

**Minutes of the 138<sup>th</sup> meeting of the Maharashtra Coastal Zone Management  
Authority (MCZMA) held on 10<sup>th</sup> October, 2019**

**Minutes of the 138<sup>th</sup> meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) held under the Chairmanship of Principal Secretary, Environment on 10<sup>th</sup> October, 2019 in Maharashtra Economic Development Council, 4<sup>th</sup> floor, Y. B. Chavan Centre, Mumbai. List of the members present in the meeting is enclosed as Annexure I.**

**Confirmation of 137<sup>th</sup> minutes of meeting:**

The Authority confirmed the minutes of 137<sup>th</sup> meeting of the MCZMA without any change.

**Item No.1:** Proposed construction of anti-sea erosion bund at Tal. Navapur, Dist. Palghar by Harbour Engineering Division.

Officials of the Harbour Engineering Division presented the proposal before the Authority. The Public Work Department (PWD) has proposed the anti-sea erosion bund of length 150 meter at village Navapur, District Palghar. The site under reference falls in CRZ I area. The PP has submitted the EIA report.

The Authority noted that the MCZMA in its 116<sup>th</sup> and 119<sup>th</sup> meeting held on 22.3.2017 and 28.6.2017 discussed the said proposal. In 119<sup>th</sup> meeting, the Authority observed that, at village Navapur, there is scope of exploring the soft solutions such vegetation, stabilization of sand dunes etc. However, construction should be along the or in the line of existing bund or along the Highest Tide Line. Wall / Bund should not be constructed along the low water line / or water line. It should be beyond existing HTL to reduce the impact of force of tide on the wall. The MCZMA rejected the proposal in its 119<sup>th</sup> meeting.

However, the PWD submitted the representation for reconsideration of proposal, as per which:

1. There is already an existing bund at Navapur and this proposed bund shall be extension of existing bund.
2. Beach profile and wave pattern does not permit sand to deposit and hence sand dunes cannot be accumulated.

  
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3. Since the existing erosion protection measure is in hard form i.e. Stone, bund, same shall be constructed in extension portion to avoid differential erosion pattern.

Public Works Department have been receiving demands by local villagers and local representative for Anti-sea Erosion Bund. PWD has requested CRZ clearance for the Navapur location. The PWD officials stated during the meeting, there is danger of sea water ingress in the Navapur village and anti-sea erosion bund is necessity in the said area. Considering the higher wave action in the area, soft solutions such vegetation, stabilization of sand will not a plausible solution to arrest the coastal flooding in the area. PWD officials further presented that there is already an existing bund at Navapur and this proposed bund shall be extension of the existing bund. Design of the extension of the bund has been finalized by the CWPRS. The CWPRS while deciding the design of the coastal protection bund has taken into consideration the wave action, beach profile and existing site conditions at the said location.

The Authority considering the above said representation of the PWD decided to reconsider the proposal. The Authority discussed that coastal protection works by way of putting up soft measures without interfering the natural movement of tidal action is environmentally sound option. Hence, the Authority earlier directed the PWD to explore the soft measures. However, the PWD found that there is no scope for implementing the soft measures, taking the beach profile and high wave action at the site under reference. The PWD has requested the Authority allow the bund to prevent coastal structures and areas from the detrimental influence of ocean wave actions and flooding.

The Authority discussed that at village Navapur, there is village settlement close to shoreline. Site photographs, google image and CWPRS report indicate the high wave action and likely coastal flooding in the surrounding area. The felt that extension of the existing bund is a requirement to protect the village settlement.

The Authority noted that construction of the anti sea erosion bund is socially important project for local inhabitants of the coastal communities. However, at

  
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the same time, PWD which implementing agency should take note of local coastal geomorphology and ecologically sensitive area while designing and constructing the bunds. Further, resolution of the Gram panchayat which takes note of suggestion of local inhabitants of the area is required to be obtained by the PWD.

The Authority further noted that as per para 4(i) (f) of CRZ, 2011:

*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA.*

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. PWD to ensure that proposed bunds on the landward of the High Tide Line of Arabian seafront.
4. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study.
5. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
6. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
7. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.

  
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8. PWD to implement the Mitigation measures proposed for the project in the EIA report
9. All other required permission from different statutory authorities should be obtained.

**Item No.2:** Proposed training / widening / deepening and reconstruction of two (2) Nalla systems- 1) Laxmi Baug Nalla system at Ramabai Ambedkar Nagar & 2) Kamraj Nagar Nalla system, Ghatkopar (E), Mumbai by Municipal Corporation of Greater Mumbai.

Officials of the Municipal Corporation of Greater Mumbai presented the matter before the Authority. Officials informed that the MCZMA in its 119<sup>th</sup> meeting held on 28<sup>th</sup> to 30<sup>th</sup> June, 2017 deliberated the proposal and recommended the same to SEIAA subject to certain conditions. However, SEIAA in its 116<sup>th</sup> meeting dated Feb, 2018 deferred the proposal, in view of pending new CZMP under CRZ Notification, 2011. Now, the approved CZMP under CRZ Notification, 2011 is in place, the MCGM requested the MCZMA to reconsider the proposal.

The MCGM officials presented that the proposal is for training / widening / deepening and reconstruction of Nallas at 2 locations:

1. Laxmibaug Nalla System at Ramabai Nagar, Ghatkopar
2. Kamraj Nagar Nalla system, Ghatkopar

**Laxmibaug Nalla System at Ramabai Nagar, Ghatkopar:**

MCGM officials presented that Laxmibaug Nalla runs through the slum area at the Ghatkopar (E). On one side there is slum and other side there is dense mangrove vegetation. In order to protect the Nalla creeklet from encroachment and activities like dumping of the garbage/ waste, the MCGM has proposed to construct the protection wall along the Nalla and adjoining service road for maintenance / cleaning of the Nalla. The proposed protection wall will be on slum side only which is non mangrove side. No protection wall is proposed on other bank of the nalla which has dense mangroves. Hence, the proposal does not require removal of mangroves. However, it will fall in 50 m mangrove buffer zone, due to existence of mangrove on other side of Nalla. Length of the

  
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proposed protection wall and adjoining service road is 750 meter. Width of the service road is 6 meter. As per the approved CZMP under CRZ Notification, 2011, the site is situated partly in CRZ I and partly CRZ II area.


**Kamraj Nagar Nalla system, Ghatkopar:**

MCGM officials presented that Kamraj Nalla runs mainly through the slum area at the Ghatkopar (E). In order to protect the Nalla creeklet from encroachment and activities like dumping of the garbage/ waste, the MCGM has proposed to construct the protection wall along the Nalla and adjoining service road on both side along the Nalla. No protection wall and service road is proposed in mangroves and its 50 meter buffer zone. Hence, the proposal does not require removal of mangroves. Length of the proposed protection wall and adjoining service road is 461 meter. Width of the service road is 5 meter. As per the approved CZMP under CRZ Notification, 2011, the site is situated partly in CRZ I and partly CRZ II area.

The Authority noted that protection wall along the Nalla is required so that coastal water body is not encroached by the slums and prevent dumping of garbage/ debris / waste in the Nalla creeklet. This will also facilitate to strengthen the storm water drainage and reduce flooding in surrounding area. The Authority further noted that Prior High Court permission will be required for protection wall & service road at Laxmibaug Nalla System at Ramabai Nagar, Ghatkopar, since the proposed work is situated within 50 m mangrove buffer zone area.

The Authority further noted that as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF, For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA

After deliberation, the Authority decided to recommend the project from CRZ point of view to SEIAA subject to compliance of following conditions:

  
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1. Proposed activities should be in accordance with provisions of CRZ Notification, 2011 (amended from time to time).
2. Local body to ensure no mangroves should be cut/ destroyed for the construction of retaining wall and service road.
3. Prior High Court permission shall be obtained, for protection wall & service road at Laxmibaug Nalla System at Ramabai Nagar, Ghatkopar, since the proposed work is situated within 50 m mangrove buffer zone area.
4. Local body to ensure that protection wall & service road at Kamraj Nagar Nalla system, Ghatkopar is beyond 50 m mangrove buffer zone area.
5. MCGM to ensure that natural flow of the creek water should not be disturbed.
6. All other necessary permissions from different competent authorities shall be taken before commencement of the proposed activities.

**Item No.3:** Proposed approach road with spur line to Mogharpada Metro Car Depot and Kavesar Casting Yard at Thane for Mumbai Metro line - 4 (Wadala-Ghatkopar-Mulund-Thane-Kasarwadavali) by MMRDA

The Addl. Metropolitan Commissioner, MMRDA presented the proposal before the authority. The MMRDA has proposed the Metro line 4 from Wadala to Kasarvadali. The MMRDA requested the Authority to delink and consider two projects separately. The Authority noted that the proposal before the Authority is for:

- a) Construction of Approach road with spur line to Mogharpada metro car depot at Survey Nos. 30(pt), 27(pt), 28(pt) & 29(pt) of Village-Mogharpada**

The proposal of construction of approach road with spur line to Mogharpada metro car depot, the MMRDA presented that there is existing 40 meter wide road near to the proposed depot at a distance of approx. 200 meter. Connecting this road, 25 meter wide elevated approach road with Metro spur line is proposed which crosses the Nalla having width of 20 meter falling in CRZ area.

  
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Length of the proposed approach road is 93 meter. There will be 16 nos. of piers of approach road which is situated in CRZ II area. Area covered under the 16 piers will be  $16 \times 25 \text{ sqm} = 400 \text{ sqm}$ . Length of the proposed spur line is 82 meter. There will be 4 nos. of piers of spur line which is situated in CRZ II area. Area covered under the 4 piers will be  $4 \times 25 \text{ sqm} = 100 \text{ sqm}$ . Thus, there will be total 20 piers in CRZ II area covering the area of  $20 \times 25 \text{ Sqm} = 500 \text{ Sqm}$ . The MMRDA officials further presented that as per approved CZMP, piers are not proposed in mangroves or its 50 meter buffer zone. Area under Mogharpada depot is 27.50 Ha, which is situated in Non CRZ area, as per approved CZMP.

The Authority noted that the proposal was earlier discussed the proposal in its 134<sup>th</sup> meeting held on 24.5.2019 wherein, revised proposal with necessary details was sought. Further, the Authority deliberated the revised proposal in its 135<sup>th</sup> meeting held on 15<sup>th</sup> July, 2019, wherein the Authority deliberated the proposal in details, in view of approved CZMP showing project layout and EIA report submitted by MMRDA. The proposal was deferred, for the submission of information on the points raised on the submitted EIA report of the project. The MCZMA deferred the proposal, for the submission of information on the points raised by the committee on the submitted EIA report of the project.

MMRDA submitted the compliance report and clarified as below:

Sr. No.	Observations of MCZMA	Compliance
1	EIA report has reported the approved CZMP showing the site of Mogharpada car shed depot and 30m wide elevated approach road. As per the said CZMP, the site of Mogharpada car shed depot is situated outside CRZ, area. However, Google image showing the site of Mogharpada car-shed is proposed in CRZ area also. MMRDA to clarify the same.	It is to clarify that the Mogharpada car depot area falls in non-CRZ area. revised google plan submitted showing layout of Mogharpada depot superimposed on land map with Google.

  
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2	<p>The authority observed that land use pattern of the project area will change. There is a small creeklet which may be affected due to the mogharpada Depot. However, EIA report mentions that land use pattern will remain same after project completion. MMRDA to clarify the same.</p>	<p>It is to clarify that although the land use pattern of depot area will change while rest of the area will remain as it is. It is seen from the EIA report that Fig. 2.2 (a) shows that depot is affecting a natural stream. Kindly note that as per the said CZMP {refer Fig. 2.4(a)}, the site of Mogharpada Car depot is situated outside the CRZ area. However suitable measures will be taken not to disturb the natural flow of stream/ creeklet during construction and operational activities of car depot.</p>
3	<p>EIA report mentions that there are no mangroves in the project site. However EIA report mention that fisheries such as shrimp, mud skipper mud crab, cat fish Bivalve , Oyster etc. are found in the project site. Impact of the project on fisheries and fisherman living around the project site along with mitigation measures/ EMP needs to be reported in the EIA report.</p>	<p>It is bring to your kind attention that EIA report is prepared considering 10 km radius of project area which also includes other areas where shrimp, mud skipper, mud crab, Cat fish, Bivalve, Oyster etc. are found. But, kindly note that our project site of Mogharpda depot is used once in a year for paddy cultivation and there is no fishing activities or any fisher folk living in the project area. Hence, there will be no direct or indirect impact on fishing activity at all. As stated in the EIA report there are no major adverse impacts on the Air, Water, Land, and Biological Environment due to the proposed project. However, regular environmental monitoring will be carried out as per the guidelines of MoEF&amp;CC and also EMP addresses</p>

  
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		measures which will be implemented during pre-construction, construction and operational phase of the project as mentioned in Chapter -8 of EIA report.
4	EIA report mentions that car shed depot proposed at Mogharpada will have washing lines, operation & maintenance lines workshop and office. And anticipated problems are oil pollution, impact due to filling of area, loss of livelihood etc. EIA report has to mention what mitigation measures are proposed to minimize the above said anticipated impacts.	As stated in EIA report, the car depot will have washing lines, operation and maintenance lines, workshops and office which results in oil pollution, effluent pollution etc. However, oil recovery plant will be erected at depot area and recovered oil will be reused within the project. The Waste Water to be generated at depot shall be treated by ETP & STP. The treated waste water shall be recycled for horticulture work of the depot. Similarly, Solid waste generated will be segregated as per the current solid waste rules and inert will be handed over to MPCB approved agencies.
5	EIA report in its 'Environment Management Plan' chapter mentions that no major adverse impact on the Air, water, land Biological Environment due to the project, the Environment Management plan shall not be very complicated and only regular monitoring of ambient air quality, water quality, noise level monitoring and soil quality monitoring shall be carried out as per the requirements. However,	It is to inform you that currently the proposed site of depot is used for paddy cultivation once in a year and for rest of the period no cultivation is done on the said area. Due to change the land use as car depot, levelling/filling of land may be required, there is a small stream/creeklet in the depot area and as mentioned above it falls in Non-CRZ area. However suitable measures will be taken not to disturb the natural flow of stream during

  
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	<p>EIA report mentions there is impact on marine ecology, fisheries, water, livelihood. EIA shall report proper Environment Management plan for the proposed activities.</p>	<p>construction and operational activities of car depot. It is bring to your kind attention that EIA report is prepared considering 10 km radius of project area which also includes other areas where shrimp, mud skipper, mud crab, Cat fish, Bivalve, Oyster etc. are found. But, kindly note that our project site of Mogharpada depot is used once in a year for paddy cultivation and there is no fishing activities or any fisher folk living in the project area. Hence, there will be no direct or indirect impact on fishing activity at all. As stated in the EIA report there are no major adverse impacts on the Air, Water, Land, and Biological Environment due to the proposed project. However, regular environmental monitoring will be carried out as per the guidelines of MoEF&amp;CC and also EMP addresses measures which will be implemented during pre-construction, construction and operational phase of the project as mentioned in Chapter -8 of EIA report.</p>
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The Addl. Metropolitan Commissioner during the meeting presented that the mogharpada depot area falls in non-CRZ area and only 20 piers required for approach road with spur line to proposed mogharpada depot falls in CRZ-II area. Piers are not affected by mangroves/ 50m mangroves buffer zone as per approved CZMP. However, Authority observed that there are due to existence of mangroves in certain portions of the creeklet, piers of the approach road

  
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with spur line to mogharpada depot would fall within 50 m mangrove buffer zone as seen in Google map. MMRDA need to obtain the prior High Court permission for the proposed 20 numbers of piers situated in 50 m mangrove buffer zone. MMRDA to ensure that no mangrove to be cut/ destroyed for the proposed piers of the approach road with spur line. The Authority noted that there is a small stream/creeklet in the proposed mogharpada depot area, though it is situated outside CRZ area, the said small creeklet should be protected. MMRDA to ensure that drainage pattern of the project and surrounding area should not be disturbed. The Authority further observed that taking into account the considerable size of the land under reference, the MMRDA need to install the rainwater harvesting system at the land. MMRDA officials assured that said creeklet will not be reclaimed and suitable measures will be taken not to disturb the natural flow of stream.

The Authority further noted that as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF, For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA

In the light of above, the Authority after deliberation decided to recommend the proposal to SEIAA subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. MMRDA to ensure that no mangroves should be cut/ destroyed for the construction of piers of approach road with spur line to mogharpada depot.
3. Prior High Court permission should be obtained, since the piers of approach road with spur line to mogharpada depot would fall within 50 meter mangrove buffer zone area.
4. Small creeklet present at proposed mogharpada depot should not be reclaimed. Suitable measures should be taken to protect the natural flow of stream.

  
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5. MMRDA to implement Rainwater Harvesting system at the Mogharpada.
6. MMRDA to ensure the Zero liquid discharge at Mogharpada
7. Construction Debris should not be dumped in the CRZ area.
8. No chemical manufacturing/processing/treatment shall be allowed.
9. Hazardous and toxic waste generated due to depot related activities should not be released in to the sea/creek.
10. Noise level during operation phase should not exceed the permissible limit.
11. Environment Management Plan should be implemented effectively during construction and operation phase of the project.
12. Project proponent should ensure that drainage pattern of the project and surrounding area should not be disturbed.
13. Natural flow of creek water should not be hampered due to proposed activities.
14. Project proponent should take all effective steps for protection of environment.
15. PP to implement environment measures proposed in the project such as STP, ETP, Organic Waste Converter, rainwater harvesting.
16. All other required permission from different statutory authorities should be obtained.

**b) Construction of Temporary Casting yard at Survey No. 311, 312, 313, 314 & 267/15 village Kavesar, Thane.**

The temporary Casting yard at Village-Kavesar, the said land admeasuring 7.72 Ha. will be utilized temporarily for construction of pre-cast girders required for Metro projects. MMRDA officials mention that the site is situated in CRZ II area and landward side of an existing road. Casting yard will have activities like, Site Office, RMC Plant & QC Lab, Reinforcement fabrication yard, Epoxy coating plant, Segment stacking yard and other allied activities for functioning of casting yard.

The Authority noted that the proposal was earlier discussed the proposal in its 134<sup>th</sup> meeting held on 24.5.2019 wherein, revised proposal with necessary details was sought. Further, the Authority deliberated the revised proposal in

  
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its 135<sup>th</sup> meeting held on 15<sup>th</sup> July, 2019, wherein the Authority deliberated the proposal in details, in view of approved CZMP showing project layout and EIA report submitted by MMRDA. The proposal was deferred, for the submission of information on the points raised on the submitted EIA report of the project. The MCZMA deferred the proposal, for the submission of information on the points raised by the committee on the submitted EIA report of the project.

MMRDA submitted the compliance report and clarified as below:

Sr. No.	Observations of MCZMA	Compliance
1	The Kavesar casting yard is proposed in CRZ II on temporary basis for 5 years. MMRDA submitted that land will be restored to its original condition after completion of Metro work. MMRDA to submit the clarification letter from concern planning Authority whether the proposed side is situated on the landward side of existing road prior to 1991.	Kavesar casting yard and Mogharpada depot falls on landward side of the bund/road which exist before CRZ notification 1991. Copy of letter from Thane Municipal Corporation (TMC) dated 11/07/2019 along with existing land use plan prepared by TMC during 1987 is submitted.

The Addl Metropolitan Commissioner further presented that, Kavesar casting yard activities are proposed in CRZ-II area which is on landward side of the existing road only and not proposed in mangrove or its 50 m buffer zone area. The Authority noted that kavesar casting yard is temporary in nature and site shall be restored to its original conditions after the work is done. During construction phase, no debris should be dumped in the creek water.

The Authority further noted that as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF, For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA

  
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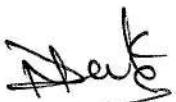
  
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Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA

In the light of above, the Authority after deliberation decided to recommend the proposal to SEIAA subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Local body to ensure that Kavear casting yard is situated on landward side of existing road.
3. The CRZ recommendation for temporary Kavesar casting yard is for period of 5 years only. After 5 years, the MMRDA should restore the site to its original condition.
4. MMRDA to strictly ensure that construction of casting yard shall not be proposed in mangroves or its 50 m buffer zone area of mangroves.
5. MMRDA to implement Rainwater Harvesting system at the Kavesar.
6. MMRDA to ensure the Zero liquid discharge at Kavesar
7. Construction Debris should not be dumped in the CRZ area.
8. No chemical manufacturing/processing/treatment shall be allowed.
9. Hazardous and toxic waste generated due to casting yard should not be released in to the sea/creek.
10. Noise level during operation phase should not exceed the permissible limit.
11. Environment Management Plan should be implemented effectively during construction and operation phase of the project.
12. Project proponent should ensure that drainage pattern of the project and surrounding area should not be disturbed.
13. Natural flow of creek water should not be hampered due to proposed activities.
14. Project proponent should take all effective steps for protection of environment.
15. PP to implement environment measures proposed in the project such as STP, ETP, Organic Waste Converter, rainwater harvesting.
16. All other required permission from different statutory authorities should be obtained.

  
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**Item No.4:** Proposed training / widening / deepening and reconstruction of PMGP Nalla at Mandale, M/E Ward, Mumbai by Municipal Corporation of Greater Mumbai (MCGM)

Officials of the Municipal Corporation of Greater Mumbai presented the matter before the Authority. Officials informed that the MCZMA in its 127<sup>th</sup> meeting held on 2.11.2018 deliberated the proposal and recommended the same to SEIAA subject to certain conditions. The proposal is pending with SEIAA. However, considering the decision of the SEIAA regarding the earlier proposals of Nalla system at Ghatkopar (E), wherein the SEIAA deferred the said proposal in view of pending new CZMP under CRZ Notification, 2011, the MCGM has again sought the CRZ recommendation from the MCZMA, in the light of new approved CZMP under CRZ Notification, 2011.

The MCGM officials presented that the proposal is for training / widening / deepening and reconstruction of PMGP Nalla Nalla system at Mandale, Mumbai. The area under consideration is encroached upon and surrounded by illegal hutments and is being further encroached day by day. In order to protect the Nalla creeklet from encroachment and activities like dumping of the garbage/waste, the MCGM has proposed to construct the protection wall and adjoining service road on both side along the Nalla. No protection wall and service road is proposed in mangroves and its 50 meter buffer zone. Hence, the proposal does not require removal of mangroves. Total Length of the proposed protection wall and adjoining service road is 1345 meter, out of which 545 meter falls in CRZ area. Width of the service road is 6 meter. The hutments / scrap & storage yards on the edge of Nalla are proposed to be demolished for construction of Nalla protection wall and 6 m wide road for maintenance / cleaning of the Nalla system. As per the approved CZMP under CRZ Notification, 2011, the site is situated partly in CRZ I (345 meter) and partly CRZ II (200 meter) area.

The Authority noted that protection wall along the Nalla is required so that coastal water body is not encroached by the slums and prevent dumping of garbage/ debris / waste in the Nalla creeklet. This will also facilitate to strengthen the storm water drainage and reduce flooding in surrounding area.

  
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The Authority further noted that as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF, For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA

Authority after deliberation granted the CRZ recommendation to the project subject to SEIAA subject to certain conditions:

1. The proposed activity should be undertaken strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/clarifications given by MoEF from time to time.
2. MCGM to ensure that no activities should be proposed in mangrove or 50 m buffer zone.
3. MCGM to ensure that natural flow of the creek water should not be disturbed.
4. All other required permissions from different statutory authorities should be obtained prior to commencement of work.

**Item No.5:** Proposed construction of passenger jetty at Kelwa, Tal. & Dist. Palghar by MMB.

The Maharashtra Maritime Board (MMB) presented the proposal before the Authority. The proposal is for construction of passenger jetty and amenities at Kelwa, Tal. & Dist. Palghar. Length of the Jetty is 100 meter and width of the jetty is 5 meter. Jetty will be constructed on piles. As per the approved CZMP under CRZ Notification, 2011, the site is situated in CRZ I area. It is situated in 50 m mangrove buffer zone area. MMB officials presented that mangroves will not be cut/ destroyed for the proposed jetty. The MMB has submitted the EIA report for the project.

The Authority noted that Kelwa is mainly fishing villages and the site selected by the MMB is close to fishing jetties constructed by the Fisheries department.

  
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The MCZMA in its 114<sup>th</sup> meeting had granted the CRZ recommendation for the construction of infrastructure facilities for local fishing communities at village Kelwa. The Authority discussed whether the passenger jetty proposed by the MMB will hamper with the fishermen activities. The MMB officials presented that the proposed jetty is a tourism jetty and planned with a view to cater to tourist visiting the kelwa beach. The Authority suggested the MMB to obtain the NoC from the Commissioner, Fisheries confirming that the proposed passenger jetty will not hamper the fishermen activities in the area.

The Authority further observed that there are mangrove patches on the bank of the Kelwa estuary and proposed jetty is adjacent to the mangrove patch. Hence, MMB to take utmost care during construction in order to protect the mangrove patch. NoC from the Mangrove Cell and prior High Court permission is necessary, since the proposed jetty is in 50 m mangrove buffer zone. The MMB officials assured that no mangrove will be removed for the proposed jetty and all the necessary clearance will be obtained.

The Authority noted that as per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities.

As per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF, For the projects specified under 4(i)(except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA.

After deliberations, the Authority decided to recommend the proposal to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. MMB to ensure that no mangroves should cut / affected due to proposed construction of jetty.

  
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3. Prior High Court permission should be obtained by the PP, since the project is proposed in mangrove 50m buffer zone area.
4. NoC from the Mangrove Cell shall be obtained by the MMB.
5. NoC from the Commissioner, Fisheries confirming that the proposed passenger jetty will not hamper the fishermen activities in the area.
6. MMB to ensure that design of the jetty should take into account the tidal flow of creek water. Natural flow of the creek water should not be disturbed.
7. MMB to ensure that construction debris should not be disposed in CRZ area.
8. All other required permissions should be obtained before the commencement of the project.

**Item No.6:** Proposed demolition & reconstruction of FOB at Chandanwadi, MK Road (North) & FOB at Chandanwadi, MK Road (South), Marine Lines in C ward, Mumbai by MCGM.

The Authority noted that the Municipal Corporation of Greater Mumbai has proposed demolition & reconstruction of FOB at Chandanwadi, MK Road (North) & FOB at Chandanwadi, MK Road. New Bridges are proposed for length of 20.7 meter and width 4.50 meter. The MCGM has submitted the approved CZMP under CRZ Notification, 2011 indicating the site under reference, as per which, the site is situated outside 100 meter from the HTL of the Back Bay i.e. outside CRZ area.

After deliberation, the Authority decided to confirm that site of Foot over bridge at Chandanwadi, MK Road (South), Marine Lines in C ward, Mumbai is situated outside CRZ area.

**Item No.7:** Proposed development of Marina at Mumbai Port Trust, Mumbai by Mumbai Port Trust (MbPT)

Deputy Chairman, Mumbai Port Trust presented the proposal before the Authority. The MbPT intends to develop the Marina project at Princess Dock.

  
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The MbPT officials informed that earlier there was a plan for construction of Offshore Container Terminal (OCT) project, at princess dock, based on the CRZ clearance granted by the MoEF, New Delhi in the year 2006. Accordingly, the reclamation work was also started and completed in 2015-16 with few pockets not fully reclaimed.

Now, since, the project of offshore Container Terminal is shelved, the said reclamation is proposed to be excavated. The Marine Project of the MbPT envisage excavation of reclaimed area of about 2.5 lakh cum. The excavated earth will be sent to Jawahar Dweep for reclamation which is underway.

Mumbai Marina is proposed at Princess Dock by re-storing water body by re-excavation of existing part basin, for providing sheltered yacht berthing and Marina accessories.

Location of proposed Marina is flanked with Domestic Cruise Terminal on South and Ro-Ro Pax terminal on North and having plans to develop Marina Ancillary Centre, handling of solid & wet waste including yachting crew rest & entertainment facilities.

The Mumbai Marina covers 8.02 Hactare land area which is as under:

- ✓ Marina Basin (5.20 ha).
- ✓ Marina Ancillary Center (1.00 Ha)
- ✓ Walkway (0.84 ha)
- ✓ Yacht repair & Maintenance (0.98 ha)

The project envisages State of Art Technology on handling of Yachts and its management including handling of Utilities like Bunker, Water, waste and power supply. Details of the project activities are as follows:

**The Marina related technical activities:**

- Existent Channel, fairway and berths
- Existent quay and new quay
- Pontoons, fingers and piles
- Gangways

  
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- Potable water, fire suppression, electrical power, lighting, security system, sanitary sewer and drainage, internet
- Fuel dock and fuel storage tank
- Pump out station
- Travel-lift dock and travel-lift
- Dry open air storage for boats repair and maintenance
- Sheltered storage and warehouse for boats repair and maintenance
- Dry stack storage

**Marina related other facilities**

- Marine Hospitality center
- Offices with front-desk, client reception and administration
- Depots for marina equipment
- Restrooms with toilets and laundry
- Waste oil and batteries recycle
- Crew facilities

**Marina Ancillary facilities:**

- Reception
- Rooms and accommodation
- Restaurant, coffee shop and lounge
- Basic shopping
- Parking
- Treatment/healing facilities, Yoga and Meditation Centre
- Garden
- Security
- Sport and fitness facilities, Health club (Gym, Spa, Pool, Sauna, Steam)

The MbPT has submitted the approved CZMP under CRZ Notification, 2011 superimposing the project layout, as per which, the project is situated in CRZ I(B), CRZ II and CRZ IV area. No Ecologically sensitive features are present in the area i.e. No CRZ I (A) area.

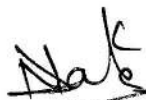
  
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The MbPT has submitted the EIA report for the project. Brief points of the EIA report is as follows:

1. The location of a marina may cause changes in current patterns & littoral drifts due to alteration of wave refraction, diffraction & reflection. The change of littoral drift may lead to erosion or accretion in shore zones. Altered currents or reflected waves may endanger small ships maneuvering near structures. The creation of a Marina may cause changes in river flow and waterfront drainage. Careful site selection and port design could minimize changes in current patterns and other coastal hydrology. Model experiments or computer simulations of these changes are useful in developing an appropriate design. As per the studies conducted there will be no sea coast erosion. However, typical measures against beach erosion are construction of sea walls, jetties, offshore breakwaters, and periodical beach nourishment.
2. Construction of marina may change current patterns and cause stagnation of water behind the structures. If domestic sewage flows into the area, stagnant water may deteriorate through a dramatic increase of phytoplankton and a decrease of dissolved oxygen, resulting from eutrophication of water. It has serious effect on organism. Domestic sewage also brings coliform bacteria and may cause unacceptable contamination. Careful site selection and design should be carried out, focusing on the possibility of water stagnation. If the basic population level is critically high, a sewage treatment system should be planned as part of the environment management of the area. Regulations on discharge of sewage into water and provision of sanitary treatment facilities are indispensable for reducing pollutants from hinterlands.
3. The proposed Marina is planned at Pricess Dock area. Thus, no land is required for Marina development. Vegetation clearing will be kept to the minimum. The anticipated impacts of the project are soil contamination that may be caused from roadside litter, oil spillage from machinery, sanitation and waste disposal etc. Any soil contamination will also impact marine water as the site is located in the intertidal region. To mitigate the impact on land and soil environment vegetation clearance shall be confined to the minimum area required for the project. Re-plantation



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shall be taken up followed by construction in another identified area. All the waste has to be collected and nothing to be dumped on land or water

4. The proposed construction of the jetty shall cause temporary negative impact on the Benthic flora and fauna due to construction activities such as dredging. Seepage of oil/ grease from equipments or yachts into seawater can also hamper the Benthic Organisms. To mitigate the impact on benthic flora and fauna, proper Construction methodologies shall be adopted. Soft - scraping of the upper soft layer of sea-bottom and relocation to another site, which is conducive for its reproduction shall be done prior to dredging. No sewage, treated or untreated shall discharge into the sea. STP shall be installed

The MbPT official further presented that in order to mitigate the water pollution following measures are proposed:

1. Sewage from Yacht and washrooms are planned to be handled through Vacuum pump connected to closed conduit pipeline to collect all sewage to storage tank and same is proposed to be pumped out to Municipal Sewer line.
2. Oil water Separator (Skid Mounted Plate packed type) is proposed for handling of Oil spills, Oil mixed water, near maintenance & fuel supply and storage area. Vacuum pump with Suction line is proposed to collect all oil waste by 0.5 bar suction to oil Water Separator. Oil free water upto 0.5 mg/l is proposed to be discharged in Municipal drain.
3. Burnt oil, Engine Oil, Marine residual Oil, Bilge are planned to be sucked by using vacuum pump in storage tank and same will be collected in barrel by using closed conduit pipelines, sealed and disposed through MoEF approved agencies.
4. Leak detection system is proposed near fuel storage & supply location to detect and give alarm including indications of value concentration.
5. Environmental friendly and safety sinages will be displayed in the project area

The Authority noted that the Marina is a waterfront activity and aims to anchor the boats/ yachts in the sheltered waterfront at princess dock. The site under reference has earlier CRZ clearance from the MOEF, New Delhi in the year

  
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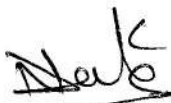
  
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2006 for the offshore container terminal. Now, reclamation done for the OCT is proposed to be dug out for the Marina. The Authority opined that the proposal of development of Marina in place of earlier proposed OCT could be recommended to MoEF&CC, New Delhi

After deliberations, the Authority decided to recommend the proposal to MoEF&CC, New Delhi with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. MbPT to ensure that excavated material from the earlier reclamation should not be dumped in the Sea.
3. Debris/ solid waste should not be dumped in the CRZ area and beach area. It should be disposed in a scientific manner at a predetermined designated site.
4. No chemical manufacturing/processing/treatment shall be allowed.
5. Hazardous and toxic waste generated due to casting yard and depot related activities should not be released in to the sea/creek.
6. Noise level during operation phase should not exceed the permissible limit.
7. Untreated sewage and effluent should not be discharged into the coastal water body. Project proponent should take all effective steps for protection of environment.
8. MbPT to implement the Mitigation measure for anticipated environment impacts as reported in the EIA report.
9. Environment Management Plan should be implemented effectively during construction and operation phase of the project.
10. PP to ensure that the muck disposal should not be in CRZ area and should be as per standard guidelines & procedures.
11. Best engineering practices & construction should be followed for fire safety measures and for conservation of coastal environment
12. All other required permissions should be obtained before the commencement of the project.



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**Item No.8:** Proposed development work of Anti Sea Erosion Bunds at Mandvi jetty from parking area to existing ASE Bund, Tal & Dist. Ratnagiri by PWD, Ratnagiri Harbour Division

Officials of the Harbour Engineering Division presented the proposal before the Authority. The proposal is for construction work of Anti Sea Erosion Bunds on sea shore near Mandvi jetty from parking area to existing Anti Sea Erosion Bund Tal. & Dist. Ratnagiri. Total length of anti-sea erosion bund is 350 m and size of sea bund is 6177.50 sqm (17.65 X 350)

The construction of anti-sea erosion bund will be developed between high tide and low tide area on the creek shore. The proposed anti-sea erosion bund will help to reduce erosion of sea shoreline and it will prevent entry of sea water in landward side. No resettlement & rehabilitation of people is needed for its construction. As per the approved CZMP, 2011, the site is located in CRZ I area.

The Authority noted that the project was discussed in 136<sup>th</sup> meeting of the MCZMA held on 2.8.2019 wherein it PP was directed to submit the Rapid EIA/ EMP for the project.

The PP has submitted the Rapid EIA/ EMP for the project. As per EIA report, the project area does not have sensitive ecosystem such as mangroves, sand dunes, coral etc. There will not be any major impact on the terrestrial ecology of the project site due to construction activities. However, it will prevent coastal erosion at village Mandavi Beach.

The Authority discussed that PWD which implementing agency should take note of local coastal geomorphology and ecologically sensitive area while designing and constructing the bunds. The mitigation measures proposed in the EIA report should strictly be implemented during construction and operation phase of the project. Further, resolution of the Gram panchayat which takes note of suggestion of local inhabitants of the area is required to be obtained by the PWD.

  
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The Authority further noted that as per para 4(i) (f) of CRZ, 2011:  
*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *"For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA."* Therefore, proposal requires permission from SEIAA based on MCZMA recommendation.

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. Design of the anti-sea erosion beach should be in a such way that it should not disturb the natural features of the beach.
4. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
5. No reclamation of coastal water bodies is allowed.
6. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study.
7. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
8. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
9. PWD to implement the Mitigation measures proposed for the project in the EIA report
10. All other required permission from different statutory authorities should be obtained.

  
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**Item No.9:** Proposed development work of Anti Sea Erosion Bunds at Kasop,  
Tal & Dist. Ratnagiri by PWD, Ratnagiri Harbour Division

Officials of the Harbour Engineering Division presented the proposal before the Authority. The proposal is for construction work of Anti Sea Erosion Bunds at Kasop, Tal & Dist. Ratnagiri. Length of the bund is 140 meter and area is 2713.20 Sqm. The construction of anti-sea erosion bund will be developed between high tide and low tide area on the creek shore. No resettlement & rehabilitation of people is needed for its construction. As per the approved CZMP, 2011, the site is located in CRZ I area.

The Authority noted that the project was discussed in 136<sup>th</sup> meeting of the MCZMA held on 2.8.2019 wherein it PP was directed to submit the Rapid EIA/ EMP for the project.

The PP has submitted the Rapid EIA/ EMP for the project. As per EIA report, the project area does not have sensitive ecosystem such as mangroves, sand dunes, coral etc. Anti sea erosion bund will prevent coastal erosion at village kasop.

The Authority discussed that PWD which implementing agency should take note of local coastal geomorphology and ecologically sensitive area while designing and constructing the bunds. The mitigation measures proposed in the EIA report should strictly be implemented during construction and operation phase of the project. Further, resolution of the Gram panchayat which takes note of suggestion of local inhabitants of the area is required to be obtained by the PWD.

The Authority further noted that as per para 4(i) (f) of CRZ, 2011:  
*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

  
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Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: "For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA." Therefore, proposal requires permission from SEIAA based on MCZMA recommendation.

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. Design of the anti-sea erosion beach should be in a such way that it should not disturb the natural features of the beach.
4. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
5. No reclamation of coastal water bodies is allowed.
6. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study.
7. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
8. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
9. PWD to implement the Mitigation measures proposed for the project in the EIA report
10. All other required permission from different statutory authorities should be obtained.

  
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**Item No.10:** Proposed development work of Anti Sea Erosion Bunds at Ambolgad Godivane Raghobawadi Stambha, Tal. Rajapur, Dist. Ratnagiri by PWD, Ratnagiri Harbour Division.

Officials of the Harbour Engineering Division presented the proposal before the Authority. The proposal is for development work of Anti Sea Erosion Bunds at Ambolgad Godivane Raghobawadi Stambha, Tal. Rajapur, Dist. Ratnagiri. Length of the bund is 160 m and area is 3009.60 Sqm. The construction of anti-sea erosion bund will be developed on the sea shore at Ambolgad. No resettlement & rehabilitation of people is needed for its construction. As per the approved CZMP, 2011, the site is located in CRZ I area.

The Authority noted that the project was discussed in 136<sup>th</sup> meeting of the MCZMA held on 2.8.2019 wherein it PP was directed to submit the Rapid EIA/ EMP for the project.

The PP has submitted the Rapid EIA/ EMP for the project. As per EIA report, the project area does not have sensitive ecosystem such as mangroves, sand dunes, coral etc. Anti- sea erosion bund will prevent coastal erosion at area Ambolgad sea side.

The Authority discussed that PWD which implementing agency should take note of local coastal geomorphology and ecologically sensitive area while designing and constructing the bunds. The mitigation measures proposed in the EIA report should strictly be implemented during construction and operation phase of the project. Further, resolution of the Gram panchayat which takes note of suggestion of local inhabitants of the area is required to be obtained by the PWD.

The Authority further noted that as per para 4(i) (f) of CRZ, 2011:

*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

  
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Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: "For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA." Therefore, proposal requires permission from SEIAA based on MCZMA recommendation.

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. Design of the anti-sea erosion beach should be in a such way that it should not disturb the natural features of the beach.
4. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
5. No reclamation of coastal water bodies is allowed.
6. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study.
7. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
8. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
9. PWD to implement the Mitigation measures proposed for the project in the EIA report
10. All other required permission from different statutory authorities should be obtained.

  
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**Item No.11:** Proposed development work of Anti Sea Erosion Bunds at Kalbadevi, Tal & Dist. Ratnagiri by PWD, Ratnagiri Harbour Division

Officials of the Harbour Engineering Division presented the proposal before the Authority. The proposal is for development work of Anti Sea Erosion Bunds at Kalbadevi, Tal & Dist. Ratnagiri. Length of the bund is 340 meter and size is 6147. 20 Sqm. The construction of anti-sea erosion bund will be developed between high tide and low tide area on the sea shore. The said development will help to reduce erosion of sea shoreline and it will prevent entry of sea water in landward side. No resettlement & rehabilitation of people is needed for its construction. As per the approved CZMP, 2011, the site is located in CRZ I area.

The Authority noted that the project was discussed in 136<sup>th</sup> meeting of the MCZMA held on 2.8.2019 wherein it PP was directed to submit the Rapid EIA/ EMP for the project.

The PP has submitted the Rapid EIA/ EMP for the project. As per EIA report, the project area does not have sensitive ecosystem such as mangroves, sand dunes, coral etc.

The Authority discussed that PWD which implementing agency should take note of local coastal geomorphology and ecologically sensitive area while designing and constructing the bunds. The mitigation measures proposed in the EIA report should strictly be implemented during construction and operation phase of the project. Further, resolution of the Gram panchayat which takes note of suggestion of local inhabitants of the area is required to be obtained by the PWD.

The Authority further noted that as per para 4(i) (f) of CRZ, 2011:

*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

  
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Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *"For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA."* Therefore, proposal requires permission from SEIAA based on MCZMA recommendation.

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. Design of the anti-sea erosion beach should be in a such way that it should not disturb the natural features of the beach.
4. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
5. No reclamation of coastal water bodies is allowed.
6. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study.
7. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
8. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
9. PWD to implement the Mitigation measures proposed for the project in the EIA report
10. All other required permission from different statutory authorities should be obtained.

  
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**Item No.12:** Proposed construction of protection wall at Vilye Kondwade, Tal. Rajapur, Dist. Ratnagiri by PWD, Ratnagiri Harbour Division

Officials of the Harbour Engineering Division presented the proposal before the Authority. The proposal is for development work of Anti Sea Erosion Bunds at Vilye Kondwade, Tal. Rajapur, Dist. Ratnagiri. Length of the bund is 450 meter and size is 5850 Sqm. The construction of anti-sea erosion bund will be developed between high tide and low tide area on the sea shore. The said development will help to reduce erosion of sea shoreline and it will prevent entry of sea water in landward side. No resettlement & rehabilitation of people is needed for its construction. As per the approved CZMP, 2011, the site is located in CRZ I area.

The Authority noted that the project was discussed in 136<sup>th</sup> meeting of the MCZMA held on 2.8.2019 wherein it PP was directed to submit the Rapid EIA/ EMP for the project.

The PP has submitted the Rapid EIA/ EMP for the project. As per EIA report, the project area does not have sensitive ecosystem such as mangroves, sand dunes, coral etc. Bund is required to prevent coastal erosion at the site.

The Authority discussed that PWD which implementing agency should take note of local coastal geomorphology and ecologically sensitive area while designing and constructing the bunds. The mitigation measures proposed in the EIA report should strictly be implemented during construction and operation phase of the project. Further, resolution of the Gram panchayat which takes note of suggestion of local inhabitants of the area is required to be obtained by the PWD.

The Authority further noted that as per para 4(i) (f) of CRZ, 2011:  
*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

  
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Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *"For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA."* Therefore, proposal requires permission from SEIAA based on MCZMA recommendation.

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. Design of the anti-sea erosion beach should be in a such way that it should not disturb the natural features of the beach.
4. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
5. No reclamation of coastal water bodies is allowed.
6. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study.
7. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
8. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
9. PWD to implement the Mitigation measures proposed for the project in the EIA report
10. All other required permission from different statutory authorities should be obtained.

  
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**Item No.13:** Proposed construction of residential building on land bearing S.No.762, H. No. 1/4A+2+3A 1/4 at Gawandiwada, Bharad Gawandiwada Road Tal.Malvan, Dist. Sindhudurg by Shri. Satish Parab

The project proponent presented the proposal before the Authority. The proposal is for construction of residential building comprise of Ground + 1<sup>st</sup> floor on land bearing S.No.762, H. No. 1/4A+2+3A 1/4 at Gawandiwada, Bharad Gawandiwada Road Tal.Malvan, Dist. Sindhudurg. Malvan Municipal Council mentions that, the plot under reference is situated at 306 m from HTL.

The Authority noted that CRZ limit along the Malvan bay is 100 meter from the HTL, as per approved CZMP. The site is situated beyond 100 m CRZ limit from the Malvan bay.

After deliberation, the Authority decided to confirm that the site of residential building on land bearing S.No.762, H. No. 1/4A+2+3A 1/4 at Gawandiwada, Bharad Gawandiwada Road Tal.Malvan, Dist. Sindhudurg is situated beyond 100m from Malvan bay i.e in non CRZ area

**Item No.14:** Advertisement Hoardings at MMB Land, Mahim Causeway towards Sealink, Mumbai by M/s. Sharada Kharat Infrastructure Pvt. Ltd.

The project proponent presented the proposal before the Authority. The applicant is seeking the CRZ recommendation for Advertisement Hoardings at MMB Land, Mahim Causeway towards Sealink, Mumbai. The Authority noted that the application was earlier discussed in 106<sup>th</sup> and 121<sup>st</sup> meetings held on 19.12.2016 and 15-16.09.2017 respectively, wherein it was noted that the site under reference falls in CRZ-II area and situated on seaward side of existing road / Structure. The Authority after discussion decided to reject the proposal.

The applicant (M/s Sharda Kharat Infrastructure Pvt) vide letter dated 14.08.2019 submitted its representation stating that the advertisement

  
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hoarding is not at seaward side. The PP has requested to reconsider the proposal and grant CRZ NOC.

The Authority noted that request of the PP has been discussed repeatedly in the meetings. However the PP has failed to submit the proofs of Hoarding being situated on landward side of road or authorized structure. The Authority observed that the Advertisement Hoardings are situated on seaward side and not in consonance with Hoarding policy of the MCZMA taken in 96<sup>th</sup> meeting.

In the light of above, the Authority decided to reject the proposal from CRZ point of view. The matter is closed from the record of the MCZMA.

**Item No.15:** Proposed reconstruction of residential cum commercial building on plot bearing CTS No. 1990, 1992, 1993 of mouje Murud, Tal. Murud, Dist. Raigad by Shri. Yogendra H. Chogale

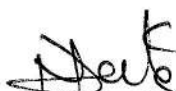
The project proponent was absent for the meeting. Hence, the matter was deferred.

**Item No.16:** Proposed reconstruction of residential house on plot bearing S. No. 12, H. No. 1 & 2 of Mauje Juve Jaitapur, Tal. Rajapur, Dist. Ratnagiri by Shri. Harishchandra Vishnu Karanje

The project proponent presented the proposal before the Authority. The proposal for reconstruction of residential house on plot bearing S. No. 12, H. No. 1 & 2 of Mauje Juve Jaitapur, Tal. Rajapur, Dist. Ratnagiri. The plot area is 690.48 Sqm.

As per approved CZMP of Ratnagiri District the plot under reference falls within 100 m from HTL of creek i.e. NDZ in CRZ-III area.

The PP stated that he is a local inhabitant and proposed construction is for his own residential purpose. The Authority noted the para 8(i).III of the CRZ Notification, 2011, as per which, repairs or reconstruction of existing

  
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authorized structure not exceeding existing Floor Space Index, existing plinth is permissible.

After deliberation, the Authority decided to recommend the proposal from CRZ point of view to concern planning Authority subject to compliance of above conditions:

1. The Local Body to ensure that proposed reconstruction of existing authorized structure is not exceeding existing FSI and existing plinth.
2. Construction debris should not be dumped in the coastal water body.
3. All other required permission from different statutory authorities should be obtained.

**Item No.17:** Proposed addition of 4<sup>th</sup> floor of existing building on plot bearing C.S. No. 913 B/1 + K 913 A of mauje Alibag, Tal. Alibag, Dist. Raigad by Shri. Santosh Eknath Mhatre

The project proponent presented the proposal before the Authority. The PP presented that earlier, MCZMA has granted CRZ clearance dated 14.09.2017 for building comprises of the stilt + 3 floors on plot bearing C. S. No. 913 B/1 + K 913 A of mauje Alibag, Tal. Alibag, Dist. Raigad. Accordingly, Alibag Municipal Council granted Building permission on 30.12.2017. The PP informed that construction of 3<sup>rd</sup> floor building is complete and now, the proposal before MCZMA is for addition of 4<sup>th</sup> floor on existing building on plot under reference.

The Authority noted that the proposal was considered in the 133<sup>rd</sup> meeting of MCZMA held on 30.4.2019, wherein the PP was absent for the meeting. The matter was deferred. The PP vide letter dated 23.08.2019 requested to consider the proposal in the MCZMA meeting.

As per approved CZMP, of Alibag under CRZ Notification, 2011, the plot under reference falls in CRZ-II area. The plot under reference is situated on landward side of existing road prior 1991.

As per the remarks of the local body, the plot under reference falls in residential zone. Total plot area is 286.23 sqm and Permissible FSI is 1.8

  
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The Authority noted that local body to ensure that proposed construction of 4<sup>th</sup> floor is within the FSI limit permissible as per the town and country planning regulations existing as on 19.2.1991.

The Authority asked the PP whether construction of the 4<sup>th</sup> floor is constructed. The PP replied stating that the construction of building upto 3<sup>rd</sup> floor is only constructed as per the earlier CRZ recommendation from the MCZMA. The PP further stated that construction of 4<sup>th</sup> floor is not started yet. The Authority discussed that the Chief Officer, Alibaug Municipal Council to strictly ensure that construction of 4<sup>th</sup> floor is not yet started. If started, then local body need to inform the MCZMA.

After deliberation, the Authority decided to recommend the proposal from CRZ point of view to concern planning Authority subject to compliance of above conditions:

1. The Local Body to ensure that FSI for the proposed construction is as per the town and country planning regulation existing as on 19.2.1991 before issuing commencement certificate.
2. Local body to strictly ensure that construction of 4<sup>th</sup> floor is not started yet.
3. All other required permission from different statutory authorities should be obtained.

**Item No.18:** CRZ status for existing building on plot bearing C S No. 2/319 of Malbar Cumballa Hill Division, Situated at B. G. Kher Marg, Malbar Hill, Mumbai by M/s Oberoi Realty

The project proponent (M/s. Oberoi Realty) presented the proposal before the Authority. The applicant is seeking CRZ status for existing building on plot bearing C S No. 2/319 of Malbar Cumballa Hill Division, Situated at B. G. Kher Marg, Malbar Hill, Mumbai.

  
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Applicant has submitted approved CZMP of Greater Mumbai dated 16.8.2018 indicating site under reference. As per said map, the plot under reference is situated beyond 100m from Back Bay i.e in non CRZ area (Sheet No. MH 72).

As per approved CZMP of Greater Mumbai dated 16.8.2018 the plot under reference is situated beyond 100m from Back Bay i.e in non CRZ area (Sheet No. MH 72).

After deliberation, the Authority decided to confirm that plot bearing C S No. 2/319 of Malbar Cumballa Hill Division, Situated at B. G. Kher Marg, Malbar Hill, Mumbai situated beyond 100m from Back Bay i.e in non CRZ area.

**Item No.20:** Proposed realignment & widening of nalla & construction of 4 mtr wide storm water box drain on plot bearing CTS No. 195 (pt) of village Andheri & 30(pt), 31(pt) of village Juhu, Andheri (W), Mumbai.

The project proponent (M/s. Bombay Slum Redevelopment Corporation Pvt. Ltd) presented the proposal before the Authority. The proposal is for realignment & widening of nalla & construction of 4 meter wide storm water box drain on plot bearing CTS No. 195 (pt) of village Andheri & 30(pt), 31(pt) of village Juhu, Andheri(W), Mumbai.

As per approved CZMP of Greater Mumbai under CRZ Notification, 2011, the site under reference partly falls in CRZ-I i.e. Mangroves, mangroves 50 m Buffer Zone, partly in CRZ-II & partly in CRZ IVB.

Considering the existence of mangrove patch in the Nalla, the Authority opined that Mangrove Cell to make a site visit and submit a report to Authority along with its recommendations.

In the light of above, the Authority after detail deliberation decided to defer the proposal for submission of site visit report by Mangrove Cell.

  
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**Item No.22:** Proposed construction of balance breakwater at Dabhol (Anjanwel), Dist. Ratnagiri by M/s. Konkan LNG Pvt. Ltd

The project proponent (M/s. Konkan LNG Pvt. Ltd) presented the proposal before the Authority. The proposal is for construction of balance breakwater at Dabhol (Anjanwel), Dist. Ratnagiri.

The PP presented that the Ministry of Environment and Forest (MOEF) had accorded Environment clearance vide File No, J-16011/19/93-IA.III dated 12<sup>th</sup> April 1994 for the establishment of part facilities for Dabhol Power Company.

Further MoEF vide letter dated 18<sup>th</sup> January 1999 granted the environment Clearance for construction of breakwater and related Foreshore activities for LNG Import Terminal at Dabhol for M/s. Dabhol Power Company and subsequently transferred to M/s. Ratnagiri Gas & Power Pvt. Ltd vide File No. 11-20/2010-IA.III dated 28.05.2010.

Further Konkan LNG Pvt. Ltd. submitted application to MoEF & CC for the change in the name of the company from RGPPL to KLPL vide letter dated 17.04.2018 & the after discussion in Ministry, MoEF & CC vide their letter dated 31<sup>st</sup> August 2018 clarified that the works on the project were not completed as well as the validity of EC issued on 18<sup>th</sup> January 1999 already been expired on 17<sup>th</sup> January 2004.

Now as such the Construction of Breakwater is partially completed, for the completion of balance works, proposed project will require fresh Environmental Clearance (EC) and Coastal Regulation Zone (CRZ) Clearance.

Further, Maharashtra Pollution Control Board has granted Consent to Operate vide letter dated 01/06/2018 & accordingly renewal of CTO valid till 30.06.2020.

The Authority noted that the PP has submitted CRZ Map in 1:4000 scale prepared by IRS Chennai, indicating site under reference. As per the said CRZ



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Map proposed breakwater falls in CRZ IV-A. The PP has submitted the EIA report for construction of balance work of Breakwater for LNG Terminal at Anjanvel, Ratnagiri.

The Authority discussed that considering the earlier CRZ clearance from the MoEF, New Delhi in the year 1999, the proposal for construction of balance breakwater could be recommended to MoEF&CC, New Delhi

In the light of above, after deliberations, the Authority decided to recommend the proposal to MoEF&CC, New Delhi with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. Debris/ solid waste should not be dumped in the CRZ area and beach area. It should be disposed in a scientific manner at a predetermined designated site.
3. Noise level during operation phase should not exceed the permissible limit.
4. Untreated sewage and effluent should not be discharged into the coastal water body. Project proponent should take all effective steps for protection of environment.
5. PP to implement the Mitigation measure for anticipated environment impacts as reported in the EIA report.
6. Environment Management Plan should be implemented effectively during construction and operation phase of the project.
7. Best engineering practices & construction should be followed for fire safety measures and for conservation of coastal environment
8. All other required permissions should be obtained before the commencement of the project.

  
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**Item No.23:** Proposed utilisation of FSI / FAR of the CRZ land on the contiguous Non CRZ land in the same layout on the land bearing S. Nos. 57 & 34, 78 of village Tivri, Tal. Vasai, Dist. Palghar by M/s. DDPL

The applicant presented the proposal before the Authority. Applicant is seeking utilisation of FSI / FAR of the CRZ land on the contiguous Non CRZ land in the same layout on the land bearing S. Nos. 57 & 34, 78 of village Tivri, Tal. Vasai, Dist. Palghar.

The applicant presented that the MCZMA vide letter dated 08.11.2016 granted CRZ recommendation for the proposed development project in non CRZ area at village Tivri Tal. Vasai.

The matter of Utilization of FSI of water body / Nalla reservation (CRZ i) on plot bearing S. No. 57 (pt) & 34 (pt) of Tivri Village, Vasai, Tal. Vasai, Dist. Palghar by DDPL was deliberated in the 121<sup>st</sup> meeting of MCZMA held on 15<sup>th</sup> to 16<sup>th</sup> September, 2017, wherein the Authority decided to direct the PP to submit the matter through concerned planning Authority with their remarks. After deliberation, the Authority decided to defer the matter for submission of compliance as stated above.

The PP presented that the Ministry of Environment, Forest & Climate Change (MoEF&CC), Delhi vide letter dated 28.9.2015 and 1.10.2015 addressed to MCHI issued a clarification pertaining to utilization/ computation of BUA of the CRZ part of the plot for contraction on Non CRZ part of the single owner. The said clarifications of MoEF, New Delhi states as follows:

*"It is clear that the potential of plots in CRZ II has to be calculated on the basis of 1991 norms as amended from time to time, if the potential is being utilized on non CRZ contiguous portion of land. CRZ Notification does not prohibit any activity beyond the areas of CRZ".*

The Authority after deliberation decided that the PP need to submit the approved CZMP under CRZ Notification, 2011 superimposing the site under

  
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reference. The PP to submit the application through concern planning Authority. Accordingly, the matter was deferred.

**Item No.24:** Proposed hoardings structures & gantries at Palm beach road, Navi Mumbai by M/s. Ronak Advertising

The project proponent (M/s. Ronak Advertising) presented the proposal before the Authority. The proposal is for 9 nos of hoardings structure & 3 nos of gantries at Palm Beach road, Navi Mumbai.

The Authority noted the details of the Advertisement Hoarding, CRZ status and landward/seaward status of the sites.

SR. No.	Location	Hoarding Size (ft)	Latitude/Longitude	CRZ Status	Landward/ Seward side of existing road/ authorized structure
1.	Palm Beach Road, Sector 4 (Near Wadhawa Tower), Nerul	20X20	19°2'58.92"N 73°0'31.01"E	CRZ II	Seaward side
2.	Palm Beach Road, Sector 13 (Near Moraj Residency), Sanpada	40X20 (Back to Back)	19° 3'28.57"N 73°0'6.84"E	CRZ II	Landward side
3.	Palm Beach Road, Sector 17 (Near Moraj Residency), Sanpada	40X20 (Back to Back)	19° 3'34.00"N 73°0'4.84"E	CRZ I 50 m mangroves buffer zone	Landward side

  
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				zone	
4.	Palm Beach Road, Sector 17 (Near Moraj Residency), Sanpada	20X20	19° 3'32.56"N 73°0'4.82"E	CRZ I 50 m mangroves buffer zone	Landward side
5.	Palm Beach Road, Sector 19 (Near Kesar Solitaire), Sanpada	20X20	19° 3'1.72"N 73°0'29.77"E	CRZ II	Seaward side
6.	Near Bridge (Football), Palm Beach Road, Sion Panvel Highway, Vashi	40X20	19° 4'7.58"N 73°0'10.70"E	CRZ II	Seaward side
7.	Near Bridge (Football), Palm Beach Road, Sion Panvel Highway, Vashi	40X20	19° 4'7.58"N 73°0'10.70"E	CRZ II	Seaward side
8.	Near Bridge (Opp. Football), Palm Beach Road, Sion Panvel Highway, Vashi	40X20	19° 4'4.33"N 73°0'10.39"E	CRZ II	Seaward side
9.	Near Bridge (Opp. Football), Palm Beach Road, Sion Panvel Highway, Vashi	40X20	19° 4'4.33"N 73°0'10.39"E	CRZ II	Seaward side

SR. No.	Location	Gantries Size (ft)	CRZ Status	Landward/ Seward side of existing road/ authorized
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				<b>structure</b>
1.	near nmmc head office signal, palm beach road, Belapur	60X60(2)	Partly in CRZ-I & CRZ-II	Seaward side
2.	near nerul signal. palm beach road, Nerul	60X60(2)	CRZ II	Seaward side
3	near citi bank, golu; diary near bridge palm beach road, Vashi	60X60(2)	CRZ II	Seaward side

The Authority noted that MCZMA in its 96<sup>th</sup> meeting held on 17<sup>th</sup> Jan, 2015 decided the Advertisement Hoarding policy as per which:

1. Erection or installation of hoardings/ boards or structures of Advertisement to be allowed only in CRZ II areas and only on landward side of existing road OR existing authorized structure OR within the periphery/ terrace/wall of existing authorized structure.
2. Erection or installation of hoardings/ boards or structures of Advertisement to be allowed beyond 200 m from HTL in CRZ III area.
3. Hoardings/ boards or structures of Advertisement which are in existence and which were permitted by MCGM / concerned local planning Authority will also be examined from CRZ point of view for CRZ recommendation/NoC.
4. Hoardings / boards or structures of Advertisement will not be allowed in CRZ I area, 50 mangroves buffer zone area and No Development Zone areas of CRZ III.
5. No trees should be cut / destroyed during the installation of Hoardings.
6. Hoarding owner/advertiser will have to pay Rs. 1 Lakh per Hoarding/board or structure of Advertisement as Scrutiny fees to the MCZMA.

The Authority noted that following Advertisement Hoardings and gantries are situated on CRZ-I / Seaward side of the existing road or authorized structure, hence could not be allowed. Hence, the advertisement Hoarding listed at Sr No. 1, 3, 4, 5, 6, 7, 8 & 9 and the gantries listed at 1, 2 & 3 are rejected from CRZ point of view.

  
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The Authority further noted that following Advertisement Hoardings are situated landward side of the existing road or authorized structure, hence could be allowed. After deliberation, the Authority decided to recommend the Advertisement Hoarding listed at Sr no. 2 subject to following conditions:

1. The Concern planning Authority to strictly ensure that proposed installation of hoardings/ boards or structures of Advertisement is allowed only in CRZ II areas and only on landward side of existing road OR existing authorized structure OR within the periphery/ terrace/wall of existing authorized structure.
2. Hoardings / boards or structures of Advertisement will not be allowed in CRZ I area, 50 mangroves buffer zone area and No Development Zone areas of CRZ III.
3. No trees should be cut / destroyed during the installation of Hoardings.
4. Hoarding owner/advertiser will have to pay Rs. 1 Lakh per Hoarding/board or structure of Advertisement as Scrutiny fees to the MCZMA.

**Item No.25:** Proposed construction of residential building on plot bearing S. No. 35, S. No. 37, H. No. 2, S. No. 38, S. No. 41, H. No. 2, S. No. 42, village Versave, and Old S. No. 433/2, New S. No. 92/2, Old S. No. 245/3C, New S. No. 36/3C of village Navghar, Mira Bhayander, Dist. Thane by Shri. Rakesh J. Agarwal

The project proponent presented the proposal before the Authority. The PP is seeking the CRZ status of the plot bearing S. No. 35, S. No. 37, H. No. 2, S. No. 38, S. No. 41, h. No. 2, S. No. 42, village Versave, and Old S. No. 433/2, New S. No. 92/2, Old S. No. 245/3C, New S. No. 36/3C of village Navghar, Mira Bhayander, Dist. Thane.

Applicant has submitted approved CZMP of Thane District under CRZ Notification, 2011 indicating site under reference, as per which, certain survey numbers partly falls in CRZ area. However, exact CRZ status of the Hissa number of the survey numbers could not be ascertained.

  
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The Authority after deliberation decided that the PP need to submit the site under reference superimposed on approved CZMP under CRZ Notification, 2011 in 1:4000 scale prepared by one of the MoEF authorize agency. The said map shall show the hissa numbers of the survey numbers. On receipt such map, the CRZ status of the sites under reference to be communicated to PP.

**Item No.26:** Proposed residential and commercial building "One Akshar" at Plot No. 07, Sector 13, Sanpada, Navi Mumbai by Shri. Bharat Patel.

The project proponent presented the proposal before the Authority. The proposal is for construction of proposed residential and commercial building "One Akshar" at Plot No. 07, Sector 13, Sanpada, Navi Mumbai. Project involves 1) Main Building: Ground + 29 Floors (46 Flats + 16 Commercial Units) and 2) EWS Building : ground + 4 Floors (16 Flats)

As per approved CZMP of Navi Mumbai the plot under reference partly falls in CRZ-II and partly in non CRZ area. As per the remarks of the Navi Mumbai Municipal Corporation, the plot falls in residential zone and situated on landward side of existing road.

As presented by the PP, FSI details are as follows:

- Area of plot is 4902.410 Sqm
- permissible FSI - 1.5
- Total Construction area is 27686.84 Sq. M

The Authority noted that as per provisions of the CRZ Notification, 2011, construction of building could be permissible in CRZ II area on landward side of existing road/ authorized structure subject to FSI of the town country planning regulations existed as on 19.2.1991. The NMMC to strictly ensure that total construction area proposed in the project is within the permissible FSI limit as per town country planning regulations existed as on 19.2.1991.

  
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After deliberation, the Authority decided to recommend the proposal from CRZ point of view to concerned planning Authority subject to compliance of following conditions:

1. PP should ensure that proposed construction in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. The Local Body to ensure that FSI for the proposed construction in CRZ II area is as per the town and country planning regulation existing as on 19.2.1991 before issuing commencement certificate to the project.
3. The PP to obtain the Environment Clearance under EIA Notification, 2006, since total construction area exceeds 20,000 Sqm.
4. PP to ensure that environment measures such as OWC, Solar lighting, Rainwater harvesting etc should be implemented in the project.
5. All other required permission from different statutory authorities should be obtained.

**Item No.27:** Proposed development for tourism facilities at Kanhoji Angre Island, Dist. Raigad by MbPT

The Dy. Chairman, MbPT requested the Authority to defer the proposal, since MbPT is not ready with the presentation. Therefore, the Authority after deliberation decided to defer the proposal.

**Item No.28:** Proposed construction of anti-sea erosion bund at Bhogave Last Stop to Donetar, Tal. Vengurla, Dist. Sindhudurg by PWD, Sindhudurg Harbour Engineering

The Project proponent presented the proposal before the Authority. The proposal is for construction of anti-sea erosion bund at Bhogave Last Stop to Donetar, Tal. Vengurla, Dist. Sindhudurg. Length of the bund is 216 meter and area is 4013.28 Sqm. As per the approved CZMP, 2011, the site is located in CRZ I area.

The PP further presented that no resettlement & rehabilitation of people is needed for its construction. Provisions for the construction of bund involves Excavation for Foundation purpose, Laying Geofabric Filter, Filter layer of

  
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polythene cement bag, Core layer of 20 to 50 kg trap stone over filter layer and Armour layer of 300 to 500 kilogram trap stone over sub armour layer.

PWD has submitted approved CZMP under CRZ Notification, 2011 showing the site under reference. The Authority noted the rapid EIA/ EMP submitted for the project.

The Authority noted that Considering the Bhagvae Beach is selected for Blue Flag certification, only Geofabric Filter shall be allowed to be put to arrest the erosion. No hard structures shall not constructed by the PWD.

The Authority further noted that as per para 4(i) (f) of CRZ, 2011:  
*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA.*

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. PWD to ensure that no hard structures should be proposed. Only, Laying Geofabric Filter will be allowed.
4. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study
5. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.

  
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6. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
7. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
8. PWD to implement the Mitigation measures proposed for the project in the EIA report
9. All other required permission from different statutory authorities should be obtained.

**Item No.29:** Proposed construction of anti-sea erosion bund at Hadi Bundar side, Tal. Malvan, Dist. Sindhudurg by PWD, Sindhudurg Harbour Engineering

The Project proponent presented the proposal before the Authority. The proposal is for construction of anti-sea erosion bund at Hadi Bundar side, Tal. Malvan, Dist. Sindhudurg by PWD, Sindhudurg. Length of the bund is 252 meter and area is 5.859 sqm. As per the approved CZMP, 2011, the site is located in CRZ I area.

The PP further presented that no resettlement & rehabilitation of people is needed for its construction. Provisions for the construction of bund involves:

- excavation for foundation in tidal range in soft strata earth crust,
- Providing and laying laterite stones weighing 50 to 100 kg for apron / armour layer including quarrying, conveying with all the leads, lifts, laying in required line, level, slope, Providing & fixing gabions of mecaferri or equivalent type of required section including boxes made of mechanically woven hexagonal shaped wire.
- Meccaferri type or equivalent and filled with 20 to 50 kg weight trap stones including conveying with all the leads & lifts and placing at required places in required line, level, slope, section etc.

PWD has submitted approved CZMP under CRZ Notification, 2011 showing the site under reference. The Authority noted the rapid EIA/ EMP submitted for the project.

  
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The Authority further noted that as per para 4(i) (f) of CRZ, 2011:

*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA.*

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study
4. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
5. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
6. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
7. PWD to implement the Mitigation measures proposed for the project in the EIA report
8. All other required permission from different statutory authorities should be obtained.

**Item No.30:** Proposed construction of anti-sea erosion bund at Newale fort to Bhogave, tal. Vengurla, Dist. Sindhudurg by PWD, Sindhudurg Harbour Engineering

  
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The Project proponent presented the proposal before the Authority. The proposal is for construction of anti-sea erosion bund at Newale fort to Bhogave, tal. Vengurla, Dist. Sindhudurg. Length of the bund is 247 meter and area is 4495.4 Sqm. As per the approved CZMP, 2011, the site is located in CRZ I area.

The PP further presented that no resettlement & rehabilitation of people is needed for its construction. Provisions for the construction of bund are as follows

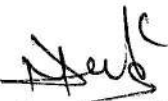
- Excavation for Foundation structures as per drawings and technical specification.
- Providing and laying filter layer of polythene cement bags, filled with gravel/sand.
- Supplying and laying trap stone rubble weighing 20 to 50 kg Core layer.
- Supplying and laying trap stone weighing 300 to 500 kilogram trap for apron/armour layer

PWD has submitted approved CZMP under CRZ Notification, 2011 showing the site under reference. The Authority noted the rapid EIA/ EMP submitted for the project.

The Authority noted that Considering the Bhagvae Beach is selected for Blue Flag certification, only Geofabric Filter shall be allowed to be put to arrest the erosion. No hard structures shall not constructed by the PWD.

The Authority further noted that as per para 4(i) (f) of CRZ, 2011:  
*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA.*

  
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In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. PWD to ensure that no hard structures should be proposed. Only, Laying Geofabric Filter will be allowed.
4. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study
5. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
6. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
7. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
8. PWD to implement the Mitigation measures proposed for the project in the EIA report
9. All other required permission from different statutory authorities should be obtained.

**Item No.31:** Proposed construction of anti sea erosion bund at Talashil Sea side, Tal. Malvan, Dist. Sindhudurg by PWD, Sindhudurg Harbour Engineering

The Project proponent presented the proposal before the Authority. The proposal is for construction of anti sea erosion bund at Talashil Sea side, Tal. Malvan, Dist. Sindhudurg. Length of the bund is 223 meter and area is 5106.7sqm. As per the approved CZMP, 2011, the site is located in CRZ I area. The PP further presented that no resettlement & rehabilitation of people is needed for its construction. Provisions for the construction of bund are as follows

- Excavation for foundation in tidal range in soft strata earth crust

  
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- Supplying and spreading geofabric filter layer of geotextile of polypropylene multifilament woven to the line.
- Providing and laying filter layer of polythene cement bags, filled with gravel / sand including conveying and placing in proper line, level as per drawing.
- Supplying and laying trap stone upto 20 kg for filter / core layer including quarrying, conveying with all the leads, lifts, laying in required line, level, slope including necessary equipments and machinery.
- Providing and laying box type flexible gabions of required size and rope.

PWD has submitted approved CZMP under CRZ Notification, 2011 showing the site under reference. The Authority noted the rapid EIA/ EMP submitted for the project. The Authority noted that CWPRS has recommended 150 meter length of the bund. However, length of the bund proposed by the PWD is 223 meter. The Authority observed that PWD to restrict the bund length recommended by the CWPRS.

The Authority further noted that as per para 4(i) (f) of CRZ, 2011:

*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA.*

In the light of above, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to conditions:

1. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
2. PWD to ensure that no hard structures should be proposed. Only, Laying Geofabric Filter will be allowed.

  
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3. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study
4. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
5. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
6. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
7. PWD to implement the Mitigation measures proposed for the project in the EIA report
8. All other required permission from different statutory authorities should be obtained.

**Item No.32:** Proposed construction of anti-sea erosion bund at Sarjekot, near Suvarnakada, Tal. Malvan, Dist. Sindhudurg by PWD, Sindhudurg Harbour Engineering

The Project proponent presented the proposal before the Authority. The proposal is for construction of anti-sea erosion bund at Sarjekot, near Suvarnakada, Tal. Malvan, Dist. Sindhudurg. Length of the bund is 388 meter and area is 6906.4sqm. As per the approved CZMP, 2011, the site is located in CRZ I area.

The PP further presented that no resettlement & rehabilitation of people is needed for its construction. Provisions for the construction of bund are as follows

- Excavation for foundation in tidal range in soft strata earth crust
- Supplying and spreading geofabric filter layer of geotextile of polypropylene multifilament woven to the line.
- Providing and laying filter layer of polythene cement bags, filled with gravel / sand including conveying and placing in proper line, level as per drawing.
- Supplying and laying trap stone upto 20 kg for filter / core layer including quarrying, conveying with all the leads, lifts, laying in required line, level, slope including necessary equipments and machinery.
- Providing and laying box type flexible gabions of required size and rope.



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PWD has submitted approved CZMP under CRZ Notification, 2011 showing the site under reference. The PP has submitted the rapid EIA/ EMP for the project. The Authority noted that CWPRS has recommended 300 meter length of the bund. However, length of the bund proposed by the PWD is 338 meter. The Authority observed that PWD to restrict the bund length recommended by the CWPRS.

The Authority further noted that as per para 4(i) (f) of CRZ, 2011:

*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA.*

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. PWD to ensure that proposed bunds on the landward of the High Tide Line of Arabian seafront.
4. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study
5. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
6. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.

  
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7. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
8. PWD to implement the Mitigation measures proposed for the project in the EIA report
9. All other required permission from different statutory authorities should be obtained.

**Item No.33:** Proposed construction of anti-sea erosion bund at Navabagh, ubhadanda (creek side), Tal. Vengurla, Dist. Sindhudurg, PWD, Sindhudurg

The Project proponent presented the proposal before the Authority. The proposal is for construction of anti-sea erosion bund at Navabagh, ubhadanda (creek side), Tal. Vengurla, Dist. Sindhudurg. Length of the bund is 80 meter and area is 2241.6sqm. As per the approved CZMP, 2011, the site is located in CRZ I area

The PP further presented that no resettlement & rehabilitation of people is needed for its construction. Provisions for the construction of bund are as:

- o Excavation for Foundation purpose
- o Laying Geofabric Filter
- o Filter layer of polythene cement bag
- o Core layer of 20 to 50 kg trap stone over filter layer
- o Armour layer of 300 to 500 kilogram trap stone over sub armour layer

PWD has submitted approved CZMP under CRZ Notification, 2011 showing the site under reference. The PP has submitted the rapid EIA/ EMP for the project.

The Authority discussed that there is Asian Development Bank project at Ubhadanda and Navabugh wherein erosion control by sand dune stabilization is carried out. The PWD to learn from the said project and start exploring the soft measures for arresting the coastal erosion. Constructing hard structures along the shoreline is not the only solution to check the erosion. The PWD

  
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officials agreed the same and stated that in the instant case, only Laying Geofabric Filter is proposed and no bonding is proposed.

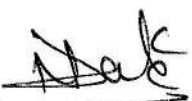
The Authority further noted that as per para 4(i) (f) of CRZ, 2011:

*"Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship Construction yards, breakwaters, groynes, erosion control measures are permissible activities"*

Further, as per amended CRZ Notification dated 28<sup>th</sup> November, 2014 published by MoEF: *For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA.*

In the light of detailed discussion and deliberations, the Authority decided to recommend the proposals of anti-sea bunds to SEIAA with subject to following conditions:

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. PWD to obtain the resolution from Gram Panchayat for necessity of the proposed bund.
3. PWD to ensure that no hard structures should be proposed. Only, Laying Geofabric Filter will be allowed.
4. Proposed construction of Anti Sea Erosion bunds should be as per CWPRS Study
5. Construction and dumping of debris on beach which is CRZ I area is strictly prohibited. PP to ensure the same.
6. During construction phase, PWD to ensure that no solid waste, oil spillage and wastewater should be discharged in the CRZ area.
7. There shall be no alterations of natural features including landscaping changing for beautification, recreation and other purpose.
8. PWD to implement the Mitigation measures proposed for the project in the EIA report
9. All other required permission from different statutory authorities should be obtained.

  
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**Item No.34:** Proposed installation of Polypropylene unit at Rasayani & Interconnecting pipe line from BPCL Mumbai Refinery to Rasayani by BPCL

The officials of Bharat Petroleum Corporation Ltd. (BPCL) presented the proposal before the Authority. The proposal is for installation of polypropylene unit at Rasayani & Interconnecting pipe line from BPCL Mumbai Refinery to Rasayani. The proposed polypropylene & associated facilities will be installed in the existing land available at Rasayani complex land.

The BPCL officials presented that the proposed polypropylene unit at Rasayani is situated in Non CRZ area. However, the pipeline Interconnecting the polypropylene unit and BPCL refinery is crossing through Ulwe river, Kirki river and Thane Creek. Thus, the pipeline is passing through CRZ I(A), CRZ I(B), CRZ II and CRZ IV area. Total length of the pipeline is 39 km, out of which, around 17 km passes through CRZ area. The BPCL officials presented that alignment of pipeline is selected by studying three alternatives.

The Authority noted that CRZ map in 1:4000 scale prepared by IRS Chennai has been submitted. As per the approved CZMP, 2011, the proposed pipeline falls in CRZ IA, IB, II and IVB and non CRZ area. Length of the pipeline falling in CRZ categories is as follows:

- CRZ-IA (Mangroves, Mudflat and 50m Buffer from mangroves) - 4171.84 meter
- CRZ-IB- 207.77 meter
- CRZ-II- 1646.69 meter
- CRZ-IVB- 10999.14 meter
- Total- 17025.44 meter

The Authority noted the details of Pipelines Crossing of Rivers/Creek:-

S. No.	Name	Chainage (km)	Width Approx. (m)	Crossing Methodology
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1	Ulwe River	2.971	36	Open Cut with CCWC
2	Kirki River	12.330	30	Open Cut with CCWC
3	Thane Creek	5.352 20.152	to 14800	Open Cut by Dredging of Soil and Shore push pull at intertidal zone

The Authority noted that BPCL has submitted the EIA Report. Two patches of the mangroves at Mahul and Uran will be disturbed for laying proposed pipeline. Total Forest Area to be diverted for laying the pipelines is 26.04 ha. (Mangrove area: 22.267 ha and Reserved / Protected Forest area: 3.78 ha). The Officials of BPCL presented that total 2520 Nos. of mangroves will be affected.

The Authority suggested the BPCL to consult Mangrove Cell in order to minimize the cutting/ destruction of mangroves.

The Authority noted that as per para 4(ii) of CRZ Notification, 2011, prior CRZ clearance from MoEF is required for *laying of pipelines, conveying systems, transmission line;*

After detailed discussion and deliberation, the Authority decided to recommend the proposal to MoEF subject to compliance of the following conditions:

1. The proposed laying of pipeline should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Prior High Court permission should be obtained by the PP, since the project involves removal of the mangroves.
3. BPCL to obtain NoC from the Mangrove Cell and ensure compensatory mangrove afforestation shall be undertaken by the PP through Mangrove Cell, Mumbai.

  
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4. BPCL to obtain the Forest Clearance, under Forest (Conservation Act), 1980
5. Site preparation, installing pipeline and site restoration in CRZ area should be undertaken without damaging the coastal-geomorphological features, mangroves vegetation present in CRZ area.
6. Two end points of pipeline across coastal water body should be in Non CRZ area.
7. The pipeline should be laid underground at a depth of 10 metre, wherever mangroves vegetation is present, in order to avoid their destruction.
8. Natural course of coastal water bodies should not be hampered due to proposed activities. Proper measures should be undertaken in order to avoid contamination of creek water.
9. All the safety measures should be implemented during construction and operation phase of the project.
10. All other required permissions from different statutory authorities should be obtained prior to commencement of work.

**Item No.35:** Proposal for development of coast guard infrastructures on plot bearing S. No. 202/2 & 203/2 at Chikhale village, Dahanu, Dist. Palghar by ICGS Dahanu

The project proponent was absent for the meeting. Hence, the matter was deferred.

**Item No.36:** Proposal for modernization of Mumbai refinery by replacing old catalytic cracking unit & fluidized catalytic cracking unit with the state of the art petro residue fluidized catalytic cracking unit & associated facilities on plot bearing C. S. No. 234/482, village Anik/Mahul, Mumbai at BPCL, Mumbai by BPCL

The officials of Bharat Petroleum Corporation Ltd. (BPCL) presented the proposal before the Authority. The proposal is for modernization of Mumbai refinery by replacing old catalytic cracking unit & fluidized catalytic cracking

  
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unit with the state of the art petro reside fluidized catalytic cracking unit & associated facilities at BPCL, Mumbai.

BPCL officials further preened that there is no change in total capacity of Refinery. There is little change in product mix and change in quantities within products. Unit provides opportunity for setting up downstream petrochemical units like polypropylene unit.

The Authority noted that main PRFCC manufacturing unit is falling outside CRZ, only ancillary facilities such as Sulphur recovery Unit Control room and cooling tower are located within CRZ II as per approved CZMP under CRZ Notification, 2011. There will not be any increase in pollution load.

The Authority noted that as per the approved CZMP, 2011, the proposed project falls in CRZ II area. As per para 3 of the CRZ Notification, 2011, setting up of new industries and expansion of existing industries is a prohibited activity.

The Authority noted that proposed activities are within the premises of existing BPCL refinery complex which is in existence prior to CRZ notification, 1991. BPCL officials presented that proposed activities does not amount to expansion of the existing industries. It is modernization of the catalytic cracking unit & fluidized catalytic cracking unit. The Authority deliberated the matter at length and opined that since, total production of the refinery remains the same even after modernization of the KHT and DHT units, hence, it may not be expansion of existing industry. Further, the MoEF vide letter dated 5<sup>th</sup> August, 2019 has granted the Environment Clearance for the project. The Authority felt that the matter could be recommended to MoEF&CC, New Delhi for further appropriate decision in the matter.

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi from CRZ point of view. BPCL to ensure that proposed upgradation / modernization shall not result into the expansion of the existing industries.

  
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**Item No.37:** Regarding revision in the Coastal Zone Management Plan of Mumbai East Coast by BPCL

The officials of Bharat Petroleum Corporation Ltd. (BPCL) presented that earlier in the CZMP of 1991, area of Sweri, Mahul, and BARC were demarcated as "creek" i.e. CRZ IV -B and accordingly, the CRZ limit along the creek was demarcated as 100 meter.

However, in approved CZMP under CRZ Notification 2011, Thane creek area near Sewri mudflats is demarcated as Arabian Sea i.e. CRZ IV-A. Accordingly, 500 meter CRZ limit is demarcated at Mahul, Sewri area. Hence, nearly 40% of the Refinery area is coming under CRZ area. The BPCL officials further presented that BPCL refinery is established at the Mahul area prior to inception of the CRZ Notification, 1991 and it requires modernization and expansion, which will be held up due to CRZ regulations.

The BPCL has requested MCZMA to consider revision of the CRZ area on landward side of Thane Creek near Sewri Mudflats up to 100m from HTL as per earlier CZMP (1991) This will facilitate BPCL to implement current and future projects required to meet environment and business requirement, thereby ensuring supply of essential products to the public without any hindrances.

The Authority noted that, the CZMP of the Greater Mumbai under CRZ Notification, 2011 is prepared by the MoEF authorized agency and approved by the MoEF&CC, New Delhi. Hence, the matter needs to refer to NCSCM, Chennai for examination. On receipt of the recommendation from the NCSCM, Chennai, the matter may be sent to NCZMA, Delhi for further appropriate action in the matter.

**Item No.38:** Proposed upgradation of Kerosene Hydro Treating Unit (KHT) integrated with Diesel Hydrotreater (DHT) and associated facilities at BPCL Mumbai Refinery by BPCL

The officials of Bharat Petroleum Corporation Ltd. (BPCL) presented the proposal before the Authority. Proposal for upgradation of Kerosene Hydro



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Treating Unit (KHT) integrated with Diesel Hydrotreater (DHT) and associated facilities at BPCL Mumbai Refinery, which will give product with sulphur < 10 ppm to meet environmental norms (BS-VI).

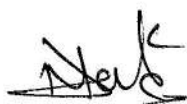
The BPCL officials further presented that addition of KHT will neither increase the throughput of Refinery nor increase the pollution load there will be:

- No increase of total refinery production or change in product mix,
- No requirement of additional water & fuel
- No additional furnace or stack
- No additional effluent generation.

The Authority noted that as per the approved CZMP, 2011, the proposed project falls in CRZ II area. As per para 3 of the CRZ Notification, 2011, setting up of new industries and expansion of existing industries is a prohibited activity.

The Authority noted that proposed activities are within the premises of existing BPCL refinery complex which is in existence prior to CRZ notification, 1991. BPCL officials presented that proposed activities does not amount to expansion of the existing industries. It is modernization of the existing Kerosene Hydro Treating Unit (KHT) integrated with Diesel Hydrotreater (DHT). The Authority deliberated the matter at length and opined that since, total production of the refinery remains the same even after modernization of the KHT and DHT units, hence, it may not be expansion of existing industry. The Authority felt that the matter could be recommended to MoEF&CC, New Delhi for further appropriate decision in the matter.

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi from CRZ point of view. BPCL to ensure that proposed upgradation / modernization shall not result into the expansion of the existing industries. BPCL to strictly ensure that sulphur removed in the process should not be dumped in CRZ area.



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**Item No.39:** Proposed construction of Sub Centre of Marathi Bhasha Bhavan at Plot No. 6A, Sector 13, Airoli, Navi Mumbai by CIDCO

Officials of CIDCO presented the proposal before the Authority. The Authority noted that, the proposal is for construction of Sub Centre of Marathi Bhasha Bhavan comprises of ground floor + 4 upper floors at Plot No. 6A, Sector 13, Airoli, Navi Mumbai.

As per approved CZMP of Navi Mumbai under CRZ Notification, 2011, the plot under reference partly falls in CRZ IA (50 m mangrove buffer zone) and partly in CRZ-II area.

Officials of CIDCO further presented that, the proposed construction of Sub Centre of Marathi Bhasha Bhavan in in CRZ-II area only and no construction proposed in CRZ-IA i.e. 50 m mangrove buffer zone. As per remarks of CIDCO, the plot under reference situated in Residential Zone and on landward side of the existing road.

The Plot area under consideration is 3018.72 Sqm and proposed total built up area is 3184.92 sqm.

The Authority noted that considering the proposed construction is in CRZ II area, construction of building could be permissible on landward side of existing road/ authorized structure subject to FSI of the town country planning regulations existed as on 19.2.1991.

After deliberation, the Authority decided to recommend the proposal from CRZ point of view to concerned planning Authority subject to compliance of following conditions:

1. The concerned planning Authority to ensure that FSI for the proposed construction is as per the town and country planning regulation existing as on 19.2.1991 before issuing commencement certificate to the project.
2. All other required permission from different statutory authorities should be obtained.

  
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**Item No.41:** Proposed advertisement hoarding at Bandra (W), Mumbai by  
M/s. Toto Media

Project Proponent presented the proposal before the Authority. Proposal is for advertisement hoardings at Bandra, Mumbai, which is as follows:-

Sr. No.	Size	Location	CRZ Status
1	1 No. 40'X40' V Shape	In Open Space in Bandra Reclamation, Flyover Premises, C.S. No. 1470, Bandra (ROB), Mumbai	CRZ- II and Seaward side
2	2 Nos. 40'X40' (Back to Back)	At CTS No. 906/B/1, Band Stand, Near Taj Land, Kadeshwari Mandir Trust, Bandra (W), Mumbai	CRZ-II and Seaward side (Garden Reservation)

The Authority noted that, the policy matter regarding Advertisement Hoarding in CRZ area was considered in the 96<sup>th</sup> meeting of MCZMA held on 17<sup>th</sup> January, 2015. Erection or installation of hoardings/ boards or structures of Advertisement to be allowed only in CRZ II areas and only on landward side of existing road OR existing authorized structure OR within the periphery/ terrace/wall of existing authorized structure.

The Authority observed that, the proposed hoardings are in seaward side of existing road which are not in consonance with the Advertisement Hoarding Policy of MCZMA. Therefore, the Authority after deliberation decided to reject the proposal.

**Item No.42:** CRZ status of land bearing plot no. 1, RSC 2, S. No. 199 pt, Gorai Road III, Gorai, Borivali (W), Mumbai for construction of school building by M/s. Designers Point

Project Proponent presented the proposal before the Authority. PP presented that the plot under reference is part of MHADA layout and the PP intends to

  
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construct the school building on plot bearing plot no. 1, RSC 2, S. No. 199 pt, Gorai Road III, Gorai, Borivali (W), Mumbai.

The Authority noted that the application submitted is incomplete and the PP need to submit the detail proposal for construction of school building on plot under reference through concern planning Authority as per para 4.(i) of CRZ Notification, 2011 and OM dated 1.7.2011 of MCZMA. The PP should submit the approved CMZP in 1:4000 scale showing site under reference through one of the MoEF authorized agency. The Authority further noted that there is Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006 regarding MHADA layout. Concern planning Authority while forwarding the proposal to MCZMA shall provide remarks about the applicability of the above said order of the Hon'ble High Court regarding MHADA layout.

The Authority after deliberation decided that the incomplete application submitted by the PP is delisted from the records of the MCZMA.

**Item No.43:** Proposed construction of school building on land bearing plot no. 3, RSC 16, S. No. 41 pt, Sector 8, Charkop, Kandivali (W), Mumbai by M/s. Designers Point

Project Proponent presented the proposal before the Authority. PP presented that the plot under reference is part of MHADA layout and the PP intends to construct the school building on plot no. 3, RSC 16, S. No. 41 pt, Sector 8, Charkop, Kandivali (W), Mumbai.

The Authority noted that the application submitted is incomplete and the PP need to submit the detail proposal for construction of school building on plot under reference through concern planning Authority as per para 4.(i) of CRZ Notification, 2011 and OM dated 1.7.2011 of MCZMA. The PP should submit the approved CMZP in 1:4000 scale showing site under reference through one of the MoEF authorized agency. The Authority further noted that there is Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006 regarding MHADA layout. Concern planning Authority while forwarding the proposal to MCZMA

  
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shall provide remarks about the applicability of the above said order of the Hon'ble High Court regarding MHADA layout.

The Authority after deliberation decided that the incomplete application submitted by the PP is delisted from the records of the MCZMA.

**Item No.44:** Proposed construction of school building on land bearing plot no. 9, RSC 48, S. No. 149 pt, Sector 5, Charkop, Kandivali (W), Mumbai by M/s. Designers Point

Project Proponent presented the proposal before the Authority. PP presented that the plot under reference is part of MHADA layout and PP intends to construct the school building on plot no. 9, RSC 48, S. No. 149 pt, Sector 5, Charkop, Kandivali (W), Mumbai.

The Authority noted that the application submitted is incomplete and the PP need to submit the detail proposal for construction of school building on plot under reference through concern planning Authority as per para 4.(i) of CRZ Notification, 2011 and OM dated 1.7.2011 of MCZMA. The PP should submit the approved CMZP in 1:4000 scale showing site under reference through one of the MoEF authorized agency. The Authority further noted that there is Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006 regarding MHADA layout. Concern planning Authority while forwarding the proposal to MCZMA shall provide remarks about the applicability of the above said order of the Hon'ble High Court regarding MHADA layout.

The Authority after deliberation decided the incomplete application submitted by the PP is delisted from the records of the MCZMA.

**Item No.45:** Proposal for erection of substation at Ganpat Patil Nagar in Galli no. 7 & 10, Dahisar, Mumbai by M/s. TATA Power

The project proponent was absent for the meeting. Hence, the matter was deferred.



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**Item No.46:** Proposed redevelopment of building on plot bearing CS no. 887, Worli division, Mumbai by M/s. Hubtown Ltd.

The project proponent was absent for the meeting. Hence, the matter was deferred.

**Item No.47:** Proposed construction of school building on land bearing plot no.06, sector no. 18, Airoli, Navi Mumbai by M/s Ritanand Balved Education Foundation


The project proponent presented the proposal before the Authority. The proposal is for construction of school building on land bearing plot no. 06, sector no. 18, Airoli, Navi Mumbai. As per remarks of the NMMC, the plot under reference falls in Residential Zone. Plot area under consideration is 3500.17sqm, proposed built up area is 2876.46sqm and Permissible FSI 1.00

The PP presented that the plot under reference falls in CRZ II area and situated on landward side of existing road. The Authority noted the remarks of the NMMC which states that the plot falls in mangroves & its 50 m buffer zone. The PP stated that plot is situated beyond 50 m mangrove buffer zone and remarks of the NMMC is erroneous.

After deliberation, the Authority observed the followings:

1. PP to submit the Superimposition of the plot under reference on the approved CZMP under CRZ Notification, 2011 in 1:4000 scale
2. The NMMC to clarify whether the plot falls in mangroves & its 50 m buffer zone.
3. NMMC to clarify whether the proposal is of construction or reconstruction of the existing school building and whether the site situated on landward side of existing road.

After deliberation, the Authority decided that the PP need to submit the complete proposal with above said information / clarification. The Authority further decided to delist the incomplete proposal from the records of the MCZMA.

  
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**Item No.49:** Proposed development of residential project on land bearing plot no. 69, Sector 17, Kalamboli, Navi Mumbai by Mr. Vijay Patel

Project Proponent presented the proposal before the Authority. The proposal is for development of residential project comprises of ground floor + 4 upper floors on land bearing plot no. 69, Sector 17, Kalamboli, Navi Mumbai.

As per approved CZMP of Navi Mumbai, the plot under reference falls in CRZ II area and situated on landward side of the existing road. Plot area is 449.78 sqm and proposed BUA is 672.80 sqm.

The Authority noted that considering the proposed construction is in CRZ II area, construction of building could be permissible on landward side of existing road/ authorized structure subject to FSI of the town country planning regulations existed as on 19.2.1991.

After deliberation, the Authority decided to recommend the proposal from CRZ point of view to concerned planning Authority subject to compliance of following conditions:

1. The concerned planning Authority to ensure that FSI for the proposed construction is as per the town and country planning regulation existing as on 19.2.1991 before issuing commencement certificate to the project.
2. No construction is allowed in mangroves or its 50 m buffer zone area.
3. All other required permission from different statutory authorities should be obtained.

**Item No.50:** Proposed residential and commercial development project on land bearing plot no. 7A, Sector 13, Sanpada, Navi Mumbai by Shri. Ram Vora

The project proponent was absent for the meeting. Hence, the matter was deferred.

  
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**Item No.51:** Proposed construction of residential with shophline project on plot bearing S. No. 88, H. No. 4, 5, 6 & 8 of village Tivri, Tal. Vasai, Dist. Palghar by M/s. Sai Ram realtors

The project proponent presented the proposal before the Authority. The proposal is for construction of residential with shophline project on plot bearing S. No. 88, H. No. 4, 5, 6 & 8 of village Tivri, Tal. Vasai, Dist. Palghar. As per remarks of the VVMC, the plot under reference is situated landward side of HTL i.e. CRZ-II & landward side of existing road. As per Zoning Remarks of VVMC, the plot bearing S. No. 88 falls in special residential Zone.

The PP informed that the MCZMA in tis 134<sup>th</sup> meeting held on 24.5.2019 deliberated the proposal for construction of residential with shophline project on plot bearing S. No. 88, H. No 7 of village Tivari, Tal. Vasai, Dist. Palghar and recommended from CRZ Point of view. Now, the proposal for development is on Hissa number 4,5,6, & 8 of the same survey number no. 88.

The PP has submitted CRZ map in 1:4000 scale & report dated November, 2017 prepared by IRS, Chennai. As per said CRZ map, the plot under reference partly falls in CRZ-II (landward side of existing road & structures) and partly falls in non CRZ area. Total plot area is 14986.00 sqm, Permissible FSI is 1.00 & Proposed built up area is 15996.09 sqm.

The Authority noted that, as per the approved CZMP as per CRZ Notification, 2011, the plot bearing S. No. 88 partly falls in CRZ-II and non CRZ area.

The Authority noted that considering the proposed construction is in CRZ II area, construction of building could be permissible on landward side of existing road/ authorized structure subject to FSI of the town country planning regulations existed as on 19.2.1991.

In the light of above, after deliberation, the Authority decided to recommend the proposal from CRZ point of view to concern planning Authority subject to compliance of above conditions:

  
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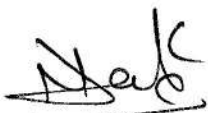
1. The Local Body to ensure that FSI for the proposed construction is as per the town and country planning regulation existing as on 19.2.1991 before issuing commencement certificate to the project.
2. No construction is allowed in mangroves & its 50 m buffer zone area.
3. Construction debris should not be dumped in the CRZ area.
4. All other required permission from different statutory authorities should be obtained.

-----Meeting ended with vote of thanks-----

**Annexure I**

**List of the members present in the meeting:**

1. Shri Vasudevan, APCCF, mangrove Cell, Member MCZMA
2. Shri. Rajendra Jadhav, Fisheries Department, Member MCZMA
3. Shri. Kandalkar, DyCh.E. MCGM, Member MCZMA
4. Dr. Mahadev S. Khot, Principal, Chhatrapati Sambhaji Raje Sainik School, Ratnagiri, Expert Member, MCZMA
5. Dr. Kudale, Expert member, MCZMA
6. Dr. Mahesh Shindikar, Expert Member, MCZMA
7. Mr. Narendra Toke, Director, Environment, Member Secretary, MCZMA

  
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Minutes of the 138<sup>th</sup> meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) held under the Chairmanship of Principal Secretary, Environment on 10<sup>th</sup> October, 2019 in Maharashtra Economic Development Council, 4<sup>th</sup> floor, Y. B. Chavan Centre, Mumbai. List of the members present in the meeting is enclosed as Annexure I.

**Item No.21:** Proposed development of jetty for captive & 3rd party cargo at Nate village, Tal. Rajapur, Dist. Ratnagiri by M/s. Adinath Port & Logistic Pvt. Ltd

The project proponent (M/s. Adinath Port & Logistic Pvt) presented the proposal before the Authority. The proposal is for development of jetty for captive and third party cargo at Nate village, Tal. Rajapur, Dist. Ratnagiri.

The PP presented that approximately 576 acres of land now be used to set up industrial cluster at Nate village, Tal. Rajapur, Dist. Ratnagiri. The cluster is situated in non CRZ area. However, for the industrial cluster, jetty and cargo storage is proposed along the seafront at village Nate which is in CRZ area. Cargo handling capacity proposed is 10 MTPA.

The PP presented the project will be implemented in 2 phases, which as follows:

**Phase 1 (Total Quantity 5 MTPA):**

- Solid : 1.25 MTPA,
- Liquid : 1.25 MTPA,
- Gas : 2.5 MTPA

**Completion of Phase 2 (Total Quantity 10 MTPA):**

- Solid : 2.5 MTPA,
- Liquid : 2.5 MTPA,
- Gas : 5.0 MTPA

The PP presented that proposed cargo will involves products as such Fertilizer, Sugar, Bauxite, coal, Iron ore, cement, cement clinker, gypsum, rock phosphate,

  
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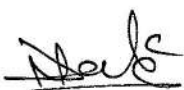
  
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steel, steel structures, engineering goods, Crude Palm oil, Refined Edible oils etc, Petroleum products, Petrochemicals, Chemicals, Bulk & break bulk solids including containers, Liquefied Hydrocarbon gases like LPG, LNG etc.

Details of the project activities as follows:

S.No.	Features	Details
1	Projected throughput	Phase-I: 5.0 MTPA and Phase II: 5.0 MTPA Total capacity 10.0 MTPA.
2	Minimum width of entrance channel	200 m
3	Design ship size	80,000 DWT vessels
4	Break water	About 1,000 m long breakwater on south side in 2 <sup>nd</sup> phase
5	Berth length and width	250 m long and 40 m wide - 3 nos - Total 1000 m X 40 m Phase I - 250 m X 40 m - 1 No Phase II - 375 m X 40 m - 2 Nos
6	Turning circle depth	-15m
7	Turning circle diameter	600 m
8	Storage area and area for Jetty based industries	About 100 ha excluding area developed through reclamation
9	Berth Plan	One Off shore jetty in Phase-1 and 2 additional berths subsequently.
10	Back-up land area requirement for utilities	Phase I 100 ha On completion of the project 428.515 ha
11	Facilities	Site development, utilities and administrative building
12	Estimated project cost	Initial estimated cost Rs. 135 Crores excluding cost of land for Phase I
13	Water requirement	140 m3 per day from State Water Board (Jeevan Pradhikaran)

  
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14	Power Requirement	Phase -I 0.9MW ultimate requirement 2MW Source : Maharashtra State Electricity Distribution Company Limited (MSEDCL)
15	Employment Generation	During construction phase - direct employment is 20, indirect employment is 200 During Operational phase - direct employment is 50, indirect employment is 300
16	Green belt development	33% of the project area for greenbelt

The PP further presented that:

- The land available behind the waterfront is low lying and the ground level will have to be raised by backfilling with dredged material with proper compaction.
- The development of further land area by reclamation would be done in phases as per the need.
- The reclaimed land at about +5.00m elevation and table top land at an elevation of +28.00m will be suitably graded as per the requirement.
- Storage area and area for Jetty based industries- About 100 ha excluding area developed through reclamation
- The project envisages reclamation of 500 m to 200 m of land raised to level of 4.5 m as the inter- tidal area. This reclamation is done partially by using of dredged material.
- In the first phase 20000 cum capital dredging will be carried out and dredged material will be used for land reclamation
- The total capital dredging in next phase is estimated at 1.25 lakh cum which will be all utilized for reclamation.
- The dredged material can be safely transported by pipelines to backup areas on the land and used for reclamation. The offshore disposal may be totally avoided.

The PP informed that the ToR has been approved by the EAC Infra-2 at New Delhi. The PP has prepared the EIA report. Brief of the EIA report is as follows:

  
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Discipline	Potential Negative Impacts	Probable Source	Mitigative Measures	Remarks
<b>Constructional Impact</b>				
Water Quality	Increase in suspended solids due to soil run-off during heavy precipitation	Loose soil at construction site	During monsoon season run off from construction site will be routed to a temporary sedimentation tank for settlement of suspended solids.	—
Air Quality	Increase in dust and NOx concentration	Leveling activity and Heavy vehicular movement	Sprinkling of water in the construction area and on unpaved roads. Proper maintenance of vehicles will be done.	The impact will be low, as the main approach road will be tarred.
Noise	Increase in noise level	Construction equipment	Equipment will be kept in good condition to keep the noise level within 90 dB(A).	Workers will be provided necessary protective equipment e.g. ear plug, earmuffs.
Terrestrial Ecology	Clearing of Vegetation	Soil enabling activities	Landscaping and extensive plantation will be done.	Plantation will be done.
Marine ecology	Disturbance of biota and water chemistry	Development of breakwater structures, dredging of channel	Limit the damage to benthos at initial stage, The construction materials should be placed above one another by using proper hoisting machineries and should not be dropped on	Regular monitoring of the turbidity and sediment concentration may be

  
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			the seafloor. There should not be any sudden increase in flow velocity close to the shore, which will pose danger for the human being and fishing boats.	carried by water sampling
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Discipline	Potential Negative Impacts	Probable Source	Mitigative Measures	Remarks
<b>Constructional Impact</b>				
			<p>Project authorities has to make necessary arrangement for continuous dredging. On monitoring the behavior of the coastal processes, a suitable shore/ Canal mouth protection system can be evaluated for future.</p> <p>The controlled method of dredging may be carried out confined to only Jetty area. The dredge disposal during maintenance dredging may be done at offshore or at the eroding segment of coastline for beach nourishment. The turbidity induced during the dredging can be minimized by controlled dredging techniques</p>	

  
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			using appropriate bucket/cutter suction dredgers. The net enclosures with booms may be placed around the dredging area in order to control the spread of the turbid plume.	
Socio-economics	Land oustees	Land Acquisition	No R&R issues are involved in the proposed project.	--

Discipline	Potential Negative Impacts	Probable Source	Mitigative Measures	Remarks
<b>Operational Impact</b>				
Water Quality	Deterioration of surface water quality	Discharge from various units	Adequate treatment facilities will be provided so that the treated effluents conform to the regulatory standards. Further, all waste water will be utilized in	The plant effluent after treatment will be reused to the maximum possible extent and will be used for
			various activities such as green belt and dust suppression systems.	horticulture and greenbelt development. No discharge is envisaged into any surface river water bodies; hence, no impact is envisaged on

  
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				surface river water quality.
<b>Ecology</b>				
a. Terrestrial	Impact on plant species	Emissions from port.	Emission will be controlled as well as dispersed through appropriate design.	As Ambient air quality will be within limits, no active injury to the vegetation is expected.

Discipline	Potential Negative Impacts	Probable Source	Mitigative Measures	Remarks
<b>Operational Impact</b>				
b. Aquatic	Impact on water bodies	Treated waste water from Jetty operations	The wastewater will be provided with adequate treatment, and will be used for Horticulture purposes.	Effluents will be treated to conform to prescribed limits, no significant impact on aquatic life is expected
Noise	Increase in noise levels in the Jetty area.	Equipment and auxiliaries.	Equipment will be designed to conform to noise levels prescribed by	Employees working in high noise areas would be provided

  
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			regulatory agencies. Provision of green belt and plantation would further help in attenuating noise.	earplugs/ earmuffs as protective device.
Demography and Socio-economics	Strain on existing amenities like housing, water sources and sanitation, medical and infrastructure facilities.	Influx of people of proposed Jetty employees as well as contractor's employees/ laborers.	Local population will be given preference in awarding work. No significant impact is envisaged. Additional facilities will be developed by the project proponents with mechanized facilities thus reducing the need for manpower.	Overall socio-economic status of the area is expected to improve.

The Authority noted that the PP has submitted the approved CZMP superimposing the site under reference, as per which, the site is situated on the seafront at village Nate. The site of port is situated in CRZ I and CRZ III area. As per EIA report, the project area does not have sensitive ecosystem such as mangroves, sand dunes, coral etc.

It was discussed that since, there is possibility of pollution of sea water caused by port activities, sea water monitoring program should be implemented during the construction phase & operation phase. Further, the PP should prepare and implement Spill contingency plan as a part of Disaster Management plan. Port operator should be required to develop system for holding and collecting storm water runoff and surface runoff produce by site activities and its treatment before discharge.

  
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The Authority further noted that the Annexure II of the CRZ Notification provides as follows:

List of petroleum and chemical products permitted for storage in [CRZ except CRZ-I(A)]

- (i) Crude oil;
- (ii) Liquefied Petroleum Gas;
- (iii) Motor spirit;
- (iv) Kerosene;
- (v) Aviation fuel;
- (vi) High speed diesel;
- (vii) Lubricating oil;
- (viii) Butane;
- (ix) Propane;
- (x) Compressed Natural Gas;
- (xi) Naphtha;
- (xii) Furnace oil;
- (xiii) Low Sulphur Heavy Stock;
- (xiv) Liquefied Natural Gas;
- (xv) Fertilizers and raw materials for manufacture of fertilizers.

The Authority noted that the PP could only store the list of the products as stipulated in above said Annexure II.

Regarding permissibility of the project activities, the Authority noted the followings:

- As per para 4(i) (f) of the CRZ Notification, 2011, "construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures"
- As per para 7(e) of the schedule to EIA Notification, 2006, proposal of jetty/port for cargo handling falls under Category A project, being capacity of more than 5 MTPA, wherein EC from the from MoEF will be required.

  
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- Public Hearing was conducted on 19/01/2019 at site of the project. Minutes of public hearing is submitted.

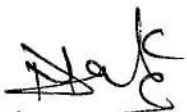
The Authority noted that the PP need to submit the followings:

- Total area of the project situated in CRZ area and Non CRZ area along with the superimposition of the site on approved CZMP in 1:4000 scale
- Agreement copy of the PP with the MMB

The Authority discussed the proposal at length and opined that only phase I could be recommended to MoEF&CC, New Delhi. The PP agreed for the same.

In the light of above, the Authority after deliberation and subject to submission of the above decided to recommend the proposal to MoEF&CC, New Delhi from CRZ point of view subject to compliance of following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Mitigation measures proposed during construction and operation phase in the EIA report should be strictly be implemented by the PP.
3. Petroleum and chemical products as stipulated in above Annexure II of the CRZ Notification, 2011 is only permitted to be stored in CRZ areas other than CRZ I(A) area.
4. PP could only store the list of the products as stipulated in above said Annexure II.
5. No industrial activity is allowed in CRZ area
6. Prior Clearance from the MPCB shall be obtained
7. A sea water monitoring program should be implemented during the construction phase & operation phase.
8. PP should prepare and implement Spill contingency plan as a part of Disaster Management plan.
9. Port operator should be required to develop system for holding and collecting storm water runoff and surface runoff produce by site activities and its treatment before discharge.



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10. PP should ensure that livelihood activities of the fishermen communities should not be hampered due to project activities. The local fishermen will be allowed free and non-discontinuity access to operate their fishing boats.
11. PP shall take all efforts to enhance the livelihood source of the local people and undertake the education programme for coastal communities for the coastal environment protection.
12. No labour camp, machineries and material storage is allowed in CRZ area & it should also be ensured that the waste water from these entities should not be released into the coastal water body. Effluent treatment plant should be located outside CRZ area.
13. Debris generated during the project activity should not be dumped in CRZ area. It should be disposed scientifically at a designated place.
14. Sewage and effluent should not be discharged into the coastal water body.
15. Spill contingency plan as a part of Disaster Management plan should be prepared in accordance to the cargo to be handled spill recovery /immediate response measures will be displayed at cargo handling areas, Material safety data sheet of cargo (if applicable) being handled should be displayed. Mock drills will be conducted at periodic intervals. During the construction & operational phase, all efforts should be made to maintain ecology of the area.
16. Extra care to be taken to avoid oil/wastes and leakages or spillages and its discharge should not be into coastal water body.
17. Project manager should ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
18. During the construction & operational phase, all efforts should be made to maintain ecology of the area.
19. All other necessary permissions from different competent authorities shall be taken before commencement of the proposed activities.

  
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Annexure I

List of the members present in the meeting:

1. Shri Vasudevan, APCCF, mangrove Cell, Member MCZMA
2. Shri. Rajendra Jadhav, Fisheries Department, Member MCZMA
3. Shri. Kandalkar, DyCh.E. MCGM, Member MCZMA
4. Dr. Mahadev S. Khot, Principal, Chhatrapati Sambhaji Raje Sainik School, Ratnagiri, Expert Member, MCZMA
5. Dr. Kudale, expert member, MCZMA
6. Dr. Mahesh Shindikar, Expert Member, MCZMA
7. Mr. Narendra Toke, Director, Environment, Member Secretary, MCZMA

  
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**Minutes of the 138<sup>th</sup> meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) held under the Chairmanship of Principal Secretary, Environment on 10<sup>th</sup> October, 2019 in Maharashtra Economic Development Council, 4<sup>th</sup> floor, Y. B. Chavan Centre, Mumbai. List of the members present in the meeting is enclosed as Annexure I.**

**Item No.19:** Proposed redevelopment of property bearing CS No. 186 & 187 of Malbar Cumbala Hill Division bearing cess No. D3146(1), 3146(1A), 3146(2), 3146(3), building no. 23D, 23DD, 23E, 23EF situated at Dongarsi Road, Mumbai by M/s. Helictite Residency Pvt. Ltd

The project proponent (M/s. Helictite Residency Pvt. Ltd) presented the proposal before the Authority. The proposal is for redevelopment of four cessed structures (Cess No. D3146(1), 3146(1A), 3146(2), 3146(3), building no. 23D, 23DD, 23E, 23EF) and one dilapidated structure on plot bearing CS No. 186 & 187 of Malbar Cumbala Hill Division, situated at Dongarsi Road, Mumbai as per Regn. 33(6) & 33(7).

The MHADA vide letter dated has issued No objection for redevelopment of cess property on plot bearing CS No. 186 of Malbar Cumbala Hill Division, situated at Dongarsi Road, Mumbai. The MCGM has issued Notice u/s 354 dated 25.4.2018 to pulling down the structure on plot bearing CS No. 187 of Malbar Cumbala Hill Division, situated at Dongarsi Road, Mumbai.

Proposed residential building comprises of basement & lower ground floor for services i.e. Pump Room, STP, Fire tank, water tank, substation etc + Ground Floor + intermediate parking floor (20<sup>th</sup> floor level with height 51.66 m from ground level) + 1<sup>st</sup> habitable floor partly for refuge area + partly for fitness centre & partly for society office + 2<sup>nd</sup> to 7<sup>th</sup> floors for residential user + 8<sup>th</sup> (pt) refuge floor + 9<sup>th</sup> to 14<sup>th</sup> floors + 15<sup>th</sup> (pt) refuge floor + 16<sup>th</sup> to 20<sup>th</sup> upper floors for residential user + terrace floor with 2.00 m wide 2 nos of staircase & 3 nos. of lift having total height of the building 117.46 m.

  
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As per approved CZMP of Greater Mumbai under CRZ Notification, 2011, the plot under reference falls within 500 m from HTL of sea front i.e. CRZ-II area and landward side of existing Road. The plot under reference falls in Residential Zone & is not reserved for any public purpose as per DP of 2034.

As presented by the PP:

- Area of Plots ( Amalgamation of CS No. 186 & 187 ) - 1127.93 sqm,
- Permissible FSI- 3.00 for CS 186 as per Reg 33(7) of DCPR 2034 and Existing FSI of Dilapidated Bldg. as per Reg 33(6) of DCPR 2034
- Permissible BUA- 4085.82 Sq.m
- Proposed BUA- 4077.06 Sq.m.
- Total construction area (FSI + Non FSI) - 10007.60 Sq.m.

The Authority noted the proposal is as per para 8.v.c. of the CRZ Notification, 2011 wherein redevelopment of cess and dilapidated building are permissible in CRZ II areas of Greater Mumbai in accordance with town & country planning regulations as on the date on which the project is granted approval by the competent Authority. The MPCB has conducted public hearing on 14.01.2016, report of which is submitted by the PP.

The Authority, after deliberation decided to recommend the proposal from CRZ point of view to concern planning Authority subject strict compliance of following conditions:

1. Proposed redevelopment should be in accordance with provisions of CRZ Notification, 2011 (amended from time to time).
2. MCGM to ensure that all the conditions of the para 8.v.c of the CRZ Notification, 2011 is adhered to.
3. MCGM to ensure that proposed construction is as per DCR prevailing as on the date on which the project is granted approval by the competent Authority.
4. PP to implement environment measures proposed in the project such as organic waste converter, rainwater harvesting.
5. All other required permission from different statutory authorities should be obtained.

  
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**Item No.40:** CRZ clearance for Domestic Cruise terminal Building, New Dock boundary Wall to Prince Dock and Evacuation Plan by Mumbai Port Trust.

Dy. Chairman, MbPT presented the proposal before the Authority. As presented, Mumbai Port Trust (MbPT) has existing Sr. Dock master's office Building (in operation from 1979 to 2010). MbPT officials further pretend that old building was repaired.

Now, MbPT has proposed conversion of Old building to Domestic cruise terminal comprising of Ground + 2<sup>nd</sup> floor. This converted building will be serving as waiting room with additional amenities like cafeteria, restaurant, kitchen, baggage area and yoga & meditation centre, which will be used by cruise passengers.

MbPT has also proposed new dock boundary wall having length and height 1260 meter x 4.25 meter. This will de-notify the custom area of MbPT, thus facilitating free movement to domestic cruise passengers and their vehicles towards DCT. And at the same time it will help keep security of MbPT's custom area intact. Upgradation of existing infrastructure is proposed for evacuation of increased passenger traffic

As per approved CZMP, the site under reference falls in CRZ II area. The PP has submitted the EIA/ EMP report for the project. MbPT is the special planning authority of the said area. The Authority noted that proposal has hotel activity (restaurant, cafeteria & kitchen) which requires clearance from MoEF, New Delhi

After deliberation, the Authority decided to recommend the proposal from CRZ point of view to MoEF&CC, New Delhi subject to compliance of following conditions:

1. The proposed activities is strictly as per provisions of CRZ Notification, 2011.
2. The MbPT to ensure that extension of domestic cruise building is not allowed on seaward side
3. The MbPT to ensure that proposed activity of Domestic Cruise terminal building is in accordance with town and country planning regulation

  
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existing as on 19.2.1991 before issuing commencement certificate to the project.

4. MbPT to implement the mitigation measures and environment Management Plan as reported in the EIA report.
5. All other required permission from different statutory authorities should be obtained.

**Item No.48:** Proposed redevelopment on plot bearing CS No. 2/358 & 2A/358 of Malbar hill division situated at lady Laxmibai Jagmohandas Marg (Nepean sea road) & L D Ruparel marg D ward, Mumbai by Shri. Sanjay Rajkumar Chhaabria

The project proponent presented the proposal before the Authority. The proposal is for redevelopment on plot bearing CS No. 2/358 & 2A/358 of Malbar hill division situated at Lady Laxmibai Jagmohandas Marg (Nepean sea road) & L D Ruparel Marg D ward, Mumbai.

The PP presented that earlier, the MCZMA in its 119<sup>th</sup> meeting held on 28<sup>th</sup> to 30<sup>th</sup> June, 2017 discussed the proposal of redevelopment on plot bearing CS no. 2/358 and 2A/358 of Malabar Hill Division, situated at Lady Laxmibai Jagmohandas marg (Nepean Sea Road) and L.D. Ruparel Marg, Mumbai, under DC Reg no. 33(7) of the DCR 1991, in accordance with para 8.v. (1) (c) of the CRZ Notification, 2011. The existing building is old cess A category residential building prior to 1940. The Public hearing has been carried out on 13.07.2017. As per decision taken in the said meeting, the Authority vide letter dated 3<sup>rd</sup> Oct, 2017 recommended the proposal from CRZ point.

Now, PP has submitted the revised proposal to MCZMA for following grounds:

- Building planning is changed and the proposal is as per DCPR 2034
- Project proponent/developer is changed.

The Authority noted that, amended plans as per revised planning and as per DCPR 2034 been approved by MCGM on 30.04.2019. The proposed new building consisting of Basement + Lower Ground floor + upper ground floor + 1<sup>st</sup> to 10<sup>th</sup> podium parking floor + 11<sup>th</sup> duplex floor (refuge floor) + 10<sup>th</sup> duplex upper floor +

  
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13<sup>th</sup> to 16<sup>th</sup> upper floor + 17<sup>th</sup> duplex lower floor + 18<sup>th</sup> duplex upper floor + 19<sup>th</sup> first level pent house + 20<sup>th</sup> second level pent house + 21<sup>st</sup> third level pent house + 22<sup>nd</sup> fourth level pent house for flats/rooms for residential use.

As per MCGM report:

- Plot area is 1172.71 sqm
- Proposed built up area is 4720.56sqm.
- Non FSI component is 9094.39 Sqm
- Total Construction area is 15545.58 Sqm.

As per the approved CZMP of Mumbai under CRZ Notification, 2011, the plot falls in CRZ II area and situated on landward side of the existing road. As per remarks of the MCGM, the plot under reference falls in Residential Zone and is not affected by any reservations for the public purpose.

The Authority noted that redevelopment of cessed structure is permissible as per para 8.v.c of the CRZ Notification, 2011, wherein the redevelopment is governed as per the prevailing DCR as on the date on which the project is granted approval by the competent Authority.

The Authority, after deliberation decided to recommend the proposal from CRZ point of view to concern planning Authority subject strict compliance of following conditions:

1. Proposed redevelopment should be in accordance with provisions of CRZ Notification, 2011 (amended from time to time).
2. MCGM to ensure that all the conditions of the para 8.v.c of the CRZ Notification, 2011 is adhered to.
3. MCGM to ensure that proposed construction is as per DCR prevailing as on the date on which the project is granted approval by the competent Authority.
4. PP to implement environment measures proposed in the project such as solar water heater, STP, organic waste converter, rainwater harvesting.
5. All other required permission from different statutory authorities should be obtained.

  
Member Secretary

  
Chairman.

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**Annexure I**

**List of the members present in the meeting:**

1. Shri Vasudevan, APCCF, mangrove Cell, Member MCZMA
2. Shri. Rajendra Jadhav, Fisheries Department, Member MCZMA
3. Shri. Kandalkar, DyCh.E. MCGM, Member MCZMA
4. Dr. Mahadev S. Khot, Principal, Chhatrapati Sambhaji Raje Sainik School,  
Ratnagiri, Expert Member, MCZMA
5. Dr. Kudale, expert member, MCZMA
6. Dr. Mahesh Shindikar, Expert Member, MCZMA
7. Mr. Narendra Toke, Director, Environment, Member Secretary, MCZMA