



HIMACHAL PRADESH
PUBLIC WORKS DEPARTMENT



PW-OSDN/CB-GA/FCA/2025-2026

Dated:

To,

The Divisional Forest Officer,
Anni At Luhri Forest, Division (HP).

Subject: -

Diversion of 2.899 hac. of forest land in favour of HPPWD for the Construction of link road from Thandapani to Shagedhar via Maltha km 0/00 to 3/750 within the jurisdiction of Ani at Luhri Forest Division, Distt. Kullu, Himachal Pradesh.

Online Proposal No: - FP/HP/ROAD/148751/2021

Reference: -

Reply to Online EDS (Point Nos. 2, 6 & 8):

With reference to the Online EDS raised by your office against Point Nos. 2, 6 & 8, the point-wise compliance/reply has been submitted for your kind consideration. As under -

Sr. No.	Query	Reply
2.	It has been observed that proposed Diversion Area is 2.899 ha. However, as per the DSS analysis, the area calculated by DSS software is 1.81 ha. Therefore, same may be reviewed and revised KML file with correct area figure be provided...	The observation has been duly examined. The proposal has been reviewed, and the revised KML file incorporating the correct area has been uploaded on the PARIVESH 1.0 portal for kind consideration.
6.	In the KML file, there are 6 numbers of dumping sites, however in Part-I, component wise break-up there is only one dumping site is mentioned. Therefore, State Govt. may reverify and review the same.	The observation has been duly examined. The proposal has been reviewed, and the component-wise details of the dumping sites have been revised accordingly and uploaded on the PARIVESH 1.0 portal for kind consideration.
8.	i) It seems from KML file, the alignment of the road from Geo-coordinate Latitude 31o25'54.50" N Longitude 77o31'37.78" E to Lat. 31o23'51.76" N Long. 77o31'39.74" E is not found justifiable. The State Govt. may review and revise the same accordingly. ii) In the KML file, possibility may be explored to connect the starting point from already existing road Geo-coordinates i.e. Lat. 31o23'40.70" N Long. 77o31'0.50" E instead of Lat. 31o23'26.44" N Long. 77o30'46.71" E to reduce the felling of trees as well as to minimize the dimension of forest land. Same may be reviewed and revised accordingly.	i) The observation has been carefully examined. The proposed road alignment has been verified during site inspection and is found to be the most suitable and technically feasible alignment considering the ground conditions. The road originates from Geo-coordinate 31°24'01.34" N, 77°31'48.06" E, with a hairpin bend provided at 31°23'51.76" N, 77°31'39.74" E. Any alteration to the proposed alignment would pass through privately owned land and residential houses. As the local inhabitants possess limited landholdings and are unwilling to part with additional private land, modification of the alignment is not feasible. Hence, the proposed alignment is fully justified and may kindly be accepted. ii) The observation has been examined. It is submitted that the proposed road has already been aligned from the existing road to the maximum extent feasible. The suggested

		alternative starting point at Geo-coordinate 31°23'40.70" N, 77°31'00.50" E is not feasible, as it would require acquisition of additional private land. The local landowners have very small landholdings and have expressed their unwillingness to part with further land for the construction of the road. Therefore, the proposed alignment is the most practical, socially acceptable, and feasible option under the prevailing site conditions.
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Please submit for favor of information and further necessary action at your end


E. Anand Sharma
 Executive Engineer,
 Outer Seraj Division,
 H.P.P.W.D. Nirmand.