

CVPPPL/Kwar/GM/2021-22 / 59

Date: 11-06-2021

**APCCF- cum-Nodal Officer (FC),
Dept. of Forest, Ecology & Environment,
Van Bhawan, Jammu**

Through Divisional Forest Officer (Kishtwar Division)

**Sub: Diversion 2.4 ha Forest land for construction of Road upto TRT outlet, Kwar HEP,
Kishtwar, UT of Jammu & Kashmir**

Ref: (i) Online Proposal No. FP/JK/ROAD/141548/2021

(ii) IRO, Jammu Letter no. 9-JKB-052/2021-Jammu dated 27.05.2021

(iii) DFO, Kishtwar letter no. 64-67/FCA/KFD dated: 31-05-2021

Sir,

Reference to online proposal of Government of Jammu & Kashmir on the above cited subject, point-wise information/ clarification are submitted as under:

- (i) A copy of Authorization Certificate of Chief General Manager Projects, CVPPPL, Jammu, a higher authority than the applicant, for filing of application is enclosed (**Annexure-I**).
- (ii) Revised KML file indicating proposed road and dumping site uploaded in application Part-I.
- (iii) For the approach road three alternatives proposals were studied which is enclosed as **Annexure-II**. Based on the study as deliberated in Annexure-II, Alternative-III is the only suitable alignment.
- (iv) The proposed road is required for approaching the TRT Outlet location during construction & operation of the project. The alignment of the road has been proposed after assessment of Technical feasibility, gradients/ slopes and ensuring bare minimum impact to trees/ poles/ plants and vegetation cover. However, during execution of work all precautions and possibilities shall be explored to further minimise the impact on vegetation cover.
- (v) Component-wise breakup has been made in the column B.2.4 of Part-I. However for processing in more lucid way additional details are enclosed. (**Annexure-III**).
- (vi) Geo-referenced map of the proposed road is uploaded in application Part-I.
- (vii) The undertaking for NPV & additional NPV was already enclosed with the proposal. However, the same is again enclosed. (**Annexure-IV**).
- (viii) The construction cost of said road proposal is of Rs 4 Cr (Approxs) and will generate about 1500 Man days work during construction / maintenance period.
- (ix) Pertains to Forest Department.
- (x) Necessary modification has been made in the Layout Plan.

Thanks & Regards

**Encl: Annexure-I (1 page), Annexure-II (2 pages)
Annexure-III (1 page) *Annexure - IV (1 Page)***

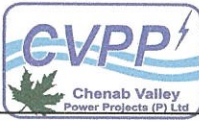
Yours sincerely



**(S.P. Puri)
General Manager,
HOP-Kwar**

Copy submitted to the:

- 1. Addl. PCCF (FCA), Nodal Officer
 - 2. CCF, Jammu
 - 3. CF, Chenab Circle, Doda
- } For kind information and necessary action please



Chenab Valley Power Projects [P] Limited

[A Joint Venture among NHPC Limited (A Govt. of India Enterprise),
JKSPDC (A Govt. of J&K Undertaking) and PTC India Ltd]
CIN-U40105JK2011PTC003321

CGM, Projects
CVPPPL,
Jammu, (J&K)
Ph 0191 2479826

Annex -

No.: CVPPPL/CGM/2021-22/ 51

Date: 01.06.2021

Subject: Authorisation for Uploading of application for Diversion of 2.4 ha. Land of Construction of Road upto TRT outlet, Kwar HE Project, Kishtwar.

Ref.: (i) Proposal no. FP/JK/ROAD/141548/2021 dated 20.04.2021

(ii) IRO, Jammu letter no 9-JKB-052/2021-Jammu dated 27.05.2021

In order to upload the application for diversion of 2.4 ha. land for construction of Road upto TRT outlet on " PARIVESH" Portal, Govt of India, Sh. S.P. Puri, General Manager (HOP), Kwar HE Project is authorized for Filing & Processing the Application / Proposal on PARIVESH Portal on behalf of Kwar HE Project, CVPPPL, J&K(UT).

(P. B. Jain)

Chief General Manager Projects
CVPPPL, Jammu

Annexure-II

(2 Pages)

Evaluation Report on Three Alternatives examined for Road upto TRT Outlet

Alternative-I:

Proposed alignment is of 3 Km in length on the left bank of the river. This proposal is on lower contour along the river. On the hill side of the proposed road, there are marshy land which is loose and has sliding tendency and part of the road shall follow the alignment with the sinking zone. The road construction alignment with sinking zone shall damage the toe of the hills slope which will lead to unstable the upper hills slope & the vegetation cover. As such after technical evaluation this alignment is not found suitable and feasible.

Alternative-II:

The alternative –II shall be of 2.5 Km in length on right bank. Approaching the proposed location on right bank is difficult as the hills slope gradient is very high (nearly vertical) and the alignment of the road involves the slide zone and major nalas. The proposed alignment is falling on the rocky strata with vertical hill slope from the river bed. Entire cutting work carried out in this reach shall fall directly in to the river which will pollute and hinder the river course because of vertical topography. Further in such vertical hill terrain there is requirement of larger cut in the hills slope which involves more rock cutting and will involve increased cutline which is neither environment friendly nor technically/ financially feasible. The proposed road is required during construction as well as operation period. As the proposed road is required for longer period, constructing road on nearly vertical terrain with sinking zone & nalas is not feasible & suitable.

Alternative-III:

The alternative–III shall be of 2.0 Km in length on left bank of the river connecting project road with desired location. The proposed alignment is stable & gentle and devoid of sinking zone & nalas. The proposed alignment has been selected with the least involvement of trees. However, during execution of work all precautions and possibilities shall be explored to further minimise the impact on vegetation cover. This road alignment of 2 Km length found to be stable.

After analysis of all the alignments Alternative-III appears to be most feasible from environment/ technical/ economic aspects.

These issues were also discussed with forest department during the site visit.

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Sm (C)

Abstract of the technical evaluation of the three alternatives is as under:

Proposed road site	Length (in Kms)	Slide zone/ sinking zone (No.)	Marshy land (No.)	Nala (No)	Gradient /slope (in degree)	vegetation	Cost (Crs)	stability	Construction Aspects
Alternative-I	2.5	1	0	1	Nearly Vertical	rocky	5	Unstable due to sinking zone & nala. Maintenance cost high.	Muck management shall be poor as the excavate material shall fall in to the river
Alternative-II	3	1	1	2	60-80	Partly vegetated	6	Disturb toe of slope. Unstable due to sinking zone. Maintenance cost high.	Muck management shall be poor as muck movement through slide / sinking zone and marshy land shall be difficult / unfeasible.
Alternative-III	2	0	0	0	40-50	Partly vegetated	4	Maintenance cost low.	Proper muck management shall be carried out on identified dumping site

Online Proposal No. PF/JK/ROAD/141548/2021

Proposal Name: Construction of road upto TRT outlet, Kwar HEP, Kishtwar

Details of Component wise breakup of proposed Road upto TRT outlet corrected under column B.2.4 of Part1

Sl.	Description of component	Patches of curves & turnings (in Nos)	Length (mtrs)	Width (mtrs)	Area (Sq mtrs)	Area (in hectare)	Remarks
1	Road upto TRT Outlet (Length =2000 mtrs Width = 6 mtrs)	-	2000	6	12000	1.2	*For construction of road 14000 cum material will be excavated & consumed in the construction of road. However dumping site will be required to handle the excavated material during the construction period.
2	Major Curves/ turnings (Length =50 mtrs Width = (15-6)=9 mtrs)	4	50	9	1800	0.18	
3	Minor Curves/ turnings (Length =30 mtrs Width = (10-6)=4 mtrs)	18	30	4	2160	0.216	
4	Dumping site *	-	160	50	8000	0.8	
	Total forest land required for TRT road				23960 (say 24000)	2.396 (say 2.4 Ha)	

for

Leave
SmcGeneral Manager
HEP Project
Kishtwar

Full Title Of The Project: Construction of Road upto TRT outlet, Kwar HEP, Kishtwar.

Proposal No.: FP/JK/ROAD/141548/2021

Date Of Proposal : 20/04/2021

CHECK LIST SERIAL NUMBER-13

UNDERTAKING FOR PAYMENT OF NET PRESENT VALUE OF FOREST AREA

It is to certify that I, General Manager, Kwar H E Project (CVPPPL), have applied for diversion of 2.4 Ha of Forest Area for the purpose of construction of road upto TRT outlet. I, hereby, undertake to pay the net present value (NPV) of the above forest land. I, also hereby undertake to pay the additional amount of NPV, If so determined as per the decision of Hon'ble Supreme Court.

Place: Kishtwar

Date: 20/04/2021



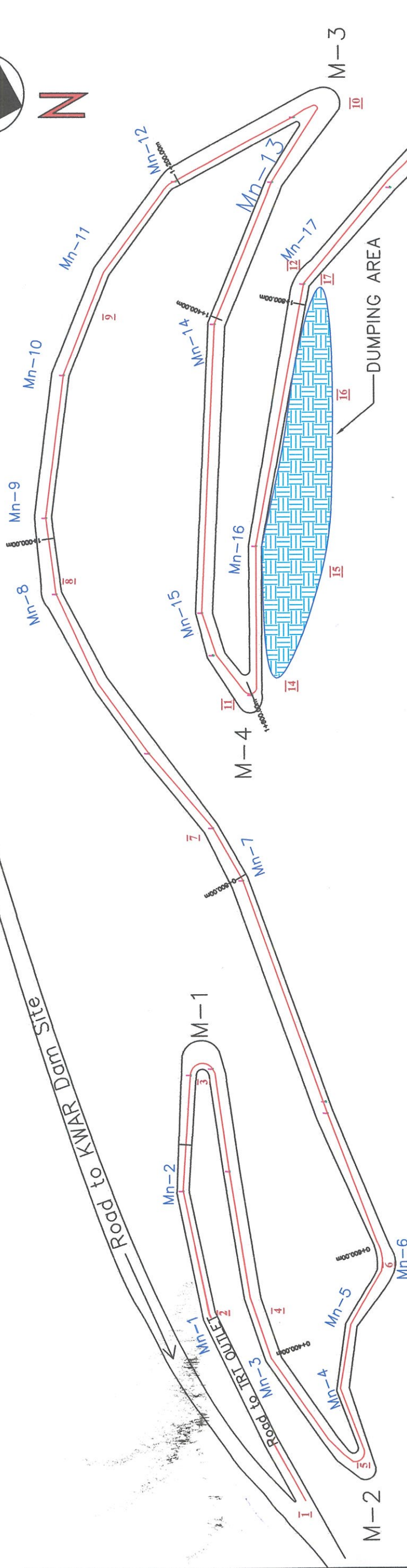
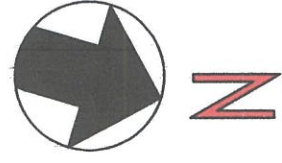
(S.P. Puri)
General Manager
HOP- Kwar
General Manager
Kwar HE Project

Countersigned

Divisional Forest Officer
Kishtwar Forest Division
Kishtwar

← Road to Padder

Road to Kishtwar



S NO.	LOCATION POINT ON PROPOSED ROAD	COORDINATES
1	I	33°21'07.87"N 75°52'12.47"E
2	II	33°21'08.21"N 75°52'07.41"E
3	III	33°21'09.07"N 75°52'04.07"E
4	IV	33°21'09.99"N 75°52'08.48"E
5	V	33°21'09.88"N 75°52'12.46"E
6	VI	33°21'11.05"N 75°52'06.29"E
7	VII	33°21'11.47"N 75°52'03.74"E

S NO.	LOCATION POINT ON PROPOSED ROAD	COORDINATES
8	III	33°21'13.11"N 75°51'57.26"E
9	II	33°21'18.06"N 75°51'52.24"E
10	III	33°21'15.40"N 75°51'58.38"E
11	IV	33°21'13.30"N 75°51'03.28"E
12	V	33°21'18.57"N 75°51'56.90"E
13	VI	33°21'21.97"N 75°51'58.44"E

S NO.	LOCATION POINT ON PROPOSED ROAD	COORDINATES	REMARKS
14	IV	33°21'13.11"N 75°51'57.26"E	DUMPING AREA
15	II	33°21'18.06"N 75°51'52.24"E	
16	III	33°21'15.40"N 75°51'58.38"E	
17	IV	33°21'13.30"N 75°51'03.28"E	

LEGEND	EXISTING ROAD	PROPOSED ROAD	PROPOSED DUMPING SITE	CHENAB RIVER

Details of quantity of forest land diversion for construction road upto TRT Outlet			
S.NO.	Description of City	Quantity	Area (Sq Mtrs)
1	Road upto TRT Outlet	1	12000
2	Length >2000 mtrs Width = 6 mtrs Major Curves/ turnings (M)	4	1800
3	Length >50 mtrs Width = (15-6) mtrs Minor Curves/ turnings (Mn)	18	2160
4	Length = 30 mtrs Width = (10-6) mtrs Dumping site *	1	8000
TOTAL AREA			23960 Sqm 2.4 Ha.

*For construction of road 14000cum material will be excavated and consumed in the construction of road. However dumping site will be required to handle the excavated material during the construction period.



CHENAB VALLEY POWER PROJECTS (P) LTD.
(A Joint Venture of NHPC, JKSPDC & PTC(I) Ltd.)

KWAR HYDROELECTRIC PROJECT (J & K) KISHTWAR
GEO- REFERENCE MAP FOR CONSTRUCTION OF ROAD
UPTO TRT OUTLET

DATE: 04 / 02 / 2021
SCALE: 0 10 20 30 40 50 METERS
ALL DIMENSIONS ARE IN METRE.

APPLICANT:

GEN (P), KWAR HEP

General Manager
Gen (P), KWAR HEP

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