



Govt. of Jammu and Kashmir  
Office of the  
Divisional Forest Officer  
Kathua Forest Division, Kathua

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No: KFD/2020-21/3190

Dated: 02/11/2021.

To,

The Conservator of Forests,  
East Circle,  
Jammu.

Subject: Diversion of 3.0375 ha. Of Forest Land for construction of road from Dabatli to Choatra Lahar and Sathla to Sarthan uner NABARD, Ditirtc Kathua, U.T. of Jammu & Kashmir. Reg: Online proposal bearing No. FP/JK/ROAD/52321 received on date: 09/06/2021.


Reference: The APPC (Nodal Officer), FCA O/o PCCF (HoFF) office letter No. PCCF/FCA/3217/1490-92 Dated: 05/07/2021.

Sir,

With reference to the subject cited above, the para wise reply of the Essential Detail Sought (EDS) is submitted as under: -

S. No.	EDS	Answer
1	In recommendation letter of DFO area is mentioned as 3.075 hac. Whereas proposal is submitted for 3.0375 hac. Need to be corrected.	The proposal area in the recommendation has been corrected and uploaded in the Form-A (Part-II).
2	Status of the user agency to be changed from Central Govt. to State Govt.	The user agency has changed the status from central agency to State agency.
3	This being a proposal of construction of new road, alternate routes examined need to be submitted.	The justification from the user agency is enclosed.
4	Alignment of road towards the end point of the road to be re-examined as the road o seen to be winding into Forest area without any necessity. The slope at the end point also supports a shorter alignment.	
5	In Part-II column (16) the recommendation of CF has been submitted without any specific details of proposal, area to be diverted etc.	Does not pertain to this office.

Yours faithfully,

  
Vivek Modi, SFS  
Divisional Forest Officer  
Kathua Forest Division  
Kathua



## RECOMMENDATION OF THE DIVISIONAL FOREST OFFICER, KATHUA FOREST DIVISION

The proposed project envisages construction of Road from Dabathali to Choatra Lahar & Sathla to Sarthan by PWD (R&B) in Kathua Forest Division. The forest area proposed for diversion is 3.0375 ha falling in Compartments 14/K & 15/K of Basantpur Forest Block, Kathua Range. The project in the present instant is being executed by Executive Engineer, Basohli, Jammu & Kashmir Public Works Department (R&B) and is being funded under NABARD. It has been sanctioned under NABARD RIDF-XXII & XXV. The roads take off from village Dabathli & Sathla respectively and surrounding areas are expected to be benefited by construction of these roads on their completion and will provide connectivity to a population of about 10,000 souls inhabiting village Dabathli and Sathla. Also it will provide alternate/shortest connectivity to Billawar, Basholi and Bani areas with District Head Quarter.

Therefore, in view of the envisaged benefits of the project for the local population it is recommended that the Project may be granted the Stage-I or In-principle approval.

Place: Kathua

Dated: 02.11.2021

  
Divisional Forest Officer  
Kathua Forest Division  
Kathua

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

**The Divisional Forest Officer  
Kathua Forest Division  
Kathua**

**No:- 2410**

**Dated:- 16.07.2021**

**Sub: - Diversion of 3.0375 Hac. of Forest land for Construction of road from Dabathali to Choatra Lahar & Sathla to Sarthan under NABARD, District Kathua UT of J&K.**

**Ref:- Your office endorsement No.KFD/FCA/1460 dated 09.07.2021.**

Sir,

With reference to the subject and reference captioned above. The Para-wise reply to the observations raised by Regional Officer IR, MOEF & CC, Jammu vide letter No.9-JKC-057/2021-Jammu dated 01.07.2021 pertaining to this Division is as under:-

**Reply to S.No.(iii)** The construction of road from Dabathali to Choatra lahar and Sathla to Sarthan takes off from already constructed road upto Dabathali and it culminates at Sarthan. The alignment which is the shortest possible and connects the maximum hamlets of population have been selected keeping in view the grade of road. No other alignment is technically feasible and as such not worked out. Moreover minimum forest land is involved in the proposed road.

**Reply to S.No. (iv)** The alignment of road towards the end point has been examined and it has been found that in order to provide road connectivity to the maximum hamlets residing in the area, it becomes necessary to align road as such a way so that maximum halmets lie nearer to the alignment.

Moreover the alignment has been selected keeping in view that proposed road provide maximum connectivity to the inhabitants of the area and also alignment is technically feasible.

Yours faithfully,

*[Signature]*  
**Executive Engineer  
PWD (R&B) Division  
Basohli**



*For further action.*

*[Signature]*  
**DTB.**