of 2024 had been issued by NABET following the submission of a draught EIA to KSPCB and offered to submit it. Since

  
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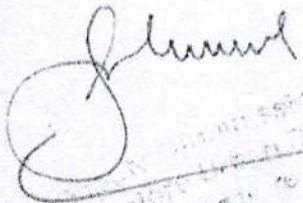
it wasn't stated in the Report, Shri. Vijayakumar instructed him that he should inquire about the Certificate's validity.

He said that the Land Acquisition Officer had provided a map that was readily available when an application was submitted in accordance with the Notification that the BDA had issued regarding the Missing Links. He said that they did not have a map that had been approved by the Urban Development. He therefore went to the BDA Commissioner to get all the information he needed in this regard. However, SLAO advised the party making the appeal that the land acquisition procedure was ongoing and that all information will be released after it was finished. He questioned why, after submitting his appeal to the Commissioner, BDA, the SLAO responded. Even after being asked if the administrative approval for the land acquisition had been given to the Urban Development Department, it was stated that all three notifications—for the missing links, the Nice integration, and the Shigehalli alternative—had been given, according to the report. The report allegedly has been changed in accordance with the Notifications, nevertheless.

He stated that BDA has issued Notification regarding the Missing Links and when an application was submitted, the Land Acquisition Officer has issued an available map as per the Notification. He stated that a map approved by the Urban Development was not available with them. Hence, he approached BDA Commissioner for obtaining complete details in this regard. However, when an appeal was submitted it was informed that by SLAO that the Land Acquisition process was under progress and the complete details will be provided upon completion of Land Acquisition. He questioned as to why the SLAO answered his appeal when it was submitted to the Commissioner, BDA. Even when questioned if the Administrative approval has been submitted to the Urban Development Department pertaining to the land acquisition it was informed that all 3 notifications were submitted for the missing links, Nice integration and Shigehalli alternative as per the report. However, it is said that the report has been revised as per the Notifications.

He expressed that he is also a farmer and he has left all his works to attend this Public Consultation and that everyone has hundreds of works and have made time to attend this meeting. He stated that as per Schedule 1 and 2, the proposed project falls under Category A. As agreed by BDA, they have submitted the application to SEIAA, Karnataka saying that the project doesn't attract the condition and does not find its place in schedule 7(f)- Roads & Highways. As stated by BDA, as identified by the CPCB Critically Polluted Areas namely Jigani and Peenya Industrial Area lies close to the project site.

He expressed that, today BDA states that the proposed PRR passes through TG Halli Catchment Area for about 26.9 km. However, previously, it was only 16 km which passed through TG Halli Catchment Area. They also say that there are no Protected Areas. But, all these are Environmentally Sensitive Areas as per EIA notification, 2006. However, all this has been ignored and the application has been submitted to SEIAA, Karnataka.

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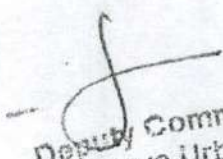
He expressed that, if they are really considered as Environmental Consultants, they should have given proper information and submitted the application to the Central Government. But they have submitted the application to the State Government just because it is present here and it is easily approachable.

BDA has taken advantage of the Hon'ble Supreme Court stating to prepare a fresh EIA report and submitted at the earliest. They are once again making a mistake made during 2014 by submitting the proposal to SEIAA, Karnataka. The project does not fall under the jurisdiction of SEIAA, Karnataka. For example, the respected Deputy Commissioner's jurisdiction falls within Bangalore Urban District and our Deputy Commissioner cannot take the chairmanship for any other Public Consultation being conducted at Bangalore Rural District. Similarly, the SEIAA, Karnataka can accept only category B proposals and not for the projects attracting General conditions.

BDA had submitted a clarification letter to MoEF&CC stating that BDA has prepared a fresh EIA report and submitted to KSPCB for conducting Public Consultation prior to issue of the Hon'ble Supreme Court Judgement and sought suggestions from the MoEF&CC. In this clarification, BDA has themselves accepted that the project attracts General Conditions. In response to this, MoEF&CC states that the project falls under category A as per EIA Notification, 2006; however, the SEIAA, Karnataka shall transfer the proposal to MoEF&CC if it finds all the conditions as satisfactory. This means that the Hon'ble Supreme Court Judgement is not applicable to the MoEF&CC. He stated that after he gave a letter in written during the last public consultation BDA has submitted the clarification letter to MoEF&CC. If I hadnot questioned that day, BDA wouldn't have approached MoEF&CC in this regard. He further questioned as to why BDA didn't withdraw the proposal from SEIAA, Karnataka and submit a fresh application to MoEF&CC.

Amidst all this, BDA has taken approvals for amendment instead of just considering the earlier 65 km proposal. He questioned as to who gave them authority for considering the amendment for the PRR. The Court has also spoken about only 65 km and not about the additional length of totaling to 73.5 km. BDA has also taken up Dr. Shivaramakarantha Layout along PRR and many of the farmers have lost their lands to both these projects and few of them had filed a case at the Supreme Court. But, BDA has linked both the projects and taken up at the Supreme Court by Impleading and cleared the cases without submitting the proper details. This has to be observed by the Deputy Commissioner.

The map of the Dr. K Shivaramakarantha Layout looks like a camel and the Jarakabandekaval RF is located at the neck part of the camel. Further, the both PRR and Shivaramakarantha layout

  
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### 5. Shri. V. Murali

He stated that he has obtained a site at Karnataka Electricity Board Employees House Building Cooperative Society. He informed that he is retired and constructed a permanent house in which he is presently residing. As stated by Shri Vijaya Kumar, he informed that the land conversion has been completed 18 years ago under the jurisdiction of the then Deputy Commissioner and the same was distributed to everyone at the Society. All of them have been retired and there are so many permanent structures. After this, it was said that the road is 100 m wide and hence all the structures were constructed leaving a buffer of 100 feet. But, today they are stating that a new toll road is being proposed but nobody knows the length and width of the toll roads. Therefore, he requested the BDA officials to mark the boundary as there are so many people who are still constructing structures in that area and BDA has also issued NOC for carrying out construction activities in that area. No information in this regard has been provided to us by the Society and all of us have constructed our house and now BDA are about to destroy it. All of us are suffering in this regard.

He also expressed that they have been waiting since 18 years they have not received any compensation and all their houses are being destroyed. He informed that they have been waiting since 18 years and they don't know how long they have to wait for the compensation. Amidst all this, farmers are conducting strike, BDA is publishing so many articles and notifications. He requested to state as to how much compensation will be provided by BDA for these permanent structures and mark the boundary within the Society at the earliest.

### 6. Shri. Ramesh, Ramagondanahalli

He stated that he lost his lands for both PRR and Shivaramakarantha Layout. He expressed that there is no objective for the public consultation when the policemen arrested many farmers carrying out strike in front of BDA yesterday. A lot of farmers were in police custody. He stated that even he participated in the fasting yesterday and today BDA is conducting the public consultation. This project has been started 18 years back when I was a child; today, our children have grown up to that age and the project still hasn't been implemented. Because of this, we are unable to fulfil our children's desire. All the projects in Karnataka has a common law but the projects being implemented by BDA such as PRR and Shivaramakarantha Layout has a different law. For example, for the Chennai- Bangalore road project about 9 lakhs per Gunta is being provided. He expresses that why BDA doesn't follow this guidelines. They say that the compensation will be given as per BDA Act, 1894. But he doesn't understand if BDA stands for Bid and Development Authority or Bangalore Development Authority. He requested to look into farmers concerns because they have reached to a stage where they are losing their lives.

A lot of land are present in Bangalore North Taluk, out of which BDA is taking over 3000 Acres for PRR and 3000 Acres for Shivarama Karantha Layout. He questioned that if this is the case how will the farmers survive. He questioned if BDA has completed any project on time. It has been 18 years since PRR started and 15 years since Shivaramakarantha Layout started and till today we haven't received any compensation. Today we are not able sell 100 guntas of land to



carry out our children's wedding. Some farmers have lost their lives due to health issues and diseases without being able to meet the hospital expenses. He exclaimed that the public consultation is being carried out illegally. As per 2014 report BDA stated that 12400 trees will be removed today the number of trees proposed for removal is 38600. He stated that they have not mentioned the number of trees proposed to be removed in the newly acquired land and the EIA report does not specify these details. He concluded by exclaiming that the public consultation being held today is illegal while there are so many farmers who have been arrested are in the custody of Adugoddi Police Station.


**7.Smt. Lalitha, Doddagubbi**

She stated that their family moved to the place 15 years ago and there were not even grass in their lands. Their parents then planted 300 trees including Sapota(Chiku), Coconut and Mango trees each 100 numbers. She expressed that she has grown amongst these trees. Now, BDA is removing all my trees just because a road is passing on my trees and my land. She questioned as to who will benefit from this tree removal. There is no benefit in removing 3860 trees for the PRR and she requested to rethink over this. She wants to know how many trees are there in her land which will be removed and she requested to carry a tree census in this regard. She expressed that their family has planted so many trees such as Lemon and flowering plants which are older than 15 years. She expressed that they had created a beautiful environment in their lands because of which they had a good health and reduced asthma conditions.

She requested to carry out tree census and provide the details on number of trees, species along with their age so that the same would be displayed on the wall. She stated that she tried to estimate the trees but she was unsuccessful. Therefore, she stated that she is utilizing this opportunity at the Public Consultation and submitting her request. She further, questioned regarding the utilization of the timber of the removed trees. She requested that this data be made available to public so that everyone would be aware of the same. She expressed that it is not only her thoughts and problems it is the thought of all the 10 Lakh people who are involved with the PRR. She further stated that the EIA report states that about 7.4 Lakh people will be affected by the project and the NABET consultants state that there are 18 BBMP Wards. But, the fact is that population of several wards has not been considered. She requested to take up the green belt development plan in a proper way and only because of the public pressure.

**8.Shri. Narasimha Murthy K. P., Doddaballapur**

He greeted everyone and stated that BDA had already removed a lot of trees along Doddaballapur and Bellary road. He stated that there is not even a single Banyan or Peepal tree for the birds. They said they plant more trees but there are no trees to be found along the road from Yelahanka to Doddaballapur. Earlier fruit bearing trees were planted alongside the roads and now they plant some show shrubs. Now there are no food available for birds. In the earlier days, they used to construct bund like structures by making provisions for birds to drink water. Now, due to the PRR they are polluting water and the cattle feed will not even be eaten by Cows. He exclaimed that sparrows and pigeons are found nowhere these days. They informed only 4

  
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species of trees proposed to be removed and they have not carried out detailed study on the number of borewells falling within their lands along the PRR alignment. He exclaimed that this project is of no benefit and that a road is passing along Dabaspeta with 6 lanes. This PRR passes through villages with 45 toll plazas and questioned as to who will pay the toll. He questioned that they have to provide land and as well pay the toll. There is a limit and guidelines for the number of toll plazas.

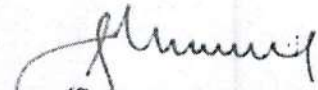
Now, they have said that they will be acquiring additional land for the toll plazas and BDA is making changes to the original alignment as per their wish. If we question them in this regard they will lock us up in the police station. They issue NOC for people with higher ranks. He questioned why don't they issue NOC to the common people. During COVID-19 pandemic situation a lot of them lost their lives and a lot of them are about to lose their lives because of this PRR.

Nowadays, there is no sight of monkeys, sparrows and crows therefore, there is no need of such project which would create such a big impact on environment. He exclaimed that they say to plant so many trees and even if they plant they don't even have the concern to water those trees. He stated that BDA kept quiet for 18 years and now they are providing the compensation as per BDA Act, 1894 and not as per Land Acquisition Act, 2013. This is an injustice to all of us and this project is not a benefit to us and the environment.

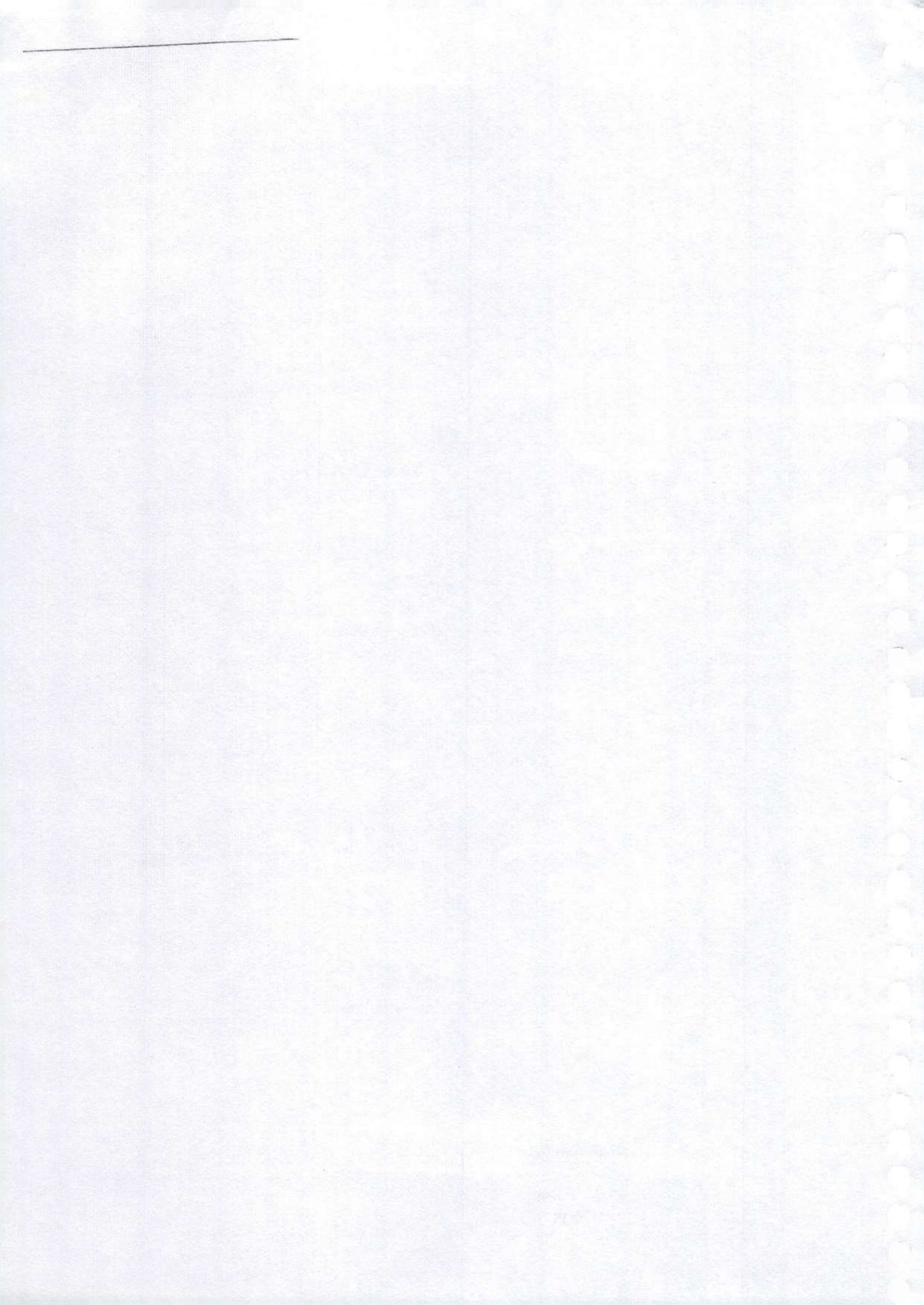
#### 9. Shri. Jayanth

He expressed that his grandfather and father were farmers and he is also a son of a farmer. He stated that his grandfather received a notice from BDA but today he is attending the Public Consultation which shows that this project has been delayed since so many years. Yesterday, when we went to BDA to question in this regard, they called up the policemen and locked us up in the Adugodi CRPF ground. He stated that he has come all the way from there this morning and whatever BDA doing is violence. He questioned as to what message will this act convey to the youth these days. Youth like us come back here to be farmers but BDA officials take our lands and leave us with nothing which is shameful on their part.

The Deputy Commissioner and Chairman of the District Environment Public Hearing Committee, Bengaluru Urban concluded that all the views expressed by the participants have been recorded and will be complied for further action. The Deputy Commissioner thanked everyone for participating in the Public Consultation and expressing their views.

  
(Sangappa, I.A.S.)  
Deputy Commissioner &  
Chairman - District Environmental  
Public Hearing Committee,  
Bengaluru Urban District.  
Deputy Commissioner  
Bengaluru Urban District  
Bangalore







ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರವು ಅನುಷ್ಠಾನಗೊಳಿಸಲು ಉದ್ದೇಶಿಸಿರುವ ಎಂಟು ಪಥದ ಹೊರವರ್ತುಲ ರಸ್ತೆ ನಿರ್ಮಾಣ (ತುಮಕೂರು ರಸ್ತೆಯಿಂದ ಪ್ರಾರಂಭವಾಗಿ ಬಳ್ಳಾರಿ ರಸ್ತೆ ಹಾಗೂ ಹಳೆ ಮದ್ರಾಸ್ ರಸ್ತೆಯ ಮೂಲಕ ಹಾದು ಹೊಸೂರು ರಸ್ತೆಯಲ್ಲಿ ಕೊನೆಗೊಳ್ಳುತ್ತದೆ) ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಕರ್ನಾಟಕ ಯೋಜನೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ದಿನಾಂಕ: 13.07.2022 ರಂದು ಬೆಳಿಗ್ಗೆ 11.00 ಗಂಟೆಗೆ ಡಾ|| ಜಿ.ಆರ್. ಅಂಬೇಡ್ಕರ್ ಭವನ, ಬೃಹತ್ ಬೆಂಗಳೂರು ಮಹಾನಗರ ಪಾಲಿಕೆ ನಂ.757, 16ನೇ 'ಎ' ಮುಖ್ಯರಸ್ತೆ, ಸ್ಯಾಟಲೈಟ್ ಟೌನ್, ಯಲಹಂಕದಲ್ಲನಡೆದ ಪರಿಷರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ನಡವಳಿಗಳು

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1. ಪರಿಷರ ಸಾರ್ವಜನಿಕ ಸಭೆ ನಡೆದ ಸ್ಥಳ

ಡಾ|| ಬಿ.ಆರ್. ಅಂಬೇಡ್ಕರ್ ಭವನ, ಬೃಹತ್ ಬೆಂಗಳೂರು ಮಹಾನಗರ ಪಾಲಿಕೆ ನಂ.757, 16ನೇ 'ಎ' ಮುಖ್ಯರಸ್ತೆ, ಸ್ಯಾಟಲೈಟ್ ಟೌನ್, ಯಲಹಂಕ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ

2. ದಿನಾಂಕ

13.07.2022, ಬೆಳಿಗ್ಗೆ 11.00 ಗಂಟೆ

3. ಸಭೆಯಲ್ಲಿ ಹಾಜರಿದ್ದ ಅಧಿಕಾರಿಗಳ ವಿವರ

i.	ಶ್ರೀ. ಸಂಗಪ್ಪ, ಭಾ.ಆ.ಸೇ, ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು ಹಾಗೂ ಜಿಲ್ಲಾ ಪರಿಷರ ಸಾರ್ವಜನಿಕ ಆಲಿಕೆ ಸಭೆಯ ಅಧ್ಯಕ್ಷರು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ	ಅಧ್ಯಕ್ಷರು
ii.	ಶ್ರೀ. ಎಸ್. ಶಿವಪ್ಪ ನಾಯ್ಕ, ಹಿರಿಯ ಪರಿಷರ ಅಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ, ವಲಯ ಕಛೇರಿ, ಬೆಂಗಳೂರು ಉತ್ತರ	ಸದಸ್ಯರು
iii.	ಶ್ರೀ. ಸುನೀಲ್. ವಿ, ಪರಿಷರ ಅಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ, ಯಲಹಂಕ (ಬ್ಯಾಟರಾಯನಪುರ) ಪ್ರಾದೇಶಿಕ ಕಛೇರಿ, ಬೆಂಗಳೂರು	ಸದಸ್ಯರು

4. ಯೋಜನಾದಾರರ ವತಿಯಿಂದ ಹಾಜರಿದ್ದ ಪ್ರತಿನಿಧಿಗಳ ವಿವರ:

i.	ಶ್ರೀ ಎಂ.ಬಿ ರಾಜೇಶ್ ಗೌಡ, ಭಾ.ಆ.ಸೇ,	ಆಯುಕ್ತರು
ii.	ಡಾ. ಎಚ್.ಆರ್ ಶಾಂತರಾಜಣ್ಣ ಕೆ.ಇ.ಎಸ್	ಅಭಿಯಂತರ ಸದಸ್ಯರು
iii.	ಶ್ರೀ. ಬಿ.ಎ. ಶಿವಾನಂದ್ ಕೆ.ಇ.ಎಸ್	ಅಭಿಯಂತರ ಅಧಿಕಾರಿಗಳು
iv.	ಶ್ರೀ. ಆರ್.ಕೆ ಮೋಹನ್	ಕಾರ್ಯಪಾಲಕ ಅಭಿಯಂತರರು
v.	ಶ್ರೀ. ಆರ್. ಸುರೇಶ್	ಸಹಾಯಕ ಕಾರ್ಯಪಾಲಕ ಅಭಿಯಂತರರು

5. ಭಾಗವಹಿಸಿದಂತಹ ಸಾರ್ವಜನಿಕರ ವಿವರಗಳು

: ಅನುಬಂಧ 1

6. ಪ್ರಸ್ತುತ ಪಡಿಸಿದ ಯೋಜನಾ ವಿವರಗಳ ಪಿಪಿಟಿ ಪ್ರತಿ

: ಅನುಬಂಧ 2

7. ಲಿಖಿತ ದೂರುಗಳು / ಸಲಹೆಗಳು

: ಅನುಬಂಧ 3

8. ಸಭೆಯ ಛಾಯಾ ಚಿತ್ರಗಳು ಮತ್ತು ವಿಡಿಯೋ

: ಅನುಬಂಧ 4

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9. ಪೀಠಿಕೆ:

ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರವು ಎಂಟು ಪದದ ಫೆರಿವೆರಲ್ ಹೊರ ವರ್ತುಲ ರಸ್ತೆ ನಿರ್ಮಾಣದ ಯೋಜನೆಯನ್ನು ಅನುಷ್ಠಾನಗೊಳಿಸಲು ತೀರ್ಮಾನಿಸಿದೆ. ಈ ಯೋಜನಾ ರಸ್ತೆಯು 73.50 ಕಿ.ಮೀ ಉದ್ದವಿದ್ದು, ತುಮಕೂರು ರಸ್ತೆಯಿಂದ (ನ್ಯೆಸ್ ರಸ್ತೆ ಕೊನೆಗೊಳ್ಳುವಲ್ಲಿಂದ) ಪ್ರಾರಂಭವಾಗಿ ಬಳ್ಳಾರಿ ರಸ್ತೆ ಹಾಗೂ ಹಳೆ ಮದ್ರಾಸ್ ರಸ್ತೆಯ ಪೂರ್ವಕ ಹಾದು ಹೊಸೂರು ರಸ್ತೆಯಲ್ಲಿ ನೈಸ್ ರಸ್ತೆ ಪ್ರಾರಂಭವಾಗುವಲ್ಲಿ ಕೊನೆಗೊಳ್ಳುತ್ತದೆ. ಈ ಯೋಜನೆಯಿಂದ ಬೆಂಗಳೂರು ನಗರಕ್ಕೆ ವ್ಯತ್ಯಾಸಾರದ ರಸ್ತೆ ನಿರ್ಮಾಣವಾಗುವುದರಿಂದ ವಾಹನ ಸಂಚಾರ ದಟ್ಟತೆಯು ಕಡಿಮೆಯಾಗುವುದು. ಈ ಯೋಜನೆಗೆ RoWನ ಮೀ. ನಿಗದಿಪಡಿಸಲಾಗಿದೆ. ಈ ಯೋಜನೆಯು ಬೆಂಗಳೂರು ನಗರವನ್ನು ಸಂಪರ್ಕಿಸುವ ಪ್ರಮುಖ ರಸ್ತೆಗಳಾದ ತುಮಕೂರು ರಸ್ತೆ (ಎನ್.ಎಚ್-4), ಹೆಸರುಘಟ್ಟ ರಸ್ತೆ (ಎಸ್.ಎಚ್-39), ದೊಡ್ಡಬಳ್ಳಾಪುರ ರಸ್ತೆ (ಎಸ್.ಎಚ್-09), ಬಳ್ಳಾರಿ ರಸ್ತೆ (ಎನ್.ಎಚ್-7), ಹೆಣ್ಣೂರು-ಬಾಗಲೂರು ರಸ್ತೆ (ಎಸ್.ಎಚ್-104), ಹಳೇ ಮದ್ರಾಸ್ ರಸ್ತೆ (ಎನ್.ಎಚ್-4), ಹೊಸಕೋಟೆ-ಆನೇಕಲ್ ರಸ್ತೆ (ಎಸ್.ಎಚ್-35) ಮತ್ತು ಹೊಸೂರು ರಸ್ತೆ (ಎನ್.ಎಚ್-7)ಗಳಿಗೆ ಸಂಪರ್ಕವನ್ನು ಕಲ್ಪಿಸುತ್ತದೆ.

ಪರಿಸರ ಅಥವಾ ಅಂದಾಜೇಕರಣ ಅಧಿಸೂಚನೆ ದಿ:14.09.2006 ಮತ್ತು ಅದರ ತಿದ್ದುಪಡಿಗಳನ್ವಯ, ಯೋಜನೆಗೆ ರಾಜ್ಯ ಪರಿಸರ ಅಥವಾ ಅಂದಾಜೇಕರಣ ಪ್ರಾಧಿಕಾರ/ಪರಿಸರ,ಅರಣ್ಯ ಮತ್ತು ಹವಾಮಾನ ಬದಲಾವಣೆ ಸಚಿವಾಲಯ ದಿಂದ ಪರಿಸರ ತೀರುವಳಿ ಪಡೆಯುವುದು ಕಡ್ಡಾಯವಾಗಿರುತ್ತದೆ. ಸದರಿ ಅಧಿಸೂಚನೆಯಂತೆ, ಈ ಯೋಜನೆಗೆ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಆಲಿಕೆ ಸಭೆಯನ್ನು ಯೋಜನಾ ಸ್ಥಳದಲ್ಲಿ ನಡೆಸುವುದು ಕಡ್ಡಾಯವಾಗಿರುತ್ತದೆ ಮತ್ತು ಈ ಸಭೆಗೆ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಅಥವಾ ಹೆಚ್ಚುವರಿ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳ ಅಧ್ಯಕ್ಷತೆಯಲ್ಲಿ ಸಭೆಯನ್ನು ನಡೆಸಬೇಕಾಗುತ್ತದೆ.

ಕೇಂದ್ರ ಸರ್ಕಾರದ ಪರಿಸರ ಅಥವಾ ಅಂದಾಜೇಕರಣ ಅಧಿಸೂಚನೆ-2006 ಮತ್ತು ಅದರ ತಿದ್ದುಪಡಿ 2009 ರನ್ವಯ ಯೋಜನೆಗೆ ರಾಜ್ಯ ಪರಿಸರ ಅಥವಾ ಅಂದಾಜೇಕರಣ ಪ್ರಾಧಿಕಾರದಿಂದ ಪರಿಸರ ತೀರುವಳಿ ಪಡೆಯುವುದು ಕಡ್ಡಾಯವಾಗಿರುತ್ತದೆ. ಈ ದಿಶೆಯಲ್ಲಿ ದಿನಾಂಕ 21.01.2020 ಮತ್ತು 25.02.2022 ರಂದು ಸದರಿ ಯೋಜನೆಗೆ ಪರಿಸರ ಅಥವಾ ಅಂದಾಜೇಕರಣ ವರದಿಯನ್ನು ತಯಾರಿಸಲು ನಿಬಂಧನೆಗಳನ್ನು (ಟಿ.ಒ.ಆರ್) ಶಿಫಾರಸ್ಸು ಮಾಡಿತ್ತು ಹಾಗೂ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣಾ ಮಂಡಳಿಯನ್ನು ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಯೋಜನಾ ಸ್ಥಳದಲ್ಲಿ ನಡೆಸುವಂತೆ ಕೋರಲಾಗಿತ್ತು. ಅದರಂತೆ, ಯೋಜನಾ ಪ್ರತಿಪಾದಕರು ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣಾ ಮಂಡಳಿಯನ್ನು ದಿನಾಂಕ 29.04.2022 ರಂದು ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ನಡೆಸುವಂತೆ ಕೋರಲಿರುತ್ತಾರೆ.

ಈ ನಿಟ್ಟಿನಲ್ಲಿ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯು, ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ಪತ್ರಿಕಾ ಪ್ರಕಟಣೆಯನ್ನು ರಾಜ್ಯ ಮುಖ್ಯದ ಪತ್ರಿಕೆಗಳಾದ "ದಿ ಹಿಂದೂ" (ಆಂಗ್ಲ) ಮತ್ತು ಹೊಸ ದಿಗಂತ (ಕನ್ನಡ) ದಲ್ಲಿ ದಿನಾಂಕ: 12.06.2022 ರಂದು ಪತ್ರಿಕಾ ಪ್ರಕಟಣೆಯನ್ನು ನೀಡಿ ಯೋಜನಾ ಸ್ಥಳದಲ್ಲಿ ವಾಸವಿರುವ ಆಸಕ್ತ ನಿವಾಸಿಗಳು, ಪರಿಸರ ಆಸಕ್ತ ಗುಂಪುಗಳು ಮತ್ತು ಈ ಯೋಜನೆಯಿಂದ ತೊಂದರೆಗೊಳಗಾಗಬಹುದಾದ ಸಾರ್ವಜನಿಕರು ತಮ್ಮ ಸಲಹೆಗಳು, ಅನಿಸಿಕೆಗಳು, ಟೀಕೆ-ಟಿಪ್ಪಣಿಗಳನ್ನು ಹಾಗೂ ಅಹವಾಲುಗಳನ್ನು ವಕೀಲಿಕವಾಗಿ/ಲಿಖಿತ/ಇ-ಮೇಲ್ ಮುಖಾಂತರ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ/ಅಧ್ಯಕ್ಷರು, ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಮಿತಿ ಹಾಗೂ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು ಇವರಿಗೆ ಈ ಅಧಿಸೂಚನೆ ಪ್ರಕಟವಾದ 30 ದಿನಗಳೊಳಗೆ ಸಲ್ಲಿಸುವಂತೆ ತಿಳಿಸಿ ಪತ್ರಿಕಾ ಪ್ರಕಟಣೆ ನೀಡಲಾಗಿತ್ತು. ಸದರಿ ಯೋಜನೆಯ ಪರಿಸರ ಅಥವಾ ಅಂದಾಜೇಕರಣ ವರದಿಯನ್ನು ಹಾಗೂ ಕನ್ನಡ ಮತ್ತು ಇಂಗ್ಲೀಷ್ ಕಾರ್ಯಕಾರಿ ಸಾರಾಂಶಗಳ ವರದಿಗಳನ್ನು ಸಾರ್ವಜನಿಕರ ಪರಾಮರ್ಶೆಗಾಗಿ ಈ ಕೆಳಕಂಡ ಕಛೇರಿಗಳಲ್ಲಿ ಇಡಲಾಗಿತ್ತು;

1. ಜಿಲ್ಲಾಧಿಕಾರಿಗಳ ಕಛೇರಿ, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು.
2. ಆಯುಕ್ತರು, ಬೃಹತ್ ಬೆಂಗಳೂರು ಮಹಾನಗರ ಪಾಲಿಕೆ, ಬೆಂಗಳೂರು.
3. ಮುಖ್ಯ ಕಾರ್ಯನಿರ್ವಾಹಕ ಅಧಿಕಾರಿಗಳ ಕಛೇರಿ, ಜಿಲ್ಲಾ ಪಂಚಾಯತ್, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ.
4. ಜಂಟಿ ಆಯುಕ್ತರು, ಜಿಲ್ಲಾ ಕೈಗಾರಿಕಾ ಕೇಂದ್ರ, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ.
5. ಜಂಟಿ ಆಯುಕ್ತರು, ನಗರ ಪುರಸಭೆ, ಬಿಬಿಎಂಪಿ, ಯಲಹಂಕ, ಬೆಂಗಳೂರು
6. ಅಧ್ಯಕ್ಷರು, ನಗರ ಸಭೆ, ಹೆಬ್ಬಾಳೆ, ಬೆಂಗಳೂರು
7. ಮುಖ್ಯಾಧಿಕಾರಿಗಳು, ಪುರಸಭೆ, ಮಾದನಾಯಕನಹಳ್ಳಿ, ಬೆಂಗಳೂರು.
8. ತಹಶೀಲ್ದಾರ್ ರವರ ಕಛೇರಿ, ಯಲಹಂಕ ತಾಲ್ಲೂಕು, ಯಲಹಂಕ
9. ತಹಶೀಲ್ದಾರ್ ರವರ ಕಛೇರಿ, ಬೆಂಗಳೂರು ಉತ್ತರ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು

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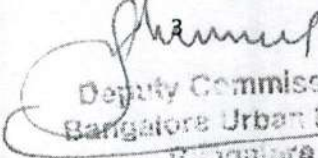



10. ತಹಶೀಲ್ದಾರ್ ರವರ ಕಛೇರಿ, ಬೆಂಗಳೂರು ಪೂರ್ವ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು
11. ತಹಶೀಲ್ದಾರ್ ರವರ ಕಛೇರಿ, ಬೆಂಗಳೂರು ದಕ್ಷಿಣ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು.
12. ತಹಶೀಲ್ದಾರ್ ರವರ ಕಛೇರಿ ಆನೇಕಲ್ ತಾಲ್ಲೂಕು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು.
13. ಯೋಜನಾ ಪ್ರದೇಶದಲ್ಲಿ ಬರುವ ಗ್ರಾಮ ಪಂಚಾಯತ್ ಕಛೇರಿಗಳು (ಮಾದನಯಕನಹಳ್ಳಿ, ಬೆಟ್ಟಹಲಸೂರು, ಅಲೂರು, ಚಿಕ್ಕಬಾಣವಾರ, ಕಸಘಟ್ಟಪುರ, ಶಿವಕೋಟೆ, ಗಂಟಗಾನಹಳ್ಳಿ, ಕಣ್ಣೂರು, ದೊಡ್ಡಗುಬ್ಬಿ, ಬಿದರಹಳ್ಳಿ, ಆವಲಹಳ್ಳಿ, ಕನ್ನಮಂಗಲ, ಶೀಗೆಹಳ್ಳಿ, ಕೊಡತಿ, ಹುಸ್ಕೂರು, ಶಾಂತಿಪುರ, ಮುತ್ತಾನಲ್ಲೂರು, ಹೆಬ್ಬಗೋಡಿ, ಅರಕೆರೆ, ದೊಡ್ಡತೋಗೂರು, ಕೋನಪ್ಪನಅಗ್ರಹಾರ, ಮಾದಾವಾರ, ಸೋಣ್ಣೇನಹಳ್ಳಿ)
14. ಯೋಜನಾ ಪ್ರದೇಶದಲ್ಲಿ ಬರುವ ವಾರ್ಡ್ ಕಛೇರಿಗಳು (ಹಗದೂರು, ಹೊರಮಾವು, ಹೂಡಿ, ವರ್ತೂರು, ಜಕ್ಕೂರು, ಚೌಡೇಶ್ವರಿ ವಾರ್ಡ್, ಕೆಂಪೇಗೌಡ ವಾರ್ಡ್)
15. ಪ್ರಾದೇಶಿಕ ಕಛೇರಿ, ಪರಿಸರ, ಅರಣ್ಯ ಮತ್ತು ಹವಾಮಾನ ಬದಲಾವಣೆ ಸಚಿವಾಲಯ, ಕೋರಮಂಗಲ, ಬೆಂಗಳೂರು.
16. ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯ ಪ್ರಾದೇಶಿಕ ಕಛೇರಿಗಳಾದ ಸರ್ಜಾಪುರ, ದಾಸರಹಳ್ಳಿ ಮತ್ತು ಮಹದೇವಪುರ ಹಾಗೂ ಪೀಣ್ಯ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶ
17. ಹಿರಿಯ ಪರಿಸರ ಅಧಿಕಾರಿಗಳು, ವಲಯ ಕಛೇರಿ-ಬೆಂಗಳೂರು ಉತ್ತರ, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ, ಬೆಂಗಳೂರು ಹಾಗೂ
18. ಮಂಡಳಿಯ ಅಂತರ್ಜಾಲ ತಾಣದಲ್ಲಿ ಪ್ರಕಟಿಸಲಾಗಿತ್ತು

ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯು ದಿನಾಂಕ: 13.07.2022 ರಂದು 11.00 ಗಂಟೆಗೆ ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಬೆಂಗಳೂರು ಇವರ ಅಧ್ಯಕ್ಷತೆಯಲ್ಲಿ ಪ್ರಾರಂಭವಾಯಿತು. ಈ ಸಭೆಗೆ ಶ್ರೀ. ಸುನೀಲ್ ಪರಿಸರ ಅಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ ಪ್ರಾದೇಶಿಕ ಕಛೇರಿ ಯಲಹಂಕ ರವರು ಶ್ರೀ. ಸಂಗಪ್ಪ, ಭಾ.ಆ.ಸೇ ರವರನ್ನು ತುಂಬು ಹೃದಯದಿಂದ ಸ್ವಾಗತಿಸಿದರು ಮತ್ತು ಈ ಸಭೆಗೆ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯ ಹಿರಿಯ ಪರಿಸರ ಅಧಿಕಾರಿಗಳಾದ ಶ್ರೀ.ಎಸ್. ಶಿವಪ್ಪ ನಾಯ್ಕ ರವರಿಗೆ ಹಾಗೂ ಈ ಸಭೆಗೆ ಅಗಮಿಸಿರುವ, ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದ ಅಧಿಕಾರಿಗಳು, ಪೋಲಿಸ್ ಸಿಬ್ಬಂದಿ, ಪತ್ರಿಕಾ ಮತ್ತು ಮಾಧ್ಯಮ ಪ್ರತಿನಿಧಿಗಳು, ಸಂಘ ಸಂಸ್ಥೆಗಳ ಪ್ರತಿನಿಧಿಗಳು ಹಾಗೂ ಸಾರ್ವಜನಿಕರಿಗೆ ತುಂಬು ಹೃದಯದ ಸ್ವಾಗತವನ್ನು ಕೋರಿದರು. ಶ್ರೀ.ಸುನೀಲ್ ಪರಿಸರ ಅಧಿಕಾರಿಗಳು ಸಭೆಯ ಮಹತ್ವ ಮತ್ತು ಉದ್ದೇಶವನ್ನು ಸಾರ್ವಜನಿಕರಿಗೆ ತಿಳಿಸುತ್ತಾ ಪವರ್‌ಪಾಯಿಂಟ್ ಪ್ರಸ್ತುತಿಯ ಮೂಲಕ ಯೋಜನೆಯ ಬಗ್ಗೆ ವಿವರಿಸಲು ಯೋಜನಾ ಸಮಾಲೋಚಕರಿಗೆ ತಿಳಿಸಿದರು.

ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರದ ಪರವಾಗಿ ಮೆ. ಎನ್ವಿರಾನ್ಮೆಂಟ್ ಹೆಲ್ತ್ ಅಂಡ್ ಸೇಫ್ಟಿ ಕನ್ಸಲ್ಟೆಂಟ್ಸ್ ಪ್ರೈ. ಲಿ ರವರ ಪ್ರತಿನಿಧಿ ಶ್ರೀ. ಡಾ. ಸಂತೋಷ್ ಕುಮಾರ್ ಟಿ.ಎಂ. ರವರು ಉದ್ದೇಶಿತ ಯೋಜನೆಗೆ ಸಂಬಂಧಿಸಿದ ತಾಂತ್ರಿಕ ವರದಿಯನ್ನು ಮಂಡಿಸಿದರು. ಈ ವರದಿಯಲ್ಲಿ ಯೋಜನೆಯ ವಿವರಗಳು ಅದರ ಉದ್ದೇಶಗಳು, ಪರಿಸರ ಅಧ್ಯಯನದ ಕುರಿತಂತೆ ಮಾಹಿತಿ, ಯೋಜನಾ ಪ್ರದೇಶದಲ್ಲಿರುವ ಪ್ರಸ್ತುತ ಪರಿಸರದ ಸನ್ನಿವೇಶ, ಪರಿಸರದ ಮೇಲೆ ಪರಿಣಾಮಗಳು, ಉಪಶಮನ ಕ್ರಮಗಳು, ಪರಿಸರ ನಿರ್ವಹಣಾ ಯೋಜನೆ, ಘನ ಮತ್ತು ಅಪಾಯಕಾರಿ ತ್ಯಾಜ್ಯ ನಿರ್ವಹಣೆ, ಹಸಿರುಪಟ್ಟಿ ಅಭಿವೃದ್ಧಿ ಯೋಜನೆ, ಪರಿಸರ ಮೇಲ್ವಿಚಾರಣಾ ಯೋಜನೆ, ಯೋಜನಾ ಪ್ರಯೋಜನಗಳು ಮತ್ತು ಪರಿಸರ ಸುರಕ್ಷತಾ ಕ್ರಮಗಳು, ಮುಂತಾದವುಗಳ ಕುರಿತಂತೆ ಮಾಹಿತಿ ನೀಡಿದರು.

ನಂತರ, ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ಅಧ್ಯಕ್ಷರು ಸಾರ್ವಜನಿಕರಿಗೆ ಉದ್ದೇಶಿತ ಯೋಜನೆಯ ಬಗ್ಗೆ ತಮ್ಮ ಅನಿಸಿಕೆ/ಅಭಿಪ್ರಾಯ/ಆಕ್ಷೇಪಣೆಯನ್ನು ವ್ಯಕ್ತಪಡಿಸಲು ತಿಳಿಸಿದರು. ಅದರಂತೆ, ಸಭೆಯಲ್ಲಿ ಭಾಗವಹಿಸಿದ್ದ ಈ ಕೆಳಕಂಡ ಸಾರ್ವಜನಿಕರು/ಸುತ್ತಮುತ್ತಲಿನ ಗ್ರಾಮಸ್ಥರು ತಮ್ಮ ಅಭಿಪ್ರಾಯವನ್ನು ತಿಳಿಸಿದರು.

  
 Deputy Commissioner  
 Bangalore Urban District  
 Bangalore

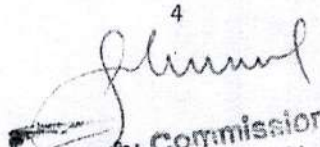


1. ಶ್ರೀ.ವೆಂಕಟೇಶ್, ಕೋಗಿಲು

ಇವರು ಮಾತನಾಡುತ್ತಾ, ಸಭೆಯಲ್ಲಿ ಆಸೀನರಾಗಿರುವಂತ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ ಅಧಿಕಾರಿಗಳಿಗೂ ಮತ್ತು ಬಿಡಿಎ ಅಧಿಕಾರಿಗಳಿಗೆ ನನ್ನ ವಂದನೆಗಳು. ಪಿಆರ್‌ಆರ್ ಯೋಜನೆಯು ಮುಂಚೆ 65.04 ಕಿ.ಮೀ ಇದ್ದದ್ದು ಪ್ರಸ್ತುತ 73.50 ಕಿ.ಮೀ ಗೆ ಏರಿಕೆಯಾಗಿದೆ. ಈಗಾಗಲೇ ತಿಳಿಸಿರುವಂತೆ ಈ ಯೋಜನೆಯಿಂದ ಸುಮಾರು 36,800 ಮರಗಳು ತೆರವುಗೊಳಿಸಬೇಕಾಗುತ್ತದೆ ಇದರಿಂದಾಗಿ ಹೆಚ್ಚಿನ ಶಬ್ದ ಮತ್ತು ವಾಯು ಮಾಲಿನ್ಯವಾಗುತ್ತದೆ. ಇದರ ಪರಿಣಾಮವಾಗಿ ಸಾರ್ವಜನಿಕರ ಆರೋಗ್ಯದ ಮೇಲೆ ಪ್ರಭಾವ ಬೀರುತ್ತದೆ ಮೊದಲು ಮನುಷ್ಯನಿಗೆ ಬೇಕಾಗಿರುವುದು ಒಳ್ಳೆ ಗಾಳಿ ಮತ್ತು ನೀರು ಉದಾ: ಕೊರೊನಾ ಕಾಲದಲ್ಲಿ ಅಪ್ಪುಜನಕದ ಕೊರತೆಯಿಂದಾಗಿ ಎಲ್ಲರೂ ಪರದಾಡಿರುವುದನ್ನು ನೋಡಿದ್ದೇವೆ. ಆದ್ದರಿಂದ ಈ ಯೋಜನೆ ನಮಗೆ ಅವಶ್ಯಕತೆಯಿಲ್ಲವೆಂದು ನನ್ನ ಅಭಿಪ್ರಾಯ. ಸಾರ್ವಜನಿಕ ಹಿತದೃಷ್ಟಿಯಿಂದ ರಸ್ತೆ ಸಂಚಾರ ದಟ್ಟಣೆಯನ್ನು ನಿಯಂತ್ರಿಸಲು 18 ವರ್ಷಗಳ ಹಿಂದೆ ಈ ಯೋಜನೆಗೆ ಭೂಮಿಯನ್ನು ಸ್ವಾಧೀನ ಪಡೆಸಿಕೊಂಡಿದ್ದರು ಆದರೆ ಇದುವರೆಗೂ ಯಾವುದೇ ಕಾರ್ಯಗತವಾಗುವಂತಹ ಮುನ್ಸೂಚನೆಗಳು ಬಂದಿಲ್ಲ ಹಾಗೂ ಇನ್ನೂ ಮುಂದೆ ಬರುವುದೂ ಇಲ್ಲವೂ ಗೊತ್ತಿಲ್ಲ. ಇನ್ನೊಂದು ವಿಚಾರವೆಂದರೆ ಈ ಮರಗಳನ್ನು ಕಡೆಯುವುದರಿಂದ ಸುತ್ತಮುತ್ತಲಿನ ಪರಿಸರದ ಮೇಲೆ ಕೆಟ್ಟ ಪರಿಣಾಮ ಬೀರುವುದು ಮತ್ತು ಅಂತರ್ಜಲದ ಮಟ್ಟವು ಕೂಡ ಕುಸಿಯುವುದು ಇದು ಎಲ್ಲರಿಗೂ ಗೊತ್ತಿರುವ ವಿಚಾರ. ಇದರಿಂದ ತುಂಬಾ ಜನ ರೈತರು ಅನೇಕ ಸಮಸ್ಯೆಗಳನ್ನು ಎದುರಿಸಿದ್ದಾರೆ ಹಾಗೂ ಇನ್ನೂ ಎದುರಿಸುತ್ತಿದ್ದಾರೆ. ಈ ಯೋಜನಾ ವಿರುದ್ಧ ರೈತರು ನಿರಂತರವಾಗಿ ಮುಷ್ಕರಗಳನ್ನು ಮಾಡುತ್ತಿದ್ದಾರೆ. ಈ ಯೋಜನೆಯ ಬಗ್ಗೆ ಸಾರ್ವಜನಿಕರ ಅಭಿಪ್ರಾಯ ತಿಳಿದುಕೊಳ್ಳಲು ಸದರಿ ಸಭೆಯನ್ನು ಕರೆದಿರುವುದು ತುಂಬಾ ಒಳ್ಳೆಯ ವಿಚಾರ. ಕಡೆಯದಾಗಿ ಹೇಳುವುದಾದರೆ ಈ ರಸ್ತೆ ನಮಗೆ ಶೇ 100% ಬೇಡ ಮತ್ತು ಸುತ್ತಮುತ್ತಲಿನ ಪರಿಸರಕ್ಕೆ ಹಾಗೂ ಸಾರ್ವಜನಿಕರಿಗೆ ತೊಂದರೆ ಕೊಡುವುದು ಬೇಡ ಎಂದರೆ ಮನುಷ್ಯನಿಗೆ ಮುಖ್ಯವಾಗಿ ಬೇಕಾಗಿರುವುದು ಒಳ್ಳೆ ಗಾಳಿ ಮತ್ತು ನೀರು. ಸಂಚಾರ ದಟ್ಟಣೆಯನ್ನು ನಿಯಂತ್ರಿಸಲು ಇತರೆ ತಾಂತ್ರಿಕ ಅನುಕೂಲಗಳಿವೆ ಪ್ರಸ್ತುತ ರಸ್ತೆಗಳನ್ನು ಅಗಲೀಕರಣ ಮಾಡಿ ಸಂಚಾರ ಸಿಗ್ನಲ್‌ಗಳನ್ನು ಮುಕ್ತವಾಗಿ ಬಿಟ್ಟರೆ ಸದ್ಯಕ್ಕಿರುವ ಸಂಚಾರ ದಟ್ಟಣೆ ನಿಯಂತ್ರಣವಾಗುತ್ತದೆ. ಹೊಸದಾಗಿ ರಸ್ತೆ ಮಾಡಿ ಪರಿಸರದ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರಿ ಸಾರ್ವಜನಿಕರಿಗೆ ತೊಂದರೆಯುಂಟು ಮಾಡುವುದು ಅವಶ್ಯಕತೆಯಿಲ್ಲ. ಹಿಂದಿನಿಂದಲೂ ಬೆಂಗಳೂರಿಗೆ ಗ್ರೀನ್ ಸಿಟಿ ಎಂದು ಹೆಸರಿಂದ ಹಾಗೂ ಸದರಿ ರಸ್ತೆ ಮಾಡುವುದರಿಂದಾಗಿ ಹೆಚ್ಚಿನ ಮರಗಳು ಕಡೆಯುವುದರಿಂದ ಪರಿಸರದ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರುವುದು ಮತ್ತು ಸದ್ಯ ನಗರದಲ್ಲಿ ಎಲ್ಲಾ ಕಾಂಕ್ರೀಟ್ ರಸ್ತೆಗಳೇ ಆಗುತ್ತಿರುವುದರಿಂದ ಮಾಲಿನ್ಯ ನಗರವೆಂದು ಹೆಸರು ಬರುತ್ತಿದೆ. ಈ ಹಿಂದೆ ಸದರಿ ಯೋಜನೆಗೆ ರೈತರ ಸಂಪೂರ್ಣ ಬೆಂಬಲವಿದೆ ಎಂದು ತಿಳಿಸಿರುತ್ತಾರೆ ಆದರೆ ಅದು ಶುದ್ಧ ಸುಳ್ಳು, ಈ ಯೋಜನೆಗೆ ರೈತರ ಶೇ 100% ರಷ್ಟು ವಿರೋಧವಿದೆ ಆದರೆ ಬಿಡಿಎ ಅಧಿಕಾರಿಗಳು ಯಾವ ರೀತಿಯಲ್ಲಿ ಪರಿಗಣನೆಗೆ ತೆಗೆದುಕೊಂಡಿದ್ದಾರೆ ಎನ್ನುವುದು ಗೊತ್ತಿಲ್ಲ. ಅಂತಿಮವಾಗಿ ನನ್ನ ಅಭಿಪ್ರಾಯವೆಂದರೆ ಈ ಎಂಟು ಪಥದ ಪೆರಿಫೆರಲ್ ರಸ್ತೆ ನಿರ್ಮಾಣದ ಯೋಜನೆ ಬೇಡವೆಂದು ತಿಳಿಸಿ ತಮ್ಮ ಮಾತುಗಳನ್ನು ಮುಗಿಸಿದರು.

2. ಶ್ರೀ ನರಸಿಂಹಮೂರ್ತಿ, ವೆಂಕಟಾಲ

ಇವರು ಸಭೆಯಲ್ಲಿ ಹಾಜರಿದ್ದ ಎಲ್ಲಾ ನಾಗರಿಕರಿಗೂ ಹಾಗೂ ಉಪಸ್ಥಿತರಿರುವ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಮತ್ತು ಬಿಡಿಎ ಅಧ್ಯಕ್ಷರಾದ ರಾಜೇಶ್ ರವರಿಗೆ ನಮಸ್ಕಾರಗಳನ್ನು ತಿಳಿಸುತ್ತಾ ಬಿಡಿಎ ದಲ್ಲಿ 17 ವರ್ಷಗಳಿಂದ ಏನು ನಡೆದಿದೆ ಎಂಬುದು ಬಿಡಿಎ ಅಧಿಕಾರಿಗಳಿಗೆ ತಿಳಿದಿದೆ. ಈ ಯೋಜನೆಯ ಉದ್ದೇಶದ ಬಗ್ಗೆ ನಮ್ಮ ಜನರಿಗೆ ತುಂಬಾ ಕಡಿಮೆ ಗೊತ್ತಿದೆ ಮೊದಲಿಗೆ ಸದರಿ ಯೋಜನೆಯಿಂದ ಆಗಬಹುದಾದಂತಹ ಬಗ್ಗೆ ಸವಿಸ್ತಾರವಾಗಿ ತಿಳಿಸಿದಂತಹ ಶ್ರೀ. ಸಂತೋಷ್ ಕುಮಾರ್ ರವರಿಗೆ ಧನ್ಯವಾದಗಳು ಆದರೆ ಪಿಪಿಟಿ ಪ್ರಸ್ತುತಿಯಲ್ಲಿ ಸಾರ್ವಜನಿಕರಿಗೆ ಸದರಿ ಯೋಜನೆಯಿಂದ ಅನುಕೂಲವಾಗುತ್ತಿರುವ ರೀತಿಯಲ್ಲಿ ತಿಳಿಸಿದ್ದಾರೆ ಬದಲಾಗಿ ಈ ಯೋಜನೆಯಿಂದ ಸುಮಾರು ಕುಟುಂಬಗಳು ಮನೆ-ಮಠ, ಜಮೀನು ಕಳೆದುಕೊಳ್ಳುವವರು ಎಷ್ಟೋ ಜನರಿದ್ದಾರೆ. ಇವರು ಈ ಯೋಜನೆಯ ಅಧ್ಯಯನದ ಸಮಯದಲ್ಲಿ ಮನೆ ಮನೆಗೂ ಹೋಗಿ ಸಾರ್ವಜನಿಕರ ಅಭಿಪ್ರಾಯವನ್ನು ಸಂಗ್ರಹಿಸಿರುವುದಾಗಿ ತಿಳಿಸಿದ್ದಾರೆ. ನಾನು 17 ವರ್ಷದಿಂದ ಇಲ್ಲೇ ವಾಸವಿದ್ದೇನೆ ಆದರೆ ಇದುವರೆಗೂ ಯಾವುದೇ ಬಿಡಿಎ ಅಧಿಕಾರಿಗಳು ಬಂದು ನಮ್ಮನ್ನು ಬೇಟಿಯಾಗಿಲ್ಲ, ನಾವು ನೂರು ಸಾರಿ ಬಿಡಿಎ ಕಛೇರಿಗೆ ಹೋದರೆ ಅಲ್ಲಿ ಪೋಲಿಸ್‌ರ ಸರ್ಪಗಾವಲಿರುತ್ತದೆ ಹಾಗೂ ಬಿಡಿಎ ಅಧಿಕಾರಿಗಳು ಸಾರ್ವಜನಿಕರ ಬೇಟಿಯ ಸಮಯ 3 ಗಂಟೆಯಿಂದ 5 ಗಂಟೆಯ ವರೆಗೆ ಇರುತ್ತದೆ ಹಾಗೂ 3 ಗಂಟೆಯ ನಂತರ ಬನ್ನಿ ಎನ್ನುತ್ತಾರೆ ಮತ್ತೆ ಕಮಿಷನರ್‌ರವರು ಸಭೆಗಳಿಗೆ ಹೋಗಿದ್ದಾರೆ ಎನ್ನುತ್ತಾರೆ. ಸದರಿ ಯೋಜನೆಯಿಂದಾಗಿ ಮರಗಳನ್ನು ಕಡೆಯುವುದರಿಂದ ಪರಿಸರಕ್ಕೆ ತುಂಬಾ ನಷ್ಟವಾಗುತ್ತಿದೆ ಮತ್ತು ತಿಪ್ಪೆಗೊಂಡನಹಳ್ಳಿ ಜಲಾಶಯನ ಪ್ರದೇಶದಿಂದ 20 ಕಿ.ಮೀ ಈ ರಸ್ತೆ ಹಾದು ಹೋಗುತ್ತಿರುವುದರಿಂದ ಅಲ್ಲಿನ ಜಲಾಶಯ ಕಲುಷಿತಗೊಂಡು ಸುತ್ತಮುತ್ತಲಿನ ಪರಿಸರಕ್ಕೆ ಮತ್ತು ಸಾರ್ವಜನಿಕರಿಗೆ, ಪ್ರಾಣಿಪಕ್ಷಿಗಳಿಗೆ ನೀರಿನ ತೊಂದರೆಯಾಗುತ್ತದೆ. ಸದ್ಯ ಬೆಂಗಳೂರು ನಗರದ ಜನಗಳಿಗೆ ತಿಪ್ಪೆಗೊಂಡನಹಳ್ಳಿ ಜಲಾಶಯದ ನೀರು ಉಪಯೋಗಕ್ಕೆ ಬರುತ್ತಿದ್ದು ಈಗ ಅದೇ ನೀರು ಕಲುಷಿತಗೊಳ್ಳುತ್ತದೆ ಎಂಬುದು ನನ್ನ ಅಭಿಪ್ರಾಯ.

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Deputy Commissioner  
Bangalore Urban District  
Bangalore

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ಸದರಿ ಯೋಜನೆಗೆ ಎಲ್ಲಾ ರೈತರು ಒಪ್ಪಿಗೆ ನೀಡಿದ್ದಾರೆಂದು ಅಧ್ಯಯನದಲ್ಲಿ ತಿಳಿಸಿದ್ದಾರೆ ಇದು ನಿಜಕ್ಕೂ ರೈತರ ದೌರ್ಭಾಗ್ಯ. ಈ ನಮ್ಮ ದೇಶದಲ್ಲಿ ಕೇಂದ್ರ ಸರ್ಕಾರವು ಎಲ್ಲಾ ನಾಗರಿಕರಿಗೂ ನ್ಯಾಯಯುತ ಪರಿಹಾರ ಸಿಗಬೇಕೆಂದು 2013ರಲ್ಲಿ ಭೂಸ್ವಾಧೀನ ಕಾಯ್ದೆಯನ್ನು ಜಾರಿಗೆ ತಂದರೆ ಬಿಡಿವ ನವರು ತಮ್ಮದೇ ಆದ ಒಂದು ಕಾಯ್ದೆಯ ಪ್ರಕಾರ ಪರಿಹಾರಗಳನ್ನು ಕೊಡುತ್ತೇವೆಂದು ಹೇಳಿದ್ದಾರೆ. ಬಿಡಿವ ಕಮಿಷನರ್ ರವರೊಂದಿಗೆ ಭೇಟಿ ನೀಡಿದಾಗ ಯಾವ ಯಾವ ಸ್ಥಳದಲ್ಲಿ ಎಷ್ಟೆಷ್ಟು ಪರಿಹಾರ ಸಿಗಬಹುದೆಂದು ನೋಡಿದಾಗ ಕಾಲತಮ್ಮನಹಳ್ಳಿ ಇಲ್ಲಿ 1 ಎಕರೆಗೆ 3.5 ಲಕ್ಷದಿಂದ 4.0 ಲಕ್ಷವಿದೆ ಆದರೆ ಮಾರುಕಟ್ಟೆ ಬೆಲೆಯು 1 ಎಕರೆಗೆ 3 ಕೋಟಿಗಳಷ್ಟಿದೆ. ಪ್ರಸ್ತುತ ರೈತನಿಗೆ ಯಲಹಂಕ ಸುತ್ತಮುತ್ತಲೂ 30 ಲಕ್ಷಕ್ಕೆ ಒಂದು ಸೈಟ್ ಕೂಡ ಬರುವುದಿಲ್ಲ ಅಂತಹ ರೈತನಿಗೆ ಎಕರೆಗೆ 3-4 ಲಕ್ಷ ಕೊಟ್ಟರೆ ಆ ರೈತರು ಎಲ್ಲಿ ಹೋಗಬೇಕು ಹಾಗಾಗಿ ದಯವಿಟ್ಟು ಇದನ್ನು ಮನಗಂಡು ಸಭೆಯಲ್ಲಿ ಎಲ್ಲಾ ಅಧಿಕಾರಿಗಳಿದ್ದಾರೆ ಇವರೆಲ್ಲರು ಇದನ್ನು ಗಣನೆಗೆ ತೆಗೆದುಕೊಂಡು 2013ರ ಭೂಸ್ವಾಧೀನದಲ್ಲಿ ನ್ಯಾಯಯುತ ಪರಿಹಾರದ ಕಾಯ್ದೆ ಅನ್ವಯ ಭೂ ಪರಿಹಾರಗಳನ್ನು ಕೊಟ್ಟರೆ ಮಾತ್ರ ಸಾರ್ವಜನಿಕರಿಗೆ, ನಾಗರಿಕರಿಗೆ ಮತ್ತು ರೈತರಿಗೆ ಒಳ್ಳೆಯದಾಗುತ್ತದೆ. ನಮ್ಮ ಪ್ರದೇಶದಲ್ಲಿ ಯಾರೋ ಒಬ್ಬ ಪ್ರಭಾವಿ ವ್ಯಕ್ತಿ 19 ಎಕರೆ ಜಮೀನನ್ನು ಖರೀದಿ ಮಾಡಿ ರಸ್ತೆಯ ಜೋಡಣೆಯನ್ನು ಮುಂದೆಬಿಟ್ಟು ಆಚೆಗೆ ಹಾಕಿದರು ಆದರಿಂದಾಗಿ ನಮ್ಮ 23 ಮನೆಗಳು ತೆರವುಗೊಳಿಸಬೇಕಾಗಿದೆ ಹಿಂದಿನ 2017 ರ ರಸ್ತೆಯ ಜೋಡಣೆಯ ಅಧ್ಯಯನದ ಪ್ರಕಾರ ಕೇವಲ 6 ಮನೆಗಳಷ್ಟೇ ತೆರವುಗೊಳಿಸಬೇಕಾಗಿತ್ತು. ಈ ತರಹ ತಮಗೆ ಮನಬಂದಂತೆ ಯೋಜನೆಗಳ ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡುತ್ತಾರೆ. ಯಾರೋ ಒಬ್ಬ ದೊಡ್ಡ ಹುದ್ದೆಯ ಅಧಿಕಾರಿ ಅಥವಾ ಪ್ರಭಾವಿ ವ್ಯಕ್ತಿಗಳಿಗೊಸ್ಕರ ರಸ್ತೆಯ ಮಾರ್ಗವನ್ನು ಬದಲಾಯಿಸುತ್ತಾರೆ. ಇದರ ಸಂಬಂಧ ನಮ್ಮ ಬಳಿ ದಾಖಲೆಗಳು ಕೂಡ ಇವೆ. ಇದರಿಂದ ಸಾರ್ವಜನಿಕರು ಹೇಗೆ ಉದ್ಧಾರ ಆಗುವರು?

ಸದ್ಯ ಈ ರಸ್ತೆಗೆ ಖರ್ಚಾಗುವಷ್ಟು ಹಣ ನಿಮ್ಮ ಬಳಿ ಇದೆಯೇ, ಅದಕ್ಕಾಗಿ ಬೇರೆಯವರಿಂದ ಹಣ ಪಡೆಯಲು ಹೋಗುತ್ತೀರೋ ಬಿಡಿವ ಸಂಸ್ಥೆಯು ಪ್ರಸ್ತುತ ತುಂಬಾ ಅದೋಗತಿಯಾಗಿ ಹೋಗಿದೆ. ಬಿಡಿವ ರವರು ಸಾರ್ವಜನಿಕರಿಗೆ ಒಳ್ಳೆಯದು ಮಾಡಬೇಕೆಂದಿದ್ದರೆ ಮೊದಲು ಭೂ ಪರಿಹಾರಗಳನ್ನು ಕೊಟ್ಟು ನಂತರ ಯೋಜನೆಯನ್ನು ಪ್ರಾರಂಭ ಮಾಡಲಿ. 1894 ರ ಬಿಡಿವ ಕಾಯ್ದೆಯ ಅನ್ವಯ ಪರಿಹಾರಗಳನ್ನು ಕೊಟ್ಟರೆ ಯಾವ ರೈತ ಒಪ್ಪುತ್ತಾನೆ ಆದ್ದರಿಂದ ಸದರಿ ರಸ್ತೆಯನ್ನು ಮಾಡಬಾರದೆಂದು ಘಂಟಾಘೋಷವಾಗಿ ಹೇಳುತ್ತೇನೆ. ಈ ಯೋಜನೆಯಲ್ಲಿ ಬರೀ ರಿಯಲ್ ಎಸ್ಟೇಟ್ ದಂಧೆ ನಡೆಯುತ್ತಿದೆ ಅಷ್ಟೇ ಸರಿಯಾಗಿ ಈ ಯೋಜನೆ ಮಾಡಬೇಕಾಗಿದ್ದರೆ ಇಷ್ಟು ವರ್ಷಗಳು ಬೇಕಾಗಿರಲಿಲ್ಲ, 2005 ರಲ್ಲಿ ಬರೀ 550 ಕೋಟಿಗೆ ಈ ಯೋಜನೆಯನ್ನು ಪ್ರಸ್ತಾಪಿಸಿದ್ದರು ಆದರೆ ಈಗ 2000 ಕೋಟಿಗೆ ಬಂದಿದೆ ಇದಕ್ಕೆ ಕಾರಣ ರಾಜಕಾರಣಿಗಳಿರಬಹುದು ಅಥವಾ ಅಧಿಕಾರಿಗಳು ಆಗಿರಬಹುದು. ಯಾವುದೇ ಯೋಜನೆ/ರಸ್ತೆ ಮಾಡಿದಾಗ ಅದನ್ನು ಅದೇ ವರ್ಷ ಮುಗಿಸಿದರೆ ಮಾತ್ರ ವೆಚ್ಚ ಕಡಿಮೆಯಾಗುತ್ತದೆ ಮತ್ತು ಸಾರ್ವಜನಿಕರಿಗೂ ಒಳ್ಳೆಯದಾಗುತ್ತದೆ. ಇಷ್ಟು ವರ್ಷಗಳ ಕಾಲ ಈ ರಸ್ತೆಯನ್ನು ಮಾಡದೆಯಿರುವುದರಿಂದ ಇದನ್ನು ಹಾಗೆಯೇ ಬಿಟ್ಟುಬಿಡುವುದು ಒಳ್ಳೆಯದು ಎಂದು ಹೇಳಿದರು.

3. ಶ್ರೀ. ವಿಜಯ್ ನಿಶಾಂತ್, ಪ್ರಾಜೆಕ್ಟ್ ವ್ಯಕ್ತ ಪೌಂಡೇಷನ್, ಜಯನಗರ ಸೌತ್, ಬೆಂಗಳೂರು

ಇವರು ಎಲ್ಲರಿಗೂ ನಮಸ್ಕರಿಸಿ, ಈ ಯೋಜನೆಯ ಅಧ್ಯಯನ ಮಾಡಿ ಪಿಪಿಟಿಯಲ್ಲಿ ತಿಳಿಸಿರುವಂತೆ ಮರಗಳ ಕಡಿಯುವ ಸಂಖ್ಯೆ ತುಂಬಾ ಜಾಸ್ತಿಯಾಗಿದೆ ಇದಕ್ಕೆ ಪಾರ್ಯಾಯಾ ಮಾರ್ಗವನ್ನು ಮತ್ತೊಮ್ಮೆ ಅಧ್ಯಯನ ಮಾಡಿ ಮರಗಳ ಕಡಿಯುವ ಸಂಖ್ಯೆ ಕಡಿಮೆಯಾಗುವುದೆಂದು ನೋಡಿ ಎಂದರು. ನಿಜ ಹೇಳುವುದಾದರೆ ಈ ರೀತಿಯಾದ ಸಾರ್ವಜನಿಕ ಸೌಲಭ್ಯಗಳು 7 ವರ್ಷಗಳಲ್ಲಿ ಇದೇ ಮೊದಲು ಎಂದು ಅಭಿನಂದಿಸಿದರು ನಾನು ತುಂಬಾ ಸಾರ್ವಜನಿಕ ಸಮಾಲೋಚನೆ ಮತ್ತು ಪರಿಸರಕ್ಕೆ ಸಂಬಂಧಿಸಿದ ಸಭೆಗಳಿಗೆ ಹಾಜರಾಗಿರುವುದಾಗಿ ತಿಳಿಸಿದರು. ನೀವು ಖನಿದೆ ಅದನ್ನು ಉದಾ: ನಾನಾ ಪ್ರಭೇದದ ಪಕ್ಷಿಗಳು ಮತ್ತು ಮುಂತಾದವುಗಳನ್ನು ಸರಿಯಾಗಿ ತಿಳಿಸಿದ್ದೀರ ಒಳ್ಳೆಯದು ಆದರೆ, ನೀವು ನಕರಾತ್ಮಕ ವಿಷಯಗಳನ್ನು ಎದುರಿಸಿದ್ದೀರಿ ಅದು ದುಃಖದ ವಿಷಯ. ಮತ್ತೊಂದು ವಿಚಾರವನ್ನು ನಾನು ವ್ಯಕ್ತಪಡಿಸುವುದಾದರೆ ನೀವು ಪ್ರಸ್ತುತ ಪಡಿಸಿದ ಪಿಪಿಟಿ ಪ್ರಸ್ತುತಿಯನ್ನು ದಯವಿಟ್ಟು ಜಾಲತಾಣಗಳಲ್ಲಿ ದೊರೆಯುವಂತೆ ಮಾಡಬೇಕು ಹಾಗೂ ಯಾವುದೇ ಯೋಜನಾ ಸಂಬಂಧ ದಾಖಲೆಗಳನ್ನು ಸಾರ್ವಜನಿಕ ಜಾಲತಾಣಗಳಲ್ಲಿ ಅಪ್‌ಲೋಡ್ ಮಾಡಬೇಕು. ಇನ್ನೊಂದು ವಿಚಾರವೆಂದರೆ ಸದರಿ ಸಭೆಯಲ್ಲಿ ಜನ ಕಡಿಮೆಯಿದ್ದಾರೆ ಮತ್ತು ಈ ಸಭೆಯು ಬಿಡಿವ ಹಾಗೂ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣಾ ಮಂಡಳಿಗೆ ಸಂಬಂಧಿಸಿರುವುದರಿಂದ ಬೆಂಗಳೂರಿಗೆ ಸಂಬಂಧಿಸುತ್ತದೆ. ಹಾಗಾಗಿ ನೀವು ಮತ್ತೊಮ್ಮೆ ನಗರದ ಕೇಂದ್ರ ಭಾಗದಲ್ಲಿ ಈ ಸಭೆಯನ್ನು ಮತ್ತೊಮ್ಮೆ ಹಮ್ಮಿಕೊಳ್ಳಬೇಕು ಅಲ್ಲದೇ ರೈತರು ಸದರಿ ಯೋಜನೆಯನ್ನು ಬೇಡ ಎಂದಿರುವುದು ಖಂಡಿತ ನಾನು ಒಪ್ಪಿಕೊಳ್ಳುತ್ತೇನೆ ಆದರೆ ನಾನು ಒಬ್ಬ ಪರಿಸರವಾದಿಯಾಗಿ ಇಲ್ಲಿ ಬಂದಿದ್ದೇನೆ ಯಾವೊಬ್ಬ ಪರಿಸರವಾದಿಯೂ ಕೂಡ ಮರಗಳನ್ನು ಕಡೆಯುತ್ತಾರೆ ಎಂದರೆ ಒಪ್ಪಿಕೊಳ್ಳುವುದಿಲ್ಲ ಆದರೆ ಬೆಂಗಳೂರು ನಗರ ಅಭಿವೃದ್ಧಿ ದೃಷ್ಟಿಯಲ್ಲಿ ಇದಕ್ಕೆ ಜಾಗ ಮತ್ತು ಬೆಂಬಲ ಕೊಡಬೇಕು. ಖಂಡಿತವಾಗಿ ನಾನು ರೈತರಿಗೆ ಏನಾದರೂ ಅನ್ಯಾಯವಾಗುತ್ತದೆ ಎಂದರೆ ಅವರ ಪರವಾಗಿ ಸದಾ ಇರುತ್ತೇನೆ ನೀವು ಸಣ್ಣದೊಂದು ಪ್ರತ್ಯೇಕ ನಾಗರೀಕರ ಕಮಿಟಿಯನ್ನು ಮಾಡಬೇಕು

*[Signature]*  
Deputy Commissioner  
Bangalore Urban District  
Bangalore

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ಇದನ್ನೇ ನಾವು ಸ್ವೀಲ್ ಬ್ರಿಡ್ಜ್ ಮಾಡಬೇಕಾದರೆ ಸಾರ್ವಜನಿಕ ಸಮಾಲೋಚನೆ ಕೊಡಿ ಎಂದು ಹೈ ಕೋರ್ಟ್‌ಗೆ ಹೋಗಿದ್ದೆವು ಆಗ ಹೈ ಕೋರ್ಟ್ ಆದೇಶದನ್ವಯ ಒಂದು ಒಳ್ಳೆ ಪರಿಸರ ಸಮಾಲೋಚಕರನ್ನು ತೆಗೆದುಕೊಂಡಿರುವುದರಿಂದ ಮರಗಳ ಸಂಖ್ಯೆ, ಜಾತಿಗಳು ಇವೆಲ್ಲಾ ಗೊತ್ತಾಗಿದೆ ತುಂಬಾ ಒಳ್ಳೆಯ ವಿಚಾರ ಮತ್ತು ಸಂತೋಷದ ಸುದ್ದಿ.

ನಂತರ ರಸ್ತೆ ಜೋಡಣೆಯಲ್ಲೇ ಗಿಡಗಳನ್ನು ನೆಡುತ್ತಿರುವುದು ಸ್ಪಷ್ಟವಾಗಿ ಗೊತ್ತಾಗಬೇಕು ಏಕೆಂದರೆ ನೀವು ತಿಳಿಸಿದ ಹಾಗೇ ರಸ್ತೆಯ ಎರಡು ಬದಿಗಳಲ್ಲಿ ಇಂದಿನ ದಿನಗಳಲ್ಲಿ ನೆಡತೋಪು ಆಗುತ್ತಿಲ್ಲ ಹಾಗಾಗಿಯೇ ಪರಿಸರವಾದಿಗಳು ಮೇಲುಗೈ ಆಗಿದ್ದಾರೆ. ಒಂದು ವೇಳೆ ರಸ್ತೆಯಾದರೆ ನೀವು ರಸ್ತೆ ಜೋಡಣೆಯ ಎರಡು ಬದಿಗಳಲ್ಲಿ ಈ ನೆಡತೋಪನ್ನು ಖಂಡಿತವಾಗಿ ಮಾಡಬೇಕು. ನಾಗರೀಕರ ಕಮಿಟಿಯನ್ನು ಮಾಡಿ ಅದರಲ್ಲಿ ಟಿ.ವಿ ರಾಮಚಂದ್ರ, (ಐಐಎಸ್ಸಿ) ಹರಣಿ ನಾಗೇಂದ್ರ ಅಜೀಂ ಪ್ರೇಮ್‌ಜೀ ಯುನಿವರ್ಸಿಟಿ, ಯಲ್ಲಪ್ಪ ರೆಡ್ಡಿ ಮತ್ತು ಸುರೇಶ್ ಹೆಬ್ಬಿಕರ್ ಇವರೆಲ್ಲಾ ನೀವು ಮಾಡಿರುವ ವರದಿಯನ್ನು ಪರಿಸರಕ್ಕೆ ಯಾವ ರೀತಿ ತೊಂದರೆಯಾಗುತ್ತಿದೆ ಅದಕ್ಕೆ ನೀವು ಯಾವ ರೀತಿಯಲ್ಲಿ ಉಪಶಮನ ಕಾರ್ಯಕ್ರಮಗಳನ್ನು ಕೈಗೊಳ್ಳುತ್ತಿರುವುದರ ಬಗ್ಗೆ ಈ ಕಮಿಟಿಯಿಂದ ಸಲಹೆ/ಸೂಚನೆಗಳನ್ನು ಪಡೆದುಕೊಳ್ಳಬೇಕು. ಮರಗಳ ಸ್ಥಳಾಂತರಿಸುವ ಕುರಿತು ಈ ಯೋಜನೆಯ ಅಧ್ಯಯನದಲ್ಲಿ ಹಾಗೂ ಪಿಪಿಟಿಯಲ್ಲಿ ಎಲ್ಲಾ ಪ್ರಸ್ತಾಪಿಸಿಲ್ಲ ಮತ್ತು ಮರಗಳ ಸ್ಥಳಾಂತರಿಸುವಿಕೆ ಆಗುತ್ತದೆಯೆ ಎಂಬುದನ್ನು ಪರಿಶೀಲಿಸಬೇಕು. ನಾನೇ ಒಬ್ಬ ನಾಗರೀಕನಾಗಿ ನಿಧಿ ಸಂಗ್ರಹಣೆ ಮಾಡಿ ಈಗಾಗಲೇ 2000 ಮರಗಳನ್ನು ಹೊರವರ್ತುಲ ರಸ್ತೆಯಲ್ಲಿ ಉಳಿಸಲಾಗಿದೆ. ಎಲ್ಲಾ ದಾಖಲೆಗಳು ಸಾರ್ವಜನಿಕ ಜಾಲತಾಣಗಳಲ್ಲಿರಬೇಕು ಎಂಬುದು ನನ್ನ ಕೋರಿಕೆ ಮತ್ತು ಎಲ್ಲರ ಆಕ್ಷೇಪಣೆಗಳನ್ನು ಪರಿಗಣಿಸಿ ಅವುಗಳಿಗೆ ಉತ್ತರಗಳನ್ನು ನೀಡಬೇಕು. ಇದೇ ರೀತಿಯಾದ ಮತ್ತೊಂದು ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ನಗರದ ಕೇಂದ್ರ ಭಾಗದಲ್ಲಿ ಮಾಡಲೇಬೇಕು ಮತ್ತು ಪ್ರತಿಕ್ರಮ ಪ್ರಕಟಣೆಯನ್ನು ಮತ್ತೊಮ್ಮೆ ಪ್ರಮುಖವಾದ ಕನ್ನಡ ಪತ್ರಿಕೆಗಳಲ್ಲಿ ಕೊಡಬೇಕು ಏಕೆಂದರೆ ಸಾರ್ವಜನಿಕರು ಸಾರ್ವಜನಿಕ ಯೋಜನೆಯನ್ನು ಪ್ರಶ್ನಿಸಬೇಕೆಂದರೆ ಈ ಸಾರ್ವಜನಿಕ ಸಮಾಲೋಚನೆಗಳು ರಚನಾತ್ಮಕವಾಗಿರಬೇಕು ಹಾಗೆಯೇ ಸಾರ್ವಜನಿಕ ಯೋಜನೆಗಳನ್ನು ವಿರೋಧ ಮಾಡಬೇಕೆಂದೇನಿಲ್ಲ ಆದರೆ ಎಲ್ಲವನ್ನೂ ರಚನಾತ್ಮಕವಾಗಿ ಯಾರಿಗೂ ತೊಂದರೆಯಾಗದಂತೆ ಮಾಡಬೇಕೆಂದು ಕೋರಿದರು.

4. ಶ್ರೀ ಎಸ್.ಕೆ ವಿಜಯ್‌ಕುಮಾರ್, ದೊಡ್ಡಬಳ್ಳಾಪುರ

ಇವರು ಮಾತನಾಡುತ್ತಾ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯಲ್ಲಿ ಹಾಜರಿರುವ ಅಧಿಕಾರಿಗಳಿಗೆ, ರೈತರಿಗೆ ಮತ್ತು ಪೋಲಿಸ್ ಸಿಬ್ಬಂದಿಗೆ ನಮಸ್ಕಾರಗಳು ತಿಳಿಸಿದರು.

ಸದರಿ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಆಲಿಕಾ ಸಭೆಯಿಂದ ಪ್ರತಿಯೊಬ್ಬರಿಗೂ ಈ ಯೋಜನೆಯ ಉದ್ದೇಶಗಳು ಒಳ್ಳೆಯದಾದರೂ ಆಗಿರಬಹುದು ಅಥವಾ ಕೆಟ್ಟದ್ದಾದರೂ ಆಗಿರಬಹುದು, ಸರಿಯಾಗದರೂ ಮಾಡಿರಬಹುದು ಅಥವಾ ತಪ್ಪಾಗದರೂ ಮಾಡಿರಬಹುದು ಎಲ್ಲವನ್ನು ತಿಳಿದುಕೊಳ್ಳುವುದಕ್ಕೆ ಒಂದು ಅವಕಾಶವಿದೆಯೆಂಬುದು ನನ್ನ ಭಾವನೆ ಆದರೆ ಇದು ಕಾನೂನಿನಲ್ಲಿ ಒಂದು ನಿಯಮ ಇಲ್ಲವೆಂದರೆ ಇವರು ಯಾವ ಕಾರಣಕ್ಕೂ ಈ ಸಭೆಯನ್ನು ಮಾಡುತ್ತಿರಲಿಲ್ಲ ಹಾಗೂ ಇವರು ಮಾಡುವುದು ಇಲ್ಲ ಏಕೆಂದರೆ ಈಗಾಗಲೇ ಯಾರೋ ಹೇಳಿದಂತೆ ಸುಮಾರು 17 ವರ್ಷಗಳಿಂದ ಮಾಡುತ್ತಲೇ ಇದ್ದಾರೆ ಹಾಗೂ ಮುಂದಕ್ಕೂ ಮಾಡುತ್ತಲೇ ಇರುತ್ತಾರೆಯೆಂದರೆ ಪ್ರಯೋಜನವಿಲ್ಲ. ಈಗ ವಿಷಯಕ್ಕೆ ಬಂದರೆ ಪ್ರತಿಕ್ರಮ ಪ್ರಕಟಣೆಯ ಸಂಬಂಧ ಇವರು ಹೇಳಿದ ಪ್ರಕಾರ ಹೊಸ ದಿಗಂತ ದಿನಪತ್ರಿಕೆಯಲ್ಲಿ ಒಂದು ಲೇಖನ ಬಂದಿದೆ, ಈ ಮೊದಲೇ ಪರಿಸರ ಅಧಿಕಾರಿಗಳು ಈ ಬಗ್ಗೆ ಎಲ್ಲಾ ಹೇಳಿದ್ದಾರೆ ನಿಜ ಪ್ರತಿಕ್ರಿಯೆಯಲ್ಲಿ ಪ್ರಕಟಣೆಯನ್ನು ಹಾಕಿಸಿದವರು ಇವರ, ಆದರೆ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯವರು, ಬಿಡಿಎ ದವರು ಕೊಟ್ಟಿರುವುದನ್ನು ಯಥಾಸ್ಥಿತಿ ಒಪ್ಪಿಸಿದ್ದಾರೆ. ಅದಾದ 30 ದಿನಕ್ಕೆ ನಾವು ಇಲ್ಲಿ ಬಂದು ಸಭೆಗೆ ಸೇರಿದ್ದೇವೆ ಆದರೆ ಇನ್ನೂ ಮುಂದೆ ಹೋದರೆ ಇದಕ್ಕೂ ಮುಂಚೆ ಒಂದು ವಿಷಯ ಹೇಳುವುದಕ್ಕೆ ಇಚ್ಛಿಸುತ್ತೇನೆ ಇವರು ಸುಮಾರು ಸಂಸ್ಥೆಗಳಿಗೆ ಇಲಾಖೆಗಳಿಗೆ ಹೇಳಿದ್ದೇವೆ ಎಂದು ಹೇಳಿದ್ದಾರೆ ಹಾಗೂ ಈ ಮುಂದೆ ಮಾತನಾಡಿದವರು ಎಲ್ಲವನ್ನು ಸಾರ್ವಜನಿಕ ಜಾಲತಾಣಗಳಲ್ಲಿ ಅಪ್‌ಲೋಡ್ ಮಾಡಿ ಎಂದಿದ್ದಾರೆ, ಇವರು ಹೇಳಿರುವ ಅಷ್ಟು ಸಂಸ್ಥೆಗಳಲ್ಲಿ ಆ ದಾಖಲೆಗಳಿದ್ದರೆ ನನಗೆ ಸಂತೋಷ ನಾನು ಈ ಸಂಸ್ಥೆಗಳಲ್ಲಿ ಇಬ್ಬರಿಗೆ ಇದರ ಬಗ್ಗೆ ನನಗೆ ಮಾಹಿತಿ ಬೇಕೆಂದು ಬರೆದು ಕಳುಹಿಸಿದಾಗ

ಬ್ಯಾಟರಾಯನಪುರ ಪ್ರಾದೇಶಿಕ ಕಛೇರಿಗೆ ಅರ್ಜಿ ಹಾಕಿದಾಗ ಅವರು ಈ ದಾಖಲೆಗಳನ್ನು ನನಗೆ ನೆನ್ನೆ ಕಳುಹಿಸಿದ್ದಾರೆ ಅವರಿಗೆ ನನ್ನ ವೈಯಕ್ತಿಕ ಅಭಿನಂದನೆಗಳು ತಾವು ಗಮನಿಸಬೇಕು ಏಕೆಂದರೆ ಈ ವರದಿಯಲ್ಲಿ ಅಷ್ಟೊಂದು ಸಮಾಚಾರವಿದೆ, ಇದು 1 ಅಥವಾ 2 ರೂಪಾಯಿ ಸಮಾಚಾರವಲ್ಲ, ಇಲ್ಲ ಒಂದು ಸೈಟ್ ತೆಗೆದುಕೊಳ್ಳುವ 5-10 ಲಕ್ಷ ಸಮಾಚಾರವಲ್ಲ ಏಕೆಂದರೆ ನಾನು ಹಳ್ಳಿಯಿಂದ ಬಂದವನು ನನ್ನದು ದೊಡ್ಡಬಳ್ಳಾಪುರ ಇದು ಸುಮಾರು 14 ಸಾವಿರ ಕೋಟಿಗಳ ವ್ಯವಹಾರ ಅದಕ್ಕಾದರೂ ಇಷ್ಟು ಪುಟಗಳು ಬೇಡವೇ? ಇನ್ನೊಂದು ನಾನು MoEF ಪ್ರಾದೇಶಿಕ ಕಛೇರಿಗೂ ಒಂದು ಅರ್ಜಿ ಹಾಕಿದಾಗ ಇವತ್ತಿನವರೆಗೂ ನನಗೆ ಮಾಹಿತಿ ಬಂದಿಲ್ಲ ಒಂದಿಷ್ಟು ದುಡ್ಡು ಕಳುಹಿಸಿ ನಾವು ಮಾಹಿತಿ ಕೊಡುತ್ತೇವೆ ಎಂದಿದ್ದಾರೆ ನಾನು ದುಡ್ಡಂತೂ ಕಳುಹಿಸಿದ್ದೇನೆ ಆದರೆ ಮಾಹಿತಿ ಇನ್ನೂ ಬರಬೇಕೆಂದು ಎಂದರು. ಇನ್ನೊಂದು

*(Signature)*  
 Bangalore



ಪ್ರಮುಖವಾಗಿ ಈಗಾಗಲೇ ಮಾತನಾಡಿದವರು ಸಾರ್ವಜನಿಕ ಸ್ಥಳಗಳಲ್ಲಿ ಇಂತಹ ಸಭೆಗಳನ್ನು ಮಾಡಿ ಮತ್ತು ದಾಖಲೆಗಳನ್ನು ಜಾಲತಾಣಗಳಲ್ಲಿ ಅಪ್‌ಲೋಡ್ ಮಾಡಿ ಎಂದರು, ಇದು ಇವರ ಮಾಹಿತಿಗಾಗಿ, ಇವರು ಕೇಳಿದಂತೆ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯ ಪ್ರಧಾನ ಕಛೇರಿಯ ಜಾಲತಾಣದಲ್ಲಿ ಇದರ ಮಾಹಿತಿಯಿದೆ ಎಂದು ನಾನು ಅವರಿಗೆ ತಿಳಿಸುತ್ತಿದ್ದೇನೆ. ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಎಲ್ಲ ಮಾಹಿತಿಯನ್ನು ಅವರ ಜಾಲತಾಣಗಳಲ್ಲಿ ಅಪ್‌ಲೋಡ್ ಮಾಡಿದ್ದಾರೆ ಅದನ್ನು ನಾನು ಅಭಿನಂದಿಸುತ್ತೇನೆ. ನಾನು ಈ ಕ್ಷೇತ್ರಕ್ಕೆ ಸಂಬಂಧಿಸಿದವನಲ್ಲ ಆದರೂ ಇಷ್ಟೆಲ್ಲ ದಾಖಲೆಗಳನ್ನು ಓದುವ ಆಸಕ್ತಿ ಇದರ ಮೂಲ, ನಾನು ಈಗ ಸಾರ್ವಜನಿಕ ಸಭೆ ಬಗ್ಗೆ ಮಾತನಾಡುತ್ತಿದ್ದೇನೆ ದಯವಿಟ್ಟು ಎಲ್ಲರೂ ಗಮನಿಸಬೇಕು ಏಕೆಂದರೆ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳಾದ ತಮ್ಮ ಗಮನಕ್ಕೆ ಹೆಚ್ಚು ಬೇಕಾಗಿರುವುದು ಇವರು ಹೇಳಿರುವ ಹಾಗೆ ಪರಿಸರ ತೀರುವಳಿಯನ್ನು ಪಡೆದುಕೊಂಡಿದ್ದೇವೆ ಎಂದರು ಅದನ್ನು ವರದಿಯ ಅನುಬಂಧದಲ್ಲಿ ನೀಡಿದ್ದಾರೆ 20.01.2014 ರಲ್ಲಿ ಬಿಡಿಎ ರವರು ಪರಿಸರ ತೀರುವಳಿಯನ್ನು ಪಡೆದುಕೊಂಡರು. ಅದು ಸವಾಲು ಪ್ರಶ್ನೆಯಾಗಿ ರಾಷ್ಟ್ರೀಯ ಹಸಿರು ನ್ಯಾಯಾಧೀಕರಣದ ಕೋರ್ಟಿಗೆ ಹೋಯಿತು ಅದನ್ನು ವರದಿಯ ಅನುಬಂಧದಲ್ಲಿ ನೀಡಿದ್ದಾರೆ ಇಲ್ಲಿ ನೀವು ಪರಿಸರ ಅಘಾತ ಅಂದಾಜೀಕರಣದ ವರದಿಯನ್ನು ಕೊಟ್ಟಿದ್ದೀರಿ ಇದು 4 ವರ್ಷದ ಹಿಂದಿನ ಮಾಹಿತಿಯನ್ನು ಒಳಗೊಂಡಿದೆ ಎಂದು ಪ್ರಶ್ನಿಸಿತು ಮತ್ತು ಇದನ್ನು ಕೋರ್ಟ್ ಪರಿಗಣಿಸಲಿಲ್ಲ ಕಾರಣ ಸಂಕ್ಷಿಪ್ತವಾಗಿ ಈ ಮಾಹಿತಿ 4 ವರ್ಷದ ಹಳೆಯದಾಗಿರುವುದರಿಂದ ಈ ವರದಿಯನ್ನು ವಜಾ ಮಾಡುತ್ತಿದ್ದೇವೆ ಎಂದರು ಹಾಗಾಗಿ ಪರಿಸರ ತೀರುವಳಿಯನ್ನು ತಡೆಹಿಡಿಯಬೇಕು ಮತ್ತು ಇನ್ನೊಂದು ಸೂಚನೆಯನ್ನು ಕೊಟ್ಟರು ನೀವು ಶೀಘ್ರವಾಗಿ ಹೊಸದಾಗಿ ಮತ್ತೊಂದು ಪರಿಸರ ಅಘಾತ ಅಂದಾಜೀಕರಣದ ವರದಿಯನ್ನು ತಯಾರಿಸಿ ಮುಂದುವರಿಯಿರಿ ಎಂದು ಹೇಳಿದರು. ಇಲ್ಲಿ ನೀವು ಗಮನಿಸಬೇಕಾಗಿರುವುದು ಏನೆಂದರೆ 65.5 ಕಿ.ಮೀ ಉದ್ದದ ರಸ್ತೆಗೆ ವರದಿ ಮಾಡಬೇಕೆಂದು, ಈ ತೀರ್ಮಾನ ಬಿಡಿಎ ಗೆ ವಿರುದ್ಧವಾಗಿ ಬಂತು ಹಾಗಾಗಿ ಇವರು ಸುಮ್ಮನಿರುವರೇ? ಇಲ್ಲ ಏಕೆಂದರೆ ಈ ಯೋಜನೆ ಸಾರ್ವಜನಿಕ ಹಿತಾಸಕ್ತಿ ಮತ್ತು ಸಾರ್ವಜನಿಕರ ಬಳಕೆಗೆ ಅಲ್ಲವೇ? ಬಿಡಿಎ ರವರು ಸಾರ್ವಜನಿಕರನ್ನುವುದು ಮರೆತುಹೋಗುತ್ತಾರೆ ಮೊದಲಿಗೆ ಅದರ ಮೇಲೆ ಇವರು ಅಧಿಕಾರಿಗಳು ಕೋರ್ಟಿಗೆ ಹೋದರು ಯಾವ ಕೋರ್ಟ್ ಎಂದರೆ ಸುಪ್ರೀಂಕೋರ್ಟ್ ಅಲ್ಲಿ ಅಫೀಲು ಮಾಡಿದರು ಸದ್ಯಕ್ಕೆ ಆ ವಿಷಯವನ್ನು ಇಲ್ಲಿಗೆ ಬಿಡುತ್ತೇನೆ. ಇದರ ಮಧ್ಯೆ ಸುಪ್ರೀಂಕೋರ್ಟ್‌ನಲ್ಲಿ ದಾವೆ ಹೂಡಿದ ಮೇಲೆ ಇವರು ಮುನ್ನೆಚ್ಚರಿಕೆಯ ಕ್ರಮವಾಗಿ ಇನ್ನೊಂದು ವರದಿಯನ್ನು ತಯಾರು ಮಾಡಿ ಅದನ್ನು ನಮ್ಮ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಪರಿಸರ ಅಘಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಅಂದರೆ ರಾಜ್ಯ ಸರ್ಕಾರದ ವ್ಯಾಪ್ತಿಗೊಳಪಡುವ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಅರ್ಜಿ ಸಲ್ಲಿಸಿದರು ಅದೂ ಕೂಡ ಸುಪ್ರೀಂಕೋರ್ಟ್‌ನಲ್ಲಿ ಕೇಸ್ ಇದ್ದಾಗ ಈ ಪ್ರಾಧಿಕಾರದವರು ನಿಬಂಧನೆಗಳನ್ನು ಕೊಡುತ್ತಾರೆ. ಆ ನಿಬಂಧನೆಗಳ ಆಧಾರದ ಮೇಲೆ ಇವರು ಈ ವರದಿಯನ್ನು ತಯಾರಿಸುತ್ತಾರೆ ಆ ನಿಬಂಧನೆಗಳನ್ನು ವರದಿಯಲ್ಲಿ ಲಗತ್ತಿಸಿದ್ದಾರೆ ಅನುಬಂಧ-3ರಲ್ಲಿ 21.01.2020 ಗಮನವಿರಲಿ ಸುಪ್ರೀಂಕೋರ್ಟ್‌ನಲ್ಲಿ ದಾವೆ ಇರುತ್ತದೆ ಅದರ ಮಧ್ಯೆ ಇವರು ಈ ನಿಬಂಧನೆಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳುತ್ತಾರೆ ಇದು 2020ನೇ ವರ್ಷದ ಸಮಾಚಾರ ನಂತರ ಇವರು ಒಂದು ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಕರೆಯುತ್ತಾರೆ ಅದು ಕೊರೊನಾ ಸಂದರ್ಭದಲ್ಲಿ ಮೊದಲನೆ ಸಾರ್ವಜನಿಕ ಸಭೆಯು ಸದ್ಯದ ಸ್ಥಳದಿಂದ ಇನ್ನೂ ದೂರ ಸಿಂಗನಾಯಕನಹಳ್ಳಿಯಲ್ಲಿರುವ ನಿತ್ಯೋತ್ಸವ ಕಲ್ಯಾಣ ಮಂಟಪದಲ್ಲಿ 18.08.2020 ರಲ್ಲಿ ನಡೆದಿರುತ್ತದೆ. ಆ ದಿನವೂ ಕೂಡ ಇದೇ ರೀತಿ ಸಭೆಯಲ್ಲಿ ಕಡಿಮೆ ಜನ ನನಗೆ ನೆನಪಿರುವ ಹಾಗೆ ಇದೇ ನಿಶಾಂತರವರು ಎಲ್ಲೆಡೆ ಬೆಂಗಳೂರು ಮೂಲೆಯಿಂದ ಆ ದಿನ ಸಭೆ ನಡೆಯುತ್ತೂ ಅಥವಾ ನಡೆಯುವುದಿಲ್ಲವೋ, ಎಂಬ ಅನುಮಾನದಲ್ಲಿ ಬಂದರು ಹಾಗಾಗಿ ನನಗೆ ಅವರ ಮೇಲೆ ವೈಯಕ್ತಿಕವಾದ ಅಭಿನಂದನೆಗಳು ಅದೇ ಕಾಳಜಿ ಎಲ್ಲರಿಗೂ ಬರಬೇಕು, ಇಲ್ಲಿ ಎಡವಟ್ಟು ಏನೆಂದರೆ ಮಾಡುವುದೇ ಸರಿಯಾಗಿ ಗೊತ್ತಿಲ್ಲ ಯಾವಾಗ, ಯಾಕೆ ಎಲ್ಲಿ ಮಾಡಬೇಕೆಂಬುದು ಅದೇ ನನಗೆ ಬೇಜಾರು ಹಿಂದೆ ನಡೆದ ಸಭೆಯಲ್ಲಿಯೂ ಕೂಡ ನಾನು ನನ್ನ ಆಕ್ಷೇಪಣೆಗಳನ್ನು ವ್ಯಕ್ತಪಡಿಸಿದೆ ಆ ಸಭೆಯಲ್ಲಿದ್ದ ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳಿಗೆ ನನ್ನ ಆಕ್ಷೇಪಣೆಗಳನ್ನು ಕೊಟ್ಟೆ ಅವರು ಅವುಗಳನ್ನು ತೆಗೆದುಕೊಂಡು ಹೋದರು ಆ ಸಂದರ್ಭದಲ್ಲಿ ಅವರು ನಾವು ವಿಚಾರಣೆ ಮಾಡುತ್ತೇವೆ ಎಂದಿದ್ದರು. ಅದೇ ರೀತಿ ಟೆಕ್ನಾಲಜಿಯಿದೆ ಎಂದು ವೆಬ್‌ಸೈಟ್ ನಲ್ಲಿ ವೆಬಿನಾರ್ ಮಾಡಿದರು ಇಲ್ಲಿ ಇವತ್ತು ಭೌತಿಕವಾಗಿ ನಡೆಯುತ್ತಿರುವ ಸಾರ್ವಜನಿಕ ಸಭೆಗೆ ಹಾಜರಿರುವುದು ಕಡಿಮೆ ಜನ ಅಂತಹುದರಲ್ಲಿ ವೆಬಿನಾರ್ ಎಂದರೆ ಅದಕ್ಕೆ ಎಷ್ಟು ಮೂಲಭೂತ ಸೌಕರ್ಯಗಳು ಬೇಕು? ಆದರೆ ಆ ಸಭೆಯು ಕೂಡ ನಡೆಯಿತು ಆದರೆ ನಾನು ಹೋಗಲಿಲ್ಲ ಕಾರಣ ಅದು ಜೂಮ್ ಎಂಬ ಅಪ್ಲಿಕೇಷನ್ ನಲ್ಲಿ ಮಾಡಿರುವಂತಹ ಒಂದು ಸಭೆಯಾಗಿತ್ತು. ಕೇಂದ್ರ ಸರ್ಕಾರದವರೇ ಸರ್ಕಾರಿ ಕಾರ್ಯಕ್ರಮವನ್ನು ಜೂಮ್ ಅಪ್ಲಿಕೇಷನ್ ನಲ್ಲಿ ಮಾಡಬಾರದೆಂದು ಒಂದು ಸುತ್ತೋಲೆ ಹೊರಡಿಸಿರಬೇಕಾದರೆ ಬಿಡಿಎ ಸರ್ಕಾರ ಸಂಸ್ಥೆಯಲ್ಲವೆಂದು ಒಪ್ಪಿಕೊಳ್ಳಲಿ ಆಗ ನಾನು ಆ ಸಭೆಗೆ ಹೋಗುತ್ತಿದ್ದೆ. ಬಿಡಿಎ ಸರ್ಕಾರದ ಸಂಸ್ಥೆಯಾಗಿರಬೇಕಾದರೆ ಜೂಮ್ ಅಪ್ಲಿಕೇಷನ್ ಅನ್ನು ಹೇಗೆ ಬಳಸಲಾಯಿತು? ಆ ಕಾರಣಕ್ಕಾಗಿ ವಿರೋಧ ವ್ಯಕ್ತಪಡಿಸಿ ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳ ಕಛೇರಿಗೆ ಹೋಗಿ ಸಭೆ ನಡೆಯುವುದಕ್ಕೆ ಮುನ್ನವೇ ಈ ಸಭೆಯ ನಡೆಸಬೇಡಿಯೆಂದು ಆಕ್ಷೇಪಣೆಯನ್ನು ಕೊಟ್ಟೆ ಆದರೂ ಸಭೆ ನಡೆಯಿತು. ಅದರ ಮಧ್ಯದಲ್ಲಿ ನಮ್ಮ ಮಾನ್ಯ ಉಚ್ಚನ್ಯಾಯಾಲಯದಲ್ಲಿ ಪರಿಸರವಾದಿಗಳು/ಆಸಕ್ತರು ನೀವು ಈ ತರಹದ ವೆಬಿನಾರ್ ಸಾರ್ವಜನಿಕ ಸಭೆಗಳನ್ನು ಮಾಡಬೇಡಿ ಏಕೆಂದರೆ ಈ ಯೋಜನೆಯು ಸಾರ್ವಜನಿಕವಾಗಿದ್ದು, ಸುಮಾರು ಕೆರೆಗಳನ್ನು ಒಳಗೊಂಡಂತೆ ಹಾಗೂ ಸುಮಾರು ಕೋಟಿಗಳ ಯೋಜನಾ ವೆಚ್ಚವನ್ನು ಹೊಂದಿದೆಯೆಂದು ದಾವೆಯನ್ನು ಹೂಡಿದರು. ಹಾಗಾಗಿ ನಡೆದಿರುವ ಆ

*[Signature]*  
 Deputy Commissioner  
 Bangalore Urban District  
 Bangalore

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ಸಾರ್ವಜನಿಕ ಸಭೆಯ ನಡವಳಿಗಳನ್ನು ತಾತ್ಕಾಲಿಕವಾಗಿ ಎಲ್ಲಿಯೂ ಪ್ರಚಾರ ಮಾಡಕೂಡದೆಂದು ಹೈಕೋರ್ಟ್ ಬಿಡಿಎ ಗೆ ನಿರ್ದೇಶನ ನೀಡಿತು.

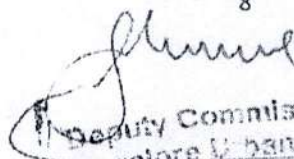
ಈ ನಡುವೆ ಸಾರ್ವಜನಿಕರು ತಾವು ಏನು ಹೇಳಿದರು ಅದನ್ನು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ಹೇಳಿ ಎಂದು ಕೇಳಿಕೊಂಡರು ಅದಕ್ಕೆ ಪ್ರತ್ಯುತ್ತರವಾಗಿ ಇದೆಲ್ಲಾ ಗೊತ್ತಾಗದೆ ಹೋದರೆ ನಿಮಗೆ ಏನು ಅರ್ಥವಾಗುವುದಿಲ್ಲ ನಾನು ಇದರ ಬಗ್ಗೆ ಸ್ವಲ್ಪ ಅಧ್ಯಯನ ಮಾಡಿ ಮಾತನಾಡುತ್ತಿದ್ದೇನೆ ಸುಮ್ಮನೆ ನಾನು ಸಭೆಗೆ ಬಂದು ಯೋಜನೆಯನ್ನು ವಿರೋಧಿಸುತ್ತಿದ್ದೇನೆ ಅಥವಾ ಅನುಮೋದನೆ ವ್ಯಕ್ತಪಡಿಸುತ್ತಿದ್ದೇನೆ ಎಂದರೆ ಆಗುವುದಿಲ್ಲ ಇವರು ಬರುತ್ತಿರುವುದು ಕಾನೂನಿನಾತ್ಮಕವಾಗಿ ಆಗ ನಾವು ಕೂಡ ಕಾನೂನಿನಾತ್ಮಕವಾಗಿ ಉತ್ತರವನ್ನು ಕೊಡಬೇಕಾಗುತ್ತದೆ, ಇದರಲ್ಲೂ ನಾನು ಹೇಳುತ್ತಿರುವುದು ಸಂಕ್ಷಿಪ್ತವಾಗಿದೆ ಎಂದರು.

ನಂತರ ಇಷ್ಟೆಲ್ಲಾ ದಾಖಲೆಗಳು ಹಾಕಿರುವುದಕ್ಕೂ ನನ್ನ ಅಭಿನಂದನೆಗಳಿವೆ ಹಾಗಾಗಿ ಇದೆಲ್ಲ ಮಾತನಾಡುತ್ತಿದ್ದೇನೆ ಅಧಿಕಾರಿಗಳು ತಾವೇನಾದರು ನಿಲ್ಲಿಸಬೇಕು ಎಂದರೆ ನಾನು ಇಲ್ಲಿಗೆ ನಿಲ್ಲಿಸುತ್ತೇನೆ ಎಂದರು. ಈ ಸದರಿ ಸಾರ್ವಜನಿಕ ಸಭೆಯೇ ಕಾನೂನುಬಾಹಿರ ಮತ್ತು ಅನಧಿಕೃತ ಇವರು ಪ್ರಾರಂಭದಿಂದಲೇ ಇಪ್ಪಂ ಅಧಿಸೂಚನೆಯನ್ನು ಉಲ್ಲಂಘಿಸಿದ್ದಾರೆ ಈ EIA ಅಧಿಸೂಚನೆ ಏನು ಹೇಳುತ್ತದೆ? ನಿಮ್ಮೆಲ್ಲರ ಗಮನಕ್ಕೆ ಇವರು ಯಾವುದೇ ಕಾನೂನು ಮತ್ತು ಕಾಯ್ದೆಗಳನ್ನು ವರದಿಯಲ್ಲಿ ಅಳವಡಿಸಿಕೊಂಡಿಲ್ಲ ಇವರು ಹೇಳುವ ಪ್ರಕಾರ ಈ ವರದಿಯು EIA ಅಧಿಸೂಚನೆ 2006 ಮತ್ತು ಅದರ ತಿದ್ದುಪಡಿಗಳನ್ವಯ ತಯಾರಿಸಲಾಗಿದೆ ಎನ್ನುತ್ತಾರೆ ಆದರೆ ಅವು ವರದಿಯಲ್ಲಿ ಎಲ್ಲಿವೇ? ಇದರ ಬಗ್ಗೆ ಎಲ್ಲಿಯೂ ಅಥವಾ ವರದಿಯಲ್ಲಿಯೂ ಕೂಡ ಪ್ರಕಟಿಸಿಲ್ಲ.

EIA ಅಧಿಸೂಚನೆ 2006 14.09.2006 ಮತ್ತು ಅದರ ತಿದ್ದುಪಡಿಗಳು ಶೆಡ್ಯೂಲ್-2/ನಿಯಮ-2 ಅನ್ನು ಓದಿದರು ಮತ್ತು ಬಿಡಿಎ ರವರು ಯಾವುದೇ ರೀತಿಯಾದ ನಿರ್ಮಾಣ ಕಾರ್ಯಗಳಾಗಲಿ ಅಥವಾ ಭೂಮಿಯ ಸಿದ್ಧತೆಗಳನ್ನು ಮಾಡಿಕೊಂಡಿಲ್ಲ ಎಂಬುದು ನನ್ನ ಭಾವನೆ ಮತ್ತು ನನಗೆ ಎಲ್ಲಿಯೂ ಕೂಡ ಗಮನಕ್ಕೆ ಬಂದಿಲ್ಲ ಇದು ಸತ್ಯ ಆದರೆ EIA ಅಧಿಸೂಚನೆಯು ಮುಂದುವರೆದ ಭಾಗವಾಗಿ ನಿಯಮ-6 ರಲ್ಲಿ ಗಮನಿಸಿದರೆ ಬಿಡಿಎ ದವರು ಸುಮ್ಮನೆ ರಸ್ತೆ ಹಾಕುತ್ತೇವೆಂದು ಇಲ್ಲಿ ಬರಲಿಲ್ಲ ನೀವು ಬಿಡಿಎ ಕಾಯ್ದೆಯ ಪ್ರಕಾರವೇ ಎಲ್ಲವನ್ನೂ ಮಾಡುವುದಾದರೆ ಈ ಕಾಯ್ದೆಯಲ್ಲಿ ಬೇಕಾದಷ್ಟು ನಿಯಮಗಳಿವೆ ಅವುಗಳಿಗೂ ಒಪ್ಪಿಗೆ ಬೇಕಲ್ಲವೇ? ವರದಿಯ ಅನುಬಂಧ 10 ರಲ್ಲಿ ತಿಳಿಸಿರುವಂತೆ 21.02.2022 ರಲ್ಲಿ 2567.22 ಎಕರೆ ಈ ಭೂಮಿಗೆ ಸರ್ಕಾರದ ಅನುಮೋದನೆ ನೀಡಿದೆ ಎಂದು ಹೇಳಲಾಗಿದೆ ಸಂತೋಷ ಆದರೆ ವೆಚ್ಚ, ಯಾವ ರೀತಿ, ಯಾವ ಯೋಜನಾ ಅನ್ವಯವನ್ನು ಮಾಡಬೇಕು ಎಂಬುದು ತಿಳಿಸಿಯೇ ಇಲ್ಲ ಇದನ್ನು ಆದೇಶ ಮಾಡಿದವರು ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿಗಳು ನಗರಾಭಿವೃದ್ಧಿ ಇಲಾಖೆ, ನಂತರ 21.02.2022

ಈ ನಡುವೆ ಸಾರ್ವಜನಿಕರು ತಾವು ಏನಾದರು ಹೇಳುವುದಾದರೆ ದಯವಿಟ್ಟು ನೇರ ವಿಷಯಕ್ಕೆ ಬನ್ನಿ ಎಂದರು ಏಕೆಂದರೆ ಇನ್ನೂ ಅನೇಕ ರೈತರು ಮಾತನಾಡಲು ಕಾಯುತ್ತಿದ್ದಾರೆ ತಾವು ಸಮಯವನ್ನು ವ್ಯರ್ಥ ಮಾಡುತ್ತಿರುವಿರಿ/ನೀವು ಮಾತನಾಡುತ್ತಿರುವುದು ನೋಡುತ್ತಿದ್ದರೆ ಸಾಯಂಕಾಲದ ವರೆಗೆ ಮಾತನಾಡುವಂತಿದೆ ಎಂದರು ಇದಕ್ಕೆ ಶ್ರೀ ವಿಜಯ್ ಕುಮಾರ್ ರವರು ಸಾರ್ವಜನಿಕರಿಗೆ ಮೊದಲು ನಿವೆಲ್ಲಾ ಮಾತನಾಡಿ ಬಿಡಿ ನಂತರ ಕೊನೆಯಲ್ಲಿ ನಾನು ಮಾತನಾಡುತ್ತೇನೆ ಎಂದು ಹೇಳಿದರು. ನಂತರ ಬಿಡಿಎ ಕಮಿಷನರ್ ನೀವು ಏನಾದರೂ ಕೊಡುವುದಾದರೆ ಲಿಖಿತ ರೂಪದಲ್ಲಿ ಕೊಟ್ಟರೆ ನಿಮ್ಮ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಲು ನಮ್ಮಲ್ಲಿ ಸಮಾಲೋಚಕರಿದ್ದಾರೆ ಎಂದು ಬಿಡಿಎ ಕಮಿಷನರ್ ಹೇಳಿದರು ಪ್ರತ್ಯುತ್ತರವಾಗಿ ಹಿಂದಿನ ಸಾರ್ವಜನಿಕ ಸಭೆಯಲ್ಲಿ ನಾನು ಕೊಟ್ಟಂತಹ ಆಕ್ಷೇಪಣೆಗಳಿಗೆ ಯಾವುದೇ ಕ್ರಮ ಕೈಗೊಂಡಿಲ್ಲವೆಂದರು ಮತ್ತು NABL ಮಾನ್ಯತೆ ಪಡೆದಿರುವ ಸಮಾಲೋಚಕರ ಸಿಂಧುತ್ವವು 05.07.2022 ಕ್ಕೆ ಮುಗಿದುಹೋಗಿದೆ ಹಾಗಾಗಿ ಇವರಿಗೆ ಮಾತನಾಡಲು ಅಧಿಕಾರವೇ ಇಲ್ಲ ಎಂದರು ಪರಿಸರ ಸಮಾಲೋಚಕರು NABL ಮಾನ್ಯತೆಯು 2024ರ ವರೆಗೆ ಪಡೆದಿರುವುದಾಗಿ ತಿಳಿಸಿದರು ಮತ್ತು ವರದಿಯಲ್ಲಿ ತಯಾರಿಸಿದ ಎಲ್ಲಾ ಅಂಶಗಳನ್ನು ಕಾನೂನಾತ್ಮಕವಾಗಿಯೇ ತಯಾರಿಸಲಾಗಿದೆ ಎಂದರು. ಆದರೆ ಆ ಸಿಂಧುತ್ವ ಪಡೆದ ದಾಖಲೆ ವರದಿಯಲ್ಲಿ ಎಲ್ಲಿಯೂ ಇರಲಿಲ್ಲ ಹಾಗಾಗಿ ಕೇಳಿದ್ದೇನೆ ಮತ್ತು ಪ್ರತಿಯನ್ನು ಕೊಡಬೇಕೆಂದು ಕೇಳಿದರು.

ಬಿಡಿಎದವರು ಮಿಸ್ಸಿಂಗ್ ಲಿಂಕ್ಸ್ ಅಧಿಸೂಚನೆ ಹೊರಡಿಸಿದ್ದೇವೆ ಎಂದಿದ್ದಾರೆ ಅದರ ಸಲುವಾಗಿ ಅರ್ಜಿಯನ್ನು ಹಾಕಿದಾಗ ಭೂಸ್ವಾಧೀನ ಅಧಿಕಾರಿಗಳು ಲಭ್ಯವಿರುವ ಅಧಿಸೂಚನೆಯಂತೆ ಯಾವುದೋ ಒಂದು ನಕ್ಷೆ ಕೊಟ್ಟಿದ್ದಾರೆ ಹಾಗಾದರೆ ಇವರ ಬಳಿ ಯೋಜನಾ ಸಂಬಂಧ ನಗರಾಭಿವೃದ್ಧಿಯಿಂದ ಅನುಮೋದನೆಗೊಂಡಿರುವ ನಕ್ಷೆ, ಭೂ ದಾಖಲೆಗಳು ಇಲ್ಲವೇ? ಹಾಗಾಗಿ ಸಂಪೂರ್ಣ ಮಾಹಿತಿ ಕೊಡಲಿಲ್ಲವೆಂಬ ಕಾರಣಕ್ಕೆ ನಾನು ಬಿಡಿಎ ಕಮಿಷನರ್ ರವರಿಗೆ ಅಭೀಲು ಹೋದೆ ಆಗ SLO ಅಧಿಕಾರಿ ಫೆರಿವೆರಲ್ ರಿಂಗ್ ರಸ್ತೆಯ ಭಾಗ-1 ರ ಭೂಸ್ವಾಧೀನ ಪ್ರಕ್ರಿಯೆಯು ಪ್ರಗತಿಯಲ್ಲಿದ್ದು ಪೂರ್ಣಗೊಂಡ ನಂತರ ಮಾಹಿತಿ ನೀಡಲು ಕ್ರಮವಹಿಸಲು ಸೂಚಿಸಲಾಗುವುದೆಂದು ತಿಳಿಸಿದ್ದಾರೆ ಮಾಹಿತಿ ಕೊಡಬೇಕಾದವರು ಕಮಿಷನರ್ ಆದರೆ ಈ SLO ಯಾಕೆ ಕೊಟ್ಟರು? ಈ ತರಹ ಹೇಳುವುದಾದರೆ ಮೊದಲೇ ಲಭ್ಯವಿರುವ ಅಧಿಸೂಚನೆಗಳನ್ನು ಲಗತ್ತಿಸಲಾಗಿದೆ ಎಂದು ಯಾಕೆ ಹೇಳಲಾಯಿತು? ಇದು ಕೂಡ ಮೋಸ ನಂತರ ನಗರಾಭಿವೃದ್ಧಿ ಇಲಾಖೆಯವರಿಗೆ

  
Deputy Commissioner  
Bangalore Urban District  
Bangalore

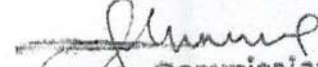
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Right to Information Act-2005



ಭೂಸ್ವಾಧೀನ/ಭೂಮಿಯ ಸಂಬಂಧ ಅನುಮೋದನೆಯನ್ನು ಕೊಟ್ಟಿರುವವರೇ ಎಂದು ಕೇಳಿದಾಗ 3 ಅಧಿಸೂಚನೆಗಳನ್ನು ಕಳುಹಿಸಿದ್ದಾರೆ ವರದಿಯಲ್ಲಿರುವಂತೆ ಮಿಸ್ಸಿಂಗ್ ಲೈನ್, ನೈಸ್ ಇಂಟಿಗ್ರೇಷನ್, ಸೀಗ್‌ಹೆಲ್ ಅಲ್ಟರ್ನೇಟಿವ್ ಈ 3 ಕ್ಕೆ ಅಧಿಸೂಚನೆ ಕೊಟ್ಟಿದ್ದಾರೆ ಇಲ್ಲಿ ವರದಿಯಲ್ಲಿ ನೋಡಿದರೆ ಇವೆಲ್ಲವನ್ನು ಸೇರಿದಂತೆ ವರದಿಯನ್ನು ಪರಿಷ್ಕೃತ ಮಾಡಲಾಗಿದೆ ಎಂದರು. ನಾನು ಸಲ್ಲಿಸಿರುವ ಅರ್ಜಿ ಯಾವುದೇ ಅಧಿಸೂಚನೆಯನ್ನು ಹೊರಡಿಸಲಾಗದ ಕಾರಣ ತಾವು ಕೋರಿರುವ ಮಾಹಿತಿ ಕೊಡಲು ಸಾಧ್ಯವಿಲ್ಲವೆಂದು ತಿಳಿಸಿದರು ಯೋಜನೆಯ ಅನುಮೋದನೆಯಾಗದಿದ್ದಲ್ಲಿ ಯಾವ ರೀತಿ ಮಾಡುತ್ತಾರೆ? ಈ ಪರಿಸರ ಸಭೆಗೆ ನಾವೆಲ್ಲಾ ನಮ್ಮ ಕೆಲಸಗಳನ್ನು ಬಿಟ್ಟು ಬರಬೇಕುನಮಗೂ ನೂರಂಟು ಕೆಲಸಗಳಿವೆ ಅಧಿಕಾರಿಗಳು, ಸಂಸ್ಥೆಗಳು ನಿಮಗೇನು ನಷ್ಟ? ನಾನು ರೈತನ, ಶೆಡ್ಯೂಲ್ 1 ಮತ್ತು 2 ರ ಪ್ರಕಾರ ಸದರಿ ಯೋಜನೆಯು ಎ ವರ್ಗಕ್ಕೆ ಸೇರಿದ್ದು, ಏಕೆಂದರೆ ಇವರ ಒಪ್ಪಿಕೊಂಡಿರುವ ಪ್ರಕಾರ ಶೆಡ್ಯೂಲ್ 7 (ಎಫ್) ರಹದಾರಿಗಳು/ಹೈವೇಸ್ General Conditions ಅನ್ವಯಿಸುವುದಿಲ್ಲ ಎಂದು ರಾಜ್ಯ ಮಟ್ಟದ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಅರ್ಜಿಯನ್ನು ಹಾಕಿದ್ದಾರೆ. ಇವರ ಹೇಳಿದ ಹಾಗೆ ಕೇಂದ್ರ ಪರಿಸರ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿಯು ಗುರುತಿಸಿರುವ ಮಾಲಿನ್ಯ ಪ್ರದೇಶಗಳಾದ ಪೀಣ್ಯ ಮತ್ತು ಜಿಗಣಿ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಗಳು ಬರುತ್ತವೆ.

ಕಣ್ಣು ಮುಚ್ಚಿಕೊಂಡು ಟಿ.ಜಿ ಹಳ್ಳಿ ಯಲ್ಲಿ 26.9 ಕಿ.ಮೀ ನಷ್ಟು ಹೋಗುತ್ತದೆ ಎಂದು ಈ ದಿನ ಹೇಳುತ್ತಿದ್ದಾರೆ ಆದರೆ ಇದು ಹಿಂದೆ ಅದು 16 ಕಿ.ಮೀ ನಷ್ಟು ಏನೂ ಇರಬೇಕು ಇಂತಹ ವಿಷಯಗಳ ಬಗ್ಗೆ ಬಾಯಿನೆ ಬಿಡುವುದಿಲ್ಲ ಅರ್ಜಿ ಹಾಕಿದಾಗ ಇವರ ಪ್ರಕಾರ ಯಾವುದೇ ದಾವೆಯಿರುವುದಿಲ್ಲ ಯಾವುದೇ ಸಂರಕ್ಷಿತ ಪ್ರದೇಶವಿರುವುದಿಲ್ಲ ಎಂದಾಗ ಇವನು ಅಧಿಸೂಚನೆ, 2006ರ ಪ್ರಕಾರ ಇವೆಲ್ಲಾ ಪರಿಸರ ಸೂಕ್ಷ್ಮ ಪ್ರದೇಶಗಳು ಟಿ.ಜಿ ಹಳ್ಳಿ 2003ರಲ್ಲಿ ಹೀಗೆಂದು ಮಾನ್ಯ ರಾಜ್ಯ ಸರ್ಕಾರದವರು ಘೋಷಣೆ ಮಾಡಿದ್ದಾರೆ ಈ ಬಗ್ಗೆ ಪರಿಸರ ಸಮಾಲೋಚಕರು ಏಕೆ ಹೇಳಲಿಲ್ಲ? ಇವರು ನಿಜವಾಗಿ ಪರಿಸರ ಸಲಹೆಗಾರರ ಆಗಿದ್ದರೆ ಸರಿಯಾದ ಮಾಹಿತಿಯನ್ನು ಕೊಡಬೇಕಿತ್ತು ಮತ್ತು ಅರ್ಜಿ ಹಾಕುವಾಗ ಸರಿಯಾಗಿ ನಮೂದಿಸಬೇಕಿತ್ತು ಮತ್ತು ಸರಿಯಾದ ಪ್ರಾಧಿಕಾರದ ಮುಂದೆ ಹೋಗಬೇಕಿತ್ತು ಇವರಿಗೆ ಅನುಕೂಲವೆಂದು ಪಕ್ಕದಲ್ಲಿರುವ ರಾಜ್ಯ ಸರ್ಕಾರಕ್ಕೆ ಹೋದರೆ ಕಾನೂನು ಉಲ್ಲಂಘನೆಯಾಗುವುದಿಲ್ಲವೇ?

ನಿಬಂಧನೆಗಳನ್ನು ತೆಗೆದುಕೊಂಡ ಸುಪ್ರೀಂಕೋರ್ಟ್ ಕೂಡ ಶೀಘ್ರತೆಯಲ್ಲಿ ವರದಿ ಮಾಡಲು ಸೂಚಿಸಿತ್ತು ಆದರೆ ಇವರು ಏಕೆ ಮಾಡಲಿಲ್ಲ ಈ ಮೊದಲೇ ರಾಜ್ಯ ಪರಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರದಿಂದ 2014 ರಲ್ಲಿ ಪರಿಸರ ತೀರುವಳಿ ಪಡೆದಿದ್ದ ತಪ್ಪನ್ನು ಮತ್ತೆ ಇವರು ಮರುಕಳಿಸಿದ್ದಾರೆ ಆ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯಲ್ಲಿ ಲಿಖಿತ ರೂಪದಲ್ಲಿ ಕೊಡಿ ಎಂದರೆ ಅದರ ಏನು ಮಾಡಿದರು? ಪುನರಾವರ್ತನೆ ಮತ್ತು ಅದೇ ತಪ್ಪು ಅದೇ ಸುಳ್ಳು ಇದರ ಅರ್ಥ ಇವರು ಹೋಗಿರುವ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಪರಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರದ ವ್ಯಾಪ್ತಿಗೆ ಒಳಪಡುವುದಿಲ್ಲ. ಇದನ್ನು ಇನ್ನೊಂದು ರೀತಿಯಲ್ಲಿ ಹೇಳಬೇಕಾದರೆ ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳಿದ್ದಾರೆ ಇವರು ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆಗೆ ಮಾತ್ರ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ನಾನು ಬೆಂಗಳೂರು ಗ್ರಾಮೀಣ ಜಿಲ್ಲೆ ವ್ಯಾಪ್ತಿಗೆ ಸೇರಿರುವ ರೈತ ಅಪ್ಪಿತಪ್ಪಿ ಇದೆ ತರಹದ ಯಾವುದೂ ಒಂದು ಸಾರ್ವಜನಿಕ ಸಭೆ ನಡೆಯುತ್ತಿದೆ ಎಂದರೆ ಆ ಜಿಲ್ಲೆಯ ಹಾಗೂ ಸಭೆಗೆ ಅಧ್ಯಕ್ಷರಾಗುವುದಕ್ಕೆ ಸಾಧ್ಯವಿಲ್ಲ ಇವರ ವ್ಯಾಪ್ತಿ ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆಗೆ ಮಾತ್ರ ಸೀಮಿತ ಹಾಗಿದ್ದ ಮೇಲೆ ರಾಜ್ಯ ಪರಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರ ಇವರು ಕೇವಲ ರಾಜ್ಯಕ್ಕೆ ಮಾತ್ರ ಸೀಮಿತ ಮತ್ತು ವರ್ಗ ಬಿ ಯೋಜನೆಗಳಿಗೆ ಮಾತ್ರ ಅಧಿಕಾರ ಹೊಂದಿದ್ದಾರೆ General Conditions ಅನ್ವಯವಾಗದಿದ್ದಲ್ಲಿ ಮಾತ್ರ ಸೀಮಿತ ಆದರೆ ಇವರು ಹೇಗೆ ಇವರ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಹೋದರು? ಇದಕ್ಕೆ ಬಿಡಿಎ ರವರಿಂದ MoEF ಒಂದು ಸ್ಪಷ್ಟೀಕರಣವನ್ನು ಕಳುಹಿಸಲಾಗುತ್ತದೆ ಕೋರ್ಟ್ ದಾವೆ ನಡೆಯಬೇಕಾದರೆ ನಾವು ರಾಜ್ಯ ಪರಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಹೋಗಿ ನಿಬಂಧನೆಗಳನ್ನು ಪಡೆದು ವರದಿಯನ್ನು ತಯಾರಿಸಿದ್ದೇವೆ ಆದರೆ ಕೋರ್ಟ್ ನಂತರದಲ್ಲಿ ತೀರ್ಪು ಕೊಟ್ಟಿದೆ ಅದರ ಮೇಲೆ ರಾಜ್ಯ ಪರಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ತಾಂತ್ರಿಕ ಸಲಹೆಗಳನ್ನು ಕೊಡಲು ತಿಳಿಸಿದೆ ಮತ್ತು ಎಲ್ಲಾ ಸಂಬಂಧಿಸಿದ ತೀರುವಳಿಗಳನ್ನು ಪಡೆದು ಶೀಘ್ರವಾಗಿ ವರದಿಯನ್ನು ತಯಾರಿಸಿ ಎಂದು ಹೇಳುತ್ತದೆ ಇದರ ಅನ್ವಯ ಬಿಡಿಎ ದವರು MoEF ಗೆ ಈಗ ಏನು ಮಾಡಬೇಕೆಂದು ಅರ್ಜಿಯನ್ನು ಬರೆಯುತ್ತಾರೆ ಅದರಲ್ಲಿ ವೈರುಧ್ಯವೆಂದರೆ ಶೆಡ್ಯೂಲ್ 7 (ಎಫ್) ಮತ್ತು General Conditions ಅನುಮಾನಿಸುತ್ತವೆ ಎಂದು ಇವರ ಒಪ್ಪಿಕೊಂಡು ಅರ್ಜಿ ಏಕೆ ಹಾಕಬೇಕು? ಇದಕ್ಕೆ ಉತ್ತರವಾಗಿ MoEF ರವರು ಇವನು ಅಧಿಸೂಚನೆ, 2006ರ ಪ್ರಕಾರ ಎ ವರ್ಗಕ್ಕೆ ಮತ್ತು ದೆಹಲಿಗೆ ಬರಬೇಕು ಆದರೆ ಈ ಎಲ್ಲಾ ಷರತ್ತುಗಳೆಲ್ಲಾ ತೃಪ್ತಿಕರವಾಗುತ್ತದೆ ಎಂದೆನಿಸಿದರೆ ಸದರಿ ಪ್ರಸ್ತಾವನೆಯನ್ನು ನಮಗೆ ಕಳುಹಿಸಿಕೊಡಬೇಕೆಂದು ಹೇಳಿದರು ಇದರ ಅರ್ಥ ಸುಪ್ರೀಂಕೋರ್ಟ್ ಆದೇಶ ಒಂಇಈ ಗೆ ಅನ್ವಯಿಸುವುದಿಲ್ಲವೇ? ರಾಜ್ಯ ಪರಿಸರ ಅಫಾತ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರ ನೀಡಿದಂತಹ ನಿಬಂಧನೆಗಳಿಗೆ ಹೇಗೆ MoEF Appraisal ಮಾಡುತ್ತದೆ? ನಾನು ಸಾರ್ವಜನಿಕ ಸಭೆಯಲ್ಲಿ ಲಿಖಿತ ರೂಪದಲ್ಲಿ ಕೊಟ್ಟ ನಂತರ ಈ ಸ್ಪಷ್ಟೀಕರಣದ ಅರ್ಜಿಯನ್ನು ಬಿಡಿಎ ದವರು ಕಳುಹಿರುತ್ತಾರೆ ಏಕೆಂದರೆ ಆ ದಿನಾಂಕಗಳನ್ನು ನೋಡಿದಾಗ ನನಗೆ ಹಾಗೆಯೇ ಅನಿಸುತ್ತಿದೆ ಇಲ್ಲವೆಂದರೆ ಬಿಡಿಎ ದವರು ಖಂಡಿತ ಯಾವುದೇ ಸ್ಪಷ್ಟೀಕರಣಕ್ಕೆ ಹೋಗುತ್ತಿರಲಿಲ್ಲ. ಸುಪ್ರೀಂಕೋರ್ಟ್‌ಗೆ ಹೋಗಿ ಏಕೆ ಸ್ಪಷ್ಟೀಕರಣ ತೆಗೆದುಕೊಳ್ಳಬಾರದಿತ್ತು ಅಥವಾ ಸಮಾಲೋಚಕರೆಂದೆನಿಕೊಂಡವರು ನಾವು MoEF ದೆಹಲಿಗೆ ಹೋಗಬೇಕು

  
Deputy Commissioner  
Bangalore Urban District  
Bangalore



ರಾಜ್ಯ ಪರಿಸರ ಅಭಿವೃದ್ಧಿ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಹೋಗಲು ಬರುವುದಿಲ್ಲ ನಮ್ಮ ಅರ್ಜಿಯನ್ನು ಹಿಂತೆಗೆದುಕೊಳ್ಳಬೇಕೆಂದು ಏಕೆ ಹೇಳಲಿಲ್ಲ?

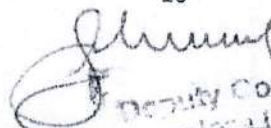
ನಿಬಂಧನೆಗಳನ್ನು ತೆಗೆದುಕೊಂಡು ಅಷ್ಟಕ್ಕೆ ನಿಲ್ಲದೆ ಅವುಗಳಿಗೆ ತಿದ್ದುಪಡಿಗಳು ಬೇರೆ ತೆಗೆದುಕೊಂಡಿದ್ದಾರೆ ಇದಕ್ಕೆ ಇವರಿಗೆ ಅಧಿಕಾರ ಕೊಟ್ಟವರು ಯಾರು? ಹಿಂದೆ SEIAA ಯಿಂದ ಪಡೆದ ನಿಬಂಧನೆಗಳು 65. ಕಿ.ಮೀ ರಸ್ತೆಗೆ ಮಾತ್ರ ಕೋರ್ಟ್ ಕೂಡ ಇದಕ್ಕೆ ಮಾತ್ರ ನೀವು ಶೀಘ್ರವಾಗಿ ವರದಿಯನ್ನು ತಯಾರಿದೆಯೆಂದು ಹೇಳಿದ್ದು, ಇದರ ಮಧ್ಯದಲ್ಲಿ ಇನ್ನೊಂದು ವಿಚಾರ ಹೇಳುವುದಾರೆ ಡಾ. ಶಿವರಾಮಕಾರಂತ್ ಬಡಾವಣೆ ಸಂಬಂಧ ಕೋರ್ಟ್‌ನಲ್ಲಿ ಕೇಸ್ ನಡೆಯಬೇಕಾದರೆ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಗಮನಿಸಬೇಕು ಫೆರಿಪೆರಲ್ ರಿಂಗ್ ರೋಡ್ ಮತ್ತು ಡಾ. ಶಿವರಾಮಕಾರಂತ್ ಬಡಾವಣೆಗಳು ಒಂದಕ್ಕೊಂದು ಬೆಸೆದುಕೊಂಡಿವೆ ಕೆಲವು ರೈತರ ಜಮೀನು ಈ 2 ಯೋಜನೆಗಳಿಗಾಗಿ ಸ್ವಾಧೀನವಾಗುತ್ತಿವೆ ಆದರೆ ಇಲ್ಲಿ ದಾವೆ ಹೂಡಿದ್ದವರಲ್ಲಾ ಡಾ. ಶಿವರಾಮಕಾರಂತ್ ಬಡಾವಣೆಯ ರೈತರು ಅದು ಮುಖ್ಯವಾದ ದಾವೆ ಆದರೆ ಬಿಡಿ ಎದವರು ಸುಮ್ಮನಿರದೆ ಕೆಲವರನ್ನು ಎತ್ತಿ ಕಟ್ಟಿ ಕೋರ್ಟ್‌ಗೆ ಹೋಗಿ Implead ಮಾಡಿ ಎಂದರು ಡಾ. ಶಿವರಾಮಕಾರಂತ್ ಬಡಾವಣೆಯ ನಕ್ಷೆ ತಾವು ಗಮನಿಸುವುದಾದರೆ ಒಂಟಿ ಕೂತಿರುವ ರೀತಿಯಲ್ಲಿದೆ ಈ ಒಂಟಿಯ ಕತ್ತಿನ ಭಾಗದಲ್ಲಿ ಜಾರಕಬಂಡೆಕಾವಲು ಇದ್ದು, ಇದರ ಪೂರ್ವ ಮತ್ತು ದಕ್ಷಿಣ ಭಾಗದಲ್ಲಿ ಈ ಡಾ. ಶಿವರಾಮಕಾರಂತ್ ಬಡಾವಣೆಯು ಕೂಡ ಹಾದುಹೋಗುತ್ತದೆ ನಕ್ಷೆಯ ಮೇಲೆ ವ್ಯತ್ಯಾಸವು ಫೆರಿಪೆರಲ್ ರಸ್ತೆಯಾಗಿದೆ ಗಮನಿಸುವುದಾದರೆ ಒಂಟಿಯ ಮುಖ ಮತ್ತು ಬಾಲದ ಭಾಗದಲ್ಲಿ ಈ 2 ಯೋಜನೆಗಳು ಹಾದುಹೋಗುತ್ತವೆ ಹೀಗಾಗಿ ಸುಪ್ರೀಂಕೋರ್ಟ್ ಇವುಗಳ ಸಂಪೂರ್ಣ ಮಾಹಿತಿಯನ್ನು ಕಳುಹಿಸಲು ಕೋರಿದರು.

ಟೋಪೋಶೀಟ್ ನಲ್ಲಿ ಗಮನಿಸುವುದಾದರೆ ಒಟ್ಟು 3 ಕಡೆ ಜಾರಕಬಂಡೆ ಕಾವಲು ಮೀಸಲು ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಹಾದುಹೋಗುವಂತಿದೆ. ಆದರೆ ತಲೆ ಭಾಗದಲ್ಲಿ ಹೋಗುವಂತಹ ಪ್ರದೇಶವನ್ನು ಬಿಡಿ ಎದವರು ಸುಪ್ರೀಂಕೋರ್ಟ್‌ಗೆ ಮರೆಮಾಚಿದರು ಹಾಗಾಗಿ ಸುಪ್ರೀಂಕೋರ್ಟ್ ನೀವು ಮುಂದೆ ಹೋಗಿ ಎಂದು ಹೇಳಿದರು. ಯಾವುದೇ ಯೋಜನೆಯಾಗಲಿ ಶೆಡ್ಯೂಲ್ 6 ನಾನು ಈಗಾಗಲೇ ಓದಿದಂತೆ ನಿರೀಕ್ಷಿತ ಪ್ರದೇಶಗಳನ್ನು ಗುರುತಿಸಿದ ನಂತರ ಅಂದರೆ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ನಡೆಸಿ, ವರದಿಯನ್ನು ಅಂತಿಮಗೊಳಿಸಿ ಪರಿಸರ ತೀರುವಳಿ ಪಡೆದ ನಂತರ ಭೂ ಸ್ವಾಧೀನಕ್ಕೆ ಹೋಗಬೇಕು ಇಲ್ಲದಿದ್ದರೆ ಇದಲ್ಲಾ ಅಕ್ರಮ ಕಾನೂನು ಬಾಹಿರ, ಕಾನೂನು ಉಲ್ಲಂಘನೆ ಮತ್ತು ಅನಧಿಕೃತ.

ಸುಪ್ರೀಂಕೋರ್ಟ್ ನವರೆ ಹೇಳಿದ ಹಾಗೆ ವರದಿ 65. ಕಿ.ಮೀ ಗೆ ಮಾತ್ರ ಮಾಡಬೇಕು ಆದರೆ ಏಕೆ ಇವರು 73.3 ಕಿ.ಮೀ ಗೆ ವರದಿ ಮಾಡಲು ಅನುಮೋದನೆ ಕೊಟ್ಟವರು ಯಾರು? ಹಾಗಾಗಿ ಇದು ಕಾನೂನು ಉಲ್ಲಂಘನೆ ಕದ್ದುಮುಚ್ಚಿ ಸುಪ್ರೀಂಕೋರ್ಟ್‌ಗೆ ಹೋಗಿ ತಪ್ಪು ಮಾಹಿತಿಯನ್ನು ನೀಡಿದ್ದಾರೆ, 2014ರಲ್ಲಿ ಇದೇ ರಿಂಗ್ ರೋಡ್ ಹೈಕೋರ್ಟ್‌ನಲ್ಲಿ ದಾವೆಯಿತ್ತು 2017 ರಲ್ಲಿ ಹೈಕೋರ್ಟ್ ರಿಟ್ ಬಿಡಿ ಎ ನ ವಿರೋಧವಾಗಿ ಬಂತು ಅದರಲ್ಲಿ ಬಿಡಿ ಎ ನವರು ಭೂಸ್ವಾಧೀನ ಮಾಡಬಾರದೆಂದು ಎಲ್ಲಾ ಪ್ರಾಥಮಿಕ ಅಧಿಸೂಚನೆಗಳನ್ನು ವಜಾ ಮಾಡಿತು ರಿಟ್ ಆಪೀಲು ಆಗಿ ಬಿಡಿ ಎ ದವರು ಕೇಸ್ ಹಾಕಿದವರ ಮೇಲೆ ಹೋದರು, ಇಲ್ಲಿ ಇವರು Right of Way 100 ಮೀ ಎಂದು ಹೇಳಿದರು ಆದರೆ ಕೋರ್ಟ್ ಮುಂದೆ 70 ಮೀ ಎಂದು ಹೇಳಿದರು ಹಾಗಾಗಿ ನಿಮಗೆ ಹೆಚ್ಚುವರಿ ಭೂಮಿ ಬೇಕಾಗಿರುವುದಿಲ್ಲವೆಂದು 70 ಮೀ ಗೆ ಕೋರ್ಟ್ ಅನುಮೋದನೆ ಕೊಟ್ಟರು ಆದರೆ ಇವರು ಇಲ್ಲಿ 100 ಮೀ ಎಂದು ವರದಿಯಲ್ಲಿ ಹೇಳಿದ್ದಾರೆ. ಕೋರ್ಟ್ 100 ಮೀ ಎಂದರೆ ವಜಾ ಮಾಡುತ್ತದೆ ಎಂದು ಗೊತ್ತಿದ್ದು, ತಕ್ಷಣ ಮಾತು ಬದಲಾವಣೆ ಮಾಡಿದರು ನಂತರ ಮತ್ತೆ ಸುಪ್ರೀಂಕೋರ್ಟ್ ಗೆ ಹೋದಾಗ ಅಲ್ಲಿ ಮುಲಾಜಿಲ್ಲದೇ ಅರ್ಜಿಯನ್ನು ವಜಾ ಮಾಡಿದರು ಏಕೆ ಹೇಳಿದೆ ಎಂದರೆ ಸುಪ್ರೀಂಕೋರ್ಟ್‌ಗೆ ಅಫಿಡೆವಿಟ್ ಸಲ್ಲಿಸಬೇಕಾದರೆ ಏಕೆ ಈ ಎಲ್ಲಾ ಮಾಹಿತಿಯನ್ನು ಸಲ್ಲಿಸಲಿಲ್ಲ? ಮುಖ್ಯವಾಗಿ ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು 2 ಬಾರಿ ಮಾಡಿದ್ದೇವೆ ಮತ್ತು SEIAA ಯಿಂದ ನಿಬಂಧನೆಗಳನ್ನು ಪಡೆದಿದ್ದೇವೆ ಏಕೆ ಹೇಳಲಿಲ್ಲ? ಅವರಿಗೆ ಅನುಕೂಲವಾಗುವುದನ್ನು ಮಾತ್ರ ಹೇಳಿದರು ಸುಪ್ರೀಂಕೋರ್ಟ್ ನವರು ಮುಂದುವರೆಯಿರಿ ಎಂದು ಸೂಚಿಸಿದರು.

ಇದೇ ಪರಿಸರ ಸಮಾಲೋಚಕರು ವರದಿಯಲ್ಲಿ ಹೊಸ 2013 ರ ಭೂಸ್ವಾಧೀನ ಕಾಯ್ದೆಯ ಪ್ರಕಾರ ಪರಿಹಾರಗಳನ್ನು ಕೊಡುವುದಾಗಿ ಹೇಳಿದರು ಆದರೆ ಪಿಪಿಟಿ ಸ್ಟೆಡ್‌ನಲ್ಲಿ ಬಿಡಿ ಎ ಕಾಯ್ದೆಯ ಪ್ರಕಾರ ಕೊಡುತ್ತೇವೆ ಎಂದರು.

ಮಾನ್ಯ ಹೈಕೋರ್ಟ್ ನವರು 70 ಮೀ ಗೆ ವರದಿಯನ್ನು ಕೊಡಬೇಕೆಂದರೆ ಇವರು 100 ಮೀ Right of Way ಗೆ ವರದಿಯನ್ನು ಮಾಡುತ್ತಿದ್ದಾರೆ ವರದಿಯಲ್ಲಿ 67 ಹಳ್ಳಿಗಳಲ್ಲಿ ಭೂಸ್ವಾಧೀನ ಮಾಡುತ್ತೇವೆ ಎಂದಿದೆ ಆದರೆ ಪಿಪಿಟಿ ಸ್ಟೆಡ್ ನಲ್ಲಿ 78 ಹಳ್ಳಿಗಳು ಎಂದು ತಿಳಿಸುತ್ತಾರೆ. ಇದರ ಅರ್ಥ ಈ ವರದಿಯು ಹಿಂದೆಯಿಂದ ನಕಲು ಮಾಡಲಾಗಿದೆ ಯಾವುದೇ ತಪ್ಪು ಮಾಹಿತಿ ನೀಡಿ, ಕಾನೂನು ಉಲ್ಲಂಘನೆ ಮಾಡಿ ಪರಿಸರ ತೀರುವಳಿ ಪಡೆದರೆ ಅಂತಹ ತೀರುವಳಿಯನ್ನು ಯಾವುದೇ ಹಂತದಲ್ಲಿ ಹಿಂಪಡೆಯಬಹುದಾಗಿದೆ ಹಾಗಾಗಿ ರೈತರು ಯಾರು ಭಯ ಪಡುವ ಅವಶ್ಯಕತೆಯಿಲ್ಲ. ಸಾರ್ವಜನಿಕ ಸಭೆಯಲ್ಲಿ ಇಂತಿಷ್ಟೇ ಸಮಯಕ್ಕೆ ಮಾತನಾಡುವುದನ್ನು ಮುಗಿಸಬೇಕೆಂದು ಎಲ್ಲಿಯೂ ಇಲ್ಲ. ತಾವು ಮೊದಲು ಕೇಳಿಕೊಂಡಂತೆ ಲಿಖಿತ ರೂಪದಲ್ಲಿಯೇ ನನ್ನ ಎಲ್ಲಾ ಆಕ್ಷೇಪಣೆಗಳನ್ನು ಕೊಡಲು ನಾನು ಸಿದ್ಧನಿದ್ದೇನೆ ಇಲ್ಲಿ

  
Deputy Commissioner  
Kolar District



ಗಮನಿಸಬೇಕಾಗಿರುವುದು ಏನೆಂದರೆ ಸದರಿ ಸಭೆಗೆ ರೈತರಿಂತ ಹೆಚ್ಚು ಪೋಲಿಸ್ ಸ್ಟಾಂಪಿಯೇ ಇಲ್ಲಿ ಹೆಚ್ಚಿದ್ದಾರೆ ಯಾವ ಕಾರಣಕ್ಕೆ ಇಷ್ಟು ಪೋಲಿಸ್ ಸ್ಟಾಂಪಿಯನ್ನು ಇಟ್ಟುಕೊಂಡಿದ್ದಾರೆ ಎಂಬುದು ನನಗೆ ಗೊತ್ತಿಲ್ಲ ಆದರೆ ನಾನು ಇದ್ದಾವುದಕ್ಕೂ ಹೆದರುವುದಿಲ್ಲ ನಾವು ಹೆದರುವುದು ಸಂವಿಧಾನಕ್ಕೆ ಮಾತ್ರ ನಾನು ಇಲ್ಲಿ ಒಟ್ಟು ನಾಗರೀಕನ ಜವಬ್ದಾರಿಯಾಗಿ ಬಂದಿದ್ದೇನೆ. ಕೊನೆಯದಾಗಿ ಹೇಳುವುದಾದರೆ ಸಂಕ್ಷಿಪ್ತವಾಗಿ ಹೇಳಬೇಕೆಂದರೆ EIA ಅಧಿಸೂಚನೆ 2006 ರನ್ನು ಪಾಲಿಸಿಲ್ಲ ಹಾಗೂ ಬಿಡಿಎ ಕಾಯ್ದೆ ಪಾಲನೆಯಾಗಿಲ್ಲ. ಕಾಯ್ದೆಯ ಸೆಕ್ಷನ್ 27ರ ಪ್ರಕಾರ ಯಾವುದೇ ಒಂದು ಯೋಜನೆಯು 5 ವರ್ಷದ ಮೇಲೆ ಅದನ್ನು ಅಳವಡಿಸದಿದ್ದರೆ ತಾನೇ ತಾನಾಗಿ ಸತ್ತುಹೋಗುತ್ತದೆ ಇದು ಅಕ್ರಮ, ಕಾನೂನು ಬಾಹಿರ ನೀವು 5 ಅಲ್ಲಾ 500 ಸಾರ್ವಜನಿಕ ಸಭೆಗಳನ್ನು ಮಾಡಿದರು ನಿಮಗೆ ಮುರ್ಬಾದೆಯಿರುವುದಿಲ್ಲ ನಮ್ಮ/ಸಾರ್ವಜನಿಕರ ದುಕ್ಕನ್ನು ದಯವಿಟ್ಟು ಹಾಳುಮಾಡಬೇಡಿ ಆ ದುಕ್ಕನ್ನು ಸದ್ಭಳಕೆ ಮಾಡಿಕೊಂಡು ಬೇರೆ ಕಾರ್ಯಕ್ರಮಗಳಿಗೆ ಉಪಯೋಗಿಸಿಕೊಳ್ಳಿ ಹಾಗಾಗಿ ಈ ಯೋಜನೆಗೆ ನನ್ನ ಸಂಪೂರ್ಣ ವಿರೋಧವಿದೆ ಏಕೆಂದರೆ ಈ ಯೋಜನೆ ಅಕ್ರಮ, ಕಾನೂನು ಬಾಹಿರ ಮತ್ತು ಅನಧಿಕೃತವಾಗಿರುವುದರಿಂದ ಈ ಯೋಜನೆಯನ್ನು ಯಾವುದೇ ಕಾರಣಕ್ಕೂ ಮಾಡಬಾರದು. ಧನ್ಯವಾದಗಳು

5 ಶ್ರೀ ಭೀಮಶಾಸ್ತ್ರಿ.

ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ಕಚ್ಚೆ ಮಂಡಳಿ ನೌಕರರ ಗೃಹ ನಿರ್ಮಾಣ ಸಹಕಾರ ಸಂಘದಲ್ಲಿ ನಾನು ನಿವೇಶನ ಪಡೆದುಕೊಂಡಿದ್ದೇನೆ ಹಾಗೂ ಈಗಾಗಲೇ ನಿವೃತ್ತಿಯಾಗಿ ಶಾಶ್ವತ ಮನೆಗಳನ್ನು ಕಟ್ಟಿಕೊಂಡು ವಾಸ ಮಾಡುತ್ತಿದ್ದೇವೆ ಇದರ ಸಂಬಂಧ ಈಗಾಗಲೇ ಶ್ರೀ ವಿಜಯ್ ಕುಮಾರ್ ರವರು ಹೇಳಿದ್ದಾರೆ. ಭೂಸ್ವಾಧೀನ ಅಧಿಸೂಚನೆಯಾಗಿ 18 ವರ್ಷಗಳಾಗಿವೆನೂದಲು ಇದ್ದಂತಹ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಕನ್ನಡ್ವಾನ್ ಕೊಟ್ಟು ಅಧಿಸೂಚನೆಗಳನ್ನು ಹೊರಡಿಸಿ ನಿವೇಶನಗಳನ್ನು ಎಲ್ಲಾ ಸೂಸ್ಟೈಟಿಯವರಿಗೆ ಹಂಚಿಕೆಯಾಯಿತು ಸದ್ಯ ಎಲ್ಲರು ನಿವೃತ್ತಿಯಾಗಿದ್ದಾರೆ ಆದರೆ ಪ್ರಸ್ತುತ ಆ ನಿವೇಶನಗಳಲ್ಲಿ ಎಲ್ಲಾ ಶಾಶ್ವತ ಮನೆ/ಕಟ್ಟಡಗಳಿವೆ. ಇದಾದ ನಂತರ ರಿಂಗ್‌ರೋಡ್ ಎಂದು 100 ಮೀ ಅಗಲವೆಂದರು ನಂತರ 100 ಅಡಿ ಆಚೆ ಮನೆಗಳನ್ನು ನಿರ್ಮಿಸಿಕೊಂಡರು ಆದರೆ ಈ ದಿನ ಟೋಲ್ ರಸ್ತೆ ಎಂದು ಮಾಡುತ್ತಿದ್ದಾರೆ ಆದರೆ ಅದರ ಉದ್ದ ಮತ್ತು ಅಗಲ ಎಷ್ಟಿದೆ ಎಂಬುದು ಗೊತ್ತಿಲ್ಲ ಹಾಗಾಗಿ ಇದಕ್ಕೆ ಗಡಿ ಗುರುತಿಸುವ ಕಾರ್ಯವನ್ನು ಮಾಡಿ ಏಕೆಂದರೆ ಜನರು ಈಗಲು ಈ ಸ್ಥಳಗಳಲ್ಲಿ ಮನೆಗಳನ್ನು ನಿರ್ಮಿಸುತ್ತಿದ್ದಾರೆ ಮತ್ತು ಅವುಗಳಿಗೆ ಬಿಡಿಎ NOC ಅನ್ನು ಕೂಡ ಕೊಟ್ಟಿದೆ. ಈ 18 ವರ್ಷಗಳಿಂದ ನಮಗೆ ಯಾವುದೇ ಮಾಹಿತಿ ಈ ಸೂಸ್ಟೈಟಿಯಿಂದ ಕೂಡ ಬರಲಿಲ್ಲ ಎಲ್ಲಾ ಮನೆಗಳನ್ನು ಕಟ್ಟಿಕೊಂಡು ತೋಳಿಯುವಂತಾಗಿದೆ ಏಕೆಂದರೆ 18 ವರ್ಷಗಳಿಂದ ಕಾಯ್ದೆಗಳಿಂದ ಯಾವುದೇ ರೀತಿಯಾದ ಪರಿಹಾರ ಸಿಗಲಿಲ್ಲ. ಕಟ್ಟಿರುವ ಮನೆಗಳ ಗತಿಯೇನು? ಇನ್ನೂ ಎಷ್ಟು ವರ್ಷ ಕಾಯಬೇಕು ಎಂಬ ಗೊಂದಲಗಳಲ್ಲಿ ಜನರಿದ್ದಾರೆ ಇದರ ಮಧ್ಯೆ ರೈತರಿಂದ ಮುಷ್ಕರಗಳು ಮತ್ತು ಬಿಡಿಎ ರವರು ಸಾಕಷ್ಟು ಪ್ರತಿಭಟನೆಗಳು ಇವೆಲ್ಲಾ ಬರುತ್ತವೆ ಆದರೆ ಇದಕ್ಕೆ ಇಂದಿನವರೆಗೂ ಸಂಬಂಧ ಗಡಿ ಗುರುತಿಸುವಿಕೆಯ ಕಾರ್ಯವಾಗಿಲ್ಲ. ಹಾಗಾಗಿ 18 ವರ್ಷಗಳಿಂದ ನೀವು ಅಧಿಸೂಚನೆಗಳ ಹೊರಡಿಸುವಿಕೆಯೊಂದಿಗೆ ರಸ್ತೆಯ ಗಡಿನ್ನು ಅಂತಿಮಗೊಳಿಸಿದ್ದರೆ ರೈತರು ಮನೆಗಳನ್ನು ಆ ಜಾಗಗಳಲ್ಲಿ ಕಟ್ಟುತ್ತಿರಲಿಲ್ಲ. ಪರಿಹಾರ ಕೊಡಲು ಹೆಚ್ಚಿನ ಸಂಪತ್ತಿಯಲ್ಲಿ ಎಲ್ಲಾ ಶಾಶ್ವತ ನಿರ್ಮಾಣಗಳಿವೆ ಇವುಗಳಿಗೆ ಎಷ್ಟು ಎಂದು ಪರಿಹಾರ ಕೊಡುವಿರಿ? ಇದರಿಂದ ಬಿಡಿಎ ಸಂಸ್ಥೆಗೆ ನಷ್ಟ ಸೃಷ್ಟಿಗಳಿಗೂ ಹಾಗೂ ಮನೆಗಳಿಗೆ ಪರಿಹಾರ ಕೊಡಲು ಬಿಡಿಎ ಸಂಸ್ಥೆಗೆ ಸಂಘದವರ ಸುಮಾರು ಮನೆಗಳನ್ನು ಪರಿಗಣಿಸಿ ಗಡಿಯನ್ನು ಗುರುತಿಸುವ ಮೂಲಕ ಜನರಿಗೆ ನಮ್ಮರಿಯನ್ನು ಕೊಡಬೇಕು ಎಂದು ತಮ್ಮಲ್ಲಿ ನನ್ನ ಮನವಿ ಹಾಗೂ ಎಲ್ಲರಿಗೂ ನನ್ನ ಧನ್ಯವಾದಗಳು.

6 ಶ್ರೀ ರಮೇಶ್, ರಾಮಗೊಂಡನಹಳ್ಳಿ

ಇವರು ಮೂತನಾಡುತ್ತಾ ನಮ್ಮ ಭೂಮಿಯು ಘಂಪರಲ್ ರಿಂಗ್ ರಸ್ತೆ ಮತ್ತು ಡಾ. ಶಿವರಾಮಕಾರಂತ ಲೇಡಿಸ್ 2 ಯೋಜನೆಗಳಿಗೆ ಸ್ವಾಧೀನವಾಗುತ್ತಿದೆ. ಈ ದಿನ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳ ನೇತೃತ್ವದಲ್ಲಿ ನಡೆಯುತ್ತಿರುವ ಸಭೆಯು ಪ್ರಜಾಪ್ರಭುತ್ವದ ಅಂಶ ಎಂದು ಹೇಳುವುದಕ್ಕೆ ಇಚ್ಛಿಸುತ್ತೇನೆ ಕಾರಣ ನನ್ನ ಬಿಡಿಎ ಕಛೇರಿಯ ಮುಂದೆ ದರಣಿ ಮಾಡುತ್ತಿರುವ ರೈತರನ್ನು ಪೋಲಿಸ್ ಕಸ್ತಡಿಯಲ್ಲಿಟ್ಟು ಇಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಸಭೆಯನ್ನು ಮಾಡುತ್ತಿದ್ದಾರೆ ಎಂದರೆ ಇದರ ಅರ್ಥ ಏನು ಎಂಬುದು ನನಗೆ ಅರ್ಥವಾಗುತ್ತಿಲ್ಲ. ನಾನು ಕೂಡ ರಾತ್ರಿ ಪೂರ್ತಿ ಉಪವಾಸದಲ್ಲಿ ಪಾಲ್ಗೊಂಡಿದ್ದೆ ಆದರೆ ನೀವು ಇಲ್ಲಿ ಸಭೆಯನ್ನು ಮಾಡುತ್ತಿದ್ದೀರಾ? ಈ ಯೋಜನೆ ಪ್ರಾರಂಭವಾಗಿ 18 ವರ್ಷಗಳು ಕಳೆದಿದೆ ನಾವು ಚಕ್ಕೆ ಮಕ್ಕಳಿದ್ದಾಗ ಆದರೆ ಈ ದಿನ ನಮ್ಮ ಮಕ್ಕಳು ನಮ್ಮ ಪಯಸ್ಸಿಗೆ ಬಂದಿದ್ದಾರೆ ಆದರೆ ಯೋಜನೆ ಮಾತ್ರ ಪೂರ್ಣಗೊಂಡಿಲ್ಲ ಇದರಿಂದಾಗಿ ನಮ್ಮ ಮಕ್ಕಳ ಬೇಡಿಕೆಗಳು/ಪೂರೈಕೆಗಳನ್ನು ಸಹಾ ನಾವು ಪೂರೈಸಲು ಆಗುತ್ತಿಲ್ಲ. ನೀವು ಇಲ್ಲಿ ಹೋಸೆ ವರದಿಯನ್ನು ಮಾಡಿದ್ದೇವೆ ಎಂದು ಹೇಳುತ್ತೀರಾ, ಇಡಿ ಕರ್ನಾಟಕದಲ್ಲಿರುವ ಯೋಜನೆಗಳಿಗೆ ಒಂದು ರೀತಿಯಾದ ಪರಿಹಾರವಾದರೆ ಬಿಡಿಎ ಮಾಡುವಂತಹ ಘಂಪರಲ್ ರಿಂಗ್ ರಸ್ತೆ ಮತ್ತು ಡಾ. ಶಿವರಾಮಕಾರಂತ ಬಡಾವಣೆ ಯೋಜನೆಗಳಿಗೆ ಮಾತ್ರ ಒಂದು ಕಾನೂನಿದೆ ಅದು

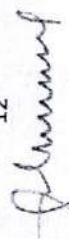
Commissioner  
Mangalore District



ಏಕೆ ಮತ್ತು ಹೇಗೆ ಎಂಬುದು ನನಗೆ ಗೊತ್ತಿಲ್ಲ. ಉದಾ: ಚೆನ್ನೈ -ಬೆಂಗಳೂರು ರಸ್ತೆಯ ರೈತರಿಗೆ 1 ಗುಂಟಿಗೆ 9 ಲಕ್ಷ ಕೊಡುತ್ತಿದ್ದಾರೆ ಬಿಡಿ ಎಕೆ ಈ ವ್ಯಾಪ್ತಿಗೆ ಒಳಪಡುವುದಿಲ್ಲ ಎನ್ನುವುದು ಗೊತ್ತಿಲ್ಲ ಬಿಡಿ 1894ರ ಕಾಯ್ದೆಯ ಪ್ರಕಾರ ಪರಿಹಾರಗಳನ್ನು ಕೊಡುತ್ತೇವೆ ಎಂದು ಹೇಳುತ್ತಾರೆ ಅಂದರೆ ಬಿಡಿ ಎಂದರೆ Bid and Development Authority ಉಪಾ Benagaluru Development Authority ಎನ್ನುವುದು ನನಗಂತು ಗೊತ್ತಾಗುತ್ತಿಲ್ಲ ದಯಮಾಡಿ ಮೊದಲು ರೈತರ ಕಷ್ಟಗಳನ್ನು ಪರಿಗಣಿಸಿ ಏಕೆಂದರೆ ಪ್ರಸ್ತುತ ಎಲ್ಲಾ ರೈತರು ಯಾರೂ ಒಡೆಯದ-ಬಡೆಯದ ಸಾಯುವಂತಹ ಪರಿಸ್ಥಿತಿಗೆ ಬಂದಿದ್ದೇವೆ. ಸಾವಿರಾರು ಎಕರೆ ಜಮೀನು ಇರುವುದು ಬೆಂಗಳೂರು ಉತ್ತರ ಭಾಗದಲ್ಲಿ ನೀವು ಫೆರಿವೆರಲ್ ರಿಂಗ್ ರಸ್ತೆಗೆ 2000 ಎಕರೆ ಮತ್ತು ಶಿವರಾಮ ಕಾರಂತ ಬಡಾವಣೆಗೆ 3000 ಹೀಗೆ ಒಟ್ಟು 5000 ಎಕರೆಗಳನ್ನು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಂಡರೆ ರೈತರುಗಳಾದ ನಾವು ಆಹಾರ ಮತ್ತು ಬದುಕನ್ನು ರೂಪಿಸಿಕೊಳ್ಳುವುದು ಹೇಗೆ? ಹೋಗಲೇ ನೀವು ಯಾವ ಯೋಜನೆಯನ್ನಾದರೂ ಕಾಲದ ಮಿತಿಯಲ್ಲಿ ಮಾಡಿ ಮುಗಿಸಿದ್ದೀರಾ? ಫೆರಿವೆರಲ್ ರಿಂಗ್ ರಸ್ತೆ ಪ್ರಾರಂಭವಾಗಿ 18 ವರ್ಷಗಳಾಯಿತು ಡಾ.ಶಿವರಾಮ ಕಾರಂತ ಬಡಾವಣೆ ಯೋಜನೆ ಪ್ರಾರಂಭವಾಗಿ 15 ವರ್ಷಗಳಾಯಿತು ಆದರೆ ಇವತ್ತಿನವರೆಗೂ ಪರಿಹಾರ ಸಿಕ್ಕಿಲ್ಲ ನಮ್ಮ ಮಕ್ಕಳ ಮದುವೆ ಮಾಡಲು ಒಂದು 10 ಗುಂಟೆ ಜಮೀನು ಮಾರಬೇಕೆಂದರೆ ಆಗುತ್ತಿಲ್ಲ ಸುಮಾರು ಜನ ರೈತರು ಆರೋಗ್ಯದ ಸಮಸ್ಯೆಗಳಿಂದ ಹಾಗೂ ಸಾಂಕ್ರಾಮಿಕ ರೋಗಗಳ ವೆಚ್ಚಗಳನ್ನು ಭರಿಸಲಾಗದೆ ಜೀವವನ್ನು ಕಳೆದುಕೊಂಡಿದ್ದಾರೆ. ಹೀಗಾದರೆ ನಾವು ಯಾವ ರೀತಿ ಉಳಿಯುವುದು? ಯೋಜನೆ ಮಾಡುವುದಾಗಿ ಹೇಳುವಿರಿ ಆದರೆ ಯಾವಾಗ? EIA ಅಧಿಸೂಚನೆ 2006 ರ ಪ್ರಕಾರ ಈ ಸಭೆ ಮಾಡುತ್ತಿರುವುದೇ ಕಾನೂನು ಬಾಹಿರ, ಈ ಸಭೆಯ ಔಚಿತ್ಯವೇನು? ಯಾವ ಕಾನೂನನ್ನು ಬಳಸಿಕೊಂಡು ಈ ವರದಿಯನ್ನು ಮತ್ತು ಸಭೆಯನ್ನು ಮಾಡಿದ್ದಿರಿ? ಯಾರಿಗೆ ಅನುಕೂಲ ಮಾಡಲು ಹೊರಟಿದ್ದೀರಿ? 2014ರಲ್ಲಿ ಒಂದು ವರದಿ ಮಾಡಿದ್ದೀರಿ ಅದರಲ್ಲಿ 12400 ಮರಗಳು ತೆರವುಗೊಳಿಸಬೇಕೆಂದು ಹೇಳಲಾಗಿದೆ ಆದರೆ ಇವತ್ತಿನ ವರದಿಯಲ್ಲಿ 38600 ಮರಗಳು ತೆರವುಗೊಳಿಸಬೇಕೆಂದು ಹೇಳುವಿರಿ ಅಂದರೆ 2014 ರಿಂದ ಈವರೆಗೆ ಮರಗಳೇನಾದರು ಮರಗಳು ಹಾಕಿದವೇ? ಹೊಸದಾಗಿ ಭೂಮಿಯನ್ನು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳಲು ಹೋಗಿರುವ ಜಮೀನಿನಲ್ಲಿ ಎಷ್ಟು ಮರಗಳಿವೆ ಎಂಬುದು ನೀವು ತಿಳಿಸಿಯೇ ಇಲ್ಲ ಹಾಗಾದಲ್ಲಿ ಸರಿಯಾದ ಮಾಹಿತಿಯನ್ನು ವರದಿಯಲ್ಲಿ ತಿಳಿಸಲಾಗಿಲ್ಲ. ಸದ್ಯ ದೇಶದಲ್ಲಿ ಒಂದು ದೇಶ ಒಂದು ಕಾನೂನು ಮತ್ತು ಒಪ್ಪಿ ಪ್ರಜೆ ಒಂದು ಫೋಟು ಎನ್ನುತ್ತಿದ್ದಾರೆ. ಕರ್ನಾಟಕದಲ್ಲಿ ಬೇರೆ ಎಲ್ಲಾ ಯೋಜನೆಗಳಿಗೆ ಒಂದು ರೀತಿಯ ಪರಿಹಾರವೆಂದರೆ ಬಿಡಿ ಎ ಅವರದ್ದೆ ಒಂದು ಪರಿಹಾರ ಅಂದರೆ ಇದರ ಅರ್ಥ ಬೆಂಗಳೂರು ಭಾಗದ ರೈತರು ಬದುಕಬಾರದೇ? ದಯಮಾಡಿ ಇವೆಲ್ಲಾ ಪರಿಗಣಿಸಬೇಕು ಈಗಲೂ ಕೂಡ ರೈತರು ಧರಣಿ ಮಾಡುತ್ತಿದ್ದಾರೆ ಆಡುಗೋಡಿ ಪೊಲೀಸ್ ಠಾಣೆಯ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ ರೈತರನ್ನು ಬಂಧಿಸಲಾಗಿದೆ ಇಂತಹ ಸಂದರ್ಭದಲ್ಲಿ ಇಲ್ಲಿ ಸಭೆ ನಡೆಯುತ್ತಿರುವುದು ನಿಜವಾಗಿಯೂ ಪ್ರಜಾಪ್ರಭುತ್ವದ ಅಣಕವೆ ಸರಿ ಈ ಕೂಡಲೇ ಇದರ ಬಗ್ಗೆ ಕ್ರಮಕೈಗೊಳ್ಳಬೇಕು

7. ಶ್ರೀಮತಿ ಲಲಿತಾ, ದೊಡ್ಡಗುಬ್ಬೆ

15 ವರ್ಷಗಳ ಒಂದೆ ನನ್ನ ಪೋಷಕರು ಈ ಸ್ಥಳಕ್ಕೆ ಬಂದಿದ್ದರು ಆ ಸಮಯದಲ್ಲಿ ಇಂದಿಷ್ಟು ಹುಲ್ಲು ಕೂಡ ಇರಲಿಲ್ಲ ಅವರು 300 ಮರಗಳನ್ನು ನೆಡಿಸಿ ಬೆಳೆಸಿರುತ್ತಾರೆ ಇವುಗಳಲ್ಲಿ 100 ಸಮೋಟು, 100 ತೆಂಗಿನಮರ, 100 ಮಾವಿನಮರಗಳು ಸೇರಿರುತ್ತವೆ. ನಾನು ಇದೇ ಮರಗಳೊಂದಿಗೆ ಬೆಳೆದಿದ್ದೇನೆ. ಆದರೆ ಈಗ ನೀವು ಎಲ್ಲಾ ನನ್ನ ಮರಗಳನ್ನು ನಿಮ್ಮ ಯೋಜನೆಯ ಉದ್ದೇಶಕ್ಕಾಗಿ ನಾಶಮಾಡಿ ತೆಗೆದುಕೊಂಡು ಹೋಗುತ್ತಿದ್ದೀರ ಇದಕ್ಕೆ ನಾನು ಏನು ಹೇಳುವುದು? ಮರಗಳನ್ನು ನಾಶಪಡಿಸಿ ಮತ್ತು ಭೂಮಿಯ ಮೇಲೆ ಹೋಗುವುದಕ್ಕೆ? ಇದರಿಂದಾಗಿ, ಯಾರಿಗೆ ಅನುಕೂಲ? ಬೆಂಗಳೂರು ನಗರಕ್ಕೆ ಇದರಿಂದ ಪರಿಸರವಾಗಿ ಅನುಕೂಲವಾಗುವುದಿಲ್ಲ ಏಕೆಂದರೆ 3860 ಮರಗಳನ್ನು ಕಡೆಯುವುದರಿಂದ ಯಾವುದೇ ಅನುಕೂಲವಾಗುವುದಿಲ್ಲ ಹಾಗಾಗಿ ಇದರ ಬಗ್ಗೆ ಯೋಜನೆ ಮಾಡಿ. ಎಲ್ಲಾ ಮರಗಳ ಗಣತಿ ಮಾಡಬೇಕು ಮತ್ತು ನನ್ನ ಜಮೀನಿನಲ್ಲಿ ಎಷ್ಟು ಮರಗಳಿವೆ ಎಂಬುದು ಸರಿಯಾದ ಮಾಹಿತಿ ನನಗೆ ಬೇಕು ಇದು ನನ್ನ ಮನವಿ ಹಾಗೂ ನಾವು 15 ವರ್ಷಗಳಲ್ಲಿ ಸುಮಾರು ಮರಗಳನ್ನು ನೆಟ್ಟಿದ್ದೇವೆ ಉದಾ:ನಿಂಬೆ, ಹೂ ಗಿಡಗಳು ಒಂದು ಸುಂದರವಾದ ಪರಿಸರವನ್ನು ನಾವು ಸೃಷ್ಟಿ ಮಾಡಿದ್ದೇವೆ ಇದರಿಂದಾಗಿ ನಮ್ಮ ಆರೋಗ್ಯವು ಕೂಡ ಸರಿಯಾಗಿದೆ ಅಸ್ತಮಾ ಕೂಡ ಕಡಿಮೆಯಿದೆ, ನನಗೆ ಪ್ರತಿಯೊಂದು ಮರದ ಲೆಕ್ಕ ಕೊಡಬೇಕಾಗಿ ಯೋಜನಾ ಪ್ರಾಧಿಕಾರವನ್ನು ಕೇಳಿಕೊಳ್ಳುತ್ತೇನೆ. ದಯವಿಟ್ಟು ಮರಗಳ ಗಣತಿಯನ್ನು ಮಾಡಿ ಯಾವ ಜಾತಿಯು, ಪ್ರಭೇದದ ಮರಗಳು ಮತ್ತು ಅವುಗಳ ವಯಸ್ಸು ಮುಂತಾದವುಗಳ ಬಗ್ಗೆ ಸರಿಯಾಗಿ ತಿಳಿಸಬೇಕು. ಈಗ ನಾನು ಹೊಂದಿದ್ದ ಮರಗಳಿಗೆ ಸಂಬಂಧಿಸಿದ ಪ್ರಮಾಣಪತ್ರವನ್ನು ಗೋಡೆಯ ಮೇಲೆ ಅಷ್ಟೆ ಇದೆ ಹಾಗಾಗಿ ಮರಗಳ ಗಣತಿಯಾಗಬೇಕು ನಾನು ಕೂಡ ಈ ಮರಗಳ ಗಣತಿಯನ್ನು ಮಾಡಲು ಮುಂದಾಗಿದ್ದೆ ಆದರೆ ನಾನು ಪೂರ್ಣಗೊಳಿಸುವುದರಲ್ಲಿ ಯಶಸ್ವಿಯಾಗಲಿಲ್ಲ, ಆದ್ದರಿಂದ ನಾನು ಈ ಸಾರ್ವಜನಿಕ ಸಭೆಯ ಅವಕಾಶವನ್ನು ಉಪಯೋಗಿಸಿಕೊಂಡು ಸಂಬಂಧಪಟ್ಟ ಇಲಾಖೆಯವರಿಗೆ ಮನವಿ ಮಾಡುತ್ತಿದ್ದೇನೆ. ದಯವಿಟ್ಟು ಇದನ್ನು ಗಂಭೀರವಾಗಿ ಪರಿಗಣಿಸಿ ಮರಗಳನ್ನು ಪ್ರೀತಿ ಮಾಡಿ ಮತ್ತು ಮರಗಳ ಗಣತಿ ಮಾಡಿ ಹಾಗೆಯೇ ಕಡೆಯುವ ಮರಗಳು ಮತ್ತು ಅವುಗಳ ಕಟ್ಟಿಗೆ ಎಲ್ಲಿಗೆ ಹೋಗುತ್ತವೆ ಎಂಬುದು ನನಗೆ ಗೊತ್ತಾಗಬೇಕು ಮತ್ತು ಇದರ ಬಗ್ಗೆ ಪಾರದರ್ಶಕವಾದ ಮಾಹಿತಿಯನ್ನು

  
Deputy Commissioner  
Bangalore Urban District,  
Bangalore



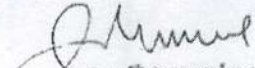
ಸಾರ್ವಜನಿಕವಾಗಿ ಗೊತ್ತಾಗುವ ರೀತಿ ಮಾಡಬೇಕು ಪ್ರತಿಯೊಂದು ಮರ ಮತ್ತು ಅದರ ಕಟ್ಟಿಗೆ ಎಲ್ಲಿಗೆ ಹೋಗುತ್ತದೆ ಎಂಬುದು ಗೊತ್ತಾಗಬೇಕು ಸುಮಾರು 38 ಸಾವಿರ ಮರಗಳು ಕಡೆಯುತ್ತಿದ್ದು ಇವೆಲ್ಲಾ ಎಲ್ಲಿಗೆ ಹೋಗುತ್ತವೆ ಎಂಬುವುದನ್ನು ನಿಖರವಾಗಿ ಸಾರ್ವಜನಿಕ ವೇದಿಕೆಯಲ್ಲಿ ತಿಳಿಸಬೇಕು. ಈ ನನ್ನ ಸಂಕಟ ನನ್ನದು; ಮಾತ್ರವಲ್ಲ ಈ ಯೋಜನೆಯಿಂದ 10 ಲಕ್ಷ ಜನರು ಪರಿಣಾಮಕ್ಕೆ ಒಳಗಾಗುತ್ತಾರೆ ಅದರ ನಾನು EIA ವರದಿಯಲ್ಲಿ ನೋಡಿದಾಗ 7.4 ಲಕ್ಷ ಜನರು ಪರಿಣಾಮಕ್ಕೆ ಒಳಗಾಗುತ್ತಾರೆ ಎಂದು ತಿಳಿಸಲಾಗಿರುತ್ತದೆ. ಇದನ್ನು NABL ಮಾನ್ಯತೆ ಪಡೆದಿರುವ ಪರಿಸರ ಸಮಾಲೋಚಕರು ಅಧ್ಯಯನ ಮಾಡಿರುತ್ತಾರೆ ಇದೊಂದು ವಿಶ್ವಾಸಾರ್ಹ ಸಂಖ್ಯೆ. ಆ ವರದಿಯಲ್ಲಿ ಅವರು 18 ಬಿಬಿಎಂಪಿ ವಾರ್ಡ್‌ಗಳ ಜನಸಂಖ್ಯೆಯನ್ನು ಈ ಪರಿಣಾಮಕ್ಕೆ ಒಳಗಾಗುವ ಜನಸಂಖ್ಯೆಗೆ ಸೇರಿಸಿಲ್ಲ ಏಕೆ ಸೇರಿಸಿಲ್ಲ ಎಂಬುದು ನಿಗೂಢ ಹಾಗಾಗಿ ದಯವಿಟ್ಟು ಈ ವಾರ್ಡ್‌ಗಳ ಜನಸಂಖ್ಯೆಯನ್ನು ಸಹಾ ಸೇರಿಸಿ. ಒಟ್ಟಾರೆಯಾಗಿ ಈ ಯೋಜನೆಯಿಂದ ಸುಮಾರು 10 ಲಕ್ಷ ಜನರು ಪರಿಣಾಮಕ್ಕೆ ಒಳಗಾಗುತ್ತಾರೆ. ಇದಲ್ಲದೇ ನನ್ನ ಅಭಿನಂದನೆಗಳನ್ನು ಮರಗಳ ಮರುನೆಡುವಿಕೆಗಾಗಿ ಸಲ್ಲಿಸುತ್ತೇನೆ ಆದರೆ ಈ ಕಾರ್ಯವು ಸರಿಯಾಗಿ ಮಾಡಬೇಕು ನಾಗರಿಕರ ಒತ್ತಾಯದಿಂದ ಈ ಕಾರ್ಯವಾಗುತ್ತದೆ ಎಂದು ಅಂದುಕೊಳ್ಳುತ್ತೇನೆ. ಧನ್ಯವಾದಗಳು

8. ಶ್ರೀ ನರಸಿಂಹಮೂರ್ತಿ ಕೆ ಪಿ, ದೊಡ್ಡಬಳ್ಳಾಪುರ

ಎಲ್ಲ ಅಕ್ಕ-ತಂಗಿಯರಿಗೆ ಅಣ್ಣ-ತಮ್ಮಂದಿರಿಗೂ ನನ್ನ ನಮಸ್ಕಾರಗಳು ತಿಳಿಸುತ್ತಾ, ಬಿಡಿಎ ಸಂಸ್ಥೆಯವರು ಪ್ರಸ್ತುತ ಜಾಲಿಯಲ್ಲಿರುವ ದೊಡ್ಡಬಳ್ಳಾಪುರ ಮತ್ತು ಬಳ್ಳಾರಿ ರಸ್ತೆಯಲ್ಲಿ ಈಗಾಗಲೇ ಮರಗಳನ್ನು ನೆಟ್ಟಿದ್ದಾರೆ ಅವುಗಳಲ್ಲಿ ಯಾವುದಾದರೂ ಒಂದು ಆಲದಮರ, ಅರಳಿಮರ ಅಥವಾ ಹಣ್ಣಿನ ಮರ ಇದೆಯೆ ಎಂಬುದು ನೋಡಿ. ಬಿಡಿಎ ಅಭಿವೃದ್ಧಿ ಪಡಿಸಿರುವ ವಸತಿ ಪ್ರದೇಶಗಳಲ್ಲಿ ಒಂದು ಪಕ್ಷಿಗೊಸ್ಕರ ಒಂದು ಅರಳಿಮರವಿದೆಯೇ? ಸಾವಿರಾರು ಮರ ನೆಡುತ್ತೇವೆ ಎನ್ನುತ್ತಾರೆ ಆದರೆ ಇಲ್ಲಯವರೆಗೂ ಯಲಹಂಕದಿಂದ ದೊಡ್ಡಬಳ್ಳಾಪುರದ ರಸ್ತೆಯುದ್ದಕ್ಕೂ ಹಾಗೂ ಬಳ್ಳಾರಿ ರಸ್ತೆಯಲ್ಲಿ ಪ್ರಸ್ತುತ ಅದೆಷ್ಟು ಮರಗಳನ್ನು ಕಡಿದಿದ್ದಾರೆ. ಮುಂಚೆ ರಸ್ತೆಯ ಅಕ್ಕಪಕ್ಕದಲ್ಲಿ ಹಣ್ಣು ಹಂಪಲುಗಳ ಮರಗಳನ್ನು ನೆಡುತ್ತಿದ್ದರು ಆದರೆ ಈಗ ಯಾವುದೂ ಶೋ ಗಿಡಗಳನ್ನು ತಂದು ನೆಡುತ್ತಾರೆ ಇದರಿಂದಾಗಿ ಪಕ್ಷಿಗಳಿಗೆ ತಿನ್ನಲು ಆಹಾರ ಸಿಗುವುದಿಲ್ಲ ಅದೇ ಗೌಡರ ಕಾಲದಲ್ಲಿ ನೀರಿನ ಕಟ್ಟಿಗಳನ್ನು ಮಾಡಿ ಪಕ್ಷಿಗಳಿಗೆ ಕುಡಿಯಲು ನೀರನ್ನು ಒದಗಿಸುತ್ತಿದ್ದರು ಆದರೆ ಈಗ ಕುಡಿಯುವ ನೀರು ಕೂಡ ಕಲುಷಿತ ಮತ್ತು ನಾವು ಹಾಕುವ ಕೂಳು ಈಗ ಕಾಗೆ ತಿನ್ನುವುದಿಲ್ಲ ಎಂದರೆ ಅರ್ಥ ಮಾಡಿಕೊಳ್ಳಿ, ಇತ್ತೀಚಿನ ದಿನಗಳಲ್ಲಿ ತಿನ್ನಲು ಕಾಗೆಗಳು ಸಿಗುವುದಿಲ್ಲ ಅವುಗಳ ಬದಲು ಹಸುಗಳನ್ನು ಬಿಡುವ ಪರಿಸ್ಥಿತಿ ಉಂಟಾಗಿದೆ. ಇಂತಹ ಯೋಜನೆಗಳಿಂದ ಪರಿಸರವನ್ನು ನಾಶಗೊಳಿಸಿ ಈ ರಸ್ತೆಗಳೆಲ್ಲಾ ನಮ್ಮ ಸ್ವಾರ್ಥಕ್ಕಾಗಿ ಮಾಡಿಕೊಳ್ಳುತ್ತಿದ್ದೇವೆ ಆದರೆ ಪಕ್ಷಿ ಸಂಕುಲ ಎಲ್ಲಿ ಹೋಯಿತು? ಹಿಂದೆ ಪಾರಿವಾಳ, ಗುಬ್ಬಿಚ್ಚಿಗಳ ಸಂಖ್ಯೆ ಅಗಾಧವಾಗಿದ್ದವು ಇವೆಲ್ಲಾ ಈಗ ಎಲ್ಲಿ ಹೋಯಿತು? ಈ ಯೋಜನೆಗಾಗಿ ನಾಶವಾಗಿ ಹೋಗುತ್ತಿರುವ ಮರಗಳಲ್ಲಿ ಇವರು ಕೇವಲ 4 ಮರಗಳ ಜಾತಿಗಳನ್ನು ಹೇಳುತ್ತಿದ್ದಾರೆಯೆ ಹೊರತು ರಸ್ತೆಯ ಜೋಡಣೆಯಲ್ಲಿ ರೈತರ ಬೋರ್‌ವೆಲ್‌ಗಳು ಎಷ್ಟಿವೆ ಎಂಬುದರ ಬಗ್ಗೆ ಸಮೀಕ್ಷೆ ಇವರು ಮಾಡಿದ್ದಾರೆಯೇ? 2250 ಎಕರೆಯಲ್ಲಿ ಎಷ್ಟು ಬೋರ್‌ವೆಲ್‌ಗಳು ಮಾವಿನಮರಗಳು, ತೆಂಗಿನಮರಗಳು ಬರುತ್ತವೆ, ಈ ಮರಗಳಿಗೆ ರೈತರು ದುಡ್ಡು ಹಾಕಿಲ್ಲವೇ? ಒಂದು ತೆಂಗಿನಮರ ಇದ್ದರೆ ಒಬ್ಬ ಮಗನಿದ್ದಂತೆ ಇವೆಲ್ಲಾ ಬಿಡಿಎ ಅಧಿಕಾರಿಗಳಿಗೆ ಲೆಕ್ಕಕ್ಕೆಲ್ಲ ಈ ಯೋಜನೆ ಮಾಡುವುದರಿಂದ ರೈತರಿಗೆ ಹೆಚ್ಚು ಅನಾನುಕೂಲವೆ ಹೊರತು ಅನುಕೂಲವಂತೂ ಇಲ್ಲ. ದಾಬಸ್‌ಪೇಟೆಯಲ್ಲಿ 6 ಲೇನ್ಸ್ ಬರುತ್ತಿದೆ ಈ ಫೆರಿಪೆರಲ್ ರಿಂಗ್ ರಸ್ತೆಯು ಕೊನೆಗೆ ಗ್ರಾಮಾಂತರಗಳಲ್ಲಿ ಹಾದು ಹೋಗುತ್ತದೆ 45 ಟೋಲ್ ಫ್ಲಾಜಾಗಳು ಮಾಡಿದರೆ ಟೋಲ್ ಯಾರು ಕಟ್ಟುವವರು? ನಾವು ಜಮೀನು ಕೊಟ್ಟು ಸುಂಕ ಮತ್ತು ಟೋಲ್‌ಗಳನ್ನು ಸಹಾ ಕಟ್ಟಬೇಕೆ? ಟೋಲ್‌ಗಳಿಗೆ ಇಷ್ಟೆ ವ್ಯಾಪ್ತಿಯಂತೆ ನಿಯಮಗಳಿವೆ.

ಈಗ ಟೋಲ್‌ಗಳಿಗಾಗಿ ಹೆಚ್ಚುವರಿ ಭೂಮಿಯನ್ನು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳುವುದಾಗಿ ತಿಳಿಸಿದ್ದಾರೆ ಇವರಿಗೆ ಮನಬಂದಂತೆ ಯೋಜನೆ ಮಾಡಬಹುದು ನಾವು ಬಿಡಿಎ ಕಛೇರಿಗಳಿಗೆ ಪ್ರತಿಸಲು ಹೋದರೆ ಪೋಲಿಸ್ ಸಿಬ್ಬಂದಿಯಿಂದ ಜೈಲಿಗೆ ಹಾಕಿಸುತ್ತಾರೆ. ಉನ್ನತ ಹುದ್ದೆಯಲ್ಲಿರುವವರಿಗೆ NOC ಯನ್ನು ಕೊಡುತ್ತಾರೆ ಅದನ್ನು ಸಾಮಾನ್ಯರಿಗೇಕೆ ಕೊಡಬಾರದು? ರೈತರಿಗೆ ಖಾಲಿ ಜಾಗಗಳಲ್ಲಿ NOC ಯನ್ನು ಕೊಡಿ. ಕೊರೊನಾ ಸಂದರ್ಭದಲ್ಲಿ ಅದೆಷ್ಟೋ ರೈತರು ವೆಚ್ಚಭರಿಸದೇ ಸತ್ತಿದ್ದಾರೆ ಇವರುಗಳಿಂದ ನಾವು ಆತ್ಮಹತ್ಯೆ ಮಾಡಿಕೊಳ್ಳುವ ಪರಿಸ್ಥಿತಿ ನಿರ್ಮಾಣವಾಗಿದೆ.

ಈಗ ಮಂಗ, ಕಾಗೆ, ಗುಬ್ಬಿಚ್ಚಿಗಳು ಕಾಣೆಯಾಗುತ್ತವೆ ಹಾಗಾಗಿ ಪರಿಸರಕ್ಕೆ ಹಾನಿಯುಂಟು ಮಾಡುವ ಈ ಯೋಜನೆ ಅನುಸ್ಥಾನ ಮಾಡುವುದು ಬೇಡ, ಮುಂಚೆ ಇಲ್ಲಿಂದ ದೊಡ್ಡಬಳ್ಳಾಪುರದ ವರೆಗೆ ಎಷ್ಟು ಮರವಿತ್ತು ಈಗ ಎಷ್ಟು ಮರ ಹಾಕಿದ್ದಾರೆ ಎಂಬುವುದನ್ನು ನೀವೇ ತೆಗೆದು ನೋಡಿ ಯೋಜನೆ ಅಧಿಕಾರಿಗಳು ಅಷ್ಟು ಮರಗಳನ್ನು ನೆಡುತ್ತೇವೆ ಎನ್ನುತ್ತಾರೆ ಆದರೆ ಅವುಗಳಿಗೆ ಒಂದು ತೊಟ್ಟು ನೀರು ಬಿಡಲು ಕೂಡ ಇವರಿಗೆ ಯೋಗ್ಯತೆಯಿಲ್ಲರೈತರು ಯಲಹಂಕದಲ್ಲಿ ಅಡಿ ಭೂಮಿಯನ್ನು 9 ಸಾವಿರಕ್ಕೆ ಮಾರಿ ಸದ್ಯ ಸಕ್ಕೊಟಿಗಳಾಗಿ 8 ಸಾವಿರಗಳಿಗೆ ಕೆಲಸ ಮಾಡುತ್ತಿದ್ದಾರೆ ಇವೆಲ್ಲಾ ನಮಗೆ ಬೇಕಾ? 18 ವರ್ಷದಿಂದ ಸುಮ್ಮನಿದ್ದು ಈಗ ಭೂಪರಿಹಾರಗಳನ್ನು 2013 ರ ಕಾಯ್ದೆಯಂತೆ ಕೊಡದೆ 1894ರ ಬಿಡಿಎ

  
Deputy Commissioner  
Bangalore Urban District  
Bangalore



ಕಾಯ್ದೆಯಂತೆ ಕೊಡುತ್ತೇವೆ ಎಂದರೆ ಯಾರು ಒಪ್ಪುತ್ತಾರೆ? ನಮ್ಮ ಜಮೀನನ್ನು ಕೊಟ್ಟು ಇವರ ಬಳಿ ನಾವು ಬಿಟ್ಟು ಬೇಡಬೇಕೆ? ನಮ್ಮ ಮನೆಯ ಪಕ್ಕದ ಜಮೀನಿನಲ್ಲಿ 5 ಎಕರೆಯಲ್ಲಿ ಶ್ರೀಗಂಧ, ತೆಂಗಿನ, ಮಾವಿನ ಮರಗಳಿವೆ. ಕೊನೆಯದಾಗಿ ಈ ಯೋಜನೆಯಿಂದ ಅನಾನುಕೂಲವೇ ಹೊರತು ಅನುಕೂಲವಂತೂ ಇಲ್ಲ.

9. ಶ್ರೀ ಜಯಂತ್,

ನಮ್ಮ ತಂದೆ, ತಾತ ಇವರೆಲ್ಲಾ ರೈತರು ನಾನು ಕೂಡ ಒಬ್ಬ ರೈತನ ಮಗ ಬಿಡಿಎ ಸಂಸ್ಥೆಯಿಂದ ಮೊದಲು ನಮ್ಮ ಶಾಲೆಗೆ ಭೂಸ್ವಾಧೀನದ ಕುರಿತು ನೋಟಿಸ್ ಬಂದಿದ್ದು ಅದರ ಇವತ್ತಿನ ದಿನ ಈ ಸಾರ್ವಜನಿಕ ಸಭೆಗೆ ನಾನು ಬಂದಿದ್ದೇನೆ ಎಂದರೆ ಎಷ್ಟು ವರ್ಷಗಳ ಕಾಲ ಈ ಯೋಜನೆ ವಿಳಂಬವಾಗಿದೆ ಎಂಬುದು ಅರ್ಥ ಮಾಡಿಕೊಳ್ಳಬೇಕು. ನಿನ್ನೆ ಬಿಡಿಎ ಕಛೇರಿಗೆ ಪ್ರಶ್ನೆ ಮಾಡಲು ಹೋದಾಗ ಪೋಲಿಸ್ ಸಿಬ್ಬಂದಿಯನ್ನು ಕರೆಸಿ ನಮ್ಮನ್ನು ಅಡುಗೆೋಡಿ ಸಿ.ಆರ್.ಓ.ಎಫ್ ಮೈಧಾನದಲ್ಲಿ ಕೂಡಿಹಾಕಿ ಬಂಧಿಸಲಾಗಿತ್ತು ಅಲ್ಲಿಂದ ಬೆಳ್ಳಗೆ ನಾನು ಬಂದಿದ್ದು ಇಲ್ಲಿ ಮಾತನಾಡುವುದಕ್ಕೆ ಇದು ಬಿಡಿಎ ದವರು ಮಾತುತ್ತಿರುವುದು ದೌರ್ಜನ್ಯವಲ್ಲವೇ? ನಮ್ಮಂತಹ ಯುವಕರಿಗೆ ಏನು ಸಂದೇಶ ಕೊಡಲು ಹೋರಬಿದ್ದೀರಿ? ನಮ್ಮಂತಹ ಯುವಕರು ರೈತರಾಗಬೇಕೆಂದು ಬರುತ್ತೇವೆ ಆದರೆ ಇವರು ನಮ್ಮ ಜಮೀನನ್ನು ಕಸಿದುಕೊಂಡು ನಮಗೆ ಏನು ಇಲ್ಲದಂತೆ ಮಾಡುತ್ತಿದ್ದಾರೆ ನಾಚಿಕೆಯಾಗಬೇಕು ನಿಮಗೆಲ್ಲಾ ಎಂದು ತಮ್ಮ ಮಾತುಗಳನ್ನು ಮುಗಿಸಿದರು.

ಶ್ರೀ.ಸಂಗಪ್ಪಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ ಇವರು ಮಾತನಾಡುತ್ತಾ, ಇಂದಿನ ಸಭೆಯ ಸಲಹೆ / ಸೂಚನೆಗಳನ್ನು ನಡಾವಳಿಗಳ ರೂಪದಲ್ಲಿ, ರಾಜ್ಯ ಪರಿಸರ ಅಥವಾ ಅಂದಾಜೀಕರಣ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಮುಂದಿನ ಕ್ರಮಕ್ಕೆ ಕಳುಹಿಸಲಾಗುವುದೆಂದು ತಿಳಿಸಿದರು ಹಾಗೂ ಸಭೆಯಲ್ಲಿ ಹಾಜರಾದ ಎಲ್ಲರಿಗೂ ಧನ್ಯವಾದಗಳನ್ನು ತಿಳಿಸಿ ಸಭೆಯನ್ನು ಮುಕ್ತಾಯಗೊಳಿಸಿದರು.



(ಸಂಗಪ್ಪ, ಭಾ.ಆ.ಸೇ)

ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಮತ್ತು  
ಅಧ್ಯಕ್ಷರು, ಪರಿಸರ ಸಾರ್ವಜನಿಕ ಸಭೆ  
ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಕರ್ನಾಟಕ

Deputy Commissioner  
Bangalore Urban District  
Bangalore



ಹೊಸರ ಸಾರ್ವಜನಿಕ ಸಭೆ.

ದಿನಾಂಕ :- 18.08.2020

01

ಮೈ. ಬೆಂಗಳೂರು ಉಪಮುಖ್ಯ ಪ್ರಾಧಿಕಾರ, ಕರ್ನಾಟಕ ಸರ್ಕಾರ ರವರ ಉದ್ದೇಶ  
 "ವಿಜಯ ಪಡೆದ ಹೊರವರ್ತನಾ ರಸ್ತೆ ನಿರ್ಮಾಣ (ತಾಯಕೂರು ರಸ್ತೆಯಿಂದ  
 ಪ್ರಾರಂಭವಾಗಿ ಬೆಳ್ಳೂರಿ ರಸ್ತೆ ಹಾಗೂ ಹೆಚ್ ಮೆದ್ರಾಲ್ ರಸ್ತೆಯ ಮೂಲಕ  
 ಹಾಡು ಹೊಸರ ರಸ್ತೆಯಲ್ಲಿ ಕೊನೆಗೊಳ್ಳುತ್ತದೆ. ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ"  
 ಯೋಜನೆಯ ಕುರಿತು ದಿನಾಂಕ :- 18.08.2020 ರಂದು ಬೆಳಿಗ್ಗೆ 11.00  
 ಗಂಟೆಗೆ ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಯಲಹಾಕೆ ತಾಲ್ಲೂಕಿನ, ಸಿಂಗನಾಯಕನಹಳ್ಳಿ  
 ಗ್ರಾಮದ ನಿರೀಕ್ಷಿಸಿದ ಕಲ್ಯಾಣ ಮಂಟಪ ಮತ್ತು ಸಾಮಾಜಿಕ ಕೇಂದ್ರದಲ್ಲಿ  
 ಪೂರ್ವ ಸಾರ್ವಜನಿಕ ಸಭೆ.  
 ಹಾಜರಿದ್ದ ಸದಸ್ಯರಾಗ್ಯ (ಅಧಿಕಾರಗ್ಯ) ಹೆಸರು ಮತ್ತು ಪದನಾಮ.

ದಿನಾಂಕ :- 18.08.2020  
 ಸಮಯ :- 11 - ಗಂಟೆಗೆ

ಸ್ಥಳ :- ನಿರೀಕ್ಷಿಸಿದ ಕಲ್ಯಾಣ  
 ಮಂಟಪ ಹಾಗೂ ಸಾಮಾಜಿಕ  
 ಕೇಂದ್ರ. ಸಿಂಗನಾಯಕನಹಳ್ಳಿ  
 ಯಲಹಾಕೆ ತಾಲ್ಲೂಕು  
 ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ.

ಕ್ರ.ಸಂ.	ಹೆಸರು ಮತ್ತು ಪದನಾಮ	ಸಹಿ
1.	ಶ್ರೀ. ಶಿವಮೂರ್ತಿ. ಬಿ.ವಿ.ಎಸ್. ಯಾಂತ್ರಿಕ ಅಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ.	
2.	ಶ್ರೀ. ನಿಟ್ಟರಾಮಯ್ಯ . ಶಿ . ಊರಿಯ ಪೂರ್ವ ಅಧಿಕಾರಿಗಳು ಕೆ.ಐ.ಎಂ. ಸಿ. ಮಂ.	
3.	ಶ್ರೀ. ಶಿವಪ್ಪ ನಾಯ್ಕ. ಎಸ್ ಪೂರ್ವ ಅಧಿಕಾರಿಗಳು . ಕೆ.ಐ.ಎಂ. ಸಿ. ಮಂ.	
4.	ಶ್ರೀ. ಜೈನಲ್ . ಎಚ್ . ಲಾನ್ ಪೂರ್ವ ಅಧಿಕಾರಿಗಳು . ಕೆ.ಐ.ಎಂ. ಸಿ. ಮಂ.	







ಸಚಿವರು ದಾರ್ಶನಿಕ ಸಾಧಕರೊಳಗೆ

05

1	B. C. Venugopal	
2	Lakshminikam.	
3	Kanthasaju H C	
4	N R Bharath	
5	K.P. Naras Mahaling	
6	Sibgat	
7	Mohin	
8	Sushma	
9	Jinay Kumar	
10	K S GURURAJA	
11	SURENDRA .	
12	R. Mahendra	
13	PRASAD	
14	K. Venkatesh Reddy	
15	Siddharath	
16	Vijay Kumar	
17	Vijayakumar D. T.	
18	Pradeep	
19	Mantu	
20	Sudeep	
21	<del>Sudeep</del>	
22	Ranganth	
23	N. Shivakumar	
24	N. Shivakumar	
25	Madhava Reddy	
26	B. Srinivas	
27	T. Naveen Kumar	
28	Lau. Cudra	
29	HINAMANTH . M	
30	R P S MAIDU R.	
31	J. Abhinav Kumar	
32	Raj Gopal . S	



33	Shavan Lyan
34	MALAYAL C.R
35	Manjunath. M
36	Sanal Kumar
37	Pulleiah
38	Dr. KIRAN.
39	Dr. Harsh
40	202/01
41	Dr Arun BR
42	Vijay
43	Kirana
44	G-Narayana
45	Dr. K. S. S. S.
46	
47	S. Shankar
48	Venkatiah. M
49	Dr. S. S.
50	Dr. S. S.
51	Abhishek
52	VISAR
53	Prof. M. Nagaraj
54	B. Anand
55	Shiva Kumar
56	Munirajappa
57	Srinath
58	Ramachandramurthy
59	Sadasniva C
60	RAJAN.
61	C. Srinivas Prasad
62	Kanaka D.
63	Rajan. D.

[Handwritten signatures and initials in the right margin, corresponding to the list entries.]



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<del>Handwritten</del>	64	HEMANTH	
<del>Handwritten</del>	65	Piabhukan. P	<del>Handwritten</del>
<del>Handwritten</del>	66	Shire	<del>Handwritten</del>
<del>Handwritten</del>	67	Niswanattin	<del>Handwritten</del>
<del>Handwritten</del>	68	Suryakant	<del>Handwritten</del>
<del>Handwritten</del>	69	Kishor. S	<del>Handwritten</del>
<del>Handwritten</del>	70	<del>Handwritten</del>	<del>Handwritten</del>
<del>Handwritten</del>	71	Prasad N	<del>Handwritten</del>
<del>Handwritten</del>	72	V. Chandrashekar	<del>Handwritten</del>
<del>Handwritten</del>	73	Vinayak Kumar S.V.	<del>Handwritten</del>
<del>Handwritten</del>	74	Gangayal	<del>Handwritten</del>
<del>Handwritten</del>	75	Santosh	<del>Handwritten</del>
<del>Handwritten</del>	76	M. Sui	<del>Handwritten</del>
<del>Handwritten</del>	77	M. Adil	<del>Handwritten</del>
<del>Handwritten</del>	<del>78</del>	Narjan in r.	<del>Handwritten</del>
<del>Handwritten</del>	79	Sach Mega.	<del>Handwritten</del>
<del>Handwritten</del>	80	President Kaku Kya Coyles	<del>Handwritten</del>
<del>Handwritten</del>	81	Rangoudu Anu Anu	<del>Handwritten</del>
<del>Handwritten</del>	82	Yogesh	<del>Handwritten</del>



ಪ್ರೌಢರ ಸಾರ್ವಜನಿಕ ಕ್ಷೇತ್ರದ ವೆಚ್ಚುರ್ಯಲ್ ಕೌನ್ಸಿಲರ್ಸ್

ದಿನಾಂಕ:- 23.09.2020

09

ಮೆ. ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರವು ಅನುಷ್ಠಾನಗೊಳ್ಳುವ ಉದ್ದೇಶದಿಂದ ಎಂಟು ವರ್ಷದ ಹೊರವೆತ್ತುಲ ರೆಸ್ಟ್ರಿಕ್ಟೆಡ್ ನೋಡಾ (ಟ್ರೇಮೆಕೂರು ರೆಸ್ಟ್ರಿಕ್ಟೆಡ್ ಪ್ರಾರಂಭವಾಗಿ ಒಬ್ಬರ ರೆಸ್ಟ್ರಿಕ್ಟೆಡ್ ನೋಡಾ ಹೆಚ್ಚು ಮೆಂಬರ್ಸ್ ರೆಸ್ಟ್ರಿಕ್ಟೆಡ್ ನೋಡಾ ಜಾಡು ಕೊಡುಲು ರೆಸ್ಟ್ರಿಕ್ಟೆಡ್ ಕಾನೂನುಬಾಹಿರವೆ.) ಲೆಕ್ಕಾಚಾರ ನಗರ ಚಿಲ್ಲೆ, ಕೆನಾಲ್ ಕೆ ಆರ್ ಜನಿಯ ಕೌನ್ಸಿಲರ್ಸ್ ಸಂಯೋಜಿಸಿಡಂತ್ ಸಾರ್ವಜನಿಕರಂಡ ಲೀಡ್, ಲೆಡ್ಜರಿಗ್ಗು, ಅಡವಲುಗ್ಗು ಮತ್ತು ಸೆಲೆಕ್ಟ್ ಜಾಂಗಾ ನೋಡಾ ನೆಗ್ಗು ಮತ್ತು ಉಡಿಯಲು ದಿನಾಂಕ:- 23.09.2020 ರಂದು ನಡೆದ ವೆಚ್ಚುರ್ಯಲ್ ಕೌನ್ಸಿಲರ್ಸ್ ಸೆಷನ್ ಜಾಜೂರಾಡೆ ಸದಸ್ಯರು - (ಅಧಿಕಾರಿಗ್ಗು) ಹೆಸರು ಮತ್ತು ಉಡನಾಯ.

ದಿನಾಂಕ:- 23-09-2020

ಸಮಯ:- 11:00 ಗಂಟೆ

ಸ್ಥಳ:- ಬಿ.ಡಿ.ಎ. ಕ್ಯಾಂಪಸ್.

ಶ್ರೀ.ಸಂ ಹೆಸರು ಮತ್ತು ಉಡನಾಯ

ಸಹಿ.

1. ಶ್ರೀ. ಡಿ. ಎನ್. ಶಿವಮೂರ್ತಿ IAS.  
ವಿಜಯ ನಗರ ಅಧಿಕಾರಿ ಕಛೇರಿ, ಬೆಂಗಳೂರು ನಗರ ಸರ್ಕಾರ

*[Signature]*

2. ಶ್ರೀ. ಶಿವಶಂಕರಯ್ಯ ಎಸ್. ಎಸ್.  
ಅಧಿಕಾರಿ ಕಛೇರಿ ಅಧಿಕಾರಿ ಕಛೇರಿ, ಕೆ.ಒ.ಎ.ಎ.ಎ.ಎ.

*[Signature]*

3. ಶ್ರೀ. ಎನ್. ಶಿವಶಂಕರಯ್ಯ  
ಅಧಿಕಾರಿ ಕಛೇರಿ ಅಧಿಕಾರಿ ಕಛೇರಿ, ಕೆ.ಒ.ಎ.ಎ.ಎ.ಎ.

*[Signature]*  
23/9/20

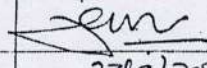
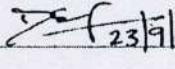
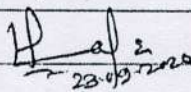
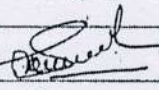
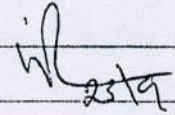
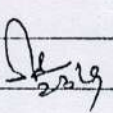
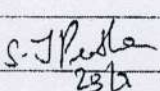
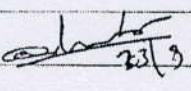
4. ಶ್ರೀ. ಎನ್. ಎಸ್. ಎಸ್.  
ಅಧಿಕಾರಿ ಕಛೇರಿ ಅಧಿಕಾರಿ ಕಛೇರಿ, ಕೆ.ಒ.ಎ.ಎ.ಎ.ಎ.

*[Signature]*  
23/09/2020

5. ಎಂ.ಎಚ್.ಆರ್. ಶಂಕರಯ್ಯ  
ಅಧಿಕಾರಿ ಕಛೇರಿ ಅಧಿಕಾರಿ ಕಛೇರಿ, ಬಿ.ಡಿ.ಎ.

*[Signature]*  
23/9/20



5.	೨೦.೨. 8೦7೨೦೦ 0೨೨೦೦೦೦೦ 6೨೦೦. ೨೦೧೨	 23/9/2020
7.	P. SHIVARAJU, D.C- LAQ. B.D.A.	 23/9/20.
8.	SHIVAKUMAR, M. PATIL EE-PRR B.D.A.	 23-09-2020
7.	Suresh. R. AEE. PRR. BDA	
6.	SANJAY M. DANBAR EIA COORDINATOR EHSCPL	 23/9
1.	Santhosh Kumar T. m, EIA Coordinator EHSCPL, Bangalore	 23/9
2.	Pratha. S. J, Environmental Planner, EHSCPL, Bangalore	 23/9
3.	Kumar M, Bangalore University, Supalva	 23/9



ಶಂಕರ ಸಾರ್ವಜನಿಕ ಶಿಕ್ಷಣ

ದಿನಾಂಕ:- 13.07.2022

13

ಮ. ಬಂಗ್ಲೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರವು ಅನುಷ್ಠಾನಗೊಳಿಸಲು ಒದ್ದಾಡಿಸಿರುವ  
 ಎಂ.ಬಿ.ಸಿ. ಜನರ ಮೇಲೆ ರಸ್ತೆ ನಿರ್ವಹಣಾ (ಟ್ರೇಮಿಂಗ್) ರಸ್ತೆ ನಿರ್ವಹಣಾ  
 ಪ್ರಯೋಜನದ ಬಗ್ಗೆ ರಸ್ತೆ ನಿರ್ವಹಣಾ ಜಿಲ್ಲಾ ಮೇನ್ಟನೆಸ್ ರಸ್ತೆಯ ಮೇಲೆ ರಸ್ತೆ  
 ನಿರ್ವಹಣಾ ರಸ್ತೆಯಲ್ಲಿ ಕೆಲವು ಸುಸ್ಥಿತಿಗಳನ್ನು (ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ, ಕರ್ನಾಟಕ  
 ರಸ್ತೆ ನಿರ್ವಹಣಾ ಮಂಡಳಿ ಸಂಯೋಜಿಸಿರುವ ಸಾರ್ವಜನಿಕ ರಸ್ತೆ, ಅಭಿವೃದ್ಧಿಗಳು,  
 ಅಭಿವೃದ್ಧಿಗಳು ಮತ್ತು ಸುಸ್ಥಿತಿಗಳನ್ನು ನಿರ್ವಹಿಸಲು ಕೆಲವು  
 ದಿನಾಂಕ:- 13.07.2022 ರಂದು ನಡೆದ ಶಂಕರ ಸಾರ್ವಜನಿಕ ಶಿಕ್ಷಣ.

ಶಾಖಾ ಅಧಿಕಾರಿಗಳು (ಸಂಸ್ಥೆಗಳು) ಹೆಸರು ಮತ್ತು ಜನನಾಮ.

ದಿನಾಂಕ:- 13.07.2022

ಸಹಾಯ:-

ಸ್ಥಳ:- ಡಿ.ಆರ್. ಅಭಿವೃದ್ಧಿ ಸಂಸ್ಥೆ  
 2ನೇ ಮಹಡಿ, ನಂ. 757, 16ನೇ  
 ಮೈಸೂರು, ಕರ್ನಾಟಕ ರಾಜ್ಯ;  
 ದೂರ ಸಂಖ್ಯೆ - 560064.

ಕ್ರಮ ಸಂಖ್ಯೆ	ಹೆಸರು ಮತ್ತು ಜನನಾಮ	ಸಹಿ
01.	ಶ್ರೀ. ಸಿಂಹಾಪುರಮಠ, ಬಿ.ಎ.ಎನ್. ಮಂಜು ಜಿಲ್ಲಾ ಅಧಿಕಾರಿಗಳು, ಬೆಂಗಳೂರು ನಗರ ಜಿಲ್ಲೆ	 13/7/22
02.	ಶ್ರೀ. ಎನ್. ಶಿವಶಂಕರನಾಯ್ಕ ಜಿಲ್ಲಾ ಶಂಕರ ಅಧಿಕಾರಿಗಳು, ಕೆ.ಎಂ.ಎ.ಎ.ಎ.ಎ.	 13/7/22
03.	ಶ್ರೀ. ಮುಖರ್. ಎ. ಶಂಕರ ಅಧಿಕಾರಿಗಳು, ಕೆ.ಎಂ.ಎ.ಎ.ಎ.ಎ.	 13/07/22
04.	ಶ್ರೀಮತಿ. ಪ್ರೀತಿ ರಾವ್ ಜಿಲ್ಲಾ ಶಂಕರ ಅಧಿಕಾರಿಗಳು, ಕೆ.ಎಂ.ಎ.ಎ.ಎ.ಎ.	 13/07/22



ಕ್ರ. ಸಂಖ್ಯೆ	ವಿವರಣೆ	ವಿಳಾಸ	ಕ್ರ. ಸಂಖ್ಯೆ	ಮೊತ್ತ
15.	ಶ್ರೀ. ರಾಜೇಶ್ವರಿ. ಜ.	Daglu 13/7	1.	100.25
	ಪ್ರವಾಸಿ ಸಂಸ್ಥೆ ಅಧಿಕಾರಿಗಳು, ಕೆ.ಎಂ.ಸಿ.ಎ.ಯಲ್ಲಿ		2.	111.0
			3.	20.0
			4.	25.0
			5.	5.0
			6.	60
			7.	60
			8.)	51
			9.)	0
			10)	15
			(11)	255
			12)	100
			13)	150
			14)	100







ಶಾರ್ವರಾಜ ಪಂಚಾಂಗ ಶಾಸ್ತ್ರ 13-07-2022

ಸಿಂಹ ಶಾಖೆಯ ಶಾಸ್ತ್ರೀಯ ಸಭೆ

17

ಕ್ರ. ಸಂ.	ಹೆಸರು	ಹುದ್ದೆ	ಹಿರಿಯತೆ
01.	Smimulappa	Yekkal Yelakanaka	ಹಿರಿಯ
02.	ನರಸಿಂಹಯ್ಯ	ಪಂಚಾಂಗ ಶಾಸ್ತ್ರೀಯ ಸಭೆ	ಹಿರಿಯ
03.	ಎ. ಶ್ರೀಧರ	ಪಂಚಾಂಗ ಶಾಸ್ತ್ರೀಯ ಸಭೆ	ಹಿರಿಯ
04.	ಎಂ. ಶ್ರೀಧರ	ಪಂಚಾಂಗ ಶಾಸ್ತ್ರೀಯ ಸಭೆ	ಹಿರಿಯ
05.	ಎಂ. ಶ್ರೀಧರ	ಪಂಚಾಂಗ ಶಾಸ್ತ್ರೀಯ ಸಭೆ	ಹಿರಿಯ
06.	Nijay Nishanth	President Projur-vruksha-forn	ಹಿರಿಯ
07.	Sandesh kuni	Yelakanaka	ಹಿರಿಯ
08.	Vinod Kumar	Yelakanaka	ಹಿರಿಯ
09.	K.P. Navrethi Mhanay	ಪಂಚಾಂಗ ಶಾಸ್ತ್ರೀಯ ಸಭೆ	ಹಿರಿಯ
10.	S.K. Vijaykumar	Dodballapur (Under Post)	ಹಿರಿಯ
11.	Sushma Deddiaballapur	(Under Post)	ಹಿರಿಯ
12.	Selvaraj		ಹಿರಿಯ
13.	Dh. T. M. Suresh Kumar		ಹಿರಿಯ
14.	Prabha. S.J		ಹಿರಿಯ
15.	R. Shreedu		ಹಿರಿಯ
16.	Naresi S		ಹಿರಿಯ
17.	Anasuya B.A		ಹಿರಿಯ
18.	G. Bheemareddy		ಹಿರಿಯ
19.	Karthik S		ಹಿರಿಯ
20.	S. Murugappa		ಹಿರಿಯ
21.	V. V. Venkatesh Kumar		ಹಿರಿಯ
22.	ಪಂಚಾಂಗ ಶಾಸ್ತ್ರೀಯ ಸಭೆ		ಹಿರಿಯ
23.	ಎಂ. ಶ್ರೀಧರ		ಹಿರಿಯ
24.	ಪಂಚಾಂಗ ಶಾಸ್ತ್ರೀಯ ಸಭೆ		ಹಿರಿಯ
25.	SINARAJA		ಹಿರಿಯ
26.	ಪಂಚಾಂಗ ಶಾಸ್ತ್ರೀಯ ಸಭೆ		ಹಿರಿಯ
27.	MANJUNATH		ಹಿರಿಯ
28.	Shivkumar H.V		ಹಿರಿಯ
29.	Lokesh Anathya		ಹಿರಿಯ



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Sl. No.	Name	Address	Phone No.	Signature	Age	Category
30	SD Anand	Shettigen		[Signature]	60	V.CI
31	B. Jayamath	-		[Signature]	61	M
32	T.P. Prakash	Tharathurise		[Signature]	62	ST2
33	N. Manjamma			[Signature]	63	ST2
34	B.S. Harsha	Bagalur		[Signature]	64	E
35	Nagendra	Gopalpur		[Signature]	65	U
36	Lalita	Chandrabhloze		[Signature]	66	Ra
37	M. Pankaj			[Signature]	67	M
38	Mahesh			[Signature]	68	M
39	Raghendra			[Signature]	69	ST2
40	S. S. Raju			[Signature]	70	M
41	Jubramai	SM		[Signature]	71	ST2
42	Krishna	A		[Signature]	72	ST2
43	Shirshome	P. S. 1		[Signature]	73	B.
44	Shivakumar			[Signature]	74	
45	Nagesh			[Signature]	75	H
46	Chethan	S. 17		[Signature]	76	N.
47	Ananda	S. P		[Signature]	77	Pr.
48	Ravi	Mahesh		[Signature]		
49	Rajesh	M.R.	9844090962	[Signature]		
50	Bharath	M		[Signature]		
51	Umesh	M		[Signature]		
52	M.A. Ganapath		9845632902	[Signature]		
53	Ramesh		9740152184	[Signature]		
54	Sathyanarayana		9343526633	[Signature]		
55	Madhan	Kumar		[Signature]		
56	Chiranjeevi	Kalbari, Deccan Herald	9085369011	[Signature]		
57	Suchitra			[Signature]		
58	Narayana	Swamy		[Signature]		
59	Chitra			[Signature]		







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**COMPLIANCE TO PROCEEDINGS OF  
ENVIRONMENTAL PUBLIC HEARING HELD ON  
13.07.2022**



**COMPLIANCE TO THE PROCEEDINGS OF THE ENVIRONMENTAL PUBLIC HEARING  
HELD ON 13.07.2022.**

\*\*\*\*\*

1. *Shri. Venkatesh, Kogilu*

*He expressed his gratitude to the Deputy Commissioner, Bangalore Urban and all the officials of BDA, KSPCB present in the Environmental Public hearing. He stated that the PRR was earlier 65.04 km and now it has extended its length up to 73.50 km. As known to everyone, the proposed project involves removal of 36,800 trees which leads to increase in Air and Noise and soil pollution. As a result of increase in pollution there is an impact on the human health. He expressed that fresh air and water is essential for every human being. He quoted an example stating that during COVID-19 period we have all seen how people suffered due to shortage of Oxygen. Therefore, he opined that this project is not essential for all of us. This project was planned about 18 years ago and acquired the land long back from the Govt. Since then there has been no sign of implementation of this proposed project and there will be no sign of implementation in the future too.*

*He also stated that there will be a huge negative impact on the surrounding Environmental and there will be decrease in the ground water table due to the removal of trees and this is a known factor to everyone. The farmers are facing problems due to decrease in groundwater level for many years and many farmers are conducting strikes against this project. The objective of the conducting Environmental Public Hearing is very good as it is organized to know the public views on this project. However, he expressed that the public doesn't need this Proposed PRR and he is 100% not interested in the project nor in the removal of thousand trees because the requirement of fresh air and water is very important all. He expressed that there are so many technical ways to relieve traffic congestion such as widening of existing roads and installing traffic signals which would relieve the traffic congestion in the present scenario in and around Bangalore city. There is no need to disturb the existing environment for creating a new PRR. Bangalore is known as Green City, however, the removal of the trees for the proposed project would create a negative impact on the environment and in the present scenario, all the roads in the Bangalore City have been converted to concrete roads which brings the name as "Pollution City" to in place of green City to Bangalore. He stated that BDA informed that all the farmers have expressed their consent towards the implementation of the Proposed PRR project; however, that is not true and all the farmers are 100% objecting the implementation of the said project. He also questioned as to how the BDA came to the conclusion that we have agreed for the implementation of the said project. At the end he finally concluded his opinion by saying that they don't need the PRR.*

**Compliance:**

**Negative response.**



2. *Shri. Narasimhamurthy, Venkatala*

*He expressed his gratitude to all those public/Civilians present at the meeting, the Deputy Commissioner, Bengaluru Urban District and Shri. Rajesh, BDA Commissioner. He stated that BDA is aware of what is happening at BDA from past 17 years. He stated that our people know little about this PRR project and conveyed his thanks to Dr. Santhosh Kumar who has briefly explained about the proposed PRR project through presentation and concluded that, project will benefit the people of Bangalore City in a simple way but by implementing this PRR project lot of people have lost their land and houses. He stated that Project proponents have visited every house and collected their opinions/views; however, I am staying here since 17 years and not one BDA Officer have visited my house to know the opinion about this project. Even after, when we visit the BDA Office, there is always a very high security outside their office and they say that the BDA Commissioner is busy in a meeting and ask us to come after 3PM. After 3PM if we go to meet him and they say that BDA Commissioner is gone for meeting. There is huge impact on the surrounding environment due to removal of trees for the project. The Proposed PRR passes through the Thippagondanahalli Catchment Area for about 20 km which would affect the water in the Catchment Area thereby causing pollution. Presently, Bangalore City is receiving water from T G Halli Catchment Area and by implementing the proposed project leads to pollution of that water in the T G Halli Catchment Area.*

*He expressed that it is very unfortunate that the officials stated that all the farmers have provided their consent for the implementation of the project. The Central Government has introduced the Land Acquisition Act, 2013 in order to provide justice to all the Civilians/farmers; however, BDA has introduced their own Act and are providing compensation as per their wish. Upon approaching the Commissioner, BDA regarding the compensation, it was informed that the value of land at Kalthammanahalli is 3.5 to 4 Lakhs per Acre. However, the present market value per acre is 3 Crores. The farmer cannot even purchase a site in the surroundings of Yelahanka which costs about 30 Lakhs. The compensation of 3 to 4 Lakhs provided by BDA is not at all sufficient for us to purchase even a single site anywhere. The farmer has nowhere to go in with such a situation. He humbly expressed in the presence of all the Officers that the project will benefit to all the farmers, civilians and the public only when the compensation is provided as per the Land Acquisition Act, 2013 and therefore the justice will be provided to everyone.*

*He also stated that some influential personnel had made a request to BDA to shift the alignment as he had purchased some land along the proposed alignment and accordingly BDA shifted the alignment. As per the proposed PRR project 2017 Plan, about 6 houses were to be demolished and now due to the shift in the road alignment about 23 houses are to be demolished. He expressed that in this way BDA keeps on changing or shifting the alignment as per their wish only for the sake of Officer of Higher Rank or influential personnel. We also have documentation in this regard and questioned as to how the public will be benefitted by the project with such situations.*

*He stated that BDA doesn't have enough financial support for the implementation of the project and therefore, BDA is approaching more influential people for financial support. It is hopeless on the part of BDA. He stated that if BDA has the thought of public welfare they will first provide the*



compensation and then implement the project. He expressed that, if BDA provide compensation as per BDA Act, 1894 no farmer will accept the proposal and hence, they don't want the project to be implemented. There is only Real Estate business in the implementation of this project happening. If the project was to be implemented properly, it would have not taken all these years to proceed with the project. He expressed that, earlier the cost of the project was 550 crores In 2005. now, the project cost has been elevated to 2000 Crores; and the Elected Representatives and the Officers at higher rank may be responsible for this. Any project has to be implemented in the same year as the planning was done; only then, the project cost will be minimal and feasible. It would also be beneficial to the public. He concluded that the project has taken so many years to be implemented and it is better to leave the project at this stage only and not proceed with the implementation.

**Compliance:**

**Negative response. The Hon'ble Supreme Court vide its Judgement dt:20.01.2022 clarified that since LA Act has been incorporated into the BDA Act so far as they are applicable, the provisions of 2013 Act are not applicable for the acquisitions made under the BDA Act. Thus, BDA vide Government Order no. UDD 214 MNJ 2018 Bangalore dt: 21.02.2022, the land acquisition activities and compensation process will be carried out as per the Judgement of the Hon'ble Supreme Court or as decided by the Cabinet Ministry during Land Acquisition process. The Compensation will be paid as per the BDA Act, 1976 (as per the provisions of the Land Acquisition Act, 1894).**

3. **Shri. Vijay Nishanth, Project Vruksha Foundation, Jayanagar South, Bengaluru**

He expressed his gratitude to all who are present at the meeting. He stated that as mentioned in the proposed project PPT, the number of trees proposed for removal is very large and questioned if there is any best possible way of changing the alignment so as to reduce the number of trees to be removed. He appreciated that it is a really good opportunity to see that such a Public Consultation has been organized in 7 years and that he has attended several Environmental and Public Consultations in the past. He also appreciated that the birds and other aspects studied at the project site had been presented in a good way. However, it is very sad that they have faced so many negative things due to the project. He also requested that the presentation and all the project related documents to be made available on online public platforms. He said that only a few people had attended the meeting.

This meeting involves BDA and KSPCB, and it is related to entire Bengaluru City; hence, one more Environmental public hearing for same project meeting in Bengaluru Central has to be organized. He stated that he agreed with the farmers objecting to the implementation of the PRR.

He stated that he has come here as an Environmentalist and that no Environmentalist would not provide their consent for the removal of so many trees. But, keeping in view of the development of the City, we need to provide land and support. He also expressed that he would stand by the farmers if there was any injustice caused to them by the project. He insisted that a Committee be created similar to that of the Steel Bridge wherein a Public Consultation was carried out upon submission of



request to the Hon'ble High Court and the details of the number of trees and species were provided as per the directions of the Hon'ble High Court.

He further expressed that the plantation should be strictly carried out on either sides of the road as specified by BDA as the plantation on either sides of the roads is not being properly carried out. He further added that the Committee be formed with T V Ramachandra from IISc, Harani Nagendra from Azim Premji University, Yellappa Reddy and Suresh Hebbalikar. The EIA report prepared by BDA shall be submitted to the Committee. The Committee will review the Report and make comments and recommendation on the Impacts and Mitigation measures. There has been no mention of tree transplantation in the project. He stated that he himself took initiative in saving 2000 trees in the Outer Ring Road Project. A study has to be carried out as to whether transplantation activities can be carried out as part of the PRR.

He once again requested that all the relevant project documents be published in the public domain and that all the public concerns be answered. He informed that another Public Consultation would be carried out in the central part of the City and a paper notification would be issued in this regard. He stated that the Public Consultation be carried out in a constructive manner so that the public themselves do not question the project planned with public interest.

#### **Compliance:**

**The total of 36,824 trees were recorded within the 100 RoW of the proposed 73.5 km length PRR alignment. The proposed alignment has been finalized keeping in view of reducing the number of trees proposed for removal. Out of which, there is a possibility of retaining 4,649 trees and about 2,597 trees are proposed for transplantation based on their social values and girth size. Further, plantation of trees in the ratio 1:10 will be implemented in the proposed 5m green space on either sides and the remaining trees will also be planted in areas designated by Karnataka Forest Department by entering a MoU. The details of trees recorded within the proposed 100 m RoW is presented in Annexure 21 of the EIA Report.**

**Tree plantation will be carried out in two rows within the available (5m x 2) green space as per the guidelines of National Green Highways Policy, 2015. The distance from embankment to RoW I will be 1m and distance between the trees will be 3 m. The distance from embankment to RoW II will be 4m and the distance between the trees in the Row II will be 6 m and the same will be maintained on the other side of the Road.**

**All the relevant project documents (soft copies) viz., Revised Draft EIA/EMP Report along with English and Kannada Executive Summaries have been published in KSPCB portal prior to the Environmental Public Consultation. The hard copies of the reports were also made available at respective Tahsildhar's Office, Regional Offices, Gram Panchayaths, ward offices, municipal councils, etc.**



*As per the EIA Notification, 2006 and its subsequent amendments, the KSPCB published about the Environmental Public Hearing in the Kannada Daily newspaper "Hosa Digantha" and English Daily newspaper "The Hindu" on 12.06.2022 regarding the project by inviting the responses orally/writing/e-mail to KSPCB/Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District from the concerned persons having plausible stake in the environmental aspects of the project or activity within 30 days from the date of publication of the paper notification. Therefore, the Environmental Public Consultation was conducted in a constructive manner on 13.07.2022 as per the EIA Notification, 2006 and its subsequent amendments.*

*Further, in view of COVID-19 pandemic situation and the directions of the Hon'ble High Court judgement dt: 23.02.2021, a total of three public consultations including two physical consultations (18.08.2020 and 13.07.2022) and one virtual consultation (23.09.2020) was carried out as per the guidelines issued by MoEF&CC and EIA Notification, 2006 and its subsequent amendments.*

4. *Shri S. A. Vijayakumar, Doddaballapur*

*He welcomed all the Officers, the Public and the Police Officers gathered at the Public Consultation. He stated he was of the opinion that the Public Consultation is considered an opportunity to understand the positive and negative aspects of the project or the correctness and wrongness of the report. But BDA wouldn't have conducted the Public Consultation if it weren't a part of the legal system. He stated that as somebody mentioned the project was initiated 17 years ago and even today it is still being initiated. As stated, the paper notification was published in the Hosa Digantha Newspaper and the notification was published by KSPCB as given by BDA. Now after 30 days, we have gathered here for the public consultation and were informed that the EIA Reports have been submitted to all Departments and have been uploaded on the website. He expressed that he would be happy if the documents were available at all the Departments as stated by the Environmental Officer, KSPCB. He informed them that he had submitted a request to two Departments stating that he needed the project documents. When a request was submitted to the Regional Office, Byatarayanapura, they sent the project documents through speed post and thanked them as they had received them yesterday. He stated that it is to be noticed that the project documents have a lot of information and this is not the matter of One Rupee or Two Rupees nor the matter of 5-10 Lakhs required to purchase a site. It is the matter of >14000 Crores and for that at least it needs so many pages. He also expressed that he had submitted a request to the MoEF&CC Regional Office seeking project documents and had not received them till today. When submitted a request, he was informed to deposit some amount to obtain the documents, but he did not receive the documents even after depositing the amount.*

*The project materials are available on the KSPCB website, he said, adding that someone had requested that they be posted on the public domain. He was grateful that the project documents were made online by KSPCB. Although he claimed to be unrelated to the initiative, he expressed a desire to understand more about it. He told us that they had claimed that the project had received environmental approval on January 20, 2014, and that they had also appended that information to*



*the report. The Deputy Commissioner must keep track of this. The National Green Tribunal then filed a complaint against the Environmental Clearance, which is included in the report annexes. The Environmental Clearance is being withheld, according to the Hon'ble NGT, because the information provided in the report is four years old. The Hon'ble NGT ordered that further research be done as soon as possible. Here, it is important to note that the Honorable NGT ordered new research to be conducted for the PRR, whose length is 65.5 km. The BDA disputed the ruling at the Supreme Court when it was issued a judgment against it. While the Supreme Court case was still pending, the BDA as a precaution drafted a second report and submitted it to the SEIAA, Karnataka, which is under the authority of the State Government. It should be noted that BDA filed a new application while the Supreme Court case is still pending.*

*Additionally, on August 18, 2020, during the COVID-19 epidemic, they Organize a Public Consultation for the first time, and they do so at a venue further away than the previous one, Nityotsava Kalyana Mantapa in Singanayakanahalli. Even on that day, there weren't many civilians there and Mr. Vijay Nishanth came from a different part of Bangalore to the Consultation in question about whether it would actually take place or not. He was grateful for the enthusiasm for the Public Consultation. He felt dissatisfied with himself for handing the Deputy Commissioner his objections during the prior public consultation.*

*Then Deputy Commissioner further said that a thorough investigation will be conducted in this regard. In the midst of all this, a webinar was also held online; consider the necessary resources and webinar attendees; in contrast the physical public consultation had a fairly small number of attendees. He put in a protest against holding an online public consultation. That however, was also done. He stated that he did not participate in the webinar because it was held on the Zoom Platform. He questioned how BDA, a government entity, could plan a meeting utilizing the Zoom platform when the government has outlawed the use of the Zoom application. In the midst of this, the High Court was told not to publish the proceedings when the online webinar was contested by the public.*

*The general public has asked Shri. Vijayakumar to briefly address the public. Shri. Vijayakumar said that he was only speaking briefly and said that if they weren't aware of these concerns, they wouldn't understand. He said he wasn't only here to say whether he agreed with the project or not. He come here and said that because everything was done legally, we have to respond by talking about the legal issues.*

*He also expressed his gratitude for including all the documents in the report. On the Diaz, he told the officials present that he would cease talking about the problems if they asked him to. He stated that the EIA Notification had been broken and that the Public Consultation was unlawful. He said that according to the EIA Notification, 2006 and its later changes, the EIA report had been created. However, the EIA report makes no mention of them.*

*He cited Clause 2 of Schedule-2 from the EIA Notification and said that BDA had not followed the site preparation and implementation schedule. As mentioned in Schedule 6, the BDA has not*



explicitly declared that this alignment for the PRR has been intended. The BDA Act must contain specific regulation that must also be followed. According to him, a government order or administrative approval for 2567.22 Acres was issued on February 21, 2020, in accordance with Annexure 10 of the EIA report. There is no indication of its price, process, or legal application, though.

In the middle of this, the general public asked Shri. Vijaykumar to speak plainly because there are so many individuals who want to voice their concerns at the Public Consultation. He said that once everyone had finished speaking, he would speak at the conclusion. Additionally, the BDA Commissioner requested that Shri. Vijaykumar provide all of his statements in writing so that they may be followed. In response, Shri. Vijaykumar said he had previously expressed his worries about the project on a written form at a public consultation, but he had not yet received a response.

He went on to say that the approved Consultants NABET Certificate are no longer valid as of July 5, 2022, and that they are thus not permitted to present the project on that day. In response, Dr. Santhosh Kumar T M, a representative of M/s Environmental Health & Safety Consultants Pvt. Ltd. told Shri. Vijayakumar that a fresh Certificate with a validity up to 2024 had been issued by NABET following the submission of a draft EIA to KSPCB and offered to submit it. Since it wasn't stated in the Report, Shri. Vijayakumar instructed him that he should inquire about the Certificate's validity.

He said that the Land Acquisition Officer had provided a map that was readily available when an application was submitted in accordance with the Notification that the BDA had issued regarding the Missing Link. He said that they did not have a map that had been approved by the Urban Development. He therefore went to the BDA Commissioner to get all the information he needed in this regard. However, SLAO advised the party making the appeal that the Land Acquisition procedure was ongoing and that all information will be released after it was finished. He questioned why, after submitting his appeal to the Commissioner, BDA, the SLAO responded. Even after being asked if the administrative approval for the land acquisition had been given to the Urban Development Department, it was stated that all three notifications-for the missing links, the Nice integration, and the Shigehalli alternative-had been given, according to the reports. The report allegedly has been changed in accordance with the Notifications, nevertheless.

He stated that BDA has issued Notification regarding the Missing Links and when an application was submitted, the Land Acquisitions Officer has issued an available map as per the Notification. He stated that a map approved by the Urban Development was not available with them. Hence, he approached BDA Commissioner for obtaining complete details in this regard. However, when an appeal was submitted it was informed that by SLAO that the Land Acquisition process was under progress and the complete details will be provided upon when it was submitted to the Commissioner, BDA. Even when questioned if the Administrative approval has been submitted to the Urban Development Department pertaining to the land acquisition it was informed that all 3 notifications were submitted for the missing links, Nice integration and Shigehalli alternative as per the report. However, it is said that the report has been revised as per the Notifications.



*He expressed that he is also a farmer and he has left all his works to attend this Public Consultation and that everyone has hundreds of works and have made time to attend this meeting. He stated that as per Schedule 1 and 2, the proposed project falls under Category A. As agreed by BDA, they have submitted the application to SEIAA, Karnataka saying that the project doesn't attract the condition and does not find its place in schedule 7(f)- Roads & Highways. As stated by BDA, as identified by the CPCB Critically Polluted Areas namely Jigani and Peenya Industrial Area lies close to the project site.*

*He expressed that, today BDA states that the proposed PRR passes through TG Halli Catchment Area for about 26.9 km. However, previously, it was only 16 km which passed through TG Halli Catchment Area. They also say that there are no Protected Areas and all these are Environmentally Sensitive Areas as per EIA notification, 2006. However, all this has been ignored and the application has been submitted to SEIAA, Karnataka.*

*He expressed that, if they are really considered as Environmental Consultants, they should have given proper information and submitted the application to the Central Government. But they have submitted the application to the State Government just because it is present here and is easily approachable.*

*BDA has taken advantage of the Hon'ble Supreme Court stating that a fresh EIA report and submitted at the earliest. They are once again making a mistake made during 2014 by submitting the proposal to SEIAA, Karnataka. The project does not fall under the jurisdiction of SEIAA, Karnataka. For example, the respected Deputy Commissioner's jurisdiction falls within Bangalore Urban District and our Deputy Commissioner cannot take the chairmanship for any other Public Consultation being conducted at Bangalore Rural District. Similarly, the SEIAA, Karnataka can accept only category B proposals and not for the projects attracting General conditions.*

*BDA had submitted a clarification letter to MoEF&CC stating that BDA has prepared a fresh EIA report and submitted to KSPCB for conducting Public Consultation prior to issue of the Hon'ble Supreme Court Judgement and sought suggestions from the MoEF&CC. In this clarification, BDA has themselves accepted that the project attracts General Conditions. In response to this, MoEF&CC states that the project falls under category A as per EIA Notification, 2006; however, the SEIAA, Karnataka shall transfer the proposal to MoEF&CC if it finds all the conditions satisfactory. This means that the Hon'ble Supreme Court Judgement is not applicable to the MoEF&CC. He stated that after he gave a letter in written during the last public consultation BDA has submitted the clarification letter to MoEF&CC. if I had not questioned that day, BDA wouldn't have approached MoEF&CC in this regard. He further questioned as to why BDA didn't withdraw the proposal from SEIAA, Karnataka and submit a fresh application to MoEF&CC.*

*Amidst all this, BDA has taken approvals for amendment instead of just considering the earlier 65 km proposal. He questioned as to who gave them authority for considering the amendment for the PRR. The Court has also spoken about only 65 km and not about the additional length totaling to 73.5 km. BDA has also taken up Dr. Shivaramakarantha Layout along PRR and many of the farmers*



have lost their lands to both these projects and few of them had filed a case at the Supreme Court. But, BDA has linked both the projects and taken up at the Supreme Court by Impleading and cleared the cases without submitting the proper details. This has to be observed by the Deputy Commissioner.

The map of the Dr. K Shivaramakarantha Layout looks like a camel and the Jarakabandekaval RF is located at the neck part of the camel. Further, the both PRR and Shivaramakarantha layout passes along the neck and tail parts of the camel. Therefore, the Supreme Court sought the details of both the projects.

If we take a look at the toposheet, there are three patches of Jarakabandekaval RF alongside the project site. BDA hid the presence of the Jarakabandekaval RF in the upper portion at the Supreme Court and the Supreme Court issued its Judgement to go ahead with both the proposals. As per the Schedule 6, Land acquisition has to be carried out only after completion of Public Consultation, EIA report and obtaining Environmental Clearance. If this procedure is not followed it is considered as illegal and unauthorized law.

As directed by the Hon'ble Supreme Court, BDA should prepare EIA for 65 km and not for 73.5 km. He questioned as to who gave the authority to BDA to proceed with amendment to the proposal. This is illegal on part of BDA for not disclosing proper factual details to the Supreme Court. BDA stated that the RoW is 100 m during the presentation; but they stated that it is 70 m at the Supreme Court. Hence, the Court considered that BDA does not require additional land and issued approval for 70 m RoW. He stated that the Supreme Court will reject the proposal if BDA state that the RoW is 100 m and without any concern they keep changing their words. BDA only stated the details favorable to them at the Supreme Court.

In the EIA report it was earlier mentioned that the compensation will be provided as per the Land Acquisition Act, 2013 but in the presentation it is mentioned that the compensation will be provide as per BDA Act. At the supreme court, it was informed that the RoW is 70 m and in the presentation it is mentioned as 100 RoW. In the report, it is stated that land acquisition will be carried out in 67 villages and in the presentation, it is mentioned as 78 villages. He assured the farmers that they need not have to worry about PRR as it can be withdrawn at any point of time as the report presented is a copy of the false data and it has been prepared by violating the law. There is no law that a person has to talk for only a specified time at the Public Consultation. As informed earlier, all my objections have been submitted in written format. He also expressed that he doesn't understand as to why there are so many policemen at the public consultation. There are so many policemen rather than farmers.

He concluded by saying that the project has not followed EIA Notification, 2006, not followed BDA Act and as per Section 27 any project which has not been implemented in 5 years is considered to be dead. He stated that there is no respect for BDA even if they conduct 5 or 500 Public Consultation. He also stated that this is just waste of time and money. Instead he requested that the money be



utilized for any other good deeds. He expressed that he objects the project as it is illegal and clearly in violation of law.

**Compliance:**

**Negative response.** About 20.9 km of the proposed PRR passes through TG Halli catchment area and this change (13.65 km to 20.9 km) in length within catchment area is due to inclusion of NICE integration for which corrigendum to ToRs has been issued by KSEIAA on 25.02.2022. Section 1.4 of the EIA report clearly suggests the environmentally sensitive aspects with respect to the PRR project.

The MoEF&CC in its letter dt: 04.12.2020 stated that the proponent shall approach SEAC/SEIAA as per the directions of the Hon'ble Supreme Court and if they are satisfied with the applicability of general conditions they may transfer the proposal to the Ministry. In view of this, BDA has approached the SEIAA/SEAC for transfer of file to MoEF&CC and the Final EIA/EMP Report has been submitted to the Ministry for further appraisal and approval.

The amendment to ToRs or Corrigendum to ToRs has been obtained as per the provisions of the EIA Notification, 2006 and its subsequent amendments. Further, the compensation will be provided as per the Judgement dt:20.01.2022 issued by the Hon'ble Supreme Court and clarified that since LA Act has been incorporated into the BDA Act so far as they are applicable, the provisions of 2013 Act are not applicable for the acquisitions made under the BDA Act. Therefore, the Compensation will be paid as per the BDA Act, 1976 (as per the provisions of the Land Acquisition Act, 1894).

5. Shri. V. Murali

He stated that he has obtained a site at Karnataka Electricity Board Employees House Building Cooperative Society. He informed that he is retired and constructed a permanent house in which he is presently residing. As stated by Shri Vijaya Kumar, he informed that the land conversion has been completed 18 years ago under the jurisdiction of the then Deputy Commissioner and the same was distributed to everyone at the Society. All of them have been retired and there are so many permanent structures. After this, it was said that the road is 100 m wide and hence all the structures were constructed leaving a buffer of 100 feet. But, today they are stating that a new toll road is being proposed but nobody knows the length and width of the toll roads. Therefore, he requested the BDA officials to mark the boundary as there are so many people who are still constructing structures in that area and BDA has also issued NOC for carrying out construction activities in that area. No information in this regard has been provided to us by the Society and all of us have constructed our house and now BDA are about to destroy it. All of us are suffering in this regard.

He also expressed that they have been waiting since 18 years they have not received any compensation and all their houses are being destroyed. He informed that they have been waiting



since 18 years and they don't know how long they have to wait for the compensation. Amidst all this, farmers are conducting strike, BDA is publishing so many articles and notifications. He requested to state as to how much compensation will be provided by BDA for these permanent structures and mark the boundary within the Society at the earliest.

**Compliance:**

**The land acquisition activities and compensation process will be carried out as per the Judgement of the Hon'ble Supreme Court or as decided by the Cabinet Ministry during Land Acquisition process. The Compensation will be paid as per the BDA Act, 1976 (as per the provisions of the Land Acquisition Act, 1894).**

6. Shri. Ramesh, Ramagondanahalli

He stated that he lost his lands for both PRR and Shivaramakarantha Layout. He expressed that there is no objective for the public consultation when the policemen arrested many farmers carrying out strike in front of BDA yesterday. A lot of farmers were in police custody. He stated that even he participated in the fasting yesterday and today BDA is conducting the public consultation. This project has been started 18 years back when I was a child; today, our children have grown up to that age and the project still hasn't been implemented. Because of this, we are unable to fulfil our children's desire. All the projects in Karnataka has a common law but the projects being implemented by BDA such as PRR and Shivaramakarantha Layout has a different law. For example, for the Chennai- Bangalore road project about 9 lakhs per Gunta is being provided. He expresses that why BDA doesn't follow this guideline. They say that the compensation will be given as per BDA Act, 1894. But he doesn't understand if BDA stands for Bid and Development Authority or Bangalore Development Authority. He requested to look into farmers concerns because they have reached to a stage where they are losing their lives.

A lot of lands are present in Bangalore North Taluk, out of which BDA is taking over 3000 Acres for PRR and 3000 Acres for Shivarama Karantha Layout. He questioned that if this is the case how will the farmers survive. He questioned if BDA has completed any project on time. It has been 18 years since PRR started and 15 years since Shivaramakarantha Layout started and till today we haven't received any compensation. Today we are not able sell 100 guntas of land to carry out our children's wedding. Some farmers have lost their lives due to health issues and diseases without being able to meet the hospital expenses. He exclaimed that the public consultation is being carried out illegally. As per 2014 report BDA stated that 12400 trees will be removed today the number of trees proposed for removal is 38600. He stated that they have not mentioned the number of trees proposed to be removed in the newly acquired land and the EIA report does not specify these details. He concluded by exclaiming that the public consultation being held today is illegal while there are so many farmers who have been arrested in the custody of Adugodi Police Station.

**Compliance:**



**Negative response. The total of 36,824 trees were recorded within the 100 RoW of the proposed 73.5 km length PRR alignment. This number is inclusive of the newly acquired land. The proposed alignment has been finalized keeping in view of reducing the number of trees proposed for removal. Out of which, there is a possibility of retaining 4,649 trees and about 2,597 trees are proposed for transplantation based on their social values and girth size.**

**7. Smt. Lalitha, Doddagubbi**

*She stated that their family moved to the place 15 years ago and there were not even grass in their lands. Their parents then planted 300 trees including Sapota (Chiku), Coconut and Mango trees with each 100 numbers. She expressed that she has grown amongst these trees. Now, BDA is removing all my trees just because a road is passing on my trees and my land. She questioned as to who will benefit from this tree removal. There is no benefit in removing 3860 trees for the PRR and she requested to rethink over this. She wants to know how many trees are there in her land which will be removed and she requested to carry a tree census in this regard. She expressed that their family has planted so many trees such as Lemon and flowering plants which are older than 15 years. She expressed that they had created a beautiful environment in their lands because of which they had a good health and reduced asthma conditions.*

*She requested that to carry out tree census and provide the details on number of trees, species along with their age so that the same would be displayed on the wall. She stated that she tried to estimate the trees but she was unsuccessful. Therefore, she stated that she is utilizing this opportunity at the Public Consultation and submitting her request. She further, questioned regarding the utilization of the timber of the removed trees. She requested that this data be made available to public so that everyone would be aware of the same. She expressed that it is not only her thoughts and problems it is the thought of all the 10 Lakh people who are involved with the PRR. She further stated that the EIA report states that about 7.4 Lakh people will be affected by the project and the NABET consultants state that there are 18 BBMP Wards. But, the fact is that population of several wards have not been considered. She requested to take up the green belt development plan in a proper way and only because of the public pressure.*

**Compliance:**

**The total of 36,824 trees were recorded within the 100 RoW of the proposed 73.5 km length PRR alignment. Out of which, there is a possibility of retaining 4,649 trees and about 2,597 trees are proposed for transplantation based on their social values and girth size. The details on chainage wise number of trees, species along with its Girth Size have been provided in Annexure -21.**

**Further, the timber/wood of the removed trees shall be utilized for making furniture in Government Schools. Green belt development / Tree plantation will be carried out in two rows within the available (5m x 2) green space as per the guidelines of National Green Highways Policy, 2015.**



8. *Shri. Narasimha Murthy K. P., Doddaballapur*

*He greeted everyone and stated that BDA had already removed a lot of trees along Doddaballapur and Bellary road. He stated that there is not even a single Banyan or Peepal tree for the birds. They said they plant more trees but there are no trees to be found along the road from Yelahanka to Doddaballapur. Earlier fruit bearing trees were planted alongside the roads and now they plant some show shrubs. Now there are no food available for birds. In the earlier days, they used to construct bund like structures by making provisions for birds to drink water. Now, due to the PRR they are polluting water and the cattle feed will not even be eaten by Cows. He exclaimed that sparrows and pigeons are found nowhere these days. They informed only 4 species of trees proposed to be removed and they have not carried out detailed study on the number of borewells falling within their lands along the PRR alignment. He exclaimed that this project is of no benefit and that a road is passing along Dabaspeta with 6 lanes. This PRR passes through villages with 45 toll plazas and questioned as to who will pay the toll. He questioned that they have to provide land and as well pay the toll. There is a limit and guidelines for the number of toll plazas.*

*Now, they have said that they will be acquiring additional land for the toll plazas and BDA is making changes to the original alignment as per their wish. If we question them in this regard they will lock us up in the police station. They issue NOC for people with higher ranks. He questioned why don't they issue NOC to the common people. During COVID-19 pandemic situation a lot of them lost their lives and a lot of them are about to lose their lives because of this PRR.*

*Nowadays, there is no sight of monkeys, sparrows and crows therefore, there is no need of such project which would create such a big impact on environment. He exclaimed that they say they plant so many trees and even if they plant they don't even have the concern to water those trees. He stated that BDA kept quiet for 18 years and now they are providing the compensation as per BDA Act, 1894 and not as per Land Acquisition Act, 2013. This is an injustice to all of us and this project is not a benefit to us and the environment.*

**Compliance:**

***Negative response. The proposed project involves plantation of 3,68,240 in the proposed 5m green space on either sides and the remaining trees will also be planted in areas designated by Karnataka Forest Department by entering a MoU. The details of trees proposed for plantation is given in Annexure 21 of the EIA report and the it includes 30 tree species (n=3,68,240) including fruiting, flowering and ecologically viable species which are as per the Guidelines for the National Green Highways Policy 2015. This would benefit the birds and small mammals. In addition to this, maintenance of these trees including frequent monitoring and watering alongside the PRR will be carried out by BDA.***

***Tree plantation will be carried out in two rows within the available (5m x 2) green space as per the guidelines of National Green Highways Policy, 2015. Further, checkdams, farm ponds, afforestation activities are also being carried out as part of Catchment Area***



***Treatment plan along with rejuvenation of 6 lakes which would provide water facilities for the avifauna along the project alignment. A total of 15 Toll plazas have been proposed along the 73.5 km length PRR Alignment.***

9. ***Shri. Jayanth***

*He expressed that his grandfather and father were farmers and he is also a son of a farmer. He stated that his grandfather received a notice from BDA but today he is attending the Public Consultation which shows that this project has been delayed since so many years. Yesterday, when we went to BDA to question in this regard, they called up the policemen and locked us up in the Adugodi CRPF ground. He stated that he has come all the way from there this morning and whatever BDA is doing is violence. He questioned as to what message will this convey to the youth these days. Youth like us come back here to be farmers but BDA officials take our lands and leave us with nothing which is shameful on their parts.*

**Compliance:**

***Negative response.***



**COMPLIANCE TO COMMENTS / OBJECTIONS  
RECEIVED IN WRITTEN / E-MAIL TO KSPCB AND  
BDA WITH RESPECT TO THE ENVIRONMENTAL  
PUBLIC HEARING HELD ON 13.07.2022**



**COMPLIANCE TO COMMENTS / OBJECTIONS RECEIVED IN WRITTEN / E-MAIL  
TO KSPCB AND BDA**

1. M. Ramesh, District Coordinator and R Mahindra, Avalahalli Estate, Yelahanka Hobli, Bangalore North

**Objection/comments:**

**1<sup>st</sup> Objection: Loss of tree cover**

As per the Forest Officer BDA's RTI response to the numbers of trees that were listed for felling in 24.04.2009 was 16685.

How could the trees listed for felling in 2020 increase by double to 33838 on the very same alignment of the PRR 1?

Kindly confirm the PRR1 alignment for which the draft EIA studies 2020 was conducted is the same PRR1 alignment as it was in 2007?

(Refer to point 3.2 page 6 of the Executive Summary of the draft EIA report)

Trees that are being lost on account of the 750 acres, have not been added to 33800 trees that are going for this project on 1810 acres. Kindly update and inform me in writing the number of trees that are going to be cut for this project.

The felling of 36824 plus trees will be a big loss to the environment of Bengaluru which will become a dust bowl and have a disastrous impact on the environment. The Report suggest compensatory afforestation as a mitigating measure. This involves planting of saplings (Page 178) and transplanting of trees (Page 148) in lieu of trees felled. Both have been an object failure in earlier projects. Besides saplings if they take root, will take two decades to become full grown trees. During this period the environment will be highly compromised.

**Compliance:**

Previously, a total of 33,838 trees were recorded along the PRR alignment with a length of 65.5 km. However, presently a total of 36,824 trees were recorded along the proposed revised 73.5 km PRR alignment. This number is inclusive of the additional 750 acres. This reduction in the number of trees is due to change in alignment along the area with the land use containing minimal trees. Detailed list of tree species along with number is given in Annexure 21.

Further, a total of 32,175 trees are proposed to be removed. Out of which, 13,542 trees belongs to Eucalyptus Spp. and the Government has ordered to remove Eucalyptus Spp. Therefore, only 18,633 trees are proposed to be removed. Further, a total of 4,649 trees shall be retained within the 5m green space on either sides of the PRR alignment. In addition to this, 2,597 trees possessing social values are proposed for transplantation.

Transplantation of trees with girth size <30 cm and >80-90 cm is not preferred due to low survivability rate and various factors as mentioned above. Therefore, trees species belonging to girth size >35 cm and < 80 cm will be preferred for transplantation based on the prevailing tree conditions. Further, saplings of height 7-10 feet or saplings of age 3-4 years old have been proven to have a higher survival rate and hence the same shall be preferred for plantation. Further, frequent monitoring and maintenance of these transplanted trees and saplings will be carried out as part of Monitoring Plan.



**2<sup>nd</sup> Objection Jarakabandekaval:** 25 acres of state forest land has been here marked for the PRR and 5 acres for the adjacent transport zone. It attracts the provisions of the Forest Conservation Act, 1980. Kindly share the outcome of the online application to MoEF for forest land diversion.

To avoid taking permissions from MoEF, the BDA came up with a proposal for converting JB Kaval into a biodiversity park. Kindly confirm the status of land Jarakabandekaval.

**Compliance:**

A total of 7.73 Ha of forest land belonging to Jarakabandekaval RF is proposed for diversion and an application seeking Forest Clearance has been submitted to MoEF&CC through PARIVESH portal vide proposal No.: FP/KA/ROAD/45790/2020. The proposal is presently under scrutiny by Forest Department. Further, about 7.91 Ha of compensatory afforestation land belonging to Sy. No. 156 of Mantapa Village, Anekal Taluk, Bengaluru Urban District has been identified. In addition to this, as per the directions of the Karnataka Forest Department about 20.30 Ha of land belonging to Sy. No. 135 (Old)/22(New) of Adarangi Forest in Magadi Taluk, Bengaluru Urban District has been identified to balance the plantation activities with the criteria of 1000 saplings/Ha. The Karnataka Forest Department has issued Suitability Certificate for these lands for onward processing of Forest diversion application.

Further, Jarakabandekaval Reserve Forest falls under the jurisdiction of Karnataka Forest Department and BDA has not come up with any proposal involving conversion of the Jarakabandekaval RF into Biodiversity Park.

**3<sup>rd</sup> Objection Thippagondanahalli:** T G Halli is the largest and oldest catchment area for the city of Bengaluru. Given the poor water situation in the city the Government on one hand is trying to rejuvenate the reservoir and the Arkavathi River and on the other hand has permitted the BDA to align its PRR project through the catchment area. This reservoir will be irretrievably damaged if 20 km of the PRR is permitted to cut through it and any attempts of the Government to restore it will be severely compromised. On page 133 the EIA report states that the Government had issued a notification on 18.11.2003, 12.01.2009 and 20.07.2019 regarding the protection and conservation of the Thippagondanahalli Reservoir catchment area as a no-development zone. It is self-evident that 20 km of a 100 m expressway will cause irreversible damage to the protected area and should by no means be permitted.

**Compliance:**

In the aforementioned Notifications, there are no restrictions regarding the construction of roads or linear alignments in the said notification. The project involves removal of 13,355 trees (6242 other trees and 7113 Eucalyptus sp.) in the catchment area and hence CAT plan will be proposed to mitigate the impacts, conservation and protection of TG Halli Catchment.

Further, about Rs. 4.13 Crores have been allocated for Catchment Area Treatment as part of Environmental Management Plan involving construction of farm ponds, check dams, percolation tanks along with afforestation activities.

**4<sup>th</sup> Objection Petronet gas pipelines intersecting the PRR:** On page 187 it is stated 'the PRR alignment has the petroleum pipeline running parallel under the proposed PRR corridor'. It intersects the PRR in 17 locations.

The report mentions various safeguards but no matter how good these are, the danger persists.



*Petronet gas pipelines intersecting the PRR-in the new notification BDA has acquired additional land supposing to avoid the Petronet intersections of 1) Kempapura 2) Kalthamanahalli 3) Doddabahanahalli Chikkabahanahalli.*

*Kindly confirm that in the event of a rupturing of the gas pipeline or a major leak that the Fire Fighting Services in the city of Bengaluru have the capability of handling a catastrophe of that proportion. Kindly provide the information with regard to the number of fire stations in and along the PRR alignment, the number of fighters per station and details of the training they have had to deal with gas leaks or gas explosions. This is so that the Public in the densely populated BBMP areas can be satisfied by the safety precautions taken by the project planners.*

*Kindly provide an explanation to me on how land that is once acquired by the ministry of petroleum & natural gas can now be acquired for the PRR project. Has the required sanctions been given by the Ministry of Petroleum and Gas? If so kindly provide me that information.*

**Compliance:**

***Discussions with respect to Risks associated with the MHB Petronet pipeline during construction phase were already initiated with Petronet MHB authorities on 28.05.2020 and 29.05.2020. All the construction activities will be initiated upon obtaining requisite approvals from the requisite Authorities. Further, necessary precautionary measures such as Emergency Preparedness Plan, prohibition of mechanical excavation, blasting in the surrounding area of the pipeline & periodic onsite emergency mock drill will be ensured during construction phase upon necessary consultation and approvals from requisite authority. The details of the fire fighting services, fire stations, number of firefighters and their training will be provided during project implementation phase.***

***5<sup>th</sup> Objection No DPR:*** *The DPR was commissioned and prepared in 2007. The BDA is now again making multiple changes to the alignment which make a fresh DPR necessary. If the DPR isn't final it becomes questionable on basis the EC is being sought. The public need to see not only the draft EIA report incorporating all the details but also the Final DPR and Social Impact Assessment Report to provide their comments. An additional preliminary notification has been issued for 750 acres that need to be acquired in addition to the 1810 acres already notified- the details of which need to be shared. If the public is not aware of what the social and environmental impact of acquiring this additional 750 acres of land is, it will not be possible to give their comments on the overall scheme.*

*This Public Hearing was held in accordance with EIA 2006. The same is being held in abject violation of the Constitutional Scheme which requires that there are harmonies of various laws applicable to the concerned PRR project.*

*Wherein it was taken on record in CA 2116-2128 of 2020 dated 19.05.2020 that the State of Karnataka is aware of this legal necessity, failing which the entire effort of promoting any development project is in violation of the procedures.*

*In the instant for the development of the PRR, BDA is yet to comply with the KT&CP Act read with BDA Act, and is yet to develop the scheme that is required under KT&CP Act which is absolutely essential, as had been directed by the Honorable High Court of Karnataka in WP 13241 of 2009, failing which the officials will be held responsible for these blatant violation of the directions provided by the High Court.*

*In this instant case, the BDA has rushed to secure the Environment Clearance even when it has failed to comply with the requirement of the KT&CP Act, and furthermore this has been held out as an essential pre-requisite in the Sudhakar Hegde Case CA 2566 of 2019.*



Keeping the above in view, this is a blatant miscarriage of justice, and an absolute contravention of laws and court directives, an absolute Contempt of Court that has been carried out by KSPCB acceding to the demands of the BDA to conduct this Public Hearing.

Therefore, you are urged to suspend these public hearing proceedings in necessary criminal actions in accordance against the BDA officials for requesting for a public hearing for a legally non-existing project. This is a fundamental right cast upon you as per the Article 48A of the Constitution of India and absolute obligation to protect Right to Life, Livelihood and 100's of houses, farmlands who will be illegally dispossessed due to such gross miscarriage of procedural lapses that are also violating the requisites of the Environmental Act.

**Compliance:**

The proposed project has been under discussion since 2005 and several reports including Comprehensive Development Plans (CDP's) pertaining to the project has been released for the public reference since then. Hence, publishing the DPR is not mandatory. However, due to addition of 750 acres, a fresh DPR is being prepared and will be published upon obtaining requisite approvals from Competent Authority. Further, the process of obtaining Environmental Clearance has been followed as per the guidelines issued by the MoEF&CC.

2. Sri S. K. Vijaykumar, 852, Cinema Road, Doddaballapur-561203 Bangalore Rural District

**Objection/comments:**

Please note that this is the **THIRD PUBLIC HEARING** being conducted w.r.t the Development of Eight Lane Peripheral Ring Road (PRR) phase-1 on 13-07-2022. Please find herein my further Objections submitted in person at the venue to the said proposed project in continuation of the objection submitted in person at the public hearing venue on 18-08-2020 itself as well as the further objections submitted to the Office of DC, Bangalore Urban District on 15-09-2020 which may kindly be acknowledged.

The further objections herein below may be read as part and parcel of the earlier objections already submitted is attached herewith for case of convenience and to avoid of repetition.

Present objections are spilt into two parts to understand the PRR-PHASE1

A) Project developments BEFORE 2022

B) Project developments AFTER 2022

A) Project developments **BEFORE** 2022

There were TWO public hearings conducted on 18-08-2020 (Physical) and 23-09-2020 (Webinar) w.r.t the PRR Project Phase-1. The objections for the same are already submitted respectively and is herewith attached.

B) Project developments **AFTER** 2022

It is important to note that the PRR- Phase 1 is now being developed at the instance of Legal pronouncements at different stages, different period of time and different Courts.

**Fresh Environment Impact Assessment (EIA) Report:**

1. As per the order of Hon'ble Supreme Court in Civil Appeal No. 2566/2019, dt. 17-03-2020 (Annexure-4 of EIA Report), project proponent is supposed to conduct fresh EIA Report for the proposed PRR project is earlier PRR Project which is 65.5kms length as per the Terms of



Reference-ToRs dt. 21-01-2022 (Annexure-3 of EIA Report) and NOT for the present PRR-PHASE1 project which is 73.3 kms as per the corrigendum ToRs dt. 25-02-2022 (Annexure-10 of EIA Report) as envisaged now.

2. Even the order of Hon'ble High Court of Karnataka in W.P.10178/2020 dt. 23-02-2021 (Annexure-6 of EIA Report) for conduct of Public Hearing in Physical Mode for earlier PRR project with publicity as submitted by the counsel is noted and recorded and Hon'ble High Court of Karnataka in W.P.10342/2008 dt. 22-09-2021, also, upheld that the directions of the Hon'ble Supreme Court in Civil Appeal No.2566/2019 dt. 17-03-2020 are to be complied with for the earlier PRR project. Both the orders are NOT for the present PRR-PHASE1 project.
3. When such is the scenario, the project Proponent-Bangalore Development Authority (BDA), ought not to have done the expansion/modification/altering the earlier PRR project which is disobedience of the Courts order.
4. The project proponent-BDA, instead, ought to have done the fresh EIA Report with the new set of data and prepare a new EIA draft report and present it to the competent Jurisdictional Authority for project Appraisal.
5. Even on the aspect, BDA, has played fraud by approaching the wrong jurisdictional authority which is the State Environment Impact Assessment Authority (SEIAA), Karnataka under the guise of earlier submission of application in Form-1, ToR and alleged Environmental Clearance-EC dt. 20-11-2014 (Annexure-1 of EIA Report) and also as per SC order dt. 17-03-2020.
6. The SC order dt. 17-03-2020 clearly says that BDA to have due regard to the various deficiencies noted in the judgment as well as ensure that additional precautions are taken into account for the prevailing state of the environment, BDA ought to have approached the same Hon'ble BENCH of SC by appraising of the situation and repercussions of the SC order dt. 17-03-2020 and corrected the said findings in the said judgment. Instead, BDA kept quiet to suit their convenience and get away with it. In spite of the SC order that the earlier PRR project qualifies under 7(f) and General conditions shall apply as per EIA Notification 2006 is nothing but misleading the Hon'ble Court.
7. When the SC order dt. 17-03-2020 clearly says that BDA to have due regard to the various deficiencies noted in the judgment as well as ensure that additional precautions are taken into account for the prevailing state of the environment, BDA in consultation with the accredited project consultant viz., M/s Environmental Health & Safety Consultants Pvt. Ltd, Bangalore ought to have approached the competent jurisdictional appraisal authority which is MoEF&CC, New Delhi.
8. Instead, BDA writes a letter to MoEF dt. 07-09-2020 (Annexure-5 of EIA Report) seeking clarity as to whom to approach for appraisal of the earlier PRR project in the light of the SC order dt. 17-03-2020 contrary to the EIA Notification 2006.
9. The SC order dt. 17-03-2020 is clear that various deficiencies are to be removed and additional precautions are to be taken into account by BDA for the earlier PRR project, BDA ought to have filed a fresh application to MoEF for appraisal meaning ToRs to be issued in the first place and then draft EIA report to be submitted based on the ToRs, conduct Public Hearing for the earlier PRR project and submit final EIA report for obtaining EC for the earlier PRR project. NOTHING is done as mentioned above inspite of admitting that the project is scheduled under 7(f) of EIA notification 2006 and General Conditions shall apply for the earlier PRR project. Pick and choose method applied by BDA in the SC order dt. 17-03-2020 to suit their convenience if highly untenable.
10. Further, BDA has suppressed the material fact that the earlier PRR project is passing through Tippagondanahalli Reservoir (TGR) Catchment Area which is a declared Eco-sensitive zone in the said letter.
11. MoEF reply letter dt. 04-12-2020 (Annexure-7 of EIA Report) clarification is provided for BDA which is also arbitrary. Statutory to be followed as it is and in no other way is the settled legal position of law which MoEF has overlooked and suggested wrongly by giving an option to SEIAA that if they are satisfied that General Conditions apply only then they may transfer the Proposal to MoEF, New Delhi for appraisal.



12. Even, MoEF has not understood the SC order dt. 17-03-2020 in the right perspective which clearly said to remove various deficiencies and additional precautions to be taken into account. Instead of arbitrary reply, MoEF ought to have categorically replied that the earlier PRR project shall be appraised by MoEF&CC, New Delhi as per EIA notification 2006 as well as keeping in mind SC order dt. 17-03-2020.
13. Alternatively, MoEF ought to have informed BDA to the same Hon'ble BENCH of the SC, appraise the inconsistency and get the order modified accordingly, if any, to proceed further.
14. MoEF has no right to give liberty to State SEIAA to appraise and if satisfied the proposal may be sent to MoEF for appraisal is no wrong footing of the statute. That too, when the BDA has submitted and admitted that the project qualifies under schedule 7(f) and General Conditions shall apply for the earlier PRR project.
15. The competent jurisdictional appraisal authority is MoEF&CC, New Delhi for appraisal of earlier PRR project viz., issue of ToR, draft EIA report, Public Hearing proceedings, final EIA Report & issue of EC.
16. Hence, the fresh EIA report which is based on the ToRs dt. 21-01-2020 and the corrigendum ToRs dt. 25-02-2022 is null and void.

**Expansion/Modification/Alteration- Present PRR-PHASE1 project**

The Hon'ble Supreme Court order in Civil Appeal Nos. 7661-7663/2018 & connected matters dt. 20-02-2022 (Annexure-9 of EIA Report) held w.r.t. I. A. No. 147134/2021, that, BDA Act is a self-contained Act and the Land Acquisition (LA) Act 1894 has been incorporated into the BDA Act so far as they are applicable, the provisions of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act 2013 are not applicable for the acquisition made under BDA Act. Which pertains to challenge against the W. P. No. 4550/2008 & connected matters which are connected with earlier PRR Project.

17. Instead of conducting fresh EIA Report meaning application in form-1, ToR and draft EIA report for the earlier PRR Project, BDA has fraudulently changed the entire project under the guise of SC order dt. 20-02-2022 and have gone ahead with the present PRR PHASE1 project.
18. Also, interestingly, Civil Appeals Nos. 7661-7663/2018 is mainly filed w. r. t Dr. K. Shivarama Karanth Layout formation by BDA which is to be noted.
19. In the very same Civil Appeals Nos. 7661-7663/2018 several Interlocutory Applications (I.A.) are filed from time to time and several directions are issued to BDA;
  - a. In I. A. No. 124166/2021 dt. 29-09-2021 directed BDA to file the complete status report w.r.t PRR right from its inception, since, the applicant in the said I. A is losing his lands both for Dr. K. Shivarama Karanth Layout and PRR project and hence filed the said I. A. seeking Clarification/Direction.

For the first time both Dr. K. Shivarama Karanth Layout and PRR project are clubbed together in the Civil Appeals Nos. 7661-7663/2018 and is heard. Also, there is a mention of Layout map produced before the Hon'ble Bench and comment is made that the PRR traverses at two points of the Dr. K. Shivarama Karanth Layout, hence, PRR is being considered along with the main Petition viz., Dr. K. Shivarama Karanth Layout case.

It is pertinent to note that in the said Layout Map submitted there is no mention of adjoining Jarakabandekaval Reserve Forest through which the PRR passes through and enter the Dr. K. Shivarama Karanth Layout towards Northern side near Avalahalli village which splits the Jarakabandekaval Reserve Forest into two portions, thereby the material fact is suppressed deliberately and BDA has misled the Hon'ble Court. Also, as noticed at the middle in the said Layout Map, Jarakabande Kaval Reserve Forest is surrounded/adjoined on two sides towards East and South sides completely by the said Dr. K. Shivaram Karanth Layout leading to man-animal conflict



as well as Biodiversity/Ecology of the region is completely impaired which is irreparable and not permitted.

Also, there cannot be any activity within 500 mtrs from the periphery of the Highways as per the order of the Hon'ble Supreme Court, hence, on this ground also PRR project cannot be implemented under the guise of connectivity to the Dr. K. Shivarama Karanth Layout.

b. In I. A. No. 124166/2021 dt. 26-10-2021 BDA filed the report which was perused and directed;

- I. BDA to notify additional extent of lands of 589 acres 13.76 guntas or missing link alternate alignment and integration with NICE road, clover leaf grade separators, Toll Plaza and Petronet line re-alignment.
- II. BDA may pass awards and take possession of land notified for PRR and State government to deliver possession of Government lands notified for PRR to BDA.
- III. BDA to move Karnataka State Pollution Control Board (KSPCB) to conduct fresh environmental public hearing.
- IV. BDA to file compliance report.

Before going in detail about the same, it is pertinent to mention here that both Dr. K. Shivarama Karanth Layout and PRR projects which are being developed by BDA requires "**PRIOR EC**" after identification of the prospective site(s) and before establishing such area(s) as per EIA notification 2006 from the competent jurisdictional appraisal authority which is mandatory is not at all obtained by BDA in both the cases as is evident by their own submissions and hence, both are illegal.

c. In the above para (b) if at all the BDA has given the chronology of events to the Hon'ble Supreme Court, then;

- I. BDA has submitted and admitted in W.A. No. 17005-17007/2011 that the width of ROW is 70 mtrs and not 100 mtrs, hence, additional lands for Toll plaza is not required. But now before this Hon'ble Bench are turning around and proposing to acquire additional lands which is contempt of court.
- II. Further, there is no whisper about the **Enquiry Report by Karnataka Lokayuktha** w.r.t the said earlier PRR project even after 10 years which is upheld in the said Writ Appeals thereby suppressing material facts.
- III. The Hon'ble Bench failed to consider the order passed in SLP Nos. 9800-9803/2014 which is filed by BDA that **the Bench donot find any merits in the SLPs and the High Court has granted liberty to BDA to go for acquisition once the project i.e., ring road project is completed.**
- IV. BDA instead of compliance of the said order is now making back door entry to the present Hon'ble Bench under the guise of lands acquired are covered under both Dr. K. Shivarama Karanth Layout and PRR project in some cases and instigated some litigants to implead themselves in the Main petition concerning Dr. K. Shivarama Karanth Layout is highly untenable.

Without prejudice, it is pertient to note that without Prior EC as per EIA Notification 2006 there cannot be any land acquisition in both the projects being developed by BDA which fact is not at all expressed by BDA thereby totally mislead the mandatory Prior EC from the competent jurisdictional appraisal authority.

Further, BDA Act being a self-contained Act, all the earlier acquisitions made for earlier PRR projects starting from the year 29-06-2007 have lapsed on its own/ by default as per the **Section 27 of the BDA Act**, since, it is more than 5 years from 2007. And, the lands required for the present PRR-PHASE1 also cannot be acquired without the mandatory Prior EC.



When there is a clear direction in the SC order dt. 17-03-2020 that no other Court or Tribunal shall entertain challenge to the ultimate decision of the SEAC or the SEIAA, the present Honble Bench ought to have restrained from entertaining I. A's w.r.t PRR projects, since, prior EC is mandatory after identification of prospective site(s) and before development of such area(s) which material fact is again suppressed deliberately only to mislead to Honble Court and to proceed with the project by hook or crook is nothing but colourable exercise of power under eminent domain and abuse of process of law. Hence, this tactics of BACK DOOR entry in the case of PRR project in the said Main petition matter which is Dr. K. Shivarama Karanth Layout case should not be encouraged which is not in accordance with law.

### **New Land Acquisitions**

Armed with the SC order, BDA has gone ahead with the issue of THREE Preliminary Notifications separately.

d. Preliminary Notification No. BDA/SLAO-2/183/2021-2022 Dt. 18-04-2022 for the purpose of Peripheral Ring Road Part-1 (PRR-1) "Missing Links" to an extent of 78a=15.8g

e. Preliminary Notification No. BDA/SLAO-2/183/2021-2022 Dt. 18-04-2022 for the purpose of Peripheral Ring Road Part-1 (PRR-1) "Nice Integration Tumkur Road" to an extent of 69a=21g.

f. Preliminary Notification No. BDA/SLAO-2/183/2021-2022 Dt. 18-04-2022 for the purpose of Peripheral Ring Road Part-1 (PRR-1) "Sheegehalli Alternative Alignment" to an extent of 146a=5.25g.

20. In the above Preliminary Notifications published there is a mention of sanction of the project by Urban Development Department, particulars of the scheme, map of the area, etc. are available at the said office of SLAO-2, BDA for perusal.
21. An RTI request letter was given to concerned BDA office to furnish the said particulars for which BDA replied saying that the requisite fees shall be paid at Canara Bank, BDA Extension counter and the said challan be submitted on to provide the required information.
22. The said process was done and document received is only the Preliminary Notification without the other particulars with an endorsement saying that "**available notification copy is attached**".
23. An RTI Appeal was filed at Office of The Commissioner who is the First Appellate authority for not furnishing the requisite information by the said BDA office.
24. Surprisingly, instead of a reply from The Commissioner / The First Appellate Authority, the said SLAO-2 office has sent a reply stating that "**Be informed that, Peripheral Ring Road Phase-1 project land acquisition is under process, steps will be taken to provide the information after the completion**" is not in accordance with law.
25. The said SLAO-2 office has deliberately suppressed to provide the material facts against the RTI reply, when the requested particulars are available at the said office as mentioned in the said preliminary notification(s).
26. An RTI request letter was given to Urban Development Department to provide the details of Approval for Development of Eight Lane Peripheral Ring Road, connecting Tumakuru Road to Hosur Road (Crossing Ballari Road and Old Madras Road) in Bengaluru Urban District, Karnataka as mentioned in the preliminary notifications;
  - a. The office order No. UDD/136/BLA/2022 Dt 13-04-2022.
  - b. The office order No. UDD/137/BLA/2022 Dt.13-04-2022.
  - c. The office order No. UDD/138/BLA/2022 Dt. 13-04-2022
27. The concerned office replied stating that "**Since the mentioned orders in your application are not at all given, the information requested by you cannot be provided**".



28. The administrative approval given by the Government letter dt 21-02-2022 (Annexure-11 of EIA Report) mentions that an area to an extent of 2567a- 22.5g is approved for development of PRR project, without mentioning the allocation of area of extent for missing links, toll plaza, realignment, integration, etc., and also without the project cost required.
29. Whereas, the three preliminary notifications issued now are to an extent of around 294 acres only, while the directions in the SC order dt.26-10-2021 in C.A.7661-7663/2018 is for 589a-13.76g clearly shows that even now BDA is not sure of what is the extent of land required for the project and has projected a 50% greater extent of land than actually required before the Hon'ble Supreme Court and are playing with the lives of public under the guise of public purpose.
30. There is no whisper about the extent of land which will be left out unused in lieu of the proposed realignment/alternative alignment for the PRR-Phase 1 project and the fate of the same is at the mercy of BDA even after 15 years of Notification.

In the first place, BDA has issued preliminary notifications stating that The Urban Development Department, Government of Karnataka in its order has given approval for publication of Preliminary Notification under the BDA Act. But when the said details are requested the same is denied which is arbitrary and purposeful suppression of material facts.

Secondly, and most importantly, when the Urban Development Department, Government of Karnataka has denied giving any such approval for the same, BDA cannot proceed any further meaning BDA have acted in an clandestine, arbitrary manner which is dereliction of duty as well as abuse of power under eminent domain. Hence, the said ELA Report / Public Hearing is a waste exercise without following due procedure in accordance with law as mentioned in the SC order.

#### **Public Hearing procedure**

31. As per EIA Notification 2006 and further amendments, prior EC is mandatory after identification of prospective site for proposed project and before acquisition of lands itself and BDA has violated the schedule 2 read with schedule 6 provisions of EIA Notification 2006 blatantly thereby the said acquisitions are illegal and are not in accordance with law.
32. Process of EC mandates Public Hearing to be conducted in accordance with law. However, there were two public hearings conducted in the past for the same project as mentioned herein above which were not in accordance with law.
33. There is no wide publicity of the project details for the purpose of conducting the present Public Hearing as enumerated in the procedure which is violation of public hearing procedure under EIA notification 2006.
34. It is important to note that the earlier Public Hearing conducted are after the Final Notification of Land Acquisition under BDA Act. Whereas, the present Public Hearing conducted is after the Preliminary Notification of Land Acquisition under BDA Act.
35. BDA is following dual standards to suit its convenience in the development of PRR project which is impermissible and violation of relevant Acts/statutes/procedures in force.

As mentioned herein above prior EC is mandatory as per EIA notification 2006, if the earlier public hearing is accepted as "in accordance with law" then the present public hearing is illegal and if the present public hearing is accepted as "in accordance with law" then the earlier public hearing is illegal.

Without prejudice, both are illegal, without a valid **prior EC** from the competent jurisdictional appraisal authority before acquisition of lands and after identification of prospective site for the proposed project. BDA has blatantly violated all the relevant provisions in the said Project under the guise of public purpose which is not in accordance with law.



BDA is not an ordinary organization or an individual. As admitted that BDA Act is a self contained Act, there are procedures to be followed and approvals to be obtained before initiating any development of any proposed project by it. That means when the BDA approached the Government for administrative approval with the Scheme and Map of the area to be developed which accords approval, if any, then the first step BDA ought to have taken is to obtain prior EC from competent jurisdictional appraisal authority under EIA notification 2006 based on such approval and not issuing Preliminary Notification for land acquisition.

By issuing Preliminary Notification for Land Acquisition, the public in general and the farmers in particular are affected badly and indefinitely since BDA bars them from further development/alienation of the property. This leads to instability, insecurity, conflicts among the family and most importantly mental torture and harassment due to delay/doubt in the execution of project, which is exactly that is happening in the present situation of the PRR project.

### **Revised Draft EIA Report - April 2022 submitted for appraisal**

36. The NABET accredited project consultants viz., M/s Environmental Health & Safety Consultants Pvt. Ltd, Bangalore certificate No. NABET/EIA/1821/RA0107 Dt.19-11-2018 is valid till 22-04-2021 as mentioned in the EIA Report at page vi, details of which is not available.
37. Further there are many extension of the validity as mentioned in the EIA Report at pages ix, x, xi and xii, wherein, **certificate No. NABET/EIA/ 1821/SA0123 is valid till 05-07-2022 only**. It is more than a year since the last accreditation till 22-04-2021, the reasons for not obtaining a regular accreditation is not known,
38. The length of the PRR project has increased from earlier 65.5kms to 73.5kms and mentions that issue of final notification for land acquisition in remaining 5 villages are under progress, the details of which are not available in the EIA report.
39. The additional data collection for preparation of EIA Report is carried out in February and March 2022, which is not even **ONE SEASON** data, the details of which are not enclosed in the EIA Report as is seen in the Declaration of Experts at pages ii to viii of EIA Report which is for the period of involvement from November 2019 to July 2020 in data collection for the period December 2019 to February 2020 (One Season).
40. The EIA Report donot mention about the TGR Catchment Area through which the PRR-Phase1 road passes through is deliberate suppression of material fact.
41. The total project cost is Rs. 14,934crores as mentioned at page 3 of the EIA report for which there is no material on record to show that the Government has given its approval. The approval dt.21-02-2022 given by the Government is to an extent of area of 2567a-22.5g for the PRR project only.
42. The EIA Report mentions that Environment Protection Act, 1986 is applicable to the PRR-Phase I project, whereas, in the application filed under Forest Conservation Act, 1980 & MoEF&CC OM dt.20-03-2010 through online is dt.08-06-2020 (Annexure-12 of EIA Report)
  - a. The online application is old one which is for the earlier PRR project of length 65kms, estimated cost of Rs.15111.42 crores, forest land diversion is 10.117ha and non-forest land required is 722.567ha, whereas, the EIA Report at page 6 mentions that 7.91ha of forest land needs to be diverted is contradictory.
  - b. It mentions at sl.no.H (i) Whether the project requires clearance under the Environment Protection Act, 1986 as **NO** is nothing but false submission is violation of law in force.
  - c. It mentions at sl.no.L Details of land identified for compensatory Afforestation in an area of 15.35ha at Matapa Village in Sy.no. 156.
43. The EIA Report mentions that 36,824 trees fall in the RoW of PRR-Phase1 and the necessary permission from the Tree Expert committee of Karnataka Forest Department is a must as per SC order for appraisal, the details of which are not available.



44. The EIA Report mentions that around 6 flyovers are proposed along 6 lakes which is against the Rules of the Wetlands Conservation and Management Rules, 2017 and any development on lakes is completely barred.
45. The EIA Report mentions that about 20.9kms of proposed PRR-Phase1 project passes through TGR Catchment Area, whereas, there is no whisper about the same in the Application for TOR/EC of the project.
46. Further, about 13,355 trees need to be removed for the sake of the project is against the principles of precautionary principles and sustainable development impairing the ecology of the declared ESA where Kumudvathy and Arkavathy river exists which is the source of drinking water to the city of Bangalore and surrounding villages.
47. The EIA Report mentions that in Table 1.3 Biological Environment w.r.t Migratory route/crossing of wild animals and birds (outside designated protected areas) as YES but the screening result is '0' (zero) instead of '6'. Hence the Total weightage wise scoring of the project is '65' and not '59' meaning there is a discrepancy of 6%. However, this would still come under High Category which is 50-80%.
48. The EIA Report mentions about BDA Master Plan 2031 (draft) meaning there is NO Approved BDA Master Plan 2031 which is the basis for any development activity in Bangalore Urban District is violation of law in force.
49. The EIA Report mentions about the Inner Ring Road (IRR), Outer Ring Road (ORR) by BDA, elevated Roads by NHAI, existing NICE road towards south side between Hosur Road and Tumkur Road, but, failed to show and mention the STRR encircling Bangalore and connecting all the nearest surrounding Taluk headquarters, Budigere Cross on NH-4, Nelamangala-Doddaballapur-Chikkaballapur Road, Yelahanka-Doddaballapur-Gauribidanur Road, Nelamangala-Gollahalli-Madhure Road, Madhure- Rajanakunte-Devanahalli Road, Aradeshahalli-IVC Road-Ballari Road, Jigani-Harohalli-Bidadi Road, Anekal-Attibele-Kaatanur gate Road.
50. There is too much of activity under the guise of improvement of Roads for better connectivity to and from Bangalore. Instead, the existing Roads could be upgraded and not expanded, make certain Roads as ONE-Way and implement strict traffic rules monitoring.
51. Further other modes of Public transportation like METRO, BMTC, etc., could be used for better easement of traffic as an alternative providing better connectivity to the last mile.
52. The EIA Report mentions at 2.11 Pavement Design for Service Road with design life of 20 years for flexible pavement and 30 years for Rapid pavement, whereas, the Government administrative approval dt.21-02-2022 mentions DBFOT under PPP contract basis for a period of 50 years under profit sharing with BDA for 50 years clearly shows that design life is half of the Contract Basis period itself shows the quality of the PRR-Phase 1.
53. Further when the proposed project is based on Toll basis, ONE can imagine the amount of Toll Fee to be paid over a period of time of 50 years if at all the project is implemented for which the public will not have any say in controlling the Toll Fee & its hike which will be kept under wraps.
54. Already there is an escalation of more than 5% of the initial proposed Cost for implementation of the project, which is violation of BDA Act and the project lapses on this account by default, now with expansion, alteration and realignment of the project it will shoot up further.
55. The EIA Report mentions at 3.1 Environmental Settings w.r.t Protected Areas/Eco-sensitive Areas as "NIL", whereas, the present PRR-PHASE1 passes through TGR Catchment Area which is a declared ESA for a length of 20.9kms which material fact is purposefully suppressed and is silent on the same.
56. The EIA Report mentions that Fig3.3: Environmental Sensitive Areas in the study area and Fig3.34: Map showing the distance of Protected Areas from the proposed PRR alignment which shows only Puttenahalli Bird Conservation Reserve and misses out the Jarakabandekaval Reserve Forest as well as TGR Catchment Area through which the present PRR-Phase I passes through is also deliberate suppression of material facts.
57. The EIA Report mentions at 3.4.3.1.1 Composition of trees, shrubs and herbs w.r.t the removal of trees in TGR area is 13,355nos. and Jarakabandekaval RF is 631nos itself shows that the green



- cover in Bangalore which is already decreased will be further reduced and also the carbon footprint of pristine Environment will be disturbed.
58. The EIA Report mentions at 5.1 Project alignment along the 6 lakes and through TGR Area and Jarakabandekaval RF is against the statute and the orders of Court. No matter what standard design/technology is used there will be irreparable loss to Ecology and Environment and the existing lakes will vanish adding further decline of number of lakes in Bangalore which was once city of lakes which will be history.
  59. When the present PRR-Phase I is proposing modifications/realignments/ alternative alignments, with bare minimum care to safeguard the existing lakes/protected areas/eco-sensitive areas could have been avoided. Also, there is no valid explanation for changing the alignments of the project.
  60. The EIA Report at 7.8 Land Acquisitions & Resettlement impacts has mentioned about Land Acquisition is proposed for width of 100mtrs RoW, except at locations of toll plaza and interchanges as per the orders of Hon'ble High Court of Karnataka in Writ Appeal Nos. 17005-07/2011 dt 15-07-2013 is totally false.
  61. Actually as recorded in the said judgment at para16 says that,  
**"since the Government has decided to reduce the width of the Peripheral Ring Road from 100mts to 70mts, the remaining 30meters wide through out the area of 120kms of Peripheral Ring Road will be in the command of BDA. When they have 30meters at their command, there is no reason for the BDA to acquire additional lands under the guise of construction of Toll plaza..... Indeed the area has now reduced from 100meters to 70meters. As stated earlier, as 30% of the acquired area is in command of the BDA, they can very well construct any other utilities or toll plaza."**
  62. The said Writ Appeals challenged by BDA in SLP Nos. 9800-02/2014 before the Hon'ble Supreme Court was dismissed on 26-10-2015 without granting any leave. Hence, it is a clear case of Contempt of court as BDA is proceeding to construct 100 meters of RoW against their own submissions before the Hon'ble Court(s) is wholly untenable.
  63. This clearly shows the conduct of BDA that it changes its colour according to the situation and takes undue advantage of the public discomfort and frustration in litigations and influences all those concerned to support the implementation of the PRR-Phase1 project which is hopelessly barred due to violation of its own BDA Act which is a self contained Act at any cost and by any means is nothing but colourful exercise of power under eminent domain is abuse of process of law.
  64. Further, in the same para of the EIA Report it mentions that the total land to be acquired is from 67 villages, whereas, in the continued page at Table7.6 Village wise extent proposed for Land acquisition shows 78 villages which shows that BDA themselves donot know the actual area and villages for land acquisition
  65. This clearly shows that the BDA is incapable of executing such a massive project which is not their expertise and should keep off from development of the said PRR-PHASE 1 project for its own good.

#### **Comparison with the earlier EIA Report**

66. The EIA Report at 2.8: Environmental Screening which shows HIGH CATEGORY in the present EIA Report is totally missing in the earlier EIA Report.
67. The EIA Report at 2.4: Traffic Analysis is of older data (15-12-2018 to 14-01 2019) which was there as it is the earlier EIA Report which is reproduced here now and there is no NEW additional DATA of February-March 2022 as mentioned in the present report.
68. There is no mention of the TGR Catchment Area passage Road, Sheeghalli realignment, Rampura Petronet realignment, NICE integration at Tumkur Road, NICE integration at Hosur Road statistics and data.
69. Further in both the EIA Reports, the Typical Cross Section at 2.12 and Table 2.10: RoW utilization for various elements shows a total RoW of 118mtrs whereas the proposed RoW is 100mtrs which



is more than 18mtrs. Please note that the earlier submission made before the Hon'ble High Court is for a RoW of 70mtrs only.

70. The Major Junctions at 2.17 in both the EIA Report shows same chainage of 64+201.852kms, which cannot be, since the present length of the PRR-Phase1 is 73.5kms and not 65.5kms, which shows that the ENTIRE EIA REPORT IS REPRODUCED WITH MINOR COSMETIC CHANGES.
71. The Requirement of construction Materials at 2.21.9 in Table 2.18: Quantity required for Construction Activities is same in both ELA reports, meaning. even with the increase in total length of PRR-Phase1 from 65.5kms to 73.5kms the quantity remains same shows what would be the quality of the Roads?
72. The Project Implementation Schedule at 2.21.17 shows from May 2021 to April 2025 (four years period), whereas we are already in July 2022 doing Public Hearing for obtaining EC, that too from a non-jurisdictional authority, which shows the planning and execution capability of the Agency, BDA.
73. The Table 3.1: Meteorological data collected at site is same in both EIA reports and the present ELA Report donot contain any additional data for the period February-March 2022 as mentioned is incomplete data.
74. Both the EIA Reports at 4.1.3.1 TGR Catchment Area mentions the length of the PRR-Phase1 as 13.65kms at chainage 0+000kms to 13+650kms which are in toposheet Nos. 57 G/12 and 57 H/9, whereas the actual length at present is 20.9kms which is different.
75. Both the EIA Reports in Analysis of Alternatives at 5.2 Retronent MHB Pipeline alignment is same, whereas, in the Map it shows otherwise at Bilishivale and Rampura village, which in fact, is one of the reasons for the present EIA Report.
76. Both the EIA Reports at 5.3 Construction of Project Alignment near Lakes is same, which is fact, is illegal and the same is barred as per Court orders as mentioned in the said Report. The Alignment could have changed and saved the Lakes from construction activity and becoming defunct in the near future.
77. Both the EIA Reports at 7.8 Land Acquisition & Resettlement Impacts mention the affected villages as 67, whereas, in the preceding pages 187, 188 7 189 pf the present report provided list of 79 villages which is different.
78. Also the bifurcation of Government land about the 114.20ha, kharab land of about 43.43ha and Private land of about 555.57ha which are same in both the EIA Reports, whereas, when added up together comes to about 713.20ha which is way less than 1036.5ha which is mentioned in the present EIA Report.
79. The present EIA Report at 9.2.3 Land Acquisition, Resettlement and Rehabilitation Action Plan mentions notification issued vide UDD 399 MNX 2006, BANGALORE dt.29-06-2007 to an extent of 1036.51ha (around 2562acres) in 78 villages, whereas, it is actually (around 732ha) 1810a18.5g in 67 villages which is misleading.

To summarize the objections;

1. Approached NON-JURISDICTIONAL AUTHORITY for appraisal of project.
2. ToR issued by the NON-JURISDICTIONAL AUTHORITY is not valid.
3. The entire exercise of Public Hearing is waste of public money.
4. Against the order passed by the Hon'ble Supreme Court of India and the Hon'ble National Green Tribunal.
5. Scheme is more than 5years from the date of conception and is lapsed
6. Land Acquisition is lapsed since no Award is made within the mandatory period.
7. Project scheme conceived then and presented now are different and not in accordance with law applicable.
8. Suppression of material facts, false submissions, incorrect data and misleading information provided to public
9. Violation of applicable acts, rules and guidelines in force
10. Against EIA Notification 2006 prescribed regulations



Hence, in view of the above, request your kindself to stop all further illegal proceedings and advice the project proponent to drop the project in the interest of public in general and to save the environment in particular.

#### **Further Objections:**

There are serious lacunae in the said proposed project right from the inception of scheme, land acquisition and the EIA process being conducted since the year 2004 till date which are mentioned below and not limiting to the same;

1. During the public hearing held on 18.08.2020, itself was stopped from expressing serious concerns about the proposed project which is against the mandatory procedure under EIA Notification 2006.
2. In spite of bringing it to their notice during the said public hearing that the ToR issued by SEIAA is a non-jurisdictional authority and against the orders of the Hon'ble Supreme Court of India, the project proponent is conducting another public hearing via video conference shows the abuse of power and violation of the laws applicable for the proposed project is nothing but waste of public money.
3. First of all, during a pandemic situation like COVID-19 it is a hasty decision to conduct the same on the said pretext itself, please note that the paper advertisement is issued on 01-09-2020 whereas the date of WEBINAR is fixed on 23-09-2020 which is clearly against the mandatory period of 30 days prior notice as per EIA Notification 2006 procedure for Public Hearing.
4. Further, to submit suggestions, views, comments and objections in ORAL/written/E-mail suggestions to the Karnataka State pollution Control Board/ Chairman, Environmental Public Hearing Committee (Deputy Commissioner, Bangalore Urban District) on or before 15-09-2020 is only 15 days time period which is also clearly against the mandatory minimum period of 30 days to submit the same as per the EIA Notification 2006 procedure for Public Hearing. More over how can one submit ORAL suggestions on the same is left to one's imagination without any schedule of the concerned officer's time and place which is not mentioned at all as also without E-mail ID is nothing but incomplete information provided to public. The details in KSPCB website is inconsistent with the paper publication.
5. ZOOM video application for Government office usage is against the guidelines issued by the centre since April 2020 wherein it was warned that the said video meeting application is unsafe and insecure for official purposes under the present situation of the pandemic covid-19 and India-China stand off.
6. Also, by adopting the method of video conference/meeting by the proposed proponent proposing a MEGA project, the number of people participating in the said process will be limited and the HOST will have all the control to moderate the said process thereby it is unilateral and the public will not have any freedom to express their concern effectively which is against the objective of Public Hearing procedure.
7. Since, the said project is acquiring mostly agricultural lands for the proposed project, it is ONE's imagination as to how many farmers will have technical expertise and resources to participate in the said process and air their concerns which defeats the very objective of the Public Hearing process as per EIA Notification 2006.
8. The places of availability of project documents listed in the present paper advertisement is from sl.no.(a) to (o) meaning many of the concerned offices related to the project locality are deleted which is against the procedure prescribed in the EIA Notification 2006 under Public Hearing which is mandatory. It is pertinent to note that none of the planning Authorities concerned are mentioned in both the paper publications issued w.r.t. the proposed project. Also, majority of the concerned authorities from the list are not present during the public hearing conducted on 18-08-2020.



9. The scheme of the proposed project originally conceived around the year 2004 has changed time and again which is neither as per Comprehensive development Plan 2015 nor Comprehensive Development Plan 2031. However, the project proponent has gone ahead and issued preliminary notification(s) and final notification to acquire lands for the said proposed project during the year 2005 to 2007. But till date no action is taken from the project proponent to award compensation either under the repealed Land Acquisition Act 1894 or the new Land Acquisition Act 2013. That too, without an EIA report which is mandatory as per the earlier EIA Notification 1994 or the present EIA Notification 2006 amended which is illegal and violation of the procedures prescribed there under which are in force.
10. The Scheme which was conceived to be 100m Right of way (RoW) for the entire stretch of the proposed project changed to 70m during submission before the Hon'ble High Court of Karnataka in an Appeal and got away with it and now are back to 100m RoW is nothing but abuse of power vested with the project proponent to suit their requirement without proper application mind is arbitrary.
11. Similarly, acquisition of lands is also rampant and the project proponent is doing so without knowing what the proposed project requires, where it is going to come and how much of land is required but takes shelter under the guise of development and public purpose and changes the alignment and realignment to suit ONE's needs as and when it arises there by putting the public under constant threat and insecure feeling till date causing mental agony and torture without any option for encumbering/alienating their lands/ property for their livelihood is against the principles/ constitutional rights envisaged under the applicable laws of the land in force.
12. As such, the scheme envisaged by the project proponent lapses on its own as it is clear that the same is not implemented till date under their own Act which they claim it to be self contained code since the said Act envisages lapse of scheme after 5 years by default meaning the land acquisition is lapsed on this account itself and the project proponent cannot sit on the same after almost 15 years since the conception of scheme by the project proponent. Hence, without the proper Detailed project report, sanctioned scheme for the proposed project, Social Impact Assessment and Environmental Impact Assessment, it is a futile exercise to carry on in the name of Peripheral Ring road (PRRO since 2004. It is nothing but suppression of material facts, incorrect data, false and incomplete information provided to the public w. r. t the proposed project dwindling away public money.
13. Further, the proposed Project cost during 2004 was around Rs.550 Crores whereas the sanction amount of the proposed scheme is Rs.11950 Crores as annexed in the draft EIA Report whereas the proposed cost of the proposed project is 15111.42 Crores which is more than 5 % of the Scheme cost is against the statute in force. From around Rs.550 Crores to around Rs. 15111.42 Crores is almost 27 times is way beyond 5% escalation of scheme cost thereby lapses under BDA Act.
14. Further, as per the orders of the Hon'ble Courts, Inquiry by Karnataka Lokayukta in respect of expenditure incurred by the project proponent w. r. t. the scheme envisaged is nowhere reflected either in the application for ToR submitted to the regulatory authority, though Non-jurisdictional authority, or in the draft EIA Report clearly indicates mala fide intention by suppression of material facts related to the proposed project and misleading the public.
15. The scheme envisaged during 2004 is for Phase-1(Northern side of Bangalore) and Phase-2(Southern side of Bangalore) covering about totally 120 Kms in length surrounding the Central Bangalore in the name of Peripheral Ring road, whereas, phase-2 is dropped in between since NICE Road came into existence which was envisaged after this scheme was envisaged and the said NICE Road was implemented also even before this scheme is yet to start. This itself shows that the scheme envisaged is no more valid with the change in development in the region time to time. However the scheme envisaged now is to connect the Phase-1 to the NICE Road on either side thereby the project proponent is misleading the public and creating a lot of confusion amongst all and the said scheme envisaged since 2004 is no more valid. Hence, the project proponent cannot take shelter under the guise of development/realignment/ joint



- venture/financing et al., which do not hold any ground. There are limitations to carry out the Proposed project which is not feasible which are suppressed purposefully since other ORR, STRR, IRR, NICE Roads are already in place and the same is not required at all.
16. Further, the list of villages affected by the proposed project shown in the draft EIA Report at Annexure-17 D is as per the final notification of acquisition dt.29-06-2007 whereas it is pertinent to note that at that time NICE Road linkage on either side was not envisaged instead PRR-Phase 2 was continue on southern side which is shelved later on due to the commissioning of NICE Road at a later date. The list of villages donot match the map at Fig 2.1 I the draft EIA Report and some more villages are to be mentioned if at all the proposed project needs to be linked to NICE Road on either side is suppression of material facts, false information and misleading incorrect data.
  17. Also, the map at Fig 2.1 is misleading since there is no acquisition of lands of around 150 acres from public and around 150 acres of land to be recovered from KIADB/ NICE totally about 300 acres estimated to link the NICE Road on either side by the proposed project is nothing but false submission and incorrect data and suppression of material facts. The original scheme conceived during 2004 donot mention anything about the NICE Road but PRR- Phase 1 and Phase 2 which is different from the present map mentioned in the draft EIA Report. The project proponent act of dilly dolly each and every time since 2004 is nothing but non-application mind and no expertise in this field is clearly visible and the comments of the court(s) prove that.
  18. It is pertinent to mention that during the submissions made by the project proponent before the Hon'ble High court of Karnataka in an Appeal, the further acquisitions required if any, shall be after the implementation of PRR-Phase 1 only as per final notification issued on dt.29-06-2007 whereas the actions of the project proponent w.r.t the proposed project clearly violates the order issued and is nothing but contempt of court. Irony is, PRR Phase 1 acquisition is lapsed as per the statute provisions of BDA act itself since the scheme time limit of 5 years is lapsed and hence it cannot implement the same. Further, since the award is not made and paid to the land laser within the mandatory period of Land Acquisition Act 1894 or 2013, the acquisition lapses on that account also. If at all it needs to do, then the project proponent has to start from the beginning afresh from DPR, scheme, sanction, acquisition, award and implementation in accordance with law in force.
  19. None of the above-mentioned information are available in the draft EIA Report for the perusal of public to offer their comments. All the litigation w.r.t. the proposed project is because of the casual manner approach, non-application of mind and arbitrary decisions taken by the project proponent causing immense hardship to the land losers-the farmers in particular and the public in general is abuse of power.
  20. Even the provisions prescribed under Karnataka Town and Country Planning Act is not followed for the proposed project which is illegal and unauthorized wherein change in land use, change in land zone, Detailed Project Report, sanction from Government/relevant planning authority, ODP and CDP compliance are mandatory.
  21. The project proponent has disobeyed the orders of the Hon'ble Supreme Court of India and the Hon'ble High Court of Karnataka w.r.t. the proposed project.
  22. The diversion of 10.117 Ha (25 Acres) of forest land in Sy. No. 59 of Jarakabandekaval RF through which the proposed project traverses attracts the relevant Forest (Conservation) Act, 1980 for which 14.60 Ha (36.10 Acres) of land is identified in Sy. No. 156 of Mantapa Village, Jigani Hobli, Anekal Taluk, Bangalore Urban District adjacent to Bannerghatta National Park as mentioned in the draft EIA report is reduced considerably from 10.12 Ha to 7.2 Ha during the presentation by the concerned consultant made on 18.08.200 details of which are not forthcoming which is incomplete details and suppression of material facts not available in the draft EIA report.
  23. The total number of 33,838 trees which fall within the 100 m RoW of the proposed project includes 9304 trees in TGR catchment area and 631 trees in Jarakabandekaval RF, both are declared as ESA, are shown against the chainage in Table 3.14 whereas the same Table 3.14 do



- not show the chainage w.r.t. the locality/village name where the proposed project PRR alignment is considered which is suspicious, since, as commented by the Hon'ble Court/Tribunal earlier only around 2000 trees were considered whereas now 33,838 trees are proposed.
24. Trees form an important part of Nature in helping all the living beings in one form or the other. Benefits of tree are absorption of Carbon-di-oxide CO<sub>2</sub>, release of Oxygen O<sub>2</sub>, different needs of livelihood, provides shade, helps to control water percolation, reduces ambient temperature, absorbs pollutants, carbon footprint, etc. are only a few. It is important to note that, structures can be built overnight using modern technology but NOT TREES which is a natural phenomenon.
  25. The draft EIA report mentions that the proposed project construction would be as per IRC guidelines. No where in the IRC guidelines, it says that TREES should be cut to carry out the construction for the proposed project in particular and for any project in general. IRC guidelines is only w.r.t. the specifications, designs, materials, load bearing, etc. for the construction of the proposed project. In the name of IRC guidelines TREES are cut for the sake of beautification of the project at the cost of ENVIRONMENT-trees, water body, ESA, fertile lands, is not at all acceptable.
  26. Also the proposed project traverses through fertile lands, plantations, water bodies, cemetery, etc., which is against the circular issued by the Government of Karnataka w.r.t. procedure to be followed for acquisition of lands required for any project.
  27. And also the statement issued by the concerned project proponent to the media says that the earlier Report survey and the present draft EIA Report survey are different? Meaning there is change in the PRR alignment which is deviating from the Scheme conceived during 2004!! Hence, there is an increase in the number of trees falling under the 100 m RoW of PRR proposed is nothing but incorrect data and suppression of material facts which is not disclosed to public as to the area/locality the PRR alignment passes through.
  28. The proposed project intersects the underground petroleum pipelines at two places viz; near Chikkabanahalli Village, Bangalore East Taluk and at Kasaghattapura Village, Bangalore North Taluk wherein Flyovers are proposed as per draft EIA report cannot be undertaken since there is a prohibition of any type of construction on RoW of 18 m above the running underground petroleum pipeline is nothing but false submission and information misleading the public.
  29. Similarly, the proposed project traverses along the underground petroleum pipelines parallelly at chainage from 28+000 km to 31+700 km near Bilishivale, Vaderahalli, Rampura and Adhuru villages which is at some places as close as 6m whereas the prohibition of any type of construction on RoW of 18 m above the running petroleum pipelines is violation of the relevant Acts in force which is untenable.
  30. The draft EIA report mentions that precautions will be taken at these places to avoid any untoward incidents/accidents during the implementation of the project, but, they fail to understand that when the statute do not permit them to do any construction within RoW of 18m above the running petroleum pipelines then the question of precautionary measures undertaken do not arise at all. Whether the petroleum pipelines are intersected or not an option of the project proponent to get away with the draft EIA Report under this pretext.
  31. Also, the flyovers are proposed over the waterbody which are coming in the way of the proposed project is violation of the orders of the Hon'ble Supreme Court, wherein, any construction within 30m from the periphery of the water body is prohibited. When such is the condition, how can the project proponent build any construction (flyover) over the waterbody is questionable that too at the behest of the sector specific accredited expert consultant shows the pathetic combination of the proposed proponent, consultant and other departments/agencies involved in the same. How will the project proponent rehabilitate the aquatic, avian and animals during the construction phase is left to ONE's imagination once their habitat is disturbed and continuously disturbed due to operation phase which would keep on increasing with the increase in the traffic over a period of time with the increase in vehicles that too heavy vehicles as estimated in the draft EIA Report.



32. The once city of lakes is losing its importance due to rampant and haphazard development of infrastructure in the name of public purpose is non application of mind by the Government and the project proponent. Its action reflect that the water body is encroached upon under the guise of flyover over the water body for public purpose and slowly dry up the same and use it for residential/ commercial activities shows their malafide intention cannot be accepted.
33. Throughout the draft EIA Report, the project proponent submits that all the compliance of the directions of the Honorable Supreme Court and the Hon'ble National Green Tribunal is met with along with the ToR's issued by SEIAA during lis pendence. It is pertinent to mention that the SEIAA is a non-jurisdictional authority and the project proponent has approached a non-jurisdictional authority to appraise the proposed project is against the EIA Notification 2006 in force. Also, contempt of court orders issued by the Hon'ble Supreme Court of India which says the fresh Rapid EIA Report to be done in compliance of the EIA Notification 2006 and also the orders of the said Court covering all deficiencies and additional precautions accounted for the prevailing state of the environment.
34. It is important to note that there is nothing like 'RAPID' EIA Report mentioned in EIA Notification 2006 in force. Probably what the Hon'ble Tribunal/court meant is to prepare fresh EIA Report without any further waste of time as per EIA notification 2006.
35. The mitigation measure envisaged in the ESA is absurd since in the draft EIA Report it says there is no river crossing for the proposed project but in the same draft EIA Report it mentions that checkdams would be constructed across the water flow! It seems that the draft EIA report projects all fancy and CATCHY WORDS/JORGANS available to suit the mitigation measures are USED SELECTIVELY only to get away with the EIA process is nothing but misleading, incorrect factual data and false information.
36. As mentioned in the draft EIA Report the NOISE levels are already outside the prescribed limits in the present state if environment where there is no vehicular movement. Imagine the plight of the environment when the vehicular traffic starts invading the environment from construction phase and do so continuously during operation phase which would increase over a period of time as the heavy vehicles traffic increases irrespective of day or night time.

**Compliance:**

**The process of obtaining Environmental Clearance for the project is as per the EIA Notification, 2006 & its subsequent amendments and the directions of the Hon'ble Supreme Court. Further, the Hon'ble Supreme Court vide its Judgement dt: 17.03.2020 directed to prepare fresh EIA studies for the project. However, the judgement did not specifically direct to submit a fresh application to MoEF&CC. Since, the earlier Environmental Clearance was issued by the SEIAA, Karnataka; BDA had submitted the application for obtaining ToRs from SEIAA, Karnataka. Further, as per the EIA Notification, the project shall be appraised by the Ministry due to applicability of General Conditions upon transfer of file from SEIAA, Karnataka to MoEF&CC.**

**The Environmental Public Hearing has been conducted three times for the proposed project as per the guidelines issued in EIA Notification, 2006 and its subsequent amendments. The First Public Hearing was conducted on 18.08.2020 amidst the COVID-19 pandemic situation. However, it was conducted as per the guidelines issued by the BBMP and the MoEF&CC following all requisite precautionary protocols and social distancing. Further, keeping in view of the restrictions in social gatherings, the Second Virtual Public Consultation was also conducted amidst the pandemic situation on 23.09.2020 as per the guidelines of MoEF&CC to obtain the views of the public. In addition to this, a third physical public hearing was also conducted on 13.07.2022 as per the judgement of the Hon'ble High Court dt: 23.02.2021. therefore, it can be said that all the three Environmental Public Consultations has been**



conducted as per the guidelines and there is no deviation in the protocol involved in conducted the public hearings.

Further, there is also a provision in the EIA Notification to submit an application seeking amendment to the already obtained ToRs if there is any change in the project configuration. Hence, the same was obtained from SEIAA, Karnataka due to change in the length of PRR alignment and the extent of area proposed for acquisition of land. Upon updating the revised details in the Draft EIA/EMP Report, the same was submitted to KSPCB for conducting a fresh Public Hearing for the third time so that there shall be no confusion amongst the public regarding the project. Further, it can be informed that it is not mandatory that BDA approach the Supreme Court for change in project configuration or the categorization of the project upon the issue of its Judgement.

3. Sri. M. Nagabhushan, S/o late M. Krishnaiah, Aged 64 years, Residing at Avanti Farms, Sy. No. 71, Madanayakanahalli, Bengaluru-562162.

**Objection/comments:**

1. I the under signed is filing this objection to your notification referred above, by which BDA sought to acquire various lands including my lands mentioned above. I am the owner in possession and enjoyment of agricultural lands bearing Sy. Nos.76/1 measuring 3 acres 19 Guntas and Sy. No 76/2 measuring 4 acres 3 Guntas of Tataduguddadahalli, Dasanpura hobli, Bengaluru North Taluk.

2. I state that a preliminary notification under section 28(1) of the KIADB Act, 1966 dated 29.01.2003 was issued notifying among other lands my lands in its entirety for the purposes of project called "Bangalore- Mysore Infrastructure corridor Project". However, myself and many others have challenged the said preliminary notification as vast extent of land was notified for the BMICP Project, in W. P. No. 46078/2003. The learned single judge of the Hon'ble High Court of Karnataka, by a common judgement dated 18.12.2003 including W. P. No. 46078/2003 has partly allowed and ordered that the acquisition in respect of only peripheral road, link road etc. i.e. 60% of the lands acquired was upheld and for the remaining lands 40% has been quashed. The said common judgement of the learned judge was challenged by me in writ Appeal no. 703/2004 and similarly, the KIADB filed W.A.No.72/2004. In the meantime, the KIADB has issued final declaration under section 28(4) of the KIAD Act on 30.3.2004. The division bench of the Hon'ble High court of Karnataka, by its judgement dated 28.02.2005 allowed the writ appeal No. 72/2004 and connected appeals and upheld the acquisition proceedings by setting aside the order of the learned single Judge.

3. Being aggrieved by the order of the division Bench, I have approached the Hon'ble supreme court of India in Civil appeal No. 3492-94/2005. However, the Hon'ble Supreme Court dismissed the said civil Appeals.

4. Therefore, I have filed W.P.No.1028/2007 before the Honb'le High court of Karnataka challenging the acquisition proceedings both 28(1) & (4) of KIAD ACT 1966. The same came to be dismissed on 28.05.2007, against which I have filed W.A. No. 1192/2007, the same also came to be dismissed on 23.07.2010 by the division Bench of the Honb'le High court of Karnataka. Being aggrieved by the dismissal of my writ Appeal No. 1192/2007, I have approached the Honb'le supreme court of India by filing special Leave petition in SLP No.2691/2010. The Honb'le Supreme Court of India, upon hearing, granted leave and the said case has been registered as Civil Appeal No.1215/2011. After hearing the matter at length, by a judgement dated 02.02.2011 the Hon'ble Supreme Court of India dismissed the said Civil Appeal by imposing cost of Rs. 10,00,000/- on me and I have paid the said cost as directed by the Hon'ble Supreme Court of India.



5. The Nandi Infrastructure Corridor Project limited have initiated contempt proceedings in contempt petition no.139/2012 in Civil Appeal No. 1215/2011. In the said Contempt proceedings, the Government of Karnataka had filed an affidavit before the Hon'ble Supreme Court and has clearly mentioned, specifically referring to the Civil Appeal No.1215/2011 filed by me and stated that the State Government was not directed to hand over the land in question to the project Company. In fact in the affidavit dated 14.06.2012 in para 9 7 10 of the affidavit of the then M N Vidyahsnkar, has stated that the land in Sy No.76/1 & 76/2, of Thotada Guddadahalli Village i.e. my land does not fall in alignment of the road and also in the missing link and is distance away from the Peripheral road. Further in para 10 of the affidavit it is stated that my lands are form of 776 acres of excess land in section "A" and High Level Committee has already taken a decision not to transfer these lands to the Project company. The land thereafter, again brought to the notice of the Hon'ble Supreme Court of India including my land cannot be handed over to the NICE Project Company, on the ground that they have handed over excess lands as against the requirement of the land for the project. Thereafter, from 2004 till date neither the award is passed nor possession was taken from me in respect of both the aforesaid lands. Accordingly the said contempt proceedings were closed by the Hon'ble Supreme Court of India. Further another contempt proceeding contempt proceeding contempt petition No.(C) No.144/2006 in C A No.3492-3494/2005 for implementing the project also came to be dismissed on 18.07.2019. Now the Sub-Committee constituted by the Government of Karnataka recommended that the excess lands notified were ordered to be dropped from the acquisition proceedings. As such I am the absolute owner in possession of the entire lands in Sy No76/1 & 76/2.

6. I state that as my lands are not required for the Project and possession was not taken nor award was passed. However the name of the KIADB was entered in RTC's. as no award is passed, my name is required to be restored in my name. Hence it is just and necessary to delete name of KIADB and to change the Khata in respect of both my lands, in my name. Since 2010 the name of the KIADB is reflecting in the RTCs in respect of both the lands in Sy. No 76/1 and 76/2, in all measuring 7 acres 22 Guntas of Tataduguddadahalli village, Dasanpura Hobli, Bengaluru North Taluk. I state that even today, I am in possession and enjoyment of the said lands in question and carrying on agricultural and Horticultural activities and there are standing arecanut, banana, teak and silver oak trees, and 250 Neem trees.

7. Now the Bangalore Development Authority is proposing to acquire my lands bearing Sy. Nos 76/1 measuring 1 acres 12.5 Guntas and Sy. No.76/2 measuring 2 acres 7.25 Guntas. The said lands are notified for the purposes of formation of Peripheral Ring road part-1(PRR-1)"Nice integration Tumkur Road" and the notification is issued under section 17(1) of the BDA act, 1976 it is mentioned that the Khatedar/Anubhavadhar owner of my lands in Sy No 76/1 & 76/2 is KIADB. It is shocking that the KIADB cannot be the owner nor the Khatedar nor Anubhavadhar, since no award is passed, no compensation is paid to me, though the land acquisition was upheld as early as in the year 2005 by the Hon'ble Supreme Court of India. Even today officially possession was not taken.

8. Therefore, it is just and necessary to remove the name of the KIADB from the records and to continue my name in the RTCs and revenue records.

9. I state that I am deprived of my legitimate rights in enjoying my properties since 2002 and more particularly from the year 2004. From 2011 onwards, there is no progress and in fact, as stated above, the Government of Karnataka itself has made a statement before the Hon'ble supreme court in the contempt proceedings in Contempt Petition No.139/2012, in the affidavit dated 14.06.2012, that it is not going to hand over the Possession and the NICE cannot seek transfer of excess land.

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10. The BDA & KIADB are stated owned organisations, such it is just and necessary to continue my name in the acquisition proceedings. Otherwise, BDA will pay compensation to KIADB and there I have to fight litigation. Having regard to sufferings undergone by me since the year 2002 now it is 20 years, I could not enjoy my property as owner and exploit the benefit to my family, now because of indifferent attitude again I have to suffer, hence I earnestly request you to issue corrigendum and continue with acquisition in respect of my lands notified for acquisition, in my name.

Therefore, I humbly request you to take steps to show my name in the acquisition proceedings issued under the provisions of BDA Act 1976 and remove all encumbrances such as notifications issued by the Government of Karnataka, Department of Commerce & Industries under Section 28(1) and 28(4) of the KIADB Act (Karnataka Act 18/1966) and to enter and continue my name in the revenue records. Please note that inspite of this objections and request, if you continue the name of KAIDB as Khatedar and Anubhavadar, in the acquisition proceedings, I will be left with no other remedies except approaching the courts of law at your cost and risk.

**Compliance:**

**It is hereby informed that the public shall interact with the Revenue Department for change in the ownership of the said land being acquired by BDA for PRR and submit the same for onward provision of compensation.**

4. Narasareddy U, Site owners of KEB Layout, Harohalli, Yelahanka, Bengaluru

**Objection/comments:**

We the site owners of KEB Layout Yelahanka and in possession and enjoyment of site allotted at KEB Layout carved out of the Sy. No. 18&19, situated at Harohalli Village, Yelahanka Hobli, previous Bengaluru North Taluk presently Yelahanka Taluk, Bengaluru Urban District. The said land has been converted vide Official Memorandum No. B.DIS.ALN.SR(N) 218/1991-92 dated 20.04.1992 issued by the Deputy Commissioner Bengaluru District.

However, your kind authority has notified our KEB Layout Yelahanka for acquisition in order to put up the Toll Plaza in my property vide preliminary Notification No. BDA/SLAO-2/177/2021-22 dated 18.04.2022 and published in the Official Gazette on 06.05.2022. Your kind authority has failed to notice that some of the residential buildings have come up in the layout.

The society has obtained approved plan, conversion order to allot sites to us. In order to purchase site and construct home we have availed a loan from various sources. We are the retired employees and in our life time savings, we have constructed home. Request you not to disturb the Constructed buildings by planning Toll Plaza at Sy. No. 18 & 19 of Harohalli Village, Yelahanka.

I would like to bring to your kind notice that before and after our property along the side of the peripheral ring road, entire land is vacant, in spite of the same, subordinate officers of your authority has planned Toll Plaza in the well-developed KEB Layout, Yelahanka.

I further bring to your kind notice that from Bengaluru to Doddaballapura state Highway entire land along side of Peripheral Ring Road till the end of Bengaluru- Chikkaballapura Railway Line, entire land is fully vacant and there is no construction made therein, however, without proper enquiry/survey your subordinate officers have acquired KEB Layout, Yelahanka for Toll Plaza .

As such I request your kind authority to consider my representation and drop toll plaza at KEB layout, Yelahanka from the acquisition for proceedings in the interest of justice.



**Compliance:**

*The possibility for shifting the Toll Plaza as described shall be explored prior to implementation of the project.*

5. *Farmers Committee against Land Acquisition for PRR*

**Objection/comments:**

*There are hundreds of farmers and residents against the implementation of PRR. The Police Officers arrested all the protestors while conducting a strike in front of the BDA Office on 12.07.2022 and made them stay at Adugodi Playground with strict Police force. Even here we are continuing the protest and hunger strike. BDA and KSPCB by subjecting to the PRR proposal have called for the Public Consultation without bringing to the notice of the farmers and the residents which is illegal.*

*In continuation to this, as per the BDA Act, it has been 18 years since the project has been planned and the time span for implementation of PRR has been expired. It is illegal to proceed with the process of the implementation of the project. The act of not providing the compensation and the rehabilitation provision for the farmers and the residents involved with the project is also considered a violation of the Constitution. We would want to express few things regarding environmental protection and the farmers and the residents would also want to provide many suggestions along with objections and disputes with respect to the project.*

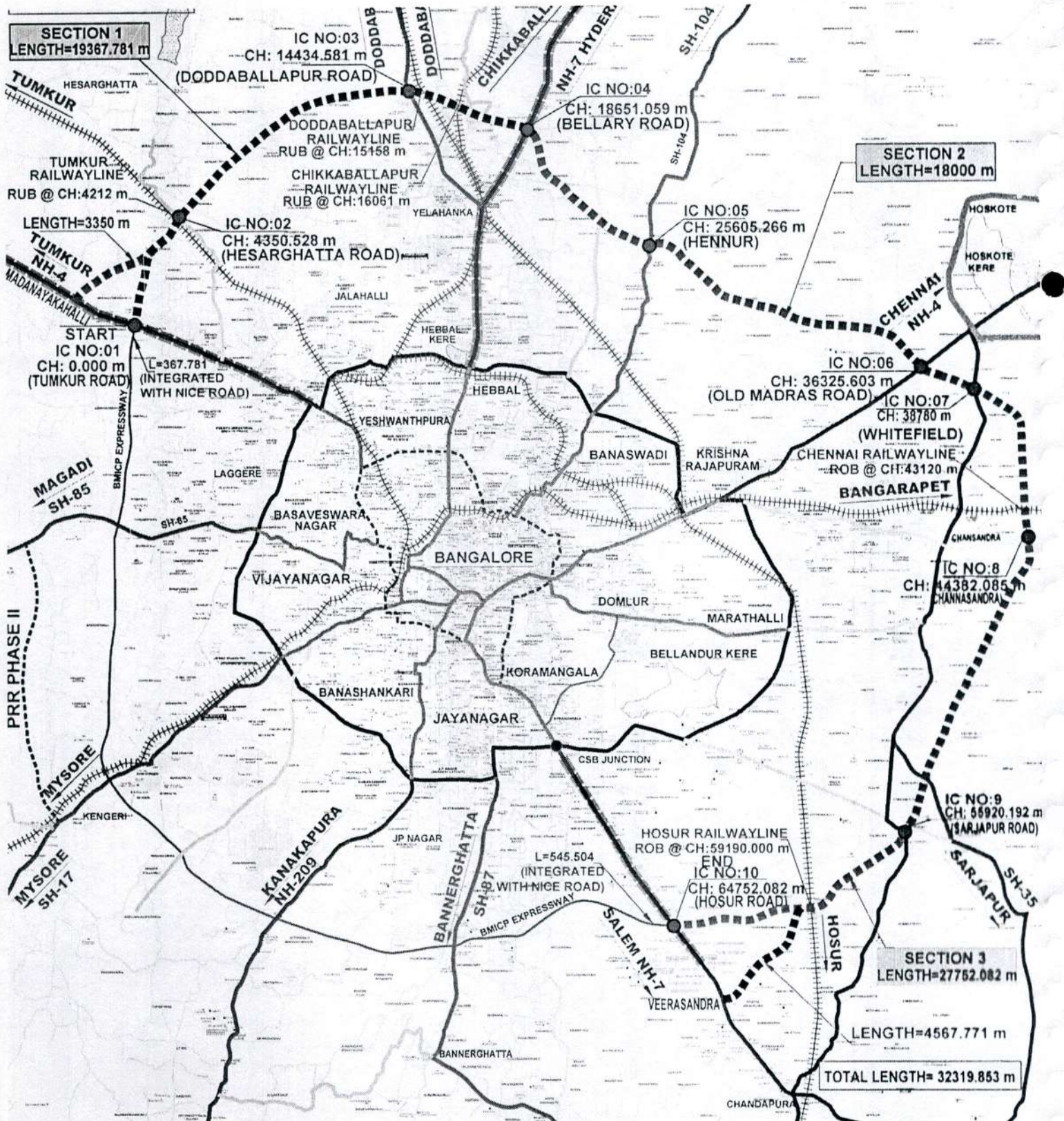
**Compliance:**

*Negative response. BDA had submitted the Revised Draft EIA/EMP Report along with English & Kannada Executive Summaries and requested the Karnataka State Pollution Control Board (KSPCB) on 29.04.2022 to conduct Environmental Public Hearing along the project alignment.*

*As per the EIA Notification, 2006 and its subsequent amendments, the KSPCB published about the Environmental Public Hearing in the Kannada Daily newspaper "Hosa Digantha" and English Daily newspaper "The Hindu" on 12.06.2022 regarding the project by inviting the responses orally/writing/e-mail to KSPCB/Chairman, District Environmental Public Hearing Committee, Bengaluru Urban District from the concerned persons having plausible stake in the environmental aspects of the project or activity within 30 days from the date of publication of the paper notification. Further, as per the EIA Notification, the Public Consultation was conducted on 13.07.2022 after 30 days from the date of issue of Paper Notification. Hence, there was sufficient time and awareness regarding the public consultation.*

*The Hon'ble Supreme Court vide its Judgement dt:20.01.2022 clarified that since LA Act has been incorporated into the BDA Act so far as they are applicable, the provisions of 2013 Act are not applicable for the acquisitions made under the BDA Act. Thus, BDA vide Government Order no. UDD 214 MNJ 2018 Bangalore dt: 21.02.2022, the land acquisition activities and compensation process will be carried out as per the Judgement of the Hon'ble Supreme Court or as decided by the Cabinet Ministry during Land Acquisition process. The Compensation will be paid as per the BDA Act, 1976 (as per the provisions of the Land Acquisition Act, 1894).*





**Consultants**

**Environmental Health & Safety Consultants Pvt. Ltd.,**

[QCI-NABET ACCREDITED & ISO 9001:2015 Certified Organization]

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