ਪੰਜਾਬ ਸਰਕਾਰ
ਵਣ ਅਤੇ ਜੰਗਲੀ ਜੀਵ ਸੁਰੱਖਿਆ ਵਿਭਾਗ,
ਦਫਤਰ ਵਣ ਮੰਡਲ ਅਫਸਰ, ਬਠਿੰਡਾ
ਜੋਗਾਨੰਦ ਰੋਡ, ਸਾਹਮਣੇ ਧਰਮਲ ਕਲੋਨੀ
ਫੋਨ ਨੰ:- 0164-2271555 Email id:- dfobathinda@gmail.com
(ਐਫਸੀਏ ਸ਼ਾਖਾ)

ਸੇਵਾ ਵਿਖੇ,

ਨੋਡਲ ਅਫਸਰ, (FCA).
ਪੰਜਾਬ, ਐਸ.ਏ.ਐਸ ਨਗਰ।

ਨੰ: 3937 ਮਿਤੀ: 26/07/24

ਵਿਸ਼ਾ: **Diversion of 0.1050 hec. of forest land for access to M/s King Fisher Resort (Marriage Palace) at Vill. Behman Diwana at Km 123.698 (LHS) on NH-07, Malout-Bathinda Road under Distt. & Forest Division Bathinda (Online Proposal No. FP/PB/OTHERS/459500/2024)**

ਹਵਾਲਾ: ਆਪ ਜੀ ਦੇ ਦਫਤਰ ਦਾ ਪੱਤਰ ਨੰ: I/370625/2022 ਮਿਤੀ 01-05-2022 ।

ਉਪਰੋਕਤ ਵਿਸ਼ੇ ਤੇ ਹਵਾਲਾ ਅਧੀਨ ਪੱਤਰ ਦੇ ਸਬੰਧ ਵਿੱਚ ਬੇਨਤੀ ਹੈ ਕਿ ਯੂਜਰ ਏਜੰਸੀ ਵੱਲੋ ਆਪਣੇ ਪ੍ਰੋਜੈਕਟ ਨੂੰ ਲਏ ਗਏ ਰਸਤੇ ਸਬੰਧੀ ਦਿੱਤਾ ਗਿਆ ਜਵਾਬ ਨਾਲ ਨੱਥੀ ਕਰਕੇ ਆਪ ਜੀ ਨੂੰ ਭੇਜਿਆ ਜਾਦਾ ਹੈ।

ਇਸ ਤੋ ਇਲਾਵਾ ਨਵੀਆ ਗਾਈਡਲਾਈਨਾਂ ਮੁਤਾਬਕ ਰਿਵਾਇਜ਼ ਸੀ.ਏ ਸਕੀਮ, ਲੈਂਡ ਸੁਟੇਬਿਲਟੀ ਸਰਟੀਫਿਕੇਟ, ਐਨ.ਪੀ.ਵੀ ਕੈਲਕੁਲੈਸ਼ਨ ਸ਼ੀਟ, ਸਾਈਟ ਇੰਸਪੈਕਸ਼ਨ ਰਿਪੋਟ, ਡਿਟੇਲ ਵਾਇਊਲੇਸ਼ਨ ਰਿਪੋਟ, ਸੀ.ਏ ਸਾਈਟ ਡੀ.ਜੀ.ਪੀ.ਐਸ ਮੈਪ ਅਤੇ ਅਨੁਲੱਗ-ਓ ਅਤੇ ਅਨੁਲੱਗ-ਅ ਪਾਰਟ-2 ਵਿੱਚ ਅਪਲੋਡ ਕਰਕੇ ਈਮੇਲ ਰਾਹੀ ਆਪ ਜੀ ਨੂੰ ਅਗਲੀ ਕਾਰਵਾਈ ਲਈ ਭੇਜਿਆ ਜਾਦਾ ਹੈ।

ਨੱਥੀ: ਸਹਿਪੱਤਰ।

ਵਣ ਮੰਡਲ ਅਫਸਰ,
ਬਠਿੰਡਾ।

ਪਿੱਠ ਅੰਕਣ ਨੰ: ਮਿਤੀ:

ਕਾਪੀ ਸਮੇਤ ਸਹਿਪੱਤਰ ਉਕਤ ਹਵਾਲੇ ਦੀ ਅਨੁਵਰਤੀ ਵਿੱਚ ਵਣ ਪਾਲ ਫਿਰੋਜਪੁਰ ਸਰਕਲ, ਫਿਰੋਜਪੁਰ ਜੀ ਨੂੰ ਸੂਚਨਾਂ ਤੇ ਅਗਲੀ ਯੋਗ ਕਾਰਵਾਈ ਲਈ ਭੇਜੀ ਜਾਦੀ ਹੈ।
ਨੱਥੀ: ਸਹਿਪੱਤਰ।

ਵਣ ਮੰਡਲ ਅਫਸਰ,
ਬਠਿੰਡਾ।

MOB NO. 98728-44134

KING FISHER RESORTS

MALOUT ROAD, BATHINDA

To

REF NO..... **DATED.....**

The Divisional Forest Officer,
Forest Department, Bathinda

ਦਫ਼ਤਰ ਮੰਡਲ ਜੰਗਲਾਤ ਅਫ਼ਸਰ ਮਿਤੀ 25/7/24 ਸਵੀਕਾਰ ਕਰੋ

Subject:- **Diversion of 0.1050 hec. of forest land for access to M/s King Fisher Resort (Marriage Palace) at Vill. Behman Diwana at Km 123.698 (LHS) on NH-07, Malout-Bathinda Road under Distt. & Forest Division Bathinda (Online Proposal No. FP/PB/OTHERS/459500/2024)**

Reference:- Superintendent-FCA O/o Proncipal Chief Conservator of Forest (HoFF), S.A.S Nagar letter I/370625/2022 Dated 01/06/2022

Sir,

In reference we hereby submit that our plot front is 74 metre. MORTH Guidelines No. RW-NH-33032/01/2017-S&R(R) dated 26.06.2020 clearly stated that Properties falls in Urban Area at Serial No:1 reflects that Minimum Distance should be Limited to Plot Size + 70 metres D Lane + 100 metre A Lane. In our case Plot Size is 67 Metre Front + 70 Metre D Lane + 100 Metre A Lane = 244 metre as per MORT&H Guidelines we have to Proposed our Service Road. Hence our case meet with MORT&H Guidelines. Checklist of NHAI hereby enclosed

You are hereby accordingly requested to kindly grant us Permission/NOC of our project proposal.

Thanking You

Dated:-25-07-2024

C/s

Divisional Forest Officer
Bathinda Forest Division
Bathinda

Yours faithfully,

Kingfisher Resort

Annex-I
(To Appendix-II)

Enclosure to Most (Deptt. Of MORT&H)

Ministry's Circular No. RW-NH-33032/01/2017-S&R(R) Dated 26th June 2020

Location & Layout, Drainage, Road Signs and Markings Requirements for Access Connection from NH-07 to Proposed Access to Existing Building Namely "KING FISHER RESORT" at Village Behman Diwana, Tehsil & District Bathinda (Pb), at Km.-123.698 (LHS), Located in Urban Reach.

(Refer fig. at Annex-IV)

(B) For individual private properties where service road does not exists.

SI NO	Description	Urban/Built up reaches	Rural Reaches	Remarks	Measurement at site (Urban Reach)	Whether complying with MOST Norms.
1	Minimum Distance between merging points of a service road including acceleration & deceleration Lanes of 100m and 70m respectively.	Limited plot size + acceleration & deceleration Lanes only	Limited to plot size +50 m on either side+ acceleration & deceleration Lanes only		244 M Proposed service road to be constructed by Applicant	Yes
2	Minimum Distance between merging points of two access(take off/end point of acceleration & deceleration/service lane) on the same side of carriage way.	100m	300 M	If the distance is less than the distance specified, service road to be extended/provided to cover both the access	More Than 100 m,	Yes
3	Minimum Distance Between take off point of access /service road and median gap/intersection with any road	100m	300m	If less than the distance specified, service road to be provided /extended (which can left with a dead end also)	More Than 100 m	Yes,
4	Minimum distance from Check Barrier	1000m	1000m	If distance is less than the distance specified, service road to be provided/ extended (which can be left with a dead end also)	More than 1000 m.	Yes
5	Minimum Distance between start of grade separator/Flyover/road over Bridge/ Railway level crossing and entry take off point of the access	300m	300m	If distance is less than the distance specified, service road to be provided/ extended (which can be left with a dead end also)	More than 300 m.	Yes

The above particulars along with the drawings and documents have been verified and are certified as correct as per the prevailing site conditions

Sub Divisional Engineer C/s
Central Work[illegible] Divn No. 1
PWD (B & R)

Divisional Forest Officer
Bathinda Forest Division
Bathinda

[illegible] Engineer
Division No.1 PWD
BATHINDA

Pritam Singh Hurpal Singh

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6	Width of entrance/exit	Minimum 9m Maximum 12m	For other properties only	12 M	Yes
7	Radius of Turning curve	Minimum 13m Rulling 30 m		13 M	Yes
8	Radius of Non-Turning curve	Minimum 1.5m Maximum 3m		1.5 M	Yes
9	Width of acceleration lane	5.5 m minimum		5.50 M	Yes
10	Width of deceleration lane	5.5 m minimum		5.50 M	Yes
11	Width of Service road	5.5m -7 m		5.50 M	Yes
12	Crust composition of Service Road, Acceleration & Deceleration lane	Minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by three layers of Water Bound Macadam (WBM) (other than WBM-Grading No.1), each of 75 mm thickness, topped by 50 mm thick Bituminus Macadam (BM) and 30 mm thick Bituminus Carpet (BC). Interlocking Concrete Blocks as per IRC:SP:63 can also be considered.		Yes, Minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by three layers of Water Bound Macadam (WBM) (other than WBM-Grading No.1), each of 75 mm thickness, topped by 50 mm thick Bituminus Macadam (BM) and 30 mm thick Bituminus Carpet (BC). Interlocking Concrete Blocks as per IRC:SP:63 may be be considered.	Yes
13	Crust composition of access connection/ extended service road to residential Properties	At least Gravel road	For Residential Properties only.	NA	NA
14	Width of access connection/extended service road to Residential Properties	Minimum 3.5 m	For Residential Properties only.	NA	
15	Radius of Turning curve	Minimum 13 m Ruling 30 m			
16 Road Signs (According to IRC:67					
I	Side road sign on NH before Deceleration here	A	For Other Properties only	Yes, will be Provided	
II	Appropriate facility information sign (i.e. Hospital, Eating place etc.)	B		Yes, will be Provided	
III	One way sign on left side of the Deceleration & Acceleration lanes	C		Yes, will be Provided	

The above particulars along with the drawings and documents have been verified and are certified as correct as per the prevailing site conditions.

C/s

Sub Divisional Engineer
Central Works Sub Divn No.1
PWD (B&R) Bathinda

Divisional Forest Officer
Bathinda Forest Division
Bathinda

Executive Engineer
Central Works Division No.1 Pb.
BATHINDA

Pritam Singh Hanspal Sub

IV	No Parking sign on left side of the Deceleration and acceleration lane	D		Yes, will be Provided
V	No Entry sign on right side of the Deceleration lane at its connection with service road	E		Yes, will be Provided
VI	Appropriate No. of Right turn prohibited sign on right side of service road in front of Property Plot (facing the property)	F		Yes, will be Provided
VII	Give way sign with give way line marking according to IRC:35 on left side of the acceleration lane at 30 m before its connection with NH	G		Yes, will be Provided
VIII	No left turn sign on NH before its connection with Acceleration lane	H		Yes, will be Provided
IX	No right turns sign on right side of NH in case of undivided carriageway.	F		NA
	Road Markings (According to IRC:35)			
17	Marking for deceleration and acceleration lane are to be provided as per IRC:35	I	For Other Properties only	Yes, will be marked
	Drainage Requirements			
18	Provision of Culvert for drainage in accordance with IRC SP-13	Slab culvert with iron grating of adequate strength constructed in the approaches or any other method as per satisfaction of Highway Administration so as to ensure that surface water from fuel station/facility does not flow on the highway and led away to a natural course/outfall sewer through culvert or led away to a water-recharging system specifically constructed by the owner/management of the fuel station/ facility in case lined drains of sufficient length upto a natural course/outfall sewer are not available.	For Both Residential Properties & Other Properties	2 m Slab Culvert with Steel grating
19	Provision for intercepting drain with vertical Drain system for Rain water harvesting at the downstream end of Intercepting drain (According to Appendix A-2 of IRC:SP:50)			Yes
20	Downward slope of the access road towards the Intercepting drain	Minimum 2%		Yes, 2%
	Total Traffic			
21	Total traffic (incoming and outgoing)per day		NA	NA

I bear full responsibility for genuineness of the site particulars mentioned above and foe adherence to the stipulated norms

Authorized Signatory

Note: - If norms are not satisfied, detailed explanation needs to be given, otherwise the application will not be considered. In all cases supporting documents as per Annex. I have to be submitted; otherwise the case will be summarily rejected.

The Right of Way (ROW) of the National Highway available at the proposed location from the centre line of the nearest carriageway is .....m.

The above particulars along with the drawing and documents have been verified and are certified as correct as per the prevailing site conditions.

C/s

Divisional Forest Officer
Bathinda Forest Division
Bathinda

Executive Engineer
Central Works Division No.1 Pb.