

No. 1780
H.P. Forest Department

Dated Rampur, the 22/07/2026

From: - CF. Rampur.

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

Subject: - Diversion of 2.899 hac of Forest land in favour of HPPWD for the C/o link road from Thandapani to Shagedhar via Maltha Km 0/0 to 3/750 within the jurisdiction of Anni Forest Division, Distt. Kullu H.P. (Online Proposal No. FP/HP/Road/148751/2021.

Memo:

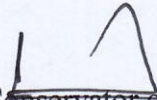
Kindly refer to GoI letter No. FC/HPB/06/48/2022 dated 09.11.2023, on the subject cited above.

2. The point wise reply to the shortcoming/observations No. 2 ,6 & 8 as raised by the GoI is submitted as under:-

Sr No.	Observations	Reply
2	It has been observed that proposed diversion area is 2.899 ha. However, as per the DSS analysis, the 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 PARIVEH 1.0 Portal.
6	In the KML file, 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 re-verify and review the same.	The necessary correction has been done by the user agency and the component – component –wise detail of the dumping sites have been revised accordingly and uploaded on the PRIVESH Portal 1.0
8	i) It seems from KML file, the alignment of the road from Geo-coordinate Latitude $31^{\circ}25'54.50''$ N Longitude $77^{\circ}31'37.78''$ E to Lat. $31^{\circ}23'51.76''$ N Long $77^{\circ}31'39.74''$ 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. $31^{\circ}23'40.70''$ N Long $77^{\circ}31'0.50''$ E instead of Lat, $31^{\circ}23'26.44''$ N	i) The user agency has intimated that 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 coordinates $31^{\circ}24'01.34''$ N. $77^{\circ}31'48.06''$ E. with a hairpin bend provided at $31^{\circ}23'51.76''$ N. $77^{\circ}31'39.74''$ E. any alteration to the proposed alignment would pass through privately owned land and residential houses. As the local in habitants

	Long. $77^{\circ}30'46.71''$ E to reduce the felling of trees as well as to minimize the dimension of forest land. Same may be reviewed and revised accordingly.	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 $31^{\circ}23'40.70''$ N. $77^{\circ}31'00.50''$ E is not feasible, as it would require acquisition of additional private land. The local land owner has very small land holdings and 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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please. This is for favour of information and further necessary action


Conservator of Forests,
Rampur Forest Circle, HP