

No/RK/FCA/2026-27 178/

H.P. Forest Department.

Dated Lohri, the / 20/7/26

From: - DFO Anni

To- CF Rampur

Subject:- **Diversion of 2.899 Hectare of forest land in favour of HPPWD for the construction of road from Thandapani to Shegedhar via Maltha within the Jurisdiction of Anni Forest Division, District Kullu Himachal Pradesh.**

Memo,

Kindly refer to your office letter No I/309197/2024 dated 01.01.2024 on the subject cited above.

The reply of the observations/shortcomings No. 2, 6 and 8 is furnished as under:-

S. No	Observations	Reply
2	It has calculated been observed that proposed Diversion Area is 2.899 ha. However, as per the DSS analysis, the correct area calculated by DSS software is 1.81 ha. Therefore, same may be reviewed and revised KML file with correct area figure be provided.	The user agency has intimated that the observation has been duly examined and the proposal has been reviewed. The revised KML file incorporating the correct area has been uploaded on the PARIVESH 1.0 portal.
6	In the KML file there are , there are 6 numbers of dumping sites, however in Part-I, component wise break-up there is only one dumping site is mentioned. Therefore, State Govt. may reverify and review the same.	The observation has been attended/ reviewed by the user agency and the component-wise details of the dumping sites have been revised accordingly and uploaded on the PARIVESH 1.0 portal.
8	(i) It seems from KML file, the alignment of the road from Geo-coordinate Latitude 31°25'54.50" N Longitude 77°31'37.78" E to Lat. 31°23'51.76" N Long. 77°31'39.74" E is not found justifiable. The State Govt. may review and revise the same accordingly. (ii) In the KML file, possibility may be explored to connect the starting point from already existing road Geo-coordinates i.e. Lat. 31°23'40.70" N Long 77°31'0.50" E instead of Lat. 31°23'26.44" N Long. 77°30'46.71" E to reduce the felling of trees as well as to minimize the dimension of forest land. Same may be reviewed and revised accordingly.	The user agency has intimated that :- i) The observation has been carefully examined. The proposed road alignment has been verified during site inspection and is found to be the most suitable and technically feasible alignment considering the ground conditions. The road originates from Geo coordinate 31°24'01.34" N, 77°31'48.06" E. with a hairpin bend provided at 31°23'51.76" N, 77°31'39.74" E. Any alteration to the proposed alignment would pass through privately owned land and residential houses. As the local inhabitants possess limited landholdings and are unwilling to part with additional private land, modification of the alignment is not feasible. Hence, the proposed alignment is fully justified ii) The observation has been examined. It is submitted

P.T.O.

		that the proposed road has already been aligned from the existing road to the maximum extent feasible. The suggested alternative starting point at Geo-coordinate 31°23'40.70" N, 77°31'00.50" E is not feasible, as it would require acquisition of additional private land. The local landowners have very small landholdings and have expressed their unwillingness to part with further land for the construction of the road. Therefore, the proposed alignment is the most practical, socially acceptable, and feasible option under the prevailing site conditions.
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This is for favour of information and further necessary action please.

Divisional Forest Officer,
Ani Forest Division at Lohri