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**Minutes of the 139th meeting of the Maharashtra Coastal Zone Management
Authority (MCZMA) held on 05th November, 2019**

Minutes of the 139th meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) held under the Chairmanship of Principal Secretary, Environment on 05th November, 2019 in Sachivalay Gymkhana, Mumbai. List of the members present in the meeting is enclosed as Annexure I.

Confirmation of 138th minutes:

Minutes of 138th meeting of the MCZMA held on 10.10.2019 confirmed without any changes except at item no. 21.

The Authority noted the representation dated 31.10.2019 from M/s Adinath Port and decided that line "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" shall be replaced as "The Authority discussed the proposal at length and opined that entire project could be recommended to MoEF&CC, New Delhi"

Item No.1: Proposed construction of residential building on plot no. 38/1, Sector no. 8-A, Dive, Airoli, Navi Mumbai by M/s Yuva Properties Pvt. Ltd.

The project proponent presented the proposal before the Authority. The proposal is for construction of residential building comprises of Stilt + 4 upper floors on plot no. 38/1, Sector no. 8-A, Dive, Airoli, Navi Mumbai. The NMMC mentions that, as per sanctioned Development Plan the plot under reference is situated in Residential Zone. Area of Plot is 149.90 sqm. As per approved CZMP of Navi Mumbai under CRZ Notification, 2011, the plot under reference is situated within 100 m from HTL of Creek i.e. in CRZ-II area.

The Authority observed the site photographs and google images of the site, which shows the existence of mangroves in the vicinity of the site. The Authority felt that the Mangrove Cell need to visit the site and submit a report whether the site has mangroves or falls within 50 meter mangrove buffer zone area.

After deliberation, the Authority decided to defer the matter for submission of the Mangrove Cell report as stated above.


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Item No.2: CRZ status of plot bearing CTS No. 139 of village Kurla, L ward, Mumbai by M/s Asra Constructions

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

Item No.3: Revalidation of CRZ NOC on property bearing S. No. 108/1, CTS No. 1193, Kille Gaothan at village Shahbaj, Belapur, Tal & Dist. Thane, Navi Mumbai by M/s. Brite Infra Developers

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

Item No.4: Proposed construction of residential cum commercial building on plot no. 75 & 76, sector no. 15, CBD Belapur, Navi Mumbai by M/s Mayuresh Real Estate Management & Pvt. Ltd.

The project proponent presented the proposal before the Authority. Proposal is for construction of residential cum commercial building comprises of Ground + 14th Floor for main building and Ground + 3rd Floor for LIG Building on plot no. 75 & 76, sector no. 15, CBD Belapur, Navi Mumbai.

The Authority noted that as per approved CZMP of Navi Mumbai under CRZ Notification, 2011, the plot no. 76 falls within 100 m from HTL of Creek i.e. in CRZ-II area and just beyond 50 meter mangrove buffer. Further, plot bearing no. 75 falls partly within 100 m from HTL of Creek i.e. in CRZ-II area and partly non CRZ area. NMMC mentions that, the plot under reference is situated on landward side of existing road.

The remarks of the Navi Mumbai Municipal Corporation (NMMC) mentions that, as per sanctioned Development Plan the plot under reference is situated in Commercial Zone. Area of Plot is 5969.10 sqm, permissible FSI is 1.50 and proposed BUA is 8946.109 sqm.

The Authority further noted the orders passed by the Hon'ble High Court in WP No. 3632 of 2016 filed in the matter.


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The Authority noted that considering the proposed construction is partly 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. The PP shall strictly ensure that on plot no. 76, construction is proposed beyond 50 mangrove buffer zone.

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. Local body to ensure that No construction is allowed in 50 m buffer zone of Mangrove.
3. All other required permission from different statutory authorities should be obtained.

Item No.5: CRZ Status of site bearing F.P. No. 646, TPS-III, Mahim Division, Mahim (W), G/N Ward, Mumbai by M/s. HRUB Infra Projects Pvt Ltd.

The project proponent presented the proposal before the Authority. The PP is seeking the CRZ status of the plot bearing F.P. No. 646, TPS-III, Mahim Division, Mahim (W), G/N Ward, Mumbai. The PP has submitted CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per the said report, the project site bearing F.P. No. 646, TPS-III, Mahim Division, Mahim (W), G/N Ward, Mumbai falls outside 100 m buffer from HTL of Mahim Bay.

The Authority noted that MoEF&CC, New Delhi has approved the CZMP of the Greater Mumbai under CRZ Notification, 2011 which shows the plot under reference is situated beyond 100 meter from the Mahim Bay.

After discussion, the Authority decided to confirm that the site bearing F.P. No. 646, TPS-III, Mahim Division, Mahim (W), G/N Ward, Mumbai is situated in Non CRZ area i.e. situated outside 100 m CRZ setback HTL of Mahim Bay, under CRZ Notification, 2011.


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Item No.6: CRZ Status of project site bearing CTS No. 590/6, 616, 929A, 929B, 929C, 929D, 930, 942A/2 & 942A/1/2 of village Eksar, R/ North Ward, I.C. Colony, Borivali (W), Mumbai by M/s. Romell Real Estate Pvt Ltd

The project proponent presented the proposal before the Authority. The PP is seeking CRZ Status of project site bearing CTS No. 590/6, 616, 929A, 929B, 929C, 929D, 930, 942A/2 & 942A/1/2 of village Eksar, R/ North Ward, I.C. Colony, Borivali (W), Mumbai.

The PP has submitted CRZ map in 1:4000 scale & report dated Nov, 2017 prepared by IRS, Chennai. As per the said report, project site bearing CTS No. 590/6, 616, 929A, 929B, 929C, 929D, 930, 942A/2 & 942A/1/2 of village Eksar falls completely outside the CRZ-II as per CRZ 2011 guideline.

The Authority noted that as per approved CZMP of Greater Mumbai under CRZ Notification, 2011, the plot under reference is situated beyond applicable CRZ setback limit from the coastal water body.

After deliberation, the Authority decided to confirm that site bearing CTS No. 590/6, 616, 929A, 929B, 929C, 929D, 930, 942A/2 & 942A/1/2 of village Eksar, R/ North Ward, I.C. Colony, Borivali (W), Mumbai is situated on Non CRZ area.

Item No.7: Proposed construction of Lift to the existing building on plot no. 6, CTS No. 580, NS Road no. 12A, Jaihind CHS, JVPD scheme, Parle (W), Mumbai by Mr. J M Patel

The Project proponent was absent for the meeting. The Authority noted that the PP is seeking the CRZ recommendation for addition of lift to an existing building namely Jai Hind CHSL on Plot No. 6, CTS No. 580, N.S. Road No. 12A, JVPD Scheme, Parle (West), Mumbai. the existing building namely Jai Hind CHSL comprises of G + 3 floors. The said building existing since 16.7.1970 as per assessment records of MCGM. As per Development Plan the plot under reference falls in Residential Zone. As per approved & draft CZMP of Greater Mumbai, the plot under reference falls in CRZ-II area. As per application, the


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proposed structure does not envisage use of any addition of FSI and the FSI consumed in the structure is as per DCR of 1967

The Authority noted that The MCZMA has a policy regarding proposals of alteration / minor repairs to the authorized structures within existing FSI in CRZ areas. Accordingly, the MCZMA has issued a Circular No. MCZMA 2017/CR28/TC4 dated 27.4.2017 regarding the policy. As per the above Circular, local planning authority can regulate proposals of lift installations & no need of MCZMA clearance for the same. Accordingly, MCZMA vide letter dated 12.06.2018 communicated the above circular to the MCGM.

In the light of above, the Authority decided to delist the proposal from records of the MCZMA.

Item No.8: CRZ Status of project site bearing CTS No. 675/2, 675/3, 675/4 & 678C of village Eksar, R/ North Ward, Borivali (W), Mumbai by M/s. Nemchand Dedhia

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

Item No.9: Proposed construction of residential building on land bearing plot no. 93-B, Sector no. 14, GES Koperkhairne, Navi Mumbai by M/s B.K. Enterprises

The project proponent presented the proposal before the Authority. The proposal is for construction of residential building on land bearing plot no. 93-B, Sector no. 14, GES Koperkhairne, Navi Mumbai. The remarks of the Navi Mumbai Municipal Corporation (NMMC) mentions that, as per sanctioned DP, the plot under reference is situated in commercial zone. Area of Plot is 100 sqm, Permissible FSI is 1.50 and proposed BUA is 147.112 sqm.

The Authority noted that remarks of the NMMC mentions that the plot under reference is situated within 50 m mangrove buffer zone area. However, the PP stated during the meeting that the plot is not within 50 m mangrove buffer zone.


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The Authority felt that the Mangrove Cell need to visit the site and submit a report whether the site has mangroves or falls within 50 meter mangrove buffer zone area and whether the plot is situated on landward side of existing road. Further, the remarks of the NMMC is also required in the matter to ascertain whether the plot is situated in 50 m mangrove buffer zone area and whether the plot is situated on landward side.

After deliberation, the Authority decided to defer the matter for submission of the Mangrove Cell and NMMC reports as stated above.

Item No. 10: Regarding construction of Baughban Masjid on S. No. 84 at Shriwardhan, Dist. Raigad by Baughban Masjid

The officials of the Shrivardhan Municipal Council and consultant for the Council presented the matter before the Authority. Officials presented that the matter before the MCZMA is for regularization of the construction of Baughban Masjid which is a religious structure on S. No. 84 at Shrivardhan, Dist. Raigad. Officials further submitted that the masjid was constructed in the year 1947-50. Further repairs of the said structure were permitted by the Council.

As per approved CZMP of Raigad under CRZ Notification, 2011, the plot under reference is falls partly in CRZ-III (NDZ).

The Authority discussed the matter at length and opined that if the structure is constructed prior to 19.2.1991 i.e. prior to inception of the CRZ Notification, 1991 then, for the said construction provisions of the CRZ norms may not apply.

In the instant case, as per Shrivardhan Municipal Council, the masjid is constructed in the year 1947-1950. Further, Municipal Council and consultant stated that no reconstruction was done for the masjid post 1991. Only repairs was allowed by the Council, due to ruinous condition of the masjid.

In the light of above, the Authority after deliberation decided that, if the structure on the plot under reference is constructed prior to 19.2.1991, then it does not attract the provisions of the CRZ Notification, 1991. Municipal Council to strictly ensure that said structure on plot under reference is constructed


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prior to 1991 and no reconstruction was done when the CRZ regulations came in existence.

Item No.11: Construction of Gholi Mohalla Masjid on S. No. 92 at Shriwardhan, Dist. Raigad by Gholi Mohalla Masjid

The officials of the Shrivardhan Municipal Council and consultant for the Council presented the matter before the Authority. Officials presented that the matter before the MCZMA is for regularization of the construction of Gholi Mohalla Masjid which is a religious structure on S. No. 92 at Shriwardhan, Dist. Raigad. Officials further submitted that the masjid was constructed in the year 1947-50.

As per approved CZMP of Raigad under CRZ Notification, 2011, the plot under reference is falls in CRZ-III (NDZ).

The Authority discussed the matter at length and opined that if the structure is constructed prior to 19.2.1991 i.e. prior to inception of the CRZ Notification, 1991 then, for the said construction provisions of the CRZ norms may not apply.

In the instant case, as per Shrivardhan Municipal Council, the masjid is constructed in the year 1947-1950. Further, Municipal Council and consultant stated that no reconstruction was done for the masjid post 1991.

In the light of above, the Authority after deliberation decided that, if the structure on the plot under reference is constructed prior to 19.2.1991, then it does not attract the provisions of the CRZ Notification, 1991. Municipal Council to strictly ensure that said structure on plot under reference is constructed prior to 1991 and no reconstruction was done when the CRZ regulations came in existence.

Item No.12: Construction of Sarai Masjid on S. No.105 at Shriwardhan, Dist. Raigad by Sarai Masjid

The officials of the Shrivardhan Municipal Council and consultant for the Council presented the matter before the Authority. Officials presented that the matter before the MCZMA is for regularization of the construction of sarai Masjid which is a religious structure on S. No. 105 at Shriwardhan, Dist. Raigad.


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Officials further submitted that the masjid was constructed in the year 1947-50.

As per approved CZMP of Raigad under CRZ Notification, 2011, the plot under reference is falls in CRZ-III (NDZ).

The Authority discussed the matter at length and opined that if the structure is constructed prior to 19.2.1991 i.e. prior to inception of the CRZ Notification, 1991 then, for the said construction provisions of the CRZ norms may not apply.

In the instant case, as per Shrivardhan Municipal Council, the masjid is constructed in the year 1947-1950. Further, Municipal Council and consultant stated that no reconstruction was done for the masjid post 1991.

In the light of above, the Authority after deliberation decided that, if the structure on the plot under reference is constructed prior to 19.2.1991, then it does not attract the provisions of the CRZ Notification, 1991. Municipal Council to strictly ensure that said structure on plot under reference is constructed prior to 1991 and no reconstruction was done when the CRZ regulations came in existence.

Item No.13: Construction of Yogeshwar Mandir on S. No.107 at Shriwardhan, Dist. Raigad by Yogeshwar Mandir

The officials of the Shrivardhan Municipal Council and consultant for the Council presented the matter before the Authority. Officials presented that the matter before the MCZMA is for regularization of the construction of Yogeshwar Mandir which is a religious structure on S. No. 107 at Shriwardhan, Dist. Raigad. Officials further submitted that the mandir was constructed in the year 1947-50.

As per approved CZMP of Raigad under CRZ Notification, 2011, the plot under reference is falls in CRZ-III (NDZ).

The Authority discussed the matter at length and opined that if the structure is constructed prior to 19.2.1991 i.e. prior to inception of the CRZ Notification, 1991 then, for the said construction provisions of the CRZ norms may not apply.


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In the instant case, as per Shrivardhan Municipal Council, the mandir is constructed in the year 1947-1950. Further, Municipal Council and consultant stated that no reconstruction was done for the mandir post 1991.

In the light of above, the Authority after deliberation decided that, if the structure on the plot under reference is constructed prior to 19.2.1991, then it does not attract the provisions of the CRZ Notification, 1991. Municipal Council to strictly ensure that said structure on plot under reference is constructed prior to 1991 and no reconstruction was done when the CRZ regulations came in existence.

Item No.14: Construction of Vitthal Rukmini Mandir on S. No.107 at Shrivardhan, Dist. Raigad by Vitthal Rukmini Mandir

The officials of the Shrivardhan Municipal Council and consultant for the Council presented the matter before the Authority. Officials presented that the matter before the MCZMA is for regularization of the construction of Vitthal Rukmini Mandir which is a religious structure on S. No. 107 at Shrivardhan, Dist. Raigad. Officials further submitted that the mandir was constructed in the year 1947-50.

As per approved CZMP of Raigad under CRZ Notification, 2011, the plot under reference is falls in CRZ-III (NDZ).

The Authority discussed the matter at length and opined that if the structure is constructed prior to 19.2.1991 i.e. prior to inception of the CRZ Notification, 1991 then, for the said construction provisions of the CRZ norms may not apply.

In the instant case, as per Shrivardhan Municipal Council, the mandir is constructed in the year 1947-1950. Further, Municipal Council and consultant stated that no reconstruction was done for the mandir post 1991.

In the light of above, the Authority after deliberation decided that, if the structure on the plot under reference is constructed prior to 19.2.1991, then it does not attract the provisions of the CRZ Notification, 1991. Municipal Council to strictly ensure that said structure on plot under reference is constructed prior to 1991 and no reconstruction was done when the CRZ regulations came in existence.


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Item No.15: Construction of Radha Krishna Mandir on S. No.359 at Shriwardhan, Dist. Raigad by Radha Krishna Mandir

The officials of the Shrivardhan Municipal Council and consultant for the Council presented the matter before the Authority. Officials presented that the matter before the MCZMA is for regularization of the construction of Radha Krishna Mandir which is a religious structure on S. No. 359 at Shriwardhan, Dist. Raigad. Officials further submitted that the mandir was constructed in the year 1947-50.

As per approved CZMP of Raigad under CRZ Notification, 2011, the plot under reference is falls in CRZ-III (NDZ).

The Authority discussed the matter at length and opined that if the structure is constructed prior to 19.2.1991 i.e. prior to inception of the CRZ Notification, 1991 then, for the said construction provisions of the CRZ norms may not apply.

In the instant case, as per Shrivardhan Municipal Council, the mandir is constructed in the year 1947-1950. Further, Municipal Council and consultant stated that no reconstruction was done for the mandir post 1991.

In the light of above, the Authority after deliberation decided that, if the structure on the plot under reference is constructed prior to 19.2.1991, then it does not attract the provisions of the CRZ Notification, 1991. Municipal Council to strictly ensure that said structure on plot under reference is constructed prior to 1991 and no reconstruction was done when the CRZ regulations came in existence.

Item No.16: Construction of Jumma Masjid on S. No.86 at Shriwardhan, Dist. Raigad by Jumma Masjid

The officials of the Shrivardhan Municipal Council and consultant for the Council presented the matter before the Authority. Officials presented that the matter before the MCZMA is for regularization of the construction of Jumma Masjid which is a religious structure on S. No. 105 at Shriwardhan, Dist. Raigad. Officials further submitted that the masjid was constructed in the year 1947-50.


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As per approved CZMP of Raigad under CRZ Notification, 2011, the plot under reference is falls in CRZ-III (NDZ).

The Authority discussed the matter at length and opined that if the structure is constructed prior to 19.2.1991 i.e. prior to inception of the CRZ Notification, 1991 then, for the said construction provisions of the CRZ norms may not apply.

In the instant case, as per Shrivardhan Municipal Council, the masjid is constructed in the year 1947-1950. Further, Municipal Council and consultant stated that no reconstruction was done for the masjid post 1991.

In the light of above, the Authority after deliberation decided that, if the structure on the plot under reference is constructed prior to 19.2.1991, then it does not attract the provisions of the CRZ Notification, 1991. Municipal Council to strictly ensure that said structure on plot under reference is constructed prior to 1991 and no reconstruction was done when the CRZ regulations came in existence.

Item No.17: Proposed construction of residential building on plot bearing gut no. 128/1, (area 300 sqm) at Kalambaste, Dhamanand Road, Tal. Chiplun, Dist. Ratnagiri by M/s Deewan Constructions

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

Item No.18: Proposed construction of residential building on plot bearing gut no. 128/1, (area 700 sqm) at Kalambaste, Dhamanand Road, Tal. Chiplun, Dist. Ratnagiri by M/s Chadrabhaga Bala Matkar

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



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Item No.19: Proposed civic facilities at Gorai, Borivali (W), Mumbai by
Shri. Shivanand Shetty, Municipal Councillor

The project proponent presented the proposal before the Authority. Applications is for construction of the various developmental activities at village Gorai. List of the activities proposed are as follows:

1. Electricity substation at Shafaligaon, Jamzadpada, Goraigaon & Aaichi Wadi,
2. Smashan Bhumi, Proposed Cable Line from Essel World to Khadi,
3. Toilet Blocks at Gorai Beach,
4. Toilet Blocks at Gorai Jetty,
5. Expansion of Gorai jetty at Gorai village, Borivali (W), Mumbai,
6. Expansion of Road (9m to 13.40m), Storm Water Drain, Protection Wall, Benches & Jogging Track from Bay View Hotel to Gorai-2, RCC 50, Gorai, Borivali (W), Mumbai &
7. Foot path & Toilet Blocks at Goutam Nagar, Gorai -3, Borivali (W), Mumbai

The Authority noted that details of the each activity is required with superimposition of the sites on new approved CZMP, 2011. Application needs to be submitted by the concern planning Authorities.

After deliberation, the Authority decided to delist the application from the records of the MCZMA.

Item No.20: Proposed development of Ship repairing and shipbuilding yard at Killa Belapur, in Panvel Creek by M/s Belapur Offshore Terminal LLP.

The project proponent (M/s Belapur Offshore Terminal LLP) presented the proposal before the Authority. The proposal is for development of Ship repairing and shipbuilding yard at Killa Belapur, in Panvel Creek. A fitting out berth of size 50 m X 15 m is proposed initially to be extended to 100 m / 150m. Approach trestles are proposed on either end / central of the fitting out berth of length of about 60 m long X 10 m wide. The Shipyard is designed to catering 1 to 2 vessels per year for ship building and 2 to 4 vessels per year for repairing.


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The MPCB has granted Consent to Establish on 11.05.2017 for Ship Repair & Ship Building on site under reference. The reclamation of 7860 sqm is proposed in the intertidal area for developing additional land area for operations.

The Authority noted that the PP has submitted CRZ map in 1:4000 scale & report dated Nov, 2017 prepared by IRS, Chennai. As per the said report, the proposed development of shipyard near Belapur of Navi Mumbai falls in CRZ-II and CRZ-IVB as per CRZ 2011. The project falls outside the 50 m mangrove buffer. The Authority noted the DPR and EIA & EMP report submitted by the PP. The PP has also submitted the copy of agreement done with MMB.

The Authority noted the followings:

1. As per para 4(i)(f) of the CRZ Notification, 2011, following is permissible: Construction and operation for ports and harbours, jetties, wharves, quays, slipways, **ship construction yards**, breakwaters, groynes, erosion control measures;
2. As per amended CRZ Notification dated 28th 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 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. Prior Clearance from the MPCB shall be obtained
4. A creek water monitoring program should be implemented during the construction phase & operation phase.


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5. PP should prepare and implement Spill contingency plan as a part of Disaster Management plan.
6. Natural course of creek water and tidal regime should not be hampered due to proposed activities.
7. 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.
8. 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.
9. 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.
10. Debris generated during the project activity should not be dumped in CRZ area. It should be disposed scientifically at a designated place.
11. Sewage and effluent should not be discharged into the coastal water body.
12. Extra care to be taken to avoid oil/wastes and leakages or spillages and its discharge should not be into coastal water body.
13. Project manager should ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
14. During the construction & operational phase, all efforts should be made to maintain ecology of the area.
15. All other necessary permissions from different competent authorities shall be taken before commencement of the proposed activities.

Item No.21: CRZ Clearance application for construction of Transmission line by Loop-out of MSETCL's existing 400 Kv Talegaon-Kalwa Transmission line from Location 195A at Diva, Airoli to proposed 400 KV Switching Station at Ghatkopar 400 KV Receiving station at Vikhroli by M/s. Tata Power

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


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Item No.22: Proposed redevelopment of residential building on plot bearing CTS No. C/1067 & C/1068 of village Bandra, Carter road, Bandra (W), Mumbai by M/s Sapre & associates architect

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

Item No.23: Proposed repair to existing structure on plot bearing S. No. 75/1A/4 of Shriwardhan, Tal. Shriwardhan, Dist. Raigad by Mr. Zubaim A. Hakka Kardame

The project proponent presented the proposal before the Authority. The proposal is for repairs to existing structure on plot bearing S. No. 75/1A/4 of Shriwardhan, Tal. Shriwardhan, Dist. Raigad.

The Authority noted that the MCZMA has a policy regarding proposals of alteration / minor repairs to the authorized structures within existing FSI in CRZ areas. Accordingly, the MCZMA has issued a Circular No. MCZMA 2017/CR28/TC4 dated 27.4.2017 regarding the policy. As per the above Circular, local planning authority can regulate proposals of lift installations & no need of MCZMA clearance for the same. Accordingly, MCZMA vide letter dated 12.06.2018 communicated the above circular to the MCGM. The proposal is only of repairs, as presented by the PP during the meeting. The Authority noted that such repair proposals needs to be dealt by the local body, as per the above stated policy of the MCZMA.

The Authority further noted that as per approved CZMP under CRZ Notification, 2011, the plot bearing S. No. 75 of Shriwardhan, Tal. Shriwardhan, Dist. Raigad falls in non CRZ area.

After deliberation, the Authority decided to confirm that plot bearing S. No. 75/1A/4 of Shriwardhan, Tal. Shriwardhan, Dist. Raigad is situated outside CRZ area.

Item No.24: Proposed repair to existing structure on plot bearing S. No. 75/2B (pt) of Shriwardhan, Tal. Shriwardhan, Dist. Raigad by Mr. Zubaim A. Hakka Kardame


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The project proponent presented the proposal before the Authority. The proposal is for repairs to existing structure on plot bearing S. No. 75/2B (pt) of Shriwardhan, Tal. Shriwardhan, Dist. Raigad.

The Authority noted that the MCZMA has a policy regarding proposals of alteration / minor repairs to the authorized structures within existing FSI in CRZ areas. Accordingly, the MCZMA has issued a Circular No. MCZMA 2017/CR28/TC4 dated 27.4.2017 regarding the policy. As per the above Circular, local planning authority can regulate proposals of lift installations & no need of MCZMA clearance for the same. Accordingly, MCZMA vide letter dated 12.06.2018 communicated the above circular to the MCGM. The proposal is only of repairs, as presented by the PP during the meeting. The Authority noted that such repair proposals needs to be dealt by the local body, as per the above stated policy of the MCZMA.

The Authority noted that as per approved CZMP under CRZ Notification, 2011, the plot bearing S. No. 75 of Shriwardhan, Tal. Shriwardhan, Dist. Raigad falls in non CRZ area.

After deliberation, the Authority decided to confirm that plot bearing S. No. S. No. 75/2B (pt) of Shriwardhan, Tal. Shriwardhan, Dist. Raigad is situated outside CRZ area.

Item No. 25: Proposed reconstruction of residential building on plot bearing S. No. 346A, H. No. 4A, 4C, CTS No. 3355 (pt), 3355/1(pt) of village Rahatghar, Tal. & Dist. Ratnagiri by Shri. Nilesh Gopinath Kotawadekar & others

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

Item No. 26: CRZ status of CTS No. 215, 216 at Junction of Haji Noora Lane & M. S. Road, Off S.V. Road, village Bandra (W), Mumbai by M/s. Bombay & Bandra Bakar Kasai Jamat Mosques Trust

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


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Item No. 27: Proposed reconstruction of residential building on plot bearing S. No. 42, H. No. 4A, 4K & 4D, CS No. 850A, 850B, 850/1 at Rahatghar, Tal. & Dist. Ratnagiri by Shri. Ajay Avinash Ghadshi & others

The project proponent presented the proposal before the Authority. The proposal is for reconstruction of residential building on plot bearing S. No. 42, H. No. 4A, 4K & 4D, CS No. 850A, 850B, 850/1 at Rahatghar, Tal. & Dist. Ratnagiri.

Ratnagiri Municipal Council mentions that the plot under reference falls in residential zone. As per approved CZMP, the plot under reference falls in CRZ-II and landward side of existing road. Plot area: 1950.00 sqm, net plot area is 856.00sqm, permissible FSI is 0.90 and proposed BUA is 376.04 sqm.

The Authority noted that as per 8(i) II. CRZ-II as per CRZ Notification, 2011, Reconstruction of authorized building to be permitted subject with the existing Floor Space Index or Floor Area Ratio Norms and without change in present use is permissible.

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

1. Proposed redevelopment should be in accordance with provisions of CRZ Notification, 2011 (amended from time to time).
2. Local body to ensure that reconstruction is within the permissible FSI as on 19.2.1991.
3. Local body to ensure that construction is not allowed in 50 m mangrove buffer zone area.
4. All other required permissions from different statutory authorities should be obtained prior to commencement of work.


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Item No.28: Proposed reconstruction of existing residential Bungalow on plot bearing CTS no. 1719/7, plot no. 5, S. No. 151, H. No. 1 (pt B) at village, Erangal, Tal. Borivali, Malad (W), P/N ward, Mumbai by Mrs. Sudha S. Patel

The project proponent presented the proposal before the Authority. The proposal is for proposed reconstruction of existing residential Bungalow on plot bearing CTS no. 1719/7, plot no. 5, S. No. 151, H. No. 1 (pt B) at village, Erangal, Tal. Borivali, Malad (W), P/N ward, Mumbai. MCGM mentions that the plot under reference falls in residential zone and not reserved for any public purpose.

Existing bungalow on land under reference comprises of Ground + 1 (pt) upper floor for which MCGM has granted Occupation Certificate on 16.06.1976. The structure under reference is aged more than 40 years and is in extremely dilapidated and ruinous conditions. At present, the same is vacated.


The proposed bungalow comprises of Stilt (pt) and Ground (pt) + 1st floor for residential use. PP has proposed part stilt for car parking purpose & also part is used as kitchen & toilet, swimming pool open to sky, open to sky court yard. MCGM has granted IOD on 07.08.2017 and no objection for amended plan on 21.02.2018. Plot area is 2509.00 sqm, permissible BUA is 236.73 sqm and proposed BUA is 236.70 sqm.

The Authority noted that as per approved CZMP of Greater Mumbai under CRZ Notification, 2011, the plot under reference falls in CRZ-II area. As per 8(i) II. CRZ-II as per CRZ Notification, 2011, Reconstruction of authorized building to be permitted subject with the existing Floor Space Index or Floor Area Ratio Norms and without change in present use is permissible.

The Authority noted that local planning Authority need to ensure that construction should not extend towards seaward side and restricted to plinth.

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

1. Proposed redevelopment should be in accordance with provisions of CRZ Notification, 2011 (amended from time to time).


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2. Local body to ensure that reconstruction of bungalow is within the permissible FSI as on 19.2.1991.
3. Local planning Authority to strictly ensure that construction should not extend towards seaward side and restricted to plinth.
4. Debris/ solid waste should not be dumped in the CRZ area
5. All other required permissions from different statutory authorities should be obtained prior to commencement of work.

Item No.29: Proposals of Advertisement Hoarding received before MCZMA.

The Authority noted the Hoarding policy of the MCZMA as decided in its 96th meeting held on 17th January, 2015. Following Advertisement Hoarding applications received before MCZMA:

Sr. No.	Subject	Hoarding Number & Size
1	Advertisement hoarding in the compound of Zahid Manzil, Juhu Tara Road, Juhu, Mumbai by M/s. Perfect Publicity	--
2	Proposed advertisement hoarding at Plot No. 306, LBS Marg, Kurla, Mumbai by M/s. Bombay Carbon & Metcarps Pvt Ltd.	1 No. 40'X40'
3	Proposed advertisement hoarding on dead wall at Dinanath Building, SVS Road, Mahim (W), Mumbai by M/s. Maulik Enterprises	1 No. 15'X20'
4	Proposed advertisement hoarding on dead wall, Tilak House, SVS Road, Mahim (W), Mumbai by M/s. Maulik Enterprises	1 No. 15'X20'
5	Proposed advertisement hoarding in the compound of Zahid Manzil, Juhu Tara Road, Juhu Mumbai by M/s. Simca Advertising	1 No. 30'X20'
6	Proposed advertisement hoarding at Grit Hights CHSL, Indian Oil Nagar, Ghatkopar, Mankhurd, Link Road, Chembur West, Mumbai by M/s. Liote Media	1 No. 40'X40' Back to Back


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7	Advertising hoarding in Haji ali Juice centre facing traffic coming from Warli towards Haji ali against C.S.No. 852, Mumbai by M/s. Goldlink Advertising & Marketing	1 Nos. 30'X20'
8	Proposed advertisement hoarding in the compound of CS. No. 7827/853, kole, kalyan by M/s. Admyre Advertising Agency	2 Nos. 40'X40'

The Authority noted that application listed at Sr No. 2 i.e. advertisement hoarding at Plot No. 306, LBS Marg, Kurla, Mumbai is situated beyond applicable CRZ setback limit from the coastal water body, as per approved CZMP under CRZ Notification, 2011. Hence, the site is situated in Non CRZ area. The Authority decided to communicate the CRZ status of the said hoarding site tabulated at sr. no. 2 to PP, as Non CRZ.

The Authority further noted that all other applications are incomplete and needs to be submitted through concern planning Authority with location of the site superimposed on approved CZMP, 2011. Accordingly, all other applications tabulated at Sr. no. 1, 3 to 8 are delisted from the records of the MCZMA.

Item No.30: Proposed redevelopment for school building on plot bearing CTS No. 1026 & 1027, FP No. 19A, 21-22 of TPS II, Santacruz, village Juhu, Juhu Tara Road, Santacruz (W), K/w ward, Mumbai by M/s. Technocraft Architect & Planners

The project proponent presented the proposal before the Authority. The proposal is for proposed redevelopment for school building on plot bearing CTS No. 1026 & 1027, FP No. 19A, 21-22 of TPS II, Santacruz, village Juhu, Juhu Tara Road, Santacruz (W), K/w ward, Mumbai. Existing school on land under reference comprises of Ground + 5 upper floor for which MCGM has granted Occupation Certificate on 11.10.1980, 16.03.1982.

The proposed school building comprises of Basement + Ground + 1st to 7th floor for educational purpose in lieu of plot potential + additional FSI as per DCR 10(2) of DCR 1967. The MCGM has granted concession on 27.03.2019. Plot area is 4374.20 sqm, permissible BUA is 3540.98 sqm and proposed BUA: 11014.65 sqm


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As per remarks of the MCGM, as per DP remarks the plot under reference falls in residential zone and designated for private primary school purpose. As per approved CZMP of Greater Mumbai under CRZ Notification, 2011, the plot under reference falls in CRZ-II area and landward side of existing road.

The Authority noted that as per 4(ii) the following activities shall require clearance from MoEF; namely:- (i) Demolition and reconstruction of (a) buildings of archaeological and historical importance, (ii) heritage buildings; and buildings under public use which means buildings such as for the purposes of worship, **education**, medical care and cultural activities;

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

1. Proposed redevelopment should be in accordance with provisions of CRZ Notification, 2011 (amended from time to time).
2. Local body to ensure that reconstruction of bungalow is within the permissible FSI as on 19.2.1991.
3. All other required permissions from different statutory authorities should be obtained prior to commencement of work.

Item No.31: Proposed construction of sea wall for Gharapuri Island & Panje village & boat landing jetty at Nhava. JNPT (Phase II) by Jawarlal Nehru Port Trust.

Officials of the Jawarlal Nehru Port Trust presented the proposal before the Authority. JNPT has proposed construction of sea wall for Gharapuri Island & Panje village & boat landing jetty of 220 m at Nhava, JNPT (Phase II).

JNPT officials presented that the MoEF&CC, New Delhi has granted Environmental & CRZ Clearance for Deepening and widening of existing Mumbai Harbour Channel and Jawaharlal Nehru Port Channel (Phase II at Uran, Dist. Raigad on 31.03.2017. As compliance to said EC, JNPT has identified and initiated following areas as brought out in the public hearing report and subsequently, it has been mentioned that the works of construction of sea wall for Gharapuri Island & Panje village & boat landing jetty at Nhava, JNPT will be under taken. This is in also compliance with directions for CER works issued by MoEF&CC OM dated 01.05.2018.


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The JNPT further submitted that as per approved CZMP, 2011, boat landing jetty at Nhava falls in CRZ IVB and Sea wall at Gharapuri Island & Panje village falls in CRZ IB. JNPT has prepared EIA/ EMP for the proposed activities.

Considering the existence of mangrove in the vicinity of the sites, the Authority opined that Mangrove Cell need to make site visit at Gharapuri Island, Panje and site of proposed boat landing jetty at Nhava and submit a report to the Authority. Mangrove Cell need to report whether the proposed activities are in mangroves are & its 50 m buffer zone area. If yes, any alternatives could be suggested for the location to avoid the clearing of mangroves. JNPT to provide the exact site locations to Mangrove Cell officials.


After deliberation, the Authority decided to defer the proposal for submission of the report from the Mangrove Cell as stated above.

Item No.32: Proposal for coast guard infrastructures on plot bearing S. no. 202/2 & 203/2 at Chikhale village, Dahanu, Dist. Palghar by ICGS Dahanu

Officials of the Indian Coast Guard Station (ICGS) Dahanu presented the proposal before the Authority. Official informed that MoEF&CC, New Delhi on 21.12.2015 has granted the CRZ Clearance for the phase I of the project for administrative Building and Married Accommodation. Now, the Coast Guard has proposed Phase II development works on plot bearing S. No. 202/2 & 203/2 at Chikhale village, Dahanu, Dist. Palghar. Total Area of the land is 8 hector and Total built up area is 2761.28 sqm.

Proposed developmental works in Phase II are as follows:

Sr. no.	Name of the building	Configuration	Total Area (in sqm)
1.	Single Officers Accommodation including (7) servant quarters (5), Garage (5)	Ground floor + 2 upper floors	735.09
2.	Single living Accommodation for JCOs including Garage	Ground floor + 2 upper floors	867.96


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3.	Single living Accommodation for EPS including scooter shed	Ground floor + 2 upper floors	400.50
4.	Cook House (Kitchen)	Ground floor + 2 upper floors	128.63
5.	Dining Hall for JCOs	-	68.00
6.	Dining Hall for EPs	-	22.58
7.	Guard Room with Armoury	Single floor	146.96
8.	MT Complex	Single floor	288.56
9.	Basket Ball Court	-	1.00
10.	Volley Ball Court	-	1.00
11.	Hard Standing	-	100.00
12.	Washing Platform	-	1.00

Officials of the Coast Guard further submitted that road/path etc will be provided around the buildings adequately for the convenience of the users and movement of vehicles. At present underground storage of 20,000 liters capacity exists at project site for which the source of water is from 2 open wells. Since, there is no provision of Municipal water to project site addition shallow well along with UGS of adequate capacity is being catered to meet the potable water requirement of additional buildings of the project. HT/LT electricity supply of 100 KVA is available for the project through MSEDCL which is adequate for additional requirement for the phase II project. All the effluents will be discharged through RCC pipe line and sewage treatment /filter bed as envisaged by Military Engineering services and 50% treated water will be reused for flushing purpose and balance 50% will be used for gardening. Suitable mechanism for rainwater harvesting is being worked by Military engineering services for the said project.

The Authority noted that as per the approved CZMP under CRZ Notification, 2011, the plot under reference falls in CRZ III area (within 200 m to 500 m). However, the Coast Guard office need to submit the EIA/ EMP for the project.

The Authority noted that as per para 4 (ii) (b) of CRZ Notification, 2011, following activities shall require clearance from MoEF:

"construction activities relating to projects of Department of Atomic Energy or Defence requirements for which foreshore facilities are essential such as,


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slipways, jetties, wharves, quays; except for classified operational component of defence projects. Residential buildings, office buildings, hospital complexes, workshops of strategic and defence projects in terms of EIA notification, 2006".

The Authority noted that the project involves construction of officers accommodation and other related facilities for Indian Coast Guard Station which is proposed in CRZ III area (200 m to 500 m from HTL of the Sea). Proponent presented that proposed project is required at the site of coast guard station for effective vigilance and security purposes.

The Authority observed that it is a part of defense project which aim to strengthen the coastal security and requires prior CRZ clearance from MoEF.

The Authority decided to recommend the project from CRZ point of view to MoEF&CC, New Delhi subject to submission of EIA / EMP report and 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. Project should confirm the local town and country planning regulations.
3. Prior clearance from the Maharashtra Pollution Control Board shall be obtained.
4. All other required permission from different statutory authorities should be obtained prior to commencement of work.

Item No.33: Proposed expansion under integrated logistic park at S.no. 95/1, 95/2, 95/3A, 95/4A, 111/1, etc, village koproli, Tal. Uran, Dist. Raigad by M/s. Allcargo logistic Ltd

The project proponent presented the proposal before the Authority. The proposal is for expansion under integrated logistic park at S.no. 95/1, 95/2, 95/3A, 95/4A, 111/1, etc, village koproli, Tal. Uran, Dist. Raigad by M/s. Allcargo logistic Ltd. PP informed that the Phase I is completed and CIDCO has granted CC on 23.07.2010 & OCon 26.4.2011. Now, proposed activities involves construction of warehouse B, D. Reconstruction of Warehouse A. Warehouse C will be retained.

The Authority discussed the proposal and noted that PP need to submit the detail application with superimposition of all project activities on approved


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CZMP in 1:4000 scale prepared by one of the MoEF authorized agency. The application needs to be submitted through concern planning Authority with their remarks.

After deliberation, the Authority decided to delist the application from the records of the MCZMA.

Discussion Items:

Item No. 1: Regarding the Approved Coastal Zone Management Plan, under CRZ Notification, 2011 of the Shrivardhan Municipal Council limit area

The Authority noted that Shrivardhan Municipal Council has sent a representation dated 16.9.2019 regarding the approved CZMP under CRZ Notification, 2011 of the Shrivardhan Municipal Council limit of Raigad district. Municipal Council submitted that the in approved CZMP, 2011, council limit is shown as CRZ III area. Beings, Municipal council area, the said stretch should be in CRZ II area.

The Authority noted that the MoEF&CC, New Delhi vide letter dated 16th August, 2018 approved the CZMPs under CRZ Notification, 2011 of Raigad district. The Authority discussed that said approved CZMP, under CRZ Notification, 2011 shows the Shrivardhan Municipal Council area as CRZ III area, which is an error in the CZMP. Being a Municipal Council area, it to be shown as CRZ II area. As per the para 7.(ii) CRZ II of the CRZ Notification, 2011, the areas that have been developed upto or close to shoreline shall be classified as CRZ II area. Further, said para 7 (ii) explains that "developed area" is referred to as that area within the existing municipal limits or in other existing legally designated urban areas which are substantially built-up and has been provided with drainage and approach roads and other infrastructural facilities, such as water supply and sewerage mains.

The Shrivardhan Municipal Council area, being a Municipal area is a developed area and it should have been classified as CRZ II area, in the approved CZMP, 2011. The Authority further noted the earlier approved CZMP under CRZ Notification, 1991, which had classified the Shrivardhan Municipal Council area, being a developed area, as CRZ II area.


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The Authority after deliberation decided to bring the above facts to the notice of NCSCM, Chennai and IRS, Chennai, so that above said error could be rectified by MoEF&CC, New Delhi. The map of the Municipal Limit of the Shrivardhan Municipal Council shall be provided to NCSCM, Chennai and IRS, Chennai for further necessary action in the matter.

Item No. 2: Amendment in the minutes of 136th meeting (item no. 20)- proposed development of multipurpose terminal with jetty for cargo handling, ship repair and ship breaking facility at Guhagar, Dist. Ratnagiri by M/s. Marine Syndicate Pvt. Ltd.

The Authority noted that proposed development of multipurpose terminal with jetty for cargo handling, ship repair and ship breaking facility at Guhagar, Dist. Ratnagiri by M/s. Marine Syndicate Pvt. Ltd was deliberated in 113th, 115th and 136th meeting of the MCZMA held on 8th to 11th August, 2016, 17th to 18th January, 2017 and 2nd August, 2019 respectively. In the 136th meeting, the Authority decided to recommend the project activities of jetty / platform/ ramp as multipurpose terminal to SEIAA and ship repair & ship breaking facility to MoEF&CC, New Delhi.

The Authority noted that M/s. Marine Syndicate Pvt. Ltd vide letter dated 21.9.2019 submitted representation requesting amendment in the minutes of 136th meeting and requested that ship repair activity could be recommended to SEIAA.

The Authority deliberated the proposal and request of the PP and decided to revise the entire minutes of 136th meeting as follows:

The project proponent (M/s. Marine Syndicate Pvt. Ltd) presented the proposal before the Authority. The MCZMA in its 113th and 115th meeting held on 8th to 11th August, 2016 and 17th to 18th Jan, 2017 respectively deliberated the proposal of development of multipurpose terminal with jetty for cargo handling, ship repair and ship breaking facility. However, the MCZMA in its 115th meeting has only recommended the project of jetty to SEIAA subject to certain conditions.


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The Authority further noted that the project is a composite project involving construction of Jetty / platform / ramp (multipurpose terminal) for cargo handling and Ship repair & ship breaking activity on single continuous land. The PP has submitted the EIA report for the entire composite project, hence, fresh appraisal will be required for the whole project. During the meeting, the PP also agreed for the same and presented the proposal afresh.

As presented by the PP, project involves mainly 2 following components:

- A. Jetty / platform / ramp (multipurpose terminal) for cargo handling
- B. Ship repair and ship breaking facility

The project site is located at village Katale, Ratnagiri district, on North bank of the Jaigad creek (Shastri River) in its inland waterways. Proposed activities are situated on land bearing Survey no. 41 & 42/18, 42/19/1, village Katale, Taluka Guhagar, District Ratnagiri. Latitude is 17°17'24"N and longitude is 73°16'36"E. Total area of the land is 2.9 Ha

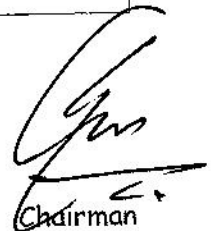
The site is 3 nautical miles upstream from the jaigad harbour and 4 nautical miles from the sea mouth. Existing channel has 7 meter depth from Jaigad harbour upto the site. It is connected to the Mumbai- Goa National Highway no. 66 at 40 km at Sawarde, via SH 105.

Details of the proposed activities are as follows:

Sr. No	Particulars	Details
1.	Ship Breaking (small ships:150 m length x 5 m draft)	10 to 15 Nos/ year
2.	Ship Repair (small ships: 75 m length x 5 m draft)	24 to 30 Nos/year
3.	Cargo Handling	0.2 MTPA
4.	Manpower (Workmen + Staff)	100 - 125 No.
5.	Existing Piled Jetty	7 x 2.4 meter
6.	Proposed Jetty	13 x 25 meter
7.	Floating Dry Dock	80 x 24 meter
8.	Water Requirement	10 m ³ /day
9.	Waste Water Generation	4.2 m ³ /day



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10.	STP Capacity (for Domestic sewage)	10 m ³ /day
11.	ETP Capacity (for Bilge and slop water)	10 m ³ /day
12.	Power Requirement	415 V
13.	DG set Capacity	250 kVA
14.	Green belt - 10715 Sqm	10715 Sqm
15.	Parking	3588 Sqm
17.	Solid and Hazardous waste storage	406 Sqm
18.	Open Stockyard	3741 Sqm
19.	Liquid Cargo Storage	
20.	6 meter internal road	

Multipurpose Terminal:

Cargo shipments with feeder support service by using small ships and barges of maximum 4 m draft from this terminal up to mother vessels at anchorage and up to nearby coastal ports : Cargo shipments of Bauxite, Laterite, Coal, Fertilizers, Molasses etc. bulk, bagged and liquid cargo (palm oil, molasses) are planned at this terminal. Total cargo quantum will be maximum 2 lakh ton (0.2 million ton) per year.

Ship repair work:

Ship repair work for small ships with Floating Dry Dock (FDD) facility: Ship repair work by using steel Floating Dry Dock will be carried out. Small Ships, barges, tugs, supply vessels etc. up to 75 m length 5 m draft will be docked on this Floating Dry Dock Floating Dry Dock will be moored and operated in the water frontage granted by MMB on lease. Ship repair work will be attended as per orders. Around 24 to 30 ships every year will be attended.

Ship Breaking Facility:

Ship breaking facility for small ship upto 150 m length and 5 m draft: Ship breaking facility for above size small ships is planned in the separate zone. Around 10 to 15 small ships/barges will be dismantle every year in this ship breaking facility.

The PP presented that maximum draft of the vessel arriving at this terminal will be 5 meter only. There is 6 meter water depth available at sea mouth on sand bar during average high water. Immediately after the sand bar;


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there is 10 to 14 meter water depth in Jaigad harbour and then there is 7 meter deep river channel from Jaigad harbour upto this proposed site. Bathymetry study was carried out for the site, as per which, current navigability of the creek is easily approachable for the small ships and the barges for handling cargo.

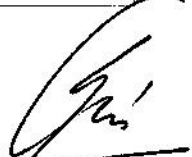
The PP further presented that there will not dredging carried for the project as the channel has 10-14 meter depth from Jaigad harbour upto the site. The site has water frontage of 6.0 depth during high tide. The Maharashtra Maritime Board has approved cargo shipment and ship repair work at this multipurpose terminal and granted 3500 sqm water frontage on lease for this purpose. It has also given permission for the operation of a floating dry dock in the water frontage to M/s Marine Syndicate Pvt Ltd.

The PP further presented that there is existing jetty at the site. Few shore bollards and mooring buoys are in place. Toilet facilities and sewage disposal arrangement are at site as per approval accorded by District Health officer. firefighting equipment along with transport facilities of heavy vehicles like trucks, dumpers are present at the site.

The EIA report submitted by the PP reports the cumulative impacts due to cargo handling, ship repair and ship breaking facility and mitigation measures.

environment	Anticipated impacts	Mitigation measures
Land environment:	<p>Proposed facilities will be developed on the land. Part of the land is covered with trees. Due to undulating topography, there will be cutting and filling required which will result in topography and land use change.</p> <p>During operation phase, there will be an increase in the heavy vehicle</p>	<p>Layout of the proposed project will be in accordance with landscape planning concepts to minimize major landscape changes.</p> <p>The change in land use pattern will be limited to the proposed port limit and will be carried out in such way as to ensure proper drainage by providing surface</p>


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	<p>traffic as compared to the present conditions due to the cargo handling, ship repair and ship breaking facility. This increase in traffic will have to be properly managed. provision of parking of the cargo trucks in made in the project.</p>	<p>drainage system including storm water network etc.</p> <p>Material recovered from the cutting activity will be used for filling within the project boundaries</p>
Soil and geology	<p>Contamination of soils is anticipated due to poor storage and management of solid and liquid wastes. All these impacts might be permanent if not remediated.</p> <p>Furthermore, Contamination of soils may occur as a result of spillage of fuels, lubricant chemicals, sanitary wastewater, etc. as well as from leakage from inadequately protected solid waste storage facilities and sites.</p>	<ul style="list-style-type: none"> • Proper planning of works and work design to minimize erosion will be done • planting of vegetation on barren and / or sloping surfaces will be undertaken • channel runoff from hardened surfaces will be directed to well designed and properly maintained drains. • Sewage/ solid waste / construction wastes should be treated and disposed or sold to authorized recyclers as per the MoEF


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		<p>guidelines.</p> <ul style="list-style-type: none"> • Hazardous materials should be handled, stored and transported so as to avoid leaks, spills or other types of accidental releases into soils, surface water and groundwater resources.
Water Environment:	<p>Major impacts on marine water quality are envisaged due to the civil works activities like driving of piles, construction of jetty, movement of construction equipment etc will have a high potential to disperse the fine grained sediments in the water, thus, affecting the marine life. However, this rise in turbidity will be only during the construction phase. Potential impact no groundwater resources is not envisaged as there will not be any toxic material release in sub soil region having potential of ground water contamination.</p>	<p>Proper mitigation measures will be implemented to avoid such runoff as well as spillage of construction materials so that materials in runoff cannot enter into the water bodies.</p> <p>Domestic wastewater /sewage generated from construction labour colony will be treated in septic tanks and soak pits and will be used for developing green plantation.</p> <p>During operation phase, waste water generated will be treated in STP of 10 KLD capacity. Treated water will be used for flushing, gardening and</p>



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		<p>dust suppression purpose.</p> <ul style="list-style-type: none"> • All ship related waste with a potential to cause pollution to the marine environment should be disposed of according to the guidelines stipulated by the MARPOL convention. • Fuel and oil stores must be located away from the site drainage system and the shoreline. If this is not possible, ensure adequate measures are identified to prevent or contain any spillage. • Careful storage and usage of fuels, oils (and chemicals) will be ascertained. • Facilities for holding and collecting storm water runoff using sedimentation pits will be installed. • Waste water will
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Member Secretary


Chairman

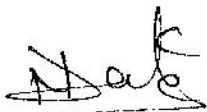
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		be treated up to the standards for discharge (P & CPO Act, 1974).
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The EIA report further stated that pollutants generated from ship breaking activities include liquid, metal and gaseous & solids. Ship breaking activities contaminate the coastal soil and sea water environment and thus impair ecological settings. High Turbidity of water may cause decrease the concentration of DO and increase the BOD. further, oil spilling may cause negative impact thereby causing disturbances in marine life. There will be provision of Effluent treatment facility (ETP) for bilge and slope water discharge. Machines will be washed in a designated area and the effluents will be routed through drains to a settling pit with oil and grease trap. The clarified effluent will be used for dust suppression purposes to minimize fresh water demand.

The EIA report also mentions that ship repair and ship breaking activity will generate Hazardous waste and mitigation measures are proposed involves:

- Polychlorinated Bisphenol (PCB) containing waste will be stored in designated area and handed over to CHWTSDF.
- Use of Tri Butyl Tine (TBT) is prohibited. TBT waste if at all generated, will be sent to CHWTSDF.
- Before breaking of ship, all the engine oil and residual fuel will be removed and stored
- Oil spill contingency plan will be implemented.
- To combat accidental spillage provision of containment, oil skimmers, booms will be used to minimize the damage to marine environment.
- Use of PPE will be compulsory for the workers while cutting/ breaking
- Oil wastes and other hydrocarbon compounds (fuels & grease) are likely to be generated from ship breaking activity and maintenance activities conducted at dry dock. Oily compounds will be disposed in accordance with appropriate environment protocol to ensure that it does not infiltrate the adjacent water and soil.
- Scrap metal, glass material generated during ship repair and ship breaking activity will be recycled
- Batteries will generate as solid waste during ship repair and breaking activity. These batteries will be stored in a designated bounded area until


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such time as they are recycled or disposed of in an environmentally sensitive manner.

The Authority noted that as per the CRZ map prepared by IRS, Chennai, as per CRZ Notification, 2011 showing site under reference, the project site falls in CRZ IB, CRZ III, CRZ IVB and non CRZ area. As per EIA report, the project area does not have sensitive ecosystem such as mangroves, sand dunes, coral etc.

The public hearing was conducted on 5.9.2018 for developmental of ship breaking facility for small ships. During public hearing one Mr. Natekar has raised the issue of access of fishing boats and suggested to keep the channel open all time for the fishing boats. The PP assured that no hindrance and obstacles to fishing activity and tourism in the creek after the project.

The Authority discussed that ship breaking facilities are often discouraged as the whole process entrails a series of risky tasks and as a depot of hazardous substances, which post threats to the ambient environment and working people. Depending on their size and function, scrapped ships have max 2000 tones weight, 70% of which is steel, coated with paint containing lead, cadmium, arsenic, zinc, chromium etc. Ships also contain wide range of other hazardous wastes, sealants containing PCBs, various types of asbestos, lub oils, grease. Hence, ship breaking activities are potentially detrimental to coastal water quality.

It was discussed that since, there is possibility of pollution of creek water caused by ship breaking activities, creek 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.

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

- A. For jetty / platform/ ramp as multipurpose terminal for cargo handling and ship repair facility**


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- 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 amended CRZ Notification dated 28th 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."
- As per para 7(e) of the schedule to EIA Notification, 2006, proposal of jetty / platform/ ramp as multipurpose terminal for cargo handling falls under Category B project, being capacity less than 5 MTPA, wherein EC from the SEIAA will be required.
- The public hearing was conducted on 5.9.2018 for the category B project.

In the light of above, the Authority noted that proposal of jetty / platform/ ramp as multipurpose terminal for cargo handling and ship repair yard could be recommended to SEIAA

B. For Ship breaking facility

- 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"

Under above said para 4(f), ship construction yards is permissible activity. However, activity of the Ship breaking facility is not mentioned in the CRZ Notification.

- Ship breaking yard falls under para 7(b) Category A project, as per the EIA Notification, 2006, for which Environment Clearance is required


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from the MoEF&CC, New Delhi.

- The MPCB has conducted the public hearing on 5.9.2018 for the Category A project.

In the light of above, the Authority noted that proposal of Ship breaking facility could be recommended to MoEF&CC, New Delhi.

Therefore, after detailed deliberation and discussion and taking into consideration EIA report and public hearing report decided the followings:

A. Proposal of jetty / platform/ ramp as multipurpose terminal and ship repair facility is recommended to SEIAA 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. Prior Clearance from the MPCB shall be obtained
4. A creek water monitoring program should be implemented during the construction phase & operation phase.
5. PP should prepare and implement Spill contingency plan as a part of Disaster Management plan.
6. 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.
7. Natural course of creek water and tidal regime should not be hampered due to proposed activities.
8. 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.
9. 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.


Member Secretary

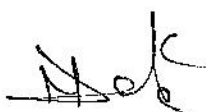

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10. No labour camp, machineries and material storage is allowed in CRZ area & it should also be ensured that the waste water from these entities should not be released into the coastal water body. Effluent treatment plant should be located outside CRZ area.
11. Debris generated during the project activity should not be dumped in CRZ area. It should be disposed scientifically at a designated place.
12. Sewage and effluent should not be discharged into the coastal water body.
13. 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.
14. Extra care to be taken to avoid oil/wastes and leakages or spillages and its discharge should not be into coastal water body.
15. Project manager should ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
16. During the construction & operational phase, all efforts should be made to maintain ecology of the area.
17. Acoustic fencing should be installed along the edge of the access road should the traffic generated noise level be significant to warrant mitigation measures.
18. All other necessary permissions from different competent authorities shall be taken before commencement of the proposed activities.

B. Proposal of ship breaking facility from CRZ point of view is recommended to MoEF&CC, New Delhi 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. Natural course of creek water and tidal regime should not be hampered due to proposed activities.


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3. Mitigation measures proposed during construction and operation phase in the EIA report should be strictly be implemented by the PP.
4. Prior Clearance from the MPCB shall be obtained
5. No Hazardous waste shall be discharged in the creek water.
6. A creek water monitoring program should be implemented during the construction phase & operation phase.
7. PP should prepare and implement Spill contingency plan as a part of Disaster Management plan.
8. PP to ensure that there should not be hindrance and obstacles to fishing activity and tourism in the creek after the project, as assured by the PP in the public hearing.
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.
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. Waste water should be treated up to the standards for discharge (prevention and control pollution) At, 1974,
15. Extra care to be taken to avoid oil/wastes and leakages or spillages and its discharge should not be into coastal water body.
16. Project manager should ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
17. Acoustic fencing should be installed along the edge of the access road should the traffic generated noise level be significant to warrant mitigation measures.


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18. All other necessary permissions from different competent authorities shall be taken before commencement of the proposed activities.

Item No. 3: Complaint regarding illegal dumping at Belpada, Uran, Navi Mumbai.

The Authority noted that a complaint vide email dated 2.11.2019 was received alleging illegal reclamation on Belpada, Jasai, Uran, Dist. Raigad. Complainant has alleged that dumping of debris is underway at Belpada Wetland, by blocking a natural tidal flow. Belpada wetland is home for many migratory birds and Belpada wetlands has been notified as per wetlands atlas of Maharashtra. Few villages are experiencing unseasonable flooding. A large number of flamingos are also noticed here. This is further alleged that the dumping of debris is underway in violation of the CRZ norms.

After deliberation, the Authority decided to call a report from the District Collector, Raigad and CIDCO in the matter. The matter be sent to them for examination and action, if violation of CRZ norms is found.

Item No. 4: Complaint regarding illegal reclamation chimbai area, Bandra (W), Mumbai

The Authority noted that a complaints was received before the MCZMA regarding alleged illegal reclamation at Chimbai area, Bandra (W), Mumbai. Complaint stated that sea bed rocks are being broken by JCB machines within 100 m from the mangroves and it is damaging the ecosystem. Complainant requested direct the stop the ongoing work at site. Complaint further alleged that, illegal reclamation at Chimbai beach from the High tide line towards the waterside area. The reclamation involves dumping of concrete and mud in the intertidal rocky shore that also harbours the anchorage of small scale fishermen boats from the fishing villages of Chimbai.

The Authority noted that the proposal of development of infrastructure facilities comprises of 2 boat yards with 2 ramps each, 2 net mending sheds and widening and extension of existing jetty for fisherman community at Chimbai, Mumbai was recommended in the 129th meeting of Maharashtra Coastal Zone Management Authority (MCZMA) held on 26.02.2019.


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After deliberation, the Authority noted that MCZMA vide letter dated 20.10.2019 called report from the Fisheries Department & District Collector on issues raised by the complainant. The Authority decided to send a reminder in the matter.

Item No.5: Proposed development for tourism facilities at Kanhoji Angre Island, Dist. Raigad by MbPT

The Dy. Chairman, MbPT presented the proposal before the Authority. MbPT presented that the island is around 4.5 kms by Sea from Thal. 9.5 km from Alibaug and around 23 kms from the Gateway of India. Total area is 198 Acres. MbPT has obtained the CRZ clearance on 21.1.2016 for the passenger boat jetty subject to certain conditions. Now, the MbPT has proposed the project activities such as temple trails, Tree Avenue and walkways, open amphitheater 2 nos, Green adventure 2 nos, Rock adventure, Toilet, sitting arrangements, Temple beatification etc.

The Authority noted that as per the approved CZMP under CRZ Notification, 2011, the site of Kanhoji Angre Island is situated in CRZ III area and falls in No Development Zone.

The Authority noted that being CRZ III area (NDZ), only activities like gardening, landscaping, open amphitheatres, Green adventures, Rock adventure toilet, sitting arrangements, pathways, STP, Temple beatification, would be permissible. No residential / commercial construction is allowed.

The Authority decided that proposal of ship repair facility is recommended 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. No residential / commercial construction is allowed.
3. All other necessary permissions from different competent authorities shall be taken before commencement of the proposed activities.

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


Member Secretary


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Annexure I

List of the members present in the meeting:

1. Shri Vasudevan, APCCF, mangrove Cell, Member MCZMA
2. Shri. Kandalkar, DyCh.E. MCGM, Member MCZMA
3. Dr. Mahesh Shindikar, Expert Member, MCZMA
4. Mr. Narendra Toke, Director, Environment, Member Secretary, MCZMA



Member Secretary



Chairman