

23

No. FCA-III/Ani/Luhri HEP/ 2163
H.P. Forest Department

Dated Rampur, the 30-7-2020

From: - C.F. Rampur.

To: - Nodal Officer –cum- APCCF(FCA)
O/o Pr. CCF(HoFF) H.P. Shimla-1.

Subject: - Diversion of 0.9486 hac. of additional Forest land for Luhri HEP Stage-I (210 MW), Bithal Shimla for the construction of approach road for Moin quarry site within the jurisdiction of Anni at Luhri Forest Division, Distt Kullu, Himachal Pradesh –Submission of Hard copy of the proposal seeking prior approval of Central Government under the Forest (Conservation) Act, 1980.


Memo:

Kindly refer to your office letter No. Ft.48-167/2019/FAC/(FCA) dated 09.07.2020 on the subject cited above.

2. In this context, DFO Anni has submitted the justification after examining the there alternatives and the alternative -I having minimum Forest land and minimum Nos of trees for felling has been selected and considered for construction of approach road to Moin quarry site, which alongwith layout plan (induplicate) is enclosed herewith for favour of further action at your end please.

Besides, DFO has also submitted compliance report to the conditions, imposed in the past final approval, which is enclosed as Annexure –A.

Encl: - As above


Conservator of Forests,
Rampur Forest Circle, H.P.

30/07

24

Justification for locating the Road in forest area

The construction materials for Luhri HEP stage-I shall be obtained from Moin & Koel Quarries. The road for Moin quarry is proposed for transportation of these construction materials for all major components like Dam, Toe Power House, Switchyard, diversion Tunnel etc. of the project. Earlier this road was entrusted/ supposed to be constructed by HPPWD to connect Moin Village (as conveyed by HPPWD Authorities during meetings with them at the time of identification of land for various components of the project). But later on, the alignment of the road was changed by them and the road for Moin village was constructed through alternate side. Hence, now it has become necessary for SJVN to construct/ widen the existing jeepable road.

ALTERNATIVE STUDIES CARRIED OUT FOR THE ROAD ALIGNMENT

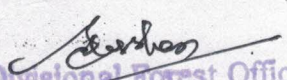
The following alternative studies were carried out to explore the selection of the road Alignment:

- i) Widening of Existing Jeepable road from Dam/ Toe Power House at Nirath to Moin Quarry site on Right bank, Length 1700m
- ii) From Dam at Nirath to Moin Quarry site through NH-22 on Left bank & Moin village. Length 8000m.
- iii) From proposed bridge at Nirth to Moin Quarry site along right bank of River Satluj, Length 3129m.

Option No-ii) has been rejected because of longer distance and narrow bridge on River Satluj. The construction of **new 70R steel Truss Bridge** is not possible here because required **strata for construction of bridge Abutments** is not available in near vicinity. Also $\pm 1500\text{m}$ length of road from NH-22 to Quarry site is passing through Forest land and a more numbers of trees/saplings (<120 Nos.) shall be required to be felled during widening.

Option No-iii) has also been rejected because of longer length (3129m) along right bank passing through forest land, thus requiring larger area of forest land, more numbers of trees/ saplings (<150 Nos.).

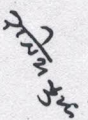
Hence the first option from Dam/ toe Power House at Nirath to Moin Quarry site on Right bank having 26 trees & 73 saplings **has been considered** for widening/construction of approach road to Moin Quarry site and the land has been identified accordingly. **The map** showing three numbers of alternatives examined for the construction of the approach road is attached herewith.


Divisional Forest Officer
Anni Forest Division
at Luhri


Er. R.L. Negi
CGM/Head of Project
SJVN, LHEP, Bithal

26

PRODUCED BY AN AUTODESK STUDENT VERSION



Er. R. L. Negi
Head of Project
CGM, SVN, LHEP, Bithal

Boedono
District Forest Officer
Arai Forest Division
at Luhri