

एसजेवीएन लिमिटेड

SJVN Limited

(A joint venture of Govt. of India & Govt. of Himachal Pradesh)

A 'Mini Ratna' & Schedule 'A' PSU

CIN : CIN:L40101HP1988GOI008409

लूहरी हाईड्रो पावर प्रोजेक्ट-1

Luhri Hydro Power Project -1



ENVIRONMENT DEPARTMENT

No.: SJVN/LHEP-I/Env.-FCA/2020- 852

Dated: 04/07/20

To

**The Divisional Forest Officer,
Forest Division Anni at Luhri,
Distt.Kullu (H.P.)**

Sub: Diversion of 0.9486 ha of additional forest land for Luhri HEP Stage-I (210 MW), Bithal, Shimla for the construction of approach road for Moin quarry site within the jurisdiction of Anni at Luhri Forest Division, Distt. Kullu, Himachal Pradesh- Reply to the observation raised during FAC meeting.

Sir,

This has reference to Forest Advisory Committee (FAC) meeting conducted by MoEF&CC, New Delhi on 11/06/2020 through video conferencing during which the various points regarding subject cited proposal were discussed. During discussions, it was pointed out that three alternates are required to be examined during selection of site for the proposal but only two alternatives have been considered. In view of above, now the third possible alternative at site has also been studied by this office and the most suitable alternative has been chosen for construction of the proposed road. The site plan and the studies carried out for this purpose are enclosed (**Annex-I**) for further necessary action at your end please.

It is worthwhile to mention here that this project is of **National interest** to fulfil the increasing demand of electricity with tremendous opportunities for **generation of employment** as well as **development** of the local area. Hence favourable action is requested please.

With Regards,

DA: As Above.

Yours Faithfully,

(Er. R.L. Negi)

Chief General Manager/HOP,

SJVN Ltd., Luhri HEP, Bithal.

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अपने तथा राष्ट्र के हित में ऊर्जा की बचत करें।

SAVE ENERGY FOR BENEFIT OF SELF AND NATION

Justification for locating the Road in forest area

The construction materials for Luhri HEP stage-I shall be obtained from Moin & Koel Quarries. The road for Moin quarry is proposed for transportation of these construction materials for all major components like Dam, Toe Power House, Switchyard, diversion Tunnel etc. of the project. Earlier this road was entrusted/ supposed to be constructed by HPPWD to connect Moin Village (as conveyed by HPPWD Authorities during meetings with them at the time of identification of land for various components of the project). But later on, the alignment of the road was changed by them and the road for Moin village was constructed through alternate side. Hence, now it has become necessary for SJVN to construct/ widen the existing jeepable road.

ALTERNATIVE STUDIES CARRIED OUT FOR THE ROAD ALIGNMENT

The following alternative studies were carried out to explore the selection of the road Alignment:

- i) Widening of Existing Jeepable road from Dam/ Toe Power House at Nirath to Moin Quarry site on Right bank, Length 1700m
- ii) From Dam at Nirath to Moin Quarry site through NH-22 on Left bank & Moin village. Length 8000m.
- iii) From proposed bridge at Nirath to Moin Quarry site along right bank of River Satluj, Length 3129m.

Option No-ii) has been rejected because of longer distance and narrow bridge on River Satluj. The construction of **new 70R steel Truss Bridge** is not possible here because required **strata for construction of bridge Abutments** is not available in near vicinity. Also \pm 1500m length of road from NH-22 to Quarry site is passing through Forest land and a more numbers of trees/saplings (<120 Nos.) shall be required to be felled during widening.

Option No-iii) has also been rejected because of longer length (3129m) along right bank passing through forest land, thus requiring larger area of forest land, more numbers of trees/ saplings (<150 Nos.).

Hence the first option from Dam/ toe Power House at Nirath to Moin Quarry site on Right bank having 26 trees & 73 saplings **has been considered** for widening/construction of approach road to Moin Quarry site and the land has been identified accordingly. **The map** showing three numbers of alternatives examined for the construction of the approach road is attached herewith.

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