

No. Ft. 48-5567/2021(FCA)
Forest Department, Himachal Pradesh

From: Nodal Officer-cum-PCCF (FCA),
O/o Pr. CCF (HoFF), H.P.

To: The Deputy Inspector General of Forest,
Sub Office, Ministry of Environment,
Forest and Climate Change, CGO Complex,
Shivalik Khand, Longwood, Shimla, HP.

Dated Shimla-1, the

Subject: Diversion of 2.899 ha of forest land in favour of HPPWD for the construction of link road from Thandapani to Shagedhar via Maltha Kms 0/0 to 3/750, within the jurisdiction of Ani Forest Division Distt. Kullu H.P (Online Proposal no. FP/HP/ Road/148751/2021).

Sir,

Kindly refer to your office letter No. FC/HPB/06/48/2022 dated 09.11.2023 on the subject cited proposal.

2. The point-wise reply to the observation as raised vide your above referred communication is submitted as below:-

1. The User Agency has examined the observation and uploaded the revised KML file with the correct area on the PARIVESH 1.0 Portal.
2. The necessary correction has been done by the user agency and the component-wise detail of the dumping sites have been revised accordingly and uploaded on the online Part-I.
3. i) The user agency has intimated that 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 coordinates 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 land holding and are unwilling to part with additional private land, modification of the alignment is not feasible. Hence the proposed alignment is fully justified.

ii) It is submitted 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 land owner has very small land holdings and has 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.

Yours faithfully,

Nodal Officer-cum-PCCF (FCA)
O/o Pr. CCF (HoFF), H.P.