

SITE-SPECIFICITY REPORT/CERTIFICATE BY DIVISIONAL FOREST OFFICER

The instant proposal envisages the construction of a Bus Stand at Nankhari, Tehsil Nankhari Distt. Shimla H.P. in order to provide better and easier transport facility to the public of this remote area of the region.

Need for the Bus Stand

The advantages of a bus stand are a matter of common understanding in that it acts as an important node in the communication and public transport network. This bus stand shall serve 17 panchayats in the Sub-tehsil of Nankhari that has a population of around 31000.

The Nankhari bus stand is also regarded by the local community as the ***nucleus around which the further development of this remote region shall happen***. Currently, the buses stand on the road itself and a dedicated bus stand with its ancilliary infrastructure will open doors to further development and livelihood generation for the locals.

Furthermore, for ***ease of transport, especially that of children and women***, a dedicated space where buses halt and can be boarded and deboarded, with all the added amenities and supporting infrastructure is an essential need. Many people from the region ply to nearby areas of Rampur, Kumarsain etc. daily from Nankhari for work. A bus stand shall lead to greater ease of transportation and thereby a greater ease of living. It may further be noted that the areas connected to Nankhari Bus Stand are an important horticulture produce zone producing an output of estimated production of apple 15846.80 MT as per the recent data shared by SMS Horticulture, Nankhari.

Given the developmental imperative, the coming up of the bus stand cannot be avoided. Also, it has been a ***very strong demand/need of the local community for a very long time***.

Unavoidability of Diversion of Forest Land

It is further stated that diversion of the forest land for the instant proposal is unavoidable because almost the entirety of the land in the area is forest. Very less non-forest land is available and most of it is under horticultural use. Because people are strongly dependent on their lands for livelihood there is no willingness to part with their sole source of livelihood via land acquisition. This makes the need of ***diversion of the forest land for the developmental activity unavoidable***.

Balancing Development and Conservation in the Instant Proposal

It is true that the area where the bus stand is to come up is home to beautiful deodar forests, which also needs to be preserved and conserved. The balance between development and conservation is sought to be achieved as follows:

Bare minimum area (as detailed in the component plan) required for construction of a bus stand with supporting infrastructure is being proposed by the user agency, which is Himachal Road Transport Corporation in this case.

It is submitted that to safeguard ecological concerns the area to be diverted has been decreased further from 0.3534 ha to 0.1820 ha, also the number of trees to be felled have been decreased from 72 to 34.

The Site Chosen along with Alternatives Explored

The proposed site for the said project has thus been carefully finalized and is the best from the developmental imperative and conserving the forest areas. A total number of three sites had been detailed below in the initial proposal and are being retained as such (note: with removal of encroachments in the adjacent site fewer trees would be required to be felled):

The Detail of Alternative examined and reason for their selection and rejection:-

Sr. No	Alternative	Selected/ Rejected	Area	No. of trees involved in alignment	Reason for Selection or Rejection	Remarks
1	Site-I	Selected	Changed from 0.3534 Ha. (initial proposal) to 0.1820 Ha (final proposal)	Deodar = 34 Nos. <u>(reduced from 72)</u>	Most feasible and suitable site as per the requirement of the project and less number of trees are involved in the alignment of the project.	Recommended as site specific as per the geography and that no non-forest land is available for the said project in the region.
2	Alternative-Site II	Rejected	0.5705 Ha	Deodar = 75 Nos.	Hilly side and chances of land slide during monsoon season and Vulnerable to soil erosion. More area	Alternative Site as per the initial proposal

					involved in the alignment.	
3	Alternate-Site III	Rejected	0.5965 Ha.	Deodar = 78 Nos.	Sloppy site and more number of trees involved in the alignment as compared to alternate-I and more Vulnerable to soil erosion. More area involved in the alignment.	Alternative Site as per the initial proposal

Therefore, keeping in view that minimum area is required for diversion at Site I and less number of deodar trees will be required to be felled at Site I, it is Site I that would be most appropriate for the construction of the bus stand and to balance the imperatives of development and conservation.

It is stressed that there is no non-forest land available in the region for the construction of the required bus stand – a fact also certified by Deputy Commissioner, Shimla vide their letter No. SML-SR 57/2020-81 dated 28.01.2021. For all these reasons the instant proposal may be regarded as site specific and may be recommended as such for diversion of forest land under the FCA, 1980.

Dated: 04.06.2025

Place: Rampur



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