

**OFFICE OF THE EXECUTIVE ENGINEER PWD(R&B) DIVISION BASOHLI**

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**The Divisional Forest Officer,  
Billawar Forest Division,  
Billawar.**

**No: -4962.**

**Dated: 01-08-2022.**

**Subject: - Diversion on 2.5453 ha of forest land in Billawar Forest Division for the construction of road from Bani to Billawar via Dhaggar Dhaman & Dheri Galla under CRF Phase 1<sup>st</sup>, District Kathua, UT of Jammu and Kashmir.**

**Reference:-** File No.9-JKB-011/2022-Jammu dated 22.03.2022.

Sir,

With the context of above noted subject and reference, in this connection the para-wise reply pertains to this Division is as under: -

(i) This road connects two major Tehsils of District Kathua. This Department has prepared the DPR for 10.00 Kms under CRF from Manjnu to Dhaman via Dherigalla and submitted to higher authorities for Accord of Administrative Approval. The higher authorities pointed out that the Project cost is much higher and instructed the department to complete the scheme in Phase manner. Accordingly, this Department submitted the DPR for 05 Kms in Phase-Ist. Since no habitation was connected upto a length of 5.00 kms and the village / hamlets are located at 6.00 kms at Dherigalla (scattered population) and its vicinity , the people of Derigalla and also the people of Dhaggar Dhaman and adjoining areas approached the higher authorities i.e. local Administration/District Administration and political dignitaries i.e. MP/MLA of the area. So, keeping in view this Department received the verbal instructions from Hon'ble M.P. to put the tender upto 06 Kms in the same DPR amount. In this regard it is also submitted that the work was technically sanctioned for a length of 6 kms by the Worthy Chief Engineer, PW (R&B) Department vide his office order No.336 of August 2021 endorsed vide No.CEJ/DB/9686-87 dated 28-08-2021. (**copy enclosed for your perusal please**) which please be considered as an authenticated authorization/ document for execution of work for a length of 6.00 kms.

(ii) The end point of the road connects at Derigalla where there is a scattered population in the vicinity of the area. The proposed road passes through the dense forest patch which is the best possible alignment. Further as submitted in para 1<sup>st</sup>, the road upto Dhaman has to be constructed in a phased manner and in the Phase-1<sup>st</sup>, the road is to be constructed upto Derigalla and in the next phase the road shall be connected to Dhaman in Bani where the main population exists and this road shall provide shortest connectivity to the people of Billawar, Bani and adjoining areas.

(iii) Regarding the alignment being passing through the dense forest path, it is submitted that there is no other feasible alignment. Further in regard to the end point not connecting to any settlement, as mentioned in para No.(i) that initially the DPR was prepared for a length of 10.00 kms under CRF from Manjnu to Dhaman via Derighalla and thereafter the as per instructions from the higher authorities to complete the project in a phased manner, DPR for first 5.00 kms was prepared is Phase-1<sup>st</sup> and is under execution. After the completion of there first 5.00 kms, the project for next 5.00 kms shall be got approved under CRF which shall connect village Dhaman in Tehsil Bani and this route shall be shortest route from Billawar to Bani.

It is as such requested that the clarification submitted above may please be accepted and the case be cleared at an earliest.

Yours faithfully,

  
Executive Engineer  
PWD (R&B) Division  
Basohli