

D. Social Assessment

6.1 Local Community Participation during planning and preparatory activities

The proposed subproject entitled Rehabilitation/Concreting of Barangay Making-Kalutan-Makasandag Farm to Market Road was identified as priority project of the community during the barangay development planning workshops, participated by different sectoral groups and was adopted by the Barangay Development Council, and approved by the Barangay Sangguniang Bayan.

Barangay Consultation Assembly was conducted to presents all sectoral plans, participation among the majority residents of the Community a unanimous decision as to number one top priority project the PRDP sub-project of Barangay Making and Barangay Makasandag.

6.2 Indigenous Cultural Community/Indigenous Peoples (ICC/IP)

The project is located outside any ancestral domain. Mostly the residence are belong to the Muslim culture (*Maranao, Maguindanao*). This concern were brought during the consultation meeting held in municipal hall of Parang of which were presented by the local community and the barangay official to formally introduce the propose sub projects. Their social activities were generally engage in the agriculture farming of which they primarily cultivate coconut and rice.

6.2 Road Right of Way

The propose projects was already existing for many years, it is utilized as access road for many farmers in the community going to the market, it is gravel road with existing 5 meters width wide. Since the proposed sub-project is limited only to rehabilitation/concreting of 2.00 kilometers and 550 meters construction of the road, it is a private road of which their Tenurial status were only rights, the community has already donated portion of their lot for the allocations of road right of way, and to assured that the land owner has already donated, the mlgu has initiated a consent from the lot owner thru signing of waiver of rights thru house to house visit of the land owner with the help on municipal assessor of identifying of respected lot owner. The construction activities in the road section will only limits and rectify the existing 10 meter clear width of the road.

6.3 3. Damage to standing crops, houses and/or properties

There were no houses/structure that would be affected nor need to be relocate during the implementation of the sub-project. However, there are some minimal coconut trees that to be affected during the projects will commence, but the lot owners has already signifies there rights to be waived by signing of waiver of rights. Generally, the project site is free from anyone who could cause delay because of displacement.

Environmental Safeguard Aspects

1. *Natural habitat* –

The proposed subproject will traverse an existing road of the Municipality and barangay roads for which the land use is for infrastructure utilities. The vegetation covered there are coconut, mango. There were no water bodies or ecological or natural habitat in the proposed road influence area. Likewise, the site is not inside an officially declared or proposed protected area for natural habitat.

2. *Physical Cultural Resources* –

There are no structures, monuments or physical cultural resources in the subproject site. The project will not also change any or impact any landscape thereat.

3. *Terrain, Soil Types and Rainfall*

The types of soil within the project area its capability and qualities are basically important in the planning of land use. There are four (4) types of soil classified as:

Antipolo Clay Loam, Faraon Clay Loam, Hydrosol, San Manuel Silt Loam. The area is classified as a Type 1 Philippine Weather classification with a heavily pronounced dry and wet season. The dry season starts in November to April while the wet season is in the months of May-October. Peak months for heavy rains usually occur during months of June-September with rainfall intensity of as much as 400 mm per month.

Given the soil and weather classification, the potential for sedimentation and erosion is high. Correspondingly, the design of the subproject includes the adoption of higher ratio of the horizontal to vertical on side and back slopes of the roadway sections, the incorporation of stone masonry slope protection works, concrete pavement on road grades of more than 12% and provision of lined canals and wing walls and headwalls at location of reinforced Concrete pipe culverts. Basically these measures are observed as they are well incorporated in the Rural Infrastructure Operations Manual of PRDP.

4. Hazard/Risk Assessment (Drainage Situations, Erosion and Flooding Potential)

Drainage Situations and Flooding Potential

Storm water run-off will increase as a result of a wider span of cleared area for the ROW and the increase of run off coefficient. Flooding on the road surface is mitigated by the introduction of road cambers leading the runoff immediately outside of the roadway to the intercepting canals and drainage outlets. To minimize the increase of the quantity of flows on the receiving streams and rivers, appropriate flooding measures such as planting of trees and vegetation on riverbanks and to lessen the stream flow by way of infiltration. Impacts during Construction:

(a) Temporary erosion and sediment control

Erosion and sediment control in construction areas will prevent sediment discharge to nearby streams and lakes. Areas cleared of vegetation for construction and roadway development

should be minimized and slopes should be stabilized. Overland drainage should be controlled to prevent channeling and sediment transport by diverting flows from areas where soils are exposed, and/or by providing filter barriers or settling basins to remove sediment before the runoff is discharged to surface waters.

(b) *Construction noise mitigation*

There are houses and establishments along and nearby the construction site especially along the built areas. The construction involves the operation of heavy equipment and will undoubtedly generate loud noise. As a mitigating measures work activities should be avoided during quiet periods of the day (Night time).

(d) *Proper handling of construction wastes*

The subproject will entail surplus common excavation. Disposal site have been identified to haul these surpluses outside of the limits of the road right of way. This will minimize the amount of site litters and will prevent the indiscriminate dumping of surpluses along the roadside. Assurances is made by the LGU that these wastes will be collected and properly disposed of in accordance with government regulations.

(e) *Safety*

Safety of workers and the public must be given priority. Standard construction safety protocols must be observed, such as posting of road signs.

5. Status of CNC application, tree cutting permit

This application has yet filed at the Environment and Management Bureau (EMB) of the Department of the Environment and Natural Resources (DENR).

Previous Farm to Market Road Project with the same complexity of the proposed sub-project implemented by the LGU of Parang, Maguindanao has secured with Certificate of Non-Coverage (CNC) by the DENR.